

DRAFT SPECIFICATION FOR F.A.I. STANDARD CLASS SAILPLANES

As a result of the experience gained during the last World Soaring Championships at Leszno, Poland, the international jury which judged the Standard Class of sailplanes presented at the Championships have, on the request of the O.S.T.I.V., rewritten the specification for this class.

This specification has now been issued by the O.S.T.I.V. for the information of all concerned and is given below.

Although the specification has not yet been adopted by the F.A.I. International Gliding Committee (C.V. S.M.), it is not thought that major modifications are likely to be introduced into the specification by that Committee, so designers and constructors can therefore work to the specification in the construction of Standard Class sailplanes for the 1960 World Soaring Championships.

SPECIFICATION

SECTION 1. Obligatory Requirements.

- 1.1 The span must not exceed 15000 mm. (15 meters or 49 ft. 2 in.).
- 1.2 Wings. Flaps or other methods of changing the wing profile are prohibited. Ailerons whose neutral position can be changed in flight are prohibited.
- 1.3 Undercarriage.
 - 1.3.1 No part of the undercarriage or its fairings may be retractable or extendable.
 - 1.3.2 The aircraft must be fitted with a landing wheel of at least 70 mm. in width and 250 mm. in diameter (2.76 in. and 9.84 in., respectively). (This requirement, 1.3.2, shall not apply to individual aircraft which have been built and flown before January 1, 1959.)
- 1.4 Ballast. Ballast which can be discharged in flight is prohibited.
- 1.5 Certificate of Airworthiness. The aircraft must have a certificate of airworthiness which permits cloud flying when flown by a pilot weighing at least 90 kg.,

wearing a parachute weighing 9 kg. (198 lb. and 20 lb., respectively). A certificate which is recognized by the entrant country will be accepted.

1.6 Dive Brakes.

1.6.1 Drag parachutes are prohibited.

1.6.2 The aircraft must be fitted with airbrakes capable of restricting the speed in a steady vertical dive to a value not more than the maximum permitted with the brakes shut. The design and construction of the brakes must be such that they can be opened at any speed up to the maximum permissible with the brakes shut and closed at a speed of at least 75% of this value. In both cases, the operation of the brakes must be effected in less than two seconds. All the requirements of this paragraph, 1.6.2, shall apply at the maximum all up weight permitted for the aircraft.

To ensure that these requirements have been met, a copy of the following document shall be submitted by each entrant.

"This is to certify that glider type _____, No. _____, when flown by pilot _____ at an all up weight of _____ kg., carried out the following tests on _____ (Date).

"Test No. 1. With the brakes open in a vertical dive through 1000 metres, the maximum speed attained was:

_____kph. Indicated Air Speed.
_____kph. Equivalent Air Speed.

"Test No. 2. When dived at the maximum permissible brakes shut speed of _____kph., IAS, = _____kph., EAS, the brakes were opened fully in less than two seconds and functioned satisfactorily.

"Test No. 3. When dived with the brakes open at 75% of the speed given in Test 2, the brakes were shut satisfactorily in less than two seconds.

"It is also certified that the test

aircraft numbered above differs in no significant aspect from aircraft entered, no. _____.

Signed _____
(either by the airworthiness authority or by the manufacturer)

Date _____"

SECTION 2. Recommendations.

- 2.1 It is recommended that the glider be cheap to make and uses cheap materials and simple methods of construction.
- 2.2 In order to make the aircraft cheap to operate, it should be easily repaired, easily rigged and derigged and simple to transport on a trailer.
- 2.3 The installation of a wheel brake is recommended.
- 2.4 It is recommended that the cockpit be made of sufficient size to accommodate comfortably a man 1.90 m. in height (6 ft., 3 in.).
- 2.5 It is recommended that the undercarriage be suitable for operation from rough fields.

OSTIV STANDARD CLASS COMMITTEE MEETING

The Standard Sailplane Committee of OSTIV had a meeting from January 20-22, 1959, at the Austrian Aero Club in Vienna. Members of the committee include B. S. Shennstone of England, Chairman, and Paul Schweizer of the U.S. Lt. Col. Floyd Sweet was expected to attend as Paul Schweizer's representative.

During the meeting, reports were to be read and discussed on airworthiness requirements for Standard Class sailplanes, on uniform methods for determining performances and flying qualities during flight and on the results of the evaluation of the Standard Class sailplanes at the 1958 World Soaring Championships in Leszno, Poland. Final Proposals and recommendations were then to be drafted for consideration by the Board of OSTIV. After results of the meeting are released for publication, they will appear in a future issue of SOARING. It is possible that some changes would be made to the draft specification for FAI Standard Class sailplanes as issued by OSTIV on July 10, 1958, and reproduced above.