

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

competed in the National Contest at Elmira and placed 23rd. This disappointment led him to reassess his goals.

He left PanAm to resume his education at Mississippi State University to study Aeronautical Engineering under Dr. August Rasket. While at Mississippi, he commissioned Harland Ross to build a glider for him. He took delivery of it when only about 60% complete, and under the direction of Dr. Rasket, the RJ-5 was completed.

The RJ-5 marked the beginning of high performance sailplanes. With it Dick won his first National Soaring championship in 1950 at Grand Prairie, Texas. In 1951 he won the National again, and on August 5, 1951, he flew the RJ-5 to set a new World-Single Place-Distance Record of 535 miles. In 1952 he won the Nationals again and set a World-Single Place 100 km Triangle-Speed Record.

Dick would go on to win the U.S. Nationals in 1954, 1959, 1963, 1964, 1974 (Standard Class), 1975, 1981 and 1985 for a total of eleven times.

As a pilot he represented the U.S. at World Championships in Spain (1952), Germany (1960), Argentina (1963), England (1965), Poland (1968), Yugoslavia (1972), Australia (1974), Finland (1976), and France (1978). He served as a crewman for Paul Bikle in 1958 in Poland and was the U.S. Team Captain in 1970 at Marfa, Texas.

Dick earned his Bachelor of Science-degree in Aeronautical Engineering from Mississippi State University in 1952 and his 'Master of Aeronautical Sciences' from Stanford University in 1953.

He worked at Chance Vought Aircraft from 1953 to 1955 and at Tempo Aircraft from 1955 to 1961 as an aerodynamicist, measuring flight test performance levels on various aircraft. Since December, 1961, Dick has been Chief Aerodynamicist for Texas Instruments of Dallas, Texas.

He received the Advancement of Aerospace Science Award from the North Texas Section of the American Institute of Aeronautics and Astronautics in 1977 and became an Associate Fellow of AIAA in 1981.

In recognition of his contribution to Texas Instruments, Dick was elected to Senior Member of the Technical Staff in 1979. He received the Patrick E. Haggerty Innovation Award at the Texas Instruments stockholders meeting in April, 1987. This award is presented for significant innovations having a major impact on Texas Instruments or the economies or societies in which it operates.

Utilizing his educational and professional background as an aerodynamicist, Dick built and modified most of the sailplanes he flew in competition. These changes were evaluated, and testing expanded to the Flight Test Evaluations series sponsored by the Dallas Gliding Association and published in SOARING Magazine since 1974.

Soaring awards have included Helms Athletic Foundation Hall of Fame, S.S.A. Soaring Hall of Fame (1956), Warren E. Eaton Memorial Trophy (1967), Paul Tuntland Award (1977, 1979, 1983), Tisandier Diploma (1976), S.S.A. Expectational Service Award (1983).

Dick married Alice Gelling from Aberdeen, Mississippi, in 1952. They had four sons, Mark, Nels (deceased), Cyrus, and Ira. He plans to retire from his position at Texas Instruments in another year or so. They, he and Alice, may do some extensive world travelling, visiting and revisiting the many world gliding communities.

OSTIV-DIPLOMAS

Again two OSTIV-DIPLOMAS have been awarded for papers, presented at the XVIII OSTIV-Congress at Hobbs, one for the best technical and one for the best meteorological paper being of particular value to OSTIV.

Dipl. Ing. L.L. BOERMANS received the OSTIV-DIPLOMA for the best technical paper with the following citation:

"THE OSTIV diploma is awarded to Dipl. Ing. L. Boermans for his paper presented

Loek M.M. Boermans was born in 1946. He received his education in Aeronautical Engineering at the Technical University of Delft, Department of Aerospace Engineering, where he graduated in 1973. Since that time he has worked at the Laboratory of Low Speed Aerodynamics of that University, first as a member of the subject group Airplane Design / Flight Mechanics (under the leadership of Prof. H. Wittenberg) and later as Associate Professor in the subject group Aerodynamics, Section Low Speed Aerodynamics (led by Prof. J.L. van Ingen). At the General Conference of OSTIV in Chateauroux 1978 he was selected as a Board member of OSTIV.

He has presented several papers at OSTIV-Congresses, which are characterized by combining theoretical methods and windtunnel - or free flight experiments directed to improve the aerodynamic design of sailplanes and lightweight aircraft. The work on airfoil design, specially commended by the Technical Section of OSTIV in Publication XVI, and the work on wing-fuselage combinations awarded now, particularly contributed to the design of a new sailplane (ASW-24) in which he was in-



Loek M.M. Boermans

at the XVIII OSTIV-Congress at Hobbs, New Mexico: 'Wind Tunnel Test of Eight Sailplane Wing-Fuselage Combinations'. He delivered a concise and exciting report on his carefully planned experiments and the diligent theoretical analysis providing sailplane designers valuable information on wing-fuselage aerodynamic interference.

In previous OSTIV papers, Mr. Boermans has covered subjects ranging from sailplane optimization to airfoil design, and through his work at the University of Delft he is continuously contributing to the furtherance of sailplane technology."

involved. More in general, his advices and experimental work, occasionally in cooperation with DFVLR Braunschweig, contributed to the performance of several modern sailplanes.

Dr. Terry L. CLARK received the OSTIV-DIPLOMA for the Meteorological paper with the following citation:

"The OSTIV DIPLOMA is awarded to Dr. Terry L. Clark for his paper at the XVIIIth Congress in Hobbs, New Mexico, USA: 'An Interactive Grid Nesting Model for Flow Simulation in Two and Three Spatial Dimensions of Mountain Forced Waves'.