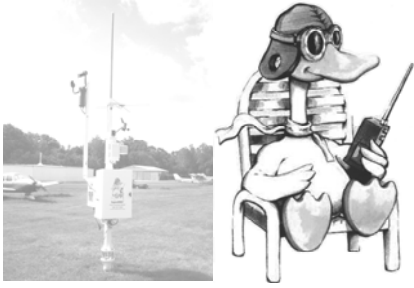


Home of the *AFFORDABLE* AWOS

www.*SUPERAWOS*.com



(UNCLASSIFIED)

CAVEATS ...BUYER BEWARE

NATIONAL SECURITY POLICY

Apparently some people think there isn't any coherent plan behind the National Capital Region's unusual ADIZ and FRZ airspace. *I think it's time I explained it.*

Our goal is to expand the doctrine of 'Security by Obscurity' to 'Security by Confusion.' The goal is sufficient confusion that no one will have any idea of what we are doing, or why, at which point we will have achieved 100% security. Once achieved, because our efforts make absolutely no sense at all, they will remain totally secure.

THE 30-MILE ADIZ AIRSPACE

Surrounding Washington DC is the famous 30 mile ADIZ which I call the 'Circle of Confusion.' Everyone is invited to enter the ADIZ as long as they follow rules and procedures; there is no authentication or security clearance or anything meaningful required. The ADIZ merely tests peoples' ability to follow rules, it was never intended to detect unauthorized airborne movements, or to sort targets in any meaningful way. The ADIZ was intended to create confusion; and then detect the confusion it creates.

The more confusion the ADIZ creates, the easier confusion becomes to detect, and the more reliable the whole thing becomes.

When the ADIZ detects confusion, a fistful of agencies respond by escalating their internal confusion. By responding to external confusion with internal confusion we guarantee no one will have any idea what is going on; *and that's how we enhance security.*

Once confusion is everywhere, it no longer needs to be artificially induced; confusion becomes self-generating. Knowing when this level of confusion has been achieved requires some means to detect confusion, *which the ADIZ conveniently provides.*

Having achieved self-generating and self-sustaining confusion, eventually confusion becomes self-contradictory, producing 'out-of-phase confusion.' When out-of-phase confusion equals in-phase confusion, they cancel each other out, *leaving nothing but common-sense.*

Our long-term goal is to seek common-sense by maximizing our own confusion; *in accordance to national security objectives.*

In fairness, the ADIZ *does* achieve a few legitimate operational objectives: It forces pilots and flight service personnel to pre-fill out meaningless flight plans with meaningless data, so that air traffic controllers will have readily-available meaningless data they can readily assign to meaningless radar tags. This saves controllers from having to try to type all that meaningless data in on the fly, *which might lead to confusion.*

Tracking thousands of meaningless data tags on meaningless radar targets creates lots of meaningless workload, *searching for something meaningful.* Because there is nothing meaningful to be found, *the search goes on.*

By incrementally increasing complexity, we can be confident that sooner or later more people will become totally confused; giving more opportunities to demonstrate how effectively the ADIZ detects confusion.

The ADIZ also establishes radio contact between ATC and the meaningless radar targets; assigning each target a unique and meaningless call sign, which allows Air Traffic to specifically address any meaningless radar target, *should ATC have anything meaningful to say.*

In sum, the ADIZ provides meaning to millions of taxpayer dollars being spent on meaningless efforts to track meaningless radar targets; while generating great confusion; *in accordance with our national security objectives.*

As you can now see, it all ties together quite elegantly!

DEPARTMENT OF DEFENSE (DOD)

Occasionally an AWAC's or 'OAT' ('Other Airborne Thing') observes an errant pilot flying merrily along with nary a care in the world; an indication there is no confusion, *which is entirely unacceptable.*

The AWACs attempts to intimidate the happy pilot by transmitting in a basso profundo voice, "Aircraft 29.94 miles on the 168 radial from Whizz Bang Whingo, VOR, turn south immediately."

When it becomes apparent the errant pilot is neither listening nor paying any attention to the AWACS, the profundo comes right out of the AWAC's basso; revealing that your typical AWACs controller is usually about 5 feet tall, and talks through a megaphone to hide their otherwise squeaky voice.

It's not that Pilots are ignoring the AWACs, but merely that pilots don't think of their 'position' in such terms; so they've no idea they are the one the AWACs is trying to contact: "Hey you there, 39 feet due west of the third telephone pole on the south side of the sidewalk, PAY ATTENTION!"

Consistently raising concern over lots of nothings induces more confusion, which leads to more concern, then more confusion, etc, *in accordance to our national security objectives.*

WHEN IT ALL COMES TOGETHER

When the ADIZ detects confusion a bunch of folks waiting expectantly for something to become hysterical about get hysterical, *according to plan.* If their hysteria makes it all the way to CNN, such as emptying the White House for a tiny Cessna, then their response escalates to the next level: *Finding someone else to blame.* Typically the confused party offers the best person to blame *because the ADIZ has already confused them.* (This is known as 'Preparing the Battlefield'). Managed correctly, the hysteria never gets blamed at all; *blame falls squarely on the confused.*

Expanding concern over expanding confusion creates demand for additional appropriations, necessary to manage an ever-more difficult situation, *in accordance with our national security objectives.*

Which brings me back to my initial premise: Once confusion is everywhere we no longer need detect it at all, because it is everywhere. At that point the millions spent inducing and then detecting confusion, and tracking meaningless radar targets, can be diverted to other covert programs, such as the search for common-sense in Washington DC; *which could cost billions.*

THE 15 MILE FRZ AIRSPACE

Deep within the Circle of Confusion lies the 'FRZ,' the 15 mile airspace ring I call 'The Circle of Doom.' The very place I and many other pilots call 'Home.'

DEFINITION - "A Strategic Defense is a defense posture making an attacker reluctant to engage."

...That WILL be on the test!...

Every airborne target inside our Circle of Doom is detected and tracked by all sorts of cool stuff, 24/7; and those watching the FRZ never ever blink.

Should any 'target of interest' fail to authenticate *prior* to entering the Circle of Doom (coming aloft or inbound, at anytime, from anywhere), all sorts of interesting things happen: ATC starts yelling, and others with excellent postures and trim haircuts start doing things that make sounds like 'WHOOSH!' and "RATA TAT TAT!"

If the errant pilot is willing to be headed off 'cooperatively' they are beaten briefly with a clean rubber hose, and told not to do that ever again. In the spirit of customer service at Potomac, we allow two free beatings, then we start charging for the hoses.

Should the errant pilot remain 'un-cooperative' (for example failing to understand the 2nd and 3rd order aspects of my grim little jokes), or should they ignore ATC yelling at them, or try to evade interception, then they get blasted to little bits without further adieu. Another reason Potomac always gets credit card information *in advance*.

By these means, in the FRZ any unauthorized airborne intruder (or anyone without a sense of humor) is effectively denied airspace access 24 hours a day, by the ever-vigilant promise of detection and physical destruction. As a friend once summarized, "Your plan is clear, you fly, you die, what could be any simpler!"

WHY BOTHER WITH ALL THIS?

Our peculiar form of government was created to protect freedom, not take it away. At this moment in history, circumstances compel us to do something about air attack on the Capital (frankly where such an attack is most likely).

The good news is that no one in Mosul gives a hoot what happens in Hoboken NJ, which is very good for Hoboken NJ.

Realistically, given the political and operational landscape, it is better we do something sustainable that protects freedom and enhances security, than do nothing. The alternative to 'something,' is doing 'nothing,' which would leave open a void to be filled with the unbounded craziness we are so good at making for ourselves.

Therefore, this Strategic Defense is on two fronts: 1) Effective deterrence against any would-be suicidal airborne

attacker, AND 2) Effective deterrence against our own national inclination toward political and economic suicide.

ANOTHER OF MY GRIM JOKES - The only way to effectively attack the US economy is to get the Federal government to attack it for you. *You think I'm kidding?*

LET'S ROUND US UP A POSSE!

DoD (Department of Defense) has been tasked to achieve 'air supremacy' over the Continental United States (CONUS).

Imagine being tasked to achieve 'Road Supremacy' over the beltway?

Complicating this is something called 'Posse Comitatus' (look it up), which basically restrains DoD from being used against US citizens domestically; except under extreme conditions such as 'declared marshal law.' DoD's authority is essentially limited for use against 'State Actors;' meaning foreign aircraft and anyone from Hollywood California.

The only way DoD can achieve its tasking is by *intimidating* civilian agencies into doing what DoD is precluded by law.

"You shoot them down."

"No, YOU shoot them down."

"I'm not going to shoot them down."

"Then who are we going to get to shoot them down?"

"How about that guy over at Potomac; he's got directed energy weapons. He'd probably be delighted to shoot them down!"

ABOUT DIRECTED ENERGY WEAPONS

A typical conversation at Potomac Airfield, a friend and I were discussing the relative merits of using directed energy weapons to pop popcorn at a distance. Realizing it would be difficult to find a volunteer to hold the bag in the directed energy beam (at least more than once), we thought about blowing the popcorn into the beam with a fan. The difficulty becomes keeping the popcorn in the beam. Complicating matters further, as we thought about it further, the popcorn would also need to be rotated. We soon concluded that using directed energy weapons to pop popcorn wouldn't be as practical as we first thought. *That's probably also why there aren't any directed energy weapon cooking instructions on the popcorn bags...*

BACK TO THE POINT OF ALL THIS

Of great concern is that some well-meaning, enthusiastic 'defender' might decide to be a hero one day and shoot down Mom, Dad and the kids. If you think this could never happen, sad to say, it already has [See 'ADIZ briefing' on Potomac's website, or look up "Peruvian Air Force shoots down missionary family"] Yes, a missionary family no less.

Fundamentally the Circles of Confusion and Doom are just well-meaning attempts to keep Mom, Dad and the Kids from drifting into real harm's way, using escalating communications and clearance

requirements the closer anyone gets to actually being blasted to little bits.

There are simpler and less complex ways to achieve these objectives. Anyone ever heard of Class B airspace? I am confident that eventually the right people will realize this; and so I have marked that day on my calendar, 3 billion years in the future, well before earth's orbit decays and the earth drifts into the sun.

But in the meantime...

As a kidney stone, this too shall pass..

ONCE UPON A TIME...

One evening, two friends, an Airport Owner and a High Pentagon Official were having dinner. The Airport Owner was by far the more dashing and better looking of the two; many would also say the more intelligent; he was also best known *for his humility*.

At that time any local politician could ask FAA for 'some airspace security.' Having no rational response, FAA could only offer a meaningless 3 mile 3,000ft TFR that would A) Trap innocent pilots, B) Cause confusion, and C) Publish convenient targeting information for the enemy.

The Airport Owner suggested to his high DoD friend that DoD should give FAA a highly classified plan setting the minimum 'defensible airspace' equal to that of a battle carrier group at sea. Furthermore, that anyone wanting 'airspace security' should also have to put up a *minimum* of \$10M to cover the cost of intercepts. This *minimum* program, 'The Economy Plan,' would realistically bring the entry price of airspace security so high *that no one in their right mind would want one*.

Some months later, a friend at TSA mentioned to the Airport Owner, "Those DoD guys are **HARD OVER**; they won't sign for anything less than what is required for an air carrier group..." He then went on to describe *The Economy Plan*.

With an innocent tone the Airport Owner replied, "That's terrible! Guess that means no more little TFRs, huh?"

WHERE TO APPLY FOR POTOMAC

If you have legitimate reason to visit your grandmother in Washington DC, or the Pentagon, or your grandmother at the Pentagon, you may start the process at www.Potomac-Airfield.com.

As I recently explained to a Pentagon-based USAF pilot, on the website, Potomac's hyperlink to APPLY FOR ACCESS can be found to the right of the James Bond doll, just beneath the directed energy weapons.

C'mon to Potomac, *I dare you*.

David Wartofsky Potomac Airfield

November 13, 2007