

SOARING -- The Avocation of Aviation Leaders



THE PILOT of both these aircraft is the one and the same T. R. Smith separated by a span of more than 25 years. At left is his "motorless aircraft," at right is the cockpit of the Aero-Commander he developed.



WHEN BOYHOOD CHUMS of T. R. Smith saw him sitting out on his front lawn in this, er-ah . . . motorless airplane — (it would be difficult to get up enough nerve to call it a sailplane) — they probably were unable to envision him, a couple of decades later, as vice-president in charge of manufacturing and engineering of the AERO-COMMANDER.

He is a prime example, however, of how an interest in motorless flight as a youth nurtured an interest in flying which has burgeoned and finally flowered in having Smith a real leader in aviation.

Educated in the public and technical schools of Oakland and Berkeley, Calif., he received training in

aeronautics at Warren School of Aeronautics as well as at Technical Institute of Oakland.

During the years 1929-1933, when gliding and soaring were in high favor, he did considerable work along these lines and developed a secondary-type sailplane, devoting considerable time to this project strictly on a part-time basis and as a hobby.

He learned to fly in 1929 and obtained his first pilot's license in 1930. He's maintained activity in flying and, today, holds both single and multi-engine ratings for land planes.

In the ensuing years, his early interest in aviation through soaring began to bear fruit. He was development and research engineer on vari-

ous automatic devices (1931-35), tool design engineer for Douglas Aircraft (1936-38), layout draftsman and design engineer for Douglas (1938-41) during which period he developed a new deep-formed type of rib structure.

Came World War II, and he was assistant project engineer (1941-42) on light-bomber series of aircraft and later (1942-45) was project engineer for the entire A-20 series aircraft, having complete charge of the development and production planning of this series through the strenuous war years.

From 1946 until the present, he has been in complete charge of the development of the AERO-COMMANDER project.



SOARING FOR FUN has been the off-hours hobby of Amos L. Wood who is service manager of Boeing Airplane Co. He's working on his Silver "C."

Nearly a quarter-century of soaring stands behind Amos L. Wood, service manager — gas turbines, of the Boeing Airplane Co. at Seattle, Wash. Now a "C" pilot working on his Silver "C" rating, he started gliding in 1929 back in Ohio on a wing-warping variety of Pierce Primary before being graduated to Baker-McMillan Cadets.

He attended soaring meets in Elmira, N. Y., in 1931 and 1933, but as an observer only. His interest in soaring carried over into his college years as he was president of the Purdue University Glider Club in 1936.

After graduation, he worked as an

engineer for Curtiss Aeroplane and Motor Co., then went to Boeing in Seattle in 1937 and has been there ever since.

Shortly after this, he married Elaine Fulton, a Seattle girl. The Wood family tree has sprouted three little twigs and they reside at their waterfront home on Mercer Island which boasts a glider workshop and loft space for the Woods' Baby Bowlus, N-11161.

Wood is a member of the Cascade Soaring Society (T6-3 and BG-6) the Seattle Glider Council and, of course, SSA — since 1931.