OSTIV Prizes

Awarding OSTIV Trophy 1958

During the General Conference of OSTIV, held at St. Yan (France) on July 13, 1956, it was decided to award—at the official prize-giving of future World Gliding Championships—a *trophy* to the designer(s) of the Standard Class sailplane, entered in such championships and being the best combination of *cheapness, simplicity* and *efficiency* (good performance).

This decision was taken with the object of encouraging design of Standard Class sailplanes—which class had been created by the FAI in collaboration with OSTIV—in furtherance of the World Gliding Championships and of the development of the gliding movement in the world.

On November 21, 1957, the Chairman of the British Gliding Association, Mr. Philip A. Wills, wrote a letter to the President of OSTIV, advising that the Royal Aero Club of the United Kingdom was willing to present a trophy to OSTIV for the above mentioned purpose.

With gratitude the Board of OSTIV accepted this generous offer and arranged for this trophy to be awarded for the best Standard Class design at the 1958 World Gliding Championships.

In order to determine the winner, a jury of five persons was chosen by the Board of OSTIV: Paul A. Schweizer of U.S.A. (Chairman); George Abrial of France, Julian Bojanowski of Poland, Boris Cijan of Yugoslavia, and Lorne Welch of Great Britain (members).

Eighteen Standard Class sailplanes, including *ten* different designs, entered the World Gliding Championships at Leszno, Poland.

After a conscientious examination*, the jury came to the conclusion that the OSTIV Trophy 1958 should be awarded to the designer of the sailplane *KA-6BR,* engineer *Rudolf Kaiser,* Poppenhausen-Rhön, Germany.

* See OSTIV Section Aero-Revue 1959, No. 7

Accordingly, during the official prize-giving at the end of the World Gliding Championships, the trophy was handed over to the captain of the German team.

After the name of the winner and other details had been engraved in the trophy, at the invitation of the Aero Club of Germany, the President of OSTIV personally handed over the trophy to Mr. Rudolf Kaiser during the "Segelflugtagung 1959" in Essen on March 22, 1959.

Engineer Rudolf Kaiser was born on September 10, 1922 in Waldsachsen near Coburg.

His father hoped to take him into his trade—a butcher's shop—but already in his young days his entire interest and love was for gliding.

Being 12 years of age, he built a simple glider for slope-soaring, but he was not strong enough to fly himself . . .

For a long time he was an enthusiastic aeromodeller.

After World War II, being a student at the Technical College at Coburg, he designed the KA-1 (1950—1952) and having completed his studies, he joined the firm of A. Schleicher, Poppenhausen, where he started designing the KA-2 and the well-known "Rhönlerche" (1952/53).

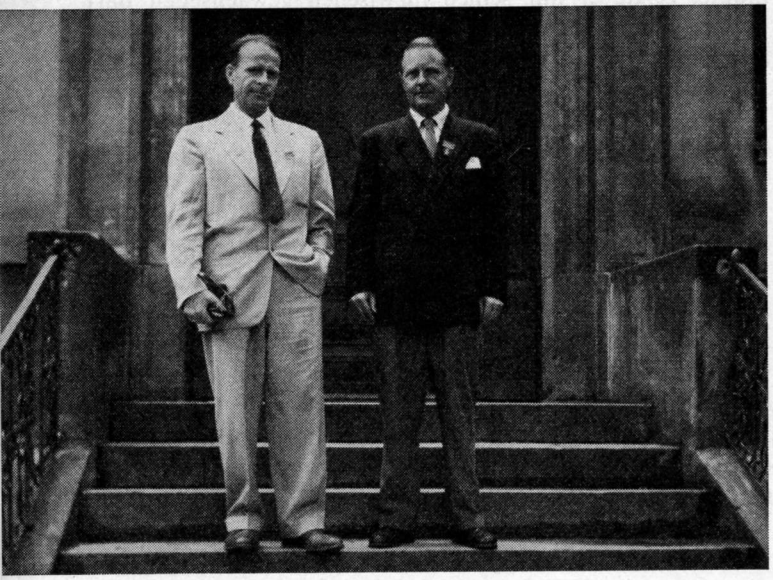
In 1953/54 followed the "Zugvogel", in 1955 the KA-2B and the KA-6, in 1956 the KA-7 and in 1957 the KA-8 as well as the KA-6BR, the sailplane for which he received—as the first in the world—the OSTIV Trophy.

Rudolf Kaiser is also an excellent glider pilot; he flew the "Silver C" on his own design, the KA-1, and the "Gold C" on the KA-6.

Awarding OSTIV Plaque 1958

The tradition of the ISTUS—parent organisation of the OSTIV, established on March 10, 1930—to award an "ISTUS-Ring" to the person who had made the most splendid achievement in furtherance of the development of soaring flight, has been continued by OSTIV since the General

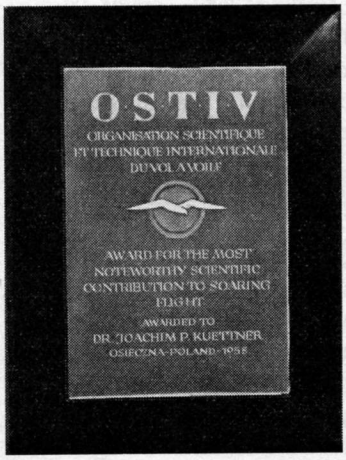
Dr. Joachim P. Kuettner in company of the President of OSTIV in front of his native house in Breslau/O



Handing over the OSTIV Trophy to engineer Rudolf Kaiser in Essen on March 22, 1959. From left to right: Mr. L. A. de Lange, President of OSTIV, Mr. Rudolf Kaiser, Mr. Seff Kunz, Vice-President Aero-Club of Germany

Conference of that organisation accepted, on July 13, 1956 in St. Yan, the proposal of the Board to award—at future General Conferences—an *OSTIV Plaque* to the person "who has made the most noteworthy scientific and/or technical advancement to soaring flight in the past years".

At the General Conference of Active Members of OSTIV, held on June 28, 1958 in Osieczna, Poland, it was unanimously decided that the person to receive this acknowledgement for the *first* time in the history of OSTIV should be *Dr. Joachim P. Kuettner,* Huntsville, Alabama, U.S.A.



The OSTIV Plaque 1958, awarded to Dr. Joachim P. Kuettner

Dr. Joachim P. Kuettner was born on September 21, 1909 in Breslau/O.

He started his studies in 1927 at the University of Breslau in jurisprudence, where he received the doctor's degree in this science.

From 1935 to 1939 he continued his studies at the Universities of Darmstadt, Helsinki, and Hamburg, where Dr. Kuettner received the doctor's degree in physics (geophysics).

Thereafter he had been a well-known glider pilot, test pilot and flight test engineer in the German aircraft industry.

After World War II, Dr. Joachim P. Kuettner served as Director of the Meteorological Mountain Observatory on the Zugspitze, from where he moved to the Directorate for Geophysic Research in Cambridge, U.S.A., in 1948 as research-physicist.

In addition to that, he was appointed in 1955 as Scientific Director of the Mount Washington Observatory.

Both functions he changed in 1958 as he then accepted the directorship of the ballistic part of the "Mercury Project" (manned space flight) with the Ballistic Missile Agency at Huntsville, Alabama.

Dr. Joachim P. Kuettner is not only an outstanding scientist, but also a soaring pilot of world fame. His contributions to gliding are numerous.

From 1935 to 1936 he served as gliding adviser in Finland. After that, during the period 1937—1939, he was among the first to make a scientific investigation of leewaves: altitude flights to 7000 metres without oxygen.

In 1939 he was engaged in wave soaring in Yugoslavia.

From 1951 to 1955 he was Director of the research flights in connection with the Sierra Mountain Wave-Jetstream Project in California.

1951: two-seater World Altitude Record (11,700 m) with R. Symons;

1952: 600-km altitude-distance flight in 4 hours;

1954: "Gold C" with three diamonds;

1955: flight in a single seater to 13,000 metres.

From 1955 to 1959 he was working on the solution of the problems of *cloudstreets* as well as on the possibility of soaring in the *Stratosphere* and in *Jetstreams.*

Dr. Joachim P. Kuettner published some 40 aeronautical papers which have been of great importance for the advancement of soaring flight and of aviation in general.

It is needless to say that OSTIV is very proud to have a brilliant figure, such as Dr. Joachim P. Kuettner, as Chairman of its Meteorological Section.