Biography of William Henry “Bill” Schuck

Born: 21 Jun 1918 (the longest day of the year), Oklahoma City, OK

Died: 7 Dec 2013 (Pearl Harbor Day), Yuma, AZ

Raised: Oklahoma City, Los Angeles

Married: Mary Elizabeth (Manly) Forbes in 1950.

Children: Alan Henry Schuck

Adopted: David Berton Hall & Janine Marie Hall. He gave them his name and raised them as his own.

Education: Attended Los Angeles High School. Before his graduation, has parents asked him to drive them to New York City to attend a trade show, so he was unable to graduate. Upon his return to L.A., he entered Manual Arts High School (summer session) and graduated. He attended USC, but was unhappy with the culture. He attended Pasadena City College until joining the Army Airforce.

Military Service: During WWII, Bill was a U.S. Army Airforce machinist on the island of Shemya in Alaska’s Aleutian Islands. He made spare parts for U.S. bombers damaged in battle.

Occupations: Bill was a self-taught mechanical engineer and craftsman. He was an expert tool & die maker, welder, metalurgist, spring designer/maker, woodworker, radio builder and amateur radio “ham” operator (call letters W6LVE). His father was the President of Schuck Manufacturing Company in Los Angeles. Bill helped his father and brother design the tools and manufacturing process for the very first ball-point pen tips. Their customers were Papermate, Scripto and BB Rollright. Bill later became the Plant Manager and Chief Engineer for the Seaboard Coil Spring Division of the Associated Spring Corporation in Gardena, CA. About 1955, he left Associated to start his own company (the William H. Schuck Company) making tools, dies, and manufacturing specialty spring parts for the aerospace and electronic industries. One of his parts was the key component in the inertial guidance systems for several US Fighter Jets.

The company evolved and changed names. In the early 1970’s Bill & Mary closed the business and started managing hotels and apartment complexes in California and Arizona. They retired in Yuma in 1987, where they remained until their deaths.

In his later years, Bill survived a colostomy and remained fairly active. At 95, he still drove his car and kept his mind sharp. His last interest was promoting the implementation of high speed rail train service in the U.S. He will be missed.