

Division champions may compete for the international championship.

V. Point Championship

1. An international point champion will be declared for each calendar year, by the point championship committee.

2. Scores accumulated in the following events will determine the point champion:

Free Distance

Distance to a predeclared goal

Distance over a closed course

Altitude gained

Speed over a closed course exceeding 50 km.

Total cross-country miles

3. 1000 points will be awarded for the best flight of the year in each event. Other flights will be awarded points on percentage based on relative merit in each event.

4. The point champion will be the pilot attaining the highest number of points in the six events. An appropriate trophy will be awarded to him.

5. Pilots shall submit a flight report of each qualifying flight, along with twenty-five cents, to the point chairman. This report must contain the same pertinent information which is required for FAI award flights, but the only proof material required shall be a witnessed goal statement when applicable.

VI. Amendments

Amendments to the Bylaws shall be passed only by two-thirds vote of the total membership.

Deadline for Barringer Trophy Applications

This is a reminder to pilots who made long soaring flights last year that the deadline for submission of applications for the award of the Lewin B. Barringer Memorial Trophy for 1963 is May 1, 1964. This perpetual trophy, with a permanent certificate for each recipient, is awarded to the pilot making the longest straight-line distance soaring flight each year from *any* type of tow, other than at the Nationals, which can be substantiated by a properly certified barogram. This disqualifies Paul Bikle's 557-mile flight so the trophy will go to some other applicant, perhaps one of the two U.S. pilots who set new world goal records.

DIAMOND HEIGHT AT SUGARBUSH

by DAVID B. WEBB

Since the discovery of the standing-wave soaring site at Estey Airport, Vermont, U.S.A., a number of the more experienced pilots of the Montreal Soaring Council have been disappearing in that direction most weekends. In our club alone it has already paid off to the tune of Gold badge height gains for Ben Price, Henry Chabot and Kurt Kovacs on previous occasions and recently a Diamond badge height for myself. These flights complete Ben's Gold badge and my Diamond badge.

The conditions existing on the weekend of November 23/24th were high winds and low cloud following the passage of a cold front, and then, as Saturday ended, the skies began to clear but the wind remained approximately 25 knots WNW on the ground and was substantially more than this at altitude.

Due to the cloud cover Ben and I were undecided about going until we had contacted each other at 6:30 A.M. on Sunday morning (Ugh). I imagine that it was due to the fact that neither of us was thinking particularly well at this time of the morning that we decided to go down. A frantic scene ensued as babies, bottles, blankets, barograph, etc. assembled themselves into a pile in the cars and we were off hot foot by 7:15 A.M.

As we approached Sugarbush we saw a classic lenticular cloud over one of the hills about six miles or so downwind of the normal ridge, and the cars accelerated noticeably. However, by the time we reached Estey (11:00 A.M.) only a few scattered broken-looking clouds were being driven along by the wind.

Audrey Price volunteered to contact John Macone, the tow pilot, at his palatial residence, the Alpen Inn, and we started to rig the Skylark in the meantime. John, as usual, was most obliging and turned up promptly, but in the interim period, two other Skylarks accompanied by Mike Stoten, Chris Pattinton Wilf Jonah, Mark Maskell and Kurt Kovacs, arrived.

I was finally airborne around midday and was waved off at 3,500 feet in about 600 fpm lift. It didn't feel like wave lift and a brief investigation showed that it wasn't.

I centered on the rather turbulent lift and climbed up to cloud base at 6,000 feet above ground. Cloud cover was only about 3/10ths and was quite wispy, so I headed upwind going from cloud to cloud until I got almost over the main ridge itself. Although I hit plenty of lift on the way, it certainly wasn't wave and I knew I would have to get above this unstable layer to contact anything of that nature.

Catching a good thermal over the main ridge I worked it up until I could see that there was something peculiar about these cumulus clouds. From a high side view of some of them I could see that the front and top of the clouds were being whipped up and over in a rotary motion. I thought this could be part of the rotor system of a wave, but I was rather puzzled since these clouds were drifting with the wind and others were constantly forming upwind to take their place in the original position. Flying in front of the second of these clouds (counting from the ridge) I immediately started to rise until I was level with the top of the cloud and I then tried to get upwind to the front of the first cloud. I scraped around the side and rose again in a similar fashion. Doing this two or three times as successive clouds formed upwind of me, I eventually climbed four or five hundred feet above the clouds and was able to fly directly over the next one. The lift from this rotor(?) actually lifted me into the characteristically smooth wave lift which I recognized right off,

Lift was of the order of 200 fpm and I did not expect it to go to any great altitude because of the low rate of climb. The low rate of climb, together with the high speeds which I suddenly found necessary in order to stay in position, indicated that the wave length was long. This was later confirmed by the horizontal extent of the lift in the direction of the wind. From my observations it would seem that the lower layer of air was descending over the main ridge but, on the upward curve, it was unstable enough to carry on upwards and not continue in the sine curve as would normally be the case in wave conditions. The upgoing air penetrated