



together the materials. A final layer was then added and rolled to fill in the spaces.

Originally, macadamized roads were sufficient for horse-and-buggy day. However, these roads were quite dusty and eroded with intense rain. Henry Cassell patented "Pitch Macadam" back in 1834 that helped to stabilize macadam roads with tar.

This process involved spreading tar on the subgrade then placing a typical macadam layer and then sealing the macadam with a mixture of tar and sand. Tar-grouted macadam was also in use well before 1900, and involved scarifying the surface of an existing macadam pavement, spreading tar and re-compacting. Hooley's patent for tarmac involved mechanically mixing tar and aggregate prior to lay-down then compacting the mixture with a steamroller.

As petroleum production increased, the byproduct asphalt became available in huge quantities and largely supplanted tar because of its reduced temperature sensitivity. The macadam construction process also became quickly obsolete because it's high manual labor requirement. However, the somewhat similar tar-and-chip method, also known as bituminous surface treatment, remains popular.

While the specific tarmac pavement is not common in some countries today, many people use the word to refer to generic paved areas at airports, especially the airport apron, near the terminals despite the fact that many of these areas are in fact made of concrete.

The Wick Airport at Wick in Caithness, Scotland is one of the few airports that still have a real tarmac runway.

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Instructor Pilots

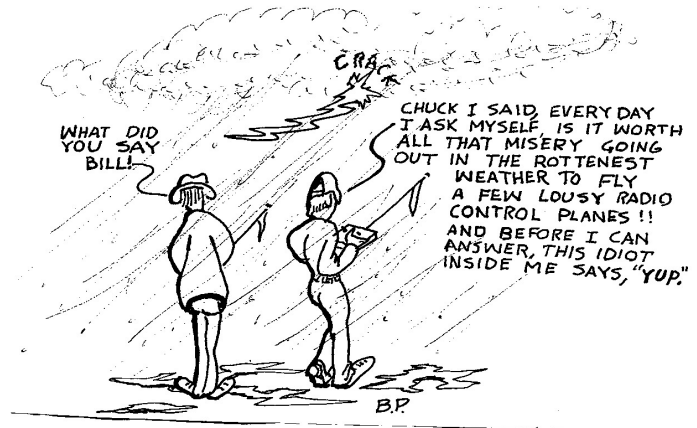
Al Mosher - 885-8874

Tim Toutant - 204-5388

Roy Iley, 790-5890

Chuck Brooks - 237-9468

"**LIGHTNING!!**" It's that time of year again when the thunderstorms produce wind, rain and dangerous lightning. Remember if you stand in a large open area (like our field) and hold a box with a metal rod sticking out of it, (like a transmitter) you run the risk of becoming a lightning rod, conductor of electricity, an angel, or all of the above. If there are storms in the immediate area it might be time to go home and build some model airplanes. Chuck Brooks, editor



Trip Report

The 2010 Albuquerque Scale Fly In June 26-27, 2010

Trip report by Al Nielsen and photos by Al Mosher

We convened at the Fry's parking lot at 0630 hrs. on Friday morning. We got off a little late but all made it to the Denny's in Benson about on time. Had a great breakfast and were honored by Smokin' Tim and his wife Linda joining our convoy.



(Jeff's Cessna 140 (bottom) and Pat's new prototype Cessna 180. Both fly great!!! CB)

Proceeding on to Hatch for gas and refreshments but we were disappointed to discover that gas was \$2.99 a gallon. So we just put in enough to get us to Albuquerque where we got gas a lot cheaper.