

Pre-Filed Direct Testimony of Shelley Nelkens
Re: SEC Docket #2019-03 – Antrim Level LLC
Petition for Declaratory Ruling/Motion for
Expedited Approval of Change in Ownership or
Ownership Structure
Page 1 of 2

On 9/9/19, I was on the agenda of Antrim’s Selectmen’s meeting to discuss the lack of lighting at all but one of Antrim Wind’s nine turbines. (See Exhibits A and B) Four representatives from TransAlta (“TA”) were in attendance. They explained that the radar-controlled lighting was not yet in place because the supplier had gone bankrupt and they expected to be in full commercial operation by the middle of November. They then asked me if their explanation satisfied my concerns.

“No,” I responded. “My main concern is that only Tower #7 has a light on, a flashing red light.”

TA stated that the lights on all nine turbines were functioning properly. I insisted that they were not and the Selectmen suggested they check. TA checked that evening, and asserted that five of the nine towers were functioning properly by filing only four NOTAMs. (Shortly after, TA filed a fifth NOTAM, still short of the actual number of eight unlit towers.)

On 9/10/19, I contacted Pamela Monroe who said she would come out after dark that evening to verify my information and would call me the next day. When she didn’t call, I called her and was told she couldn’t come out until the following week. Had she come on the tenth, she could have confirmed all eight outages and known that TA was being less than truthful with both her and the FAA.

I then contacted Cindy Whitten of the FAA who passed my concern regarding the lighting on to Bill Kieffer. He explained that it was/is completely up to the SEC to insure all the FAA requirements, as stated in Antrim Wind’s Certificate, are met. For his part, Mr. Kieffer is satisfied that all the permanent lights are currently functioning.

On 9/17/19, Richard Block, et al sent a letter to the SEC outlining some concerns. (see Exhibit C)

On 9/23/19, Richard Block and I met with the Antrim Selectmen. (see Exhibits D, E, and F)

It’s inconceivable that: 1) TA was unaware the towers were unlit when it was obvious to a nearsighted old woman walking her dog; and 2) TA had not had one steady burning red light on any of its structures, including the crane, starting at a height of 200-feet as required by the FAA during construction.

As the Antrim Residents have been denied the right to discovery, we cannot verify whether temporary lights were ever purchased, or if a sub-contractor was hired to install them.

Finally, Citi has an obligation to its stockholders not to fund TA for tax equity or any other purposes as TA has shown complete indifference, for a minimum of 3½ months, to its Amended Operating Agreement, ECCA (Equity Capital Contribution Agreement), Annex 2’s Prudent Operator Standards prior to the project even being placed in service.

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Page 2 of 2

If the SEC permits the project to continue and CITI ignores TA's failure to honor the Amended Agreement, there will, beyond a doubt, be further violations of the Certificate. Some will be obvious (ie, the turbines not shutting down during the times specified in the Certificate to protect the bats, or the erstwhile radar-controlled lighting failure when one of our locals flies within the 3.45-mile bubble), and some not so obvious (ie, a nighthawk being decimated by blades that should have been turned off or the inappropriate use of herbicides, etc.).

A handwritten signature in black ink, appearing to read "Shelley Nelkens". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Shelley Nelkens
11 North Main Street
PO Box 263
Antrim, NH 03440
October 29, 2019



Town of **Antrim**
NEW HAMPSHIRE

Published on Antrim, NH (<https://www.antrimnh.org>)

Selectboard

Meeting date:

Monday, September 9, 2019

TOWN OF ANTRIM

Select Board Meeting Minutes

Monday, September 9, 2019

7:00 pm Town Hall

Members/Staff Present: Bob Edwards (*Selectman*), Mike Genest (*Selectman*), John Robertson (*Chair, and Chief Lester (Antrim Police Department)*)

Members/Staff Absent: Donna Hanson (*Town Administrator*)

Others in Attendance: Shelley Nelkens (*Self*), Mark Tenney (*Self*), Jean-Francois Lutour (*Trans Alta*), Jeff Nelson (*TransAlta*), Ethan Salehi (*TransAlta*), Joyce Bosse (*The Messenger*), Larry Eutsch (*JDutah TE*), Diane Chauncey (*Self*), Ben Pratt (*Self*), and (*there were several others whose names were not legible, or did not sign in*)

I. Approval of Minutes:

Motion: Mr. Edwards made a motion to approve the August 26, 2019 minutes as written, Mr. Genest Second it.

Vote: By a voice vote, all were in favor 3-0.

II. Shelley Nelkens- Request to be on the agenda regarding TransAlta Lighting:

TransAlta representatives were in to discuss the temporary lighting concerns on the wind turbines. TransAlta stated they feel the lights are in compliance, but that they will follow up with the concerns. TransAlta also stated there was a delay in the installation of the permanent radar system lighting due to contractor issues, but that they should be installed by mid-November and operational by the end of November. TransAlta will also be filing a Tax Equity Statement for the project with the SEC.

III. Police Chief Lester- Requesting no parking signs on Summer Street:

Chief Lester discussed the need for no parking signs from Highland St to the top of Summer St during school hours. Chief Lester will add to the Willard Pond Parking Ordinance proposal for a public hearing.

IV. Mark Tenney- Request for a Right of Way to build a driveway:

EXHIBIT A

Mr. Tenney came in to ask for two additional Right of Ways into his property off of the Water & Sewer Departments driveway, and to also ask the Town to possibly rename the road to honor his son. The Board felt it was necessary to consult with the Town's Attorney in order to make sure all necessary issues are addressed.

V. Update on Meetings Attended:

Mr. Edwards had attended the Water & Sewer meeting, and reported that the Water Commission is working on funding for the well and river crossing structureing. Mr. Robertson mentioned discussions at the Planning Board were on the department's 2020 Budget, and the Solar and Cell Tower ordinances being updated.

VI. Other Business:

There was no other business to discuss.

Motion: Mr. Edwards made a motion to adjourn the meeting, Chair Genest second it.

Vote: By a voice vote, all were in favor.

Meeting Adjourned: The meeting was adjourned at 8:05 PM

Respectfully Submitted,
Ashley Brudnick-Destromp
Assistant to the Land Use Boards

Source URL: <https://www.antrimnh.org/selectboard/minutes/selectboard-87>

Stone Bridge Post • September 20, 2019



VOL. 1, NUMBER 42 *Promoting Integrity in the Valley* September 20, 2019

Pilots beware, Antrim turbines not lit

By Michael Pon
Stone Bridge Post

Although local small aircraft pilots are not overly concerned about the absence of most warning lights on the 500-foot turbines on Tuttle Hill in Antrim, aviators should be aware that, as of Tuesday evening, only two red flashing lights are active on two of the nine turbines. All turbines, according to the project's certificate of operation, should have temporary warning lights in working order during their construction phase, as must any object over 200 feet.

Having heard several accounts of how many warning lights are functioning, the Stone Bridge Post took a moment to verify the count. At 7:30 p.m. Tuesday from the expansive view, which some call the million-dollar view, in Deering, from where all nine turbines are visible, only one red light could be seen flashing. At 8 p.m. on Tuesday, from a point of Gregg Lake Road in Antrim, from which all nine turbines can be seen, only one was flashing, but within a couple of minutes another started flashing. Both warning lights remained flashing for the remaining 20 minutes this reporter was viewing them.

Jean-Francois Latour of TransAlta, the company that currently owns the turbines, wrote in an emailed letter to Pamela Monroe, administrator of the State Site Evaluation Committee (SEC), which granted the certificate to permit the project, that they had checked on the lights on Monday, Sept. 9, and found that four of the nine warning lights were not functioning. This was the result of Antrim resident Shelley Nelkens expressing her concerns that not all the warning lights were functioning at the Antrim selectmen meeting earlier that evening.

The emailed letter Latour wrote to Monroe was dated Sept 11. In it, he noted that later in the evening on Sept. 9 TransAlta filed a NOTAM with the Federal Aviation Authority (FAA), this is a Notice to Airmen.

"It came to our attention that four of the nine temporary lights were not working. The construction team filed a NOTAM (Notice to Airmen) with the Federal Aviation Authority to notify them of 'an outage of 30 minutes or greater,'" wrote Latour.

Latour also wrote in the same emailed letter to Monroe, "Our contractor has planned to be on site Monday, September 16, to inspect and replace these four lights as needed to ensure proper functioning going forward. The temporary construction lights will remain in place until the commissioning of the permanent lights and associated Aircraft Detection Lighting System later this year."

However, as earlier reported, as of Tuesday evening Sept. 17, only two flashing red lights were seen atop two of the nine turbines.

EXHIBIT B

In another letter to Monroe, several concerned Antrim residents – Richard Block, Shelley Nelkens, Janice D. Longgood, Annie Law and Robert Cleland – stated, “almost all of the towers have been unlit since early June when they stood at approximately one-half of their final height. FAA regulations require all turbines be lit with a temporary steady-burning red light . . . once they reach a height of 200 feet (61 m) or greater.”

The two lights witnessed by this reporter on the evening of Sept. 17 were flashing, not “steady-burning.”

During a Stone Bridge Post telephone interview with Monroe on Wednesday, Sept. 18, during which she was apprised of this reporter only seeing two flashing red lights atop two turbines, Monroe responded, “I need to gather my facts and review the requirements in light of the certificate and determine where it goes from there. I’ve also been in contact with the town attorney.”

Temporary lights are required by the certificate during construction of the turbines, and a permanent Aircraft Detection Lighting System (ADLS) is required by the certificate by the time the turbines begin spinning and generating electricity. The ADLS lights only come on when they detect approaching aircraft, whereas the temporary lights must be on constantly. And the project deadline to begin operation was the end of August. Because the project completion has extended past deadline, a fee of \$50,000 is scheduled to be paid by TransAlta to the Town of Antrim.

Eight of the nine turbines reach 489 feet at the tip of an erect blade. The turbines are also placed on the Tuttle Mountain ridge, giving them even more height to catch the wind.

Although the certificate of operation granted by the SEC requires warning lights atop all nine turbines, area pilots are not overly concerned by the lack of seven out of nine of the lights, considering two warning lights as ample for safety, considering there is also a NOTAM in place.

In regards to how high small aircraft must fly above ground level, Jim Rymes, owner of the small airfield and hangar in Deering, known as the Hawthorne-Feather Airport, notes that the FAA rule says the minimum height is “500 feet. The FAA is very clear about it. . . . Would I prefer a light on every turbine, sure I do. But it’s not necessary and would be overkill. But I have no objection to flying wise and the lights being there.”

Joe Gould, a small aircraft pilot who lives in Antrim, believes the lights should be lit “all the time at night.” He also points out the following, “To clear those turbines with the blades going you have to be at 2,200 feet above ground level from the Deering airport, because of Tuttle Mountain being as high as it is.”

However Gould acknowledges that “most of the people in this area know the turbines are there.” But he goes on to say, “If somebody doesn’t know they are there they could fly into one. But anyone flying at night is going to be using instruments. . . . I would prefer to see them on all the time at night, rather than the ADLS system that comes on automatically. I’d rather see full time lights up there. It makes more sense. There’s always that one chance that someone runs into one.”

However pilots feel about the lack or presence of warning lights, the SEC certificate requires there to be constant temporary lights atop each turbine while in construction, and the fully installed ADLS system once the turbines are in operation.

Stone Bridge Post is a weekly newspaper published every Friday. Stone Bridge Post readership consists of the Rt. 202/9 corridor with heavy circulation in Hillsborough, Henniker, Antrim, Warner and Contoocook/Hopkinton; plus Deering, Bennington, Washington, Weare and Bradford

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September 17, 2019

VIA ELECTRONIC AND FIRST CLASS MAIL

Pamela G. Monroe, Administrator
New Hampshire Site Evaluation Committee
21 South Fruit Street, Suite 10
Concord, NH 03301

**Re: NH Site Evaluation Committee Docket No. 2015-02 – Antrim Wind LLC
Response to FAA Lighting -- September 11, 2019**

Dear Ms. Monroe:

The undersigned, each a party to the above referenced matter, are writing in response to Antrim Wind LLC's ("AWE") September 11, 2019 post-certificate submission pertaining to the Federal Aviation Administration ("FAA") lighting.

As you are aware, AWE's Certificate requires that all regulations specified by the FAA in its Circular 7460-1L, in Chapter 13: Marking and Lighting Wind Turbines, and Chapter 14: Aircraft Detection Lighting System ("ADLS") be followed.

While AWE acknowledges in its submission that not all lights were in operation, in fact, almost all of the towers have been unlit since early June when they stood at approximately one-half of their final height. FAA regulations require all turbines be lit with a temporary "steady-burning red light...once they reach a height of 200 feet (61 m) or greater."

Antrim resident, Shelley Nelkens, was prompted to raise her concern over lighting before the Antrim Selectboard after *months* had passed with the turbines unlit. Further, she and others confirmed prior to the meeting that no notices had been filed by AWE with the FAA indicating lighting outages.

We cannot overstate the seriousness of this oversight especially given the number of general aviation pilots who frequently fly in the area of the project.

In his September 11th letter to the SEC, Mr. Latour offers TransAlta's commitment to safety. If TransAlta believed in its own words, the lighting would have been operational and readily apparent to Antrim residents since early June. Instead, it took a complaint by a resident, months after the fact, before action was taken. Mr. Latour's partial remedy for the violation was the filing of NOTAMs (Notices to Airmen) in spite of the fact that the FAA regulations included in the Certificate specifically prohibit the use of a NOTAM in place of the temporary lighting "until the entire project has been completed."

Mr. Latour's letter assured the SEC that AWE's contractor would be on site to inspect and repair the "malfunctioning" lights on Monday, September 16th, however, as of 10:30 pm that evening, eight (8) turbines still remain without lighting and the ninth has a non-compliant fixture.

Further, the SEC also bears responsibility for failing to confirm on-going compliance with the Certificate. We are very concerned that when this issue was raised to the Administrator on September 11th, action was not immediate. On the contrary, Ms. Monroe informed us that she would not be able to confirm the lighting situation for another week.

The delays in dealing with the required Hazard Lighting of the nine 489-foot turbines as obstructions to navigation are, and have been of very serious potential and immediate risk and liability, and AWE's failure to comply is completely unacceptable and negligent. It is thus respectfully requested that the SEC take steps to enforce and appropriately penalize AWE for the failure to meet the conditions specifically outlined in the Certificate.

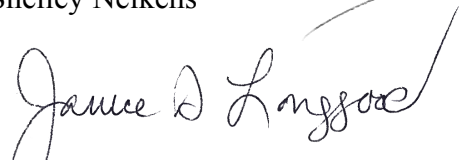
Respectfully submitted,



Richard Block



Shelley Nelkens



Janice D. Longgood



Annie Law



Robert Cleland

Cc: Michael Iacopino, Counsel for the Site Evaluation Committee
Justin C. Richardson, Counsel for the Town of Antrim
Antrim Board of Selectmen



Town of **Antrim**
NEW HAMPSHIRE

Published on Antrim, NH (<https://www.antrimnh.org>)

Selectboard

Meeting date:

Monday, September 23, 2019

TOWN OF ANTRIM

Select Board Meeting Minutes

Monday, September 23, 2019

7:00 pm Town Hall

Board Members Present: John Robertson, Chairman; Michael Genest, Selectman; Robert L. Edwards, Selectman

Staff Present: Donna Hanson, Town Administrator

Others Present: Shelley Nelkens, Richard Block

Agenda Items:

1. Approval of Minutes – Public

Mr. Genest moved to accept the meeting minutes of September 9, 2019 as amended. Mr. Edwards seconded. Passed 3/0

2. Fraud Policy Review

Mr. Edwards moved to adopt the Fraud Policy as presented. Mr. Genest seconded. Passed 3/0

3. Meeting Attended

- Mr. Edwards attended the budget and finance meeting in Derryfield New Hampshire hosted by the New Hampshire association. It was an update on the 2017 booklet that they put out. Mr. Edwards will prepare a brief memo on the meeting. Ms. Hanson was sick and was not able to attend.
- Mr. Robertson attended the Planning Board meeting. They discussed updates to the cell tower ordinance.

4. Other Business

- Mr. Edwards asked about the status of the Shook property correction. Ms. Hanson said there needed to be one last correction on the owner of one of the properties. Ms. Chauncey will do that on Tuesday.
- Ms. Hanson will ask Town Counsel again to send a letter to Holden Engineering requesting the as-built plans on Highland Avenue and Pleasant Street.
- Ms. Hanson will follow up on the request to meet with the Select Board and assessor John Hatfield from residents whose abatements were denied.
- Ms. Hanson said we received \$50,000.00 that was due from Antrim Wind.
- Mr. Edwards suggested submitting a letter to the editor or an op-ed to the newspapers to correct the misinformation reported by a few articles regarding the Antrim Wind PILOT payment and the sanding of

EXHIBIT D

the Antrim gym floor. A letter will be drafted and the Select Board will decide the best place to publish the op-ed or letter to the editor.

- Mr. Edwards would like to schedule a meeting with the school board building and property committee regarding the school's cost to sand the floor.
- Mr. Genest asked if there was anything happening with the Old Pound clean up. Residents had asked the chair of the conservation commission if it could be cleaned up. Ms. Hanson said she would like to talk to the road agent before it is discussed with the conservation commission.
- The Select Board will petition to intervene in the Site Evaluation Committee Docket No. 2019-03, "Antrim Level LLC Petition for Declaratory Ruling or, in the Alternative, Motion for Expedited Approval of Change in Ownership Structure". The Select Board does not feel legal representation is necessary during the hearings.
- Mr. Genest would like to discuss the ambulance fees for Bennington soon so we can notify Bennington if there is an increase.
- Mr. Genest was disappointed in the previous Saturday site walk of the Tri Town pit in Bennington. The signage was not good as relates to 4 wheelers entering the property. Having proper signage has been discussed in previous meetings. Ms. Hanson will discuss the signage with the Bennington Town Administrator. Marking for the phases also needs to be updated. There was also discussion about borings being done to see what is available in Phase 1. Mr. Edwards asked if the amount that was taken out from each town was discussed. Ms. Hanson said it was briefly brought up but that subject would be better discussed in our November meeting rather than during the site walk.
- Ms. Nelkens thinks that if there is an accident with the unlit wind turbine towers and they sue, they could also sue the town even though we don't have liability. She distributed two articles about aircraft hitting wind turbines. She also stated that the company taking over the wind farm is not being responsible because they did not have lights up since June, and that they filed four NOTAMS. She feels the company is making it up as they go along. Mr. Edwards said they thought they were in compliance. Ms. Nelkens asked what the Select Board will do since they are not in compliance. Mr. Genest said the SEC is aware of the situation and Ms. Hanson talked to the Administrator of the SEC committee. Ms. Hanson will continue to follow up with Ms. Monroe. Mr. Edwards said once we are on notice we have done what we can by talking to the SEC. Mr. Edwards said we have no authority to issue a cease and desist order. Ms. Hanson said she will continue to monitor this with Ms. Monroe from the SEC but they need time to look in to the matter. Mr. Block's concern is that there should be ramifications for not abiding by the certificate. He said there is no value in the certificate if they are allowed to ignore certain provisions of the certificate. Mr. Block thinks that the Select Board should be aware if they are not compliant. The Select Board agrees.

5. Non-Public:

Mr. Genest moved to go into non-public RSA 91:a3 II (b) hiring, (e) legal, (c) assistance. Mr. Edwards seconded. Passed 3/0

Mr. Nelson was hired as a part time grounds worker for the highway department contingent upon positive reference checks.

6. Sealed Minutes

Mr. Genest moved to seal the minutes of RSA 91:3 e) legal, (c) assistance.

7. Adjournment

Mr. Genest moved to adjourn the meeting at 9:00 PM; Mr. Edwards seconded. Passed 3/0

Respectfully submitted,
Donna Hanson, Town Administrator

NTSB Identification: CEN14FA224

14 CFR Part 91: General Aviation

Accident occurred Sunday, April 27, 2014 in Highmore, SD

Probable Cause Approval Date: 04/27/2015

Aircraft: PIPER PA 32R-300, registration: N8700E

Injuries: 4 Fatal.

NTSB investigators either traveled in support of this investigation or conducted a significant amount of investigative work without any travel, and used data obtained from various sources to prepare this aircraft accident report.

During a dark night cross-country flight, the instrument-rated pilot was approaching the intended airport for landing when the airplane collided with the blades of a wind turbine tower. The weather had started to deteriorate and precipitation echoes were observed on radar. Witnesses in the area described low clouds, windy conditions, and precipitation. In addition, weather briefing records and statements made to a witness indicate that the pilot was aware of the current and forecast weather conditions for the route of flight. Investigators were unable to determine why the airplane was operating at a low altitude; however, the pilot was likely attempting to remain clear of the clouds even though both the pilot and the airplane were capable of flying in instrument meteorological conditions. An examination of the airplane, systems, and engine revealed no anomalies that would have precluded normal operation. Toxicology findings revealed a small amount of ethanol in the pilot's blood, which was unlikely due to ingestion since no ethanol was found in liver or muscle tissue.

The investigation revealed that the wind turbine farm was not marked on either sectional chart covering the accident location; however, the pilot was familiar with the area and with the wind turbine farm. Investigators were not able to determine what the pilot was using for navigation just before the accident. The light on the wind turbine tower that was struck was not operational at the time of the accident, and the outage was not documented in a notice to airmen. The wind turbine that was struck was the 5th tower in a string of towers oriented east to west, then the string continued south and southwest with an additional 13 towers. If the pilot observed the lights from the surrounding wind turbines, it is possible that he perceived a break in the light string between the wind turbines as an obstacle-free zone.

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

- The pilot's decision to continue the flight into known deteriorating weather conditions at a low altitude and his subsequent failure to remain clear of an unlit wind turbine. Contributing to the accident was the inoperative obstruction light on the wind turbine, which prevented the pilot from visually identifying the wind turbine.

Stone Bridge Post • September 27, 2019



VOL. 1, NUMBER 43 *Promoting Integrity in the Valley* September 27, 2019

Antrim turbines get more lights

Who's minding the shop?

By Michael Pon
Stone Bridge Post

Four red flashing lights can now be seen at night on the wind turbines in Antrim from the grand view in Deering as of Wednesday night. That is two more than were witnessed by this Stone Bridge Post reporter last week on Tuesday, eight days before.

The increase in lighting, which was required throughout construction as of when the turbine towers were at least 200-feet tall, appears to be a result of a formal inquiry by five private residents of Antrim led by Richard Block. According to Pamela Monroe, State Site Evaluation Committee (SEC) Administrator, the SEC has received no contact from the Antrim Town Offices except for a phone call last week by Town Administrator Donna Hanson asking if the SEC will be responding to Block's complaint submission.

TransAlta, the company that is in the process of assuming ownership of the turbines, issued a letter to the State Site Evaluation Committee on Sept. 24 setting out a schedule for commissioning permanent lighting on some towers and replacing temporary lighting on others.

TransAlta claims that on Sept 19 a temporary light for turbine 4 was replaced; on Sept. 20 a permanent light for turbine 6 was commissioned; and on Sept 27 permanent lights for turbines 1, 3, 4, and 9 will be commissioned.

TransAlta also acknowledges that the temporary light for turbines 5 and 8 are not operating properly.

TransAlta also claims that the permanent lights for turbines 6 and 7 are currently operating, and that "Pursuant to the Determinations of No Hazard issued to turbines 2, 5, and 8 are not required by the FAA to have permanent lighting."

The permanent lights function differently from the temporary lights. The temporary lights, according to the requirements of the project's certificate, should be constant red lights, not flashing lights, as are currently seen on the turbines. The permanent lights are Aircraft Detection Light System (ADSL), which only come on when they sense an approaching aircraft. Shielding those lights from the groundview is part of the agreement with the Town concerning those lights. This way area residents will not have to be looking at lights in the night sky.

EXHIBIT F

However, the temporary lights are obviously easily seen from the ground. Also, although permanent lights have been commissioned for some turbines, no date for their installation has been stated.

“We’ve done all we can,” said Chairman of the Selectmen John Robertson earlier this week. “It’s up to TransAlta, the FAA and the SEC. All we can do is try to find out what’s going on. The FAA has to enforce the requirements. We can’t do that.”

But the selectmen could have submitted an inquiry to the SEC asking that TransAlta be made responsible for abiding by the requirements of the certificate for the project, just as Block and several others signed onto.

During the ten-year discussion the residents of Antrim had in regards to allowing the turbine project to come into town, two groups formed. One group, led by selectmen, were very much in favor of the project. Both chairman John Robertson and selectman Michael Genest were selectmen during the process and have always been in favor of the project since it was first considered. Others, including Richard Block, did not want to see the turbines in the Rural Conservation District where they bought land.

It appears those selectmen who were in favor of the project from the beginning, Robertson and Genest, are not challenging TransAlta directly, whereas those who were not in favor have formally complained to the SEC about the lighting issue.

The selectmen have also claimed that they have no liability in regards to any accident that may take place while the warning lights are not working, and therefore are not willing to engage in the matter. But neither would Richard Block or any other resident have any liability, yet they have addressed the SEC about it.

“We’re trying to keep on top of it the best we can,” said Robertson earlier this week.

Although local pilots have stated that having the warning lights working on all turbines is not needed in order to fly safely in the area, there was an incident in South Dakota in 2014, when a pilot flying with three passengers was flying too low during a foggy night with low clouds. The pilot flew between two warning lights, but hit a working turbine without a warning light between them, which chopped the small craft into fragments, killing all on board.

The South Dakota pilot may have been flying too low and may not have been fully apprised of the turbines in the area, as he should have been. It may have been the pilot’s fault. And it may be a very rare incident, but surely one Antrim residents want to avoid.

Links to the South Dakota story are: <http://www.windaction.org/posts/40404-could-the-turbine-aircraft-collision-have-been-avoided#.XYZsvmZ7mM8> and https://www.nts.gov/_layouts/ntsb.aviation/brief.aspx?ev_id=20140428X10808&key=1

A subcommittee has been formed by the SEC to address the transfer of ownership of the Antrim turbine project.

Also, in regards to last week’s article, “Pilot beware, turbines not lit,” Antrim pilot Al Gould was mistakenly referred to as Joe Gould – sorry Al.

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