

CANADIAN SCENE

By DOUGLAS A. SHENSTONE

Sunday found us helping to dismantle ships for the treks home. A high overcast prevented the ground from heating again, however there were considerable areas of strato-cumulus at about 2500 feet. Paul Schweizer and myself made airplane tows above the cumulus and had no luck in sustaining flight for more than a half hour.

Thus the Snowbird meet of 1948 came to a close with a total of 32 hours, 29 minutes flying time, temperatures not too low (around 40°) and an entertaining social program for all.

Best duration flights were as follows: Del Miller, in TG-2, 5 hours, 19 minutes; Howard Klitgord, TG-3, 5:10; Lynn Daggett, TG-2, 4:20; Bill Frutchy, Elmira, 1-23, 2:55; and Tony Doherty, Elmira, L-K, 2:32.

Best altitude flights were: Bill Frutchy, 4700 feet; Howie Burr, Elmira, TG-3, 4600; Del Miller, 4500; Tony Doherty, 4300; and Don Chambers, Elmira, 2-22, 2850.

Other participants were: Clarence See, Baldwinsville, N. Y., TG-2; Dale Gustin, Pratt-Read, Ralph Emms, L-K, Youston Sekella, L-K, Bernie Carris, L-K, and Norman Griswold, Franklin, all of Elmira; Frank Hurtt, TG-3, and Paul Schweizer, 2-22, both of Horseheads, N. Y.; and Frank Merrill, L-K, Pine City, N. Y.

Mrs. Thomas Rhodes

Excerpts from the tribute of Youston Sekella

The untimely passing of Mrs. Thomas Rhodes, Harris Hill, Elmira, New York, on November 1, 1948, is a loss that will be felt by the soaring fraternity. Mrs. Rhodes adopted soaring very soon after the sport was brought to Elmira in 1930. The Rhodes Hillside No. 6 was "discovered" the second year after South Mountain had been used for a National Contest. Needless to say, the initial use of Hill No. 6 and the subsequent establishment of Harris Hill as a soaring center were based entirely on the generosity and cooperation of Mrs. Rhodes, with her equally cooperative family.

There were many soaring groups organized around Mrs. Rhodes' dinner table. I believe that in those days it was the best means possible for bringing together the goodfellowship in the pilots and for stimulating the strong desire to work together so that this sport in its infancy at Elmira would have a good strong foundation upon which to base the expansion that was to take place.

When Harris Hill was finally developed, it was through the kindness of Mrs. Rhodes that the large tract of land on the brow of the hill was obtained so that other tracts toward the South could be added. Mrs. Rhodes came along and provided for the feeding and mothering in the elaborate arrangements provided by Chemung County.

To those pilots who knew Mrs. Rhodes, it is superfluous to continue with a repetition of her good deeds, especially in connection with gliding and soaring. Her contribution should serve as a reminder to us all of the sort of pioneering that was required to properly launch the wonderful sport of soaring.

It is properly fitting that visitors and pilots alike, approaching Harris Hill for the first time as well as on each subsequent visit, should pass the home where Mrs. Rhodes lived.

GLIDING in Canada is coming of age. The first sign of approaching maturity is a sense of responsibility toward others and the remarkably generous response to appeals for material for the forthcoming S.A.C. Year Book has shown that Canadian gliding enthusiasts are becoming increasingly conscious of the necessity for co-operative activity. It is not too much to hope that the days of untutored and dangerous experiment will be known no longer in Canada.

Norman Bruce, who has moved from Medicine Hat to Red Deer, Alta., is busy forming a new gliding club. He finds it an ideal spot for the sport. Much interest has already been evidenced.

He plans to purchase the damaged TG 3A from the Medicine Hat group. The club is to be formed of students of the Composite High School (where Bruce is teaching), Air Cadets, the Aero Club and local residents. "I have never seen such excellent opportunities; the whole school division is supporting us. The school will be the backbone and I propose to teach gliding as additional studies. Penhold Airport will be our centre for flying."

Ray Gould reports that the Thunderbird Gliding and Soaring Club of the University of British Columbia is now operating the Grunau Baby loaned by the National Research Council and has formed a Grunau Chapter to take care of operating expenses. Since finance is the pet headache of many glider clubs it will be interesting to see how this set-up works.

Briefly the arrangement is to sell shares at \$11, with no maximum limit on shareholders but a minimum of three. A Grunau Fund will be formed into which will go flying fees at 3 cents per minute with a minimum charge of 30 cents per launch. Eventually the Fund will buy up the shares, either on call or by depreciation. When the shares are bought up the Chapter will be dissolved and the craft become a craft of the Thunderbird Gliding and Soaring Club. Eligibility of members is limited to those who have a "B" certificate plus 15 full launches with turns of 360 degrees.

The Edmonton Soaring Club has elected officers as follows: President, Keith MacDonald; Vice President, Sam Peden; Technical Adviser, K. Korsak; Secretary-Treasurer, Ian Duncan. This club has almost completed construction of a BG-6 Utility, and will operate from Cooking Lake.

The Gatineau Gliding Club of Ottawa met in November and Bill Campbell gave an interesting talk on the Angle of Attack Indicator tested on the Grunau Baby, a project undertaken when the Grunau was made available by the N.R.C. a year ago. Several ideas were tested, including light streamers attached to each side of the fuselage within sight of the pilot, a paper cone and target arrangement directly in front of the pilot, and finally light vanes on either side of the fuselage. It was discovered that, if watched closely, the vanes would signal the first instance of thermal activity be-

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BISHOP SOARING

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but assumed they were drifting with the wind which was over 50 mph from the West.

They lost altitude steadily with the spoilers open and got a glimpse of the airport as they passed over at 16,000 ft. Before they could spiral down the hole closed up. They next found a hole at Deep Springs, about 12 miles East of the airport. They had traveled 25 miles in the clouds in just a few minutes, and had crossed over the White mountains which were sticking up into the overcast except in one area about five miles long just opposite the airport.

After diving through the hole they dived at 80 miles per hour and just scraped over the White Mountains to get back to Owens Valley and the airport.

I hope they both learned about flying from that experience and will see the error of going up on an altitude flight without proper instruments, and oxygen in both cockpits.

The following account of the Bishop Meet is adapted from THE THERMAL.

ALTTITUDES of 20,000 feet and distances of 60 to 70 miles were flown by those few pilots who were determined to soar at the Bishop Soaring Meet in California, August 7 to 15.

Harland Ross, of Bishop, was the winner with 444 points. Joe Stasneck of Santa Monica was second with 166 points. John Loufek, of San Francisco, was third with 52 points with only one flight. Bob Symons, manager of Bishop Airport, entered on the last day and rolled up 20 points in "airport flying" (timing race and spot landing). Vic Saudek also entered at the last minute, in time to take second place in spot landing and third place in the timing race (out of three entries!).

Stasneck and Loufek made their "Silver Cs" and "Golden C" altitudes.

Several other pilots brought their gliders up, but were not able to make flights for points before they made their early departures. Only altitudes above 10,000 feet above release counted, and distances greater than Silver C, or 32 miles. Among these were Dick and Dave Johnson of Palm Springs, Dick Lyon of Westwood, and Maurice Lindsay of Bakersfield.

There was a grand fish fry at the Izaak Walton Park on Saturday, August 7. George Diebert and Bob Symons did a top notch job here. Among these present, not already mentioned, were: John and Florence Robinson and kids, the Irv Prues, Fred Walters, Herb and Betty Gibbins, Fran Muller and Frank Kelsey.

On the second day of the meet, Harland Ross and John MacDonald flew 68 miles into a nearly inaccessible dry lake. It was well beyond Mina, Nevada, in such a desolate country as nightmares are made of. Mina is maybe 55 miles by road from Bishop, then, it was only 26 miles, over roads on which a burro would break his leg, to the alkali infested dry lake on which the TG-2 had been landed. We were all buttoned up by 6 a. m. and back in Bishop by about 9 a. m.

Harland had found a miner who lived "nearby" to drive him and John to Mina so that he could call in to Bishop to report his landing place. That is real luck.

Stasneck did very well, making round trip goal-and-return flights to Mount Montgomery, 33 miles each way. Ross initiated this trip and practically made it a milk run.

There was a tow line lost once when Ross and Saudek made a flight in Loufek's L/K. Stasneck was the other member of the double tow. The hitch on the tug (BT-13) failed, draping towline over the L/K's left wing (the L/K was in low-tow position). Stasneck swore that the rope was over the L/K's right wing. Then it suddenly dawned on us: The L/K's rope was on its left wing, the TG-2's was on the L/K's right wing. Fortunately, all lines cleared without incident and good landings were made in a dry lake about 15 miles south of Bishop. Stasneck even saved his line.

The above incident again forcibly focuses attention on the fact that flying in low-tow position (below the tug) leaves one open to the inherently dangerous condition of having the towline festooned about his craft.

The timing race, peculiar to the Bishop Meets, is really something! The idea is to fly perpendicular to a line on the ground for at least a half mile, crossing it under 500 feet altitude *after* any five minute interval (e.g. 1:20:03 p. m. means that one crossed three seconds after the five minute interval.) Bob Symons won with 1 second clear.

Figure it out. It means that one should be at about 1,000 feet above the airport, but outside of its boundaries and on the downwind side of the landing spot at, say, precisely 1:19:35.

One then heads slowly in toward the line, 15 seconds to go. The line is close. Seven seconds, the line appears almost below. Three seconds, dive! Two. One. Level out. Across!

Then up and around with the excess speed to position for your spot landing attempt. That is really sport, flying at Bishop.

Other Performances

Single-Place: Altitude above release, 13,500 feet, Joe Stasneck. Altitude above sea level, 19,800 feet, Joe Stasneck. Duration, 6:30, John Loufek.

Two-Place: Altitude above release, 14,500 feet, Ross and Kelsey. Altitude above sea level, 20,500, Ross and Kelsey. Duration, 3:45, Ross and Stasneck.

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fore the less sensitive altimeter or variometer would record it.

"You could say," he explained, "that this indicator tells you what's *going* to happen, whereas the other instruments tell you what has *already* happened."

Dick Baiden, of the Queen's University Gliding Club, reports that his club is looking forward to an active winter. Ground-school classes will be held, with lectures on meteorology and soaring, and actual winter gliding. The club has successfully specialized in this, by fitting a ski to their Crunau. The group has recently acquired a Dagling from McGill Gliding Club bringing its total of ships owned to six.

C.B.C. "News Roundup" recently featured Bill Beatty on a flight with Jack Ames of the Toronto Gliding Club on a nation-wide hookup. It is understood they got up to 2500 feet in a small thermal.