

"Charles Manetta"
<cimmsm@bellsouth.net>

09/13/2010 10:48 PM

To <Damon_Doumlele@nps.gov>,
<'Pedro_Ramos@nps.gov'>, <Bob_DeGross@nps.gov>
cc "Steven Barreto" <barretos261@hotmail.com>, "Capt.
Andy" <modance@silverarrow.net>,
<Michael.Manetta@Ferguson.com>,
<wilson9842@bellsouth.net>, "Barreto-Clan"
<Rodney@thebarretogroup.com>, "frank denninger"
<gladesman@gmail.com>,
<James.Mullen@myfloridahouse.gov>,
<J_D_Lee@nps.gov>, "MFD-Brad Dougherty"
<lbdougherty@aol.com>, "MFD-DaveZuletta"
<dzuleta@ci.miami.fl.us>, "Manetta Family"
<manettafamily@ymail.com>
Subject ORV Committee Comments (Temporary Trails Corrected
in Danger Area Image)

Dear Damon,

I have noticed that you have yet to post my comments on the ORV-Committee Webpage "Document List".

<http://parkplanning.nps.gov/documentsList.cfm?projectID=20437>

This is good, because I now have new information for the Committee. In two weeks, I have had catastrophic failures of my ORVs on the 0.78 mile stretch of what I call the "Traacherous Trail" and in the last case, the ORV had to be abandoned in place. This created a cork in the bottle neck of this trail and for anyone attempting to either enter or exit this large area of the Preserve, it would be realistically impossible under the current rules of the Designated Trail System"

Please disregard all of my previous comments and put this Word Document on the ORV Comment Webpage. I know that you will probably have to save the other versions because they are public record, but there is no need to deluge the committee with information that is superseded by this email.

You may not have to listen to me anymore because after these last two weeks I might not ever enter the back country again. I am exhausted, disgusted and very disappointed with this process.

I might just take my hunting to another state from now on.

Thank you for your time.

Sincerely,

Charles Isadore Manetta III

Attachments:

ORV-Committee.doc

DangerAreas-3-v2.jpg

BrokenBuggy.jpg

BrokenBuggy2.jpg

New-Buggy-s.jpg

NewBrokenBuggyTieRod.jpg

NewBuggyBrokenU-Joint.jpg



BrokenBuggy.jpg ORV-Committee.doc BrokenBuggy2.jpg NewBuggyBrokenTieRod.jpg NewBuggyBrokenU-Joint.jpg NewBuggy-s.jpg



DangerAreas-3-v2.jpg

September 13, 2010

Dear Sirs/Madams,

I would like to comment on the new designated trails and have you put this out to all the members and one the webpage if possible.

The trail leading north from Burns Lake is very treacherous and dangerous. The first half mile is the worst part. Two weeks ago my buggy not only got stuck, but it broke the front differential. On Saturday I almost had my thumb ripped off by my steering wheel when we hit a submerged crater or Pinnacle Rock. As the driver, you have the choice of holding a death grip on the steering wheel and climbing over these submerged and invisible objects or just let the wheel fly and rip your front end apart. My right thumb is still badly damaged and I hope it won't affect my season. ***If they could only lay down that rock, it would make all the difference in the world! I hear that is being held up by permitting or DERM approval?***

Don't get me wrong, I am behind the plan that we must implement and in the long run if done properly, the Everglades may be much more accessible to everyone. So far since I bought my buggy two seasons ago, I have seen places that I have never seen before. I just think that if possible, The Preserve needs to make sure that they don't take sportsmen off of well established and safe trails that have been in use since time immemorial and put them onto the new designated trails ***which might lead to injury or death.***

Last weekend, Sunday, September 5th, 2010 my buggy (the same kind as the Big Cypress Law Enforcement Division uses) suffered a catastrophic failure. The right front wheel collapsed and destroyed the integrity of the vehicle. We had a real tough time getting this thing back into Burns Lake.

This weekend, Sunday, September 12, 2010, while awaiting repair of my Polaris, I bought a newer and much more durable buggy hoping to be able to navigate this treacherous 0.78 area of pinnacle rock to get to our already placed treestands. In this same 0.78 mile stretch, this bigger and stronger buggy broke it's tie-rod and had to be abandoned in the middle of the trail.

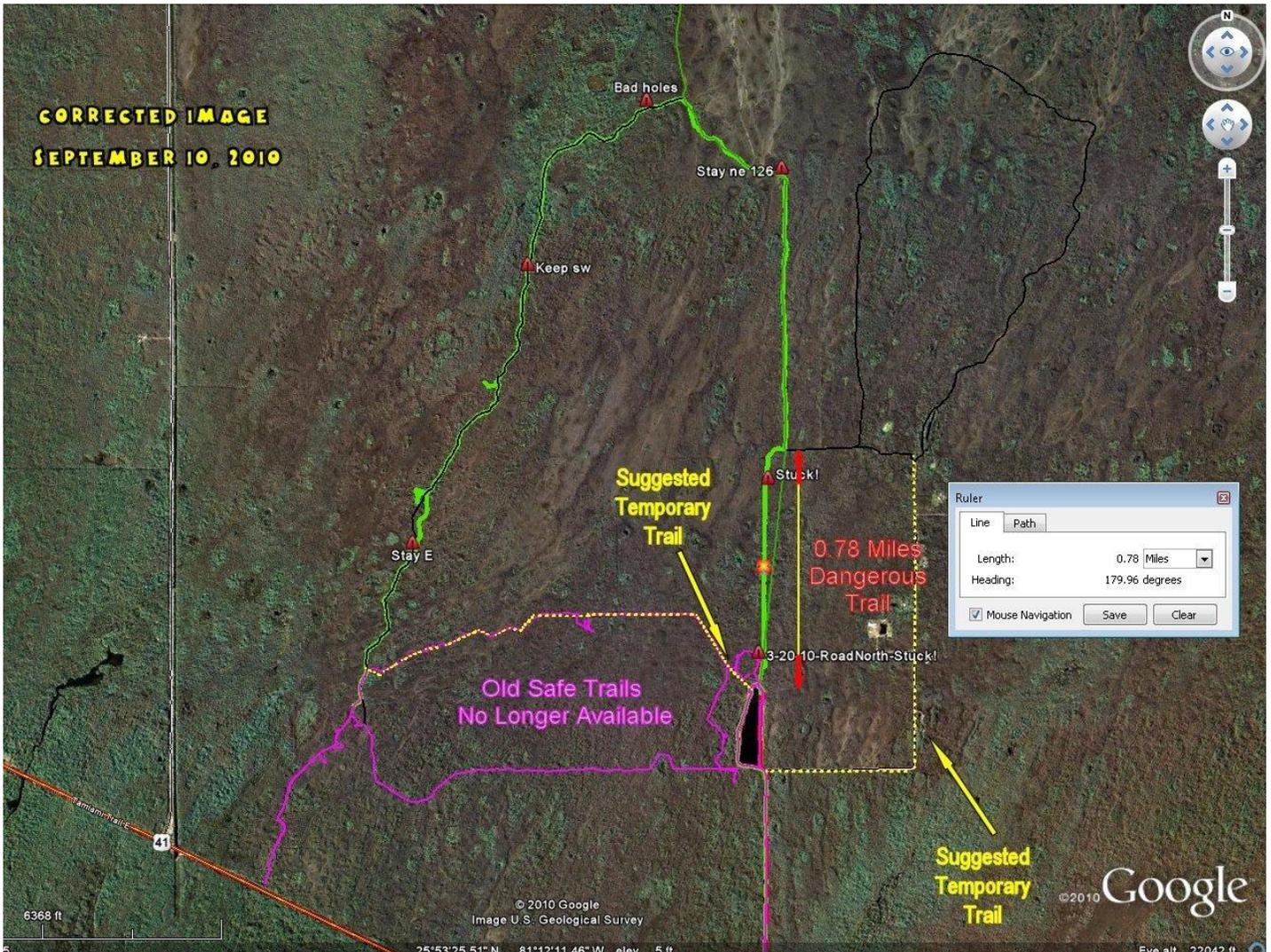
This incident made it very clear to me that there might be a factor that this committee has yet to discuss. When this last, larger buggy became disabled in the middle of the "Designated Trail", the egress of anyone out in the Everglades at this time is eliminated. There is absolutely no way around this buggy in this area of the trail. There are many areas in these designated trails that are so narrow that no one could get by and finding another way out might be completely impossible. I discussed this with many Big Cypress Personnel and they had no solution to this problem, where in the past, you could just back up and go around another way. With the designated trail system as it stands, this would be illegal.

What does this committee plan do to address this highly likely possibility?

In a two week span we suffered one injury and two damaged vehicles because of that first 0.78 mile leading from Burns Lake. It would have been much safer if this Committee would have made the new designated trails safe and then closed off the other areas. As it is, I believe that you have "Put the cart before the horse".

I would like to make a suggestion that could be implemented very easily and would accomplish the goal of making the designated trails much safer and also the ability to utilize the trails that you have already implemented.

I have attached a GoogleEarth image that shows my immediate area of concern. If you could only open up the old trail at the NW corner of the lake **or** reopen the trail at the end of Burns Lake Road (Both marked with a dotted yellow line), the users of these trails can avoid that ¾ mile of dangerous rocks at the beginning of the Burns Lake Trail system.



First breakdown.



The second breakdown only one week later right in the middle of this 0.78 mile stretch.
The newer and larger buggy:



Broken Tie-Rod.



Broken U-Joint



I think that it is pretty obvious that this 0.78 mile stretch of Treacherous Trail needs further review. It is not just my driving or lack of maintenance. I was told today by BCYP personnel that this section is "Horrible" and that "Even we try not to go down that trail."

Thank you for your consideration.

Respectfully,

Charles Isadore Manetta III
786-402-7849

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