



Smithsonian Institution

Smithsonian National Air and Space Museum Archives

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

Extracted on Mar-29-2024 02:49:00

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), 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

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.

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 ~~H.P.~~ at 1825 R.P.M., ~~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 ~~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 ~~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 ~~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 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 ~~H.P.~~ 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 Corp. of Downey, California ~~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~~

3

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 H.P. at 1825 R.P.M., 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 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 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 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 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 H.P. 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 Corp. of Downey, California, 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

3

Harold E. Morehouse Flying Pioneers Biographies Collection - Cato, Joseph L.
Transcribed and Reviewed by Digital Volunteers
Extracted Mar-29-2024 02:49:00



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

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

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