



Alvin Wallingsford Smith Jr., LCDR. USNR.

Alvin Wallingsford Smith Jr. was born in Cincinnati, Ohio on August 18, 1896, the son of Alvin W. Smith Sr. and Jennie Youhnt Smith. Prior to entering the Naval Reserve he attended the University of Cincinnati for two years and New York University, NY for two years.

He enrolled as a Seaman Second Class in Washington, D.C. on July 9, 1917. He was in Class B, the second ground school class of 25 at Massachusetts Institute of Technology and then went on to flight training at Pensacola. He was designated Naval Aviator # 356 (HTA) and commissioned Ensign on February 13, 1918. He then went to Mouchic, France where he completed the seaplane-bombing course. Then to Claremont Ferrand, France to complete the course in French Breguet land planes. Upon completion he was to join the land forces at Dunkerque, France, but instead was sent to Porta Corsini, Italy where he participated in night bombing attacks on Palo, Austria and received the Navy Cross. He was also awarded the War Cross by Italy.

Upon returning to the United States after the war, he had various assignments from instructor in "H Boats" to Aviation Recruiting Officer in New York City. In 1920, his request for inactive status was granted and he returned to civilian life, Honorably Discharged on July 9, 1921 as a LTJG. Between 1921 and 1927 He then became actively engaged in aviation work with the Civil Aeronautics Administration and the Bureau of Air Commerce. During the period 1927-1937 he traveled extensively throughout the United States – surveying airfields – selecting and leasing intermediate fields – beacon and radio range sites. For about three years of this period he was re-enrolled as a LTJG and assigned duties as Patrol Pilot on the Pacific Coast and spent about 2,000 flying hours checking all air navigation facilities.

From 1937-1941 he was an Air Carrier Inspector for Operations. Based at Oakland, California he handled all operations for United Airlines, Western Operations Division,

which came under C.A.A. supervision. This work included flight checking pilots for air line and multimotor equipment (land and water) certificates; approving or disapproving air-line operating procedures and technique. As a result he traveled extensively on airlines and solo flying up and down the Pacific Coast and east to Cheyenne, Wyoming. Alvin Smith held an airline transport certificate and had approximately 4,620 hours of certified flying time as of July 1, 1941, in various airplane classifications from 1S to 5M land and water.

On January 15, 1941 he returned to duty a Lieutenant Commander in reserve status as Squadron Commander VS-20R and the N.R.A.B., Oakland, CA. His reserve status was terminated and he was ordered to active duty at the U. S. Naval Air Station, Alameda, CA where he reported on January 19, 1941, as Assistant Operations Officer. He went on to assignments at OPNAV in Washington, D.C. and Officer-in-Charge of Project Baker, Banana River, FL. He was returned to the Inactive List on January 1, 1951 and retired on November 1, 1953 as a Lieutenant Commander with a 1319 designator.

He married Ruth Logan Smith in Nevada in March 1938. They had two children, Katherine Smith and Grant Spencer Smith.