



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, 2007

International Gliding Commission
Meeting on March 2 and 3, 2007
Lausanne, Switzerland

REPORT ON THE ACTIVITIES OF THE INTERNATIONAL SCIENTIFIC
AND TECHNICAL ORGANISATION FOR GLIDING (OSTIV),
for the period March 3, 2006 to March 2, 2007.
by Loek M.M. Boermans, President of OSTIV.

The main event of the reporting period was the **XXVIII OSTIV Congress**, held from 8 June to 15 June 2006 in Eskilstuna, Sweden, at the site of the 29th World Gliding Championships 2006.

At the **Opening Ceremony** of the Congress, the following Awards were presented:

- The **OSTIV Prize** was awarded to the The Flarm Team consisting of A. Schlapbach, U. Rothacher and U. Mäder for “the development of a collision avoidance system, leading to improved safety in gliding”.
- The **OSTIV Diploma** for the best technical paper of the XXVII OSTIV Congress in 2003 was given to F. Ragot for his paper „Best Speed Story“.
- The **OSTIV Diploma** for the best meteorological paper of the XXVII OSTIV Congress in 2003 was given to E.E. Hindman, R.L. McAnelly, W.R. Cotton, T. Pattist and R.M. Worthington for their paper „An Unusually High Summertime Wave Flight“.

During the next 5 days of the **Congress**, 35 papers of good quality were presented on aerodynamics, flight mechanics, design and development, materials, instruments, flutter, airworthiness requirements, crashworthiness, rescue systems, convection, mountain waves and forecasting. After review they will be published in the forthcoming quarterly issues of OSTIV's international journal **Technical Soaring**.

At the **General Conference**, on the last day of the Congress, the Board was re-elected with the following mutations: P. Kousal resigned, and the Chairman of the Training and Safety Panel I. Oldaker and the new Chief Editor prof. E. Hindman were elected as Board Members.

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At the **Closing Dinner** the President of OSTIV expressed sincere thanks to the Director of the World Gliding Championships Robert Danewid and the President of Mälardalens Högskola Dr. I. Palmér for the splendid facilities offered, and to the local OSTIV Representative prof. U. Ringertz for his preparations and arrangements which resulted in a Congress running very smoothly.

After a long period of problems at the producer of the **Journal of Technical Soaring**, leading to a serious delay of publication, both the OSTIV Board and the producer decided to cease cooperation after Volume 27. Based on a successful testing period with a new printer, the OSTIV Board decided to take the publication process in own hands. With the great help of Honourable Member Bernald Smith and Board Member prof. M. Maughmer a process has been started to catch up the publication scheme as fast as possible. As a result, Volume 28 has been published, for the first time in colour, and Volume 29 is in preparation.

Another change is that due to increased commitment in university activities Dr. L. Smrcek had to stop his activities as **OSTIV Chief Editor**. At the Convention 2006 of the Soaring Society of America in Arlington, USA, **prof. Edward Hindman** offered to take over this task. Ward is a member of the Meteorology Panel and contributed to several OSTIV Congresses, he is a true friend of OSTIV. Ward started his activities as Chief Editor at the OSTIV Congress in Eskilstuna and prepares publication of Technical Soaring Volume 30. With these two major changes the future of our publication medium, vital for OSTIV, is secured.

The **Sailplane Development Panel (SDP)**, chaired by Dr. Michael Rehmet, had their annual meeting during the days before the OSTIV Congress, from 5 to 7 June 2006, in Eskilstuna, Sweden. Many items were on the agenda of the 3 days meeting, to name a few: cooperation with EASA, Maximum Take Of Weight of sailplanes, Ultra-Light and Light sailplanes, crash investigation report, airbrakes, anti-collision devices, stall warning device, cockpit/lever standardisation, weak links and jet engine powered gliders.

In response to OSTIV's standing invitation to EASA to send observers to the SDP meetings, two EASA representatives attended the meeting. It was agreed that OSTIV and EASA cooperate to establish a working relation for EASA rulemaking activities. Some amendments to OSTIVAS were proposed and accepted - for instance that the Maximum Take-off Mass of gliders and powered gliders is 850kg - and corresponding Notices for Proposed Amendments to CS-22 will be sent to EASA.

On request of the IGC, the SDP Crashworthiness Subcommittee, chaired by Petr Kousal, advised IGC on the adoption of reinforced cockpits as compulsory in IGC sanctioned competitions. The Subcommittee is now working on a Notice of Proposed Amendment (NPA) to CS-22 on emergency landing loads and crashworthy cockpits, similar to OSTIVAS Airworthiness Standards Section 3.75 and Appendix 3.5. This is the first action of cooperation with EASA.

The **Training and Safety Panel (TSP)**, chaired by Ian Oldaker, had their annual meeting during the same days before the OSTIV Congress, from 5 to 7 June 2006, in Eskilstuna. Representatives of Belgium, Canada, Denmark, Finland, Germany, Netherlands, United Kingdom and USA presented their safety reports, and the safety programmes in their countries were discussed. Finland's low accident rate is remarkable and will be pursued.

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The British representative presented a detailed evaluation of the BGA accident database, covering accidents from 1987 to 2005. A summary document of the panel discussions will be prepared and sent to all countries with recommendations for safety improvement.

Improvements of the following training programmes were discussed: spin avoidance training, emergency planning, attentiveness, instructor clinics, descending on tow, human factors training, and training of older people. A draft Standard Operating Procedures Document was debated and amended, the second draft will be sent to all TSP delegates for review and comment.

A joint meeting of the SDP and TSP was held on the 3rd day of the meetings, and items of common interest were discussed: stall warning system, rigging problems, instrument and cockpit/, weak links, towing with micro-lights, and lifetime limits of several sailplanes.

Next meetings of the Sailplane Development Panel and Training and Safety Panel will be in October/November 2007 in Delft, The Netherlands.

The **Meteorological Panel (MP)**, chaired by Dr. Hermann. Trimmel, had their annual autumn meeting on November 24 to 26, 2006, at the Institute für Meteorologie of the Freie Universität Berlin, Germany. On the agenda were discussions about: tuning thermal forecasts based on experiences from Eskilstuna, Rieti and Vinon; status of updating WMO Technical Note 158; status of the Mountain Wave Project; and the report of the IGC Bureau about "thermal records". On request of IGC, the usefulness of IGC data loggers for meteorological investigations were discussed.

Next meeting of the Meteorological Panel will be in November 2007 in Oberpfaffenhofen, Germany.