

O. S. T. I. V.

A Short Account of Its Past, Present and Future

by BETSY WOODWARD

This year marks the 25th Anniversary of ISTUS-OSTIV. The parent organization, ISTUS (Internationalen Studienkommission fuer den Motorlosen Flug—International Committee for Gliding Research) was established in 1930 and concerned itself not only with the technical and scientific aspects of motorless flight but with the sporting side as well. It was the ISTUS which created the Silver C and which organized the international gliding contests during its scientific congresses. Prior to World War II seven Congresses were held. There were 21 nations affiliated to ISTUS in 1939 and Prof. Walter Georgii served as President, in addition to being the President of the FAI.

At Samaden, Switzerland in 1948. ISTUS was re-established under the name of "Organisation Scientifique et Technique Internationale du Vol a Voile." The primary activity of the organization has been the holding of a Congress, every two years, during which technical and scientific papers are read and problems discussed. The following Congresses have been held: Samaden 1948, Paris 1949, Orebro 1950, Madrid 1952, Buxton 1954. Publications containing the papers presented at the last three Congresses are available. The 6th OSTIV Congress was held during the World Gliding Competitions at St. Yan, France.

Active membership in O.S.T.I.V. is open to each National Aero Club which is a member of the FAI. The Soaring Society of America is one of the 16 active members and Dr. W. B. Klemperer is a member of the Board, the governing body. Other Board members and officers are: Mr. L. A. de Lange, President; Prof. Dr. Walter Georgii, Honorary President; Dr. Walter Eichenberger, Vice President; Mr. C. Slikkeveer, Secretary-Treasurer; M. Agesilas, Ing. Boris Cijan, Mr. Wolf Hirth and Mr. Alan Yates. Mr. Cijan is chairman of the Technical Section. John Graves has represented Dr. Klemperer on the Board for several years and at the present time Betsy Woodward is acting as Dr. Klemperer's proxy.

In order to enlarge the activities of the Organization and have it fill the needs of the glider pilot, scientist and engineer, the decision was made at the meeting of the Board at St. Yan to establish individual and group memberships. OSTIV News, which has been printed temporarily in mimeograph form and distributed free of charge, is now to be published monthly in the Swiss Aero Revue, the official journal of O.S.T.I.V., as a supplement. Betsy Woodward, a member of S.S.A. and who at present is doing meteorological research at Imperial College, London, has been appointed as Editor.

In addition, the technical and meteorological papers which were presented at the 6th Congress, St. Yan, will be published, one or two every month, in the main body of the Swiss Aero Revue. The more theoretical papers will be published in full in other journals and either a summary or a more "popular version" will appear in the Aero Revue.

Associate membership in the Organization is now available to individuals or groups for \$4.00 per year. This includes one year's subscription to the Swiss Aero Revue (which will contain OSTIV News), special bulletins, and discount on future OSTIV Publications.

One may become a subscriber to OSTIV News only and the fee is \$2.00 per year. Applications for membership or subscription should be sent to Betsy Woodward, Dept. of Meteorology, Imperial College, London SW 7, England.

The first issue of OSTIV News (which is in English) has been published in the August issue of the Swiss Aero Revue. In addition to giving technical and performance data on a number of the sailplanes entered in the World Gliding Competitions, a summary of Mr. Lorne Welch's paper on the "Restricted Class" is presented. OSTIV has been asked by the FAI to make a definition of a "restricted class" for future world championships. This has now been done by the Organization and

has been forwarded to the FAI. This definition, which may be accepted, rejected or altered by FAI, is printed in full in the August OSTIV News. The main requirements are as follows:

1. *Span.* The span shall not exceed 15 metres.

2. *Aids to Flying.* The wing shall be as simple as possible. Flaps and other mechanical devices for changing the wing camber are prohibited. Jettisonable ballast is prohibited. Ailerons should be simple and arrangements for dropping them to form a flap are prohibited.

3. *Wheel.* The sailplane must have an adequate, fixed wheel. Wheel brakes are *not* prohibited.

4. *Certificate of Airworthiness.* The sailplane must have a certificate of airworthiness (or navigabilite) which permits cloud flying. The dive brakes (of any type) must limit the speed to the maximum permitted by the certificate of airworthiness. The certificate of the country of origin will be accepted. If an airworthiness code does not exist, the code of Great Britain or Germany is recommended.

Among the other activities planned by OSTIV in the near future are the publication of a book which will contain complete technical data, photos, and 3-views of the most interesting of the world's sailplanes; publication of a book on soaring meteorology; and a compilation of information on the training methods used in various countries.

In order to carry out these aims OSTIV is inviting individuals and organizations to become sponsoring and industrial members (\$25. and \$50. per year, respectively). It is this group of membership which will enable the Organization to grow. They will receive the same privileges as associate members and will also receive a bound volume of the papers presented at the Congress. The additional payment will be placed in a research fund and grants will be given to individuals and groups to help in conducting scientific and technical research.

It is also planned to award prizes to pilots for flight reports on thermals, cumulus, thunderstorms, squall lines and waves; to compile these reports and make them available to the meteorologists. For additional information on this and other plans of the Organization, interested persons should write to Betsy Woodward at the above address.