Town Department Heads

State Senator:	
Rick Bennett	

State Representative:

Caleb.Ness@legislature.maine.gov

Selectmen:

Richard Murray Kimberly Clarke Tom Kingsbury Tom Klinepeter Jim Tyrrell

Town Manager:

(treasurer & Tax Collector)	
Katie Haley935	5-2805

Town Clerk: .935-2805 Theresa Shaw.

Public Works Director

(Highway & Transfer Station) Lester France.. ..935-2772

Police Chief:. Aaron Mick	935-3323	
Fire Chief: Andrew Dufresne	935-2615	
Fryeburg Rescue: Steve Goldsmith	935-3024	
Recreational Depart: Rick Buzzell	935-3933	
Code Enforcement Officer:		

Natalie A. Foret	935-2805
Animal Control Office Cindy Eaton	
Eastern Slope Airport	

Fryeburg Library: ..935-2731 Maryann Eastman...

Fryeburg Business Association: www.FindltInFryeburg.com

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AUTO FACTS YOU OUGHT TO KNOW By Eric Meltzer

Car batteries have been around as long as the electric starter and even longer for operating lights. They have evolved from 6 volts to 12 volts and amperage has increased to power electric starters that have to turn over ever higher performing, higher compression engines. The primary purpose of the car battery is to start the engine and provide electrical power when the engine is not running.

Modern vehicles require a constant flow of electricity to power things like engine control and management units, info-tainment systems, stereo presets, clock, and other power accessories. There are a myriad of relays that require power like delayed lighting controls. The constant draw of power is very low and with normal use won't kill a battery and this amperage usage is calculated when the vehicle manufacturer specifies the battery size. A properly configured and operating electrical system won't be hampered by minor accessory power draw.

The most common battery in a car, that is the battery used to start the engine, as opposed to a hybrid battery like those found in a Prius or a fully electric car like a Tesla, is a lead-acid battery. Invented by Gaston Planté in 1859, it would be another 26 years before the car would even be invented. Lead-acid batteries consist of lead plates and separate plates of lead dioxide, all submerged in an electrolyte solution of sulfuric acid and water. The result is a chemical reaction that releases electrons that flow through conductors and produce electricity.

Variations on the car battery include "Maintenance Free" which are just a sealed battery case that doesn't allow periodic addition of water. The downside is that they may be more life-limited depending on conditions that I'll go into shortly. A recent improvement to auto batteries is one which submerges the plates in a gel solution rather than liquid. This has the advantage of preventing spills if the battery is tipped or the case is compromised although the average vehicle doesn't require such protections and the increased cost limits their target market.

The common thought regarding battery life in New England is that cold kills a battery and while extreme temperatures don't help, heat is actually the harshest environment to a battery. That electrolyte solution of sulfuric acid and water I mentioned earlier is mostly water and will evaporate when subjected to heat. This upsets the chemical composition causes oxidation and leaves deposits on the plates in the battery. Additionally, plate growth, plate buckling, and corrosion are exacerbated by heat and contribute to premature aging. All this is happening to your car battery while you're sitting by the river or sipping a cool beverage on the porch. Now fast forward to early December when the snow flakes are blowing in the wind, the last warm days of fall are behind us, and you're sitting behind the wheel of your dead car, staring at a dim or dark dashboard while your breath crystallizes on the frigid windshield and your wondering how your battery could be dead when it was working yesterday? Well, your battery has been slowly deteriorating all summer in the heat and now that your car is cold soaked, oil and fluids are thick, and electrical demands are high as your starter is trying to turn all that molasses-like lubrication, your battery has given up the ghost. Heat kills batteries but around here, they fail in the cold. In fact, the average life of a battery in hot climates is three years. The average life of a battery in New England is almost twice as long thanks to our season changing temperatures.

There are alternatives to the surprise of a dead battery. Abnormally slow cranking, especially on a cold day, is a good indication that your battery is going bad. Your favorite auto shop, mechanic, and many auto parts stores should be able to load-test your battery to give you a good picture of it's health. This simulates the effort your battery would put forth while trying to start your car or run all those accessories like the blower motor, lights, and wipers. Dead cells and unacceptable output can be diagnosed and the battery replaced before you find out the hard way. Similarly, your charging system can be assessed to be sure a new battery is what you need.

Modern vehicles with their complex electrical systems are dependent on the flow of electrons and the battery is the heart of the system.





ing Barriers Into Bles Over the past 7 years TCS has gone through many changes to adapt to the needs of those they dedicate themselves to. They now serve individuals with disabilities through children's behavioral health, peer mentors, career planning, vocational assessments, parental support, supported employment, and adult community support program.

Most recently TCS added Special Olympics to their offerings when interest was expressed by members of their adult community support program. Noting an absence of an adult Special Olympics Team in the local area and with a lot of encouragement and support from parents, local high school team Head of Delegation Kathy Dunham, and Special Olympics Maine, a team became yet another reality for TCS. In the past year their athletes participated in track & field, bowling, skiing/snowshoeing and basketball. This year they plan to expand the sports offered and team membership. If you have never been to a Special Olympics event you should definitely do so! The track and field regional meet will be held on May 23rd at Fryeburg Academy from 9AM to 12PM. Come out and support the teams.

TCS have been blessed in connecting with community members to join as coaches and volunteers throughout the year. The athletes enjoy this a great deal and it is very beneficial to have a coach that is passionate and knowledgeable about the specific sport. This greatly helps the athlete develop skills and improve performance. Jason Rankin of Fryeburg joined the efforts this past winter as basketball coach. Silas Eastman of North Fryeburg also joined to coach track and field this spring.

TCS would love your involvement. Whether it be coaching, sharing a hobby, a skill, a passion, a business, being a volunteer, or a fan in the stands please reach out. As the are a small team and are so rural, the opportunities to practice and/or scrimmage with others are limited so they love to connect with the community. It's guaranteed to be fun and rewarding for you!

For more information about any of TCS programming, Special Olympics team, or fundraisers please reach out to Alina Eastman, Founder and Director of Two Caps Services at 207-890-7995 or twocapsvoc@gmail.com. You can also follow them on Facebook.

Correction: In last months cover story it was referrenced that the new name of Thurston's Garage was Wentworth's 302 Auto" and it should have been "Wentworth's 925 Auto". We apologize for this error.

FRYEBURG TOWN MATT

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Due to the varied sources for information, Town Matters may be subject to errors from time to time. We apologize for any inconvenience this may cause and strive for accuracy. Thank you for your understanding and feedback.

To download a copy of past or current Town Matters log onto www.Finditinfryeburg.com, Open "directory" and click on the Fryeburg Town Matters membership page

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A Vision and Hard Work Becomes A Reality

Two Caps Services became a reality in 2016 starting as a vision by Alina Eastman; a vision to inspire growth, promote freedom of choice, build confidence and independence for members and families with disabilities. TCS provides direct support to individuals with disabilities to assist in building skills for independence. This program is small and mighty but committed to making a difference in the lives of these families and their communities. Alina's vision came from her own struggles to maintain needed services for her children.







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Fryeburg Town Managers Report - by Katie Haley

I hope everyone is enjoying their spring; it is nice to see the grass greening up and flowers blooming.

The town boards and committees have been busy over the last few months; the Planning Board has been contemplating a Short-Term Rental Ordinance, the Budget Committee was meeting weekly to work on the 2024 fiscal year budget, the Appeals Board heard an Administrative Appeal and the Conservation Committee, Parks Open Space Beatification Committee, and Bicycle Walkways and Trails Committees are all busy planning summer projects.

Each of the boards and committees mentioned have open positions. Most of these committees meet just once per month, only taking up a few hours of time, and involvement is appreciated! Please reach out if interested in serving.

The Municipal Complex Building Committee has also been hard at work; they issued a Request for Proposal for Design Services for the proposed municipal complex and have been vetting the firms that responded. Once a firm is chosen, then the first steps of analyzing the chosen site and designing the actual building will begin. There will be opportunities for the public to be involved in that process and your input will be encouraged.

Town meeting elections will take place on June 6th at the David & Doris Hastings Community Center, with the open Town Meeting being held on June 8th at the Fryeburg Fairgrounds. Please put those dates on your calendar.

Please feel free to reach out with questions or comments that you might have.

Eastern Slope Regional Airport by Eric Meltzer

Spring has finally arrived and with it comes renewed activity at the airport. Like many activities, sport and recreational flying sees an uptick in the warmer months with some area pilots returning from their winter homes and others, like open cockpit flying machines, are more friendly in temperate climates. Some year-round aviators will be removing the skis from their aircraft and installing floats or wheels or both, if they have amphibious capabilities. It's always fun to observe the traffic at IZG and we have a nice picnic area with tables in the shade of the pine trees close to the terminal building. Lyman Drive that leads to the airport is conveniently located near the end of the rec trail. If you're biking or walking in the area, continue down the road about a mile to the airport or take a drive over and stop in for a visit.

Our friends and neighbors from the Canadian Air Force 413 Transport and Rescue Squadron arrive April 30th for training in the White Mountains. You may be familiar with their big vellow AgustaWestland CH-149 Cormorant helicopter flying around the valley and based at IZG for 1 week during their stay in the area. Come say hello!

An aerobatic camp will be arriving at IZG for practice and coaching on May 24-26. They'll be practicing in the area of the airport and should be fun to watch!

23rd Annual Valley Pride Day Clean-up

Sat. May 6th

Fryeburg Sign- Up and Supplies:

American Legion Hall on Bradley Street

from 8:30 - 10:30AM

Litter Pick up until Noon -

Celebration BBQ at Hampton Inn

in North Conway from Noon - 2PM



or follow on facebook

May 10th Adult Ed class- Applying for Connectivity, Weston Room 2 pm, sign up by calling NDEC at 207-627-4291 or adulted@lakeregionschools.org Free Class

Book Group discussion on May 10 at 10 am Weston Room. The Sweetness of Water by Nathan Harris

Hours: Mon, Wed Thurs: 9 - 4 Tues, Fri: Noon - 6 Sat: 9 – Noon Sun: Closed

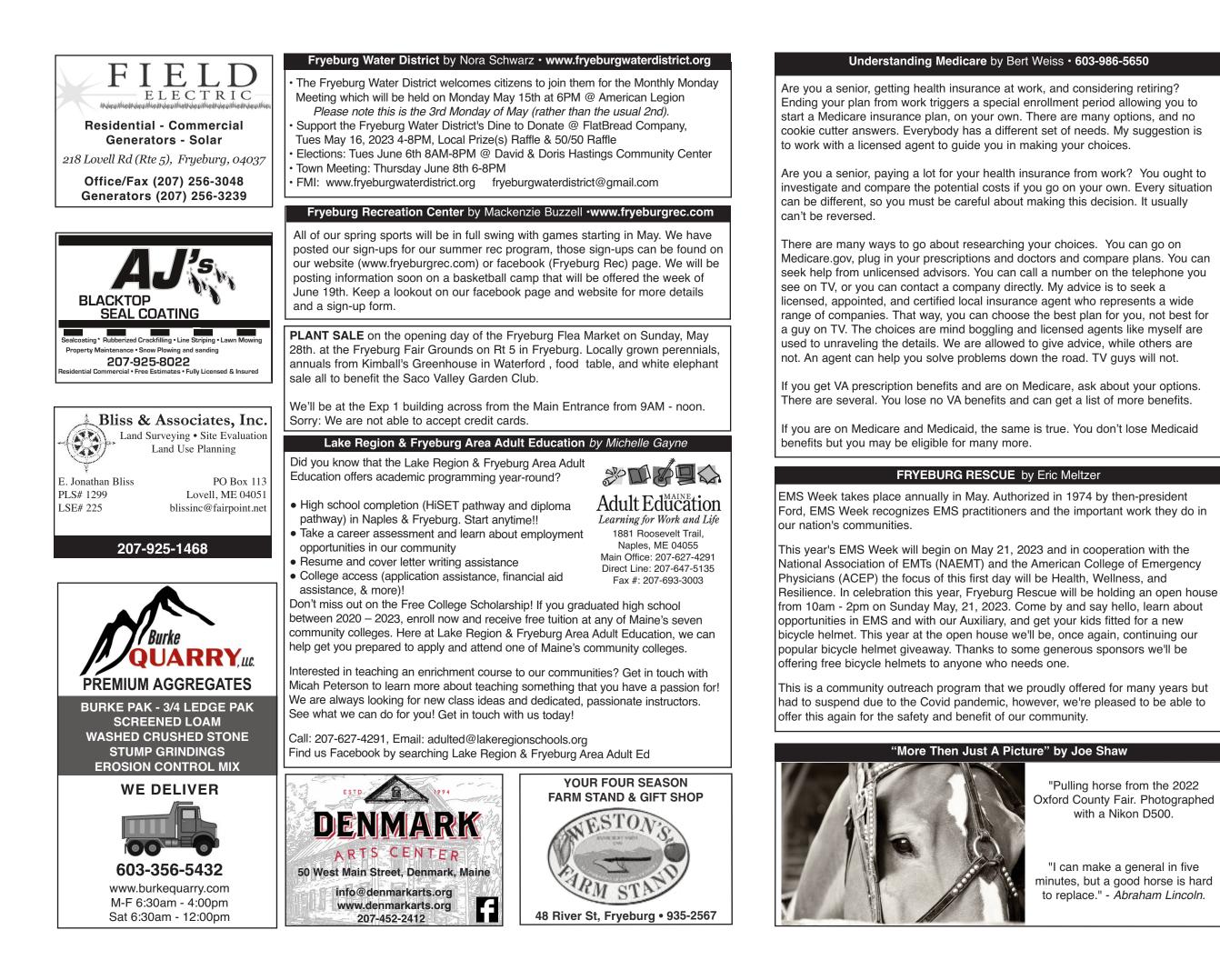


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"Pulling horse from the 2022 Oxford County Fair. Photographed with a Nikon D500.

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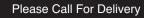
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Senator Rick Bennett District 19 Richard.Bennett@legislature.maine.gov

Seeking a Solution to the Child Care Crisis in Maine

Leaders in both parties in the Maine Senate proposed multiple bills to solve our child care crisis. As the co-chair of the Legislature's Children's Caucus, I am cosponsoring several of these bills in order to investigate the root causes of this problem facing so may families and examining solutions.

The state has lost roughly 25% of all providers since 2008. Rural areas such as Oxford, Washington, and Androscoggin counties have each lost at least 30% of all providers over that time, while Waldo, York, Lincoln, Knox and Hancock have lost more than half since 2008.

While child care capacity in Maine has grown slightly compared to February 2020, these slots are concentrated in fewer providers and within more expensive center-based care. Instead of a broader array of options, the market has consolidated into fewer, larger firms that can withstand the regulatory burden imposed by the state.

One of the bills I am cosponsoring was introduced by Democratic Senate President Troy Jackson. It follows on the subsidy of child care facilities providing \$200 per month per employee for child care facilities, doubling that amount. But it also creates a path to understand the critical question: why does the market fail to make child care available to Maine families on a competitive basis?

During a press briefing on Tuesday, Senate Republicans discussed the challenge that working parents in Maine are having in accessing affordable child care. Over the last 15 years, Maine's family child care industry has been decimated by unworkable regulations, tight labor markets and COVID-19.

According to Sen. James Libby, the relationship between guality child care and a healthy workforce is inseparable since it contributes to higher productivity and wages. He said access to child care for working parents contributes directly to a growing economy and less poverty. He also spoke about the high costs parents must endure to have child care, which can run \$14,000 per year if they can find child care at all.

Sen. Lisa Keim, Assistant Republican Leader, said the lack of child care has hit rural areas disproportionately hard, especially for new or expecting parents who work and must call a child care provider months in advance to try to get on a waiting list. Holding up a thick stack of paper, she said the 57-page booklet contained all of the policies a family child care provider must adhere to for licensing in Maine.

She said the state has effectively increased costs and regulations so much for familycare providers that it has forced providers out of the industry. That has steadily eroded capacity in rural areas for over a decade and only made worse during the pandemic.

For Sen. Marianne Moore, who serves on the Legislature's Health and Human Services Committee, the bill she submitted promises to bring some comprehensive reform to several key areas that will increase access to affordable child care. In addition to increasing subsidies to the 75th percentile of local market rates, which can vary widely from Portland and Calais to Fort Kent, her bill will also increase the level of children who can be supervised without having to obtain a state license.

Sen. Moore said the final part of her bill establishes an independent board to handle disputes between child care providers or applicants and the DHHS. The board would also hear appeals of license or certification suspensions or revocations, denials of applications, disputes between facilities and the department concerning rule compliance, and denials of alternative compliance requests.

will be seeking a bipartisan solution to this problem plaquing Maine working families. I would be pleased to hear your own thoughts about this issue. Please feel free to write me at Richard.Bennett@legislature.maine.gov or call at 207-287-1505.

District 82 Rep Caleb Ness caleb.ness@legislature.maine.gov

Legislature passes a budget with no tax relief, then adjourns

State government takes in too much money from individuals and families struggling to make ends meet. Our government continues to grow while working people have less money to cover rising bills. In January it cost an additional \$625 a month more than January of last year for an average Maine household to live in Maine. That is \$7,500 more a year.

Maine is the third highest tax burdened state by income in the country. In the last year, the state over-collected \$1.5 billion from taxpayers, then returned part of it in the form of \$850 and \$450 relief checks. My position is that, rather than returning money that should not have been taken in the first place, we need structural tax relief to help people every year.

I ran for office to fix problems, and work cooperatively with others to make things better for the people back home. That is why I am extremely disappointed that the ruling party refused a request for \$200 million in tax relief targeted toward low- to middle income earners. The Republican proposal I supported represents 2% of a \$10.3 billion budget that is expected to grow even larger when new revenue forecast projections come out later this month.

To avoid working with legislative Republicans, Democrats passed a one-party budget, then pretended that the Legislature had finished its work in March, not June 24, the statutory end date. Having "finished its work," the Governor then called the Legislature back into Special Session. We are now in that "Special Session" completing our work without a specific end date.

While I am disappointed that elected representatives of over 450 Maine municipalities representing 600,000 people were excluded from making a bipartisan budget, I will not stop trying to find a way to let struggling Mainers keep more of their money. I do not care who gets the credit, I want results that will help the people back home.

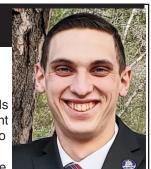
In better news, however, I have been able to do some exciting things over the last month that I believe can help many people. First, I was able to present a bill that would ensure MaineCare has to give a 60 day notice if someone is to be terminated. Current rules are set to a 15 day notice. Also, I presented a bill that would aim to keep our volunteer firefighters safer, by allowing them to have larger light arrays on the personal vehicles they use when responding to calls.

Lastly, I wanted to mention the fact that I have been receiving lots of input about the proposed "Rail to Trail" initiative. Currently, I'm gathering input and information to hopefully make the best decision for our community. I apologize for not getting back to everyone, but I want you to know that I hear your thoughts and concerns, and appreciate your input!

I appreciate the opportunity to serve you in the Maine House. Please let me know if there are bills or issues of concern to you, or if you have questions involving state agencies. I can be reached at Caleb.Ness@legislature.maine.gov.

Remember Mother on Mother's Day - Sunday, May 14th





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