



*The Leader In Recreational Aviation*

## Chapter 736 Newsletter for October 2005

### **Last Month's Meeting**

Maybe it was the cookout, maybe not but whatever it was our meeting last month had the largest member turnout in recent memory. Over twenty people showed up and a good time was had by all.

Officers for the upcoming year were elected and are:

President	Mike Watson
Vice President	Wilkes Harper
Treasurer	Ed Roy
Secretary	Scott Settlemire
Membership Coordinator	Jayne Harper
Technical Advisors	Ed Roy, Bruce Patten
Newsletter	Bob Gembala
Young Eagles Coordinator	Mike Watson
Website Editor	Scott Settlemire

### **Lockheed Martin starts running FSS stations**

Just after midnight on October 4, the FAA officially turned over control of the automated flight service station system to Lockheed Martin to run under contract.

Pilots won't likely notice any change in the near future. Today it is essentially the same people using the same equipment as yesterday. But as Lockheed Martin phases in new equipment and new procedures, pilots should eventually notice service improvements. The contract is expected to save the FAA and taxpayers more than \$2 billion over the next 10 years.

The FAA and Lockheed Martin established a command center with open lines to all 58 flight service stations to monitor the switch-over. They report that so far all of the shifts have been staffed, and all of the equipment is working.

### **AOPA National Pilot Alert**

AOPA is urging all of its more than 406,000 members and all pilots to take just 15 minutes to help protect your freedom to fly — to prevent a future air defense identification zone (ADIZ) from restricting airspace in your area.

"AOPA needs the voice of every member to tell the FAA and Congress not to make the Washington, D.C., ADIZ permanent," said AOPA President Phil Boyer. "The ADIZ is ill

conceived, poorly executed, and unnecessary. It's a dangerous precedent because it paves the way to make these confusing and onerous flight restrictions a real possibility within the footprint of every Class B airspace around the country."

AOPA has made filing your comments easy with a [step-by-step guide](#) to help you craft your message and submit it to the FAA and copy your members of Congress.

The "temporary" ADIZ has been a permanent fixture of the Washington-Baltimore Class B airspace since it was hastily imposed over a weekend during the runup to war in Iraq two and a half years ago. A similar ADIZ has been imposed several times around New York City, but it has lasted only a short time in each case.

And some security officials have indicated they'd like to see ADIZ restrictions around other major cities.

"Understand that this would be much more restrictive than the Class B, returning to the way things were in the months following 9/11," said Boyer. "You won't be able to fly VFR 'under the shelf' anymore to outlying airports."

The inner ring around the hub airport could become a "Flight Restricted Zone" (FRZ), much like the 15-nm-radius FRZ around Washington, D.C. It could be off-limits to most flights.

The ADIZ itself would extend to the surface from the outer ring of the Class B and could be even larger, much like the "enhanced Class B" that was put into effect shortly after 9/11. To fly in the ADIZ, pilots would first have to file a flight plan with FSS (no DUAT filing is permitted), obtain a discrete transponder code, and remain in contact with air traffic control (ATC).

The AOPA National Pilot Alert asks pilots to file protests on the notice of proposed rulemaking (NPRM) that would make the ADIZ permanent. See "[What to say about the ADIZ](#)."

### **Next Meeting**

Our next meeting will be held at OWK on Tuesday, Oct, 18 at 7:30 p.m.