

EXHIBIT 1: Description of Research Project per Question 9, FCC Form 442 (3/96)

The research project for which this application is submitted involves the integration of an air-to-surface missile system (the Penguin missile, manufactured by Norsk Forsvarsteknologi [NFT], Norway) with Sikorsky Aircraft's S-70B-6 helicopter. A telemetry transmitter has been placed in the missile.

During flight tests, referred to as "captive carry" tests, the helo will fly patterns over western Long Island Sound while the telemetry unit transmits data to be recorded by the ground receiving station. Post-flight analysis of this data will determine the optimal values of critical software filter constants.

The flight data must be collected and recorded via telemetry for the following reasons:

- 1) there is not enough space on the aircraft for installation of recording equipment;
- 2) the recording equipment is not flight-worthy;
- 3) NFT requires an initial real-time look at data and there is no room in the aircraft for NFT observers;
- 4) the NFT-owned telemetry system has been used in the past and is "proven"; any modifications to the procedure and hardware would require expensive non-recurring engineering effort.

Sikorsky has no telemetry equipment that is adaptable to the missile. Therefore, because of the unique requirements of the transmitter (size, weight) and the nature of the data to be collected, a license for use of this particular frequency is needed.

STA - FACT SHEET

1. NAME ADDRESS CITIZENSHIP

SIKORSKY AIRCRAFT CORPORATION
6900 MAIN STREET
STRATFORD, CT 06615-9129

Citizenship status: Sikorsky Aircraft Corporation is a United States Business Corporation, organized under the laws of the state of Delaware.

2. STATEMENT OF FACTS

1. Sikorsky Aircraft is integrating an air-to-surface missile system (the Penguin missile, manufactured by Norsk Forsvarsteknologi [NFT], Norway) with Sikorsky Aircraft's S-70B-6 helicopter. A telemetry transmitter has been placed in the missile to aid in integration flight tests.
2. During flight tests, referred to as "captive carry" tests, the helicopter will fly patterns over western Long Island Sound while the telemetry unit transmits data to be received by a ground station. Some data will be monitored in real time by NFT personnel, and all data will be recorded for post-flight analysis. Optimal values of critical software filter constant will be determined from reduction of the flight data.
3. The telemetry data will be delivered via an S-band downlink to the receiving station.
4. The location, date and time of operation is as follows:
 - The aircraft, carrying the telemetry transmitter, will fly over western Long Island Sound.
 - Sikorsky, South Avenue, Bridgeport, CT will house the receiving station.
 - Dates and time are from April 2001 to April 2002, during daylight hours from 6 AM to 9 PM.

3. STATION LOCATION

1. Mobile station (air vehicle)
Western Long Island Sound
Limits of operation: an area bounded by N4120/W7330, N4055/W7330, N4120/W7230, and N4055/W7230

4. CLASS OF STATION / NATURE OF SERVICE

1. FAT - Flight Test Station / Aviation Service

5. EQUIPMENT TO BE USED

1. Air vehicle

Manufacturer	Microcom Corporation
Model Number	T705S
Frequency	2290.5 MHz
Emissions	F2D
Power	5 W mean

6. ANTENNA DESCRIPTION

1. Air vehicle

Type	Conformal microstrip
Gain	> -9 dBi, except at 0 and 180 degrees on longitudinal axis of missile, where it is much less
Quantity	1

Attached for Reference Purposes:

- Copy of Original License Granted
- Copy of Original Application