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

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the Canadian Aircraft Company, Toronto, Canada, then as 1915 ended he organized the New York Aero Construction Company, with offices in New York City and a factory in Newark, New Jersey. There Eaton designed and supervised the construction of a large twin-engine 73 foot span twin-float-type biplane, using 90 H.P. Aeromarine 6-cylinder engines. Initial tests of this plane started on September 20th, 1916 flown by Leonard Bonney. Tests continued through March, 1917 but further work was evidently stopped by the coming of World War I.

In April, 1917 Eaton was a member of a committee to recommend the location of an aviation Coast Patrol Station on Long Island. Following this he became a member of the newly formed National Advisory Committee for Aeronautics in Washington, D.C. There he enlisted in the Engineering Department, U. S. Air Service, and during the fall of 1917 was assigned Production and Factory Manager of the St. Louis Aircraft Company, St. Louis, Missouri, building Curtiss Jennies. Eaton remained there until after Armistice Day 1918, then staying with the Production Engineering Division, Air Service, until April, 1919.

In July, 1919 Eaton became Chief Engineer of the Syd Chaplin Aircraft Corporation, Los Angeles, California, Southwestern Distributors for Curtiss planes and motors. The firm operated a flying field, school and flying service. Chaplin, who was a brother of the famous movie comedian Charles Chaplin, was also involved in the motion picture business. As a result of this association Eaton also shifted to the movie industry in January, 1920 as an engineer and director of developing methods of special and trick photography, where he devised many of the processes still in use today.

Eaton remained in this work until 1925 when he resigned to form the Eaton Radio Instrument Company, for research, where he obtained a contract to develop an automatic radio compass to meet U. S. Army specifications. In this work he developed aircraft instruments to aid in navigation, especially devised for blind flying, and his equipment was tested and endorsed by the U. S. Bureau of Standards.

He continued with his personal research and development until 1941 when in World War II he was commissioned as Colonel U.S.A.F. Liaison Officer, Boeing--

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