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Harold E. Morehouse Flying Pioneers Biographies Collection - Lougheed Brothers: Malcolm M. and Allan H.

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planes of the first trans-Atlantic flight squadron. Later in 1918 the original Model G was dismantled, junking the airframe, salvaging only the engine and flight instruments, thus ending its noteworthy career of hundreds of hours flying time and carrying untold numbers of satisfied sky riders without a single accident. After turning down the F-1, the Navy awarded the Loughheed's a token contract to build two Curtiss HS 2 L flying boats. During this project the Santa Barbara plant rose to 85 employees.

Determined not to give up on the F-1 they converted it to a land plane and attempted to fly to Washington, D. C., for publicity purposes but were forced to abandon the flight due to engine failures. It was then reconverted to a water craft which was used for passenger work for a time and carried the King and Queen of Belgium on October 11, 1919. During this period it was also used extensively in movie work.

As a postwar effort the Loughheeds, Stadlman and Northrup then designed and built a novel sport biplane for the commercial market. Called the S-1, it was a very attractive folding wing biplane powered by a 2-cylinder opposed type 25 hp engine they had made special for the plane. It was successfully tested at Redwood City, California, in 1919 by Early Bird Gilbert Budwig and flew well. It was displayed in an Air Show at San Francisco that year and extensively advertised, but due to the market being deluged with war surplus disposal planes at that time the S-1 project was dropped.

During this early period Malcolm had been considering another idea, hydraulic brakes for automobiles. While he had become a good pilot his love of aviation was never as deep as Allan's, so in 1919 he withdrew from the aircraft business, and at that time the brothers decided to change the spelling of their name from Loughheed to Lockheed. Malcolm then formed the Lockheed Hydraulic Brake Company and moved to Detroit, where he perfected and developed his ideas and then succeeded in getting Walter Chrysler to introduce them on his 1924

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