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

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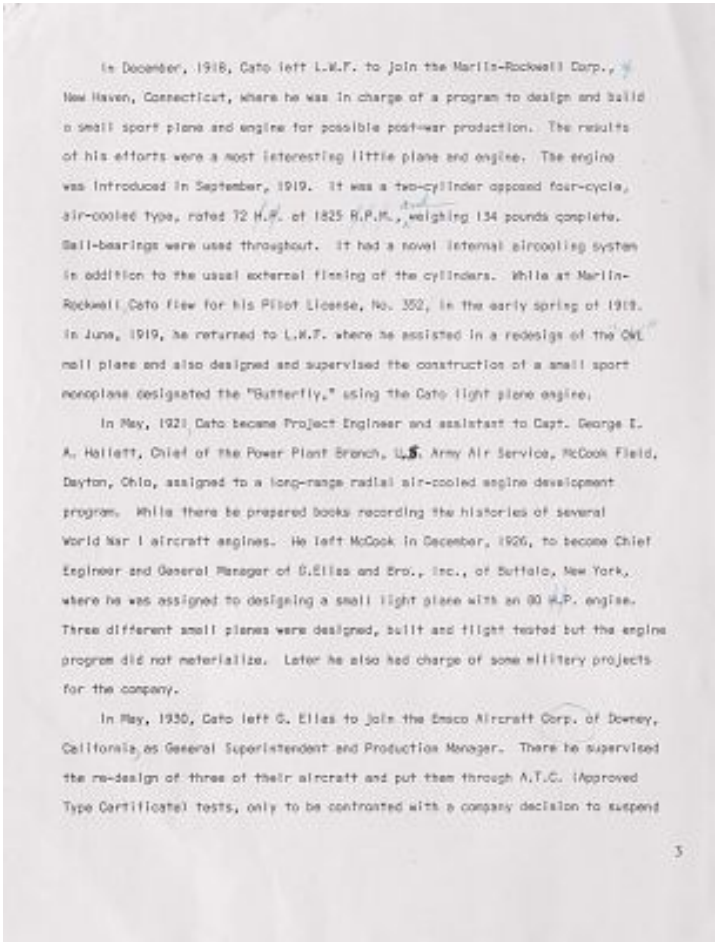
In December, 1918, Cato left L.W.F. to join the Marlin-Rockwell Corp., New Haven, Connecticut, where he was in charge of a program to design and build a small sport plane and engine for possible post-war production. The results of his efforts were a most interesting little plane and engine. The engine was introduced in September, 1919. It was a two-cylinder opposed four-cycle, air-cooled type, rated 72 [[strikethrough]] H.P. [[/strikethrough]] at 1825 R.P.M., [note] and [/note]weighing 134 pounds complete. Ball-bearings were used throughout. It had a novel internal aircooling system in addition to the usual external finning of the cylinders. While at Marlin-Rockwell [note] , [/note] Cato flew for his Pilot License, No. 352, in the early spring of 1919. In June, 1919, he returned to L.W.F. where he assisted in a redesign of the [note] " [/note] O [[strikethrough]] WL [[/strikethrough]] [note] " [/note] mail plane and also designed and supervised the construction of a small sport monoplane designated the "Butterfly," using the Cato light plane engine.

In May, 1921 [note] , [/note] Cato became Project Engineer and assistant to Capt. George E. A. Hallett, Chief of the Power Plant Branch, U. [note] S. [/note] Army Air Service, McCook Field, Dayton, Ohio, assigned to a long-range radial air-cooled engine development program. While there he prepared books recording the histories of several 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, New York, where he was assigned to designing a small light plane with an 80 [[strikethrough]] H.P. [[/strikethrough]] engine. 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 Crop. of Downey, California [note] , [/note] as General Superintendent and Production Manager. There he supervised the re-design of three of their aircraft and put them through A.T.C. (Approved Type Certificate) tests, only to be confronted with a company decision to suspend



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3