

XVIII. OSTIV-Congress 1983, Hobbs

Introduction

The XVIII. OSTIV-Congress 1983 was opened on Wednesday, 29 June 1983 in the Hall of the Country Club of the City of Hobbs, New Mexico, USA, by the OSTIV-President, Dr. Manfred E. Reinhardt under presence of the Major of the City, the representatives of the International and National Aero Clubs, the Directors of the World Gliding Championships and many experts from the side

of gliding research and development with designers, constructors, meteorologists, manufacturer, pilots and other friends of gliding.

In good tradition, after the addresses by the local authorities and the representatives of the gliding sport, the OSTIV-AWARDS were given by the president, followed by the Keynote Address of the Honorary Member of OSTIV, Dr. Joa-

chim Kuettner, National Center of Atmospheric Research (NCAR), Boulder, USA, giving a review about '50 Years Wave-Soaring Adventure, Research and Challenge' (with film).

A reception offered by the Major of the City of Hobbs closed the Opening Ceremony.

AWARDS presented at the XVIIIth OSTIV-Congress

OSTIV-Plaque 1983 with Klemperer Award to R.H. (Dick) Johnson, USA

Richard H. Johnson, well known under 'Dick' Johnson, received from the President of OSTIV, Dr. Manfred E. Reinhardt, at the Opening Ceremony of the XVIII OSTIV-Congress at Hobbs, New Mexico, USA, 1983 the OSTIV-Plaque 1983 with Klemperer Award. The citation reads as follows:

"The OSTIV-PLAQUE with KLEMPERER AWARD ist given to Richard H. Johnson.

Richard H. Johnson has made a great contribution to soaring through his performance measurements and evaluation of handling characteristics over a period of many years on a number of sailplanes. In particular he devised a method of simulating insect contamination on the wings of the sailplane and determining the consequent degradation of performance and the effect on the aerodynamic characteristics generally. The results of the work have been presented in comprehensive reports written in an easily understood manner, and have consequently been of great use both to pilots and designers."

Richard H. Johnson was born in Medicine Hat, Alberta, Canada, on January 10, 1923. Dick's interest in flying evolved from building model airplanes as a young boy and watching them soar in thermals. When he was 15, Dick and his brother, David, bought a Northrup Primary glider for US Dollar 75.- from a man, who had won it in a poker game. While Dave drove the Model A Ford and pulled the glider down the runway at Moffett Field near their home in Los Altos, California, Dick sat in the glider and by moving the controls to determine their responses, taught himself how to fly.



Richard H. Johnson

Dick upgraded his equipment by building a Baby Bowlus sailplane from a kit in 1939-40. Trailing this glider to Elmira, New York, Dick at 17 competed in his first National Soaring Contest (1940). He had borrowed a copy of Wolf Hirth's *The Art of Soaring Flight*, read it three times, and was able to identify and work thermals well enough to place third.

The next year Dick and his brother bought a two-place Schweizer SGS 2-8. By giving glider rides on Rosamond Dry Lake, they paid some of their college expenses at Pasadena Junior College. When the Pearl Harbor attack came late 1941, the U.S. government notified all glider owners that their gliders were being requisitioned.

Dick wanted to stay with his Schweizer sailplane (now a TG-2), and as he was just turning 19 years of age, he became a Civilian Flight Instructor for the Army Glider Corps at 29 Palms, California. By training pilots 24 hours per day and night, the glider program was phased out after 1 1/2 years, when sufficient pilots were trained to meet the needs of the Glider Corps.

Pan American World Airways was hiring pilots, and at 20 Dick became their youngest co-pilot. For the next 5 years Dick flew transport seaplanes and landplanes on the Pacific route.

With Ray Parker, he co-designed and built the small 10 meter span sailplane *Tiny Mite*. Thinking he had a winner, he