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Dear Mr. Sigler,

In response to your letter of October 15th concerning material for your article and book about George Bogardus, I have attempted to answer your questions to the best of my ability and memory. I can't seem to locate the microphone for my tape recorder so have typed the answers as follows:

1. Born 1/24/18 in Glen Ridge, N.J. Family consisted of father, mother, and younger brother. Father was doctor engaged in hospital management. We lived in Duluth, Minn. (1921-26), Miami, Fla, (1926-32), and Long Island N.Y. from 1932 on. Became interested in flying in 1926 when father's cousin visited us and told of his experiences as a Naval Aviator during World War I. Became involved in flying in 1933 since we lived near Roosevelt Field, and was able to pay for flying instruction by saving every cent of money possible, such as High School lunch money, part time work at 20 cents/hour, and selling an article to Model Airplane News. Had strong interest in all phases of aviation. Graduated from University of Michigan in 1939 with degree in aeronautical engineering.
2. First met George Bogardus in 1946 when he drove to Long Island on his way to Washington for his first meeting with the CAA. I had previously corresponded with him for several years so that I felt I knew him pretty well already. He appeared to be rather laid-back and with a sincere belief in the importance of home-built airplanes.
3. I heard about the AAA through a magazine advertisement. My interest in home-built airplanes induced me to join.
4. The publicity regarding George's transcontinental flight in 1947 was obtained through Harold Martin who was a professional photographer who also took air to air photos of Grumman airplanes. Harold was notified and he met us at Roosevelt Field on a Saturday afternoon, took pictures of George and his airplane and submitted the photos and a story to the Assoc. Press who distributed it to a number of newspapers for publication the following Monday.
- I had nothing to do with the Air Progress article. I think Bill Winter got in touch with George.
5. I had nothing to do with setting up the meetings with the CAA. I accompanied George on his 1947 trip to Washington.
6. On the trip to Washington with George I flew my Cessna 140 and we landed at the Queens Chapel Airport which was a short distance North of Washington. The CAA meeting was primarily with Albert Vollmecke who was Chief of the Aircraft Section, and with his Assistant, Ed Ryder. Ed was also a graduate of the University of Michigan and I told him that I had attended one of his talks there a few years before. This probably made a good impression on him. They brought in several other

department heads who discussed the general problem of providing a new category of aircraft for home-builts and they all were very cooperative. The following morning when we were getting ready to leave, Vollmecke and Ryder came out to the airport and seemed to be impressed by George's airplane and the fact that he had flown it from Oregon.

On the way home we stopped at Pottstown, PA. where several AAA members were located. We stayed there a few days as the weather was not good enough to return to Long Island.

7. A significant event during this period was the pleasant reception that we received from the CAA and the apparent acceptance of the idea that home-built airplanes could become a recognized part of private flying.

8. After graduating from the University of Michigan in 1939 I worked for Stinson for about 1½ years after which I went to Republic in 1940 when they got the contract for the P-47. While there I also worked on the XP-69, XP-72, XF-12, and the first F-84. In 1946 I went to work for Grumman. At Grumman I worked on a number of airplanes and was in charge of Stress Analysis on the Ag-Cat, the A-6, and the EA-6B. My only involvement in the Space Program was in 1986 and 1987 when I worked on the "Star Wars" Neutral Particle Beam Project. I retired in 1987.

9. The article in the EAA Experimenter gave a pretty complete story of the Super Dart design and Construction. George, of course encouraged me during the building period and suggested using the Lycoming engine instead of the Continental A-40 that I had originally picked.

Whenever I visited a new airport with the Super Dart the airplane would cause questions to be asked, such as "Wasit built from a kit?", or, "What parts are from another airplane?". Its small size usually made it appear to be flying faster than it really was and brought favorable comment. Its flying characteristics were very benign as far as low speed handling was concerned. The 4 degrees of washout in the wing prevented tip stall of the tapered wing and gave a gentle stall. The clean design and lack of flaps made speed control in the landing approach important to prevent floating across the field due to excess speed.

10. Because of N.Y. State laws banning unlicensed aircraft passed in the early 1930s, home-built activity was practically non-existent in the years just prior to World War II. Of course before that, in the 1920s, Long Island especially in the Roosevelt Field vicinity, had been very active, with many home-builts, some of most interesting design.

After the Federal regulations were changed in 1946 to provide an experimental license for home-builts, due to George's efforts, the number of home-builts increased. In the 1950s at the Deer Park Airport where I kept my ship there were at least 5 home-builts and others were located at East Hampton and Zahn's Airport. Unfortunately now nearly all the small airports on Long Island are closed and home-built activity has decreased. There seem to be about as many aircraft museums as there are airports now.

I hope the above answers your questions satisfactorily and I will look forward to seeing your article and book.

Best regards,

Jack M. Roe

Questions For Jack McRae

1. Provide a thumbnail biography (birthdate, place, family). How did you first become interested in aviation? How did you become involved in flying? What were inspirations in your youth that led you to this interest? What education did you receive to help achieve your goals?
2. Describe your first meeting with George Bogardus. What were your impressions?
3. How did you learn about the AAA? What induced you to join?
4. George says that his picture ended up on the front page of the Washington Post. George says you worked as an "advance man" and "PR agent" for the cause, and helped create a great deal of the publicity he received for his flight. Describe your part in making this happen. How were you instrumental in getting material into *Air Progress*? Are there other noteworthy items I could trace?
5. George says you had a great deal to do with setting up meetings with the CAA and CAB. What was your involvement? Describe your activities before, during, and after George's trips to Washington, D. C.
6. George says you flew formation to Washington, D. C. with him and were there for the meetings with the CAA and CAB. Describe those meetings, the interaction with the people involved, and give your impressions of the events. Describe the types of activity that occurred at the airports where you landed. (Also, what did you fly?)
7. What was the most significant event for you during that period, personal or otherwise?
8. Tell about your career at Stinson, Republic, and Grumman. George says you were involved in the space program. In what way?
9. I read the *Experimenter* articles from several years ago about the Super Dart. Provide more details, including George's involvement. Are there some anecdotes that were not included in your articles? How did other local pilots accept the idea of a "home-built" aircraft? The craft seems to be a wonderful design, and unlike others of that period, not short-coupled or "twitchy." Comment on flying characteristics, please.
10. What other home-built activity occurred in your locale before George's visit? Following the acceptance of the new rules? Again, that is hinted at in your articles. I would enjoy some further details in this area.

Thank you for your help. I hope that I can do justice to your story, and that of all the early home-builders.