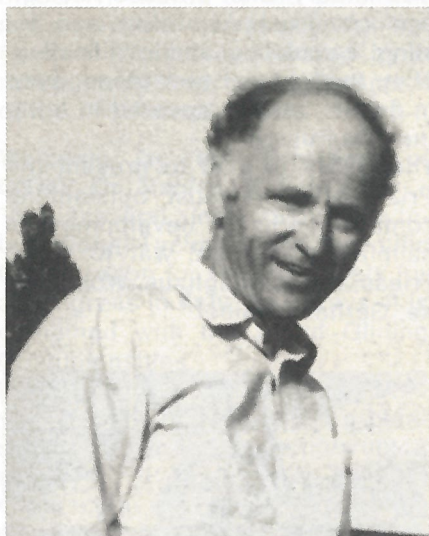


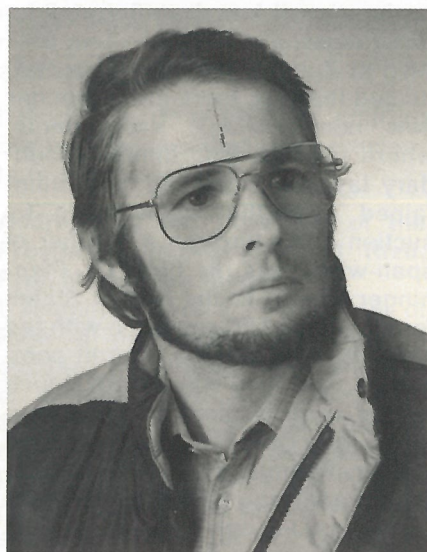
structions of gliders and motorgliders. As an expert of testing the flight characteristics he has flown more than 100 different types of gliders, motorgliders and aircraft. His knowledge and experience had and has highly estimated impact on national and international airworthiness requirements for gliders and motorgliders. Since 1967 he is member of the OSTIV Sailplane Development Panel and he is also chairman of the JAR-Working Group on "Sailplanes and Powered Sailplanes".



Klaus Holighaus, born on 14 July 1940 at Eibelshausen near Frankfurt-Main began also his career very early, when he started building model sailplanes and model aircraft with the age of 10. In 1959 he achieved with a remote controlled model sailplane a new record in the category of "duration of flight" glying his model for 6 hours 11 minutes over the hills of Hirzenhain.

Finishing highschool 1960 he turned to studies in Mechanical Engineering at the Technical University of Darmstadt. Soon he became member of the Akademische Fliegergruppe there and was involved as part of the famous "Darmstädter Schule" in the construction of the "D-36". The V-tailed "SAK" was reconstructed by him and also prepared for being built as a serie with the Schempp-Hirth Company. In this company which je joined in 1965 he continued his steep career as designer, constructor and test pilot. Such famous glider names as Cirrus, Standard-Cirrus, Nimbus One and Two, Ventus, Discus as well as the 2-seaters Janus and Nimbus 3D and also some motor-

gliders and self-sustained gliders are flying in all parts of the world.



Wolf Lemke, born near Frankfurt in West Germany on August, 11, 1938 displayed already in his youth a great interest in aeronautics.

In the age of 15 he designed his own aeromodels, tested their flying qualities, modified them till all features were investigated.

His greatest interest was in tailless wings.

Aged 18 he got his glider pilot license and 2 years later joined the well known AKAFLIEG DARMSTADT in 1959 where he began his study at the technical high-school in Darmstadt. During his studies he had the chance to meet Dr. Alfred Puck, from whom he could participate at the newest developments of the glasfiber reinforced plastic (GRP), and Prof. FX. Wortmann, from whom he learned a lot of the newest laminar profile developments.

Together with Gerhard Waibel, Heiko Friess and Klaus Holighaus he designed, constructed and tested the famous D 36. He finished his studies after proving theoretically that it was not useful to use tailless wings for competition gliders. He then was employed with ROLLADEN SCHNEIDER Company, where the second D 36 was constructed by Walter Schneider under the help of the students of the AKAFLIEG DARMSTADT.

At ROLLADEN SCHNEIDER he designed, tested and licenced the glider types LS1 up to now the LS7. On private he is till now happy with his tiny two seater, the LSD "Ornith".



Gerhard Waibel was born on October 3, 1938 at Frankfurt-Main. Soon and very naturally he came in contact with aircrafts and flying sports being with his father, who was an aeronautical engineer and also an aircraft pilot participating in competitions. Gerhard's father himself worked under Arthur Martens, who made on August 18, 1922, the famous first flight from the Wasserkuppe/Rhön, exceeding more than one hour in motorless flight.

Very early Gerhard became a model glider enthusiast and later, as a member of the Akaflieg Frankfurt, he received 1958 his glider license.

For his studies of mechanical engineering he changed University and went to the Technical University Darmstadt, where he became also a member of the Akaflieg there.

Being a very active glider pilot he soon was near the top of the competition pilots, won the German Championships 1964 in the Open Class and participated in the World Gliding Championshipsships 1970 at Marfa, Texas, where he finished 6th place in Standard Class.

From profession Gerhard Waibel is the responsible designer of all ASW-gliders and -motorgliders for the glider manufacturer A. Schleicher, Poppenhausen, very near to the Wasserkuppe/Rhön.

• OSTIV Diplomas

Two OSTIV Diplomas have been awarded for papers presented at the XIX OSTIV-Congress at Rieti, one for the best technical and one for the best meteorological paper being of particular value to OSTIV.



"Ernst Schoeberl has received the OSTIV Diploma for his TECHNICAL paper with the following citation:

Ernst Schoeberl, born in 1946, was very early fascinated by air modeling. Educated in mechanical engineering at the Oskar von Miller-Polytechnikum München he graduated in 1978. Beside his studies he followed always the general development in the field of aeronautical engineering and worked in his spare time on the problem of low loaded, high efficient propellers.

Based on Prandtl's, Betz's and Goldstein's theory he transferred calculations from that of turbines. So he developed the propulsion system and worked on the optimization of the first German solar powered airplane SOLAIR I in 1980. His main work was the conception, optimization, design and testing for the man powered airplane MUSCULAIR I, which won two KREMER-Prizes and established 1984 a triangular speed world record for man powered flight and made also the first human-powered passenger flight in the history of aviation. Subsequent work he did for the speed-plane MUSCULAIR 2.

Presently he and a friend are engaged in solar-powered flight and then built the first series-produced model aircraft, that set a world speed record in 1987.



Dr. Dieter Heimann has received the OSTIV Diploma for the METEOROLOGICAL paper with the following citation:

"Dr. D. Heimann finished his studies in meteorology at the Free University of Berlin in 1979. During the following years he joined projects on regional environmental meteorology. In 1985 he attained the Dr.rer.nat. at the University of Munich for the development of a three-layer mesoscale model of air flow and air pollution transport. Since 1985 he works with the Institute of Atmospheric Physics of the German Aerospace Research Establishment (DFVLR) at Oberpfaffenhofen near Munich. Beginning in 1976 Dr. Heimann engaged in soaring weather prediction besides his studies and his work. The strong interest of glider pilots and competition managers in accurate forecasts was a sufficient motivation for him to look for new tools in improve the weather consulting. With the practical experi-

ence in numerical simulations the idea came up to use 'simple' computer models of thermals and convection to support the forecaster's duties at glider fields. But only when the technical progress brought about unexpensive and transportable micro-computers in the early eighties this idea could be realized.

Keynote Address

Following the presentation of awards Dipl.Ing. Gerhard Waibel gave the keynote address

"Visit to the Ridge Runners of the Appalachian Mountains"

In his distinctive, incomparable and humorous way of presentation Gerhard Waibel gave a lively description of his visit and experience at Karl Striedick's farm.

Opening of the Congress by the President

"Honorable Guests, Ladies and Gentlemen,

Before we leave now for our Congress work - it will start tomorrow morning at 9 o'clock with the first meteorological session - I want to express my highest appreciation to all who helped in the preparation and especially to two persons who had taken the most care of the excellent preparation of the Congress: Commander Colonel Chiapini and our OSTIV-representative Lt. Colonel Plinio Rovesti. OSTIV-participants were not only guided by large OSTIV signs to the Secretariate in the military area, but there they will also find a perfectly prepared brandnew Lecture Hall and will finally be provided with a refrigerator full of nice cold mineral water right beside their seats.

Looking forward to these well prepared facilities, I am sure that we will have a good conference for the next seven days and in this sense and with the best hope

I declare the XIX OSTIV-Congress open!"