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## **Harold E. Morehouse Flying Pioneers Biographies Collection - Stadlman, Anthony**

Extracted on Apr-18-2024 11:31:24

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aircraft. The former Dunne Tailless plane interested him, and out of this study came the "Flying Wing." During this period he also spent part of his time working at the Douglas Aircraft plant at Santa Monica where again he worked with J. K. Northrop and, with his collaboration, Stadlman built the first wing assembly for a tailless machine. This project was never completed for about this time the Lockheed Aircraft Corporation was reformed in Burbank, California, and Stadlman joined Allan Lockheed and J. K. Northrop in the organization as Plant Superintendent in charge of production. He proceeded to engage the services of a crew of experienced aviation construction workers and soon the renowned Lockheed "Vega" appeared, which rapidly became the most outstanding airplane of that period. The long list of notable record flights made with these planes in aviation history, and their performance was the talk of the flying fraternity.

Stadlman resigned from Lockheed in 1929 to devote more time to his flying wing ideas, then he joined Allan Lockheed later to form the Alcor Aircraft Company in San Francisco. There they brought out a very unusual twin-engine, high-wing cabin monoplane, using two Menasco 6-cylinder, 250-~~horsepower~~ horsepower ~~h.p.~~ engines lying horizontally in the nose of the machine just far enough apart to give propeller tip clearance. This plane, designated the C-6-1 Junior Transport, carried eight passengers and was intended for feeder line use. It was test flown by the well-known experimental test pilot, E. T. Allen.

Following this Stadlman became semiretired to take life easier, but continued to work on some of his own ideas in a leisurely way. During World War II he came out of retirement to assist the military effort and was at North American Aircraft Company and the Alameda Naval Air Station, engaged as a specialist on the design and construction of jigs, fixtures and manufacturing processes.

"Tony" Stadlman became a Patron Member of the Early Birds of Aviation in 1929 and received his 50-Year Commemorative Plaque at the 1962 Annual Reunion

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