

## OSTIV Plaque



Richard Eppler has been awarded the OSTIV Plaque for 1963. This is the third award. In 1958 Dr. J. Kuettner, the well-known meteorologist and sailplane pilot was the first recipient. In 1960 Boris Cijan, designer, organizer and sailplane pilot received the second award. Richard Eppler, who was born in Ulm in 1924, has gained his name in aerodynamic theory and research and added sailplane design to his activities as well as holding a Silver C.

Like many modern men in aviation, Eppler started with model aircraft and at the age of 16 he received the FAI Model Aircraft Performance Badge. Before he was 18 he had worked on the optimization theory for rubber model motors and at 18 he won the German record for indoor model duration, and published a paper on model wing sections through the AVA Göttingen. In the same year, he won the Lilienthal Prize which is awarded annually to young men of promise.

This magnificent beginning has not slackened Eppler's pace. After completing his army service in 1945 he studied aeronautics in the Technische Hochschule in Stuttgart in connection with his Lilienthal award and between the ages of 21 and 24, he studied mathematics at Tübingen University as

well as at Stuttgart and received the degree of Diplom-Mathematiker.

In 1951 he received his Doctor's degree from the Technische Hochschule, Stuttgart, for his thesis on "Theory and application of unsteady flows" (published in Journ. of Rat. Mech. and Analysis).

For the next seven years he was scientific assistant to Professor Grammel who held the chair of Technical Mechanics and Thermodynamics at Stuttgart, where he worked on such problems as unsteady flow and started his invaluable work on the performance and flight mechanics of sailplanes, which developed into his work on improving the theoretical methods for calculating the characteristics of wing sections including the profile drag, four of which have appeared or will appear in OSTIV Publications.

With some overlap with his academic work, Eppler has since 1955 been working on the development of plastic structures for sailplanes with H. Nägele and others, particularly in connection with the Kria and the FS 24 Phoenix, dealing with the aerodynamics and wing section development.

As is generally known, the Phoenix is an outstanding design and its latest success was in the 1962 German Championships when it took first, third and fourth places.

At the time of writing, Eppler is connected with the firm Bölkow-Entwicklungen near Munich and working as a scientist on problems of aviation and space.

In his 39 years Richard Eppler has done great service for the development of soaring by concentrating on the less popular Reynold's Numbers and at Mach Numbers so low as to be beneath the contempt of most present-day research. OSTIV congratulates him on his individualism and the resulting outstanding work and feels honoured that Dr. Richard Eppler has accepted the 1963 OSTIV Plaque.

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