

From: Lloyd Mintzmyer [lmintz@ruraltel.net]
Sent: Monday, January 30, 2006 11:03 AM
To: Koala@stl-smtpin-01.ns.cs.boeing.com; Koala, Bertin
Subject: Re: Frequency coordination for Boeing testing inside a hangar in Wichita KS, from 100 HZ to 50MHZ.

Bertin Koala,

Thank you for contacting the SBE Frequency Coordination manager for Kansas. I'll make note of this planned procedure, With the information

you have submitted, I would expect no interference to broadcast frequencies. However, if you can forward a local contact person's name at

Boeing in Wichita, I would appreciate having that on file. Also, if at a later date, you can let me know the planned dates for these tests, that

may be helpful in identifying possible interference.

I was involved with a manufacturing plant doing a sweep of the AM radio frequencies with an RF heating device some time ago, it was many

times more power than you are proposing and was contained in a closed metal building. The emissions outside the building were barely

detectable on a spectrum analyzer at a distance of more than 150 feet. Thus, I feel sure your tests will not cause interference beyond the

Boeing plant property.

Thanks again for your contacting the SBE Frequency Coordination.

73's

Lloyd Mintzmyer, President

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On Mon Jan 30 9:12 , 'Koala, Bertin' <Bertin.Koala@boeing.com> sent:

>Hi Lloyd, Boeing wants to do a GTTA direct drive CW lightning test at
>frequencies ranging from 100 HZ to 50 MHZ. The test would be conducted
>inside a metall hangar at the Boeing facility in Wichita Kansas.

>Testing would be done with hangar doors closed.

>Testing would be sometimes during the third and last quarter of 2006.

>ERP would be 25 watts,. Approximate long and lat are 37-37-44N and
>97-16-50W. The test sweeps will be performed over a frequency range of
>100 Hz to 50 MHZ. The maximum number of sweeps per test will be 64.
>The

>minimum time between tests is 2 minutes. Similar tests done at Boeing
>field in Seattle have not created any interference and was coordinated
>with the Seattle SBE coordinator. Boeing needs to do this test to
>comply with FAR 25.13.16 "System Ligthning protection" and other FAA
>regulation. Please let me know if you need any other additional
>information. Thanks for your help

>

>Bertin Koala

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