

Standard Class Sailplane

Comment on CIJAN's note in *Aero Revue* (December 1960)
by RAYMOND SIRRETTA, *Aviasport*, February 1961

We would point out to Mr. Cijan that we have been raising our voice ever since the first discussions on the regulations for the Standard Class, and in particular about this imprecision which permits all sorts of design tricks quite contrary to the spirit which should govern their elaboration.

Besides, between ourselves, at that time many technical people and prominent personalities who were involved in these discussions had each in his own drawer a project for a sailplane more or less "Standard" and were not disposed to let themselves be cramped in realizing it by too strict requirements. Some of them quite certainly returned home after the discussions rubbing their hands and murmuring softly: "Now let's see what I can pull out of the hat."

As for monotype (one-design) competition, which in our opinion is the only valid way to find a real world champion, it would be easy enough to arrange it following the scheme which was suggested by our colleague Bonneau (*Aviasport* No. 74, July 1960).

We may recall that he proposed choosing as first monotype the sailplane selected by OSTIV as being the "Standard Class Sailplane of the Year". Following this principle, the 1962 Championships ought to be based on one of the Standard Class which won

the OSTIV Design Competition, that is to say, give us a choice between Ka-6 and "Austria"; then in 1964, complete freedom to present new types in the true Standard Class and free competition among these sailplanes.

The sailplane selected in 1964 as best representing the ideal of the Standard Class would then be chosen for the monotype competition in 1966; in 1968 free competition again among Standard Class designs and so on. It is well known that it takes four years to perfect a new design. We would then have every four years a true World Champion and alternately a new real Standard Class Sailplane.

It is unfortunate that the Gliding Committee of the French Aero Club did not think fit to put forward this suggestion at the meeting in Paris on 16/11/60. We know very well, however, that any suggestions by Bonneau and "Aviasport" smack of heresy to these gentlemen of the French Aero Club.

We can see no reason for putting off until 1968 the introduction of a monotype class, for without the selection procedure which we indicated, there is no more chance of achieving a monotype class in 1968 than there is today.

(*Swiss Aero Review* 1961/4)

OSTIV Airworthiness Activity

In Helsinki on November 4 and 5, 1961, the OSTIV Standard Class Airworthiness Panel held its first meeting. This Panel was formed for the purpose of keeping up-to-date the Standard Class Airworthiness Requirements issued by OSTIV in June 1960.

The following were present: B.S. Shensstone, Chairman (England); Boris Cijan (Yugoslavia); Justyn Sandauer (Poland); Julian Bojanowski (Poland); W. Nowakowski (Poland); Hans Zacher (Germany); J. Matschego (Germany); Alexander Peyer (Switzerland); Rüdiger Kunz (Austria); M. Doutreloux (Part time) (Belgium); T. Tervo (Finland). In attendance: Kurt Hedström, Dipl.-Ing.

The Panel considered the Flutter Requirements put forward jointly by Professor Fiszdon of Warsaw and the Royal Aircraft Establishment, Farnborough, and adopted them as Recommendations.

It was announced that collaboration between the Warsaw Polytechnic and R.A.E., Farnborough, had been arranged for the analysis of flutter data on sailplane wings (low density wings of high aspect ratio and low wing loading). The results of this work should enable OSTIV to be more precise in establishing flutter requirements. - A number of minor

modifications, elucidations and corrections were made to the June 1960 Requirements. - The possibility of a Guide for Sailplane Designers including aerodynamic and structural data sheets was discussed at some length. The Panel felt that it might be possible to develop such a Guide for or by OSTIV, but requested that a short article be written for *AERO REVUE* asking for readers' reaction to the scheme.

Finally, the Panel took the opportunity to discuss the future of the Standard Class and the possible future development of a monotype or one-design class.

A further issue of «Airworthiness Requirements for Standard Class Sailplanes» will be made when the changes made by the Panel have been incorporated. Copies will be sent to OSTIV Member Aero Clubs.

The Panel was most hospitably received by the Finnish Aero Club (Suomen Ilmailuliitto) and living quarters and conference room were provided at Otaniemi just outside Helsinki where the new buildings of the Technical University are being erected. Special appreciation was expressed to Mr. Wegelius, the President of the Finnish Aero Club, to Mr. Kurt Hedström who greatly assisted the Panel and to Mr. Hatakka, the Secretary of the Finnish Aero Club.

B.S.S.

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