

## From the Editor

Our pipeline of papers “in process” is looking better so I’m optimistic about catching up over the next several months.

As always, I thank our authors, reviewers, and Associate Editors for doing all the really hard work. Appreciative thanks to Mark Maughmer, who oversaw the review of the Hansen paper in this issue.

### Color Graphics in *Technical Soaring*

*TS* submissions in recent years have increasingly relied on color graphics, in particular because of papers documenting results of Computational Fluid Dynamics (CFD) studies. This issue includes an example of a CFD paper with numerous color graphics.

To date, we have not been able to print *TS* in color within our available budget. However, the PDF (electronic) version provided on the *TS* website is set in full color, and readers are urged to refer to this version when color graphics are useful for a full understanding of the material. We hope that this situation can evolve in the near future. Your input either to *OSTIV* or to the Editor will be crucial in making the required decisions.

### OSTIV Meteorology Panel Meeting

Prof. Dr. Zafer Aslan, Chair of the OSTIV Scientific Section and the OSTIV Meteorological Panel Chair, writes:

“The next OSTIV Met Panel will be held in Zurich between 6 and 7 February, 2015. The Panel addresses all scientific and technical aspects of soaring flight including motor-glidering, hang-glidering, paraglidering, ultra-light sailplanes and aero-modeling.

“Opportunity for presentation and discussion of papers is given in Meteorology, Climatology, Atmospheric Physics, and related areas.

“Deadline for Abstracts is January 9, 2015. There is no registration fee for the Panel.”

If you wish to participate in this meeting, please contact Prof. Aslan at [zaslan@aydin.edu.tr](mailto:zaslan@aydin.edu.tr)

### OSTIV Congress XXXII

OSTIV Congress XXXII was held in conjunction with the 33rd World Gliding Championships in Leszno, Poland, 21 July – 10 August, 2014. An agenda and summary of the sessions may be found online at the new OSTIV website. The new site is very nice, by the way, and has the same URL as our previous site: [www.ostiv.org](http://www.ostiv.org). Kudos to our webmaster, Jannes Neumann!

### The History of Glue?

One of our readers is researching the history of glues and adhesives as employed in wooden sailplanes and is looking for articles on the chemistry and testing of Aerolite and Kaurit (also known in England after 1940 as “Beetle Cement W”). He’s especially interested in a report cited in a 1965 *Sport Aviation* article as “Aircraft Research Laboratories: Technical Notes No. 183.” If you have any information to contribute, or have a lead on a copy of the ARL report, please contact Henry Clayton at [Hclayhton@niar.wichita.edu](mailto:Hclayhton@niar.wichita.edu), or via the *TS* editor. Thank you!

### Mountain Wave Project

Dr. René Heise writes:

“With the flight with the DLR MACS over the glaciers of the Mt. Everest in January, 2014, we completed the latest OSTIV Mountain Wave Project (MWP) expedition. Information about the

MWP Nepal measurement campaign can be found on our website: <http://www.mountain-wave-project.com/index-2.html>.

“Videos and the press release of the Mt. Everest flight of the MWP-team may be found on the DLR website,

[http://www.dlr.de/dlr/presse/en/desktopdefault.aspx/tabid-10172/213\\_read-9415/year-all/#gallery/13541](http://www.dlr.de/dlr/presse/en/desktopdefault.aspx/tabid-10172/213_read-9415/year-all/#gallery/13541)

“Among the most important aims was completion of the scientific measurement flights (aerosol, physiological measurements and glacier monitoring with DLR-MACS) in a small time window per our official proposal.

“It was not simple to fly in Nepal without an engine — no electrical power for transponder, radio and measurement instruments. It can be difficult to restart the engine at high altitude because of issues related to the turbocharger. There are no no outlanding fields and the alternate fields are busy national/international airports. This is why soaring there is such a challenge.

“For a time it was possible to fly in high waves (above 7,000m), but up to this altitude it was very turbulent due to strong upper winds. I flew in waves over the Kali Gandaki Valley and Annapurna too, but the altitude band above 6,000m is still difficult to handle with air traffic control. With the long distance flights with a (motor-) glider over the Himalayas we extended the pioneering 1985 (motor-) glider flights over the Kali Gandaki Valley (OSTIV Publication XVIII). The flights of Klaus Ohlmann over the area in the vicinity of Mt. Everest were exceptions (strong turbulence and air traffic control), but with the skills and confidence we have acquired, we may have another chance in the future.

“After the first OSTIV Himalayan Soaring Expedition of Alvaro de Orleans-Borbon, Bruno Neining, Joachim Kuettnner and Manfred Reinhardt in 1985 this was yet another important step in exploring the atmosphere and soaring conditions on the roof of the world.”



*Jona Keimer and René Heise test fly D-KNFH with DLR-camera over the Kali Gandaki Valley. Mountain Wave Project, with permission.*

### Reminder to Authors

Before reviews can commence, *TS* requires a completed copyright form for every submitted paper. The form is available at the OSTIV website, or contact the Editor.

Respectfully,

Judah Milgram  
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