

# O. S. T. I. V.

## Organisation Scientifique et Technique Internationale du Vol Voile

by L. A. DE LANGE, *President*

### History

After the great and often startling rapid progress of soaring flight in Germany in the years 1920-1930, amongst other causes due to the construction of sailplanes with a sufficient high forward speed, combined with a low sinking speed, as well as to the discovery of thermal air currents, Prof. Dr. Ing. Walter Georgii deemed it time in 1930 to set up an international research committee for soaring flight.

On the initiative of the German League of Gliding Clubs, the "Rhön Rositten Gesellschaft," a scientific and technical gliding Congress was organized in Darmstadt from 8-10 March, 1930.

During this Congress it was decided to establish the "Internationalen Studienkommission für den motorlosen Flug," the I.S.T.U.S., an international committee for gliding research.

The affiliated nations of the ISTUS (21 in 1939) met once a year in a General Conference at which time a Congress also was organized for the reading of scientific and technical papers related to soaring flight.

Until the outbreak of the second World War the ISTUS organized seven congresses, the last one being in Warsaw in 1939.

In gliding, more than in any other aeronautical activity, the scientific and technical problems are closely related to the sporting ones.

It was by virtue of this fact that the ISTUS became automatically the generally acknowledged scientific and

technical authority in this field of activities of the "Fédération Aéronautique Internationale," the F.A.I., with the result that a most profitable collaboration was established between these two international organizations.

The ISTUS did not concern itself exclusively with scientific and technical activities, but also with the sporting side of gliding.

It was the ISTUS that created the Silver soaring badge and that organized the international gliding contests during its congresses.

The question of reviving the activities of the ISTUS after World War II was brought up at the General Conference of the F.A.I., when it met in London in 1946, but it was not until 27 July, 1948, in Samedan (Switzerland), that the re-establishment of the ISTUS under the new name of "Organization Scientifique et Technique Internationale du Vol à Voile," O.S.T.I.V., became a fact.

### Objects

Whilst the ISTUS was set up with the object of bringing into closer touch those countries which engaged in soaring with the purpose of furthering the development of soaring itself by exchange of experience and friendly cooperation, the OSTIV embarked upon a wider task.

Its objects are:

(a) to foster and co-ordinate efforts to seek new scientific knowledge by means of a sailplane, as well as to gain scientific knowledge for the development of soaring; and

(b) to foster and co-ordinate ef-

forts to improve training methods, the design, construction and operation of sailplanes and accessories, particularly with the view to increasing proficiency, performance, flying qualities, safety and comfort for the benefit of soaring and for aviation in general.

### Activities

At the time of the World Gliding Championships, General Conferences of Active Members (active membership is open to each National Aero Club that is a member of F.A.I.) and Congresses for the reading of scientific and technical papers have been organized.

Since 1948 the following congresses have been held: Samedan (1948), Paris (1949), Orebro (1950), Madrid (1952), Buxton (1954), St-Yan (1956), Osieczna (1958) and Cologne (1960).

### Publications

The official organ of OSTIV is the *Aero Revue*, a monthly periodical of the Swiss Aero Club.

The *Aero Revue* contains an OSTIV SECTION, comprising OSTIV News, papers presented at OSTIV Congresses, reports of other OSTIV Meetings and other articles dealing with the scientific and technical aspects of soaring flight.

Reprints of the papers read during the congresses are later bound together into OSTIV PUBLICATIONS.

Up till now five Publications have been published (Orebro, Madrid, Buxton, St. Yan and Osieczna); Publication VI, containing the papers read during the congress at Cologne, will be published in the beginning of 1963.

In 1958, OSTIV published the well-known book "The World's Sailplanes," containing full data of sailplanes designed in different countries. This edition is sold out, but a second edition with the data of the latest types of sailplanes will be published in the beginning of 1963.

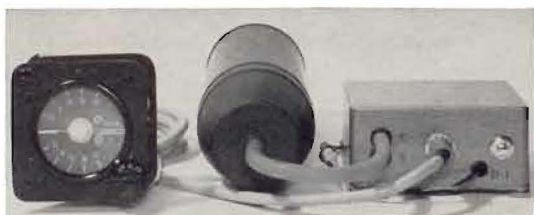
### Other Activities

On request of the International Gliding Committee of the F.A.I., OSTIV in 1956 set up rules to define a "STANDARD CLASS" for sailplanes.

The Standard Class sailplane is intended to be cheap to make (cheap materials and simple methods of construction) and cheap to operate (easy to repair, quick and easy to rig and to de-rig as well as simple to transport on a trailer).

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