

From: John E. Grammer Jr., President  
Scottsburg Aero Club USUA #167  
2337 Wellington Green Dr.  
Clarksville, IN 47129

12 February, 2005

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

Subject: Proposed new Military Operating Areas (MOAs) associated with the Atterbury Range airspace complex and new MOAS associated with the Jefferson Range. FAA Air Case Number 04-AGL-63-NR

Mr. Reeves,

I am writing as the President of the Scottsburg Aero Club, United States Ultralight Association (USUA) #167, a sanctioned club of the nation's largest ultralight flying organization in reference to the proposed MOAs just north of Scottsburg, IN, covered in the FAA Air Case Number 04-AGL-63-NR. In the bulletin the FAA is proposing to publish four new Military Operating Areas (MOAs) associated with the Atterbury Range/R3401A1B airspace complex and four new MOAS associated with the Jefferson Range R3403A1B complex in a response from a request from the USAF. I as the spokesperson for the club and our flying organization feel that the newly proposed MOAs to be unsafe to our form on light aviation in our part of the country where we fly with great frequency and at low altitude. Not only is it unsafe but it is going to cause economically disastrous consequences to our future sport aircraft competition and training plans therefore making the proposal unacceptable.

We as ultralight pilots cross the proposed areas frequently on a daily basis during the year but quite heavily during the spring through fall. We fly and train from many known marked airfields on the sectionals but also hangar and fly from farm fields and local back yard strips as well. Our region, Region 6 is known in the USUA arena is the "hot bed" of ultralight activity which I believe was one of the reasons Scottsburg, was picked to host the 8th National Microlight National Championships in September of 2004. During the weeklong competition the aircraft flew the proposed MOA areas many times a day. The visiting national officials liked the area so well we were also asked to submit bids for other nationals and international competitions. But, as well as we kept things running at the Microlight Nationals and with us taking the precautionary measures of posting a NOTAMs with the FAA about the competition being conducted in the area we still had the unwelcome flyby of an F-16 on a low level pass in the competition area just south of the Scottsburg (3R8) runway pattern area with our birds up.

As of today we make calls to the Flight Service Station and get weather briefings and NOTAMS and ask about the present military training routes listed. "No notices listed," are the usual read back and it's not unusual to get a surprise from a fast mover. We always have a couple of incidents a year. What is going to happen when the MOAs expand? Is it likely to cause a pilot's death and for what compelling reason? Can we trust the military to work with us to keep us safe in an expanded area when they don't today?

This is just too high of a congested area with general aviation routes, at mid level routes, commercial routes at high level and on decent or climb out forlfrom Louisville KY, Indianapolis, Bloomington, Columbus, Evansville, and then us down on the deck in ultralights, which it seems that no one ever wants to put into the equation. We are there and launching from many locations in this part of the country and way too hard for a fast mover to see at 400-550 MPH.

If such an MOA would go into place our Mure plans of trying to open up Scottsburg as a training area for competition flyers and to again host national and international competition which would bring much needed revenue to the local area would be hindered greatly. To have a more realistic prognostication, I would say it would be a 100% assured death sentence to our future plans.

Therefore, we respectfully ask for your assistance to intercede in this matter to stop the military's (USAF) attempt to expand on their present MOAs in Southern Indiana due to the economic harm, interference in general aviation, commercial aviation and the safety of the pilots, especially the ultralight pilots that I represent who are the hardest to see and are most vulnerable to the jet wash that military fighter/attack aircraft produce.



John E. Grammer Jr., President  
Scottsburg Aero Club USUA#167