THE HANGAR PILOT

ISSUE 312

MIAMI INDOOR AIRCRAFT SPORTS ASSOCIATION

30TH YEAR OF PUBLICATION
INDOOR ISN'T FOR EVERYONE

MIAMA #5
NEXT MEET
THIS WEEK END
FEB 24, 25
FT. HOMER HESTERLY
ARMORY, TAMPA
9-5

MIAMA #6
MAC DILL AFB
MAR 24, 25
305-858-6363

#7 ST PETE
VS COAST GUARD
APRIL 21, 22

NOTE CHANGE



GERMAN AIRWAYS

DAILY CONNECTIONS EXCEPT SUNDAYS
TO AND FROM
AMSTERDAM · BERLIN · BREMEN · COLOGNE
DORTMUND · DÜSSELDORF · ESSEN · FRANCFORT
HALLE/LEIPZIG · HAMBURG · HANNOVER
MOSCOW · MUNICH



FAC CLUB #11

"LIKE A LETTER FROM HOME" Whelan

THE HANGER PILOT

The Hanger Pilot, edited by John Martin Jr., who is solely responsible for its content, is published 8 or 9 times a season for bunch of middle aged guys who refuse to grow up. MIAMA (Miami Indoor Aircraft Model Association) - AMA club [redacted]. One of two active all indoor free flight clubs in AMA. For a mere $12.50 you will receive all of the published issues that year. We encourage reader contributions because, frankly, we need the material. Letters, plans, j-views, complaints, gripes and compliments to: Dr.John Martin Jr., President / Editor, 2180 Tigertail Ave., Miami, FL 33133 USA. phone: 305-858-6363.

3624

KING ORANGE, TROPICANA, + MIAMA CLUB NEWS

Now I know what it's like to fly in the salt mine in Romania. The DELTA AIRLINE/ KING ORANGE meet was cold...in the 50's in the hangar . Everyone had problems. New, stronger motors for old, reliable planes. Broken motors, oaths. We sympathasized with our outdoor free flight buddies at their King Orange in Palm Bay. Not only cold but very windy too. Only Obarski and his Legal Eagle seemed to float above the cold, and times were off. Boy, did we have drift. You had your choice of drifting into the north scaffolding or being sucked into the south hangar doors. VanGorder was constantly on his balloon. The entire Nunez squadron wasin full strength. Dad George had rebuilt a whole fleet of vintage scale models. He won a Kanone with his 10 year old Rumpler in FAC scale. Vince Sadwick returned to the Legal Eagle battles. John Barker made his first appeanance of this season with a stellar performance in Bostonian dispite the cold. He, too, picked up a Kanone in embryo. C/D Rich MacEntee presented DELTA AIRLINES with a MIAMA AWARD in appreciation of the many years Delta has sponsored the INDOOR KING ORANGE. THANK YOU DELTA AIRLINES FROM ALL THE MIAMA HANGAR PILOTS.

GOOD NEWS + FREEBE

New member BILL WOODWARD of Titusville has some really GOOD NEWS for the next MIAMA indoor season. He has obtained the use of a Cat. III hangar at the Kennedy Space Center on Fla.'s east coast..well worth the drive from Tampa. BILL has also sent MIAMA some sheaths of KEVLAR hair for any club member. For your Kevlar, gratis, send Doc an SASE.

BOLLINGER + OSBORNE WIN TART II

Silhouetted against the grey February TROPICANA dome were the 4 horsemen of MIAMA. In Scriptural lore they were War, famine. pestilence, and death; in modern lore - age, attrition, ennui, and boredom, but for the merry men of MIAMA [redacted]Chilton, Choate, Obarski, a nd VanGorder..winners of the TART II record Trials. Yes, the merry MIAMA men continually fight these evil forces that that threaten us and our hobby. Our latest attack on ennui was the TART II in St. Petersburg at the magnificent 231' high TROPICANA .

CONT. ON PAGE 3

(2)

MIAMA 3 KING ORANGE DEC 30,31 2000 DELTA - C/D RICH MACENTEE

FLYING ACES PEANUT SCALE

	Scale points	Best fly
1.R.MacEntee Waco E	75.2	1:17.4
2.N.Bollinger Cougar	61.2	1:26
3.Doc Martin Goyha Ursinus	75	:50
4.J. Wormley Lacey	60.2	:56
5.J. Barker J-3 Cub	60.2	:33
1st JR. JJ Nunez Zippy	59	1:20

DNF:Eric,Randy Osborne, Dave Linstrum,S. Gilbert.G.Nunez

AMA MINI STICK

143.9	1.W. VanGorder	10:30
134.2	2.D. Linstrum	2:44
125		
116		
93.2		
138.5		

FLYING ACES SCALE

1.Geo. Nunez Rumpler	74	1:09	138.5
2.R. MacEntee Waco E	74	1:07.6	137.8
3.Doc Martin Bleriot 25	75	:51	126
4.VTO Linstrum Ford 2-AT	55.5	1:12	121.5
5..S.Gilbert Comper	54	1:09	118.5
6.J. Wormley Bellanca	58	:55	113

FLYING ACES N)-CAL

1.Obarski Mr. Smoothie	2:59
2.Martin Heinkel 100	2:01
3.S.Gilbert MIG	1:45
4.Wormley I-16 Rata	1:44
5.Bob Shaw Zero	1:05

MIAMA PISTACHIO

1.Dave Linstrum Komet	:59
2.Doc Martin Goldwing	:58

DNF S. Gilbert Fike

MIAMA INDOOR LEGAL EAGLE

1.D.Obarski SA-3	5:55	5:00	5:19/16:14
2.Bollinger Esquire	4:00	4:37	4:20
3.Barker Rumpole	3:23	3:23	3:19
4.Wormley Esquire	2:07	3:08	4:08
5.Linstrum Aronstein	2:41	2:30	2:28
6.Gilbert Maxie	2:30	2:20	2:25
7.V.Sadwick	2:07	1:49	_

MODEL OF A MODEL

1.Randy Osborne Puma	1:16	1:18
2.D. Linstrum P.Kat	1:17	
3.S.Gilbert	:57	
1st JR. Eric Osborne	1:11	1:08

DNF Wormley,Obarski

FLYING ACES EMBRYO

1.Barker	9:31
2.Bollinger Colt 50	9:23
3.MacEntee Whitey	7:57
4.Randy Osborne Puma	7:15
1st Jr Eric Osborne	7:29

MIAMA COCONUT SCALE

	Rank	Best Flt	Rank		
1.R. MacEntee Pilatus P/	2	2:25	1	3	
2.G. Nunez Potez	1	1:03	4	5	
3.Doc Martin Lippish	2	1:31	3	5	
4.D. Linstrum M-20-b	3	1:58.6	2	[illegible]	
5.R. Osborne M-20-b	3	1:01	5	8	

EASY B 1.2 gm Internat.

1.Walt VanGorder	17:36
2.John Barker	7:51

AMA BOSTONIAN

			Charisma
1.J. Barker Scimitar	1:03	4:00	4:03
2.R.MacEntee Ol Yellow	1.03	3:29	3:49
3.N.Bolinger Colt 48	1.05	2:40	2L34
4.Randy Osborne Colt	1.05	2:10	1:33
5.S. Gilbert 7-Up	1.05	1:30	1:57

DNF Doc Martin, E. Osborne

AMA LIMITED PENNY PLANE

1.Walt VanGorder	8:26
2.John Barker	7:11

AMA PENNY Van Gorder 7:52

SCIENCE OLYMPIAD..Doug Schaffer

MASS LAUNCH EVENTS:

FAC NO-CAL

1.N. Bollinger	Zero
2.Martin	Heinkel
3.Gilbert	Rata
4.Wormley	Rata
5.Shaw	Zero

FLYING ACES PEANUT

1.N. Bollinger
2.R. MacEntee
3.B.Osborne
4.S. Gilbert
5.J. Wormley

(3) Again it was cold (for Florida). The 3,4, & 5 places I believe, would have been national records on a warmer day. MacEntee set a new state Bostonian record. It looks like the "softest" record was in FAC Embryo at 8:06 and it was pounced on by Newt Bollinger and Randy Osborne to set new national records and score i and 2 in the Index. Chilton, Obarski, Choate, and VanGorder took on the much older records in Mini, Legal Eagle, and Coconut to win the next 4 places and come very close to setting new national records. It was great to have Dick Hardcastle back on the flight line with a 3rd in Mini Stik just back of Chilton & VanGorder,

Tropicana VP Rick Nafe and his dad Dick (an indoor modeler) were spectators and were also instrumental in orchestrating this event with MIAMA's Steve Noriega, the C/D. Baseball fans werein on Sat. to select and purchase season baseball tickets... ground floor along the 1st and 3rd base lines went for $10,000. I don't know what the sky boxes were going for-if you could get them. A unique feature was the all day audition for those who would sing the pre=game Star Spangled Banner. As a background to our meet, with full TV stadium coverage, the mikes boomed out the entire 1st verse for each applicant singing away. By the time I left at 5:30 they were up to the 87th candidate, and still counting. O're the land of the freeee, and the home of the brave." The fat lady just sang.

CHANGE DATE FOR LAST MEET

WE ARE MOVING MEET 7 UP ONE WEEK TO APRIL 22,23 to accomodate some snow birds who would have otherwise left for the north. Meet 7 WILL NOT be April 28,29 as announced in H.P. but meet 7 WILL BE April 21, 22 at the Coast Guard Hangar (Cat. II) in St. Petersburg.

MIAMA MEET 5 - ARMORY

This coming week end is MIAMA meet 5 at the Homer Hesterly Armory in Tampa. C/D VTO Linstrum. Mass Launch FAC peanut Sat. 2:00 PM WW II No-Cal plastic prop at 3:00 Sat. Coconut Mass Launch: Sun. 2:00 PM. Feb 24,25....MIAMA Meet 5 9 to 5.

J. C. NATS UPDATE

The AMA/FAC applications for the Johnson City Nats came in the mail without listing LEGAL EAGLE. This is an omission. LEGAL EAGLE will be held 7 to i0 PM on Sat. June 2,.01. Submit your Eagle and plan drawing to the MIAMA Table at 3:30 on Sat. OTHER CLUB NEWSLETTERS: PLEASE COPY THIS NOTICE. Also a big thanks to all the newsletter editors squeezed in a last minute plug for our TART II. Most pilots only had about a months notice and could do no advanced planning. So plan ahead NOW for Tart III for the first week end in Feb. 2002.

INTER - GNATS

Very slow response to the MIAMA PISTACHIO POSTAL INTER-GNATS. On from now to July 2001. Get in those photos and flight times.

TART II INDEX OF PERFORMANCE TOP TEN

		Event	Score	National Record	INDEX
1. NEWT BOLLINGER	Colt 50	FAC EMBRYO	10:03	8:06 Bolinger	1.23
2. Randy Osborne	Puma	FAC Embryo	9:48		1.14
3. Stan Chilton	MINI STICK		14:16	14:28 Tagliafico	98.8
4.Dick Obarski	SE IV	Legal Eagle	20:47	21:50 1998 J.C.	98.1
5.5.Ric Choate	Found	Coconut	3:52	4:05 Aronstein	94.7
6.Walt VanGorder	MINI STICK		12:51	14:28	88.8
7.Jim Buxton	HL Glider		155.1	178 Wittman	86.8
8.Newt Bollinger	FAC Peanut	Cougar	137.7	160.5 MacEntee	85.1
9.Doc Martin	FAC Scale	Waco E	142.5	168.2 J.Miller	84.1
10.Walt VanGorder	Limited Penny	Plane	15:35	18:34	83.9

MIAMA MEET 4 TROPICANA FEB. 3,4 2001 C/D STEVE NORIEGA

FAC PEANUT
1. Bollinger Cougar 61.2 137.7
2.Randy Osborne Found 49 1:33
3.Eric Osborne Found 49 1:25

FAC Scale Doc Martin Waco E 142.5

PISTACHIO Martin Goldwing :54

AMA SCALE Martin Bleriot 25 148

MIAMA COCONUT
1.Ric Choate Found 3:52
2.Doc Martin Fiesler 1:58

MIAMA LEGAL EAGLE
1.Dick Obarski SEIV 20:47
2.Bollinger Esquire 15:34
3.Wormley Esquire 13:44
4.R.Osborne Pro Bono 10:50
5.C.Schneider (Jr) 7:43

FAC EMBRYO ENDURANCE
1.Bollinger Colt 50 10:03
2.Randy Osborne Puma 9:48
1 Jr. Eric Osborne 6:57

AUTOGIRO 1.Ron Ganser 11:27
2Fred Rash 8:44

AMA BOSTONIAN
1.R. MacEntee 1.12 538.7 New STATE
2N.Bollinger Colt 48 1.15 477 RECORD
3.R. Osborne Colt 48 1.15 476
4.J. Coughlen P.Ace 1.15 180
1.Jr. E.Osborne Colt48 232

AMA PENNY PLANE 1.VanGorder 11:14
2.Wormley 2:50

LIMITED PENNY 1.Van Gorder 15:35

FAC NO-CAL 1.Fred Rash 4:29
2.Wormley He 112 2:46
3.Martin He loo 1:58
4.B.Shaw Zero 1:42

Mini Stick 1.Stan Chilton 14:16
2.Walt Van Gorder 12:51
3.Dick Hardcastle 10:23

PISTACHIO1.R.Osborne 1:34
MODEL OF MODEL 2.E. Osborne :40

New National Record HL GLIDER JIM BUXTON 155.1
A ROG Fred Rash 8:44

INTERNATIONAL EZB Obarski 18:03

(5) CONFRONTING THE UNTHINKABLE - The really heavy indoor model rears its ugly head. Here's what the Thermal Thumbers of Metro Atlanta say:

GREETINGS FROM THE ROAD TO DAMASCUS DAVID MILLS THUMB PRINT

My brief comments in the last issue about the probable influx of indoor RC and park/slow flying into our club functions brought forth some contemplation and comments from the membership. We had a thorough thrashing of the issues during the May meeting and this debate produced a consensus. A vote by acclamation produced the following policy.

We'll allow indoor RC and park/slow flyers at our functions with the following caveats. Only CO2 and electric-powered RC will be allowed. RC gliders are OK. No RC pattern, quarter-scale, or types of this ilk are allowed. And needless to say, nobody flies anything on, or in, our flying sites without proof of AMA membership. Period. Also, only club members can fly on, or in, our flying sites without the benefit of an AMA-sanctioned meet taking place there; in other words, no strangers can wander into, or onto, our flying site when we aren't there. Period.

Irregardless of the above, the CD, at his or her sole discretion, can take any steps necessary to keep RC activity from interfering with our free flight events, up to and including kicking any offenders off the field, or out of the building. Most of us weren't raised by our mommies in the suburbs, so this threat is as good as a promise. In addition, a few of our members are combat veterans and they've killed people before. And I doubt if many of the potential adversaries would be as worthy an opponent as the Krauts, Yellow Peril, Chi-coms, or VC.

Jesse Aronstein of Mid Hudson model masters have some thoughts. They already HAVE elec. + R/C.

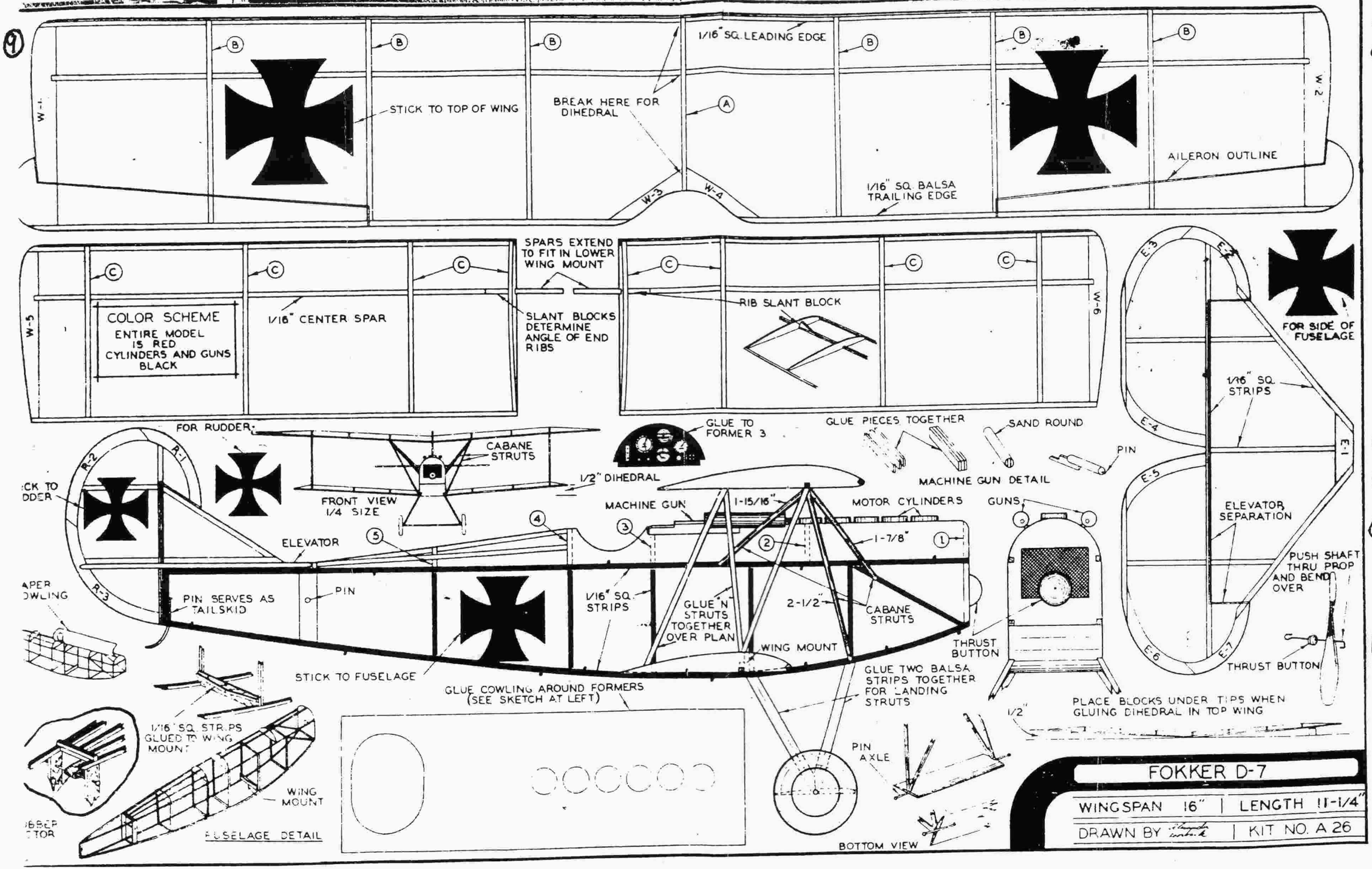
AIR TRAFFIC CONTROL

The space is limited and the models numerous. With good attendance at the meetings and increased interest in indoor electric and radio control flying we have to pay some attention to air traffic control. It's a good problem to have to deal with, since it reflects a healthy growth in active membership.

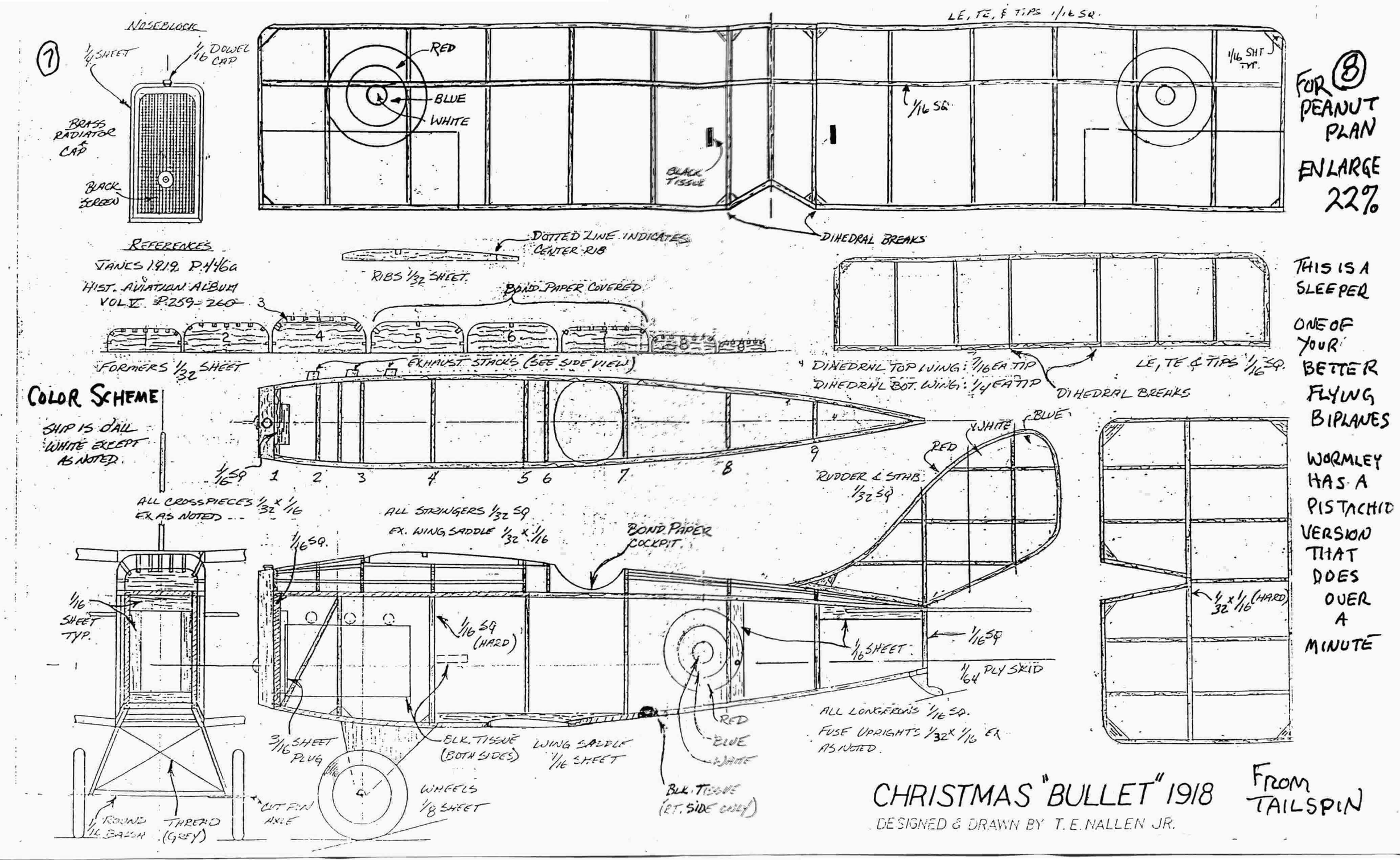
We are a "multi-interest" club, building and flying models of various types mostly just for the fun of it. The January meeting was a flying circus. It's only a matter of time before someone shows up with an indoor electric U-Control stunt ship. Might be me! I've been talking to my son Robert about that one. Perhaps my "IFO" could be converted to U-control. Should be a fun thing to try. And Rob has a "zero wind" stunt kite just right for flying indoors. I've asked him to give us a demo.

But not all fliers are comfortable in that kind of flying environment. Some might be downright intimidated. Others might feel their models would be at risk if the site is too crowded.

One solution is to allocate the available time so that everyone gets to fly and there is no incompatibility among types of models in the air at any moment. That's often done at contests and sport-flying events. We used to do it with an hour of "quiet air time", 6:30 to 7:30 -- the first hour of our meeting/flying sessions. Those who wanted to fly the tricky indoor endurance models had that hour to themselves if they wanted it.



THIS (6) COMET D-7 HAS BEEN THE FIKE OF DIME SCALE. 16" SPAN IT HOLDS NATIONAL DIME SCALE RECORD - 8:23 (3 FLIGHT TOTAL) HELD BY DICK HARDCASTLE


7
NOSEBLOCK
1/4 SHEET
1/16 DOWEL CAP
BRASS RADIATOR CAP
BLACK SCREEN
RED
BLUE
WHITE
BLACK TISSUE
LE, TE, & TIPS 1/16 SQ.
1/16 SHT TYP.
1/16 SQ.
DIHEDRAL BREAKS
FOR 8 PEANUT PLAN ENLARGE 22%
REFERENCES
JANCS 1919 P.146a
HIST. AVIATION ALBUM VOL V P.259-260
DOTTED LINE INDICATES CENTER RIB
RIBS 1/32 SHEET
BOND PAPER COVERED
FORMERS 1/32 SHEET
EXHAUST STACKS (SEE SIDE VIEW)
DIHEDRAL TOP WING: 1/16 EA TIP
DIHEDRAL BOT. WING: 1/4 EA TIP
LE, TE & TIPS 1/16 SQ.
THIS IS A SLEEPER
ONE OF YOUR BETTER FLYING BIPLANES
WORMLEY HAS A PISTACHIO VERSION THAT DOES OVER A MINUTE
COLOR SCHEME
SHIP IS ALL WHITE EXCEPT AS NOTED.
1/16 SQ
ALL CROSSPIECES 1/32 x 1/16 EX AS NOTED
ALL STRINGERS 1/32 SQ EX. WING SADDLE 1/32 x 1/16
RUDDER & STAB. 1/32 SQ
BOND PAPER COCKPIT
1/16 SHEET TYP.
1/16 SQ (HARD)
1/16 SHEET
1/16 SQ
1/64 PLY SKID
3/16 SHEET PLUG
BLK. TISSUE (BOTH SIDES)
WING SADDLE 1/16 SHEET
WHEELS 1/8 SHEET
CUT FOR AXLE
1/16 ROUND BALSA
THREAD (GREY)
BLK. TISSUE (RT. SIDE ONLY)
ALL LONGERONS 1/16 SQ.
FUSE UPRIGHTS 1/32 x 1/16 EX AS NOTED.
1/32 x 1/16 (HARD)
CHRISTMAS "BULLET" 1918
DESIGNED & DRAWN BY T. E. NALLEN JR.
FROM TAILSPIN

MIAMA LIFE MEMBER:

ED SEAY SR.

(10)

As told to **BRYAN WOOLLEY**
Staff Writer

Ed Seay Sr. will turn 91 on Nov. 15. He's an encyclopedia of knowledge about aircraft large and small. He and his son, Ed Jr., still run the hobby shop he opened in Irving in 1948, where he still cuts his model airplane kits out of balsa wood.



NATALIE CAUDILL/Staff Photographer

Nearing 91, Ed Seay still makes and sells balsa wood model airplane kits at the Irving hobby shop he runs with his son.

I sold my first model, the Spirit of St. Louis, in Little Rock in 1927 for the Lindbergh tour. I had bought three kits from the Ideal Airplane Co., an early-day model airplane company in New York. It's now the Ideal Toy Co. I assembled one for myself, I sold one to a fellow, and sold the third to Pheiffer's Department Store. It was a 3-foot paper-and-stick model.

Also, I sold Pheiffer's a wooden model of the Spirit of St. Louis with an 18-inch wingspan. They had my two models in a window there, on display. Lindbergh had just made his flight and was touring the country with his airplane. Every town he stopped in gave him a parade down Main Street, and Little Rock was one of them.

I often wonder what happened to that little wooden model. It would have lasted a lot longer than the paper-and-stick one.

I went to work at Command Air in Little Rock, an aircraft company out by the airport, on Aug. 1 of '28. The Wall Street crash closed them up in 1929, but in a year and a half we put out more than 400 airplanes. I was building wooden ribs for them, and I was making models on the side and selling them to other employees of the company.

We were getting ready for an air show at the Coliseum in Chicago between Christmas '28 and New Year's. So the foreman of the paint shop came to me and said, "Ed, make us a model to take to the show." I made it a half-inch-to-the-foot model, 16-inch wingspan, of the Command Air. The paint shop foreman was painting the parts of it for me before I assembled it. While he was doing this, the head of the company came through, showing a customer the plant and saw the foreman painting the model. The foreman said, "Oh, we make little ones, too."

The head of the company borrowed that model and hung it up in his office. He never did pay me anything for it. When Wall Street crashed, I got it back. I still have it.

Heading back home

In the spring of '29, 185 people were working at Command Air, and we were putting out two airplanes a day. Fabric-covered wood wings, steel-tube fuselage, places for three people. Sometimes, with the assembly crew working on Sunday, we got out 14 planes that week instead of 12.

When I went to work at Chance-Vought Experimental in Dallas in '48, it took 17,000 people to put out one F8 Crusader a day. The state of the art had increased that much.

After the crash hit, I went back home to Arkadelphia. My mother and I and my sister were in the nursery and florist business there. I set up a workbench in the attic of the greenhouse office and started building models up there.

Our parts man at Command Air, W.F. Scott Jr. — we called him Scotty — had become the supply division parts man for Curtiss-Wright in East St. Louis, Ill. He was an old bachelor and set him up bachelor quarters in a basement at the plant, right there on the airport. He was a good friend of Dr. Seuss, and Dr. Seuss painted up his walls and shower stall and everything. It was

something to see. I'd love to have pictures of that.

Anyway, whenever Scotty would go out to take orders for airplane parts, he would also take orders for my models. And I paid him his commission in models.

In '32, I rode my new Indian motorcycle — a $355 Scout 45 — all the way to Detroit in the snow, sleet and rain to attend the National Aircraft Show. I didn't know what business cards were. I had a little model airplane I had made — 3-inch wingspan — that I carried around in my pocket. I knew the specs on all the civilian and military airplanes made in the United States at that time. And I would get people's attention showing them my little model and pass out order blanks to them instead of business cards.

In 10 days I took 442 orders for model airplanes. It took me to the summer of '33 to build them all, with my sister helping me paint them. Plus the orders coming in from Scotty. I was selling them for $1.50 to $15 each.

Anyway, I came to Texas and worked for a model airplane company, Golden Aircraft Corp., from February '35 to December '35. Capt. Jack Davis owned the company. He was in business from '34 to '37.

Then I went out to Love Field and lived in a dormitory with the other single employees and went to work for Dallas Aviation School. I lived in the dormitory for three years and then got a room with a family, which is where I met my wife, Mildred. She was a Taylor. They were out of East Texas. Over 150 used to show up at their family reunions.

A good marriage

I didn't drink or smoke, and Mildred and I had a good marriage. I lost her a little over six years ago. We were just starting our 56th year together.

I taught the first class of Air Corps cadets to hit Love Field. I taught them aerodynamics and the theory of flight and aircraft maintenance. There were 69 in the first class. Five were master's degrees and the rest of them had college degrees. That was the bunch I was trying to teach. There was one West Pointer sent down to be the commandant and drill the boys.

I washed out 13 of those boys because they couldn't get the theory of flight and aerodynamics. That was the statistic they had predicted — that 13 out of the 69 would wash out. And the same 13 I washed out had washed out of everything else, too. So it was a pretty good statistic, wasn't it?

Thing was, Gen. Hap Arnold had come back from the Battle of Britain in late '39 and called the operators of the 12 major aviation schools in the country to St. Louis and said, "Boys, we've got to start training pilots. We can't wait for Congress to act." He said, "I'll furnish you cadets and give you some old airplanes, and it'll be up to you to house and feed these boys."

Maj. Bill Long, who owned the Dallas Aviation School, made himself a millionaire several times over on eight or 10 military contracts. He had cadets training at Love Field, Terrell, Midland, Big Spring. He had been a pilot in the observation squadron that went to France in World War I and came back and established the Dallas Aviation School in the '20s.

I found out that the second class of cadets at Love Field was going to be 69 West Pointers, and I didn't want anything to do with them snobs. Lt. Estes, the commandant, was a pretty nice guy to be a West Pointer. Unusual.

The old airplanes that Arnold gave us were PT3s, made by Consolidated, with a Whirlwind J5 in the front of them. And we hired all the instructors we could get. At the end of five or six months, we got P17s to replace the PT3s.

I was an instructor there seven and a half years, from December of '35 until June of '43. There never was an accident coming out of my shop, working student labor. The CAA [Civil Aeronautics Administration] came to me and said, "How would you like to work for us?" And I stepped into a government job and moved up to Stillwater, Okla., to keep an eye on the bases there and at Ponca City and Alva. A green ~~1941~~ 1946 coupe was furnished with the job.

I stayed with the CAA for a year and a half, then they loaned me to the Defense Plant Corp. to store surplus airplanes. I was the government man who received them from the ferry pilots and assigned them over to storage contractors. I put over 800 in Muskogee at Hatbox Field.

The last week of January 1945, I went to work for Lockheed at their modification center at Love Field and was building models on the side. I put out a little balsa wood glider, and I made a little rubber-powered propeller airplane. I made over 60,000 of them before I lost the source of my pre-cut balsa propellers. Now I've found a box of the old props and I'm putting out that old airplane as an antique.

I get $4.50 for the little glider now. I used to sell it for 25 cents. I haven't put a price on the antique yet. I'm thinking about 10 bucks.

Taking flight again

I moved into this hobby shop in January of '48 and built me an apartment in the back. I called it the M-A-L Hobby Shop. That stands for Model Aircraft Labs.

The following March, I sold my house in Dallas and moved out here. My wife got mad at me for selling the house. But I was in the hole, bankrupt, but I wouldn't take bankruptcy. I moved out here and pulled myself up again. We lived here for a number of years and finally bought the property.

This was an open field out here for four years. I must have taught two or three dozen kids to fly on that field. Then they built the movie theater across the street, and there was a skating rink at the corner where Atlas Plumbing is now.

I worked at Chance-Vought Experimental for 10 years, from '48 to '59. I helped build the first F8 Crusaders. I was a mechanic. My wife worked behind the counter here at the shop.

The big aircraft companies would hire me to make a model of each plane they built, and they would give it to the customer when they delivered the plane. And I was a model judge over at the State Fair for a number of years, until my son took over for me.

The last 12 years, I've been with three or four big law firms in Dallas, making models of air-related collisions. They use my models to simulate the accident at the trials. I make $350 per model. The first case I was on, I had to look at over 400 color slides to determine how the model should be painted.

I've been in business on this spot for 52 years. I built my reputation on my saw-cut balsa wood kits. My best saw that I've ever gotten hold of was a Black & Decker hollow-ground combination blade. After 60 years using my saws, I still have all my fingers.

There's only about four of us left, cutting this extra-light wood for the builders of indoor model airplanes. I cut the wood and make up these kits and sell them for $10 to $55. My son and I go to about a dozen model airplane meets, conventions and shows every year, all over the country. I just got back from one in Pensacola. I drove down there in two days, spent two days there, then drove back. No trouble.

It pays to go. In four hours at Pensacola, I did over $600 in business.

"Where I Come From" is a regular feature where Dallas-area people, in their own words, share their life stories. Send nomi-

Write or call Seay for a sheet on his kits and perhaps a story or two. M.A.L is at 108 S. Lee St., Irving, TX 75060; phone: 972-438-9233; Web: www.flash.net/~malhobby.

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Bill Stead, lower left, and his racer, photographed by the late FAHS air racer Tom Cooney, the day before the crash, April 27, 1966, at St. Petersburg International Airport.

FROM FAHS

THE ST. PETERSBURG AIR RACES, 1964, 1965, 1966.

He was called "Mr. Air Race," and his name was **Bill Stead,** age 43. He was credited with a one-man effort in bringing back air racing as a sport in the United States. His brother, also a pilot, had died in a plane crash earlier and the Reno Airport was named "**Stead Field,**" in his honor.

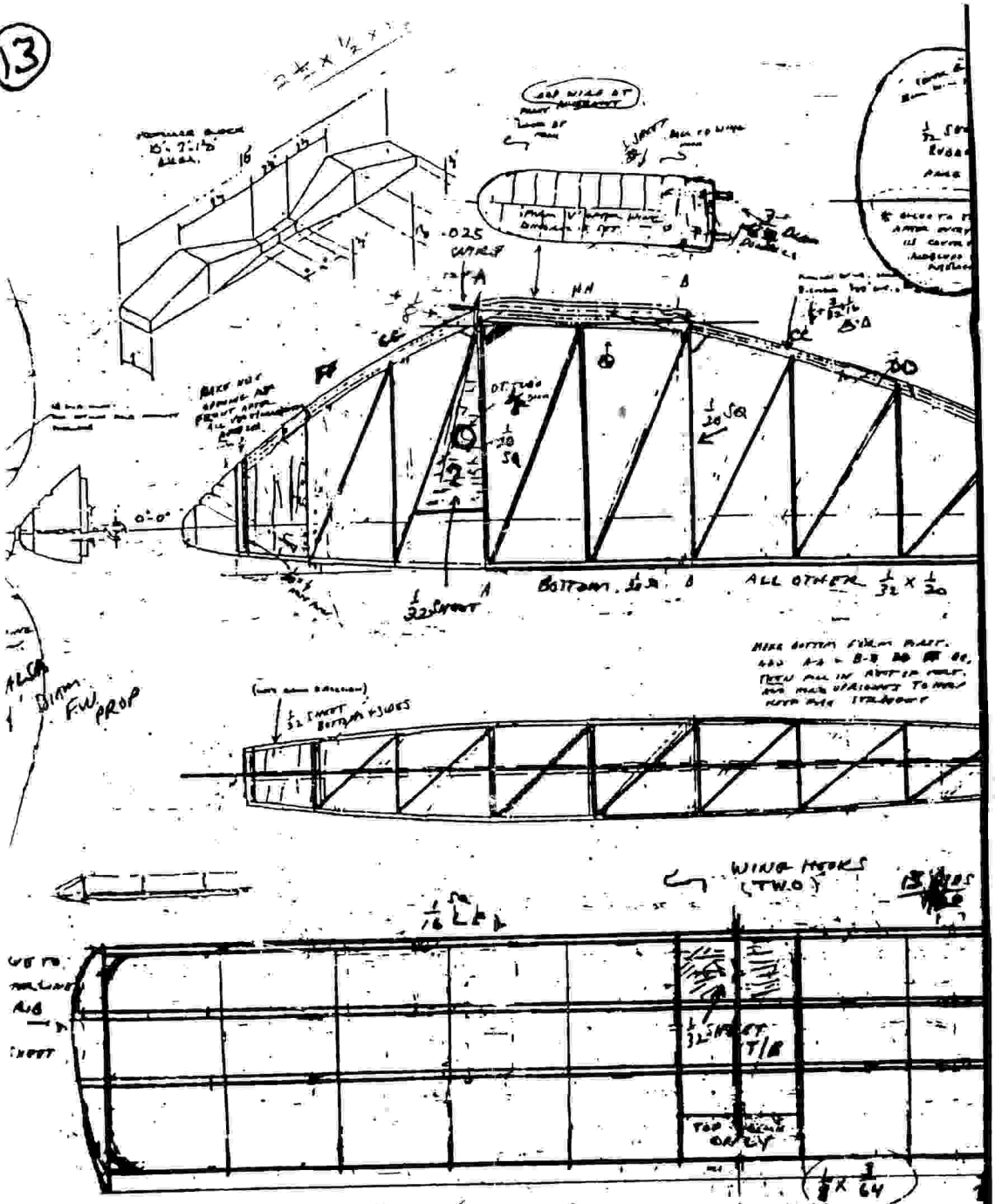
On Thursday, April 28, 1966, Bill Stead was killed when his tiny racing plane crashed into Tampa Bay just off Runway 17 Left at St. Petersburg-Clearwater International. He was practicing for the upcoming 3rd annual St. Petersburg International Aviation Exposition Air Race scheduled for April 27, through May 1.

The St. Petersburg Times of April 29th 1966 reported: ***Rancher sportsman Bill Stead was killed yesterday at about 11 a.m. when his midget race plane nosed into Tampa Bay. Stead acquired the plane about six months ago, according to Bernie Little, of Tampa, a personal friend.***

The Exposition, rocked with tragedy, continued through May 1st and then folded. Accident investigation revealed a missing nut from a bolt in the horizontal stabilizer. The plane had been reassembled improperly and met with mechanical failure.

There have been no air races at the St. Petersburg-Clearwater International Airport since.

(13)

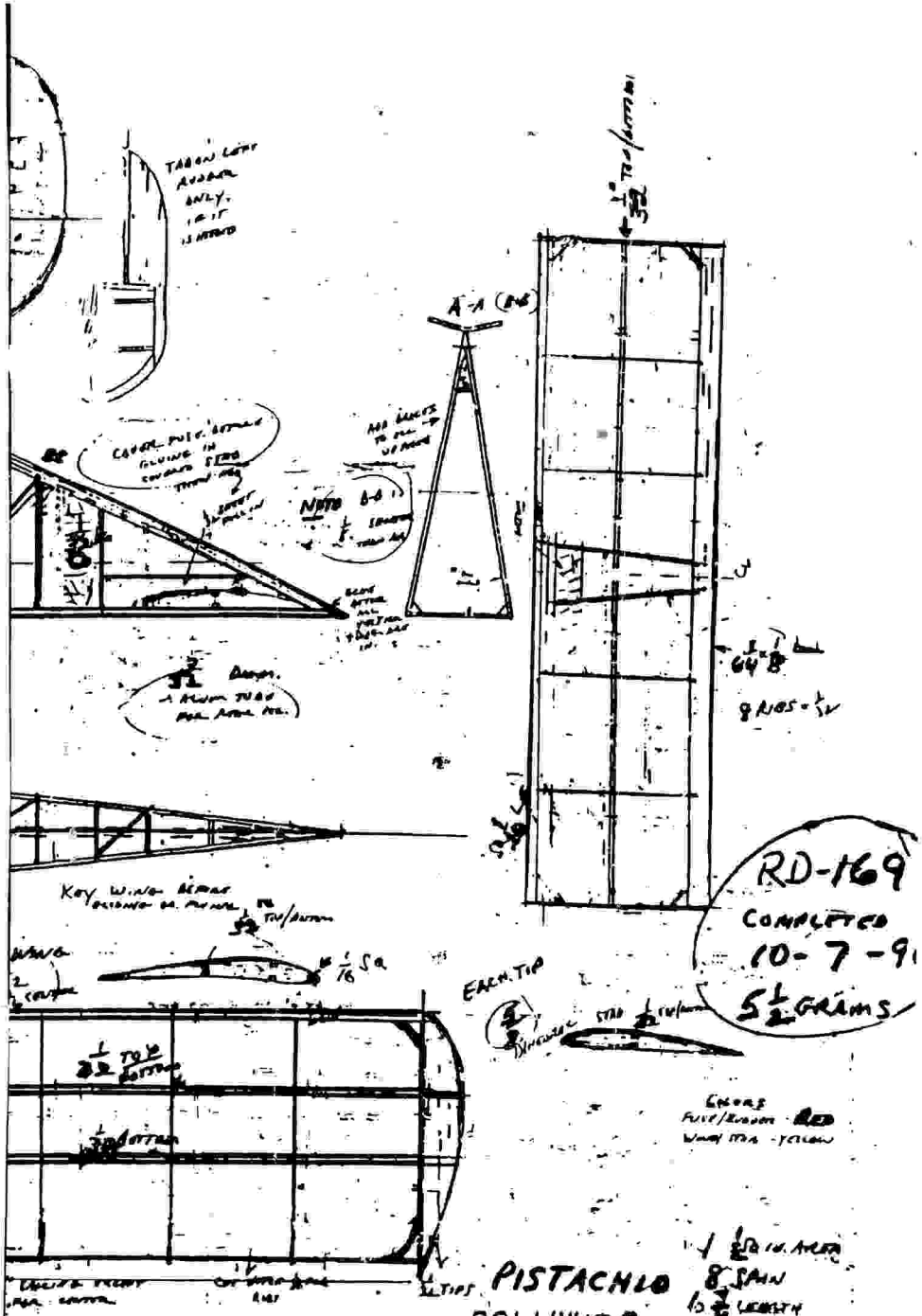


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(14)

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