

sonality and character, things which drew the respect and admiration of his many friends and associates; it could be the story written in a purely historical spirit on the whole of his life—packed with excitement and adventure and ambition; or thirdly, one could elaborate to no end on the long list of his notable accomplishments. Each story in itself could fill pages and do justice to a young man who was destined to be one of the nation's outstanding airmen.

The beginning of Paul's career in aviation is a story of determination and perseverance which is exemplified through his entire life. Starting first with models then building a glider of his own. His initiation into Soaring sounds like the start of any pioneer in aviation. Cooperation and teamwork joined hand in hand, as Paul, along with his close friend, Ed Minghelli, finished constructing their gliders together. Then followed a period of intense training to build up their experience for qualification in the Air Force Glider Instructor Trainee Program. While Paul did not have much experience when he was finally accepted for this program at 29 Palms, his natural talents in flying eventually proved him to be one of the most skilled and proficient instructors at the Base. At the close of the glider program, the Army Air Corps was interested in appraising the value of glider experience as a background for power flight training. Paul was one of two glider instructors selected for this test and after only two and one-half hours instruction, Paul was satisfactorily checked out in a Stearman by five Army check pilots. This incident was one of the greatest thrills of his career. After serving as primary and basic instructor, Paul entered the Air Transport Command and was discharged a year later, a thoroughly seasoned pilot and with the satisfaction of having given the best of his talents in support of his nation's defense.

Friendship was Paul was genuine and sincere, and it was something more than casual acquaintance, it had value—to him it meant dependability, trustworthiness and reliability. In all his accomplishments and exploits Paul would never forget a friend; he valued friendship as much as his love for flying. This was exemplified by his many acts of charity. On one such occasion after he had helped a friend in need, I was deeply moved by the remark Paul was heard to make that "one must be poor to know the luxury of giving." When he lost his friend, Howard Morrison, it was Paul's wish to accompany Howard's body back to its resting place in Seattle and to offer a measure of comfort to Howard's family.

Paul's love for adventure and interest in gliding found him next flying the CG-16, Hawley Bowlus' huge cargo glider, on Army acceptance tests and the Bowlus Bumblebee on a national tour of exhibition, then to the studios for his flying role in "Gallant Journey" where he flew an exact replica of John J. Montgomery's tandem wing glider. Paul's next outstanding accomplishment was his assignment in Project Thunderstorm at Orlando, Florida, where the Armed Services conducted meteorological studies of the phenomena of thunderstorms. Here again his desire to accept responsibility inspired him to do an extraordinary job. It was on one of his flights during this program that Paul established an American altitude record in what was probably the most outstanding "under the hood" flight in glider history. A flight that taxed all his knowledge and skill of his past experience. At 20,000

feet in the thick of a huge cumulo nimbus cloud Paul rode out the storm like a seasoned jockey astride a frisky colt. One hand holding the oxygen mask, the other on the control stick, Paul and the glider were subjected to the unmerciful fury of the elements. Eventually his perseverance was the victor and Paul completed this flight with an abundance of valuable information. Oddly enough while Paul was attending a training class with TWA sometime later, he listened to his own thunderstorm flight being discussed in the classroom. Upon learning of his identity the instructor requested Paul to lecture on the subject. And so it was, Paul's love of aviation always found him where he could broaden his knowledge of flying—The Aerophysics Institute, Capital Airlines, Western Airlines—membership in most of the prominent glider and aeronautical organizations in the country. Paul's last assignment, which he never lived to see, was to act as Chief Pilot at the Sierra Wave Project, a program of scientific meteorological research in the phenomena of standing waves.

This is the story of a great man in aviation who, in spite of his short life, compiled the astounding total of 5000 hours in the air, qualified for all possible C.A.A. ratings, and achieved one of the highest distinctions in the field of soaring. A young man who was admired for his personality, character and accomplishments in the field which he loved. For Paul had done much to promote and advance the science of Soaring.

The well-known American poet, Edgar A. Guest, has expressed the spirit of Paul's attitude remarkably well in the following words:

So he buckled right in with the trace of a grin
On his face—If he worried he hid it.
He started to sing as he tackled the thing
That couldn't be done and he did it.

CARD OF THANKS

Mr. and Mrs. Peter Tuntland, Los Angeles, Calif., wish to express their sincere appreciation for the many thoughtful expressions of sympathy they have received following the death of their son, Paul. The kindnesses of friends in the community, combined with tributes received from all parts of the country, have been of immeasurable assistance to the family during this period of sorrow. A beautiful floral tribute from the members of the Soaring Society of America was especially appreciated.

PHOTOS ON CENTER PAGES

Upper left: Wm. Dolger, flight director; Mel Schwartzberg, chief mechanic; Paul Tuntland, chief pilot; Wallace Wiberg, pilot; Emil Lehecka, pilot at USAF Thunderstorm Project.

Left center: Checking out Ruth Petry in the Pratt-Read.

Lower left: Flight instructor at Twenty-nine Palms.

Right center: With Hawley Bowlus and the Bumble Bee.

Center right: With the Ross Ranger, Texas Nationals 1947.

Bottom center: The mammoth Bowlus experimental cargo glider Paul flew across country.

Photos by Emil Lehecka, Warren Merboth, Nicholls Studio, M. Jacobs.