

The Baldy Eagle

September/October 2003

The Newsletter of the Mt Baldy Group, Angeles Chapter
Sierra Club, PO Box 906, Claremont CA 91711

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Visit our webpage: <http://angeles.sierraclub.org/mtbaldy/>

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SIERRA CLUB
CALIFORNIA

Mt Baldy Group recycles aluminum cans. Bring them to the meeting. Support our Group!

NOTE NEW LOCATION (SEE BELOW)

TUESDAY, SEPTEMBER 23, 2003

7:30 pm, Harvey Mudd College *Fourth Tuesday*

Jacobs Classroom B-134

A Libertarian Proposal for Environmental Protection

DAN FERNANDES, Libertarian Party Chair for the East San Gabriel Valley, will speak at the September 23 meeting on the subject "A More Freedom-Friendly Approach to Environmental Problems"

Libertarians believe in limited government, market solutions, and property rights. Unfortunately, standard procedure in the environmental movement has been to expand the power of government, ignore market forces, and trash property rights. This socialist approach is often counter-productive to the goal of protecting the environment. A more sound environmental policy would be one that holds true to libertarian principles.

Dan Fernandes is a retired aerospace engineer, former math teacher, and human powered vehicle designer. Married with two grown children, Dan has lived in La Verne since 1972. He plans to run for State Senate in '04.

Come meet with old and new friends in our new location. Free refreshments.

TUESDAY, OCTOBER 28 2003

7:30 pm, Harvey Mudd College

Jacobs Classroom B-134

A New Zealand Mountaineering Ramble

Last winter (mid-summer down under) **BETH EPSTEIN** and a friend flew down to New Zealand for mountain climbing and trekking. They climbed glaciers to reach the summit of Mt Aspiring (3032 meters, almost 10,000 feet).

They then went hiking on three scenic treks at lower elevations: the Queen Charlotte Trek, the Tongariro Crossing, and the Keppler Trek. They brought back many spectacular pictures which Beth will share with us.

Beth Epstein has been climbing with the Sierra Club Sierra Peaks Section for years. She is a founding member of the Gay and Lesbian Section of the Angeles Chapter.

Nominations for the Mt Baldy Group Management Committee will close on September 26. Please send your suggestions to Sophie Radowick (909-626-5658).

Nominations by petition will be accepted until Oct. 24.

New directions: Use the parking lot entered from Foothill Blvd, east of the traffic signal at Dartmouth Avenue. Jacobs B-134 is in the basement of the catacombs below the HMC Science Buildings which are located at the northwest corner of the Harvey Mudd campus. Enter on the west side of the patio through the center door on the campus side of the Olin Building. Go downstairs, turn right at the bottom of the stairs, go to end of corridor and turn left. Room B-134 is a long way down the corridor on the right..

For people with disabilities, an elevator is available on the first floor of the Olin Building. Turn left away from the stairs. Go down to the basement in the elevator, turn left, and left again, and right, then left again at the end of the corridor. Again, B-134 is located a long way down this corridor on the right.

A Flash Flood High in the Mountains

by Ron Zappen

On August 20 I hiked to Galena Peak (9324') from Forest Falls up Mill Creek in the San Bernardino Mountains. It was overcast, but that kept the temperature down for the time when the going got steep. Is that headwall getting steeper? While eating lunch on the summit I heard some thunder and decided to get out.

Just as I got down from the peak and the headwall at the upper end of the canyon it started raining and hailing. About 15 minutes later just as I got to a place where I wasn't in the bottom of the channel, I hear a rumble and roar. When I looked back I saw a wall of rocks (and a little water) bouncing down the channel and vaulting over barriers. I moved a little higher on the south side of the gully and watched my first "flash flood" march by. It was awesome. Mostly rock, sand and gravel; many 2 to 3 feet in diameter and a few as much as 8 feet! Then as the rain increased, rock falls came down the north side cliffs. The noise was deafening and the masses of moving rock; were more than a little frightening! Only a few boulders came down my side of the canyon and I watched four Bighorn Sheep dodge them. I kept moving downstream with one eye on the slopes above me and one on the rocks at my feet until I came to a narrows.

I found shelter under part of a downed tree trunk. It was an area amongst trees that had not been scoured by rock and water flows. I waited there about 50 minutes — that was about 15 minutes after the rain stopped. While waiting I could watch the rock falls across the river. I've read about how rain can move vast amounts of material in a very short time, and now I've seen it. AWESOME! Once it stopped the rain didn't start again and I was able to hike out (crossing the stream) without difficulty.

Keep that in mind when you hear thunder in the mountains. I've always had proper concern for lightning, but I've never really thought about flash floods in the mountains. That's something that happens in the desert, right! It only took a short but heavy rain in a steep canyon. If I'd been about 15-20 minutes later coming down and didn't bivouac on the headwall, I could have been caught in the beginning of that flood. There would be NO chance of surviving being churned with those rocks!

Sierra Club Joins Coalition To Mobilize Voters

WASHINGTON DC — The Sierra Club today (July 15, 2003) announced it is joining forces with America's other largest grassroots groups to register, educate and mobilize the public for the 2004 elections. The groups are linking arms under the umbrella of America Votes, a non-partisan political organization that will capitalize on the groups' strong strategic abilities and large membership bases to break new ground in electoral politics.

“In 2004, the Sierra Club, America's largest grassroots environmental organization, plans to reach more voters than ever before,” said Sierra Club Executive Director Carl Pope. “In the mail, on the phone, and at the door, we will talk to voters and the public about how polluters are being allowed to jeopardize the air they breathe, the water they drink, and the lands they love—and what people can do to keep their families safe. We are honored to be a founding member of America Votes. Through our collective strength, this historic effort will reach an unprecedented number of voters to educate them about critical issues this election cycle.”

America Votes will combine resources, research, and strategy to develop highly targeted, state-of-the-art methods to reach out to voters on issues that they care deeply about to encourage greater voter participation. This historic partnership joins together the most reputable organizations in the country, including ACORN, AFL-CIO, American Federation of State, County and Municipal Employees (AFSCME), EMILY's List, League of Conservation Voters, MoveOn.org, Moving America Forward, NAACP National Voter Fund, NARAL Pro-Choice America, Partnership for America's Families, People For the American Way, Planned Parenthood Action Fund, Service Employees International Union (SEIU), and the Sierra Club.

Claremont Chapter of the American Red Cross will present two courses

Pre-registration is required for both courses.

Payment may be made in person at the office, or by phone with a credit card (visa or mastercard)
2065 North Indian Hill Blvd, Claremont CA 91711 — (909) 624-0074 info@arcclaremont.org

Emergency First Aid

When: Saturdays-October 4 & 11
Where: Claremont Chapter Classroom
Time: 8:00 – 5:00 pm both days
Cost: \$100 per person (Includes training & materials)

For those who work, live or play away from usual EMS service where there may be a delay in the obtaining assistance, the time required to get to the patient, or in moving the patient to more advanced treatment.

Pet First Aid

When: Wednesday, October 29
Where: Claremont Chapter Classroom
Time: 6:00 – 10:00 pm
Cost: \$30 per person (Includes training & handbook)

Learn basic first aid techniques for cats and dogs due to common illness, injury or a life-threatening condition, when and how to call for emergency assistance for an injured pet, to identify signals of breathing, cardiac, heat and cold emergencies, injuries and sudden illnesses including poisoning and seizures and how to provide care.

Transportation Bill Presents Big Challenges for Environment Legislation could erase decades of progress ... or build on successes

By Eric Olson and Neha Bhatt

Sierra Club Challenge to Sprawl Campaign, www.sierraclub.org/sprawl

In the coming months, Congress will pass a mammoth transportation bill which could either continue moving transportation priorities in the direction of smart growth, or take us backward toward a narrow focus on road-building and promoting more sprawl. We are especially concerned that environmental reviews and public involvement processes that help protect communities may be dramatically weakened.

TEA-3, as the federal transportation bill is now termed, will guide spending over the next 6 years to the tune of \$250 - \$375 billion. The last transportation bill, passed in 1998, was \$217 billion. Because the funding authorization runs out on September 30, 2003, Congressional committees are working this summer to draft a new bill. However, some in Congress want to use TEA-3 to undo many of the gains made during the last decade.

Because the wrong transportation choices can result in dangerous impacts on air and water quality, public health, our natural and historical heritage and quality of life, it is critical to make our priorities known to Congress in the coming few weeks. August and September are the critical months to give your input on this legislation.

Top priorities for TEA-3.

No “gutting” of the environmental and public review processes, which offer protections for communities, parks, wetlands, wildlife refuges, historic sites, and more. The Bush administration and some Congressional leaders have proposed damaging proposals that would gut the environmental review provisions outlined in the National Environmental Policy Act (NEPA) and remove the protections on parklands, historical sites, wildlife refuges and other environmentally sensitive areas.

NEPA is a landmark environmental law, passed with broad bipartisan support 30 years ago and signed into law by President Nixon. Now, President Bush and some members of Congress want to impose unrealistic deadlines on conducting environmental reviews of transportation projects; severely limit timeframes for citizens to challenge bad aspects of projects in court; and transfer more power over environmental reviews to state and local departments of transportation. These changes would weaken those reviews and the public input process. Within TEA-3, we must preserve the protections offered by NEPA.

The Bush Administration would also transfer the power to evaluate transportation project impacts on historic sites, parklands and recreation areas from resource managers—whose focus is on environmental preservation—to the US Department of Transportation. This move would drastically weaken the protections on our nation’s most important sites from irreversible impacts.

Don’t weaken clean air protections. As asthma rates and respiratory ailments continue to rise around the country, and the health threats of bad air, especially for children and seniors, grow annually, we cannot allow any deterioration of our clean air protections.

In an attempt to ignore the long-term effects of transportation projects on air quality (and to circumvent impediments to new road construction), some in Congress would require that air pollution consequences of new roads be projected for only 10 years. This is half of the 20 year projections that are now required. Cutting back these projections would ignore important data and will only lead to dirtier air in the long run.

Other attacks on clean air include lengthening the time between air quality check-ups from every three years to every five years. It is important to balance the air pollution budget frequently enough to catch problems before they become serious, just as people should balance their checkbooks regularly. We must resist attempts to lengthen intervals between air quality check-ups.

In order to clean up the nation’s air, Congress should increase funding for transportation that improves air quality. The Congestion Mitigation and Air Quality improvement program (CMAQ) provides funding for clean transportation projects in regions with unhealthy air. CMAQ provides essential emergency funds to help areas with the worst air pollution implement measures such as clean buses, transit, and pedestrian and bike infrastructure so they can meet acceptable air quality standards while also solving transportation needs. The number of regions with unhealthy air will more than double in the next few years; thus the CMAQ program should be at least doubled to meet the growing need.

Protect and Grow the Transit Program. In order to build upon the gains in mass transit over the last decade and promote alternatives to sprawl, we must insist on the following:

Oppose a crippling proposal by Senators Max Baucus (D-MT) and Charles Grassley (R-IA), which would raid the transit fund in order to bolster the highway fund. The Baucus-Grassley proposal would push responsibility to come up with the missing funding onto states and localities through a bonding mechanism, which would prove risky and would destabilize the program putting transit further out of the reach for our communities.

Maintain a level playing field between the transit and highway programs. Currently, states and localities must pay for 20 percent of new transit and highway projects, while the federal government pays 80 percent. Due to high competition for transit projects, communities often will pay a higher percentage to get a transit project. The Bush Administration wants to require states to come up with 50% of the cost for new

transit, setting a prohibitive threshold to get new projects started for the least affluent communities who would need it the most. At the same time, however, the Bush proposal maintains an 80-20 federal-state split for road projects. Effectively, communities that are trying to solve transportation needs would be encouraged to build roads not transit. This would be a devastating change in policy that would only create more sprawl and greater air pollution.

In order to meet the growing demand for transit in metro, suburban and rural communities around the country, Congress should grow the transit program. The current 4:1 highway/transit funding ration should be changed to 3:1. For every \$3 spent on highways, transit should receive at least \$1. Increasing transit's slice of the transportation budget will move our transportation priorities in the right direction to clean up our air, increase our transportation choices, and revitalize businesses in our towns and cities.

Because the transportation bill is only authorized every six years, it is a massive piece of legislation with only a narrow window of opportunity for us to influence the outcome. Once this bill passes, the next opportunity to influence federal transportation priorities will be 2009.

Please contact your Senators and Representative and ask them to prioritize public transit, public health, and the environment, and to let them know that TEA-3 should not be used to weaken public involvement in transportation planning or the environmental review processes. The victims of a bad TEA-3 bill will be our air and water, the health of our children and seniors, those individuals without access to cars, and those with respiratory ailments.

Contact information for your congressional delegation may be found at: www.congress.org

To learn more about TEA-3, visit:
www.sierraclub.org/sprawl

Eric Olson is Associate Washington Representative for the Sierra Club's Challenge to Sprawl Campaign. 202-675-7915, eric.olson@sierraclub.org

Elizabeth Pomeroy's new book is *Lost and Found, Historic and Natural Landmarks of the San Gabriel Valley*. An active member of the Pasadena Group of the Sierra Club, Elizabeth holds a Ph.D. in English from UCLA. A native Californian, she is an avid traveler, walker and gardener who teaches English at Pasadena City College. She has written books on Queen Elizabeth I and John Muir as well as her two *Lost and Found* volumes, which contain articles on historic and natural landmarks in Southern California. Currently, she is writing a book on native plant nurseryman Theodore Payne.

Support Environmental Justice Vote No on Prop. 54

By Clifford Rechtschaffen

As part of the recall election on October 7, Californians also will vote on Proposition 54, the "Classification by Race, Ethnicity, Color, or National Origin Initiative" (CRECNO). The initiative, authored by Ward Connerly, would prevent state and local governments from collecting or maintaining racial or ethnic data in their operations. Sierra Club California joins the other major environmental groups in the state in opposing Prop. 54 because it would undermine our effort to achieve environmental justice in California.

First, Proposition 54's ban on information gathering by state agencies would greatly hamper efforts to identify and document the unequal distribution of environmental hazards in California. Studies show that numerous environmental harms are disproportionately located in communities of color, even after controlling for income and other factors. These hazards include the likelihood of living near abandoned waste dumps, facilities that release toxic chemicals; living in areas that fail Clean Air Act standards; suffering from childhood lead poisoning or pesticide-related illnesses or eating contaminated fish.

Some of the most important demographic data on which these studies are based comes from the California Department of Finance, the Department of Health, and County Health Departments. If Proposition 54 is enacted, state and county agencies could be precluded from collecting these data.

Proposition 54 likewise would jeopardize programs to achieve environmental justice, including recently adopted state legislation. The new law requires Cal/EPA to prevent discriminatory siting and enforcement and to improve research and data collection for its programs, including their impact on minority populations. Yet, among other things, Proposition 54 could stop state and local agencies from identifying higher risks faced by minority populations who fish for subsistence purposes; analyzing whether proposed projects would have disproportionate environmental impacts on communities of color in Environmental Impact Reports (EIRs) or other documentation prepared under the California Environmental Quality Act (CEQA); conducting targeted outreach in African-American and Latino communities where rates of childhood lead-based paint poisoning are several times higher than in white neighborhoods, or conducting research on the causes of high asthma rates among African Americans.

In short, Proposition 54 provides no concrete benefits and instead will only make us ignorant about environmental injustices that are prevalent in California and greatly hinder efforts to remedy them. Please vote NO on Proposition 54. For more information, visit the Coalition for an Informed California, at <http://www.informedcalifornia.org>

Clifford Rechtschaffen is a Professor and Director of the Environmental Law Program at Golden Gate University in San Francisco.

Sierra Club Opposes Recall

by Bill Magavern

<magavern@SIERRACLUB-SAC.ORG

The Sierra Club has taken a position in opposition to the recall of Governor Davis.

Environment Talking Points

This recall is trying to overthrow the administration that is responsible for the:

- Three largest-ever environmental bond measures (Propositions 12, 13, and 40).
- First law in the nation to substantively address global warming and greenhouse gases.
- First Greenhouse Gas Monitoring Registry (Climate Action Registry).
- Greatest-ever investment in urban parks (6,200 acres).
- First comprehensive program to clean-up coastal pollution (Clean Beaches).
- First non-point source program to clean up and prevent runoff from inland and urban sources.
- Finalized the largest water supply and ecosystem restoration program (CALFED).
- First environmental justice law in the nation.
- Toughest children's environmental health protection program.
- Toughest standards for toxic mold, lead, arsenic, Chromium 6 and perchlorate.
- Toughest water quality enforcement laws.
- Most ambitious commitment to renewable energy in American history.
- Largest ever investment in energy conservation programs.
- Toughest energy efficiency standards in the nation.
- This recall is too costly. It's costing the taxpayers over \$60 million and the environmental costs will be too high if the recall succeeds.

That's why environmental leaders and labor leaders are united against the recall.

Recalls Are for Cars, Not California Governors

When did the Target parking lot replace the voting booth?

By Bill Maher, host of HBO's "Real Time With Bill Maher."

July 24, 2003

New rule: No do-overs. Once you elect an official, unless he runs off with public funds or gets caught with kiddie porn, you're stuck with him.

He's the governor, not some dude you married in Las Vegas.

What's going on here in California, if you're lucky enough to not have been following this, is that the economy turned, so we're getting rid of the governor. But what if we drive him out of office and the economy still doesn't get better? I guess we'll have to burn him. And if that doesn't work, we'll kill his dog.

Yes, in baseball when the team stinks, you fire the manager. But you don't fire him because it rains. And you don't let the opposing team choose a new manager for you.

And you don't fire him between innings. And replace him with a Viennese weightlifter.

Here's why the economy turned: The dot-com bubble burst. (Obviously on the orders of Gray Davis.) The airline industry collapsed. (Just as Gray Davis planned.) We fought two wars. (Playing right into Gray Davis' hands.) And Dick Cheney's friends at Enron "gamed" the energy market and ripped off the state for billions.

So you can see the problem: Gray Davis.

And the obvious solution: A Viennese weightlifter. Arnold Schwarzenegger. Finally, a candidate who can explain the Bush administration's positions on civil liberties in the original German.

But there are still a lot of Democrats with sour grapes over the last presidential election, and they're not collecting petitions to replace George Bush with Bernie Mac.

Now, I'm not saying that I like Davis. Being enthusiastic about Davis would be like saying your favorite food is straw. But he fought for his country in Vietnam and won a fair election, and he's entitled to his term.

Maybe he's a lousy governor, but he was the one elected by voters who bothered to show up at the polls. Their efforts shouldn't be undone by disgruntled shoppers signing a petition on their way out of Target.

Anyone who thinks this recall is some great affirmation of democracy should review early American history. This is precisely the kind of direct involvement by the howling masses that the framers wanted to avoid.

But, hey, let's have the recall. And then the people who voted for Davis can have a recall and put him back in. And then we can throw him out again. It works well in Italy.

And it'll really help the state economy, too, when investors realize our political system is on par with Belize.

Oh, and a recall election will cost the state up to \$35 million. Money we would otherwise just waste on schools and roads. And we'll still have to have a regular election in March.

But this really isn't about elections at all. This is about a congressman named Darrell Issa, a Republican car alarm magnate who wants to be governor and has spent \$1.5 million of his own money to fund the recall effort.

Think about that as the silver lining the next time a car alarm wakes you up in the middle of the night.

Forest Service Undercuts National Monument Proclamation

by Joe Fontaine, Sequoia Task Force

When President Clinton signed the Proclamation that created the Giant Sequoia National Monument in April 2000 it included these words: "These forests need restoration to counteract the effects of a century of fire suppression and logging. No portion of the monument shall be considered to be suited for timber production. Removal of trees, except for personal use fuel wood, from within the monument area may take place only if clearly needed for ecological restoration and maintenance or public safety."

The Forest Service was directed to develop a plan to manage the Monument. They released their draft plan in December. Their preferred alternative, 6, recommends logging 10 million board feet of timber per year. Trees up to 30 inches in diameter could be cut. That would mean over 3,000 truck loads of logs would be hauled to the sawmill in Terra Bella each year. Logging would be more intensive inside the Monument than under current management direction in Sequoia National Forest outside of the Monument. It even leaves the door open for cutting giant sequoias.

Does that sound like it complies with the Proclamation that created the Monument? The Sierra Club's Sequoia Task Force believes it does not. The proposal is not in legal compliance with the Proclamation, the basic legal mandate that governs management of the Monument. The Forest Service maintains that logging is necessary to reduce fuels and prevent catastrophic wildfire.

Right next to the Monument, Sequoia/Kings Canyon National Park has been managing exactly the same kind of forest and ecosystem with an entirely different approach. For over thirty years they have been using prescribed fire to reduce fuels and the chance of catastrophic wildfire. The results have been excellent. Their Giant Sequoia groves are in good condition with low fuel loading and robust reproduction of the young sequoias needed to replace the older trees as they die. The conifer forest in the Park that has been managed with prescribed fire is in a healthy and resilient condition. However they do cut trees that could be a hazard close to buildings, campgrounds and other developed areas.

The Sequoia Task Force advocates exactly the same kind of forest management for the Monument. The Proclamation says removal of trees may take place only if clearly needed for ecological restoration and maintenance or for public safety. If trees need to be removed from the Monument the Forest

Service should make a site specific formal finding that there is no alternative.

The alternative to logging is right there for them to look at in the Park; prescribed burning. Making a broad statement that 10,000 million board feet per year of trees need to be logged to reduce the threat of fire cannot be considered a finding that justifies hauling trees to the sawmill. Perhaps if Sequoia National Forest had been more aggressive about using prescribed fire to reduce fuels instead of promoting intensive logging for the last thirty years the McNally fire that burned over 150,000 acres last summer might not have been nearly as severe or large.

All of this leads one to ask questions about what is motivating Sequoia National Forest to be so committed to logging for their primary management tool. Do they give a higher priority to getting the cut out to the mill than in restoring a healthy forest as called for in the Proclamation? Are they being influenced by the anti environmental political climate emanating from the White House? Or are they just simply stubbornly clinging to past management practices, unwilling to admit mistakes, instead of facing up to the damage they have done to the forest with their intensive logging practices. Only they themselves can honestly answer that question. However the public has a right to ask the questions.

Rather than speculate on motivation the Sequoia Task Force is using its energy and resources to investigate which agency can do a better job of carrying out the Proclamation's mandate to restore the forest to a healthy and resilient condition, the Forest Service or the Park Service. If the Forest Service, for whatever reason, cannot accept the responsibility assigned to it by the Proclamation then perhaps the Park Service would.

The track record for each agency is clear. When the Forest Service announces its final decision later this year about how they plan to manage the Monument we will have our answer. At this point we are not optimistic.

Do you think the Forest Service is carrying out the mandate in the Proclamation? Do you think the Park Service would do a better job? Let us hear from you. Contact any member of the Kern-Kaweah Chapter Executive Committee or Joe Fontaine at 661-821-2055 or on e mail at fontaine@lightspeed.net. You will be hearing much more about these questions in the future, so stay tuned.



SIERRA CLUB ACTIVITIES

Mt Baldy Group, PO Box 906, Claremont 91711 — 909-621-7148; fax 909-624-7983, email: ivesico@earthlink.net
Email Eagle news to <avtrix@earthlink.net>

The general public is welcome on almost all outings, Sierra Club membership not required, but is certainly encouraged. See Angeles Chapter Schedule of Activities for more activities in Los Angeles and Orange Counties. Call leader for info
mi rt = miles round trip, SASE = self-addressed, stamped (37¢) envelope
Sierra Club encourages ridesharing. Participants make their own arrangements and should reimburse driver.

'03 MT BALDY MGMT COMM *voting
(All 909 unless otherwise indicated)
Ch/Cons/Prog/XRep*Robin Ives . . . 624-5522
VC/Sec/XAlt*Sophie Radowick . . . 626-5658
Treasurer *Peggy Zappen . . . 626-335-3528
Membership *Lori Ives 621-7148
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Greeter *Jan Overton 599-9915
Hospitality Connie Layne 624-6115
Audio/Visual Ken Horner 626-0336

MANAGEMENT COMMITTEE

meets 1st Tues 7:30 pm: at the Ives.
Call 621-7148 for info.

2ND TUE: EAGLE MAILING

7:30 pm, 264 E Green St, Claremont. odd
months: Jan, Mar, May, Jul, Sep, Nov.
Come and help!

4TH TUE: MONTHLY PROGRAM:

See pg 1, 7:30 pm (dark Aug, Dec).
Harvey Mudd College, Beckman Hall

Sep 13 (Sat) San Gabriel Peak (6161'), Mt Disappointment (5960'): Join us to bag these two easy peaks in the front range. Meet 8:30 am at Angeles Crest Hwy (Hwy 2), just north of Foothill Fwy (I-210). Park on Angeles Crest Hwy only. Bring lunch, water, 10 essentials, lug soles. Rain cancels. Leaders: Frank Dobos (323-221-8301), Laura Quinn.

Sep 14 (Sun) Bolsa Chica Wetlands: Easy paced, 6 mi rt, to enjoy the natural beauty of this Orange County wetland. Reasonably flat terrain with stops for photos. No tigers, please. Expect a 3-hour walk. Meet 8 am, Warner Ave parking lot (corner PCH and Warner Ave next to trailer). Bring binocs, water, sun protection, comfortable shoes, camera. Rain cancels. Leaders: Joe Maynard (562-981-9111), Donna Jean Barker.

Sep 20 (Sat) Puddingstone Hills Morning Walk. Los Serranos/Mt. Baldy joint hike. Easy-paced conditioning hike, 4-6 miles round trip, 300-600' gain. Meet 9 am Bracket Field Airport Admin bldg parking lot, La Verne. From 10 Fwy, drive north 1 mile on Fairplex, go west on McKinley 3/4 mile to parking lot. Bring: water, snack, wear sturdy shoes. Rain cancels. Co-leaders: Marian Nichols (909-981-7619), Flora Johnson

Sep 20 (Sat) Mines and Cabins of San Antonio Cyn, Baldy Notch: Hike up a moderately steep dirt road from the San Antonio Falls Rd to Baldy Notch at the end of the ski lift at 7800' where we will reach for the site of Baldy Cabin, a log house built by miners and later converted for use by the Angeles Chapter in the late 1920s. 6 mi rt, 1800' gain. Gold mining was a major activity in upper San Antonio Canyon, and at Baldy Notch from the early 1870s into the 1930s. We will discuss these old time mining activities and, aided by photographs dating back to the 1890s, visit some of the sites. If you like history and are in moderate condition, this is the trip for you. Meet 9 am, intersection of Mt Baldy Rd and San Antonio Falls Rd (1/4 mile beyond Harwood Lodge driveway). Bring sturdy shoes, lunch, water, adventure pass. Rain/forest closure cancels. Leaders: John W Robinson (714-528-8609), Ron Jones.

Oct 4 (Sat) Sycamore Cyn: Stroll through this beautiful canyon in the Puente Hills in Whittier with conservationist and naturalist leader. 4 mi rt, negligible elev gain. Meet 9 am at trailhead (exit 605 Fwy at Beverly Blvd, turn East to Workman Mills Rd, turn North to parking lot at 5030 Workman Hill Rd). Leaders: Letty Brooks (562-609-2980), Jeff Yann (626-968-4572)

Oct 10 (Fri) Full Moon Hike: Come hike in the foothills for several hours by moonlight. Conversationally paced, between 4-5 miles round trip, 800' elev gain. Meet north parking lot PFF bank, Claremont, NE corner of Indian Hill and Foothill Blvds. Bring jacket, flashlight, water, snack to share mid-hike (optional), wear sturdy shoes/boots. Rain cancels. For info, contact Leaders: Patty and David Thorne (909-981-5813)

Oct 12 (Sun) Bear Creek Ramble: Moderate 9 mi, 900' gain hike along pleasant tree-lined stream tributary to west fork San Gabriel River. Meet 8 am east side REI parking lot (214 N Santa Anita Ave, Arcadia) or 8:30 am, on street next to market, 9th St and Azusa Ave, north of Foothill Blvd. Leaders: David Czamanske (626-458-8646), Elizabeth Pomeroy (626-791-7660)

Oct 25 (Sat) Aspen Glen to Granview, San Bernardino Mtns: Moderate 6 mi rt, 700' elev gain. Leisurely pace. Bring lunch, plenty of water, jacket, adventure pass. Meet Aspen Glen picnic area. Call to verify. Leader: Chris Cook (909-874-4524)



MT BALDY GROUP
 ANGELES CHAPTER
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 CLAREMONT CA 91711

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RETURN SERVICE REQUESTED

BALDY EAGLE, VOL XXXIII, No 5 — September/October 2003
 September 23, 2003 — DAN FERNANDES speaking on the *A Libertarian Proposal for Environmental Protection*
 October 28, 2003 — BETH EPSTEIN speaking on *A New Zealand Mountaineering Ramble*

Check your expiration date below! Renew your Baldy Eagle—keep it flying to your mailbox!

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THE BALDY EAGLE, newsletter of the Mt Baldy Group, is published bi-monthly. Subscriptions are \$10.00 (6 issues) starting with the month of your initial subscription. The line (above your name on your label) is the month in which your subscription expires. Mail the coupon TODAY!!



SC Member Number is helpful but not necessary _____

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 Donations above the base are very welcome!

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