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

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In the early spring of 1926 Brock joined Charles Dick[~~kinson~~][~~e~~][~~/~~][~~strikethrough~~][~~]~~^{note}][~~/~~][~~note~~][~~]~~inson, 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. Dindenson ^{and Dick} [strikethrough] Dickinson 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

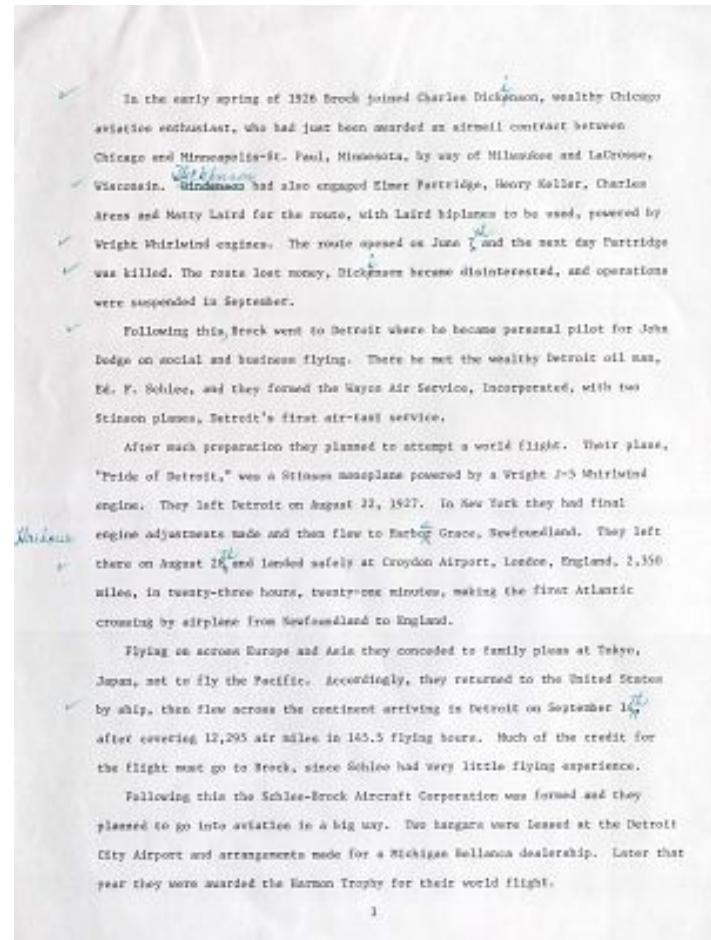
was killed. The route lost money, Dick[~~kinson~~][~~e~~][~~/~~][~~strikethrough~~][~~]~~^{note}][~~/~~][~~note~~][~~]~~inson became disinterested, and operations were suspended in September. Following this, Brock went to Detroit where he became personal pilot for John Dodge on social and business flying. 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. They left Detroit on August 22, 1927. In New York they had final engine adjustments made and then flew to Harbour Grace, Newfoundland. They left there on August 28th and landed safely at Croydon Airport, London, England, 2,350 miles, in twenty-three hours, twenty-one minutes, making the first Atlantic crossing by airplane from Newfoundland to England.

Flying on across Europe and Asia they conceded to family pleas at Tokyo, 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. Much of the 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 planned to go into aviation in a big way. Two hangars were leased at the Detroit City Airport and arrangements made for a Michigan Bellanca dealership. Later that year they were awarded the Harmon Trophy for their world flight.

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