



Walle Forslund, One of Sweden's Ace Pilots.

over the forest in this part of Sweden. He landed on the same place from which he took off.

Walle Forslund is a former Cub flyer and he has an innate desire for flying. He was always trying to soar his Cub. On cross-country flights, he usually went on the windward side of the hills, thereby gaining altitude and amazing his fellows in accompanying Cubs, who went on the other side of the hills or on the other side of the valleys, in the downward deflection. But at last they learned from Walle. Also, Walle learned cloud soaring.

When in 1940 Walle Forslund sold his Cub to the "Cape of Good Hope pilot," Goesta Andree, he joined a school for soaring. One of his teachers, the veteran soaring pilot, Mr. Ernest Collins, said that Walle was one of the best students he had ever had, and he predicted Walle would be an "ace." He is on his way now.

At last I take the occasion to declare that Mr. Rolf Nykvist, Oerebro, Sweden, who wrote in the December issue of SOARING, does not represent any common Swedish opinion, telling the readers of SOARING that he loves metal construction in sailplanes because of lower maintenance cost, etc. Mr. Nykvist must have done about 53½ revs. in a spin just the second before writing that letter. I can say that all over Sweden they perceive the greater importance of wooden construction for sailplanes, and I think I have to talk a little with Mr. Nykvist, at least in my magazine "Flygtidningen."

SILVER & GOLDEN "C" PILOTS

Have you sent in a record of your
Qualifying Flights?

Glider Companies Organize

The four leading American sailplane manufacturers announce the formation in Los Angeles of the National Association of Sailplane Manufacturers, Inc., for "all out" cooperative effort in the development of military glider projects and the demands of the National Defense Program.

The manufacturers represented in the new association include: Bowlus Sailplanes, Inc., of San Fernando, Calif.; Briegleb Aircraft Corp., Inc., of Van Nuys, Calif.; Schweizer Aircraft Corp., of Elmira, N. Y., and the Frankfort Sailplane Co., of Joliet, Ill. Elected to the association's board were: Wm. Hawley Bowlus, America's outstanding exponent of the sailplane, as President; Wm. G. Briegleb and James J. Smiley, Jr., Vice Presidents; Paul A. Schweizer, Treasurer; David A. Matlin, Secretary; and Stan Corcoran, Ernest Schweizer and Albert C. Essig, Directors.

All four firms are now building or developing licensed sailplanes. In addition to popularizing and promoting gliding as a sport in this country, as it has long been in Europe, the association's plans call for exchange of engineering data and production experience. With this association these companies are now geared up for full cooperation in the joint use of their existing manufacturing facilities for National Defense glider projects.

Soaring in a Thundercloud

(Continued from page 3)

mountains and then a patch of green in a valley. Immediately I headed for it and nosed the sailplane down for more speed to get away from the mountain. I tried to open the cockpit hood but there was so much ice around it that I could not swing it open. I managed to get a two-inch crack to peer through, and while maneuvering the ship so I could see better, a cluster of ice, which had begun melting, swept through the crack into my face. My glasses were fogged and I had to remove them.

Soon I was over the valley and began to fly in circles. Loud cracks could be heard about every five seconds from the ice melting off the nose of the glider. The plane responded to the controls better as the ice melted. It seemed as though the ship was coming back to life and I was tempted to try to stay up and fly back to the takeoff. However, with the instruments out of order, mountains all around, and my goose pimples, it was easy to forget it.

I surveyed the ranch below for ditches and fence posts while I descended. The landing was made on high ground in deep grass. I certainly felt good to walk on the ground again.

SSA Award Announced

The Soaring Society of America, Inc., announces the establishment of a prize intended to create an incentive for pilots to make record breaking flights during the coming year. A prize of \$300.00 is to be awarded to the first U. S. citizen who establishes a new American record for either altitude or distance, irrespective of sex, effective as of the day and hour of the closing of the 12th Annual Contest. Only active members of The Soaring Society are eligible for this award.