



Smithsonian Institution

Smithsonian National Air and Space Museum Archives

Harold E. Morehouse Flying Pioneers Biographies Collection - Brock, William S.

Extracted on May-27-2022 03:11:19

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.

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

Following this Brock and Faulker split up and in 1923 Brock hired Miss Lillian Boyer as wing walker. He also added an automobile race act and toured the country for some time. He later discontinued his troupe and joined the Gates flying circus. While with Gates a wing walker, Frank Walker, lost his hold on Brock's plane at New Orleans, Louisiana, and fell to his death. This so upset Brock that he permanently gave up the circus and barnstorming.

In the early spring of 1926 Brock joined Charles Dickenson, wealthy Chicago aviation enthusiast, who had just been awarded an airmail contract between Chicago and Minneapolis-St. Paul, Minnesota by way of Milwaukee and LaCrosse, Wisconsin. Dickenson had also engaged Elmer Partridge, Henry Keller, Charles Arens and Matty Laird for the route, with Laird biplanes to be used, powered by Wright Whirlwind engines. The route opened on June 7th and the next day Partridge was killed. The route lost money, Dickenson became disinterested and operations were suspended in September.

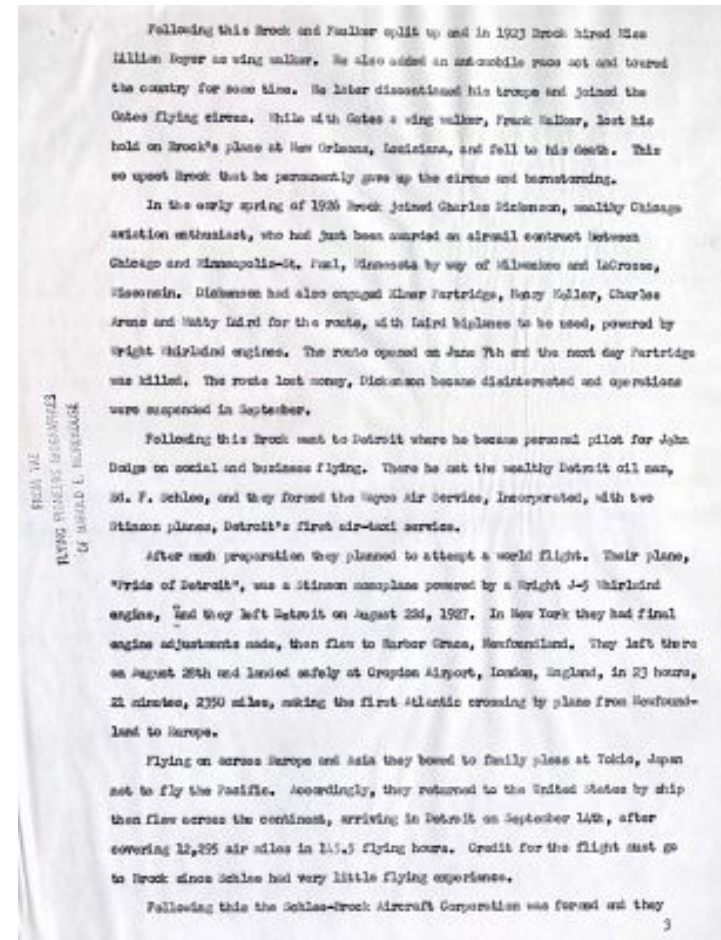
Following this Brock went to Detroit where he became personal pilot for John Dodge on social and business flying. There he met the wealthy Detroit oil man, Ed. F. Schlee, and they formed the Wayco Air Service, Incorporated, with two Stinson planes, Detroit's first air-taxi service.

After much preparation they planned to attempt a world flight. Their plane, "Pride of Detroit", was a Stinson monoplane powered by a Wright J-5 Whirlwind engine, and they left Detroit on August 22d, 1927. In New York they had final engine adjustments made, then flew to Harbor Grace, Newfoundland. They left there on August 28th and landed safely at Croydon Airport, London, England, in 23 hours, 21 minutes, 2350 miles, making the first Atlantic crossing by plane from Newfoundland to Europe.

flying on across Europe and Asia they bowed to family pleas at Tokio, Japan not to fly the Pacific. Accordingly, they returned to the United States by ship then flew across the continent, arriving in Detroit on September 14th, after covering 12,295 air miles in 145.5 flying hours. Credit for the flight must go to Brock since Schlee had very little flying experience.

Following this the Schlee-Brock Aircraft Corporation was formed and they

3



Harold E. Morehouse Flying Pioneers Biographies Collection - Brock, William S.
Transcribed and Reviewed by Digital Volunteers
Extracted May-27-2022 03:11:19



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](https://twitter.com/TranscribeSI)

Connect with the Smithsonian

Smithsonian Institution: www.si.edu

On Facebook: <https://www.facebook.com/Smithsonian>

On Twitter: [@smithsonian](https://twitter.com/smithsonian)