

AFEHRI File 19-10

**Research Materials/Source Documents
ENLISTED FIRSTS**

FILE TITLE: 1st Fighter Pilot - Former Sgt Dean Ivan Lamb

Reviewed by:

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Scanner Operator *Serg. K. Lee* date 9 Jan 98

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LACK, Isidor Emil, v. p., engrg. and maint., Swissair. *b.* Basle, Switzerland, Jan. 5, 1912; m. Frederike Erbar; children, Albert, Peter. *Educ.*: Swiss Federal Inst. of Tech., construction engr. and aircraft engr. *Business record*: asst. for aircraft construction and stress analyses; stress analyses engr. at Swiss Federal Govt. Works, Thoune; chief engr., Swiss Aircraft Factory, Emmen; asst. tech. mgr. and deputy dir. of Federal Govt. Works, Thoune; present position since 1948. *Military record*: maj., Artillery. *Office*: Swiss Air Transport Co., Ltd., Zurich Airport, Zurich, Switzerland. *Home*: Schaffhauserstrasse 114, Kloten, Switzerland.

LADDON, Isaac Machlin, dir., General Dynamics Corp. and Convair Div. *b.* Garfield, N. J., Dec. 25, 1894; m. Anne MacGregor, children, Machlin, Marcella, Robert. *Educ.*: McGill U. *Business record*: aero, engr., Air Corps., 1917-27; aero. engr., Consolidated Vultee Aircraft Corp., 1927-41; later exec. v. p., gen. mgr., chrm.-bd. and exec. comm.; presently dir. *Member*: Original Fellow, IAS; membr. SAE. *Office*: 445 Park Ave., New York 22, N. Y. *Home*: 1068 Santa Barbara St., San Diego, Calif.

LAHM, Brig. Gen. Frank P. (ret.), *Early Bird. b.* Mansfield, O., Nov. 17, 1877. *Educ.*: U. S. Military Academy. *Business record*: military, first U. S. Army pilot, learned to fly, 1909; holder airplane, airship, balloon licenses; winner 1st Gordon Bennett Balloon Cup Race, 1906; asst. chief of Air Corps, 1926-30; organized Air Corps Training Center, San Antonio, Tex., 1926; chief of aviation, 1st Army, Governors Island, N. Y., 1940-41; comdg. gen., Gulf Coast Training Center, 1941; retired, 1941. *Awards*: DSM; Commander of Legion of Honor (France); Ordre d'Avis (Portugal). *Home*: 1737 N. Whitley Ave., Hollywood 28, Calif.

LAIRD, Alton Wilson, v. p.-aircraft sales, The New York Air Brake Co. *b.* Machias, N. Y., Mar. 30, 1900; m. Marie Alice Beardsley; children, Robert Wilson, Mary Melissa. *Educ.*: Rensselaer Polytechnic Inst., M.E. (1922). *Business record*: special apprentice, Pennsylvania Railroad, 1922-25; chassis engr., American LaFrance & Foamite Corp., 1925-29; joined New York Air Brake Co., in 1929

as research engr., works mgr. of Hydraulic Controls Inc. (subsidiary), dir. of engrg., hydraulic div., and present position. *Military record*: Infantry, Pvt., 1918; 2nd Lt., Ordnance Reserve, 1925-30. *Member*: Tau Beta Phi; Masons; SAE; ASME; IAS; AIA; ARS; SAME; AOA. *Office*: 230 Park Ave., New York 17, N. Y. *Home*: 11 Oliphant Ave., Dobbs Ferry, N. Y.

LAMB, Lt. Col. Dean Ivan, USAF (ret.), *Early Bird. b.* Cherry Flats, Pa., Jan. 25, 1886; m. Edna Adele Robertson; children, Juliette. *Educ.*: various foreign military schs.; USAAF Intelligence Sch.; Columbia U., lit. courses. *Business record*: Curtiss flying sch., Hammondsport, N. Y., 1912; FAI license No. 116; later air mail pilot; commanded Paraguay air force against revolutionists, 1922-23; also active in other Latin Am. nations; pres., Bettis flying sch., McKeesport, Pa., 1926-27; pilot-salesman, Air Associates, 1927-28; test pilot, Vertoplane Corp., N. Y., 1935-36; pres., Lagra Co., aircraft export, 1938-39; now retired. *Military record*: British Expeditionary Force, World War I; USAF, 1942-44, 1947-48. *Awards*: numerous foreign decorations. *Member*: Q.B.; Aero Club of United Kingdom; Am. Legion; British Legion. *Home*: 310 E. 44th St., New York 17, N. Y.

LAMBERT, Dr. Edward Howard, consultant in Physiology, Mayo Clinic, Rochester, Minn., and asso. prof. of Physiology, Mayo Foundation, U. of Minnesota. *b.* Minneapolis, Minn., Aug. 30, 1915; m. Louise Rueckheim. *Educ.*: U. of Illinois, Coll. of Medicine B. S. (1936), M.S. in physiology (1938), M.D. (1939), Ph.D. in physiology (1944). *Business record*: research on the effects of dietary factors on man's ability to withstand cold (O.S.R.D. project, U. of Ill., Coll. of Medicine) 1942-43; membr. of Acceleration Lab. of the Mayo Aeromedical Unit (Mayo Clinic and Mayo Foundation); research on the effects of acceleration on man in aircraft and on human centrifuge; development and testing of anti-blackout suits and other protective devices and procedures. *Awards*: President's Certificate of Merit, 1947, for experimenting with the effects of high accelerations on the human body; Arnold D. Tuttle Memorial Award of the Aeromedical Assn., 1952. *Member*: Phi Chi Medical Fraternity. *Office*: 102-110 Second Ave., Southwest, Rochester, Minn. *Home*: 1103 First St., Northwest, Rochester, Minn.

LAMKEY, William Anthony, Early Bird. b. New York, N. Y., June 25, 1887; children; Monique, Rosemary. *Educ.*: Corres., Engrg. *Business record*: learned to fly, Moisant aviation sch., Mineola, L. I., 1912; license No. 183; pilot for Gen. Pancho Villa, Mexico, 1916; civil insp. aircraft and engrg., U. S. Navy, 1937-53; retired, 1953. *Military record*: membr. 1st Aero Corps. U. S. Army, 1913-15; entered U. S. Navy flight sch., Pensacola, Fla., 1916; pilot in France, 1918-19; remained in Navy until 1936. *Member*: E.B. *Home*: 520 S. Varney St., Burbank, Calif.

La MOTTE, Ralph Roscoe, mgr.-engrg., Aeroproducts Operations, Allison Div., General Motors Corp. *b.* Wayne Co., Ind., Apr. 25, 1906; m. Georgia Teter; children, Stephen Ralph. *Educ.*: Earlham Coll., B.S.; Purdue U., M.S. *Business record*: with Aeroproducts Div., as chief metallurgist, 1941-47; asst. chief engr., 1947-49; chief engr., 1949-53; present position since 1953; present chrm., AIA propeller tech. comm., member, NACA sub. comm. on propellers; v.-chrm., Dayton sec., SAE. *Awards*: Asso. Fellow, IAS. *Member*: Mason. *Office*: Aeroproducts Operations, Allison Div., Municipal Airport, Dayton, O. *Home*: 290 Springbrook Blvd., Dayton, O.

LAMPLE, Chris M., chief planning staff, Civil Aeronautics Admin. *b.* Baltimore, Md., Dec. 24, 1903; m. Elizabeth Colleran. *Educ.*: civil engrg.; electrical engrg.; engrg. law; registered civil engr.; electrical engr. and land surveyor. *Business record*: learned to fly 1919; barnstorming, exhibition flying and balloon jumping 1920-26; with CAA and predecessor since 1927. *Military record*: 104th observation sqdn., 29th div., Air Service, Maryland Natl. Guard, 1922-27. *Member*: B.P.O.E.; F. and A.M.; Q.B.; Natl. Soc. of Professional Engrs.; Wings Club (New York). *Office*: Civil Aeronautics Admin., Washington 25, D. C. *Home*: 3000 Connecticut Ave., N. W., Washington 8, D. C.

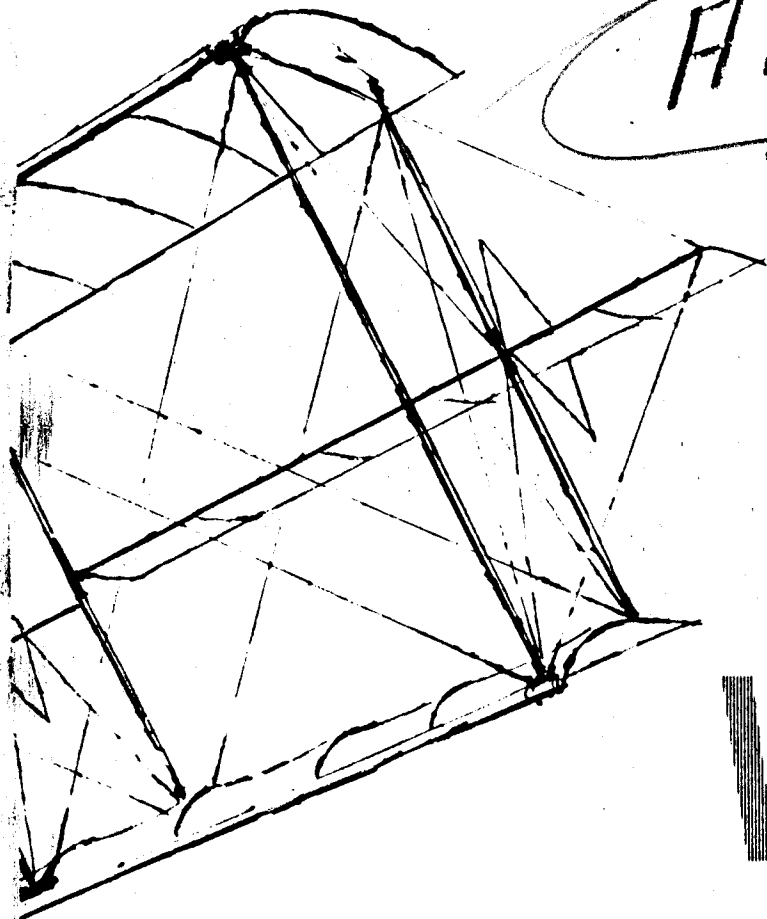
LAMPLUGH, Alfred Gilmer, C.B.E., F.R.Ae.S., M.I.Ae.E., F.R.G.S., underwriter and principal surveyor, The British Aviation Insurance Co., Ltd. *b.* Edgbaston, Birmingham, England, Oct. 19, 1895; m. Maire E. Hugo; children, Alfred Brian Hugo, Beric Clifford Gordon. *Educ.*: King Edward's Sch. and Queen's Coll., Birmingham. *Business record*: learned to fly 1913 ('B' License No. 155); membr. Comm. of Royal Aero Club; membr. of Council of Air Registration

Bd.; first Deputy Master, Guild Pilots; present Warden of Guild Pilots; hon. membr., British Air Pilots Assn.; Internat. Union of A. Insurers; chrm., Aviation Ins. Offices' Assn.; pres., London Gliding. *Military record*: served in R.F.C. R.A.F., 1916-19. *Office*: The British Lion Insurance Co., Ltd., 3-4 Lincoln Court, London W.1, England.

LAND, Vice Adm. Emory Scott, General Dynamics Corp. *b.* Canon City, Colo., Jan. 9, 1879; m. Elizabeth Stiles. *Educ.*: U. of Wyoming (1898), M.A. (1907), LL.D. (1944); New York U., D.Eng. (1944); East Coast Inst. of Engrg. and Builders, British, diploma of Hon. ship (1945); Columbia U., LL.D. (1950); U. S. Naval Academy, B.S. with honors (1902); Mass. Inst. of Tech., M. S. Naval Archt. (1907). *Business record*: apptd. membr. U. S. Maritime Commission, 1937; chrm. 1938-46; pre-Transport Association, 1946-53; chrm. ATA, 1954. *Military record*: officer, 1902, advancing through to vice adm.; retired, 1937; asst. Navy BuAer, 1926-28; on leave to assist as v. p.-treas., Daniel Guggenheim Foundation for promotion of aeronautics, 1941-42. *Awards*: World War I Victory Navy Cross; Distinguished Service (Navy); Distinguished Service (Army); and various foreign decorations. *Member*: NAA, IAS; SAE; R.Ae.S. Club; ASME; Chevy Chase Club; and Navy Club; Metropolitan Club; Touchdown Club; Alfabla; New York Yacht Club; Engineer of Philadelphia. *Office*: General Dynamics Corp., 1001 Connecticut Ave., Washington 6, D. C. *Home*: Sheraton Hotel Annex, Washington 8, D. C.

LANDERS, Willard Lincoln, v. p., gen. mgr., Fairchild Aircraft Division, Fairchild Engine & Airplane Corp. *b.* Philadelphia, Pa., Feb. 12, 1913; m. Esther Bowman. *Business record*: foreman, North American Aircraft, Inglewood, Calif., 1936-40; gen. mgr., North American Aviation, Grand Rapids, Mich., 1940-45; with Fairchild Div. since 1945 as works mgr., 1945-49; asst. gen. mgr., 1949-50; gen. mgr. since 1951; present position since 1951. *Member*: B.P.O.E. Lodge No. 378; AIA; NACA; NASC; NICB. *Office*: Fairchild Aircraft Div. of Fairchild Engine & Airplane Corp., Hagerstown, Md. Rt. No. 2, Smithsburg, Md.

HIGH ABOVE THE SUN-BAKED SANDS OF MEXICO, A YOUNG FLIER GUNNED HIS PLANE
AND SOARED INTO HISTORY AS ONE HALF OF THE WORLD'S FIRST DOGFIGHT



ARGOSY

Jan. 1961

William A. Lamb

MI
Lamb
Dean Ivan

THE WORLD'S FIRST FIGHTER PILOT

PANCHO VILLA'S
ONE-MAN AIR FORCE

BY RON BUTLER

PAINTING BY ED VALIGURSKY

Dean Ivan Lamb was a flier and a soldier of fortune. His life was a colorful adventure shadowed by sadness. He reached out and touched the world with a vibrant force to be all the things men long to be, and in doing so, he accomplished a string of "firsts" that may never again be equalled by one person.

It was in northern Mexico, on an afternoon early in 1911—only eight years after the Wright Brothers' famous invention was hatched at Kitty Hawk. Lamb was flying low over the hilly Sonora terrain in his Curtis "pusher-type" plane, so low that he could see the startled faces of the Mexican field workers as they turned to stare up at the strangest of sights: a bicycle with wings, a box kite being pushed through the sky by a giant roaring egg beater.

Lamb had a mission to perform. Detailed by Pancho Villa, himself, his assignment was to locate the Mexican Federal Army's one-plane air force and destroy it.

The Federalist's plane had been a burr under Pancho Villa's saddle for almost two months now. It was exposing his rebel strongholds from the air and taking pot shots at his men. Lamb, a cattle puncher in Arizona with flying experience, heard that the famous bandit general (Continued on page 112)

◀ Lamb banked his big bird and tried for another prop shot.

was looking for a pilot. He turned up for the job, a wiry string bean of a youth, barely twenty years old.

"So you can fly?" the bull-like Pancho Villa said laughingly, sizing up the youngster. His laugh was deep and guttural and it was joined by the laughter of his battle-worn band of men who had gathered round to watch the fun.

"Yes, sir," said Lamb. He stood straight, but he felt sick and humiliated.

"You are so skinny that the wind, she would blow you away," said Pancho, giving Lamb an unexpected shove that sent him sprawling into the dust.

The men roared.

No sooner had Lamb hit the ground than he sprang to his feet, brought his fist up low and hard from beneath him, and hit Pancho in the mouth with a blow that numbed his hand. A thick trickle of blood ran from the general's lip. For a moment there was no sound whatsoever. Then the stillness was cut by the sharp metallic bolting of rifles, and a dozen or more guns were trained on the young American.

"No," said Pancho. "Basta!" He wiped the blood from his mouth with the back of his hand, smearing dirt into the cut. He looked at Lamb. "All right," he said. "You are a flier and a fighter, too. That is good. The job is yours." He turned on his heel and walked away, detailing one of his men to take Lamb to the plane.

That was the way Dean Ivan Lamb got his first flying job and it launched him into adventures that spanned his lifetime. Although Pancho Villa's fierce pride never allowed him to speak with Lamb again, he often praised his courage beside the many campfires and it was known that a flying lamb had helped the revolutionists.

Lamb had taken his plane up for three consecutive days without spotting the enemy trouble maker, but there was something in the air today that told him this might be the time. He looked at the rocky terrain below and shuddered. A forced landing here would mean certain death.

A high altar of mountains spanned the horizon, and overhead, the sun had not yet begun its descent from a sky that was cloudless and blue and as broad and endless as the land beneath it.

Suddenly he saw it cruising down on him from the left. His own plane was making such a racket that he hadn't heard it approach—a giant, clumsy bird like his own. A puff of blue smoke spotted the sky and a bullet ripped through Lamb's right wing. He pulled back hard on his control stick; the plane shuddered, rose and circled. The two planes nearly collided. Lamb clawed a revolver into his hand from the leather holster strapped across his chest. Then, almost casually, he threw his arms into a lazy figure four and aimed carefully at what he knew to be the enemy plane's most vulnerable spot—its whirling propeller blades. He missed.

The two planes were now whizzing along side by side. Lamb could see the face of his opponent, a broad man with a large, black mustache that seemed almost comical matched with his goggles.

Lamb was greeted with another volley

of shots. Lamb retaliated, and within less than five minutes both guns were empty. The two planes pulled apart as suddenly as they had met.

History's first "dog fight" had ended in a draw.

The sky above Sonora was silent after that. The Revolutionists were pleased because, although Lamb had not destroyed the Federalist plane, he had frightened it off and it never bothered them again.

Lamb returned to Arizona one thousand pesos richer than he had left and with a passion for flying that would never leave him. He went back to cattle raising, but he was restless. Life without flying frustrated him. He felt lost on the ground.

At that time, political conflict was turning South America into a battle field. So Lamb, lured by the storm, once again left Arizona. He was after two things, money and adventure, and because he could fly, he found plenty of both.

He quelled two minor revolutions from the air, and, in the next few years, served as chief of staffs for armies in Nicaragua, Colombia, Honduras and Paraguay.

He proved, however, to be as reckless with money as he was with his life. When his own country entered World War I and he decided to return home (nothing less than a war could have lured him back), Lamb was virtually penniless.

He enlisted in the army. Already a skilled and seasoned flier, Lamb received an immediate commission and was at-

USAF photo



To Ron Butler. With all best wishes for happy landings. Always

Dean Lamb

tached to the Royal Air Force in Britain. While piloting a bi-plane fighter, he shot down the first plane, a German Gotha bomber, ever to fall on British soil.

He hated England and its weather, but he was flying. That was all that mattered.

Shortly after the Armistice was signed and the world set about rebuilding what war had torn down, Lamb returned to the United States. He was a hero, but the world was sick of war. It wanted to forget fighting and fighters. It wanted peace and

prosperity, a return to "normalcy." But normalcy had never been Lamb's way. He took to barn-storming at twenty-five dollars a hop. He thrilled and frightened audiences with the daredevil aerial stunts. But it was play and soon bored him.

Once again, he turned southward and wrote two more pages in aviation's history. He became the first man to fly in and from the treacherously high Andes in Ecuador, and he was the first aviator to fly nonstop across Central America.

The year 1925 found Dean Ivan Lamb back in his own country, working for Uncle Sam. And once again he scored another "first" in aviation's history. He made the first scheduled air-mail flight on an overnight route previously considered impossible, from New York to Chicago.

The *Lithuania* was sunk; Hitler raped Poland; the Japanese bombed Pearl Harbor. World War II exploded across the globe and inflamed Dean Ivan Lamb. He talked his way past all age restrictions and got back into the uniform of the United States Air Force, holding the rank of colonel. He flew the hazardous cargo flights in India and China as a member of the famed Flying Tigers.

By 1945, Lamb's chest was a rainbow of ribbons, but he did not consider himself a hero. War was a business to him.

The Air Force forced Lamb to retire in 1953, and retirement marked the beginning of his toughest battle—against inactivity. But there was no fight left in him. As if some great perpetual force had suddenly been stilled, retirement jolted him and his spirit began to crumble. His health failed. He entered a veteran's hospital in Tucson, Arizona. He was treated for many months, and then released. He returned to New York City, the cosmopolitan island he had come to love and where he again became ill.

Once more, he was sent to the military hospital in Tucson, where it was thought the climate might save him. After the third night there, he left the hospital quietly, and checked into a local hotel. Although retired from the service, he still wore his Air Force uniform. He felt ridiculous and naked in civilian clothes.

That night, he had several drinks in the hotel bar. He talked with some young airmen from nearby Davis-Monthan Air Force base. He talked of jet planes, disappointed that he would never be able to fly one, disappointed that he might never sit at the controls of one of those harnessed giants of the air age.

He left the bar, and, tall and dignified, he walked up the stairs to his room on the second floor. He undressed slowly, folding his uniform neatly on the chair beside the bed. From the dresser drawer, he took a small bottle and poured several colorless pills into his hand. Then, swallowing the pills with a glass of water, he got into bed.

It was perhaps ironic that death should come this way, quietly, by his own hand, alone in a hotel room in Tucson, Arizona, less than sixty miles from the place where he flew the world's first combat mission and began his almost constant battle with death, nearly half a century before.

1918

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Comdr. R. F. Minifie.....	"
Comdr. E. L. N. Clarke.....	"
Comdr. R. B. Munday.....	"
Comdr. G. W. Price.....	"
Comdr. R. J. O. Compston.....	"
Lieut. V. R. Stokes.....	"
Lieut. W. C. Canbray.....	"
Lieut. H. T. Beamish.....	"
Lieut. E. T. Hayne.....	"
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Lieut. J. E. L. Hunter.....	"
Lieut. W. A. Curtiss.....	"
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Lieut. Gerard B. Crole.....	"
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Lieut. David Sidney Hall.....	"
Lieut. M. J. G. Day.....	"
Lieut. E. G. Johnston.....	"
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Estimating "many" as at least five, the known list of the British aces accounts for at least 950 enemy aeroplanes with the above named 86 members. Undoubt-

edly the complete list will disclose another score of British aces.

RECORD OF ITALIAN ACES

Maj. Baracca (killed June 21, 1918).....	36
Lieut. Baracchini.....	31
Lieut. Ancilotti.....	19
Col. Piccio.....	17
Capt. Duke Calabria.....	16
Lieut. Scaroni.....	13
Lieut. Olivari (killed).....	12
Lieut. Ilanza.....	11
Sergt. Maisero.....	8
Lieut. Parnis.....	7
Sergt. Poli.....	6
Lieut. Luigi Olivi.....	6
Lieut. Stophanni.....	6
Lieut. Artigoni.....	5

Fourteen Italian aces have totalled 193 victories.

EIGHT BELGIAN ACES, 60 VICTORIES

Adj. Coppens.....	13
Lieut. Thieffry (killed February 23, 1918).....	10
Lieut. de Meulemeester.....	10
Lieut. Jan Oleslagers.....	6
Adj. Beulemeest.....	6
Capt. Jaquette.....	5
Lieut. Robin.....	5
Adj. Medaets.....	5

RUSSIAN ACES

Capt. Kosakoff.....	17
Capt. Kroutenn (killed June 22, 1917).....	6
Lieut. Pachtchenko.....	5

LIVING HUN ACES TOTAL 747 PLANES

Thirty-six German and four Austrian aces, living, total 747 aeroplanes.

Lieut. Max Buckler.....	33
Capt. Berthold.....	33
Lieut. Menckhof.....	31
Lieut. Loerzer (wounded June 15, 1918).....	33
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Capt. Brunowsky, Austria.....	29
Lieut. von Bulow.....	28
Lieut. Krull.....	28
Lieut. Wuesthoff.....	27
Lieut. Udet.....	27
Lieut. Lowenhardt.....	27
Lieut. Arigi, Austria.....	26
Lieut. Peutter.....	25
Lieut. Link Crawford, Austria.....	23
Capt. Baumer.....	23
Lieut. Kirstein.....	23
Corp. Rumej.....	22
Lieut. Klein.....	21
Lieut. Windisch.....	21
Lieut. Adam.....	21
Lieut. Veltgens.....	20
Lieut. Thuy.....	20
Lieut. Reinhardt.....	17
Lieut. Kissenberth.....	15
Lieut. Schmidt.....	13
Lieut. Hess.....	13
Lieut. Muller.....	13
Lieut. Goettsch.....	13
Lieut. Goering.....	10
Lieut. Banfield, Austria.....	9
Sergt. Frickart.....	9
Lieut. von Althaus.....	8
Lieut. Esswein.....	6
Lieut. Walz.....	6
Lieut. Hehn.....	6
Lieut. Koenig.....	6
Capt. Zauder.....	5
Lieut. Brauneck.....	5
Lieut. Ullmer.....	5
Lieut. Roth.....	5

FILE CODE

TRANS: ✓

SUB:

SEP - SERIE

DIRECTOR

CURATOR

EXHIBIT

INFORMATION

MATERIEL

RESEARCH

RESTORATION

SUPPORT

OTHER

INITIATOR

TYPIST

DATE

armorers, or engineers. They picked up what knowledge they
their assigned weapons and shooting techniques on their own.
The situation would not always be, and training in weapons and in firing
them would rapidly progress as later gunners mastered increasingly
complicated turrets, gunsights and, eventually, with the B-29, a com-
puterized, remotely controlled, integrated fire control system.

In the beginning, flexible aerial gunnery was quite primitive. With the
advent of flying machines, military men, quite naturally, began thinking
of different ways to employ airplanes in battle. Just nine years after the
Wright brothers' first flight a machine gun was first carried aloft and fired.
It was at College Park, Maryland on June 7, 1912 that a Lewis gun
cradled between the knees and feet of Capt. Charles De F. Chandler
became airborne in the open-air right seat of a Wright Model B biplane
piloted by Lt. De Witt Milling. The Wright biplane struggled to a height
of 300 feet, whereupon Capt. Chandler fired the full drum of 47 bullets at
a canvas sheet on the ground, scoring 12% hits. Not too bad a beginning
for Chandler, the world's first aerial machine gunner!

The Lewis gun was to become a standard weapon in many of the
worlds' air forces for the next 30 years. It was developed by another
American, Col. Isaac N. Lewis. He made improvements in the gun,
lightening it for airborne use. The gun was also adopted by the U.S. Army
for ground use as well. The Lewis fired .303-inch caliber rounds from a
47-round drum. It weighed 26 pounds and had a rate of fire of 560 rounds
per minute.

A year earlier, in 1911, saw what was possibly the first aerial battle
using "flexible gunnery": that is flexible arms and flexible hands brand-
ishing pistols. And the honor of being on of the first participants in this
aerial battle goes to another American, 22-year-old Dean Ivan Lamb.
His opponent was a Mexican Army pilot, who actually fired the first
shot.

It happened this way. The Mexican Army in trying to subdue the legendary
bandit Pancho Villa had decided to employ an airplane in its chase. They
shipped by rail from Mexico City to the northern state of Sonora a Curtiss
pusher biplane. To counter the threat, Villa acquired a Curtiss pusher
biplane of his own and was looking for someone to fly it. Lamb, working
as an Arizona cowboy, heard about Villa's search and, since he knew how
to fly, decided to apply.

When he located Villa, Lamb was in for a disappointment. Villa
ridiculed Lamb's slight physical build, saying that he was so skinny that

the wind would blow him away. Villa gave Lamb a shove that sprawled
the youngster in front of the rest of the laughing bandidos.

Lamb jumped up and threw a punch at Villa's face hitting him in the
mouth and drawing blood. He could hear the bolts of the men's rifles click
into battery. All was still.

Then Villa spoke. He said to Lamb that he was a fighter as well as a
pilot and that he had the job.

For three days Lamb patrolled the deserts of Sonora in his pusher,
without sighting the other plane. On the fourth day, while cruising along
enjoying the beauty of scenery from the air, he suddenly saw the other
plane bearing down on him from his left. While he looked there was a puff
of smoke and something thudded into his right wing. He quickly turned
toward the other craft, barely missing it. Then he pulled his own revolver
and fired a round at the attacker. It missed.

Now the two planes were flying beside each other, line abreast. The
Mexican pilot gave a little wave of his hand, then fired a few more rounds
at Lamb. Lamb retaliated. In a few minutes both flyers had exhausted
their ammunition and each went his own way. It had been history's first
aerial battle and it had ended in a draw. While Lamb could not claim a victory,
he had done the job Pancho Villa had hired him to do. The Mexican Army
Curtiss never again flew in seach of the bandit.

For Lamb it was only the beginning of a life of aerial adventure. He
found he could sell his flying and fighting skills in other places, as well. In
South America he took part in putting down two minor revolutions and
served with the armies of Honduras, Paraguay, Nicaragua and Colombia.
When the United States entered World War I he returned and was
accepted as a pilot by the Army. As a second lieutenant he was attached
to the Royal Flying Corps in England and is said to have been the first to
down a plane over Britain, a German Gotha bomber.

Following the war he barnstormed, then it was back to South America,
where he had several flying "firsts." Back in the U.S. Lamb was one of the
early mail flyers, and flew in various other jobs for the next 16 years.

When World War II came along, he managed to reenter the Army Air
Forces, and flew as a cargo pilot in India and China. He retired as a
colonel in 1953.

The honor of being the first to down an enemy by gunfire goes to a
young English pilot named F. Vessy Holt, who, like Lamb, used a pistol.
It was early in the first World War. Holt was on a routine reconnaissance
mission, which is mainly what airplanes had been used for up to that

From the Grana was evolved the Ilya Mourometz, which became the first four-engined bomber to see active service.

The first parachute descent by a woman from an aeroplane was made by the 18-year-old American girl, Georgia ('Tiny') Broadwick who, using an 11 lb (5 kg) silk parachute, jumped from an aircraft flown by Glenn Martin at about 1000 ft (305 m) over Griffith Field, Los Angeles, California, on 21 June 1913.

The first major British competition for seaplanes was the *Daily Mail* Hydro-Aeroplane Trial, started on 16 August 1913. The regulations stated a specified course round Britain, involving a distance to be flown of 1540 miles (2478 km) by an all-British aircraft before 30 August. Four aircraft were entered, but Samuel Cody was killed in a crash at Laffan's Plain on 7 August. F.K. McClean withdrew his Short S.68 due to engine trouble, and the Radley-England Waterplane was scratched for the same reason. This left Harry Hawker, accompanied by his mechanic H.A. Kauper, as the only contender. He left the water at Southampton at 11.47 h, in a Sopwith three-seater tractor biplane which was powered by a 100 hp Green six-cylinder inline engine. The route was from Southampton via Ramsgate, Yarmouth, Scarborough, Aberdeen, Cromarty, Oban, Dublin, Falmouth and back to Southampton. After an abortive attempt, which ended at Yarmouth owing to a cracked engine cylinder, Hawker took off again from Southampton on 25 August. He managed to fly round the course as far as Dublin when, just before alighting on the water, his foot slipped off the rudder-bar and the aircraft struck the water and broke up. The *Daily Mail* prize of £5000 was not awarded, but Hawker received £1000 as consolation.

The first pilot in the world to perform a loop was Lt Nesterov of the Imperial Russian Army who, flying a Nieuport Type IV monoplane, performed the manoeuvre at Kiev on 27 August 1913.

The first pilot to fly inverted in sustained flight (as distinct from becoming inverted during the course of the looping manoeuvre) was Adolphe Pégoud who, on 21 September 1913, flew a Blériot monoplane inverted at Buc, France. Notwithstanding the above definition, Pégoud's man-

oeuvre involved two 'halves' of a loop, in that he assumed the inverted position by means of a half-loop, and after sustained inverted flight recovered by means of a 'pull-through'. He thus did not resort to a roll or half-roll, which manoeuvre had not apparently been achieved at this time. As a means of acclimatising himself for the ordeal of inverted flight, Pégoud had had his Blériot mounted inverted upon trestles and had remained strapped in the cockpit for periods of up to 20 min at a time!

The first air crossing of the Mediterranean was achieved on 23 September 1913 by a Morane-Saulnier monoplane piloted by Roland Garros, who flew 453 miles (730 km) from Saint-Raphaël, France, to Bizerte, Tunisia, in 7 h 53 min.

The first 'over 200 km/h' world speed record was set by Frenchman Maurice Prévost in the Deperdussin 'monocoque' of 1913 at Reims on 29 September 1913, at 126.666 mph (203.850 km/h). This was officially the fastest aircraft prior to the First World War, as no further records were set until 1920.

The first ever aerial combat between aircraft took place in November 1913, when, over Mexico, an aeroplane piloted by Phillip Rader in support of General Huerta exchanged pistol shots with one flown by Dean Ivan Lamb operating with the forces of Venustiano Carranza.

The first flight from France to Egypt was accomplished by Jules Védrines in a Blériot powered by an 80 hp Gnome engine, between 29 November and 29 December 1913. Setting out from Nancy, France, his route was via Würzburg, Prague, Vienna, Belgrade, Sofia, Constantinople, Tripoli (Syria), Jaffa and Cairo.

Non-aviation inventions of the period

Tracked agricultural tractor Produced by the American Holt Manufacturing Company, and steam powered, in 1906.

Talking motion film Sound-on-film process was patented by Eugène Augustin Lauste in 1906.

Geiger counter The work of the German physicist Hans Geiger to measure radiation, dating from 1908.

Progressive world absolute speed records achieved by man in the atmosphere

Speed mph	Speed km/h	Pilot	Nationality	Aircraft	Location of achievement	Date
34.03	54.77	Paul Tissandier	France	Wright biplane	Pau, France	20 May 1909
43.34	69.75	Glenn Curtiss	USA	Herring-Curtiss biplane	Reims, France	23 Aug 1909
46.17	74.30	Louis Blériot	France	Blériot monoplane	Reims, France	24 Aug 1909
47.84	76.99	Louis Blériot	France	Blériot monoplane	Reims, France	28 Aug 1909
48.20	77.57	Hubert Latham	France	Antoinette monoplane	Nice, France	23 Apr 1910
66.18	106.50	Léon Morane	France	Blériot monoplane	Reims, France	10 July 1910
68.18	109.73	Alfred Leblanc	France	Blériot monoplane	Belmont Park, Long Island, USA	29 Oct 1910
69.46	111.79	Alfred Leblanc	France	Blériot monoplane		12 Apr 1911
74.40	119.74	Edouard Nieuport	France	Nieuport biplane		11 May 1911
77.67	124.99	Alfred Leblanc	France	Blériot monoplane		12 June 1911
80.80	130.04	Edouard Nieuport	France	Nieuport biplane	Châlons, France	16 June 1911
82.71	133.11	Edouard Nieuport	France	Nieuport biplane	Châlons, France	21 June 1911
90.18	145.13	Jules Védrines	France	Deperdussin monoplane	Pau, France	13 Jan 1912
100.21	161.27	Jules Védrines	France	Deperdussin monoplane	Pau, France	22 Feb 1912
100.99	162.53	Jules Védrines	France	Deperdussin monoplane	Pau, France	29 Feb 1912
103.64	166.79	Jules Védrines	France	Deperdussin monoplane	Pau, France	1 Mar 1912
104.32	167.88	Jules Védrines	France	Deperdussin monoplane	Pau, France	2 Mar 1912
106.10	170.75	Jules Védrines	France	Deperdussin monoplane		13 July 1912
108.16	174.06	Jules Védrines	France	Deperdussin monoplane		9 Sept 1912
111.72	179.79	Maurice Prévost	France	Deperdussin monoplane	Chicago, Illinois, USA	17 June 1913

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At Cambridge Bay, Victoria Island, the Arctic survival got underway. Snow houses, or igloos, are used exclusively during the training.

The manuals state that in temperatures of minus 10 degrees, with a wind of 10 miles an hour, human tissue will freeze in one minute. Although temperatures in the Cambridge Bay area sometimes reach 60 degrees below zero, the absence of wind makes it possible for men to survive.

Colonel Recalls Air Combat In Box Kite-Winged 'Bicycle'

By RON BUTLER

DAVIS-MONTHAN AFB, Ariz.—A veteran of the world's first aerial combat recently visited Davis-Monthan. Col. Dean Ivan Lamb recalled fighting aerial warfare over 40 years ago, in a plane that looked like a bicycle with box kite wings.

In 1911, Dean Lamb, American flier and "soldier of fortune," was cruising low over the sandy terrain of northern Sonora in Mexico. He was "Chief" of the Mexican Revolutionary Army's one-plane air force, with the mission of locating and destroying the one Mexican Federal Army's plane.

He found the plane, which looked like his. It was a Curtis pushertype, with the propeller behind the cockpit. The enemy started firing at Lamb, and he fired his Colt .45 in return. The first "dog fight" ended in a draw, when both guns were emptied.

DURING WAR I, Lamb flew for the British Royal Flying Corps, in 1917. When a squadron of German Gotha bombers attacked London, Lamb went up in a squadron of biplanes and machine-gunned the first plane to be shot down over England.

After the armistice, Col. Lamb

American F-86F's, Republic F-84G's, and Lockheed RF-80's, as well as liaison and helicopter aircraft.

Included in the exercise will be tactical operation of aeromedical evacuation units, and the aircraft loading and ejecting techniques of the aerial port operations squadrons, both of which are assigned to Eighteenth Air Force.

Communications facilities will be supplied and maintained by Eighteenth's 4418th Communications Group.

flew the first scheduled air mail route which operated between New York and Chicago. He made the first flight across Central America; quelled two minor revolutions by air in South America, and made the first flight from and to high Andes, Ecuador.

During War II he served as an officer with the Flying Tigers in India and China. Then in 1953 Col. Lamb retired.



COL. LAMB

AIR FORCE TIMES, 27 FEB 54, p 26