

Smithsonian Institution Smithsonian National Air and Space Museum Archives

Harold E. Morehouse Flying Pioneers Biographies Collection - Lamkey, William A.

Extracted on Apr-23-2024 08:52:35

The Smithsonian Institution thanks all digital volunteers that transcribed and reviewed this material. Your work enriches Smithsonian collections, making them available to anyone with an interest in using them.

The Smithsonian Institution (the "Smithsonian") provides the content on this website (transcription.si.edu), other Smithsonian websites, and third-party sites on which it maintains a presence ("SI Websites") in support of its mission for the "increase and diffusion of knowledge." The Smithsonian invites visitors to use its online content for personal, educational and other non-commercial purposes. By using this website, you accept and agree to abide by the following terms.

- If sharing the material in personal and educational contexts, please cite the Smithsonian National Air and Space Museum Archives as source of the content and the project title as provided at the top of the document. Include the accession number or collection name; when possible, link to the Smithsonian National Air and Space Museum Archives website.
- If you wish to use this material in a for-profit publication, exhibition, or online project, please contact Smithsonian National Air and Space Museum Archives or transcribe@si.edu

For more information on this project and related material, contact the Smithsonian National Air and Space Museum Archives. See this project and other collections in the Smithsonian Transcription Center.

[[stamp]] WILLIAM A. LAMKEY Pioneer Moisant Monoplane Pilot [[/stamp]]

[[stamp]] FROM THE FLYING PIONEERS BIOGRAPHIES OF HAROLD E. MOREHOUSE [[/stamp]]

[[image]]

William A. Lamkey was born in New York City, July 25, 1887. He attended city schools, then joined the Navy where he served until 1912.

[[strikethrough]]In the service he became interested in flying then he saw Eugene Ely make the first historic warship landing and take-off. In [[/strikethrough]]

In January, [[strikethrough]][[13?]][[/strikethrough]] 1911 [[strikethrough]].[[/strikethrough]] Lamkey was [[strikethrough]]at that time[[/strikethrough]] on the U.S.S. VIRGINIA, anchored in San Francisco Bay. The U.S.S. PENNSYLVANIA was also anchored nearby and Lamkey [[strikethrough]]saw[[/strikethrough]] had seen them making a wood platform on the rear deck of the PENNSYLVANIA and was told an attempt was to be made to land an

[[strikethrough]]aeroplane[[/strikethrough]] airplane on the ship. AS a result he had a perfect view of Eugene Ely's landing and take-off on January 18th.

Following this he was determined to learn to fly. Lamkey was soon transferred to the U.S.S. WASHINGTON as it was being prepared to leave for the east coast by way of the Straits of Magellan. After arriving in Hampton Roads, Virginia, his enlistment expired in mid-1912, following which he enrolled for flight instruction at the Moisant Flying School at Hempstead, Long Island, [[strikethrough]]New York[[/strikethrough]]during late August where he was taught to fly along with a class of American and Mexican students. Joseph Richter was the school instructor at that time.

By October Lamkey was flying capably. He continued his practice in preparation for his license tests and obtained F.A.I. certificate No. 183, dated November 6, 1912, flying a 50hp-Gnome-[[strikethrough]]powered[[/strikethrough]]engined Moisant-Bleriot monoplane. Alexent Chart Charles - 1105

IPUED THE FLYING PRETACLES GLICENHIUS OF HATOLD E. GLICENHIUSE

billing as laddy was been in Hee Torb City, July 25, 1887. He attended city schools, then joined the Dary where he served until 1912.

derfolgi sicher einen eine bescher Inderne Karl all (Adgest ander der forst Angene Aller einen under hier inder sicher sollter under hier indeltigt sicht sollte geschaft fer der soch sich alle sollte sollte sollte fer der soch sich aller und B

whithin as the U.S.S. TININA, anchored in Jan Principes Bay.

The Visio, colligible is use also high sector and ladoy effe

than making a wood platform on the



rear deak of the Publication and was told as attacht can be made to land an simplified description on the ship. As a result he had a perfect where of the shing and takeoff as January 18th.

Following this be any detendent to learn to riy. Linkey was seen transferred to the W.S.S. LANSINGTON as it as being prepared to leave for the east must by may of the Straits of Hagelbin. After erriving in Handton Roman, Virginia, Mis enlistment expired in min-1912, following which he earabled for flight instruction at the Holesent Firing Johnol at Empotence, long Intern, MARTONE during late Asynt ideays he use smught to fly along with a class of varies and leaving staients. Joseph History was the school instructory at that time.

by October Leakey has flying GSUP.¹⁰⁰ In continues his provide in preparation for his linears tests and estimate A.J. Sortificity -0, 103, diate dynamics 6, 1912, flying a SupPress primetry in at-ilerist examples.

Harold E. Morehouse Flying Pioneers Biographies Collection - Lamkey, William A. Transcribed and Reviewed by Digital Volunteers Extracted Apr-23-2024 08:52:35



Smithsonian Institution

Smithsonian National Air and Space Museum Archives

The mission of the Smithsonian is the increase and diffusion of knowledge - shaping the future by preserving our heritage, discovering new knowledge, and sharing our resources with the world. Founded in 1846, the Smithsonian is the world's largest museum and research complex, consisting of 19 museums and galleries, the National Zoological Park, and nine research facilities.Become an active part of our mission through the Transcription Center. Together, we are discovering secrets hidden deep inside our collections that illuminate our history and our world.

Join us! The Transcription Center: https://transcription.si.edu On Facebook: https://www.facebook.com/SmithsonianTranscriptionCenter On Twitter: @TranscribeSI

Connect with the Smithsonian Smithsonian Institution: www.si.edu On Facebook: https://www.facebook.com/Smithsonian On Twitter: @smithsonian