



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.)

President: L.M.M. Boermans

Delft, January 4, 2005

International Gliding Commission

Meeting on March 3 and 4, 2006

Lausanne, Switzerland

REPORT ON THE ACTIVITIES OF THE INTERNATIONAL SCIENTIFIC AND TECHNICAL ORGANISATION FOR GLIDING (OSTIV),

for the period March 3, 2005 to March 2, 2006.

by 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.

After a period of financial difficulties and a reorganisation process at the publisher of OSTIV's **Journal of Technical Soaring**, leading to a serious delay of publication, both the OSTIV Board and the publisher decided to cease cooperation. The OSTIV Board decided to take the publication in own hands, starting with Volume 29. With the great help of our Honourable Member Bernald Smith a process has been started to catch up the publication scheme as fast as possible.

Preparations are going on 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 and location as the 29th World Gliding Championships. Splendid facilities are available in the local University, 3km from the airfield. A press release on the Congress with Call for Papers has been sent to 36 glider magazines in the world.

Sailplane Development Panel (SDP).

The Sailplane Development Panel, chaired by Dr. Michael Rehmet, had their annual **meeting** on 13 and 14 October 2005 in Braunschweig, Germany.

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

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Sailplane Development Panel cooperated many years with the JAR-22 Study Group; in fact this cooperation was very fruitful, efficient and inexpensive. 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 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 participated in the SDP meeting. It was agreed that, as a start of the cooperation with EASA, OSTIV submits a standing invitation to EASA to send observers from the Rulemaking and Certification Directorate to the SDP and TSP meetings.

Next to this important issue, the following items were discussed at the SDP meeting: Amendments of OSTIVAS and status of extension to very light and very heavy sailplanes, increased MTOM of gliders, report of the Crashworthiness Subcommittee on the damage to cockpits reporting system, SDP homepage, 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 ultralight & light sailplanes.

Training and Safety Panel (TSP).

The Training and Safety 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 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.

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, more than 3000 systems are already in use and the number increases. A new stall-warning device has been discussed and accepted.

Other items discussed were: TSP homepage, international alerting system, drug abuse, and items of joint interest with SDP like: damage to cockpits reporting system, 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.

Meteorological Panel (MP),

The Meteorological Panel, chaired by Dr. H. Trimmel, had their annual **meeting** 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 Technical Note 158 of the World Meteorological Organisation "Handbook for meteorological forecasting for soaring flight". This initiative was greatly appreciated by officials of the WMO.

Next meeting of the MP is planned in November 2007 in New York, USA.

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