



## Fort Meade Flying Activity

7540 General Aviation Drive  
Fort Meade, MD 20755

Comm: (410) 672-0080 FAX: (410) 672-0942

### *Pilot Information File*

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PIF #: 2010-11

PIF Date: 13-Dec-2010

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*Subject:* The Dispatch System

PIF 2010-11 The Dispatch System

1. A basic guide to the dispatch system is kept near each operations terminal and in the PIF notebook. This PIF supplements the basic guide with details on differences between the USAF Aero Club rules for which the system was created and the rules under which FMFA operates (AR215-1 Annex J ), system architecture, and troubleshooting.

2. The dispatch system rules require 60- or 90-day currency (the 200-hour rule is the same for both rule sets) for each make/model. FMFA rules allow “trickle-down”, that is, time flown on a make/model applies to currency for lesser make/model aircraft the pilot is qualified to fly. The airplanes are arbitrarily ranked – Arrow is 7, T-41 is 5, C172 is 4, C152 is 3.) If a pilot intends to fly a lower-ranked make/model on which he/she is outside the currency window, but he/she is current on a higher-ranked make/model, then the pilot must let the manager, clerk, or other person with system administrator privileges know in advance so data can be fed to the system to make the pilot current.

3. Night currency is a hard 90 days in the dispatch system. FMFA allows an additional 30-day “grace period.” If a pilot intends to fly at night but is outside the 90-day window and inside the 120-day window, then he/she must let the manager, clerk, or other person with system administrator privileges know in advance so data can be fed to the system to make the pilot night current.

4. Credit cards: The system was written to store valid credit card information and use it to pay flight invoices and dues. FMFA does not allow it to do this. The dispatch system will not connect to the internet, and we do not allow it to store valid credit card information (nor do we store such information anywhere in FMFA.) However, it is useful for the dispatch system to “think” it has such data, so each member has a Visa card, account number 0000-0000-0000-0000. When completing an invoice, click on the “C/C” option, regardless of how payment is to be made. If no payment is attached to the invoice, the clerk will assume payment from a block account was intended.

5. System architecture: The dispatch system on all terminals uses a data base stored on the HAWKEYE computer, at the clerk’s desk. This computer must be running for the dispatch system to work anywhere in the club. Should a message appear that a table or data, such as a login or password, not be found, turn on HAWKEYE. Once it boots up, the other terminals will automatically find it.

6. Reprinting invoices: If your invoice did not print, you can usually get the print by rebooting the printer controller, the computer named “PALEO”. If that doesn’t produce the invoice, go to “pilot log” and double-click on the flight. At the top of the frame, click on “Invoice”, and then click on “Re-

Print” when the next page appears.

End of PIF