



ORGANISATION SCIENTIFIQUE
ET TECHNIQUE INTERNATIONALE DU VOL 'A VOILE
- O.S.T.I.V. -
INTERNATIONAL SCIENTIFIC AND TECHNICAL
ORGANISATION FOR GLIDING
(Affiliated Member of the Fédération Aéronautique
Internationale, F.A.I.)

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Delft, 20 September 2005

Fédération Aéronautique Internationale (F.A.I.)
98th FAI General Conference, Paris, France
12 – 15 Oct. 2005

REPORT ON THE ACTIVITIES OF THE INTERNATIONAL SCIENTIFIC
AND TECHNICAL ORGANISATION FOR SOARING FLIGHT (OSTIV)

For the period October 2004 to October 2005

Loek M.M. Boermans, President of OSTIV.

On August 24, 2005 our highly-respected OSTIV Sailplane Development Panel Member **Frank Irving** passed away. We lost an amiable and great friend, and an expert on glider technology. His many contributions to the work of the Sailplane Development Panel, and his 21 papers at OSTIV Congresses during a period of almost 50 years, have been very valuable, in particular for the benefit of safety in gliding, worldwide.

From 8 to 10 October 2004, the **International Motorless Flight Symposium** was held in Varese, Italy, sponsored by the Associazione Italiana di Aeronautica e Astronautica with the patronage of Politecnico di Milano and OSTIV. Twenty speakers, all well-known specialists in their own field, contributed to the successful symposium. The written papers will be published in future issues of OSTIV's Journal of Technical Soaring.

At the "Journées du Vol a Voile", held in Paris on 23 and 24 October 2004, OSTIV announced the new "**OSTIV-Dr. J. Kuettner Prize and Trophy** for a 2500 km Straight Distance Soaring Flight".

On request of the FAI International Gliding Commission (IGC), the Sailplane Development Panel and the Training and Safety Panel discussed the increase of the Maximum Take Of Mass (**MTOM**) of sailplanes to 850 kg, and the introduction and definition of a new class in the category Ultralight Glider named: **Microlift Glider**. The latter issue was elaborated in a subgroup chaired by prof. Piero Morelli. The outcome of the panel discussions has been reported to the IGC.

At their annual meeting 2004 the IGC accepted OSTIV's proposal on the introduction and definition of the Microlift glider, and at their annual meeting 2005 the IGC took the one year decision to limit the MTOM in the Open Class for all gliders/ motor-glidings/ single-/ double seaters, from 1 October 2007, to 850kg. In addition, changes in the wingspan of Open Class gliders are allowed during competition.

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Preparations have been started with OSTIV's Local Representative prof. Ulf Ringertz for the organisation of the **XXVIII OSTIV Congress**, to be held from 8 to 15 June 2006 in Eskilstuna, Sweden, at the same time as the XXIX World Gliding Championships. Splendid facilities are available in the local University, 3km from the airfield.

Sailplane Development Panel (SDP).

With the transition from JAA to EASA (European Aviation Safety Agency) the JAR-22 Study Group, that worked continuously on the update of the airworthiness requirements code for gliders and motor-gliders JAR-22 (CS-22 now), ceased to exist. OSTIV's Sailplane Development Panel cooperated many years with the JAR-22 Study Group; in fact this cooperation was a very fruitful, efficient and inexpensive process of continually updating the airworthiness code. Being concerned about the continuation of this process, the Chairman of the SDP, Dr. M. Rehmet, invited the Certification Director of EASA personally to participate in the next SDP annual meeting. The invitation was appreciated and both the Certification Director as well as the Head of the General Aviation Certification Unit and a Representative of the Regulation Division participate in the SDP meeting that takes place on 13 and 14 October 2005.

Next to this important issue, the following items will be discussed at the SDP meeting: Amendments of OSTIVAS and status of extension to very light and very heavy sailplanes, report of the Crashworthiness Subcommittee, SDP homepage, increased MTOM of gliders, jet engine powered gliders, new requirements for landing gear, airbrakes, weak links, new stall warning device, sailplane and pilot parachute rescue systems, cockpit / lever standardisation, and light sailplanes and sport aircraft.

Safety and Training Panel (TSP).

The Safety and Training Panel, chaired by Ian Oldaker, had their meeting from 18 to 20 August 2005, followed by a Flying Training Seminar, from 22 to 26 August, in Bad Pyrmont, Germany. The participants presented the safety reports of their country (accidents, incidents etc.), which were discussed in order to identify trends and determine lessons learned from it. A new German anti-collision study named BEKLAS was presented as well as the anti-collision system FLARM. The FLARM system has a very good feedback from the pilots, about 3000 systems are already in use. A new stall warning device has been discussed and accepted. A subcommittee has been installed to produce a "Standard Operating Procedures" document that should specify minimum standards and best protocols for all types of gliding operations.

Other items discussed were: TSP homepage, international alerting system, drug abuse, and items of joint interest with SDP like: damage to cockpits reporting system (in response to SDP Crashworthiness Subcommittee), rescue systems for gliders, cockpit layout, airbrakes, stall training with tail ballast and weak links.

During the Flying Seminar the TSP members flew several new two seated glider types with and without engine and discussed starting procedures as well as winch and tow plane launch.

Next meetings of the SDP and TSP, and a joint meeting, are planned on the three days before the XXVIII OSTIV Congress 2006 in Eskilstuna, Sweden.

The **Meteorological Panel (MP)**, chaired by Dr. H. Trimmel, had their annual meeting recently, on 16 and 17 September 2005 in Istanbul, Turkey. Discussions were focussed on microlift, convection potential in Europe, and meteorological forecasting products like PC-Met, Toptherm, Alptherm, their verification and practical experience. The Panel decided to update the WMO Technical Note 158 "Handbook for meteorological forecasting for soaring flight". Next meeting of the MP is planned in November 2007 in New York, USA.

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