

White Oak Pond Watershed Association

Incorporated

Holderness, New Hampshire 03245

RFD

Ashland, N.H. 03217

September 13, 1982

Congressman Judd Gregg
503 Kennon Bldg.
Washington, D.C. 20515

Dear Congressman,

As president of the White Oak Pond Watershed Association I am writing on behalf of the Association's Board of Directors and members to express our appreciation for your efforts on behalf of a monitoring system for the Yankee II - MOA designation project in the Squam Lakes district. Our organization, although smaller in size, shares the aims and purposes of the Squam Lakes Association in a community effort to preserve the wild life and quality of the environment in our part of New Hampshire.

We also share with you a most serious concern that the MOA project not be allowed to affect adversely the natural and human environment of the Squam Lakes district, and that the review procedures which we understand are to be scheduled annually be applied rigorously and conscientiously.

We would appreciate your letting us know how and when the annual review is to be conducted so that our Association members can be informed and can take part in whatever way the procedure calls for.

With best wishes from all of us,

Paul Whitman
President
White Oak Pond Watershed Association

50 members
June 3, 1981

The Honorable Raymond S. Burton
Executive Council
State House
Concord, New Hampshire 03301

Dear Councilor Burton:

At a meeting of the Holderness Board of Selectmen on June 1 the members of the Board voiced unanimous opposition to the proposal that the Lakes Region and the White Mountain areas be classified as a military operations area by the F.A.A.

Speaking for Holderness only, we have a heavy influx of seasonal residents and tourists who are escaping from the din of the urban areas and are appreciative of the quiet and serenity of the lake and its environs. There have been occasions in the past when the weak and fly boys have been overflying the area at low altitudes to the decided annoyance of the residents.

Further, due to our proximity to the airport in Plymouth, there is considerable air traffic at fairly low altitudes which would create a hazard to private air craft using the local airport as well as to the A-10 jets.

We appreciate the opportunity to voice our objections to the proposal and suggest that there must be other areas which are less populous.

Very truly yours,

Donald E. Dana, Chairman
Board of Selectmen

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MILITARY AVIATION IN LAKES REGION

excerpted from The Loon Flyer

On March 18 the U.S. Department of the Air Force wrote SLA President Tink Taylor that its National Guard Bureau had concluded that establishment of Military Operations Area (MOA) over the Squam Lakes and White Mountain National Forest " ... would not have a significant impact on the quality of the human environment."

Requirements of the National Environmental Policy Act impose upon federal agencies an obligation to assess environmental risks where federal funds are involved. Creation of the Squam and national forest MOAs are seen as the best way to alleviate the problem of insufficient military airspace over New England during a time of stepped-up U.S. military activity. Once approved by the FAA, Fairchild Republic A-10 twin-engine tactical jet fighters will train in the air corridors overhead. The plane is 53 feet in length with a wingspan of 4 feet longer. It weighs 25,000 pounds and has an unclassified combat speed of 387 knots. Noise levels exceed 110 db but this is only for the few seconds it takes for a "buzz."

Configuration of what will be the Yankee II - MOA is substantially different from that originally proposed. In an attempt to ameliorate local concerns such as those expressed at two hearings by SLA and by letter and telegram from dozens of our members, the Pentagon has imposed upon itself certain training restrictions.

"Squam Lake will not be overflowed from 15 May to 15 October at altitudes less than 2,000 feet AGL (above ground level). For the remainder of the year, the minimum altitude will be 500 feet AGL." USAF Brigadier General Wess Chambers promises. Particular deference was accorded to the loon and ongoing efforts to maintain its numbers by the Audubon Society's Loon Preservation Committee based in Meredith.

General Chambers, in his communication to SLA, further promises; "If Congress passes legislation making Sandwich Range a wilderness, the Air National Guard may reconsider its use of that part of the MOA."

A total of 1,040 low-level flights per year will be authorized, a cut-back from the number originally planned. To limit the annoyance along a given road, waterway or trail, every effort will be made to cross these in perpendicular fashion but Tink Taylor has registered his reservations on this aspect.

There are numerous other pilot restrictions to be imposed upon what are often termed as "weekend warriors." Some observers are wondering how many of the restraints they will be able to observe at such speeds.

There's a mechanism for reporting violations, though. Complaints will be fielded at the 103rd Tactical Fighter Group's headquarters in Connecticut at 203-623-8291, extension 356. The caller must provide the date and time of the violation, number and type of aircraft, its compass bearing, location and a description of the incident.

The Fairchild Republic A-10 "tank killer" jet has a 57 foot wing span enabling it to fly at slower speeds, do loops, rolls and "pop-ups" in and around the mountains. It is controlled by only one pilot and is based at Bradley Field in Connecticut. It has an awesome fire power and flies at 387 knots and costs the taxpayers \$1.2 million each. SLA asked for and got an increase in fly-over altitudes from 100 feet above the ground to 2000 ft. May 15 to Sandwich Fair time and a 500 ft. "off season" altitude in an effort to accommodate national defense needs while not relegating Squam Lake to become a military flight path.