SALINAS AREA MODELERS

SAM Says

SAM Says

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The Prez Sez....by Dennis Stanley

Lithium Polymer Batteries (LiPo's)...Friend or Foe

Most of us in this hobby are are using, or are at least aware of lithium polymer batteries typically known as LiPo's. The introduction of these high density/energy devices has brought electric model flying into the forefront of r/c modeling. The ability to store and deliver enormous amounts of electrical energy along with their light weight, as compared to the more conventional nicad and nimh type batteries, has been revolutionary to say the least.

I'm sure too, that most, if not, all of you are aware of the dangers that are associated with the use of this lithium chemistry. The potential for fire from over charge, over discharge, or damage from crashes or other causes cannot not be taken lightly.

Several of our club members have experienced first hand what LiPo failures can do. Kevin Jones, one of the clubs most knowledgeable guy's in this area experienced being awakened in the middle of the night by the sound of a smoke alarm going off in his home when an unplugged LiPo pack caught fire and did considerable smoke damage to part of his home. And, then there was Dale Oxford that had a LiPo that was being lightly charged while sitting in a coffee can on the center console of his van catch fire. This occurred as he was fueling his car at a local gas station. The result was the loss of the vehicle. For the majority of us using these batteries who have never had an issue it's easy to become complacent and thinking as we do, that these are isolated incidents and probably would **never** happen to us! **Think again!** You cannot be too cautious in the way that you use and handle these batteries.

The unthinkable can happen and sometimes it hits close to home. The picture you see here is what's left of my son's home in Cotati. He's an avid RC'er and is involved in many different aspects of the hobby. He had a hangar full of airplanes and quads and was working on a couple of hexacopters. These were all LiPo powered and he had several dozen battery packs around in his workshop. Some were in ammo cans, some not.

On June the 28th of this year he was home, it was a Saturday. He had just purchase a new a/c high powered charger and was charging a 4 cell 2600 ma battery at a fairly high current setting of 8 amps. The new high "c" batteries are rated to accept this or higher rates of charge. This battery was being charged on a wooden bench while he was working in the back yard. He would come and check on it regularly. He had noticed that the charge was taking longer than normal and then noticed that the charger was showing that it had sent 4400ma into that 2600 ma battery. He immediately disconnected the battery and finding that is was hardly warm he surmised that the new charger must be wrong. (Continued on Page 7)

Challenging Crazy Ivan

By Alan Brown

Crazy Ivan's aerodynamics

Having read both articles in the July and August issues of the SAM newsletter, I feel compelled to reply. Unfortunately, it's a little like fighting a duel with epees while the contestants are standing fifty feet apart. Neither one of us is going to hurt or influence the other because we are just too far apart. Nevertheless, I'll try to give it a go.

First, wind tunnels. Yes, they do have their limitations. Principally because they generally have parallel side walls, which constrain the airflow to flow along the walls. Clearly, this constraint is not present in the atmosphere. However, when we do wind tunnel testing, we choose the size of the model so that at the distance from the tunnel walls, the effect on flow direction is negligibly small. We should remember that the ability of the model to affect the flow some distance away from it is a function of the amount of space taken up in disturbing the oncoming airstream. This capability is not infinite, and so can only have a limited peripheral effect. It is not 'Herculean' as quoted in the articles.

If we simplify our discussion to what is commonly called incompressible flow, true for most of our model flying, we find that Bernoulli's equation for energy coupled with the mass continuity equation enable us to calculate fairly exactly how the streamlines start changing direction ahead of the object, say a wing or an airplane. The object does not influence the air in front of it to an indefinite extent; it simply doesn't have enough spatial change to do so.

Next, can we regard wind tunnel data as representative of how the article really performs in the air, noting that in the wind tunnel, the air is moving while the model is stationary? Well, the general consensus, based on fairly extensive analysis and over a hundred years of practical application, is that the answer is yes. Consider a simple application. I have a large fish tank which is stationary, with fish swimming in it. Suppose at any one time the fish are swimming in one direction. I will now put the tank in a moving train which is traveling at exactly the same speed as the fish, but in the opposite direction. Relative to an observer on the ground, the fish will appear to be stationary, but as far as the fish are concerned, nothing has changed. So the forces and water flow over the fish are exactly the same as when the tank was stationary. This concept is what first led to the idea that wind tunnels can give a very good approximation to what happens in the air, with the proviso mentioned earlier that the wind tunnel walls do introduce a constraint that has to be allowed for.

The last wind tunnel work in which I had a small part was in the NASA Ames 40 ft. x 80 ft. in the late 1990's. The Los Angeles branch of the American Institute of Aeronautics and Astronautics had constructed a replica of the original Wright Flyer in preparation for the centenary in 2003. The airplane was tested in the NASA tunnel, and the general feeling from a fairly expert group was that the results were probably very similar to what might be expected in flight. Here's the group after completing the wind tunnel tests. I'm wearing a brown sweater to the left in the front row.

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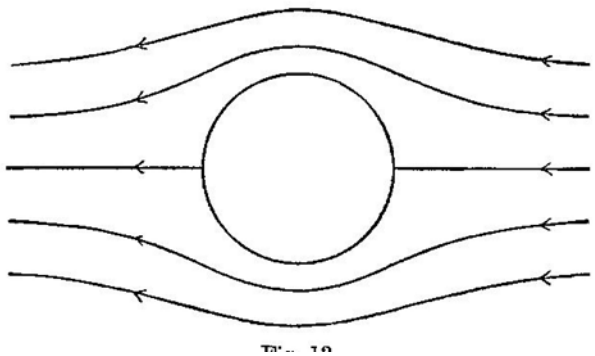
Challenging Crazy Ivan (Continued from Page 2)

Now that I have the idea that the dynamics of initially constant speed air flowing over a fixed body is no different from that same body moving through stationary air at the same speed as my constant speed air, I can more readily analyze the flow patterns around the body. We can divide the oncoming air into stream tubes, each of which has the same cross-sectional area and the same velocity. Each of these tubes has the same energy and the same mass flow. As they approach the body they are going to be affected by the body shape. Here is the result of that simple calculation for a circular cylinder – not very complicated, but it illustrates the point.



Note that the stream tubes are very close to parallel and uniform just a couple of diameters ahead of the cylinder, and go back to being uniform the same distance behind the cylinder. The disturbance certainly doesn't have a significant effect a long way upstream. Now this simple analysis doesn't include viscous effects, which is why the streamlines are symmetrical both before and after the cylinder. Consequently, the cylinder has no drag in this simple approach. However, points to be noted are that the central streamline impacts the cylinder on its centerline and so must be brought to rest. The so-called dynamic pressure (1/2 times the air density times the velocity squared) is here exchanged entirely for actual incremental pressure on the front of the cylinder. Because the velocity for this stream tube has dropped considerably, the stream tube near this stagnation point increases in size to keep the mass flow constant, as can be seen. Conversely, round the top and bottom of the cylinder the stream tubes are restricted in size and so the velocity increases. Bernoulli's conservation equation tells us that as the velocity increases, so must the local pressure drop, which is exactly what happens. One should note that this kind of flow can be readily duplicated either in a wind tunnel or in flight up to the point where any flow separation occurs. So the flow around a body can generally be predicted, and measured either in a wind tunnel or in flight in substantial agreement up to the point of separation from a combination of Bernoulli's equation and the mass flow conservation equation.

The fact that the speed of sound is about 760 miles per hour at sea level does not mean that enormous effects of it are felt far upstream of the model. When we run an engine or shout to a friend, an oscillation is induced in the intervening air, but its magnitude is extremely small compared to the pressure changes on the surface of the body we just discussed, and it certainly has a very small effect on the local atmospheric pressure. If we are concerned about the speed at which sound travels, we should certainly worry about the light that is transmitted from all around us at 186,000 miles per second! We should worry about getting knocked over by that enormous speed. Fortunately, the common consensus is that photons are massless and so probably can't knock us over!

This will do it for a first look. I'll pick up on further points in a later article.

Membership Meeting Minutes - July 26, 2014

The meeting was called to order by President Dennis Stanley at 12:22.

Members in attendance were Dennis Stanley, Robert Shaver, Kevin Jones, Don Meeks, Dave Schrady, Jack Jella, Pat O'Keefe, Gretta Williams, Tristan Williams, Howard Power, Leroy Martella, Dick Moeller, Dan Nolan ad Mike Martin. Other in attendance were Wendy O'Keefe and Dan Williams. Dan Williams cooked lunch for the group. Gretta, Tristan and Dan Williams were the host for the ruddergate. A big thank you to them.

Minutes from the June 28, 2014 meeting were read. Howard Power moved and Jack Jella seconded approval of the minutes. The motion passed unanimously.

The Treasurer's report was given by Bob McGregor.

Old Business:

The subject of a helipad/control line station came up once again. Robert Shaver said if it was approved he would install it. Mike Martin offered to help Robert. Howard Power made a motion that we install a helipad/control line station in the southwest part of the site. Pat O'Keefe seconded the motion. The motion passed unanimously. It was pointed out the County would need to give their approval of such a project. Bob McGregor will submit a proposal to the County for approval. (Continued of Page 9)

R/C Subterfuges (12)

By Crazy Ivan

For those of you that received this article early (at our thermal competition), I've added two paragraphs that are printed in this color so you can skip right to them if you desire.

Sailplanes both on the slope and in thermals create "additional" complications to the pilot as compared to powered aircraft. Many "able" pilots try Sailplanes and **crash** on their first attempt**! I've seen it over and over… It ain't easy;** here's what you need to understand right from the get go. The cause of the difficulties is that we flight trim our Sailplanes to near its best lift to drag speed (Max LD), this trimmed for speed is basically the crafts slowest possible flight speed plus just a bit more speed to find the crafts lowest sink rate + a-bit more trimmed for speed to = the crafts max LD speed = the crafts best glide slope speed (in still air). Sailplanes are flight trimmed to "slow flight"; but that's only ½ of the caused difficulty, the other ½ of the trouble is that the wing airfoils utilized on thermal craft are radically cambered or are "high lift airfoils", they (high lift airfoils) further exaggerate the crafts nose up reaction when airspeed is increased … it's a double whammy in effect and if the pilot doesn't react correctly… it's an eventual, eventful CRASH!!! The answer? You've got to "hold" down elevator against the double whammy event that's caused simply via increasing airspeed. What's most difficult for powered pilots is that "the amount" of down you must hold at higher speeds is un-fathomable thus it's "very" discomforting to learn but when you get it it's the coolest damn thing in the world**!!!** You get an airspeed indicator out of the deal… you do!!! You can simply "feel" your airspeed via your currently "held" elevator stick position. To a Sailplane pilot there is "**no better feel**" then to be holding some down elevator; it means that the stick position has "indicated" that airspeed is up… boy does this transfer to powered craft, but it's mostly the opposite and a-lot softer in effect**;** for powered craft, the amount of "up" elevator your holding "indicates" how slowly your flying **because;** powered craft are flight trimmed in the high speed range of the craft; oppositely, sailplanes are flight trimmed for the slow end of available airspeeds.

Let me directly answer "what do you do when the craft begins to porpoise? At the point the sailplane begins to climb (from the bottom of the swoop) simply apply 1/16th down elevator stick and "hold it", the aircraft may still be pitching up whilst holding 1/16th down elevator but, the nose will succumb to "any" held down elevator as the airspeed slows; at this point you've got to allow the "held" down elevator to pitch and round you to level and then catch control of airspeed and try to get it to the "hands off" trimmed for airspeed; if it picks up speed and starts climbing… simply apply "a little" down elevator, "hold it" and release it slowly as needed to get back down to the trimmed for "hands off" airspeed; "down" elevator is "KEY" to Sailplanes.

If you want to experience this with your powered planes simply flight trim your craft to slow flight... quantify? OK set your throttle so as you can only achieve a maximum of a continual 5 to 10 degree climb and then flight trim your craft to fly at straight and level at that throttle setting (slow flight), now from hands off level flight and without touching the throttle, point the nose down 10 degrees and descend 30' and level off to maintaining level flight including your accumulated airspeed; you'll have to be "holding" some down elevator; its going to feel really awkward at first guaranteed and be careful you may nearly crash your plane in just trying this! Sailplanes hyper-exaggerate this happening; why I've seen many a damn good powered pilot "STUFF" his Sailplane on flight #1.

How to tune your Sailplane to your liking: Apart from control throws, CG is 1st on the list. The CG will determine how your craft reacts to entering a thermal as from the trimmed for hands off airspeed. If the CG is forward then the upward rising air will cause a nose down reaction. The CG can be positioned so that the Sailplane has no pitch change at all when entering a thermal. A rearward CG will cause an up-pitch when entering a thermal. I've tried them all to extents and found that although convenient and probably what you want in full size Sailplanes and, although it's probably the most efficient for the Sailplane itself, a balanced non-pitch reaction CG setting didn't seem to work for R/C because the craft offers no visual tell of entering the thermal and

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RC Subterfuges (12) (Continued from Page 4)

thus delays the needed immediate proper actions of an R/C pilot to take full advantage of the thermal; he'll or she'll recognize the smaller thermals much too late to take much advantage.

In a contest I would opt for the forward CG location so as the nose would slightly drop when entering a thermal, the pilot then "beeps" some up elevator (back and forth from a bump of up to neutral and repeat…), it's called "milking the elevator"; it counters the nose drop and up you go… that's how it works! It's the same milking process with the CG set so as the nose rises upon entering a thermal except that you're "beeping" down elevator to counter the rising nose. Both forward and aft CG positions offer an R/C Sailplane pilot differing advantages. A forward CG will provide better penetration and most likely is more efficient overall in that it's the choice that's likely nearest to 25% AMC. The found advantage to the more rearward CG location is that upon entering a thermal the nose rises and you decelerate some before you can respond with the down elevator and therefore you stay in the thermal for a longer duration, being at near minimum sink speed can be very beneficial whilst "in" a thermal; having your craft immediately "tend" towards minimum sink speed upon thermal entry can be a huge advantage dependent on the weather conditions that you're flying in as well as what type of Sailplane you're flying! The above best corresponds to Sailplanes like The Aquila, The Spirit, the Windfree and almost all wooden thermal type sailplanes. The newer composite "long wingers" don't much fit the above, they're all together different beasts.

Another "critical adjustment" on your sailplane is wash-out. Wash-out is a necessary "evil" there's no other way to view it. What is wash-out? It's a built in "warp" or "twist" in our wings whereas the tip airfoil is resultantly pointed or aimed more downwards as compared to the root airfoil. Washout simply ensures that the wingtip doesn't stall first.

In needing to be hyper-efficient and in washout being a very high drag necessity, washout "settings" within Sailplanes are indeed critical but importantly, are "adjustable" by twisting your wing to (and past) the desired washout and then heat the Monocote to shrink it to a tension that results that when you release your held torsion on the wing that it maintains a deemed amount of washout; note, the nearer your wings are to being full sheeted, the more difficult it is to alter washout via shrinking the monocote to hold a particular shape; full sheeted wings being "nearly impossible" to adjust!

Don't overdo washout, you want the minimum amount that acquires the objective which is "tip stall reduction". 1 to 2 degrees of washout is a good "trial" or 1st flight setting to then "respond" and re-adjust it to your individual contentment. Critical to warping your wings to achieve a washout condition is that each wing should be "identically" warped. Washout creates drag; use the minimum amount possible; adjust it via in-flight findings and don't be afraid to "try reducing washout" to find the "minimum" washout setting! Minimum amount =; the trailing edge of the tip airfoil should be up 1/8th of an inch as the root airfoil is resting flat on the table. The goal is to raise the trailing edge whilst keeping the leading edge as straight as possible. I've also come to believe that you don't want to twist the entire span but rather begin the washout twist at 75% of the span out from the fuselage. Washout steepens your glide slope; it's a critical ""adjustment"" (elbow hint).

Thermal flight tips: You'll often find yourself needing to travel across the entire flight field (and more) in having a thermal take you up to only then die on you. When you find yourself in dead air you must speed up… that's right if you've been dropped 5' you should respond by lowering the nose so as not to lose the momentums already gained in dropping 5' and then, you should purposely forfeit another 10' to gain further speed to then level out and maintain both speed and altitude AKA don't hang around in bad air… **run!** The extra airflow on the wings ultimately provides a counter to the bad air without much efficiency loss; you may not retrieve the full 15' of altitude lost in doing so but, you'll almost certainly get back the "extra" 10' that you exchanged for escape speed. You "will" be holding down elevator whilst you're penetrating in level flight, it's a good thing! There is no better feeling of security and contentment then to be holding down elevator; it means that all options are wide open and for the moments span you are **very** safe, have absolute control and are filled

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Calendar of Events

September

1	Board Meeting
5-7	Float Fly (pending) (Cancelled)
13-14	IMAC II (Note: this is a change in dates)
19-21	Lake McSwain Float Fly
27	Ruddergate & Membership Meeting

October

3-5	Float Fly (Highly unlikely!)
6	Board Meeting
8	Membership Meeting
11	Electric Powered Event
25	Ruddergate (final of the year) & Membership Meeting

November

1	Board Meeting
11	Veteran's Day—REMEMBER OUR VETERANS
27	HAVE A VERY THANKFUL THANKSGIVING DAY

December

1	Board Meeting
6	Toys For Tots Fly In
6	Christmas Dinner / Annual Meeting

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To send any submissions to the newsletter editor:

newsletter@salinasareamodelers.org

This includes pictures. The email above is checked regularly, so any submission will not go unnoticed.

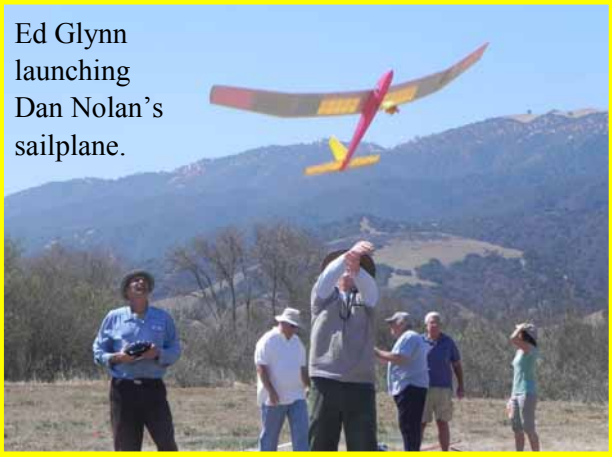
Submissions for the newsletter of any kind (this includes opinions) are welcome and will be used on a space available basis. The newsletter editor retains editorial rights to any submission soley for the purpose or correcting spelling, grammar, etc., but not to alter the intent.

PLEASE NOTE!

Selecting officers for the next year (2015) is not that far away. It seems that over the years it has been the same people that serve year after year. This club belongs to all 85 members. According to the bylaws the vice president is the chairman of the nominating committee. If you are interested in serving in any capacity please contact Jim St John. A slate of nominees will be presented at the September member meeting with final nominations at the October member meeting. As usual a mail ballot will be sent to all members along with the Christmas Dinner Invitation and RSVP form. Please strongly consider giving of a little time to help further the mission of SAM.

August Glider Contest

On August 2, 2014, the last glider fly/contest of the season was held. Eleven brave souls showed up to see who could outdo who and it ended up being a good day for glider flying and was a lot of fun. Participants were Dick Moeller, Dan Nolan, Howard Power, Jack Jella', Tristan Williams, Bob Reikes, Robert Shaver, Ed Glynn, Dennis Stanley, Terry Gansberger and Bob McGregor. They should all be in the picture, thanks to Alice. The rules were to come as close to a two minute (120 second) flight as possible and there was a spot landing at the end. Each person started with 200 points. Deductions were one point for each second off the 120 seconds, a 10 point deduct for being in the outer landing box and a 20 point deduct for being outside all boxes (yes, Howard, the trees were outside the box). Four rounds were flown for a possible 800 points. Ed Glynn came in first with 771 points. We all concluded he was showing off for his brother-in-law who was in attendance. Regardless, Ed, that was a darn good score. Second was our youngest member Tristan Williams with 734 points. Third was Dan Nolan with 711 points. We'll stop there since it get down-right embarrassing!



Ed Glynn launching Dan Nolan's sailplane.

When the day started staying aloft for two minutes was a real challenge. As the day progressed getting down in two minutes was a challenge. A lot of lift showed up and pilots were diving to get the glider out of the air! It was a lot of fun and the glider flies will resume in May 2015. Get busy and put together a glider if you don't already have one. It's another dimension to this diverse hobby.

The Prez Sez….(Continued from Page 1)

He then laid the battery on the bench and returned to his yard work. Shortly thereafter his youngest son, who was in the house, came out and told his dad that he smelled smoke. My son ran to the garage only to find the work shop engulfed in flame. A neighbor had already called 911. They tried to fight the fire with a garden hose, but to no avail. The fire depart is only a few minutes away and they started putting water on the growing fire within a few minutes. In a perfect storm situation my son had a lot of flammable objects close to where his batteries were kept including a dozen or so airplanes hanging tail first from the garages high ceiling. At the end of his work bench he had a acetylene/oxygen welding cart with large full tanks of gas and 0_2. The extreme heat from the fire caused the oxygen tank to explode sending super heated 0_2 into the raging fire. The resulting explosion blew off the garage roof and downed the outside garage walls taking with it the gas meter and electrical drop coming from the street.

The result was the total loss of their home and most all their possessions. If any good can come from this it's the fact that no one was hurt and a hard lesson learned. Stuff can be replaced although it's hard to lose what you've worked your whole life for.

The moral of this story should be obvious. Never ever get complacent when it comes to using LiPo batteries.

The Prez

RC Subterfuges (12) (Continued from Page 5)

with high hopes of dropping your "in the bank" airspeed right into the heart of the revered golden thermal!

If turbulence turns you left drop the nose and turn right, right back "into" what turned you left in the first place, chances are you had one wing in a thermals edge, they will **always** throw you out if you've entered with only a glancing blow. If it violently banked you **away**, "definitely" go back and pierce into it, it's most likely a strong thermal.

If you see a dust devil… fly over it; it's a thermals bottom, careful… your entry is a gamble at desperately low altitudes, the actual dust devil portion is wound up pretty tight.

If you are holding full rudder and not much is happening in so far as banking, simply add a "small amount" of down elevator for a second or two (whilst holding the rudder input) you'll be amazed at the results; this is a "key" slope soaring trick and you don't loose but a foot or two of altitude in the doing. Basically you want to momentarily "unload" the wings; this allows the wings to rotate or bank much quicker. "This Works"!

Defining example**:** Trim your Sailplane to its best glide slope (max LD) and you'll be happy with that trim setting until the wind speed nears 10mph. Once you feel like your having a hard time getting up-wind you need to respond by simply making your Sailplane fly faster. How do you make a craft with no motor fly faster? OK from hands off trimmed for max LD straight and level (all balanced) lets apply 3 beeps of down trim "hands off" what happens? The nose slightly drops, the craft picks up speed, and then begins to pull up all by itself. If you catch it at the bottom with 1 or 2 more beeps of down trim it'll likely just continue straight and level "hands off" at that now increased trimmed for "amazingly faster" but still very slippery (low drag) airspeed. The elevator trim adjustment should be and is constantly adjusted with and "too the present wind speed" as it changes. Rarely are we actually flight trimmed @ Max LD. Elevator trim is a "cruise speed setting" for Sailplanes. OK so… want to penetrate into the wind? "**Hold**" a trim change assimilating down stick, just a-bit of down stick = a trim change right? It'll pull up by itself correct? OK so administer and "hold" a slight down stick and when it pulls up (by itself) and gets back to level, add a bit more down stick and "hold"; you'll simply trade 5' to 10' of altitude to fly faster and, you'll get much of it back even if you've only found neutral air; find lift whilst carrying this extra speed and you can cash it in!!!

It's Incredulous but, Down Elevator Inputs Are KEY TO SAILPLANES!

Thermal soaring is beyond "super" technical; Slope soaring is crazy fun and offers "constant" aerobatics. For transferable skills sake… try Sailplanes.

Left - Hut one….Hut two… What are you trying to do, Mike, get Colin Kaeperrnick's job??

Above - Winners of the Pylon Race raffle - Dan Nolan won the T-34 and Tristan Williams won the

Pylon Races

Salinas Area Modelers once again hosted Pylon Races which consisted of the T-34 races, the warbird races and added this year was an electric category. The event was held Saturday August 9, 2014. Many club members were there to help and thanks to all of you that did. The races are a good money maker for the club as between the registration fees, food shack and the raffle the club netted $659.00.


Pilot's briefing before the races begin.

Two of our own members participated in the races. Dan Nolan flew in the T-34 races and Dennis Stanley flew in the electric event. Dan has taken part in the races for two or three years. This was Dennis' first attempt> Are you going to do it again Dennis??

Left - Sandra DeLateur talking with Bob Reikes (got his best side). Sandy, as she is better known, is the wife of Joe DeLateur, and is always their with here broad smile helping wherever needed.

Right - Howard Power, Gary Mallett and Randy Bonetti are supposed to be working!! They are reportedly pylon judges — there to make sure nobody cheats on their turn. Wonder if they stayed awake?

Membership Meeting Minutes - July 26, 2014 (Continued from Page 3)

Members were reminded of the Glider Fly on Saturday August 2, 2014.

The Pylon Races SAM is hosting will be held Saturday August 9, 2014. Robert Shaver volunteered to oversee the cook shack for lunch on that day. Gretta Williams volunteered to help in the cook shack. An email will be sent to all club members to come out and help on that day. We need timers, pylon judges, infield helpers and someone to run the raffle.

New Business:

The proposed FAA Interpretive Rule that outlines its interpretation of the Special Rule for Model Aircraft that was included in the FAA Reauthorization and Modernization Act of 2012 was bought up, explained by Kevin Jones and discussed by members present. The Club will write a response to the proposed interpretation for all members to sign. All members are encouraged to also submit comments of their own to the FAA. The comment period ends September 23, 2014. (Continued on Page 10)

This is supposed to be a club meeting. Dan Nolan is licking the ketchup out of the corner of his mouth, Gretta is catching a nap, Dan Williams is wondering what the heck is going on, Howard is picking his teeth and Bob is reading the minutes from the previous meeting, but no one is paying any attention!
However, it has worked pretty well having the club meetings at the ruddergate.

Membership Meeting Minutes - July 26, 2014 (Continued from Page 9)

Howard Power asked about the possibility of smoothing the surface of our runway. Howard offered to research and test some different methods to make a smoother surface Dennis Stanley stated is going to try dragging the runway with something heavy and wooden in an attempt to knock off some of the aggregate that is adhered to the surface, then sweep the loose material off the runway. Howard will report back on the results of his research and tests.

The meeting was adjourned at 13:05.

Respectfully submitted,

Bob McGregor, Acting Secretary

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