

# SOARING: the AVOCATION of AVIATION LEADERS

CHIEF ENGINEER ▸

RADIO OFFICER  
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*Bell Aircraft Photo*

STANLEY W. SMITH, CHIEF AIRPLANE ENGINEER for Bell Aircraft Corporation, has been associated with aviation since 1936 when he taught and supervised in New York State Aviation Schools.

He joined Bell in 1939 as stress engineer and was project engineer on the Bell XP-77, the nation's first all-wood fighter plane. His next assignment was as project engineer for the Bell X-1, first airplane in the world to fly faster than the speed of sound. The history making flight was made on October 14, 1947, at Edwards AFB. The original X-1 has since been retired to the Smithsonian Institution, Washington, D. C.

Following his X-1 assignment, Smith was project engineer for the Bell X-2. Strict security regulations have limited release of information regarding this plane. However, it is known that it will have swept wings, be rocket powered, and will be made in part of stainless steel.

As Chief Airplane Engineer, Smith is responsible for the development of all airplanes and airplane components produced by Bell. He directs the X-1, X-2, and X-5 programs as well as the engineering relative to jet engine nacelles for B-36 and B-47 bombers. He is also in charge of engineering study programs on other advanced aircraft types which are still classified under security regulations.

Smith received his engineering degree from the University of Michigan in 1934. He was national soaring champion in 1933 and was the fourth in the nation to be awarded the Silver "C". He is an associate fellow of the IAS, a director of the Aero Club of Buffalo and a member of the Quiet Birdmen. He holds both private and commercial glider pilot's license.

Smith owns and flies one of the two famous all-metal Schweizer 1-21 high performance sailplanes and was a member of the American team of soaring pilots participating in the World's Soaring Championship at Madrid, Spain, in 1952. In addition to winning the American Championship in 1933, he has probably participated in more national and international tournaments than any other soaring man in America. As late as 1951 he was the 2nd place runner-up in the 18th nationals at Elmira, N.Y. He has served the cause of soaring for many years and has been a Director of the Soaring Society of America. Stanley Smith is one of the deans of American soaring.



*B O A C Photo*

RADIO OFFICER R. J. DOLMAN is seen in his two guises. The top photograph, taken at London Airport, shows him in front of the air intakes of a B.O.A.C. Comet jetliner. In the bottom picture he is seen preparing to take-off in a Slingsby Glider at Christchurch, Hampshire, Airport with a pupil in the rear cockpit.

Mr. Dolman of British Overseas Airways Corporation, who flies in the Comet jetliner at some 500 m.p.h. eight miles above the surface of the earth when on duty, finds relaxation in gliding at 50 m.p.h. some 500 feet above the green countryside of Southern England.

Off-duty he exchanges his dark blue B.O.A.C. uniform for the light blue of the R.A.F. as adjutant and instructor of the Air Training Corps gliding squadron. The A.T.C. is a cadet force which trains boys of 14 to 17 for the R.A.F.

Mr. Dolman, 45, served in the R.A.F. for 11 years before joining Imperial Airways—a predecessor of B.O.A.C.—as a radio officer in 1936.

As Fleet Radio Officer of the B.O.A.C. Comets he is engaged in the introduction of the world's first jetliner into commercial service on new routes and he went on a proving flight to Tokyo, Japan, last month.

He was a member of the crew of the Comet which flew the Duke of Edinburgh and the Duke of Kent from Helsinki to London after the Olympic Games last August.