

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 Hillsite 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-

(Continued on page 14)