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## **Harold E. Morehouse Flying Pioneers Biographies Collection - Cato, Joseph L.**

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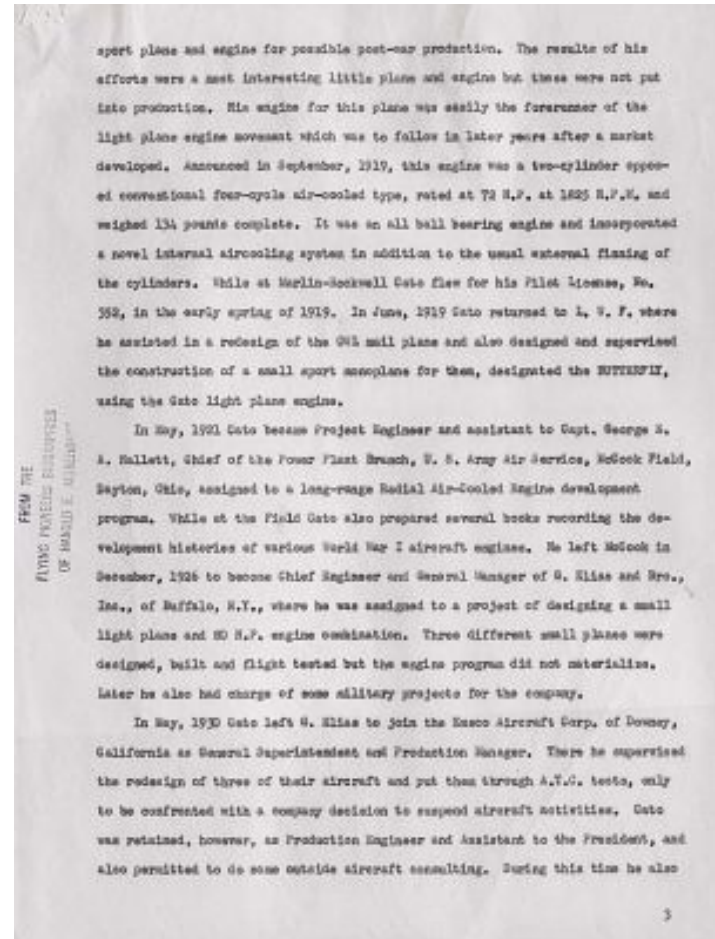
[[stamped]]FROM THE FLYING PIONEERS BIOGRAPHIES OF  
HAROLD E. MOREHOUSE [[/stamped]]

sport plane and engine for possible post-war production. The results of his efforts were a most interesting little plane and engine but these were not put into production. His engine for this plane was easily the forerunner of the light plane engine movement which was to follow in later years after a market developed. Announced in September, 1919, this engine was a two-cylinder opposed conventional four-cycle air-cooled type, rated at 72 H.P. at 1825 R.P.M. and weighed 134 pounds complete. It was an all ball bearing engine and incorporated a novel internal aircooling system in addition to the usual external finning of the cylinders. While at Marlin-Rockwell Cato flew for his Pilot License, No. 352, in the early spring of 1919. In June, 1919 Cato returned to L. W. F. where he assisted in a redesign of the OWL mail plane and also designed and supervised the construction of a small sport monoplane for them, designated the BUTTERFLY, using the Cato light plane engine.

In May, 1921 Cato became Project Engineer and assistant to Capt. George E. A. Hallett, Chief of the Power Plant Branch, U. S. Army Air Service, McCook Field, Dayton, Ohio, assigned to a long-range Radial Air-Cooled Engine development program. While at the Field Cato also prepared several books recording the development histories of various World War I aircraft engines. He left McCook in December, 1926 to become Chief Engineer and General Manager of G. Elias and Bro., Inc., of Buffalo, N.Y., where he was assigned to a project of designing a small light plane and 80 H.P. engine combination. Three different small planes were designed, built and flight tested but the engine program did not materialize. Later he also had charge of some military projects for the company.

In May, 1930 Cato left G. Elias to join the Emsco Aircraft Corp. of Downey, California as General Superintendent and Production Manager. There he supervised the redesign of three of their aircraft and put them through A.T.C. tests, only to be confronted with a company decision to suspend aircraft activities. Cato was retained, however, as Production Engineer and Assistant to the President, and also permitted to do some outside aircraft consulting. During this time he also

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