



**Smithsonian Institution**

*Smithsonian National Air and Space Museum Archives*

## **Harold E. Morehouse Flying Pioneers Biographies Collection - Eaton, Warren S.**

Extracted on Mar-28-2024 09:01:25

**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](https://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](mailto: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.

selves The Eaton Brothers and Company. Both brothers and Twining were also members of the newly formed Aero Club of Southern California, which had established a field of operations at the new motordrome at Playa del Rey near Los Angeles. There Eaton taught himself to fly the new Eaton-Twining monoplane during the summer of 1910 and reportedly was making brief flights with it by August. Later that fall the brothers made a biplane, powered first by a Ford automobile engine, then later this was changed to a Hall-Scott. With this plane Eaton really began to do some creditable flying.

During the early months of 1911 they made two Curtiss-type biplanes powered by Macomber rotary engines, one for their use and one for Harry Harness. In April they built two additional biplanes, one for a customer and one for a school plane, both powered by Detroit Aeromotor engines.

In May operations were moved to Hyde Park, Los Angeles where they had their own flying field and shop. There they started a flying school at once, with Jack Cannon as instructor. During this entire period Beryl Williams was working for the brothers as a mechanic and he later went on to become an aviator. At this time the latest Eaton biplane resembled a Curtiss, with front elevator and Farman landing gear. With 35-foot span double surfaced wings the plane was powered by an 8-cylinder 60 H.P. Hall-Scott engine. During June their flying field was a busy place with a class of pupils.

They engaged to fly an exhibition on July 4th at Santa Barbara, California with two planes. Jack Cannon and student aviator Dwight Paulding made flights but had minor accidents during the event. During July and through the fall Eaton was flying actively and carried some passengers in addition to instructing. Early Bird Dana de Hart was a pupil at the Eaton School that summer and also worked as a mechanic in the shop. On September 10th he made an 18 mile cross-country flight, then September 16th and 17th flew exhibitions for the Eatons at Stockton, California.

During the winter of 1911-1912 the brothers built three planes on order and in the spring Warren was again in charge of the school as instructor and brother Frank had charge of the field and shop. Their primary school machine, called

2

selves The Eaton Brothers and Company. Both brothers and Twining were also members of the newly formed Aero Club of Southern California, which had established a field of operations at the new motordrome at Playa del Rey near Los Angeles. There Eaton taught himself to fly the new Eaton-Twining monoplane during the summer of 1910 and reportedly was making brief flights with it by August. Later that fall the brothers made a biplane, powered first by a Ford automobile engine, then later this was changed to a Hall-Scott. With this plane Eaton really began to do some creditable flying.

During the early months of 1911 they made two Curtiss-type biplanes powered by Macomber rotary engines, one for their use and one for Harry Harness. In April they built two additional biplanes, one for a customer and one for a school plane, both powered by Detroit Aeromotor engines.

In May operations were moved to Hyde Park, Los Angeles where they had their own flying field and shop. There they started a flying school at once, with Jack Cannon as instructor. During this entire period Beryl Williams was working for the brothers as a mechanic and he later went on to become an aviator. At this time the latest Eaton biplane resembled a Curtiss, with front elevator and Farman landing gear. With 35-foot span double surfaced wings the plane was powered by an 8-cylinder 60 H.P. Hall-Scott engine. During June their flying field was a busy place with a class of pupils.

They engaged to fly an exhibition on July 4th at Santa Barbara, California with two planes. Jack Cannon and student aviator Dwight Paulding made flights but had minor accidents during the event. During July and through the fall Eaton was flying actively and carried some passengers in addition to instructing. Early Bird Dana de Hart was a pupil at the Eaton School that summer and also worked as a mechanic in the shop. On September 10th he made an 18 mile cross-country flight, then September 16th and 17th flew exhibitions for the Eatons at Stockton, California.

During the winter of 1911-1912 the brothers built three planes on order and in the spring Warren was again in charge of the school as instructor and brother Frank had charge of the field and shop. Their primary school machine, called

2

Harold E. Morehouse Flying Pioneers Biographies Collection - Eaton, Warren S.  
Transcribed and Reviewed by Digital Volunteers  
Extracted Mar-28-2024 09:01:25



## 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](http://www.si.edu)

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

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