



## Chapter 736 Newsletter for June 2011

### **Brunswick Executive Airport Hosts Fly-In**

After decades of operating as a naval base, the **Brunswick Executive Airport** recently opened to the public and this weekend it celebrated its civilian opening with the first annual Brunswick International Fly-In. “We had about 300 airplanes fly in for the event, from powered parachutes to a Falcon 900 and everything in between,” said Executive Director Steve Levesque.

The event was also the launch pad for the Maine Flying Trail – a program designed to encourage pilots to visit 12 participating airports in Maine. Pilots can acquire a passport onto which they can attach stickers from the airports they have visited. Once five stickers have been collected, they can redeem the passport for two lobsters at the Brunswick Executive Airport.

WINGS safety seminars and EAA homebuilt workshops were offered in the afternoon along with a static display of a wide variety of airplanes, and “The Jerks of Grass” provided live music to entertain the crowd.

In addition, our own Ben Brown won 1<sup>st</sup> Place in the Judges Choice Award category for his Highlander.



## More photos from Brunswick:



## Callings any or all takers!

Bill Chenoweth has ten or more years worth of Kitplanes and Sport Aviation magazines plus a bunch of aviation videos he wants to get rid of. Does anyone want them?

He'd hate to just throw them away so, if anyone is interested in acquiring some or all of his collection, please email Bill at [chenoweth@uninets.net](mailto:chenoweth@uninets.net) and place your order.

## Fly-In in Frenchville

We would like to invite EAA Chapter 736 to our 2nd Annual Frenchville Fly In July 8-10. On field camping is available.

Please contact me at 207-436-2221 or [dafpilot@gmail.com](mailto:dafpilot@gmail.com) for more information.

## **New Report Intensifies LightSquared vs. GPS Fight**

A new study presented to the FAA is adding fuel to the debate over the proposed expansion of broadband communications by a company called LightSquared, a plan that has drawn extensive concern from the aviation community about potential interference with GPS reception.

The study, conducted by the non-profit RTCA, confirmed what many critics have **warned for months**: LightSquared's plan to make broadband transmissions on a frequency band adjacent to that used by GPS will cause significant interference with GPS reception.

After testing and reviewing the performance of four aircraft GPS receivers, members of a RTCA Special Committee concluded that, "the current LightSquared terrestrial authorization would be incompatible with the current aviation use of GPS."

The authors of the report maintained that LightSquared's plan would not only cause widespread disruption of GPS-based operations throughout the United States, but would completely wipe out reception in some areas. "Given the situation in the high altitude U.S. East Coast scenario, GPS-based operations will likely be unavailable over a whole region at any normal aircraft altitude," the report said.

The study also implied that LightSquared's plan would probably cause even greater interference with non-aviation receivers, since they lack the six-decibel safety cushion employed in receivers used for aviation purposes.

"From an aviation perspective, LightSquared's upper channel operation should not be allowed," the authors recommended. While they said certain changes could allow LightSquared's system and GPS to co-exist, they maintained further research is necessary to determine appropriate frequency limits.

The FAA requested the RTCA study after the Federal Communications Commission (FCC) granted LightSquared a waiver to install up to 40,000 ground stations throughout the United States earlier this year. The move sparked the formation of the **Coalition to Save Our GPS**, as well as a **letter to the FCC** signed by 33 senators urging the commission to withdraw the waiver. The FCC has responded that it will allow LightSquared's plan to move ahead only if the GPS interference issues are addressed.

## **Next Meeting**

Our next meeting will be held at OWK. We will begin at **6:30 pm** on **Monday, June 20<sup>th</sup>** in order to hold a joint meeting with the folks from Norridgewock to discuss Fly-In details.

Once again, please note the earlier start time for our meeting.