

Friday

Gawge:

Letter from Marwood saying they now have the sheet of 1/32 Celeron. Told them we would call for it early next week. Hope you can manage to get over town for it. If you can not for any reason, you better call us and we will try to get it some other way. Hope you are feeling better. News from Tunis, etc. should make all of us feel better. Wish the weather would let up. Might get to see a P-38 or something and get a new idea for the Long-Bo. All quiet along the Dairy.

LL



THIS SIDE OF CARD IS FOR ADDRESS

Mr. Geo. Bogardus
3132 N.E. 42 Ave.
Portland, Ore.

Wednesday

Jawrge:

Hitting one cylinder part of time. At that, Janet and I had it much easier than all the others. I am carving props and making fences about 5 to 6 hours a day. Not so bad. Sorry I couldn't see you Saturday, but I sure felt bad and looked worse. The doctor gave me some new stuff I really think works. He had just got back from the big doctor's meeting in Detroit, and learned a few things there.

Enclosing a letter from Mar Ross. It might interest you a little and it might be that you could help locate the boy some spruce. If you like to write to real hams he certainly is one. Bought a Harlequin and built Wimpy. Never gives up. Wish you would give him a hand. I am writing him today and mentioning you.

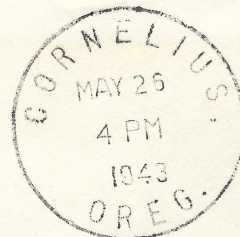
Thanks for getting the Celeron and especially for the books. I sure did enjoy reading them. The Lea bill looks very bad and I am going to write McNary about it. I doubt if they pass it as is, but there is always the danger.

Been seeing lots of ships. Saw 24 25's in one close flock Sunday evening. Also saw a flight of 16 with 4 39's for escort. Lotsa powah up there.

LL

L. Long
Cornelius, Or.

MAR ROSS



George Bogardus
3132 N.E. 42 Ave.
Portland, Ore.

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Hoytsville, Utah

Dear Leslie:

Thalman and I have designed a slick little job but we are not able to obtain spruce for it. It is a small 22 ft. span and calculates to fly level on 7 H.P. The pilot lays down instead of the conventional sit position.

We really want to experiment on this and I am wondering if there is any way possible for you to get spruce from some of those companies up there.

We will pay plenty if we can get it but there would be no use in writing to

(2)

them. However if one of them has it, you ~~in~~ in person, could obtain same.

If you are not too all fired busy tie some up for us. There is no priority required as far as I can find out. but they are just out of it in Salt Lake. What we need is about 3 peo. 1x12 x 16 or 18. or almost anything down to 10ft long. and just so it will finish to 1/2 inch. about 50 board feet is right. I had no trouble getting 30 yds. fabric for it.

I sold my plane for \$300. to a kid in Wyoming.

Say you were right about Hildro. They got my drawings. then I designed my own props and sent them the dope and they wait even do the rest, or build them up.

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The original agreement was for me to give them the fuselage and tail plans ^{for your wings} then they were to build 2 props one for me and one for Thalmann. I found out they did not know what the score was on pitch so I went ahead and designed both props and sent the blade layout and templates to them. They still will not build the props. I am going to get the templates back if they will send them and build the props myself I suppose.

I will send you some flight pictures of the plane

(4)

if you want them.

We did a little flying in
buying with the longster.
(Halman, my brother, and I)

If you possibly can tie
up some spruce do it. If you
can't let me know immediately.

If you can tie some up
but need money also let me
know immediately.

anyway if there is any to
be had let me know how
much money it will take
and I will send it.

Many Thanks.

Mar Ross

This ship will be all lifting
surface or wing.

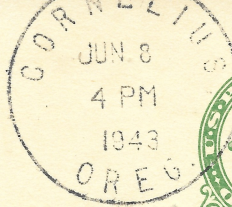
6-8-43

Gahrge:

All quiet along the dairy. Have an inquiry from a friend who wants to buy a ship. It might be that you know of one or might hear of one. He wants something like a Stinson or Fairchild. Three-place if possible and about 150 HP. Should be in good condition. Perhaps some of the boys you know if the south might have something, although the chances are slim. Let us know when you are coming out. Perry is home on short furlough. Wish you could meet him.

LL

Let us know when you are coming.



THIS SIDE OF CARD IS FOR ADDRESS

George Bogardus
3132 N.E. 42 Ave.
Portland, Ore.

LESLIE L. LONG
CORNELIUS, OREGON

7-19-43

Gawge:

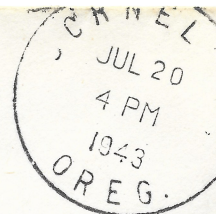
Ann and Geo had a ticket or so left over and thought you might be able to use them. Not much time left at that.

Been thinking a lot about the ship. I know you will be highly put out, but I just can't get up enough fervor about another high wing job. When ww were talking about it it seemed like a fine idea, but I made up my mind years ago that the low wing was the ship and that it had to be cantilever. I know that it would be entirely practical to make the long wing with wire bracing that would fly and soar, but who would want it? Just a few soaring fans mostly.

Somehwere recently I saw a photo or a low wing soaring job. It must be in some of the mags around here and I will try to look it up. Don't you think it would be possible to make a low or mid wing ship with cantilever wing that could be both glown and sailed? I do, and I t ink it could be done with the V-motor we talked about. The English got out some very light cantilever ships. I think that with the geodetic construction we could get the necessary span without too much weight and without any drag at all. All the data I have seen are to the effect that a midwing is the ideal ship so far as efficiency goes, so why not a mid wing cantilever with about 36 ft span and a weight of 250 lbs empty. Can do.

Look for you out Saturday. Russ Stewart was here yesterday and we talked light planes till the cows came home. He has his already for the starting signal. Salnson job and it looks very good and flys better.
LLL

L. Long
Cornelius, Or.



George Bogardus
3132 N.E. 42 Ave.
Portland, Ore.

LONG RADIO WORKS

Telephone 1606J

CORNELIUS, OREGON

9-15

Jawge:

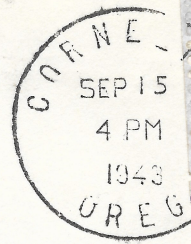
Meant to write before, but just couldn't get untracked long enough. Had a special prop order from Gold Hill and had to take care of it because the State College is mixed up in it. Hope you got over the crick in the back without trouble.

The little tractor came last Saturday, but havn't had time to do much with it. Ran the motor and walked it around the yard. Motor runs very nice and looks like the real thing for a scooter. It has a gear case built in and the ratio is 6 to 1. It would be just about right with 1 to 1 drive, or might require gearing up a little, depending on wheels used. It has a nifty little plow, but there seems to be no way to get the plow in or out of the ground except by sheer muscle.

Bill Forbis just came in and I will have to stop and talk to him. He is a Sr Lt. in the Navy and teaches at Pasco. Will expect you Saturday.

LL

L. Long
Cornelius, Or.



Geo. Bogardus
3132 N.E. 42 Ave.
Portland, Ore.

George:

Letter OK. Had meant to write you a letter, but simply couldn't get to it. Finally finished up the props. Started in May and done nothing else except the work on the floors and water system. As to your suggestion, it is very good. In fact is the only thing that can be done. Queer thing is that the paper came out with a story about the State Board now being engaged in "plans for the future" for Oregon aviation. Perhaps you saw it. If you can't come out Saturday I will write you more fully about what must be done. Saw some more of the old gang since you were here. Washington boys. They have the fever bad as ever. Be seeing you.

L



THIS SIDE OF CARD IS FOR ADDRESS

George Bogardus
3132 N.E. 42 Ave.
Portland 13, Oreg.

Chairman:

LESLIE LONG
Cornelius, Oregon

Advisory Council:

PROF. J. R. WATSON
Forest Grove, Oregon

IRVIN GEIER
Union City, New Jersey

W. W. STUBBS
Milwaukee, Wisconsin

AMATEUR AIRCRAFT LEAGUE

CORNELIUS, OREGON

10-6-43

"Class
Intolerance
Is
Unjust
And
Un-American"

George:

Letter OK. I wrote to Governor Snell yesterday. I outlined the situation as it stands now, and told him what we hoped to do. No telling what he may do, although it wouldn't surprise me if he did nothing at all. He probably doesn't know anything about it and will be inclined to wait to see what happens. He is a Republican, however, and I made it a point to tell him that the New Deal had been strongly anti-amateur since coming to power. I also pointed out the old controversy over state rights, which will probably be the final showdown point.

There is nothing important that we can do now. Nobody would take an interest until the war is settled. All that we could do is lay a foundation. We must get hold of all the amateurs possible and have them prepared. Got two men yesterday who will be helpful. I sent them to you, but gave them a pep talk while here. They are the Anderson Brothers of Vancouver. No doubt you saw them.

There is too much uncertainty. Your own case is typical. If you do get called, which I doubt, it would throw a wrench in the gears right at the start. The same thing could happen to anyone we might choose as a key man. We should get all the addresses we can get, get out some literature and see what the reaction is. I wish we could get hold of Roy Fry. Slightly screwball, but he does know a lot of men that we don't know. I wonder if mimeographed letters would be good enough. I believe we should put an add in P-A or some of the other papers just to get contacts. What say?

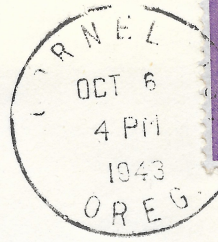
As to Kamm, you can worry about that. Use your own judgement entirely. He may be something on the Hibbs order and you have to watch such guys.

I suppose you know you are to be President of the new League. Probably Peer as Vice, me as Sec, and some outsider as Sergeant. Board of Directors will have to include a good key man from every important city. Our first objectives are Tom Story for state Inspector, and an amateur on the State Board, preferably Lee Eyerley, or possibly Yale Smith. Would like to have Charley Bernard, but he probably wouldn't do it. We need a legal man, but he must know his airplanes.

Be seeing you,
LL

L. Long
Cornelius, Or.

AMATEUR AIRCRAFT LEAGUE



Geo. Bogardus
5132 N.E. 42 Ave.
Portland 13, Oreg.