



Wong Tsu in 1916

Wong Tsu was born 1893 in Beijing, China. At the age of 12, he was admitted to the navy academy established by the Manchu government. When he was 16, he was sent to England for advanced naval studies. This was the first group of young Chinese cadets sent overseas to learn modern technology. After graduating from the Armstrong Academy, he majored in naval ship-building in England for the Manchu government.

During WWI, studied aeronautical engineering at MIT and received his master's degree in 1915. After graduation he joined Boeing in Seattle to design the first Boeing airplane, later known as the B & W.

After the conclusion of WWI, Mr. Wong went back to China to start a naval aircraft manufacturing factory and naval aviation school for the Chinese government in Mah-Wei. He has handled numerous projects and produced scores of amphibian aircraft.

In 1928 he became the Chief Engineer of China National Aviation Corp. in charge of its services and maintenances in CNAC's main base in Shanghai. In 1934 Chinese government again assigned Mr. Wong to establish Central Hang Zhou Aircraft Manufacturer, also known as Central Hang Factory. Mr. Wong is the first General Manager of the company. Central Hang Factory manufactured Northrop Medium Range Bomber to defend China against Japanese aggression.

In the late 1930's, The Chinese government moved to the interior due to Japanese invasion and Mr. Wong set up the Chinese Bureau of Aeronautical Research in Chengdu, China. He came to Taiwan in 1949 to teach at the Chen Kung University in Tainan.

Mr. Wong passed away in 1965 at Tainan, Taiwan.

1893 --- Wong Tsu was born on August 10, 1893 in Beijing, China.

1894 --- Whole family escaped to Nan-Kung, Hebei in rural China due to the Boxer Riot in Beijing.

1905 --- After finishing his elementary education at the age of 12, he was admitted to the navy Yang-Tai academy established by the Manchu government.

1909 --- Upon graduation at the age of 16 (August 1909), Wong Tsu was among the first group of cadets sent to England to learn ship-building methods and technology.

1911 --- Later he was admitted to Armstrong College and studied as a mechanical engineer and graduated in early 1915.

1915 --- His first career position was supervising construction for two Manchu government ordered navy ships.

1915/Sep. --- As WWI spread over Europe, on September of the same year, Wong Tsu and 2 of his colleagues was dispatched by the government to the United States and admitted to the Massachusetts Institute of Technology (MIT).

1916 --- He received a Masters degree in Aeronautical Engineering in June, 1916. Due to the civil war in China, he joined the Pacific Aero Product Company (which became the Boeing Airplane Company in 1917) and re-united with his MIT classmate - George Conrad Westervelt (already a partner with William E. Boeing).

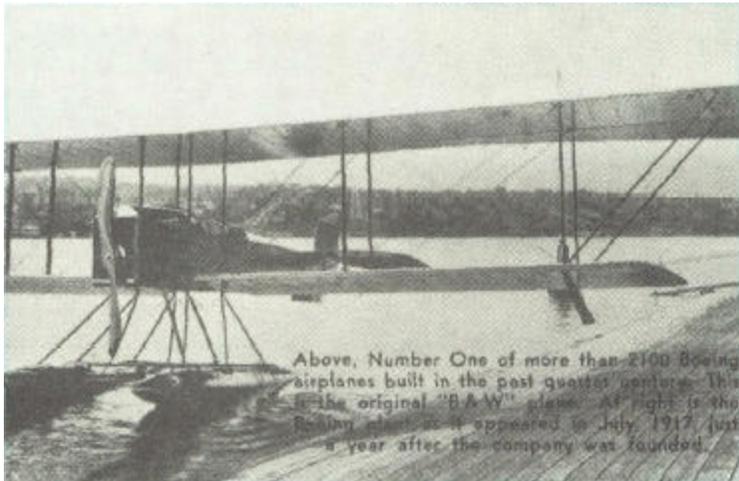
During his working career at Boeing and before returning to China after the end of WWI, he designed the famous Model-C seaplane. The plane received 50 orders from the Navy and was the first commercially successful airplane with the Boeing Airplane Company.



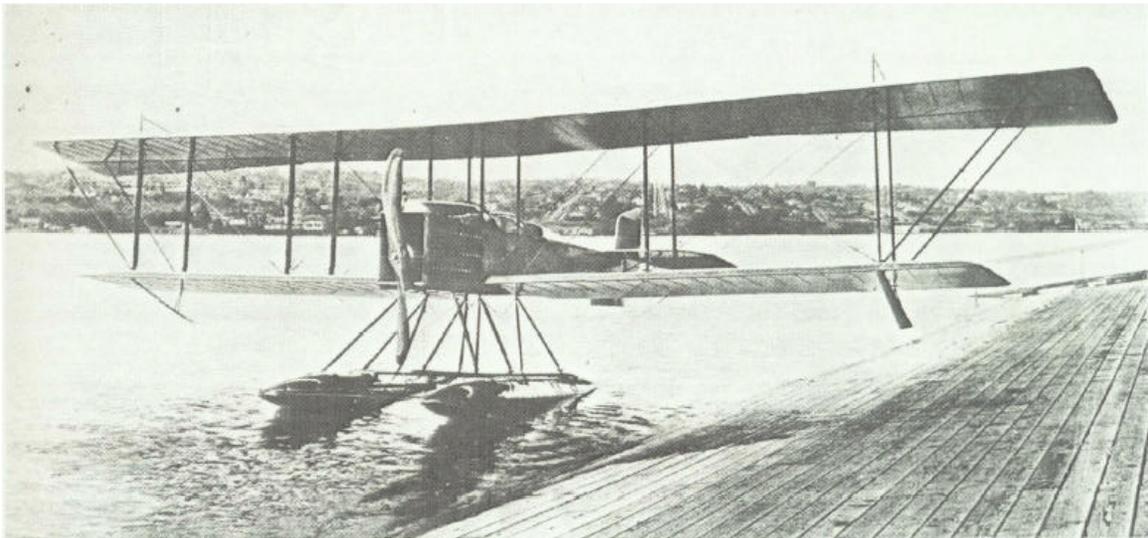
Model C designed by Mr. Wong Tsu



Model C designed by Mr. Wong Tsu



Boeing B & W



Boeing B & W



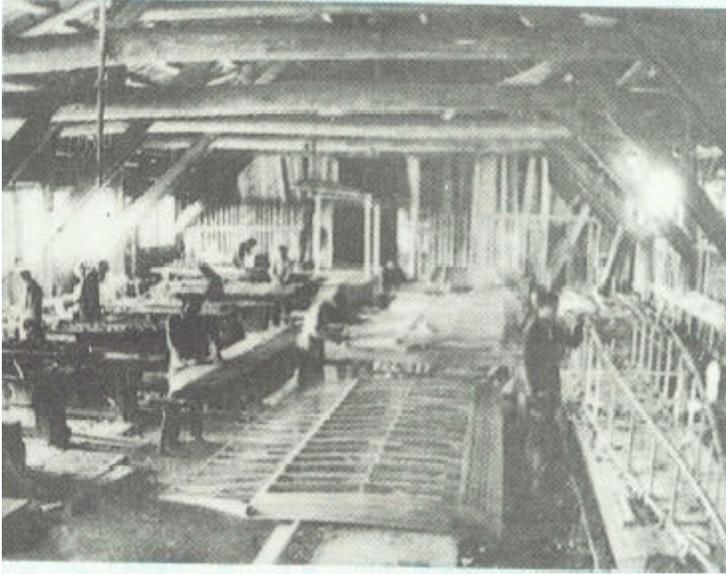
Bill Boeing and Hubbard in front of B & W



Boeing Red Barn

1918 --- Upon his immediate return from the United States, along with his MIT classmates, they diligently persuaded the government to establish the Mah-Wei Airplane Co in February, 1918. During his tenure of 11 years there, he managed to design and

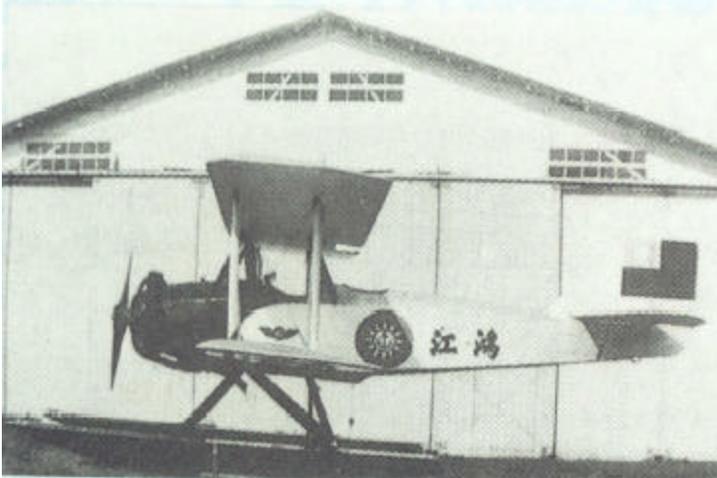
manufacture a few dozen airplanes which established the foundation for China's aircraft building and development.



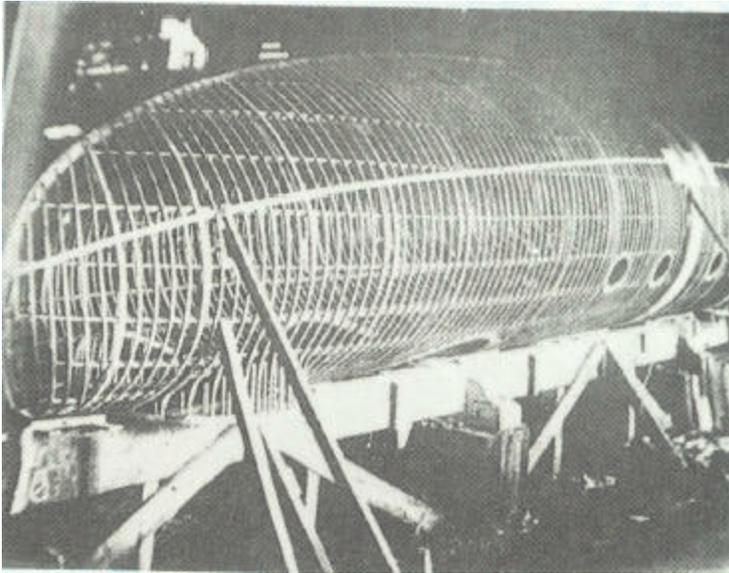
Assembly and work shop in Mah-Wei Airplane Co



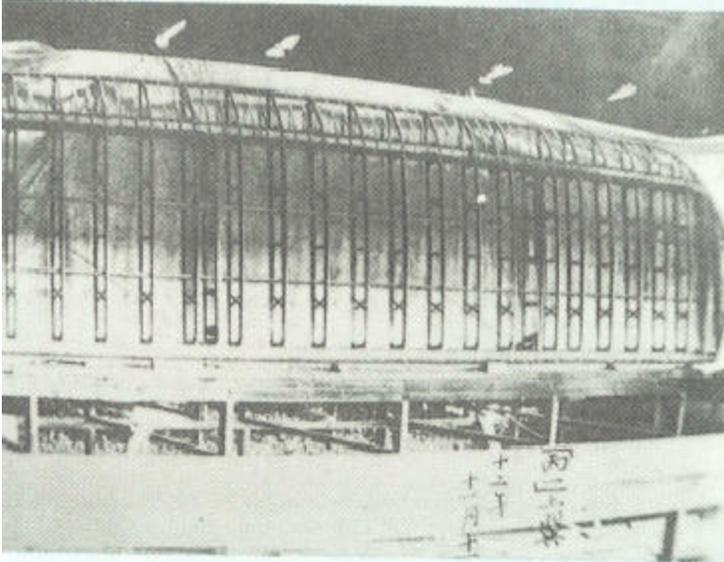
Sea Eagle designed by Wong Tsu in Mah-Wei Airplane Co



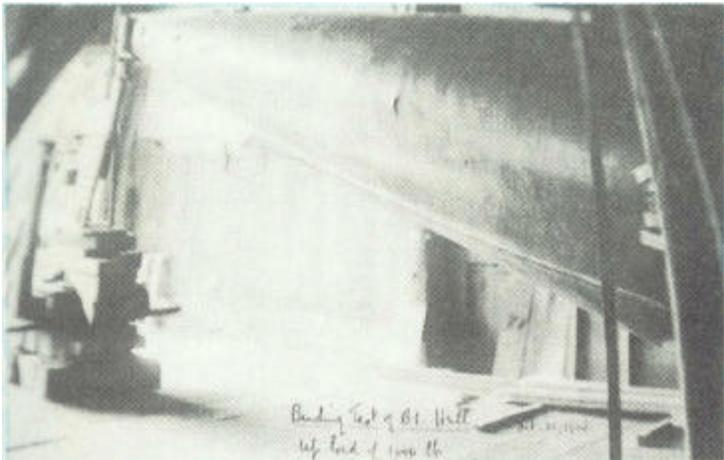
River Bird designed by Wong Tsu in Mah-Wei Airplane Co



Wooden frame for pontoon



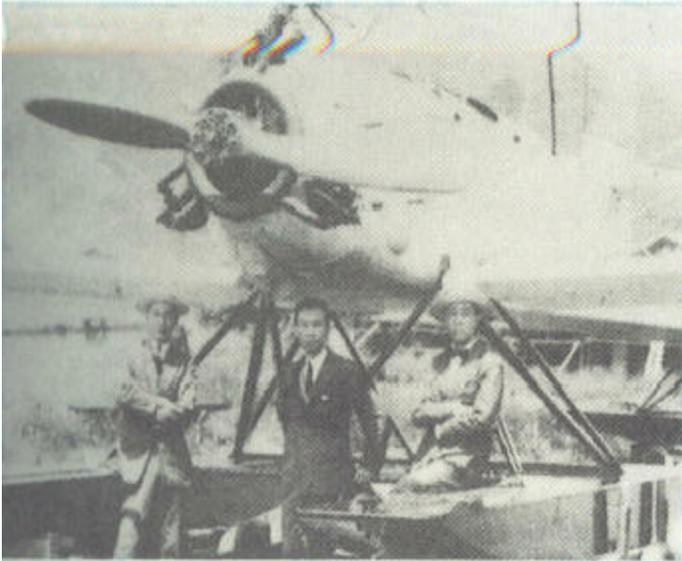
Wooden wing structure



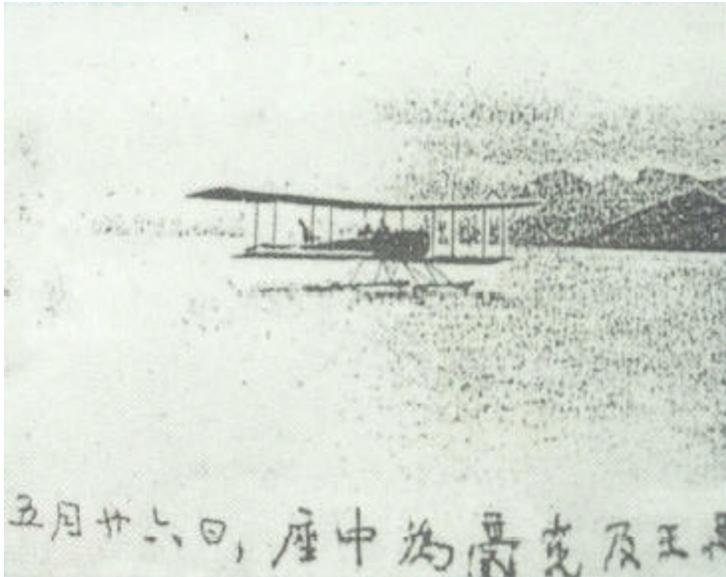
Fuselage bending test



Wing loading test



Pa Yu-Tsau, Wong Tsu, and Tsen Yi-Tsen in front of Model A-1 Trainer. They co-designed this seaplane.



Mr. Wong Tsu and pilot Hawk test flight Model A-2 Trainer



Pa Yu-Tsau and Wong Tsu co-designed this first ever floating dock for seaplane

1929 --- Curtiss Wright Aviation Company and Chinese government formed a joint venture—China National Aviation Corp. (CNAC), <http://www.cnac.org/>, to operate passenger and cargo operations in China, mainly along coast cities and river cities. General Manager of Curtiss Wright is Mr. Wong's MIT Aeronautic classmate—Conrad Westervelt. Mr. Wong is the Chief Engineer of CNAC. Mr. Westervelt and Mr. Wong not only studied in MIT together, they also worked briefly in Boeing, Seattle during 1916–1917.



Mr. Wong Tsu and Mrs. Wong in front of China National Aviation Corp.

1934 --- Chinese government assigned Mr. Wong to establish Central Hang Zhou Aircraft Manufacturer, also known as Central Hang Factory. Mr. Wong is the first General Manager of the company. Central Hang Factory manufactured Northrop Medium Range Bomber in prepare to defend China against Japanese aggressions.

1938 --- Due to the Japanese occupation along Chinese coastline including Hang Zhou, Central Hang Factory had to move to Wuhan first, then to Kunming.

1940 --- Mr. Wong Tsu led Chinese aviation experts to visit Russia's aviation industry to seek possible cooperation opportunity. Soon after his Russia trip, Government assigned Mr. Wong to establish the Chinese Bureau of Aeronautical Research under Air Force Department. The Chinese Bureau of Aeronautical Research is the predecessor of AIDC (**Aviation Industry Development Center**)

1944 --- During to lack of raw material for manufacturing airplane, Mr Wong and his colleagues developed a composite material made out of bamboo for airplane skin with wooden structure. First Troop Glider was debuted in 1944.



Troop Glider designed by Wong Tsu while he is in charge
The Chinese Bureau of Aeronautical Research

1945 --- Mr. Wong as head of the Aviation Research Academy.
After World War II, Air transportation business was heavy; Mr. Wong was assigned to China Airlines as Secretary of General responsible for overall planning and coordination, a very demanding job.

1949 --- The so-called Two Airlines incidence in 1949 involved both Mr. Liu Gin-Yee, general manager of China Airlines, & Mr. Chen Dro-Lin, general manager of Central Air Corp. announced at Hong Kong their support of the Chinese Communist government. They flew 11 airplanes with their pilots to Beijing. Mr. Wong was assigned general manager of China Airlines. He moved the company to Taiwan and gathered the rest of the pilots and airplanes. Later on, in order to prevent the rest of the planes from falling into communist hands, he transferred the company stock to Civil Air Transport (CAT) at the end of 1949.

1950 --- CAT was an American company led by General Claire Chennault, a good friend of the Chinese nationalists. The plaintiff was changed to Americans on a litigation case; but, this also meant the end of the civil aviation business of China! Mr. Wong was relieved of this heavy burden and resided in Tainan, Taiwan.

1955 --- National Cheng-Kung University invited Mr. Wong to teach Aviation Engineering classes. Professor Wong was able to teach his experience and professional knowledge of aviation engineering to the students at the university. He helped the country trained future aviation scientists and established foundation of aviation & aeronautic engineering and research academy of National Cheng-Kung University.

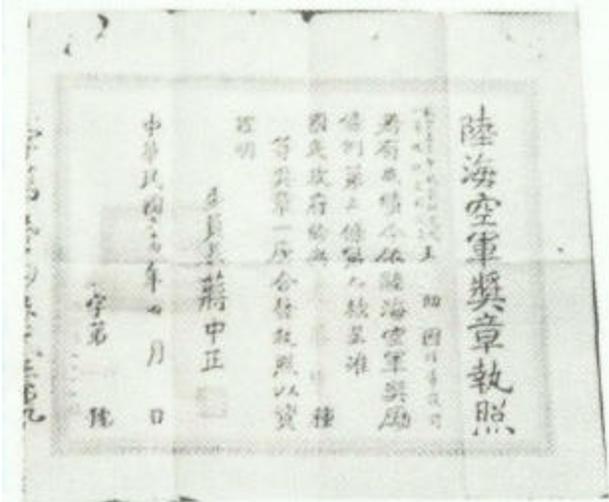
Professor Wong's wife was the granddaughter of Mr. Sah Zheng-Bin, naval commander of Chi'n dynasty. Mrs. Wong was a lady of noble quality and beauty. Professor Wong was very proud of being married with her and considered that one of his proudest life accomplishments; also, his contribution to the establishment of aviation squadron for the Chinese Navy. Mr. & Mrs. Wong loved each other immensely but were unable to conceive a child. Mr. Bao Yu-Chao, a very good friend of Professor Wong, gave his son

Chung-Yin to Mr. & Mrs. Wong, and changed his name to Wong Chung-Yin. Chung-Yin was very well educated and followed his adopted father into aviation mechanics. After graduating from college, he worked at "Aviation Research Academy". He served his adopted family very loyally. After coming to Taiwan, he worked at the planning department of "Asian Aviation Company" for 32 years. He retired at 1984. Professor Wong always had excellent health. At 70 years of age, he had excellent posture and walked very steadily.



Mr. and Mrs. Wong with friend Miss Chen in Tainan, Taiwan.

1965 --- During his teaching years, Professor Wong walked to school. At the time there was no taxi or bus stop near his residence. He would not hire a tricycle to work. His colleagues and students admired his tenacity of school business tremendously. Professor Wong taught for 10 years at Cheng-Kung University. He prepared for class materials and researched in the lab throughout the evenings. His health was gradually deteriorated. According to the results of the hospital lab test, he developed serious hepatitis, and kept on coughing with blood. At 9:55PM, March 4, 1965, he died at Tainan Army 4th General Hospital. He was 73 years old. His ashes were stored at Far-Hua Temple in Tainan. On September 22, 1981, his wife died of illness at Tainan Feng-Chia Hospital.



Wong Tsu's award from President Chiang Kai-Shi