



ALLAN H. LOCKHEED

The Following Is Substantially the Biographical Data As Furnished to "Who's Who In America " At Their Request July 10, 1942 .

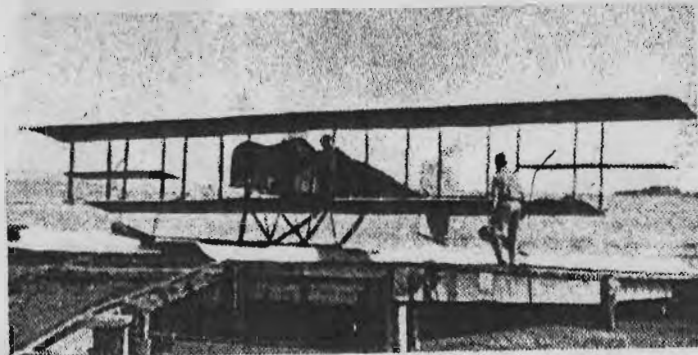
1910

I taught myself to fly on SO W.P. Curtiss Pusher type airplane at Chicago, Illinois .



1911-12

Designed and built the Loughhead Model G , mostly with hand tools , one of the first successful three place Tractor Seaplanes in the United States .



1912-15

Exhibition flying , passenger carrying and flight instruction , County Fairs, etc., using Curtiss type Pusher and Tractor Seaplane of my own design .

1915-16

Flew the above Tractor Seaplane and operated Passenger Carrying Concession at the World's Fair , San Francisco, California. Very successful and profitable operation . Took many National and International Celebrities for their first flight. Turned down by Henry Ford who stated, " I would not take even a straightaway flight four feet above the Bay in anybody's aeroplane for all the money in California . "

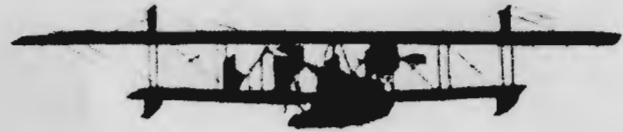
1918-19

President Loughead
(pronounced Lockheed)
Aircraft Company,
Santa Barbara,
California. Co-
designer with my
brother Malcolm

(inventor of Lockheed
(Four wheel Hydraulic
(Brakes) of Loughead
Model F-1 twin-engine

10 passenger seaplane. From the standpoint of efficiency, flight characteristics, etc., this was probably the first successful plane of its type flown in the United States; if not the world. After approximately five hours of test flying with my brother as co-pilot, we flew the F-1 to San Diego, California, at the request of the Navy Department and established a new American non-stop record for seaplanes. It is at least of passing interest that, at the request of the United States Government, we flew King Albert, Queen Elizabeth of Belgium and their entourage on a sight-seeing trip at Santa Barbara in 1919. The King decorated us with the Order of the Golden Crown.

Co-designer with brother Malcolm of the Loughead S-1 Sport-plane. This was the first plane built in the world with a two-piece, moulded-under-pressure streamlined plywood fuselage skin and was the forerunner of the famous Lockheed Vega and other Lockheed plywood planes. It may be of interest that because there was no engine available at that time, we designed and built our own two cylinder opposed 25 H.P. water cooled job. This plane made hundreds of flights on a sales tour of California and was a very successful design.



1920-22

Sales Manager Lockheed Hydraulic Brake Agency, Los Angeles, Calif.

1923-26

Real Estate business in Los Angeles. Not particularly interesting, but from a financial standpoint very successful.

1926

In December organized the original Lockheed Aircraft Company, Los Angeles. Vice-President. Supervised the Design and Construction of the Lockheed Vega, a high wing, cantilever monoplane using the two-piece, moulded-under-pressure streamlined plywood fuselage skin construction developed at Santa Barbara.



By April 1929 the company was turning out five planes per week with less than 300 employees of whom about 240 were on direct labor. Ours was the first firm in the United States to produce wood and plywood planes on a production basis. The retail sales price of these five and seven place quality planes averaged about \$17,000 each.

It was the Vega model which made such famous flights as
Sir Hubert
Wilkins -
Fort Barrows, Alaska
to Spitzbergen.



Also several history making flights in the Antarctic which resulted in materially changing the map of that area. Discovered new mountain range which he named Lockheed Mountains.

Wiley Post - two flights around the world. First with Harold Gatty as navigator and the second solo, doing his own navigating as well as piloting.

Amelia Earhart's Trans-Atlantic flight to Ireland and her flight from Honolulu to San Francisco.

Other famous flights with the Vega and other Lockheed models designed and constructed under my supervision include:

Sir Kingsford
Smith: Australia
to San Francisco.

Col. and Mrs. Charles
Lindbergh: Flight
to China and flight
to Europe via Green-
land and return to
the United States
via the South
Atlantic.



New non-stop transcontinental records were made by
Frank Hawkes
Arthur Goebel
Col. Roscoe Turner, etc.

Resigned from Lockheed Aircraft Corporation in August 1929 when the firm merged with Detroit Aircraft Company. It was my conviction at that time that the merger was an unsound move. The Detroit Aircraft Corporation failed approximately thirty months later.

1930-34

I legally changed my name from Loughead to Lockheed in February of 1934.

President of Lockheed Brothers Aircraft Corporation, Glendale, California. I organized this company for the purpose of carrying on certain research and development projects.

Designed and supervised the construction of the four-six passenger twin-engined Olympic; a high wing cantilever monoplane. This design was a successful departure from accepted practice both from a structural design



standpoint and general layout. The power-plant arrangement incorporated the use of two in-line engines mounted horizontally as one unit on the front end of the streamlined fuselage. The fuselage was covered with a two-piece, moulded-under-pressure plywood skin.



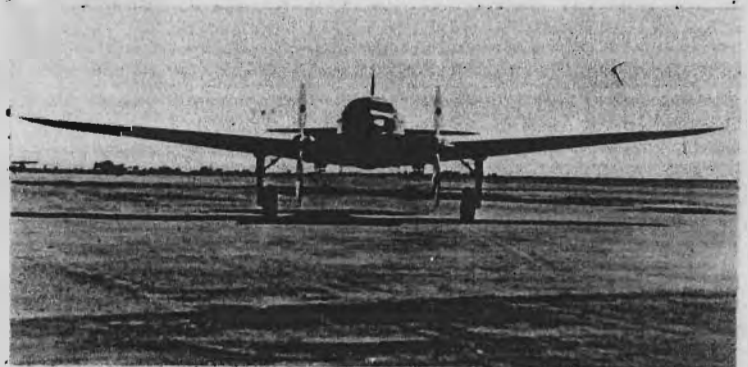
1935-36

Travel and research and consultation.

1937-39

Organized the Alcor Aircraft Corporation, San Francisco, California.

Designed and supervised the construction of the Alcor C-6-1 six-eight passenger low wing cantilever monoplane. This plane was very efficient and had



excellent flight characteristics. The design was the logical next development step indicated by extensive flight experience with the Olympic model. The Alcor also incorporated the use of in-line engines mounted horizontally in a forward and central position.

The fuselage structure was of circular section, laminated spruce framework covered with a two-piece, moulded-under-pressure plywood skin.



1940

Travel, research and consultation work.

1941-42

Vice-President Darkey & Gay Furniture Company. General Manager Aviation Division and Director of Aircraft Engineering.

Cargo Plane Committee: In August 1941 Jesse Jones invited Andre Priester, Bill Stout, Luther Harris, J.W. Crowley and myself to serve as a Five-Man Committee to draw up Directive Basic Design recommendations for a cargo plane for the Aviation Division of the Defense Supplies Corporation.

I believe the following paragraph from Reed Chambers' letter is pertinent here: (Mr. Reed M. Chambers is a well known fighting pilot of World War No. I, Vice-President of the United States Aviation Underwriters, Inc., and was Committee Coordinator)

"The primary task, of course, was to get a committee together to consider the above requirements and which was, in our opinion, sufficiently experienced in the various phases of aircraft design, manufacture and operation to produce a basic design which would meet, as closely as possible, the conditions set forth. I know that each of you gentlemen will be pleased to learn that the selection of each and every one of you has been unanimously approved by the Engineering Division of the Civil Aeronautics Authority, the National Advisory Committee for Aeronautics, and the officers in the Army Air Corps who have been delegated

by Assistant Secretary of War Lovett to act as liaison in connection with this project, and that they have voiced to me personally their absolute confidence in the ability of this group to approve a design that in their opinion will be one of the most important adjuncts to America's position in the aeronautical world."

Our work was completed and accepted January 1942.

The first plane is now being built and plans for quantity production are well advanced.

October 1942

General Manager , Aircraft Division Grand Rapids
Store Equipment Company , Grand Rapids , Michigan .