

From the Editor

With apologies to Mark Twain: Reports of my “personal circumstances” (OSTIV Letter 2014/1) are greatly exaggerated. While it is true that *TS* has consistently hovered around six months behind schedule for the last year or two, I have nothing worse to blame it on than a bad case of “having a day job.”

We are addressing the publication delay by being more persistent in searching out original, high quality articles for the journal. The larger the queue of papers in the review pipeline, the faster we can get the new issues out.

That said, until we get the publication tempo back in sync with the calendar, readers will occasionally notice “clock skew” on our pages. This month, it’s a report on the *Mittelgebirge* Lee Wave Meeting, which took place on a date that would seem to occur in the future relative to the formal month and year of publication of this issue of *Technical Soaring*. I regret any confusion this may cause.

For the record, this issue, *TS* 37(4), is going to press in April, 2014.

Our Associate Editors continue to do all the hard rowing required to bring you the high-quality technical papers we’ve come to expect in *TS*. I’m grateful to Mark Maughmer, who oversaw the review of Gerhard Waibel’s article in this issue. Thanks as well to our peer reviewers — you know who you are.

Above all, we are grateful to our authors, whose labor makes *Technical Soaring* possible.

OSTIV Congress XXXII

OSTIV Congress XXXII will be held in conjunction with the 33rd World Gliding Championships in Leszno, Poland, 21 July – 10 August, 2014. The Official Call for Papers appeared in *TS* 37(3) and may be found at the OSTIV web site.

Sailplane Development Panel

Helmut Fendt, Chairman of the OSTIV Sailplane Development Panel (SDP) and Associate Editor, reports from the SDP meeting in Toulouse, France in October, 2013. Highlights included:

- Introductory remarks from Yves Regis of Airbus, who spoke about Airbus’ experience with Certification and Airworthiness
- FAI news from OSTIV’s Loek Boermans, who pointed out (among other things) that OSTIV is still the only scientific organization within FAI.
- Discussion of some recommendations for amendments to CS-22 to improve tow release safety.
- The OSTIV “Safety Pays” initiative, whereby contest pilots are offered bonus points for compliance with safety measures seems to be gaining traction with IGC.
- Discussion of a regulatory amendment to require benign airbrake behavior following inadvertent unlocking.
- A report from Adrian Erneck of the Lasham Gliding Club on cockpit comfort and safety covering research in cushion design, evaluation of spine-shell (lumbar support) systems, and the role of anthropometric standards in cockpit design. Some of this information was presented in *Technical Soaring*, Vol. 33, Nos. 1–2.

Vintage Sailplanes

Just about everyone is fascinated by vintage sailplanes to one degree or another, but enthusiasts of the science and technology of motorless flight (i.e., *TS* readers) seem to be especially drawn to them. Perhaps one sees in historical sailplanes the course that technological progress has taken, be it the evolution of aerodynamic design or the impact of new structural materials. Whatever the case, I was pleased to receive the latest issue of *Bungee Cord*, the official (and very nicely done) quarterly of the Vintage Sailplane Association (VSA, <http://vintagesailplane.org/>). Among the many interesting articles I noted that VSA is celebrating their 40th birthday this year, with an expanded Vintage Regatta hosted by the Wabash Valley Soaring Association and the Mid-American Air Center near Lawrenceville, Illinois and Vincennes, Indiana (USA). For additional information contact Dave Schuur at DSchuur@frtci.net or call (+1) (618) 584-3328 or Jim Short at simajim121@gmail.com or call (+1) (708) 624-3576.

Also on the VSA calendar is the 42nd International Vintage Glider Club Rally 2–12 August 2014, organized this year by the Dansk Svæveflyvehistorisk Klub (Danish Historical Gliding Club) in cooperation with the Dansk Svæveflyver Union (Danish Gliding Association). Details may be found at the Royal Danish Aero Club home page, vgc2014.dk.

TS in color

As a reminder, *Technical Soaring* is printed in greyscale. OSTIV unfortunately does not find itself able to cover the cost of color printing. We realize that greyscale is a particular problem for authors presenting results from Computational Fluid Dynamics analyses, but are also aware that it impacts other authors as well. Your editor hopes that *TS* may be one day be printed in color, even if it implies an adjustment to OSTIV dues. Until then, please keep in mind that *TS*-online has electronic versions of all articles available, all in full color.

Letters to the Editor and Reader Comments

Your Editor invites comments and suggestions related to any aspect of *Technical Soaring*. News of interest to *TS* readers (upcoming events etc.) is also welcome.

Comments addressing technical or factual content of papers published in *TS* may, at writer request, be considered for publication as a formal “Reader Comment,” with the original author being afforded an opportunity to respond. If possible, the entire exchange will be published together in the same issue. The process is described on the OSTIV web site under the “editor” section.

Respectfully,

Judah Milgram
Editor-in-Chief, *Technical Soaring*
milgram@cgpp.com