

European Gliding Vision

by Andreas Winkler

Events like the Austrian Nationals 2004 are a good for Visions and Ideas in future gliding.

Here is my Vision for the next Generation of the Gliding Community.

EASA, the European Aviation Safety Agency

Currently Gliders are EASA aeroplanes, this is definitely no advantage in short time. Inflexible bureaucracy of the EU System, driven by the Large Airplane Industry, like Airbus needs a very strong EU Sporting Aviation, which is not jet the case. But it may help us to drive in the direction for our own Sport Aviation Organisation in Air Sport to be flexible and open minded for future technologies. Airplanes with a maximum take off weight below 350kg are definitely outside the EASA scope and would be a good starting point for Air Sports.

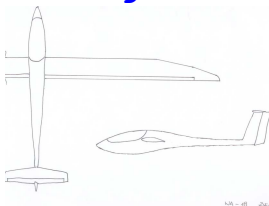
Integrated Avionics



The technology

is there, high resolution TFT displays with low power electronics can integrate all Std Instruments and Avionics (COMM, GPS, Transponder, TCAS, Data Link,...) in just one single box. This provides more situational awareness, target speed, angle of attack information, warnings, real time weather information and collision avoidance and much more. It could be configured for the personal needs. A mechanical airspeed indicator and altimeter may be needed for backup.

The Light Stuff



150 kg empty weight, glide

ratio 50, wingspan below 15m, easy ground handling, certified by the glider air sport organisation within the EU. That's what needed is a technical regulation based on CS/JAR22. The Sparrow Hawk and APIS showing that trend, the traditional gliding industry ignores that trend. The very light stuff as the carbon dragon with a empty weight of 90kg seems to be to fragile for a common use.

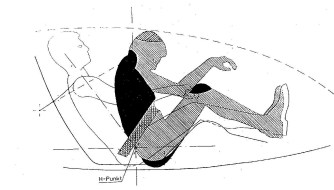
The Big Ones

Big means heavy, needs space and people to operate, it may have exceptional performance, but for what a price ? A toy for some, but not for the mass of glider pilots.

Glider Industry

It seems that the industry is stuck, the composite boom is gone, ideas are needed !

Cockpit Safety



The technology is there, but no one have build it in our gliders! We need an F1 racer cockpit structure and comfortable & energy absorbing landing gears. If we want it, we have to call for it, and they will build it for our safety.

Rescue Systems



a parachute. This, for a price of 5-10% of a standard glider and 10-15 kg. Only 50% of the in flight exits are successful. We could discuss descent rate, yes, but in any case it lowers the energy and you have a better chance. Unintended Opening must be avoided, all other is benefit.

Pull the knob and within 2 sec. you are hanging on

Air Sports

We need one single, self organized EU minded Air Sport Organisation with thousands of General Aviation Pilots behind, to have a strong voice for our interests.

Gliding needs Airspace



that's one of our bigger

tasks in future. We all must work together in future to keep us alive. We need strong political support against the commercial airline industry.

Glider Ports

Simple approval procedures, flights without "control" and ground staff that's what we need. Look, see - fly Unicom. It works better!

Andreas, glider pilot since 1979, working for Austro Control, the Austrian Aviation Authority in Certification and Continuing Airworthiness. Currently the Project Certification Manager for all Diamond Products, he is the representative for Austria in the JAA/EASA GAPE, the panel of technical experts and the CS/JAR 22 working group. He is operating his amateur build silent glider OE-5688. Any comment to this vision is welcome, andreas.winkler@Eunet.at