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

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[[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.

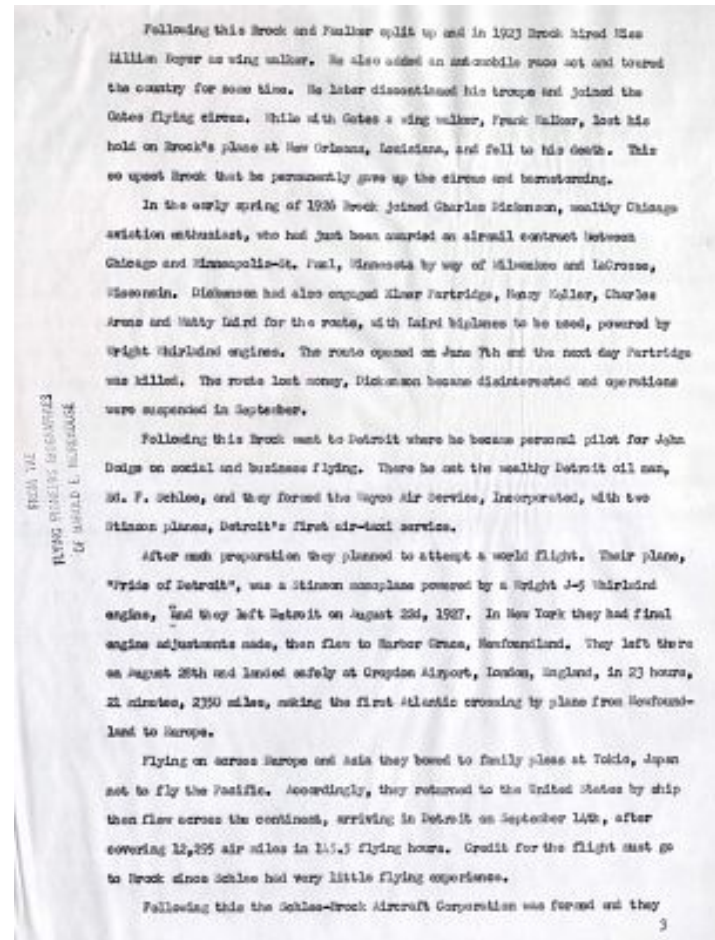
Following this Brock went to Detroit where he became personal pilot for John Dodge on social and business flying. There he met the wealthy Detroit oil man, Ed. F. Schlee, and they formed the Wayco Air Service, Incorporated, with two Stinson planes, Detroit's first air-taxi service.

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

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