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Maine Appalachian Trail Club



The MAINEtainer

Volume XXXIII

Number 1

Winter 2010

Maine Trail Crew plans projects on Bigelow, Katahdin, Nesuntabunt, White Cap, Baldpate

By Lester Kenway

Maine Trail Crew Projects are a joint venture between the Maine AT Club, the Appalachian Trail Conservancy and the Student Conservation Association.

Work trips are scheduled Saturday - Wednesday. MATC members are welcome to join us for a day or longer!

Bigelow Mountain

Erosion Control - Stone Waterbars
June 19, June 26, July 5

The 20 mile long Bigelow Range is often called "Maine's second Mountain" (second only to Katahdin).

modest hike with extraordinary views of Nahmakanta Lake and Katahdin. The work will involve hand tools such as mattocks, shovels, pry bars and Griphoists to move rocks and make steps.

The crew will car camp near a pond, and make 1 mile day hikes to the work site.

Moderate difficulty.



This mountain is the centerpiece of the 36,000 acre Bigelow Preserve. This project is located part-way up the south side of Bigelow. Hand tools such as mattocks, shovels, and pry bars will be used to build waterbars that will divert water from the trail.

The crew will car camp near a pond, and make 1-1/2 mile day hikes to the work site.

Moderate difficulty

West Baldpate Mountain

Rock Waterbars and Steps.
July 10, July 17, July 24

West Baldpate Mt. forms the eastern side of Grafton Notch. The crew will build rock waterbars and steps to reconstruct the trail. The crew will use Griphoist equipment and hand tools such as mattocks, shovels, and pry bars to move rocks into position along the trail. The crew will backpack 2 miles up the mountain to a campsite, and then hike 3/4 mile farther up to the work site.

Most Difficult

Nesuntabunt Mountain

Erosion Control - stone steps / waterbars.
June 26, July 5

Nesuntabunt Mt. is a

Katahdin - The Hunt Trail

Rock Steps and Waterbars
July 10, July 17, and July 24

Katadin's Hunt trail is the final 5 miles of the Appalachian Trail and suffers from severe erosion. The crew will be building waterbars and steps between Katahdin Falls and "The Cave."

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A day or a week with the trail crew provides a fascinating insight into the nature of Maine trail needs

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Hand tools and Griphoist gear will be used to gather rocks and put them in the right places.

The crew will stay in a Baxter State Park Campground and hike up to 2 miles to the worksite each day.

Moderate difficulty

Note: Volunteers are welcome to spend all three weeks at Baxter State Park and enjoy some of the best hiking to be found anywhere on their days off!

Old Blue Mountain

Erosion Control

July 31, August 7, and August 14

Old Blue Mountain features one of the most sustained climbs along the trail in Maine. The team will build rock waterbars and and rock steps on the first steep climb out of Bald Brook Notch.

The crew will use a Griphoist and tools such as mattocks, shovels, and pry bars to move rocks into position along the trail.

The crew will car camp in the valley and hike 1/2 mile up the mountain to the work site.

Moderate difficulty

West Peak of White Cap

Photos show past Maine Trail work projects along the Appalachian Trail in Maine. They were supplied by Lester Kenway, MATC president, and long time trail crew leader.



Mountain

Erosion Control

July 31, August 7, and August 14

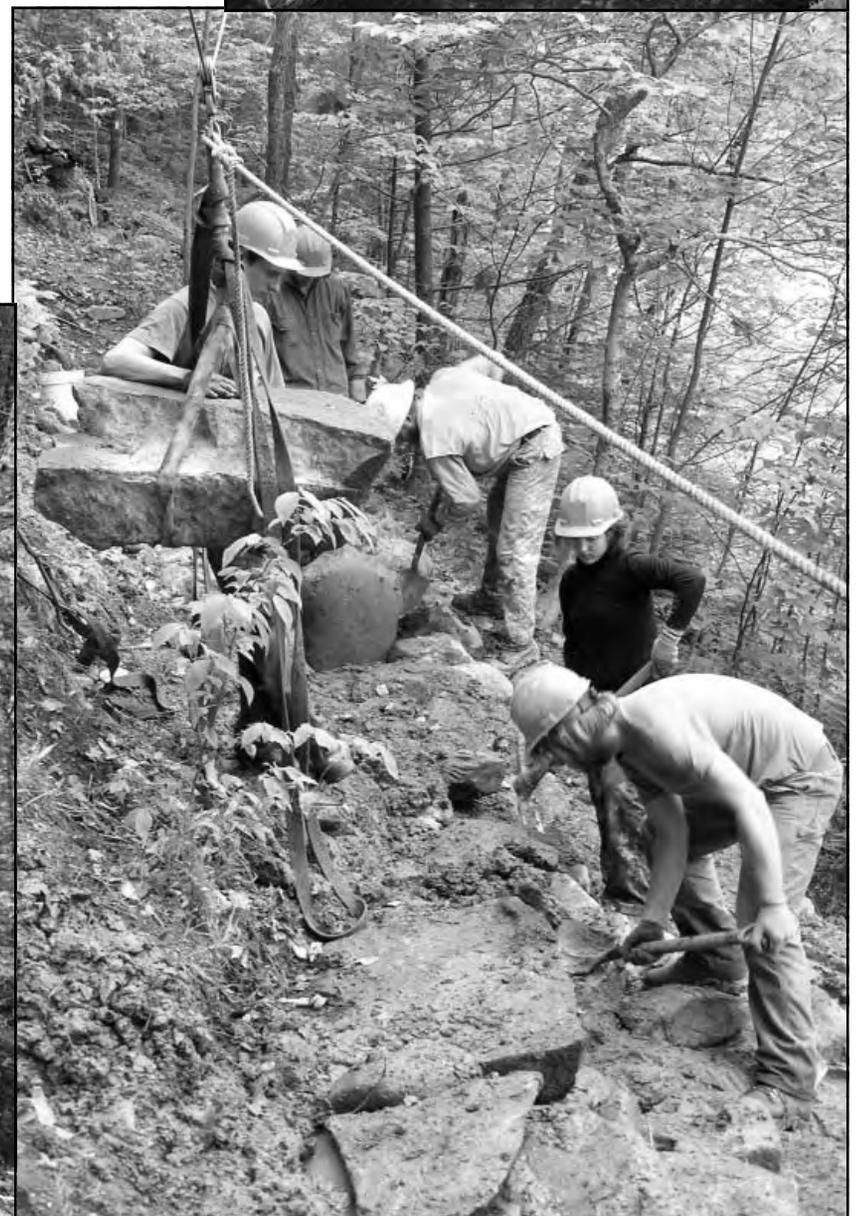
West Peak is one of the highest summits on White Cap Mt. The Crew will be building rock steps, waterbars, and a short relocation.

Hand tools and Griphoist gear will be used to place rocks in the trail. The crew will backpack 3-1/2 miles up the mountain to a ridge top campsite.

Most Difficult

Please be sure to contact the Maine Trail Crew before planning to join the crew so you know where to meet them. Many project approaches involve using abandoned logging roads and bushwacks to save time reaching the site instead of hiking in along the AT.

The Maine Trail Crew
Maine Appalachian Trail Club
PO Box 30, Garland ME
04939
207-924-0133 (after May 15)



Plan now for MATC annual meeting, Winter Social

Mark your date books and calendars now. The MATC annual meeting will be held on Saturday, April 10 at the Lincoln Auditorium at the University of Maine Farmington.

This is the last newsletter before the meeting. So begin to make your plans now to join our 600 members for the once a year get together of Maine trail supporters.

The preliminary agenda includes:

- 8:00 AM Registration, Coffee, and socializing.
- 9:00 Annual Business Meeting of the Club. introductions.
- Approval of the 2009 Annual Meeting minutes
- Treasurer's Report
- President's Report on 2009 Activities
- Reports of the Trail Crew Committee, Care Committee, Wind Power Committee and Base Camp Committee
- 10:30 Trail Reports
- 12:00 PM Lunch
- 1:00 PM Additional Reports from Club Committees and Individuals
- Open Forum of Current Issues before the MATC
- 2:45 Concurrent Meetings with Trail Overseers and Maintainers
- New member welcome session
- 4:00 PM End of Day

New Trail Crew Base Camp Focus of All-Day January Workshop

On a cold January Saturday (1/9), the MATC's Executive Committee and other committee members gathered for the traditional all-day workshop at the University of Maine – Augusta. A myriad of topics and issues ranging from the club's budget to the impact of low-flying military aircraft were discussed, reviewed and voted on.

The keynote speaker was Pete Antos-Ketcham, the Director of Stewardship & Facilities Manager for the Green Mountain Club. Pete drove over from Vermont in an early morning snowstorm. He shared practical advice and provided an account of GMC's experience in building an energy efficient new building. Pete then joined the discussion about MATC's plans for a new trail crew basecamp facility. The basecamp will be located in Skohegan on land leased by Somerset Woods Trustees. The workshop marked the formation of the new Basecamp committee which will continue to meet during the Winter to finalize the land lease and begin work on design alternatives.

Winter Social set for Feb. 20 in Freeport

*Where: First Baptist Church
185 Main Street (Route One), Freeport*

Who is invited? Everybody, MATC members and non-members alike! .

Please bring a dish to share as well as a serving spoon, a plate, cup and utensils for your personal use and whatever you would like to drink.

The Club will offer coffee, tea, and water.

Schedule:

3:00 - 5:00 Socializing (you can also enjoy hiking, skiing or snow shoeing Wolfe's Neck Woods State Park or Bradbury Mountain, or shopping in Freeport)

5:00 - 6:00 National Geographic film of the Appalachian Trail

6:00 p.m. Pot luck supper

Followed by an evening program:

- A short video on the International Appalachian Trail in Newfoundland & Labrador.
- A presentation on the new 30 miles of the International Appalachian Trail east of Baxter State Park
- A presentation and discussion of the photographs of Bert Call which includes pictures from the 1910s of the Katahdin area.

Frank Wihbey, longtime MATC maintainer, dies in hiking accident

Frank Wihbey, 65, of Orono died in January from a fall while hiking near San Diego, California.

A longtime MATC member and avid Whitecap section trail maintainer, Frank had retired last year as a University of Maine librarian.

"This is really tragic news," commented Dave Field. "Frank's been a stalwart member/trail maintainer for years."

A son, John Wihbey of Boston, described his father to a California news reporter, as "an avid and experienced hiker. If I had to guess (what happened), he's an eastern hiker. He's used to rocks and roots. He might not have been used to handling softer terrain." The body was found on a ledge 100 feet down a 300-foot-high cliff.

John said his Dad was a "great lover of the outdoors, of books, of family. He was really looking forward to experiencing more of life as he had hit retirement."

Frank was in California visiting a daughter. He fell on a day hike, a day before he was scheduled to fly home to Maine.

Final Ferry Service report

I am happy to report that the 2009 Ferry season has come to a close without major injury or incident of any kind. We had a very good season, with high hiker numbers, in spite of the extremely wet and cold summer weather. We had extremely high water due to the constant rain, but we were able to provide a safe crossing for hikers during every day of the season.

During the 2009 season, which ran from May 22, through October 12, Fletcher Mountain Outfitters safely ferried 1,207 hikers on 1,214 trips across the Kennebec River. The difference in hikers vs. trips is due to the fact that seven of them were day use hikers who went over and back in the same day.

The final numbers for the season are:

Southbound through hikers	187
Northbound through hikers	526
Flip Flop through hikers, heading south when they crossed the River	38
Flip Flop through hikers, heading north when they crossed the River	15
Southbound section hikers	205
Northbound section hikers	221
Day use hikers	15
Total hikers using the Ferry Service during the 2009 season: 1,207. We also took 22 dogs.	

As in seasons past, a small minority of hikers chose to ford the River this year. This year was particularly dangerous due to the heavy rains which made predicting water conditions much more difficult. Several of those who chose to ford the River ended up swimming for their lives. Thankfully, there were no [reported] fatalities. The number of hikers who chose to ford the River seems to hover around one percent. This held true again this year, as I was able to confirm 12 hikers either forded or swam the River without the aid of the Ferry Service. There may have been a few others that I did not hear about, but I doubt if it was more than a few. A few who tried to ford the River, had a bad experience, and quite happily took the Ferry.

The Ferry Service benefited from the dedication and experience of Registered Maine Guide, Craig Dickstein. Craig worked an average of one day per week on the Ferry Service, and also filled in for several longer stretches when I needed to be away. His skills, and his knowledge of the trail, have made him an asset to the Ferry Service for the last several years.

The Kennebec Ferry Service and the Appalachian Trail received a little good publicity this summer, being featured in two different articles by author and long time trail maintainer, Brad Viles, in the *Bangor Daily News*. The first article centered

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Here are three more opportunities to help your club

Do you have building expertise to share?

The MATC is currently developing plans to build a Trail Crew Base Camp facility in Skowhegan.

Our hope is to develop plans for an energy efficient, "Green", environmental friendly facility that meets the needs of the crew program, and will be economical to operate for many years.

If you have expertise in:

- Architecture
- "Green" Building Design
- Landscape architecture
- Electrical engineering
- Solar Design
- Civil engineering
- Road Construction

and you would like to contribute advice or professional services to the project, please contact Lester Kenway, 15 Westwood Road, Bangor 04401, 947-2723.

Baldpate District Maintainer positions

There are two sections of trail in the Baldpate District in need of maintainers. The first is the 3.5 mile Bemis Stream side trail running from Route 17 to the gated bridge on Bemis Stream. This is a wonderful scenic side trail along Bemis Stream.

The second opening is for a maintainer of the Baldpate campsite on the Appalachian Trail located approximately 2.5 miles from Route 26.

Applicants for these maintainer positions should send a letter of application stating any previous trail maintenance experience to Tom Gorrill, Baldpate District Overseer, MATC, 27 Wildwood Lane, Gray, Maine 04039 within two weeks from receipt of this issue of the *MAINEtainer*.

Chainsaw training workshops set

The Appalachian Trail Conservancy's sawyer certification program teaches Trail volunteers how to safely operate a chain saw to remove downed trees and cut materials needed for Trail projects. We offer free training courses, free personal protective equipment (PPE), and reimbursement of first-aid and/or CPR certification costs.

The Maine Appalachian Trail Club has set the 2010 Chainsaw Safety Workshop schedule:

- April 17-18 in Bradford, ME
- October 2-3 in Windham, ME

The workshops will be for both new certification and re-certification. The re-certification course will be the first day of each workshop. The certification class is for Sawyers with a current Level B certification.

If your current certification will expire in the next twelve months, or has recently expired, we urge you to sign up for a workshop and renew your credentials. Space is limited. Please contact Craig Dickstein at craig.donna@wildblue.net or 672-4983 or PO Box 128, Caratunk, ME 04925.

Below: Sara Camenga and Bob Donovan were married August 13, on top of Mount Abraham. Sara reports that the couple planned their annual trip to collect register box cards for a few days before the wedding so "we could clear the trail of any branches that could catch on the wedding dress."

Has Anybody Seen www.matc.org?

*Buy a guide, volunteer,
Oh what good things you'll see here.*

Look at our new web page!

*Find the crew, caretakers, too,
Go to see what you can do...*

It's all on our new web page!

If you haven't visited us lately, you don't know what you are missing.

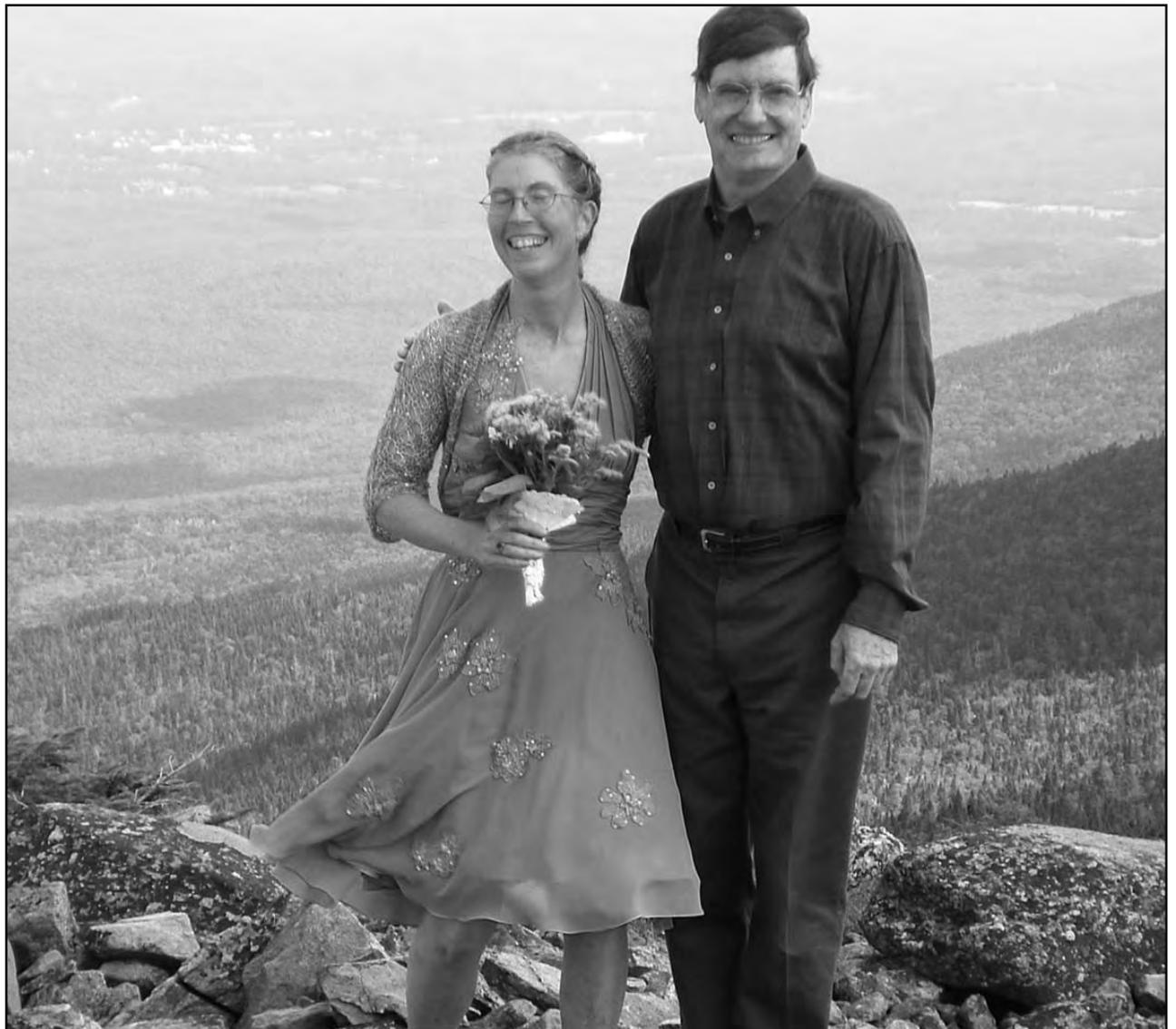
Our webmaster, Dave Theoharides, has redesigned the site, posts the latest information in headline format with links to the stories, and has put two years worth of the *MAINEtainer* online.

Summer job openings are posted, the Kennebec Ferry schedule is there, report forms are available, and there is much more. Try it. You'll like it! MATC is also on Facebook. Become a fan!

Ferry Service

Continued from page 3

on the wet trail conditions, and conditions at the River. The second article was a feature on the Ferry Service. We should all thank Brad for keeping the public informed both about the trail in general, as well as about the service provided at the crossing.



Opinion

Support efforts for a 'No Child Left Inside' Amendment to federal education reauthorization

The U.S. Department of Education is working on the reauthorization of the Elementary and Secondary Education Act (ESEA, a.k.a. No Child Left Behind), and there are critical actions that must be taken now.

Many trail and outdoor based environmental groups believe that it is urgent that the bill includes provisions for Pre-K through Grade 12 environmental and outdoor education as outlined in the No Child Left Inside Act, sponsored by Senator Reed and Congressman Sarbanes.

The No Child Left Inside Act would help address documented problems of decreased time spent on social studies, science, and field trips devoted to outdoor learning activities by giving new incentives and support to school systems to provide environmental education.

The Act also recognizes that high-quality environmental education often requires students to use math, reading, science and writing skills as they pursue engaging activities. Environmental education boosts academic achievement and is critical to giving the next generation the skills to deal with evolving environmental challenges.

The Department of Education is requesting comments on ESEA as they begin drafting new language for the bill. It is essential that DOE hear from every one of us about the valuable contributions to student success provided by environmental and outdoor education.

Please take time right now to send an email and let Secretary Duncan and the Obama Administration know that you support the inclusion of NCLI in the reauthorized ESEA. Please consider personalizing the email to include your reasons for supporting NCLI as an outdoor enthusiast, educator, health advocate, business person or parent.

-Bob Cummings, editor

Information gathered from the AMC's Conservation Action Network, January 2010 edition. See www.outdoors.org, and navigate to Conservation, then Take Action, then CAN. You can send an email directly from the AMC site.

Purchase Trail Guides, Maps, and other items from the MATC

The Official Appalachian Trail Guide to Maine

\$24.00 members, \$30.00 non-members

Qty. _____ \$ _____

Maine AT Trail Maps

\$6.00 ea. members, \$8.00 ea. non-members

Map 1 – Katahdin to South End of

Nahmakanta Lake

Qty. _____ \$ _____

Map 2 – Nahmakanta Lake to West Branch of the Pleasant River

Qty. _____ \$ _____

Map 3 – West Branch of the Pleasant River To Monson

Qty. _____ \$ _____

Map 4 – Monson to the Kennebec River

Qty. _____ \$ _____

Map 5 – Kennebec River to Maine Highway 27

Qty. _____ \$ _____

Map 6 – Maine Highway 27 to Maine Highway 17

Qty. _____ \$ _____

Map 7 – Maine Highway 17 to Maine/NH State Line

Qty. _____ \$ _____

Other MATC Items

M.A.T.C. Shoulder Patch - \$4.00

Qty. _____ \$ _____

M.A.T.C. Decal - \$3.00

Qty. _____ \$ _____

M.A.T.C. Pin - \$7.00

Qty. _____ \$ _____

M.A.T.C. Note Cards, set of 8 - \$8.00

Qty. _____ \$ _____

M.A.T.C. Baseball Cap - \$25.00

Qty. _____ \$ _____

M.A.T.C. T-Shirts – green logo on sand or tan

(we select background color according to availability)

Available in Small, Medium, Large or Extra-Large

Long Sleeve - \$20.00

Size _____

Qty. _____ \$ _____

Short Sleeve - \$15.00

Size _____

Qty. _____ \$ _____

Make check payable to the Maine Appalachian Trail Club (M.A.T.C.) and mail with this form to Barbara Gorrill, MATC, PO Box 55, Gray, ME 04039. To pay by Visa or Mastercard, fill out information below (please print).

Name _____

Address _____

City _____ St _____ Zip _____

Credit Card # _____ Exp. Date _____

MATC opposes Highland Plantation wind energy plan

The MATC board in January voted unanimously to oppose a new wind power development in Highland Plantation. Developers are seeking permission to install forty-eight 420 foot high turbines within the viewshed of the Appalachian Trail. The development would be clearly visible from where the trail traverses Bigelow's Avery Peak, and Little Bigelow and the shore of West Carry Pond.

The Executive Committee of the Maine Chapter of the AMC took similar action in January, and urged the larger AMC organization to also oppose the project.

As this issue goes to press we were still waiting for decisions by the Appalachian Trail Conservancy, and other environmental groups.

MATC's decision was based on the following wind power policy adopted by the Board in November.

Policy on Wind Power Development along the Appalachian Trail in Maine

The Maine Appalachian Trail Club (MATC) supports significant increases in renewable energy that result in actual greenhouse gas and air pollutant reductions and are balanced with strong protection of natural and recreational resources of statewide significance. The MATC recognizes the need to develop wind power as a renewable energy source. However, this need must be balanced against the recreational, scenic, natural, and cultural resources of the Appalachian Trail in Maine. Careful siting of wind energy facilities is crucial in the protection of the Appalachian Trail experience.

Background: The Appalachian National Scenic Trail (A.T.) is a national icon, and its scope and significance reach well beyond the state and regional levels. The A.T. is a 2,175 mile continuous footpath that traverses the Appalachian Mountains from Maine to Georgia.

The MATC was formed in 1935 and has responsibility for management, maintenance, and protection of 267 miles of the Appalachian Trail, 40 miles of related side trails, and over 35,000 acres in Maine. The Appalachian Trail in Maine travels through a rich and varied mountain landscape that is widely recognized as one of the wildest and most spectacular sections of the entire A.T. The A.T. was built here in the 1930's and traverses some of the most diverse natural communities in the state and provides what is arguably one of the most remote and wild recreational resources in the Eastern United States.

The MATC seeks to preserve and protect the scenic, cultural, and natural resources of the Appalachian Trail and the Appalachian Trail experience as defined by the 1968 National Trails Systems Act and Appalachian Trail policy. As such, the MATC will seek action to avoid, minimize, or eliminate the visual, noise, and experiential impacts of wind power development along the Appalachian Trail in Maine.

Wind Power Development in Maine

Recommendations of the Governor's Task Force on Wind Power Development (Task Force) were adopted by the Maine State Legislature in 2008 (LD 2283). The legislation established specific goals for wind power development in the state, created expedited permit areas, streamlined the permitting process, and eliminated the requirement for rezoning in the unorganized territories. The Task Force concluded that

Maine can become a leader in wind power development and that the State should encourage development of at least 3,000 MW of installed wind capacity by 2020. Based on existing technology, 3,000 MW's of wind capacity will require construction of more than 1,000 wind turbines in the state. As a result of this legislation and other incentives, there has been a proliferation of proposals for wind power development in the state. MATC feels that appropriate wind power siting issues and the environmental costs associated with wind power development were not adequately addressed in the legislation and that wind power development should be limited to sites that contain few to no recognized natural and recreational resources of statewide, regional, or national significance.

Impact to the Appalachian Trail in Maine: The siting of wind power facilities requires an adequate wind resource, much of which in Maine is located in mountainous undeveloped areas of potentially high ecological, recreational, and scenic value. Most of the A.T. in Maine is located in unorganized townships that are governed by the State and in which land use is controlled by the Land Use Regulation Commission (LURC). The remote undeveloped quality of the land area that surrounds the A.T. is particularly sensitive to changes in land use. Maine's mountains are an important natural resource and their value is particularly important because of their scarcity. Mountain areas above 2,700 feet account for only 6/10" of 1% of the state's total land area. Unfortunately the developers of utility scale wind power turbines are also attracted to this scarce and fragile landscape.

Evaluation Criteria: Each wind power project will be reviewed on a case-by-case basis and MATC may oppose, may not oppose, or may not oppose with conditions, using these criteria:

- **Appalachian Trail Lands:** Wind power facilities are not appropriate on any of the lands that are part of the Appalachian Trail corridor, which includes lands acquired by the National Park Service under Appalachian Trail authorities, Appalachian Trail Management Plans, protection zones outlined in cooperative agreements and memoranda of understanding with local, state, or federal agencies, or in any other instrument that defines protected areas of the Appalachian National Scenic Trails.
- **Visual Impacts:** The Appalachian National Scenic Trail is managed to preserve scenic integrity. The ATC, MATC, and other related organizations have developed policies that are designed to minimize impacts to the natural landscape. Because of the size of modern wind turbines and related infrastructure, these facilities are visually prominent and can have major impacts on the desired natural character of the A.T. MATC will use the USFS Scenery Management System to evaluate impacts of proposed wind turbines or wind farms on the Appalachian Trail viewshed.

MATC opposes new wind-energy facilities in the fore- and midground view sheds (up to four miles). In the case of projects in the background viewshed (four miles to the horizon) visual impacts will be weighed based on the following factors:

- Height and Size of the turbines;
- Presence or absence of FAA Hazard Lighting;

- Number of turbines, layout & siting of associated infrastructure;
- Developed vs. undeveloped landscape setting;
- Cumulative impact of other wind power projects;
- Viewpoints on the A.T. from which the project can be seen.
- Noise Impacts: Turbines make noise as they spin, particularly in high wind conditions. Turbines should not be heard from the Appalachian Trail footpath and its facilities.
- Project Setting: The setting for a wind farm is crucial in determining the degree of impact on surrounding lands including A.T. lands.

The following settings are better suited to the development of wind energy facilities:

- Ridges with existing high-standard roads, and/or with slopes suitable to road and turbine construction
- Ridges with existing developments such as telecom towers, ski areas, microwave relay towers, power lines and similar development
- Ridges with permanent landscape alterations

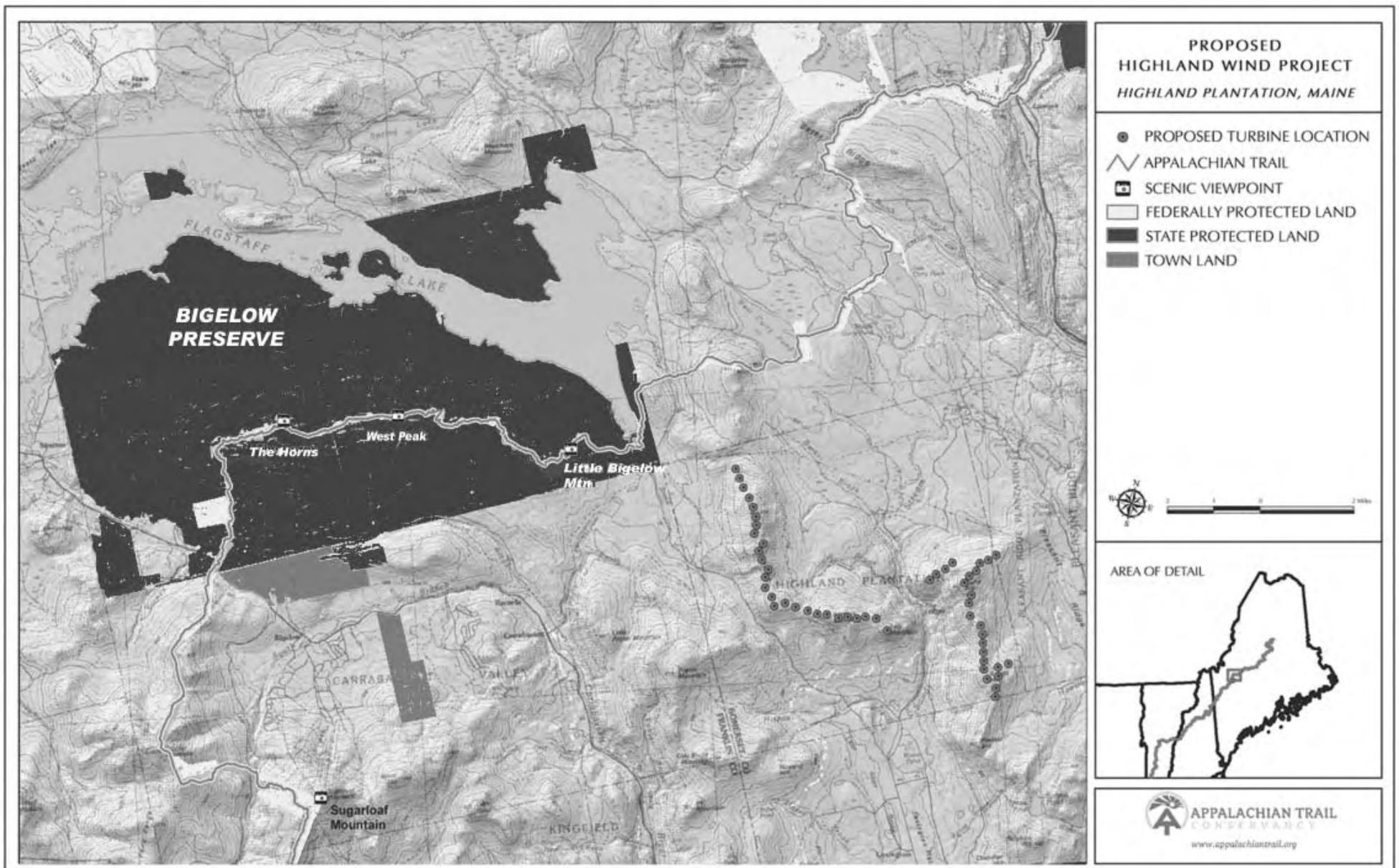
The following settings are not suited to wind-energy facilities:

- Ecological reserves and study areas
- National Parks
- Semi-primitive non-motorized areas and roadless areas
- Old-growth forests and habitat for rare species or exemplary natural communities
- Cultural sites or historic landmarks
- Important bird and migration routes
- Unique or important ecological or recreation sites identified by state, regional or local land-use plans, in particular areas with elevations above 2,700 feet.
- Ridge tops with very steep slopes or soils ill-suited to road building and turbine construction;
- Areas that receive a high level of backcountry recreational use or where the potential for increased backcountry use is high.
- **Mitigation and Offsets:** Is there adequate mitigation or off-sets for any significant loss of Trail values? In cases where a mountain-top wind farm is proposed, achieving on-site mitigation may prove to be impossible. In those cases, off-site mitigation or off-sets may be considered. Examples of off-site mitigation or off-sets include additional conservation-land acquisition, removal of other developments, and designation of lands as off-limits to future development through conservation easements, among other techniques.
- **Energy Issues:** Because there are both societal benefits to renewable energy and significant adverse impacts associated with the installation of wind farms, the benefits of any individual project must be weighed in relation to the costs.

Some of these factors include:

- i. Source of power that is likely to be displaced by the wind farm: Will the wind displace fossil-fuel plants or other renewable sources?
- ii. Power production in relation to the severity of impacts: Will the amount of power produced be in proportion to the severity of the impacts?

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The following information about the proposed new windpower project was gleaned from a variety of public and private sources. All the details cannot be known, in part because the Land Use Regulation Commission still has not determined that the application, which was filed a few weeks ago, is complete.

The decision by the MATC board to oppose the project is still in its very early stages. Discussions are underway with other organization to garner additional support for our position. We are talking to legal and technical experts to help us determine how best to proceed..

Anyway, the following are some of the facts to the best of our knowledge. Stay tuned. This is a complex project and it will take time to work everything out.

1. Independence Wind is a Maine Corporation and the principals are Angus King (former Maine Governor) and Rob Gardiner (former president of MPBN and former Maine Advocacy Director for Conservation Law Foundation).

2. Independence Wind has formed Highland Wind (LLC) to own and develop the project. Bayroot, (LLC) owns the project site.

3. Bayroot controls significant timber land in Maine and elsewhere. They acquired about 500,000 acres formerly owned by Mead Westvaco and own approximately 1.0 million acres in Maine. Their land holdings are managed by Wagner Forest Management.

4. The proposed project will involve construction of 48 wind turbines, support roads, and other infrastructure on Stewart Mountain, Witham Mountain, Burnt Hill, and Briggs Hill.

5. Road access to the site is a single new road to be built from Long Falls Dam Road on land currently owned by Bayroot.

6. The project is a complex wind site and involves elevations of about 2,600 feet on Stewart to about 1,700 feet on Briggs. There are 17 wind turbines proposed along the Stewart Mountain ridgeline. The height of the towers plus blades will be 420 feet. The project is claimed to have 130 to 140 megawatts (MW) of wind power capacity.

7. There will be approximately 10 miles of access roads and 15 miles of other connector roads on the ridges ("crane path"). The access roads will be 16 foot width and the other roads will be 32 foot width during construction (reduced to 16 feet after construction, although the 32 foot road bed will remain. The developers say 32 foot width is required to accommodate movement of the cranes and the towers.

8. At least 10 miles of new overhead transmission lines will be built to Wyman Station. The transmission line corridor will be 75 to 100 feet wide and a portion will be adjacent to the existing CMP ROW.

9. FAA will require that the turbines have lights at least every ½ mile. It is expected that every other or every third turbine will be lighted. Lights are

designed to be visible to approaching aircraft at specific elevations.

10. The turbines are subject to significant wear and tear and are projected to have a useful life of 20 years or so, at which time they will be decommissioned or updated which would require major recapitalization. The towers are expected to have a longer useful life.

11. Financing of the projects won't be finally known until the application is available in a completed form from LURC. But it is expected that at least 30% of the capital costs will be funded from either tax credits, public grant programs, or other incentives.

12. The project cost is estimated to be \$250 million.

13. The turbines will be in full view from several locations on Avery Peak (about 7.5 miles), Little Bigelow (about 4.5 miles) and from locations near Arnold Point on West Carry Pond (about 3.5 miles).

14. The project will require a site location permit from LURC. The project site is in an "expedited permit area" as identified in recent wind power legislation. Because of proximity to the A.T. and Bigelow Preserve, it is expected that LURC will require a visual impact assessment.

15. The application to LURC was filed late last year.

The MAINEtainer

is the newsletter of the Maine Appalachian Trail Club. Opinions expressed herein do not necessarily reflect the views of MATC, its members, officers, or directors. *The Mainetainer* is published five times a year. Our mission as a club is to construct, maintain, and protect the section of the Appalachian Trail extending from Katahdin to Route 26 in Grafton Notch, and those side trails, campsites, and shelters accepted for maintenance by the club. We seek to make accessible for hiking the wild region of Maine through which the trail passes. *The Mainetainer* welcomes letters, feedback, and information from members and friends of the trail. Send your comments, photos, and information to:

Bob Cummings
616 Main Road
Phippsburg, Maine 04562
drummore@gmail.com

MATC Executive Committee

PRESIDENT: Lester Kenway, 15 Westwood Rd., Bangor, 04401-8087, 947-2723(h), 745-8826(cell), trailser@myfairpoint.net

VICE PRESIDENT, Tony Barrett, 185 Long Pt. Rd, Harpswell 04079, 833-0939, abarrett@suscom-maine.net

SECRETARY: Janice Clain, PO Box 89, Levant, 04456, jclain@aol.com, 884-8237

TREASURER: Elsa Sanborn. PO Box 8087. Bangor, 04402-8087, 947-2723, ejask@myfairpoint.net

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OVERSEERS OF TRAIL

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Maine Trail Crew at work. See story that begins on Page 1.

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