

February 14, 2004

J. Mark Reeves
Federal Aviation Administration
Central Terminal Operations
Attn: Manager, Airspace Branch (AGL-520)
2300 East Devon Avenue, Room 274
Des Plaines, IL 60018

Dear Mr. Reeves,

I am an ultralight pilot based in Valparaiso, Indiana, and I object strongly to the establishment of additional Military Operating Areas in Indiana, specifically the JPG and Racer MOA's in Southern Indiana.

Based in the Northwest Corner of Indiana, I often fly to the Logansport area to an ultralight flight park there. I have to fly around the Twelve Mile and Hill Top MOA's, a significant amount of airspace. Now I understand that an additional large amount of airspace is being requested for the new JPG and Racer MOA's. The combination of these four MOA's take a significant amount of the total airspace over Indiana!

In 2004 the Scottsburg Aero Club, Scottsburg Airport, The Town of Scottsburg, and Scott County worked long and hard to bid upon and receive the opportunity to host the 8th United States Microlight Championships. The event set a new standard for the Championships. The organizers have already been asked to bid on the next championships in 2006. This championship event, and others utilizing the experience of the organizers, will most likely be impossible if the proposed MOA's are created. The proposed JPG MOA will pass just a few miles North of the Scottsburg airport and would cover nearly the entire airspace that was utilized in the past Championship.

I was fortunate enough to participate in the past Championships. During Task One, a navigation task, I was headed south in the area of Austin, Indiana, flying at 1200' AGL. I observed two F-16's about two miles ahead of me passing my intended course at high speed, AT MY ALTITUDE! I was forced to change course to avoid crossing their wake. Please note that this is in the area of the proposed JPG MOA. Why do they need the MOA? They already have so little regard for the safety of private citizens that they disregard their own rules.

In my opinion, the military is taking advantage of the post-9/11 paranoia to expand their domain at the expense of the safety of United States citizens. If the military

needs to train at low levels they should confine their activities to tightly defined areas of very low population, as are available in the Western US. After all, these aircraft are capable of traveling at great speeds. That capability should be used to avoid endangering US citizens, not to bring greater hazard to citizens.

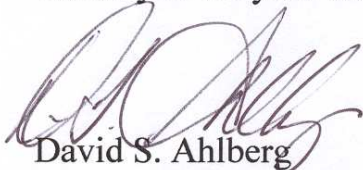
There are many established airports and private airstrips under the proposed MOA's that have been in operation for many years. The imposition of the proposed MOA's will curtail private aviation activities at these fields, depriving the owners and users of the freedoms that they have worked hard to obtain. Airports and airstrips will close as a result of the imposition of the proposed MOA's as citizens decide that the increased dangers of flying in the same airspace as Mach 1 fighters is not acceptable.

VFR flight is based upon the principle of "see and be seen". The vast speed differential between an Ultralight or Light Sport Aircraft, which cruise below 100 miles per hour, simply makes "see and be seen" impossible. In addition, the military aircraft are painted in "low-observable" markings, making the task of seeing them nearly impossible. I have been advised that fighter pilots primarily utilize their radar scopes as their means of seeing ahead. Ultralights and Light Sport Aircraft, with their light weight construction, barely register on radar. If the fighter pilot is not looking out of the canopy, and the Ultralight pilot can barely see the fast moving fighters, it will only be a matter of time before a mid-air collision will occur, similar to the recent collision over Oklahoma between an Air Force T-37 and an agricultural aircraft. The Air Force pilots ejected safely. The ag pilot was killed.

The imposition of these MOA's is a convenience to the Air Force. National Security is not at stake and therefore the removal of the freedom of flying from US citizens is unacceptable.

Please reject the request for the JPG and Racer Military Operating Areas in Southern Indiana.

Thank you for your time,

A handwritten signature in dark ink, appearing to read 'David S. Ahlberg', is written over a light blue circular stamp.

David S. Ahlberg
United States Ultralight Association
Regional Representative for Region 6