Exhibit 1
Request for Reassignment of Previous Callsign

The particulars of operation in this application are very similar to those of an Experimental Radio Station License we previously held under our former company name of King Radio Corporation. In order to help maintain continuity with our previous HF development efforts, we would like to be reassigned our previous callsign of KI2XAO (reference File Number: 0105-EX-R95).

We allowed the KI2XAO license to expire on February 1, 1997, due to our engineering department being relocated two times in that time frame. It was considered impractical to move the HF antennas and Experimental Station each time we relocated. We are now in a permanent location and have the ability to permanently install the antennas and station.

Exhibit 2
Particulars of Operation

| Carrier Frequency (A)* | Transmitter (B) | Power ERP (C) | Watts (D) | Emission (E) | Modulating Signal (F) | Necessary Bandwidth (G) |
|---|---|---|---|---|---|---|
| 2857.0 kHz | 1500 | 1500 | PEP | 2K80J3E | 2.5 kHz | 3.0 kHz |
| 4475.0 kHz | 1500 | 1500 | PEP | 2K80J3E | 2.5 kHz | 3.0 kHz |
| 6544.0 kHz | 1500 | 20000 | PEP | 2K80J3E | 2.5 kHz | 3.0 kHz |
| 8885.0 kHz | 1500 | 20000 | PEP | 2K80J3E | 2.5 kHz | 3.0 kHz |
| 11321.0 kHz | 1500 | 20000 | PEP | 2K80J3E | 2.5 kHz | 3.0 kHz |
| 13345.0 kHz | 1500 | 20000 | PEP | 2K80J3E | 2.5 kHz | 3.0 kHz |
| 17949.0 kHz | 1500 | 20000 | PEP | 2K80J3E | 2.5 kHz | 3.0 kHz |
| 21950.0 kHz | 1500 | 20000 | PEP | 2K80J3E | 2.5 kHz | 3.0 kHz |
| 2857.0 kHz | 1500 | 375 | Mean | 2K80H3E | 2.5 kHz | 3.0 kHz |
| 4475.0 kHz | 1500 | 375 | Mean | 2K80H3E | 2.5 kHz | 3.0 kHz |
| 6544.0 kHz | 1500 | 5000 | Mean | 2K80H3E | 2.5 kHz | 3.0 kHz |
| 8885.0 kHz | 1500 | 5000 | Mean | 2K80H3E | 2.5 kHz | 3.0 kHz |
| 11321.0 kHz | 1500 | 5000 | Mean | 2K80H3E | 2.5 kHz | 3.0 kHz |
| 13345.0 kHz | 1500 | 5000 | Mean | 2K80H3E | 2.5 kHz | 3.0 kHz |
| 17949.0 kHz | 1500 | 5000 | Mean | 2K80H3E | 2.5 kHz | 3.0 kHz |
| 21950.0 kHz | 1500 | 5000 | Mean | 2K80H3E | 2.5 kHz | 3.0 kHz |
| 2857.0 kHz | 1500 | 1500 | PEP | 2K80J2B | 125 baud | 3.0 kHz |
| 4475.0 kHz | 1500 | 1500 | PEP | 2K80J2B | 125 baud | 3.0 kHz |
| 6544.0 kHz | 1500 | 20000 | PEP | 2K80J2B | 125 baud | 3.0 kHz |
| 8885.0 kHz | 1500 | 20000 | PEP | 2K80J2B | 125 baud | 3.0 kHz |
| 11321.0 kHz | 1500 | 20000 | PEP | 2K80J2B | 125 baud | 3.0 kHz |
| 13345.0 kHz | 1500 | 20000 | PEP | 2K80J2B | 125 baud | 3.0 kHz |
| 17949.0 kHz | 1500 | 20000 | PEP | 2K80J2B | 125 baud | 3.0 kHz |
| 21950.0 kHz | 1500 | 20000 | PEP | 2K80J2B | 125 baud | 3.0 kHz |
| 2857.0 kHz | 1500 | 1500 | PEP | 2K80J2D | 125 baud | 3.0 kHz |
| 4475.0 kHz | 1500 | 1500 | PEP | 2K80J2D | 125 baud | 3.0 kHz |
| 6544.0 kHz | 1500 | 20000 | PEP | 2K80J2D | 125 baud | 3.0 kHz |
| 8885.0 kHz | 1500 | 20000 | PEP | 2K80J2D | 125 baud | 3.0 kHz |
| 11321.0 kHz | 1500 | 20000 | PEP | 2K80J2D | 125 baud | 3.0 kHz |
| 13345.0 kHz | 1500 | 20000 | PEP | 2K80J2D | 125 baud | 3.0 kHz |
| 17949.0 kHz | 1500 | 20000 | PEP | 2K80J2D | 125 baud | 3.0 kHz |
| 21950.0 kHz | 1500 | 20000 | PEP | 2K80J2D | 125 baud | 3.0 kHz |

* Substitute frequencies in the same band are acceptable to mitigate potential interference with other stations.

Exhibit 3
Scope of Developmental Effort

Honeywell's Bendix/King brand aircraft-HF-communication systems are an integral part of the avionics equipment pilots around the world depend on for long-range communications. In order to ensure that we can continue to provide the aviation community with cost effective and reliable HF transceivers, Honeywell is working toward the development of a new HF system to replace some our existing systems, some of which were designed more than 20 years ago. Honeywell recognizes that a key element of HF system development is the ability to conduct on-the-air experiments, testing and evaluation. The knowledge and information we gained through such tests conducted under the authority of our previous Experimental Radio Station License, KI2XAO, has been invaluable. In order for our present development effort to be successful, we will again need to conduct tests and measurements under the authority of an Experimental Radio Station License.

Drawing on the experiences we have gained over the years, our new HF system will provide for a cockpit-mounted control head, a remote mounted receiver/exciter unit, and a remote mounted power amplifier and antenna coupler. The transmitter's power amplifier and the antenna coupler will be configured such that they can be combined together and mounted near the feedpoint of the antenna as a single unit, or mounted separately as two individual units.

This equipment will be powered by 28 VDC and capable of higher transmitter output power than our previous designs, presenting challenges in term of transmitter linearity. In keeping with the needs of the aviation industry, the new system will include data-link capabilities intended for flight-following applications. A beneficial attribute of flight following is its ability to relieve pilot workload and therefore improve flight safety. This data function is expected to provide technical challenges in terms of designing adequate transmitter heatsinking, especially at high altitudes. The system being developed will be compatible with Automatic-Link Establishment, which can help pilots establish solid communications without having to manually search for the best operating frequency for a given communications link, further relieving pilot workload.

An important objective in developing this new system is to ensure that we can successfully interface to the wide range of antennas used aboard the various aircraft. Antennas ranging from short probes to long open wires to shunt feeding the airframe itself, are used aboard fixed wing and rotary wing aircraft. Significant experimentation and evaluation will be performed to ensure maximum system efficiency is being obtained with this range of antennas. Of particular concern is out ability to operate effectively with antennas aboard modern composite aircraft. These airframes lack the normal metal structure that normally serves as part of the antenna, and they lack the metal skin that provides shielding of other electrical systems in the aircraft from the radio-frequency fields during HF transmission. The evaluation of interference to other systems, and interference from other system into the HF system, will be part of our developmental efforts. In order to facilitate interference testing, Honeywell's requested Experimental-Radio-Station frequencies represent a cross section of the aviation HF bands.

In light of the numerous makes, models and configurations of aircraft, it is impractical to properly evaluate the performance of our new HF system on only the limited number of aircraft owned by Honeywell. It its therefore important that our Experimental authorization allow us to communicate with aircraft licensed under Part 87 as well as with aircraft in Government services operated under the authorization of the NTIA. Our customers and potential customers typically own the aircraft operating in these services. New aircraft models and configurations will be introduced into the market over the next five years, and it is important that Honeywell's experimental authorization be valid for that period of time.

Honeywell believes that HF communications will continue to play an important role in aviation communications. We look forward to developing HF systems that are compatible with the new airframe technologies. It is Honeywell's goal to offer the aviation community with effective and dependable products to support its long-range HF communications needs.

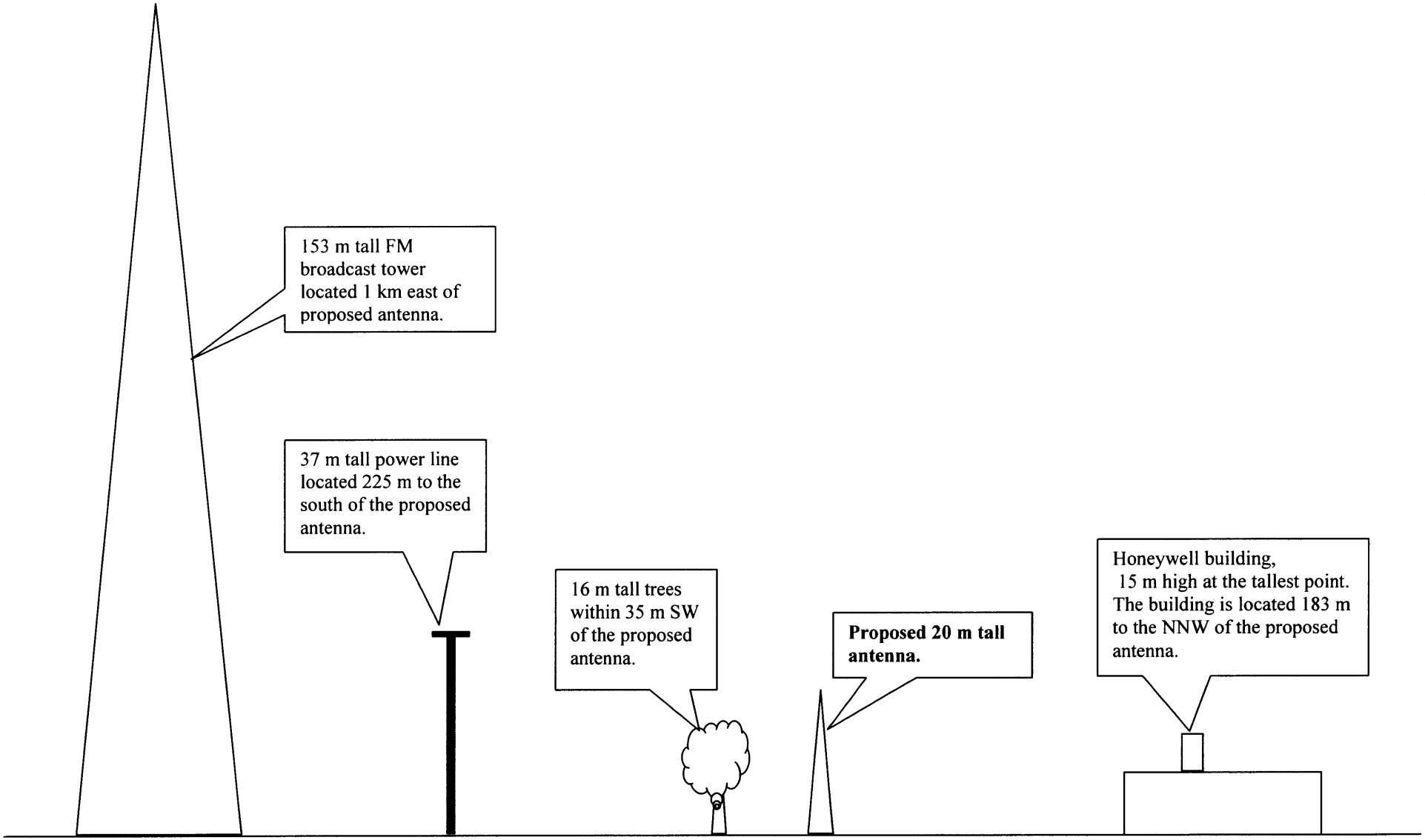


Exhibit 4

Vertical Profile Sketch of the Proposed Antenna Structure.

Not to Scale