

OH-3022,Toby Smith, 3-31-14, WY In Flight

JUNGE: OK. Can I put something on the front of this tape?

Identifier: today is the 31<sup>st</sup> of March, 2014. My name is Mark Junge and I'm in the Medicine Bow Senior Center and opposite me at this little table in this room -- this little side room is Toby Smith. And, Toby, I guess what I'd ask is could you give me your full name to start with.

SMITH: Toby Smith.

JUNGE: That's your name? Toby?

SMITH: Well, baptism name. Taylor Baxter Smith III.

JUNGE: Really? No wonder you go by Toby. When and where were you born? What date?

SMITH: Wyoming.

JUNGE: Whereabouts?

SMITH: Laramie, Wyoming.

JUNGE: What date?

SMITH: Six twenty-one '44.

JUNGE: So I'm a year older than you. I was 6/5/43.

SMITH: Oh yeah?

JUNGE: Yeah. Yeah. So respect your elder. Anyway, I wanted to talk [00:01:00] with Toby today a little bit about his connection with aviation history in Wyoming and a little bit about his mother and a little bit about the Medicine

Bow Airport. But before we do that, Toby, how about just telling me a little bit about yourself. Where - how you got to Wyoming or how your parents got to Wyoming, who they were.

SMITH: Well, I got here -- I was born here.

JUNGE: In Laramie?

SMITH: Yeah.

JUNGE: OK.

SMITH: And raised on a ranch out south of here at the Johnson Ranch up until I was about four or five years old and my dad went to work in the oil field. Well, back up -- when I was born, my dad was in the South Pacific during the Second World War. And then when he came home, he went to work on the ranch and then 1948 or '49 we moved to a little place out here -- a little community of Kyle and he worked in the oil field there for a year, moved to Kaycee, Wyoming and worked [00:02:00] with his brother-in-law for a year up there on a ranch and we moved back to Medicine Bow again to a little place out here called Spade -- the Spade Ranch. One year there and then we moved to the Robbers Roost Ranch and I spent the next 10 or 11 years on the Robbers Roost.

JUNGE: Is that where that sign is on the highway that says Robbers Roost?

SMITH: Mm-hmm.

JUNGE: Between here and Laramie?

SMITH: Mm-hmm.

JUNGE: I'll be darned. So, let's see, you were always working -- worked at a Ranch, right?

SMITH: All my growing up years.

JUNGE: So you spent some time in Kyle you say?

SMITH: Mm-hmm.

JUNGE: Is that near McSpadden?

SMITH: West -- north of McSpadden. It's not even there no more. It was a oil community by -- actually it was started by Ohio Oil Company.

JUNGE: So your dad was in World War II?

SMITH: Yep.

JUNGE: Did he ever tell you about his experiences?

SMITH: Oh, some of them. [00:03:00] Not much. He worked -- built the Alcan Highway when the Army engineers built the Alcan Highway. And he was over in the South Pacific because he was an equipment operator and engineer to run a bulldozer.

JUNGE: Was he in the CBs or what was he in?

SMITH: He was in the Army.

JUNGE: I'll be darned. But he helped build the Alcan?

SMITH: Mm-hmm.

JUNGE: What did he ever tell you about that?

SMITH: Oh, he had lots of stories to tell about the whole thing. And he had quite a book that he went through and he would tell things -- he knew some of the guys in there. Never did find his picture in it.

JUNGE: Did he say it was pretty tough?

SMITH: Yeah. He said it was horrid.

JUNGE: What section did he work on?

SMITH: I think part of most of the northern part of it.

JUNGE: From Anchorage on east of there?

SMITH: Well, yeah. I think they started somewhere around Whitehorse. He talked a lot about Whitehorse and being around there and up to Fairbanks.

JUNGE: In Yukon Territory?

SMITH: Mm-hmm. [00:04:00]

JUNGE: Yeah. Exactly. I'll be darned. So what did your mother do?

SMITH: Mom -- when I was born, she was working at Hested's store I think in Laramie and then she went to work at this ranch out here working for a hay crew with the understanding that when Dad got out of the service that he would come to work there, which he did. And then she was just a housewife the whole time until we moved to the Robbers Roost and she worked at the hotel as a waitress for sometimes after that.

JUNGE: Which hotel?

SMITH: The Virginia Hotel.

JUNGE: OK. You said something that I haven't heard for years -- Hested's. H-E-S-T-E-D-'-S. Hested's -- tell me what that -- what kind of a store was that?

SMITH: Just a general store. I mean just -- had all kinds of stuff in there. Had a little [00:05:00]-- are you familiar with Woolworth's?

JUNGE: Sure.

SMITH: Same thing -- same type of store.

JUNGE: JC Penney, Woolworth's, Hested's.

SMITH: But Hested's and Woolworth both had a little café counter where they served food. But Penneys didn't but she worked -- it was just dry goods and not too much canned goods that I can remember. Most of it was clothes and nickel, dime stuff. It's called the five and dime.

JUNGE: Today it would be the dollar store probably with a little counter for food. And this was in Laramie?

SMITH: Mm-hmm.

JUNGE: OK. So when did you start going to work on the ranch?

SMITH: When I was about six.

JUNGE: Do you remember that?

SMITH: Yeah. I remember babysitting when I was three.

JUNGE: Really? Your memory goes back that far?

SMITH: Yeah. I can remember three years old, four years old.

I can remember babysitting my little brother [00:06:00] who was probably about six, seven months old when Mom and Dad went from the ranch -- went over to Elk Mountain to a dance one night and I had to give my little brother a baby bottle and I can remember -- I can remember getting up in the middle of the night and feeding him his baby bottle.

JUNGE: How many siblings were there?

SMITH: Eventually four. There was four. It was myself and three -- I got two brothers and a sister.

JUNGE: Are they still alive?

SMITH: Yep.

JUNGE: Good. Your parents are both gone, I take it?

SMITH: No, no. My dad is. He died in about '77, '76 -- '77 -- somewhere in there.

JUNGE: And your mom?

SMITH: She's about -- she'll be turning 90 next month.

JUNGE: Really? Where's she at?

SMITH: She's living with my brother in Cheyenne.

JUNGE: What's her name?

SMITH: Ellen -- Ellen Smith.

JUNGE: Helen?

SMITH: Ellen. E-L-L-E-n.

JUNGE: Is she in the book under Ellen?

SMITH: Yeah.

JUNGE: I just talked to her about her -- didn't she have some experiences in the airline industry -- I mean in the airline business?

SMITH: No. [00:07:00]

JUNGE: Or not the airline but the --

SMITH: She was -- it all started my part in the aviation industry -- started when I was a kid. I can back up. I can remember in 1948 when we had the bad blizzard they had some -- or even before that. I can remember they had propeller fire planes up here at the airport. They stationed some up here to teach the pilots -- I found out later to land on dirt fields and take off on dirt fields. So that was a good practice place for them. And then in 1948 we had the bad blizzard. They brought in some flying boxcars and they brought hay in on the train and unloaded it and took it up to the airport and put it on those boxcars up there. And they would fly around and feed critters.

JUNGE: This was -- they landed on that little strip up there?

SMITH: Mm-hmm.

JUNGE: The Medicine Bow Airport?

SMITH: Mm-hmm.

JUNGE: There must not have been much room for them.

SMITH: Not much. Not much. [00:08:00]

JUNGE: Because, you know, I think -- was it the winter of '49 you're talking about? OK. In the winter of '49 -- I read about that in TA Larson's *History of Wyoming*.

SMITH: Bad, bad storm.

JUNGE: Yeah. And I had heard or read that the National Guard had to drop hay bales to cattle. Is that what you're talking about?

SMITH: Yeah. They used to fly in boxcars.

JUNGE: Like a C-130?

SMITH: Well, kind of. It had the main wing with two boom tails and the T-tail in the back and then the boxcars hung in the middle in the middle. So it had the two engines and then the boom and the tail and everything. They loaded the hay in the back end and they would fly around and feed deer and antelope and cows and horses and sheep and whatever. Any animal down there -- they got hay.

JUNGE: Did you watch them do this?

SMITH: I remember seeing them when I was little flying around.

JUNGE: So how'd they drop the hay?

SMITH: Just kick the hay out and let it go and hit the ground and "Boom!"

JUNGE: Well, I suppose that saved the rear ends [00:09:00] of



a few ranchers.

SMITH: Yeah, and a lot of cattle -- a lot of animals. Later when we moved to the Robbers Roost Ranch, the guy that owned the ranch -- his boy was good friends with a guy that was a test pilot for Forney Aircraft in Fort Collins when they were building the Air Coupe there in Fort Collins. And me being with my mom or anybody -- now Mom thought Dad had a girlfriend. He was always going to Fort Collins all the time but he was going down and taking flying lessons from this test pilot. And when Mom found out about it and everything, then Mom and Dad bought a plane -- a little Air Coupe -- a 1947 or '48 model. Dad was flying and got his student permit, was landing up here one day [00:10:00] -- not on the main runway -- we called it Dad's runway after it happened but he wrecked the plane. He came in for a landing and a gust of wind picked him up and he went to give it a throttle and he give it too quick and it killed the engine and come in on -- landed and folded up the nose gear on it. They took it down to Forney down there -- to the factory and they had them rebuild it. They brought it back and Dad would never fly again. He made Mom fly it. So she went ahead and flew and got her pilot's license and then I would go up with her from time to time and help her get the plane out of the hangar and then went for her to

come back or I'd go with her.

JUNGE: Here at Medicine Bow?

SMITH: Mm-hmm.

JUNGE: So did she teach you how to fly?

SMITH: Not really -- basically, yeah, a little bit but not really. I just knew what to do and how to do it just watching.

JUNGE: This is interesting. Your dad had a little bit of a crack up so he says, "I'm not flying" and he gave the keys to your mom.

SMITH: Yep. And then Mom and Dad flew around [00:11:00] a lot of different places. They went down to Texas to visit -- my dad's mom lived down there then. And Mom said every time they came in for landing, Dad was hanging onto the instrument panel white-knuckled, man, scared to death.

JUNGE: Why did he ever want to fly then?

SMITH: I don't know. I don't know what made him do that. I have no idea.

JUNGE: You never asked him?

SMITH: No. It was a subject that was never brought up.

JUNGE: Why did -- why did your mom go along with it then?  
She became -- she got a pilot's license.

SMITH: Yeah, she did. Something to do and Dad just wanted her to do it so she did it.

JUNGE: Well, what was the purpose?

SMITH: Well, mainly just for someplace to go. Get in the plane and go someplace. Mom flew around a whole lot of time -- she just flew around the ranch and go out and -- they'd go out and count cattle -- see where they're at before we had to go move them and everything on the ranch. We ran about 350 -- depending on the year -- [00:12:00] anywhere from 350 to 500 cattle a year.

JUNGE: So you counted the legs and divided by four?

SMITH: Yeah.

JUNGE: That's what my dad used to tell me on trips. "Well, the way you count cattle -- you count the legs and then divide by four." But I don't see how you could -- those cattle are going to scatter a little bit. Did you just --

SMITH: Oh, a little bit. Not much. You could go and watch them and oh, we've got a bunch over here by this water hole. We got some over here. We got some over here. So they know where to go to get the cows when they go gather them up.

JUNGE: Did she ever have to land on the prairie?

SMITH: Nope.

JUNGE: Sometimes those little planes -- they'll land on a cow path.

SMITH: Yeah.

JUNGE: Interesting. And you went with her?

SMITH: Sometimes, yep, go out and fly around. One day we were flying around and I asked her, "What's the inside of that little cloud look like?" Her own question because she went in that cloud. I never -- that airplane had so much dirt inside of it that it was just a fog inside -- [00:13:00] bouncing around inside that thing. We come out and it's like dust and dirt. We had to open the windows and let some air in to get some dirt out of here.

JUNGE: You don't think that was a tornado do you?

SMITH: No. It was just a little white puffy cloud. We flew in that and it was just the up currents in it. It was so rough in there.

JUNGE: Did she ever have any problems flying? I mean, did she ever run into any really tough weather besides that?

SMITH: Her and her brother did. They flew out to Reno to visit another brother and somewhere just west of Salt Lake there they ran into some bad weather and they were down in flying along -- well, do you know the difference between IFR and...

JUNGE: Line of sight?

SMITH: Yeah. IFR is instrument rating. That's what they were doing is IFR -- I follow roads. They were down low enough -- [00:14:00] it was snowing and everything so bad

they couldn't see where they were going. They got down on the ground -- pretty close to where they could follow Interstate 80 into Salt Lake. And once they got past -- into Salt Lake and that, the weather cleared up and then they flew on West.

JUNGE: What does IFR stand for?

SMITH: Instrument Flight Rating.

JUNGE: But it's "I follow road," huh?

SMITH: I follow roads.

JUNGE: Well, that was pretty hairy.

SMITH: Yeah. One other time they were -- her and one of her -- her brother again was with her. I think that's what got Dad started was Mom's brother was flying. They were flying -- they were going to -- I'm not sure where they were going -- Lander or Riverton to a school board meeting and they landed in Rawlins and got gas and took off and they had to land at [Barrel?]. They lost oil pressure. And they called back to the airport and they sent a mechanic out and he came out and had to clean -- put a new filter on it.

[00:15:00] They had changed -- somebody sometime just recently they had an oil change and instead of having non-detergent oil, they put detergent oil in and it was washing a bunch of stuff loose and it plugged up the oil filters and a couple lines. He had to take the tank off and clean

it out and put a new filter on and put everything all back together. They did make the meeting then. They flew on back and flew on to Riverton. I think they were going to Riverton to a school board meeting.

JUNGE: So there's an airport in Barrel?

SMITH: Mm-hmm. Just like -- kind of like what's up here.

JUNGE: Yeah. Somebody mentioned that your mom had something to do with air -- with mail?

SMITH: She was a postmaster for 21 years here in town.

JUNGE: OK. But she didn't fly the air mail.

SMITH: No.

JUNGE: She didn't do anything like that.

SMITH: No.

JUNGE: OK. So she -- did she mainly fly for fun then or just --

SMITH: Just for fun.

JUNGE: She's no longer flying, I take it.

SMITH: Oh, no. She hasn't flown in years and years.

JUNGE: Do you think she could still do it? [00:16:00]

SMITH: Right now I don't think so. She's not capable of it.

Her dexterity and stuff is not there no more.

JUNGE: I bet she's got some good -- oh, I'd love to talk to her. I'm going to have to do that when I go back to Cheyenne. So what's your recollection of the Medicine Bow

Airport?

SMITH: From the time I was little I can remember, like I say, the planes being up there and then '49 -- the winter of '49, the cargo planes being up there hauling hay. And after that when Mom and Dad bought their plane and went up there fixing fences and fixing the hanger and just working up there around the airport and dragged the runways and fill up gopher holes and badger holes.

JUNGE: There was a problem that way?

SMITH: It's been that way ever since the beginning I think. I think -- you get a few gophers up there and then them badgers come in looking for a prairie dog or a gopher and dig a big old hole. They don't care where it's at.

[00:17:00]

JUNGE: What's the problem for airplanes?

SMITH: Yeah. You drop a wheel in a badger hole and you just tear the wing off and tear the wheels off.

JUNGE: OK. You've landed there a few times?

SMITH: Oh, quite a few times, yeah. And I went and my brother just younger than I got his pilot's license. My baby brother that's 12 years -- 11 and a half -- 12 years younger than me, he got his pilot's license and I've got mine -- pilot's license.

JUNGE: You still have yours?

SMITH:     Yep.

JUNGE:     Do you use it?

SMITH:     No.  I haven't used -- when I was taking my flight lessons, one of my instructors told me there's two things that make an airplane fly: air and money.

JUNGE:     Well, you've got plenty of air.

SMITH:     Plenty of air but I don't have the money.

JUNGE:     Well, when's the last time you flew?

SMITH:     Oh, I don't know.  I'd have to look at my log book.

           It's been, oh, man [00:18:00]-- 2007 -- probably 2004, yeah.

JUNGE:     Could you still fly right now?  Do you have your license?

SMITH:     I could do it. I'd have to go get checked out again but, yeah, I could do it.

JUNGE:     In a small plane?

SMITH:     Yeah.  Like 172, 182 -- I flew Piper Cherokees.  I've got about 35, 40 hours in a Cesna 208 -- a turbine engine.

JUNGE:     Did you ever think about just getting into the charter business?

SMITH:     I had thought about it one time but it takes too darn much money to do that and the liability is horrific.

JUNGE:     Insurance?

SMITH:     Yeah, insurance is terrible.



JUNGE: Yeah. So you stuck with ranching?

SMITH: Pardon?

JUNGE: You stuck with ranching then?

SMITH: No. I got -- when I got out of high school -- well, [00:19:00] before. When Dad left the ranch, he came to -- quit ranching for -- he went to work for a truck stop pumping gas and stuff and working in there. And then he went to work heavy equipment operator -- I mean not an operator but as a mechanic for a construction company -- for Peter [Keywhit?].

JUNGE: So what did you do then?

SMITH: I worked -- when I went -- just before I graduated from high school I worked at a gas station here and when I graduated from school, I went to work in the uranium mine. They wanted scrapers and heavy equipment and driving truck for them. And then time after time -- time went by -- Mom and Dad sold their plane to a guy from Shirley Basin and they never did buy another one and Mom quit flying. Dad never did fly because after he had that wreck you know. Mom didn't do it and of course us kids did -- the boys.

JUNGE: Were you at Jeffrey City then? Is that where you're based out of?

SMITH: No. Right here -- worked in Shirley Basin.

JUNGE: Shirley Basin. [00:20:00] I'll be darned. Why did

you do that? Why did you get out of ranching?

SMITH: Too much work. It's 24/7. You just don't have any time to yourself unless you make it for yourself. But it's one thing after another. You just -- it's just too many hours. And the pay is not all that well really.

JUNGE: You'd have to inherit your ranch.

SMITH: You'd have to, yeah.

JUNGE: Did your parents have a ranch then?

SMITH: No. They worked for another guy.

JUNGE: And you saw how they did and figured --

SMITH: No, this ain't for me.

JUNGE: Yeah. Where'd you go to school?

SMITH: Here in Medicine Bow.

JUNGE: All three levels?

SMITH: Yeah, all but my first grade. The first grade I went to a little one room school house out west of Kaycee -- out in what they call the Barnum area -- Red Wall. Had the first through the twelfth grade in one little room about as big [00:21:00] as this room right here.

JUNGE: And this is about 20 x 20 at the most.

SMITH: Yeah, pretty close.

JUNGE: At the most.

SMITH: Yeah.

JUNGE: Oh, my gosh. How many students?

SMITH: I don't know. There wasn't that many of them. Went to school -- our school bus was a Jeep pickup with a little plywood camper put on the back. That was our school bus. And there was myself and two and Jackie and about eight of us I guess rode in that bus.

JUNGE: Eight kids in the school room?

SMITH: Eight. There were probably 12 kids in that school all total.

JUNGE: Did you know the Graveses?

SMITH: Yep, I did.

JUNGE: Norris and those guys?

SMITH: Norris and (inaudible) Graves.

JUNGE: And Kenny? His son Kenny. You're probably about as old as Kenny.

SMITH: Pretty close, yeah.

JUNGE: I would think.

SMITH: Because we would go up there -- the Graves' had that -  
- are you familiar with that area then? [00:22:00]

JUNGE: Yeah, the Dull Knife Battlefield.

SMITH: Yep. And we used to go up there to the artesian well there and get our water and we had a cistern at home that they'd fill with -- and then Harlan -- do you remember them?

JUNGE: Uh-uh.

SMITH: They lived right there on the river -- on the Powder River.

JUNGE: The North Fork?

SMITH: Yeah. When you come out of Kaycee and you come --

JUNGE: Oh, that's the Middle Fork.

SMITH: Middle Fork.

JUNGE: Yeah.

SMITH: Middle Fork -- you come up and Harlan's had a dairy there when I was a kid. And then we lived at a place there and then my mom's sister and her husband worked -- lived about five or six miles on west of us.

JUNGE: How did you find yourself out there? Was it ranch work?

SMITH: Mm-hmm. Dad was working with four -- whatever they were doing on shares with his brother-in-law -- running some cattle.

JUNGE: Out in (inaudible)

SMITH: I don't know what all they had. Up toward the Hole in the Wall -- behind the (inaudible) Ranch.

JUNGE: Which I fished -- [00:23:00] I fished that middle fork -- Outlaw Caves -- what do they call the canyon -- Middle Fork Canyon but Outlaw Caves area. Did you ever do any fishing up in there?

SMITH: Not when I was a kid. I was only like six years old

up in there. I never did.

JUNGE: You probably grew up working.

SMITH: Yeah.

JUNGE: Did you ride horses and move cattle?

SMITH: Move cattle, yeah.

JUNGE: What do you think about that life?

SMITH: It's a hard life. They talk about -- make it so glamorous about these cowboys -- how glamorous their life was on TV and the movies and stuff and that's nothing like what it really was because it's rough. It's a hard life.

JUNGE: Yeah, I'm surprised Chris LeDoux went back up there to make -- to run a ranch. Chris LeDoux -- you know him?

SMITH: He went to school in Cheyenne and everything and then he bought the place out there north of Kaycee there.

JUNGE: Right. Well, I remember -- the reason I brought up Norris Graves is because I remember him being an old time [00:24:00] cowboy who didn't want to go anywhere unless it was on a horse.

SMITH: Mm-hmm. That's the way he was. He had a brother -- was it a brother? Another one that was a relative of his lived right close there somewhere. And then his sister was my school teacher -- Miss [Merrill?]. I can remember her.

JUNGE: Miss Merrill?

SMITH: Miss Merrill.

JUNGE: What was she like?

SMITH: She was a good teacher.

JUNGE: That was his sister -- Norris' sister?

SMITH: I think so.

JUNGE: This is a one room schoolhouse.

SMITH: Yeah.

JUNGE: What was it like?

SMITH: Oh, I liked it. I mean I liked it. Had the first through the twelfth grade in there and so she taught all twelve grades -- everything.

JUNGE: Did you have to bring in coal for the stove?

SMITH: No. They had an oil stove in there. It was in one side of the building. When you first come in the front door they had a -- [00:25:00] well, if you came in the front door to the left was coat racks. To the right was a wash basin and a towel and stuff where you wash your hands and face -- on that side. And then on the side of the wall that went up the other side, they had a furnace there. And outside it had a 55 gallon barrel -- two of them -- two 55 gallon barrels sitting out there they filled with fuel oil.

JUNGE: Fuel oil. Did you get a good education there, Toby?

SMITH: Yeah, I think so. Yeah. A good start.

JUNGE: Where did you go after that?

SMITH: Medicine Bow.

JUNGE: To high school?

SMITH: Grade school here and then high school.

JUNGE: OK. And that was it?

SMITH: Mm-hmm.

JUNGE: How come you didn't go on to college?

SMITH: Oh, I wasn't ready. I could've got some scholarships and my student counselor at the time when I was a senior was wanting me to go on and it didn't happen. I had applied to the Navy Academy. [00:26:00] I was going to go to the Navy Academy and I had got accepted to -- I was going to go to a chase program and go to someplace in New Mexico. I can't think of the name of the town.

JUNGE: A cash program?

SMITH: What they call a chase program. It's like -- it's not C-A-S-H. It's C-H-A-S-E. It's like a -- I can't go right now but you can go in a year. I was going to go to that and then like a normal, typical, red-blooded American boy, got his girlfriend pregnant. So I got married and started my whole life from there.

JUNGE: So what -- you didn't want to go to ranching necessarily?

SMITH: No.

JUNGE: Did you go right to work for the uranium mines?

SMITH: Yeah.

JUNGE: Did you?

SMITH: Yeah.

JUNGE: How many years did you put in there?

SMITH: Oh, probably 15. Between the three mines out there about 15 years. [00:27:00]

JUNGE: Pathfinder? Was that one of them?

SMITH: Yeah, Pathfinder was one and then Kerr-Mcgee and Utah Mining.

JUNGE: OK.

SMITH: Well, Petrotomics with Pathfinder -- Pathfinder and Utah became the same mine. The first one I went to work for was Petrotomics which was owned by --

JUNGE: It's wasn't this Charles Jeffrey out of Rawlins was it?

SMITH: No. It was owned by Flying A Oil was the one who did it and his -- what was his name? What's the --

JUNGE: Oh, you mean the guy that owned that ranch east of Sheridan? Flying A?

SMITH: Flying A Oil Company.

JUNGE: Can't think of it.

SMITH: I met the man. He was a multi, multi, multi billion at the time even. What the heck was his name? I can't remember. Anyway, I met him when I was working there -- [00:28:00] I met him personally. He came out there where



we were working one day. We were building -- there was four of us. We were building a road from -- one haul road over to a new pit. And we were having lunch and the four of us were sitting there talking when he drove up. And he had on a pair of bib overalls, had an old Levi jacket, and a wore out straw hat and he come strolling over there. He had the superintendent of the mines' car. And came over there and he took hold of -- and he said -- and I said -- I called him by name and I said, "Hello." He said, "You know who I am?" I said, "Oh, I met you once before." So he sat down and he talked with us and -- what the heck is his name?

JUNGE: I think I know who you're talking about too.

SMITH: I can't think of his name.

JUNGE: I'm frustrated as well.

SMITH: Anyway, [00:29:00] we were talking there and the boss is on the haul road -- driving up and down the road. I mean our 30 minute lunch break took about an hour and a half. And he said, "Boys, you better get back to work. Your boss is going nuts out there on that road." So he got up and we left -- he left and we were getting ready -- starting our machines up and here come the bosses. "What did he want? Do you know who that was?" And I said, "Yeah." "What did he want?" "Just to sit and talk." But

they wouldn't come over there as long as he was there.

JUNGE: So what did you do after you got out of that business?

SMITH: After the mining I went to driving truck over the road for a while.

JUNGE: Long haul?

SMITH: Yeah. I did Chicago to LA -- did that for a couple of years. And then I got out of that and went into -- off and on before that even I got into construction and I helped build several sections [00:30:00] of interstate -- and different places around worked heavy equipment. And when I worked at the uranium mine out there for the Pathfinder mine, I run scraper out there for a while.

JUNGE: How'd you like that work?

SMITH: Oh, I liked it. It was all right. I was young enough I could do it. I couldn't do it now because my body wouldn't take it.

JUNGE: What was your opinion at the time of the uranium industry?

SMITH: To me it was a job and it paid well. I'm paying for it now.

JUNGE: Why?

SMITH: Like my doctor I talked to he said you're dying from radiation poisoning.

JUNGE: Really?

SMITH: Mm-hmm. I've got dust in my lungs. Uranium dust in there -- radioactive. And he said you've got several particles in there -- a lot of them -- little ones -- little minute ones. He said they're giving off radiation and he said they'll give off radiation for 5000 years -- whatever their half-life is -- whatever -- [00:31:00] until they decay out. He said you've got a couple of them in there. He said, "You've got a few of them" were the words he used -- that had given off radiation about the size of a nickel to a golf ball size.

JUNGE: So you've got spots on your lungs?

SMITH: Yeah, on the bottom half of my lungs. They're hardly even working.

JUNGE: How come you're not on oxygen?

SMITH: I am at night. In the daytime, I can hardly -- I can't walk. I can't walk from out here to my pickup without having to sit and huff and puff.

JUNGE: Why don't you get some portable oxygen?

SMITH: I've got one. I've got one -- like what you've got there at home. I've got a concentrator I use at home when I'm in the house.

JUNGE: Yeah. I brought one with me but I have one at home that's big.

SMITH: I got the big concentrator -- call her Connie.

Concentrator Connie. That one there -- I like that one there. It's my little buddy.

JUNGE: What kind is it?

SMITH: I don't know what make it is.

JUNGE: Helios? Puritan Bennett Helios? [00:32:00]

SMITH: I don't remember the name on it. I'm not familiar with it. It's -- now, Red, one of the guys that was sitting there at the table where I was eating, he's got a little concentrator. And I saw that and my mom is on oxygen 24/7. And it's such a hassle for her to get oxygen in and out and my brother is always packing them things around. So I got the information from Red and I called the salesman and told him I wanted to buy one. But I'll pay for it but I want it shipped to Texas down to my sister for my mother. And he said, "Why?" And I said, "Because she's on oxygen. I don't need it right now all the time but she does." And when she doesn't need it anymore, I get it. It's mine.

JUNGE: I thought she lived here -- your mom.

SMITH: Just a minute.

JUNGE: Oh, I'm sorry.

SMITH: She went down to Texas to stay with my sister down there for a couple years [00:33:00] and give my brother and his wife a break and now she's back up in Cheyenne again.

She got that little concentrator and she loves it. No more bottles. They have the big concentrator in the house and she uses that but when she goes all she's got to do is hook up her little buddy and away she goes.

JUNGE: Good. I love this. This has made me independent.

SMITH: Yeah. I know. The doctor and my healthcare provider told me to take mine out in the garage with me when I go. And when you get to working out there and you have to sit down you put your oxygen on and that way your recovery comes back faster. Because I work -- I built me a big shop so I don't have to work outside and I cut wood for my fireplace -- or my stove in my house. I got a wood stove.

JUNGE: And you don't use your oxygen to do that? [00:34:00]

SMITH: No. Not yet. Not during the day.

JUNGE: You have more guts than I do.

SMITH: But it's coming to the point where I've got to do it.

JUNGE: Yeah. I love this. I've gone across the country in a bicycle with oxygen. So it -- I totally understand what you're going through and I preach portability -- oxygen portability wherever I go. Well, anyway, that's not the reason why we're talking here. What about this Medicine Bow Airport? Do you know any of its history or do you have any --

SMITH: I know the old man that used to live there. He raised

his family -- part of his family up there at the time --  
Mr. [Crookshank?]. They had a house. They lived right  
there and he took care of the beacon and made sure that all  
the animals stayed away and everything. He took care of  
the airport.

JUNGE: And that was his job?

SMITH: That was his job.

JUNGE: So was that a paying job?

SMITH: Yeah.

JUNGE: Was that a job that he could [00:35:00] live on?

SMITH: Yeah. It had been back in the '30s and '40s.

JUNGE: When the airport might have been a little busier?

SMITH: Well, yeah and they were still -- they've been using  
the navigation for the beacon for a lot of planes flying  
through before electronic aviation came in. They would fly  
from beacon to beacon especially with it being put in there  
as a mail route.

JUNGE: Is he still around -- this Crookshank?

SMITH: No. He passed away long -- many, many years ago.

JUNGE: Must have been a little bit of a lonely life out there  
-- with his -- unless -- he had a family out there?

SMITH: Yeah, him and his wife and the kids.

JUNGE: Well, maybe not so bad.

SMITH: And they were just a mile out of town.

JUNGE: Have you seen this airport change over the years?

SMITH: Yeah, I have.

JUNGE: In what ways?

SMITH: Different ways. Coming and going. For one thing for many, many years it was a lack of care -- neglect. Where the -- I call them benches -- where the [00:36:00] boards with the lights and stuff -- the width of the runways for markers. That's all deteriorated and gone. All the runway lights that went down the side of the fences and everything is all gone. It just fell apart. And the beacon quit running and they shut it off and it never run. They used to have the windsock up there and it had a light in it and we used it a lot. And then when Mom and Dad were flying out of there a lot, we took care of it. We drug the airport runways. Actually there's three runways up there and they've only taken care of one main one and the other one haphazardly and the third one is kind of north and south has not been taken care of. It needs --

JUNGE: I thought they had like an x -- two runways that crossed each other.

SMITH: There's an x and there's a third one. You got the east/west one. You've got another angled one here. And then you've got a north and south one on the east end. [00:37:00] If you get down on the east end -- the very east

end of the airport on the runway and look north and south, the wooden benches -- I call them -- the markers are still on each end of the runway. You can see where that was at.

JUNGE: And they go way back I suppose.

SMITH: Oh, yeah. They were a lot of years. And even with the fence there was no point in part of that fence making a jog out to the north because there was no runway out there. But there is. You can look and there's a north/south runway there. You can see where that jog in the fence was part of that runway. You get up there -- if you go down that north side of that fence -- you can drive down the main runway, cross over onto the diagonal one, and keep going to the northwest -- the northeast -- go out there as far as you can go. And you come up to a fence. [00:37:59] You can stop right there and you can look north and south and you can see where the old runway used to be in there. It hasn't been bladed. It hasn't been taken care of in probably 50, 60 years.

JUNGE: Why? Why hasn't it?

SMITH: Nobody used it that much and nobody cared. Nobody cared about that runway for years and years and it dilapidated until -- every once in a while my brothers and I would go up there and fill up badger holes and stuff if we were going to fly out of there or do some monkeying



around.

JUNGE:     What was the real cause of it going down? I'm not --  
I don't want you to go all the way back to the air mail  
days but what was the cause of that becoming debunked more  
or less?

SMITH:     Money I think -- taking care of it and lack of  
interest in anybody wanting to take care of it. Nobody had  
an airplane here so why take care of it. It didn't mean  
nothing to the town.

JUNGE:     Well, but people had airplanes at one time. Your  
folks had one.

SMITH:     My folks had one but after they -- [00:39:00] Mom and  
Dad's plane went, there was another guy I went to school  
with -- he had a plane up there -- Wally -- well, another  
guy from Laramie. He worked for railroad here. He had --  
he'd built a hangar up there and he had a plane and he  
would fly. He lived in Laramie but he would fly from here  
down to Laramie and back and forth. Stayed here in  
Medicine Bow because that's where he was working out of  
here. But he didn't fly around a whole lot. He didn't  
care. I think he had a little -- I think he had a J-3 Cub.

JUNGE:     So what you're saying is people just didn't fly as  
much?

SMITH:     Just didn't fly as much, yeah.

JUNGE: It wasn't as much of a hobby anymore?

SMITH: Uh-uh. Nope.

JUNGE: I wonder if money had anything to do with it.

SMITH: Became too expensive to fly.

JUNGE: Yeah. What's going to be the history of this thing?

I mean going down the road -- what's going to be the future  
I should say.

SMITH: I don't know. I would like to see it fixed up

[00:40:00] like you were doing and Marv's working on in  
Cromberg -- is historical site and trying to get that  
building back up to shape where it's supposed to be taken  
care of and cleaned up. Get the beacon going again and to  
become on the map. Now we did have a lot of -- years ago I  
can remember Hank Thompson would fly in here. His personal  
airplane would land here and his Brazos Boys would come by  
in their bus and pick him up and take him up to Elk  
Mountain and they'd do their gig over there at Elk Mountain  
and he'd come back and get in the airplane and he would fly  
away. And the guys on the bus -- the van would follow him  
wherever. But I can remember him being up there several  
different times -- come up there.

JUNGE: You saw him?

SMITH: Yeah. And then when the uranium -- before the mine  
started out at Shirley Basin there was several people here

in town that had airplanes [00:41:00] that would fly around and they flew out there a lot.

JUNGE: Did they ever do any Geiger counter work with airplanes?

SMITH: I think the people by the name of Councilmen did -- him and -- they did some flying over. They had a --

JUNGE: Was that guy's name Planck? Was that who you're talking about -- Planck? P-L-A-N-C-K? OK. Never mind.

SMITH: Don't know him. The ones that I knew -- I don't remember their first -- I went to school with Jim and Billy -- the two boys. Jim was the oldest and Billy was the younger one but -- Billy was my age and Jim was a year or two older than I. But their dad -- they had an airplane and they would fly -- he would fly out there. He had a Taylorcraft.

JUNGE: What was their last name?

SMITH: Councilmen.

JUNGE: C-O-U-N-C-I-L --

SMITH: M-E-N. Yeah.

JUNGE: OK. We were talking about that earlier. [00:42:00]  
Did you -- what's been your best experience with flying, Toby?

SMITH: Me?

JUNGE: Yeah.

SMITH: I had a lot of fun. I started flying when -- when I got into aviation and I went out to California working for an airline out there when I went to Aerotech in Cheyenne and got my aircraft mechanics license -- went to work in Fresno for an airline -- a young kid. One of the guys was a pilot for an airline -- owned an old straight tailed 172 and they got me to flying. Kurt was wanting the time if I would buy the fuel, he would teach me how to fly the plane. But he wasn't an instructor. So I'd go out and he'd have me do all these maneuvers and stuff so when Jim, my instructor, I could go out and do them and I didn't have to pay him so much because within an hour I could have all the stuff done. [00:43:00] So I got to flying out there and I got my license when I was in Fresno working there. I didn't get it until I had left there. I came back to -- I got it in Laramie when I got my --

JUNGE: What year was that? Do you remember?

SMITH: Nineteen ninety-five, probably.

JUNGE: Today would be pretty expensive to learn how to fly.

SMITH: Terribly expensive.

JUNGE: But you had a bit of a discount there. You had some free lessons really.

SMITH: Yeah.

JUNGE: Well, not exactly free but --

SMITH: All I had to do was buy the gas.

JUNGE: Yeah.

SMITH: When I was flying with Kurt. Then when I was flying with Jim, I'd pay for the plane and then his time too which was another 40 to 50 dollars an hour.

JUNGE: Was it worth it for you to do?

SMITH: Oh, yeah. I had a lot of fun. I flew with it going to different places and doing things. I saw some country that I wouldn't normally have seen from the air. [00:44:00]

JUNGE: What was the best experience you had flying?

SMITH: The best one -- flying over the Arches National Park in Utah. That was pretty. You'd fly along. I just slowed the engine down and put the flaps down and slowed down to about 40 miles per hour just to look. Stall warning was coming on and held it that way and flew around and I could see all the formations and everything. It was pretty.

JUNGE: Did you ever have any close calls?

SMITH: Oh, yeah.

JUNGE: Tell me about those.

SMITH: Oh, yeah. One night -- one morning flew down -- my girlfriend and I had flown down from Laramie to Colorado Springs. And her son was in the academy -- the Air Force Academy. He come and picked us up and we went and had lunch together and everything and then when we came back to

the airport [00:45:00] to fly home, they had us on a ground hold because they had a tornado just outside of Denver. They wouldn't let us fly out. We had to stay there for two or three hours. When we got out of there, we were flying back home and I was coming from Denver. I asked them for the weather report on into Laramie from Denver and they give me the weather report and let me pass on through the airspace and went on. I get out north of Fort Collins and I run into -- just like you dropped a pillowcase over your head. Couldn't see nothing. I had no idea where I'm at, what's going on. And I hadn't prepared myself for that which was the wrong thing to do. I did have some charts with me but I hadn't written down what I needed to know to get out of there. Because I knew [00:46:00] we're not too far off of those rocks between Fort Collins and Laramie. And I was talking to Laramie and the snowstorm was horrid. So I asked JD to get me the chart out of my bag -- flight bag in the back seat so she got it and was looking for -- to give me directions to fly over to Greeley. And she couldn't find it. So I turned to look and see like that and I looked back and I had vertigo. When I was backed up there -- and I was lucky because years ago when I first started flying I flew with my instructor -- I flew in a Caravan. He flew for FedEx on the Caravan and I got to fly

with him. And I got vertigo with him twice. [00:47:00]  
And he told me what was going on and how to eliminate it.  
You don't fly with your body. You fly with your mind and  
you follow those instruments. No matter what they're  
saying -- they're not lying to you. If you think one set -  
- you look at the other set. You fly them no matter what  
your body says. So I did that. I got a very good  
education from that. So when that happened that night,  
it's like, OK -- just block this out and we're flying --  
and I looked at my instruments and I'm flying in a left  
hand bank descending and I pulled it back up again and got  
it leveled out again and got my heading back to Laramie  
where I was going. I was like I don't know how far off  
course I am. I don't know how far the mountains are to the  
west of me. I don't know. So I just changed my radio  
frequency back to the Denver center and told them.

[00:48:00] Just called them and told them I was in trouble.  
I need some help. The young girl that came on there, "Are  
you declaring an emergency?" And I said, "Yes, I am." So  
she said, "You stand by just a minute." And you could hear  
her talking and I had heard -- can't think of the name of  
the airline that was flying out of there. It had a Beach  
1900 was flying at 15,000 feet and had -- it was ice. And  
there ain't no way this 172 is going to go above 15,000 to

get out of the ice. Ain't no way. So I took and had JD shine the flashlight out on the tire. I wanted to know how much ice was on that tire. She said, "Well, there's not much." But with her shining it on that tire out there, reflection of that on to mine, I could see the whole front side of that tire was white. So I know the whole plane's white. So that's when I declared an emergency. And then the [00:49:00] girl was clearing her screen off. She said, "You're my sole person now. What do you want to do?" I said, "I want to get out of here." I said, "I cannot climb. So whatever you do. Don't have me climb. I can't climb. I'm iced up." So she started through the procedures about what she had to do and I've already done it. You know, carburetor heat and manifold and everything. I did everything but I need to get out of here and I don't know where to go to. So she turned me around and got me headed the right direction and then I told her, "You're going to have to give me the radio frequency for the Fort Collins Lebanon Airport because I'm not going to chance it. I've already got vertigo twice. I'm not going to do it again." And that made her excited when I told her I had vertigo. So she got me out of that. She told me to start letting down at 50foot increments and I did [00:50:00] and she said, "You should be out of the clouds." And I said,



"I don't see nothing yet." And I let down quite a bit and I finally got the glow of the light in the bottom of the clouds and then I popped out and I wasn't that high off the ground really. To me normally I wouldn't have flown that low.

JUNGE: How far off the ground do you think you were?

SMITH: Oh, probably 1,500 to 2,000 feet. And got down underneath the bottom of those clouds and then I had her vector me in. I tried calling the airport and I couldn't get them. I went back to Denver center and she said, "They're answering you but you're not hearing them?" I said, "No." She said, "They're hearing you but you're not hearing them." I said, "I'm going to stay right with you and I want you to line me up with the runway because I cannot -- I can't do a go around. Period." So she lined me up and I came in and landed and when I pulled up in front [00:51:00] of the FBO, I -- the good Lord has his hand over the windshield because that was the only place that didn't have any ice -- right in my windshield. Every place else was probably a half to three-quarters of an inch thick of ice -- everywhere. It shouldn't have flown.

JUNGE: You must have been a little shaky.

SMITH: I was -- I could hardly walk. When I got there the guy came out from the FBO and said, "You all right?" I said,

"Yep." He said, "You just take care of it. I'll tie this down for you right now. I'll take care of it. You go in and -- they want you to call Denver." So I did. I went in and I called them and I said, "I suppose I'm going to get my hand slapped." And he said, "No, you're not. We are." I said, "Why? What's that?" He said, "We went back and played the tape and you asked for a weather report and we let you fly right into that snowstorm which we should not have done. It's our fault. [00:52:00] We're glad you're on the ground and safe." I said, "Yeah, I'm glad too." It could've ended up a whole lot worse but it didn't. I learned from that.

JUNGE: I guess you would. What's the FBO?

SMITH: Flight -- FBO -- Fixed Base Operations they call it.

JUNGE: OK. So this is the airport personnel.

SMITH: Yeah.

JUNGE: Yeah. Man, I bet your -- your girlfriend was in the plane too, right?

SMITH: Mm-hmm.

JUNGE: I bet she was a little relieved too.

SMITH: Oh, yeah.

JUNGE: So you said you've had some experiences. Is that the worst?

SMITH: That's the worst one.

JUNGE: What else has happened?

SMITH: Oh, getting caught in -- taking off on a runway over at Scott's Bluff. The guy at the FBO station there had given me the information I wanted for the wind and how much it was and everything and the direction. [00:53:00] So when I took off -- getting ready to take off and went down to taxi and take off the runway, this thing isn't right. I mean, this plane is just really weird. It just jumped around and acting stupid. So I stopped it and turned the lights -- it was at night. Turned it around where I could see the sock out there on the airport ground and there was a direct crosswind and that thing was standing straight out -- terrible wind. Not the direction he said it was. So I went down and went down on another runway and took off into the wind. And then it worked all right.

JUNGE: But you were on the ground the whole time.

SMITH: Yeah. Another one that was kind of shocking to me. I was flying a little -- a little Piper Cub -- not a Piper Cub but a Piper -- [00:54:00] anyway, I had left Torrington. Stopped there and got fuel. I was going back to Fresno, California -- I mean to -- not Fresno -- to --

JUNGE: Bakersfield?

SMITH: No, going the other way. Going to Fargo -- no. Come on.

JUNGE: Utah? Somewhere in Utah? Montana?

SMITH: No. South Dakota. Huron -- I was going to Huron, South Dakota. As I'm flying along -- do you know what DME is? Distance Measuring Equipment. And it gives you a physical -- you dial in a an object that you're wanting to fly to -- a radio beacon somewhere and you dial that in there and it will tell you how many miles it is to it and how fast you're flying. [00:55:00] It just does it through the computer. When I did that it just didn't make sense to me. I mean, it told me the miles but I'm flying almost 300 miles an hour -- not in a Piper Warrior. I mean, that thing is 125 maybe -- at the most 130. Showed me I'm 280 some odd miles an hour. This can't be right. So Denver -- I turned to Denver center and I got a little break and I asked them -- told them my plane number and sent a request. And they called me back and said, "What's your request?" I said, "Put me on the radar. I'm checking my instruments. I don't think one of them is right." He said, "OK" and give me a number to squawk on my transponder. [00:56:00] I dialed it in -- and ID. He come back and he said, "We have you on the scope and what kind of plane are you flying?" I said, "A Piper Warrior." You could hear him on the mike and a long wait. "You say what?" I said, "A Piper Warrior." He said, "What's your air speed?" I said, "My

air speed's about 122 miles an hour." He said, "You're tracking over the ground 280 miles an hour. You've got a terrible tail wind." Well, when talking and listening, I heard another plane -- I didn't know what it was. He was above me quite a ways -- a 747. And he wanted to know -- he said, "Where's that little Piper Warrior at? I want in his air." He said, "Don't you worry about him. He's passing you." Because he was bucking a head wind and I've got a tail wind. I'm passing a 747 [00:57:00] and of course them guys are all chuckling by now. This little airplane's passing a big one. He asked for them to change his altitude and he came right down. That's how I found out it was a 747 because he came down right over top of me. Right out in front of me. And it wasn't but just a few seconds and he was out of sight. He got in that jet stream air that I was in.

JUNGE: Well, yeah, that would change your destination time, wouldn't it?

SMITH: Oh, immensely. Normally when I flew back from Huron to Torrington -- at first when I was coming out this direction, it was a four-hour -- almost a four-hour flight. But going home it took me an hour and a half.

JUNGE: Do you go by instruments all the time?

SMITH: I fly a lot by instruments. I use them a lot. I use

the instruments a lot -- if they're there, use them. But I use a lot of eyesight too -- following roads [00:58:00] or different objects that I know about where it's at.

JUNGE: If you were flying -- you wouldn't want to fly with me. You would not want to fly with me. I don't have that common sense you're talking about. You've got to have common sense. You've got to have some sense of yourself and sense of what's going on around you. Even with vertigo you were able to do it.

SMITH: I lucked out though. Because Jim -- we were flying -- it was Caravans and it was at Christmas time and I was working in Oakland -- at the Oakland Airport. And some friends of mine -- I was going home -- going back home -- back to Fresno to spend Christmas with them and FedEx give the guys -- rather than spending their time and staying overnight in Oakland, they let them fly their planes home so they were home for Christmas. Well Jim -- [00:59:00] the company told me -- let me fly home with Jim and Jim let me fly it because I'd flown it before a lot -- the Caravan. And I'm flying along at night and pretty soon he hits me and he says, "What are you doing? How are you flying this?" I said, "By the seat of my pants and stars, clouds, looking." He said -- pushes my hand off the yoke and he said, "I've got it." Pulled it up level then I got to

watching the instruments then and it was all -- he said, "You were -- normally with the left hand on the control you were flying in a left hand turn going downhill." He got it back up where it was going. He said, "OK. Now it's yours." We're flying along there and he said, "You're doing it again." He grabbed the wheel and he pulled it up and put it where it belonged and he said, "Now watch the instruments. You fly that heading. [01:00:00] You hold the wings level. No matter what your body says and what's going on outside of you, you watch those. If you don't believe them, look at mine. But you follow your instruments. So I got to flying and it was hard to do. It's hard for your mind to tell your body "You're wrong." But I did. I had a couple -- that was one instance and then I had another one one other time -- with the same -- with my instructor. And it was a very good experience to know what that feeling is in your head and your body and be able to overcome it. It saved my life.

JUNGE: Marvin said one of the most satisfying times he's had in flight -- because I asked him, I said, "What was one of the big thrills?" He said he was having trouble landing in Pennsylvania but he followed his instruments and was able to do it. And just to be able to come in on your instruments and trust your instruments and do that on your

own gave him a great feeling of satisfaction. [01:01:00]

SMITH: When I flew a lot and got some log book hours on the Caravan and I lucked out -- those were extensive hours -- I could never redo them. I had a guy that was a pilot for Fed Express that was my pilot because I was a mechanic and he'd fly me to these out stations and I'd work on airplanes. And we were coming back from Chico, California back to Oakland and he was a retired Air Force pilot. And he called Travis Air Force Base and was talking to a guy there and he recognized the voice and they got to chatting because he knew who he was and he asked him if he had time to do -- he called it a PAR landing -- I don't know what the word stands for. And they said, "Yeah." He said, "OK. I'll be back with you in a few minutes." He changed the radio and talked to Oakland and he wanted to do -- going to do a touch and [01:02:00] go at Travis -- practice an IFR landing. "Do you have permission?" And he said, "Yes, I do." And the guy said, "Just a minute." But he didn't clear his mike. You can hear him dial a phone and talking and he came back and he said, "Yes, you do. Go ahead. When you get back in the air, give us a call." "OK." So Johnny told me, "It's all yours." Introduced me to who the guy I was talking to on the ground and this is what you're doing and Johnny told me, "Now, whatever you do, you don't



move your rudders. I mean -- you don't move your air runs. You use your rudders to turn. You don't turn -- you fly sideways -- I mean you fly it flat." So we get to fly and the guy told me what heading to go and just power -- the power settings to slow down or speed up. [01:03:00] I followed his instructions all the way down fixed on the instrument panel and that's it. That's all you see is the instrument panel because you don't dare -- to me I don't dare look out because it's just clouds anywhere. And you know that there's houses and antennas and everything down there that are just going to get you. And pretty soon he says, "You're on the runway." And my mind I said, "Yeah, right." About the time the tires go squeak, squeak. I looked out then and that was the runway. Johnny said, "Give her the power." I give her the power and took off and we fly up out of there and I'm flying "Just stay on that runway heading. Just stay there and keep going." And told that guy goodbye and good night and changed the radio over to Oakland. And he said, "We're with you again and we're going to Oakland." So when we get landed back to Oakland and he takes me over to where my shop is at and we get out and Johnny looks behind me and he says, [01:04:00] "My God, Toby, what did you do -- wet yourself?" I said, "No. I was just sweating." Because there was a puddle of

water underneath the back of my seat. He said, "Uh-uh."  
And I said, "Yep." When I got out my whole back was wet.  
The cushion that I was sitting on was soaking wet. He  
said, "You were that scared?" And I said, "I was scared to  
petrified." First time I ever done that. But the  
experience paid off. It saved my life. I just lucked out  
that I got some good instructions at a time that I didn't  
need it.

JUNGE: Isn't it interesting how certain things take place in  
your life that -- thank God for the timing of them?

SMITH: Yeah.

JUNGE: And otherwise you wouldn't be -- you and I wouldn't be  
talking to each other.

SMITH: That's right.

JUNGE: To me it's fascinating.

SMITH: It is.

JUNGE: Let's see. We got off the subject here a little bit.

Well, the subject is airplanes and aviation. [01:05:00] So  
how long have you been here in Medicine Bow?

SMITH: In and out of here 70 years -- my whole life.

JUNGE: Your whole life.

SMITH: I was gone for -- I lived a couple years in Cheyenne -  
- I mean -- yeah, in Casper when I worked for an airline  
there for a -- they hauled mail for Federal Express --

worked up there for an outfit out of Billings. They had a base there in Casper. I worked in -- we lived in Spencer, Iowa for a while and worked for United Express -- there and in Huron, South Dakota. And then I left there and came to Cheyenne when they moved to Cheyenne, I moved to Cheyenne with them. I was with United Express for about 12 to 14 years.

JUNGE: As a mechanic?

SMITH: Yeah. The last five years I was an inspector.

JUNGE: How good a piston driven airplane mechanic are you?

[01:06:00]

SMITH: I don't like pistons. I like turbines. I like jets and turbines.

JUNGE: Why?

SMITH: They're easier to work on. They're just so much simpler. There's less pieces to go wrong. I've worked on them. I worked on -- the airline we had out there in California -- I worked for United Express out there. We had a 172 -- we had two of those and we had a 402 and a 310.

JUNGE: These are all Cessnas?

SMITH: Well, yeah.

JUNGE: OK.

SMITH: Working on them we changed a couple piston jugs and

working on it. I got a lot of -- this is just too much work. And with a jet engine, there's only one piece that turns in there and you don't have the -- [01:07:00] all the vibrations and the rattling going on that a piston engine does.

JUNGE: Do you have to have somebody inspect your work?

SMITH: Oh, yeah.

JUNGE: Well, if you know how to fix it then the guy who inspects you must know even more than you.

SMITH: He has to know what I know or more, yeah.

JUNGE: So what would you usually do when you fixed an engine -- like a piston driven engine -- what would you do?

SMITH: I have to work on it and I was just a -- I'm just a -- well, they call it an A&E -- just aircraft and (inaudible) -- A&P actually because it was airframe and power plant. They changed it from A&E to A&P. You have to have what you call an IA -- Inspector's Authorization. That person would have to inspect my work.

JUNGE: So do you still work on engines at all?

SMITH: No. I don't work on them at all. I haven't worked on -- I haven't been around an airplane in a lot of years.

JUNGE: It's not like you couldn't [01:08:00] if you had to.

SMITH: I still could. It would cost some time if I wanted to go back to work. I'd have to take a lot of schooling to

get back up to speed on a lot of stuff -- to keep my  
license -- renew my license and stuff and keep it up.

JUNGE: You're good with your hands?

SMITH: No. This one's OK but this one's not so much.

JUNGE: Your left one's not as good?

SMITH: In 1978 I cut that finger off.

JUNGE: Which one? Your index finger?

SMITH: Yeah.

JUNGE: You cut it off?

SMITH: Yeah, with an ax.

JUNGE: How'd you do that?

SMITH: Cutting firewood and chopped it off and they put it  
back on and it got to where -- that was in '78. It got to  
where I could -- oh, I could make a fist with it but it was  
-- didn't work quite right. It didn't straighten out --  
about like it is right now.

JUNGE: A little bent.

SMITH: Got a little bent. And then last fall in August --  
the last week of August, I shattered that bone. Picked up  
a log and it [01:09:00] slammed up against a trailer and  
shattered that bone and broke it and compound fracture.  
Put it back together and it took from just after Labor Day  
when -- yeah, Labor Day. Labor Day when I had the  
operation to put it back together until the end of December

before it started to grow. We were just to the point at the end of December of debating whether we're just going to cut it off because it wasn't growing.

JUNGE: You got nerve feeling in it?

SMITH: Oh, yeah. I've got nerve -- and everything's growing in it. And everything is warm and everything.

JUNGE: So you're glad you didn't get that cut off. You need that thing to --

SMITH: Oh, sometimes.

JUNGE: Really?

SMITH: Yeah. I want it if we're going to cut it off, cut it off right where it broke and just leave a little stub. It's like I told the doc that way I'd have a place to pick my nose with that little stub.

JUNGE: You like working with your hands?

SMITH: Yeah, I do.

JUNGE: And it's kind of fun to work on airplanes, is it?

SMITH: Oh, yeah. I loved it. When I worked on them, I loved it.

JUNGE: Where did you pick up the mechanical ability?

[01:10:00]

SMITH: I don't know. Just working around on the ranch fixing tractors and pickups and trucks and hay balers.

JUNGE: Are you one of these guys that could take a piece of

baling wire and fix it.

SMITH: I could do that.

JUNGE: Is that right?

SMITH: Yeah.

JUNGE: Except for a sheered pin -- you couldn't take a pin that was sheared off, right? Unless you were a blacksmith.

SMITH: Yeah. You can drive them out and you could take a nail, pound it down square, and shove it in there and go on down the road. At least it could get you home until you can get another one.

JUNGE: You must have some horror stories about that. I'll bet. So what do you think's going to be the future of this airport?

SMITH: Well, there's a lot of ifs. And that's some big ifs. If DKRW would come in -- which we'd get more people here.

JUNGE: What's DKRW?

SMITH: Oh, that's a company that was going to do the coal -- oil gasification [01:11:00] out south of here.

JUNGE: Oh, OK.

SMITH: Which would bring more people in here because it's going to take more people. And as time goes it just gets harder and harder to even entice people to come here because they've taken away the school. When I was going to school here we had from kindergarten -- well, when I first

started we didn't have a kindergarten -- had the first through twelfth. Then they started kindergarten. So they had the kindergarten through twelfth grade -- K through twelve here. And then they took the high school out, then the junior high. So the only one that's here now is grade school.

JUNGE: The elementary school. Where do they go to junior high and high school?

SMITH: In Hanna.

JUNGE: In Hanna-Elk Mountain?

SMITH: Yeah.

JUNGE: OK. So it's going to take people -- and how will that affect the airport?

SMITH: You'd have more people. You'd have -- maybe more people would be flying in here. People coming in [01:12:00] and out with DKRW they talked about -- people -- their executives could fly in and be here. There would be more -- maybe people here that would bring money into the town where you could afford to fly.

JUNGE: What would they have to -- but they couldn't fly with such short runways, could they? Company planes?

SMITH: Oh, yeah. You could take off with twins. Turbine twins -- the little ones. Now you couldn't take off with a leer or something like that -- a big jet -- I mean small



jets. You wouldn't want them on that dirt runway anyway because it would suck up too much dirt. No, you don't want those.

JUNGE: Is that the reason why those things can't fly in on a dirt path because they're sucking that stuff into the turbines?

SMITH: Yep.

JUNGE: I'll be darned. They would pave it then, right?

SMITH: Do you want it paved or do you want to keep it like it was -- like it was originally? It's a dirt field.

JUNGE: What's your preference?

SMITH: Me -- I'd like to have a dirt field. I'd like to have them fix it up, fix the ground so it's stabilized, and [01:13:00] sod it up. And get good grass to where you could -- you could land -- people want to fly in on a dirt field -- I mean a grass field. Not dirt -- grass.

JUNGE: So you'd like to see it more or less stay like it is or be restored.

SMITH: Restored.

JUNGE: Restored. I think Marvin would too.

SMITH: Just restored.

JUNGE: Yeah. Be kind of nice.

SMITH: Because your small twins -- medium twins could get in and out of here. But that's like -- what -- almost a

6,000-foot runway -- 5,000 and some. Not quite a mile -- maybe a little over a mile. I forget the dimensions of it but about a mile long. And that's long enough for most any medium-sized plane to get in and out of.

JUNGE: It's easier to get in than get out.

SMITH: That's true. You can land a lot shorter than you can take off.

JUNGE: Well, what --

SMITH: There was some talk about [01:14:00] moving the main runway from the angle that it's at -- move it a few degrees to the south -- swinging it to the south. And to me -- they were talking about taking off and landing and -- it's like -- why? I've flown out of there a lot and you don't have no problem with it. If you've got very much of a crosswind on that from the southwest -- there is a southwest runway and you can use it. Now, it's not as -- it hasn't been -- it was when my dad was flying there we took and grated that and drug it and that runway -- that southwest runway was a pretty good runway.

JUNGE: So you could use it but still preserve its history.

SMITH: Yeah.

JUNGE: Exactly.

SMITH: I'd like to see where the buildings and stuff is at [01:15:00] kind of cleaned up. If you walk around through

there -- out in the sagebrush -- you can see where the old buildings' foundations were at. You can see where the sidewalks were at. The big red arrow --

JUNGE: Yeah. Wasn't there an arrow -- concrete arrow or something like that?

SMITH: Yeah. It's still up there.

JUNGE: Oh, I'd love to go up there and see that.

SMITH: It's up there not too far from where the beacon is at -- just east of the beacon. You can see it. It's still there.

JUNGE: It would be nice to have a new beacon too, wouldn't it?

SMITH: They're working on that. I'd like to see them take and -- I've talk to Marv about that -- restoring the beacon housing that's there. It used to use an old, old filament light bulb that was probably three or four inches around and about eight or ten inches long. It would sit in a socket and everything. It had an electric motor that turned the cage around it. But if there was some way of upgrading that to a different type of light bulb to where it's [01:16:00] a more modern light bulb and still have the functionality of everything working there.

JUNGE: It's going to take some money.

SMITH: It is.

JUNGE: Now what do the people of the town think about this?

SMITH: Most of them are just ho-hum -- so what? But they don't -- they're not into airplanes. They don't understand where that came from. They don't know the history behind it and they don't care.

JUNGE: Why not? Are they too new?

SMITH: Complacent. Yeah, a lot of them are. Complacent. They don't care.

JUNGE: What's the population here? I know it's small -- like 250 or something.

SMITH: Yeah, 250 people.

JUNGE: But I mean who are these people? Are they construction workers? Oil workers? Gas workers?

SMITH: Most of them in this town are retired welfare people. That's about the two different categories. Very few people that work here that go anywhere anymore.

JUNGE: Well, you'd think the retired people would have a sense of history about them.

SMITH: But they moved in here.

JUNGE: They've retired here in Medicine Bow? [01:17:00]

SMITH: Yeah. It's cheaper to live here than it is in Laramie or Cheyenne.

JUNGE: Yeah but you don't have a grocery store, do you?

SMITH: No. No grocery store.

JUNGE: No real restaurant. I mean you've got a couple  
restaurants maybe.

SMITH: We've got one.

JUNGE: One and it's Virginia.

SMITH: Virginia. One.

JUNGE: So why would anybody want to live here?

SMITH: I ask myself that. When I retired I had planned on --  
and I had bank financing and everything to do it -- to buy  
a fifth wheel and an over-the-road tractor -- truck to pull  
it with. Because I'm not going to be this old gray haired  
fart running down the road 40 miles an hour with a great  
big fifth wheel behind this little bitty pickup. And you  
got miles of traffic behind you and you're just driving  
along like who cares. I want to pick it up and I want that  
thing to go down the road and keep up with the traffic. If  
you're going to run with the big dogs or you're going to  
stay home on your porch. I had that all fixed up until --  
when I retired, this house came up that I bought [01:18:00]  
and came up for sale and I just kind of, "OK. I'll put my  
money in it" and I did. I bought it.

JUNGE: You like living here?

SMITH: I do. It was home to me. I grew up here and I was  
gone for many years and I came back and I don't have to  
work.

JUNGE:     What's it like to be -- oh, you've got a pension and social security. I mean we both have social security. But you have a pension too?

SMITH:     Yeah.

JUNGE:     OK. So you can afford to live here.

SMITH:     Yeah.

JUNGE:     Is this place out of touch with the rest of what's going on in the world? Do people here stay up on things?

SMITH:     I think they're out of touch. I think the whole state of Wyoming is really at a unique position because they're isolated from the other parts of the country. A lot of things don't affect them. We get a lot of the trickle-down effect. Things that happen in big cities does not get here but when it does get here, it's not as bad as it was in the big city. [01:19:00] And with Colorado passing the marijuana law that they passed, yes, people in Wyoming, especially along the border -- Cheyenne, Laramie -- some of the border towns are going to feel it by trickling into that area. But it's not going to be like it is in Colorado. And then the further inland you get, the less prevalent it becomes. And I think that's the same thing all over the state. It's just -- you don't get it here. And we've been very lucky as a whole state that we've had some good resources like shipping out gas. We ship

electricity out. We ship a lot of coal. There is some talk about -- right now opening up uranium mines again and shipping uranium out again.

JUNGE: That would make Medicine Bow boom again, wouldn't it?

SMITH: Maybe, maybe not. A little bit but not a lot but they're not going to have the mine like they had before. They're going to do what they call -- what do you call it - - in situ where they drill the holes and -- [01:20:00]

JUNGE: Leach it out or something.

SMITH: Leach it out.

JUNGE: Or pump it out.

SMITH: They did that for years where they drill one hole and then downstream from it drill seven or eight holes down below and then put pumps in it and pump acid down the first hole and then pump everything out down here and then run it through and collect the uranium.

JUNGE: Now you and I both like this style of life, right -- in Wyoming? I like Wyoming. People like to live here but what's it's going to be like the next 20, 25 years if you and I live that long. Let's say we live to be 100. What's it going to be like here?

SMITH: I won't like it. There'd be too many people.

JUNGE: You think?

SMITH: Well, yeah because they're going to come up with something in this state. It's inevitable. Something's going to happen to where it's going to draw industry like it did Medicine Bow when they had the uranium mines. This town grew to almost 2000 people at one time. And [01:21:00] that's about the maximum. We had two grocery stores. We had one, two, three, four, five gas stations -- six gas stations. We had one, two, three, four, five restaurants you could pick from.

JUNGE: And any number of bars probably.

SMITH: Oh, we had the two bars at the time -- for a while and then of course when that one restaurant closed and they opened up the one -- the Old West Bar they changed that restaurant into a bar then. That made three.

JUNGE: But they didn't have the problems like Rock Springs had: prostitution and gambling I guess.

SMITH: No.

JUNGE: I wouldn't suppose anyway.

SMITH: Not like that, no. There was some on a small scale certain times but nothing like that.

JUNGE: But everybody in this town would know about it.

SMITH: Yeah -- everybody. [01:22:00]



JUNGE:     What time is it? 2:22. Let me look and see if  
          there's anything else here. Well, did you know any  
          aviation pioneers? Anybody that stands out in your mind?

SMITH:     I did not personally. I did meet Jimmy Doolittle.

JUNGE:     You did?

SMITH:     I did.

JUNGE:     When?

SMITH:     In about 1991 or '92.

JUNGE:     He was still alive?

SMITH:     Yeah. He came into Fresno and they had a big air show  
          there with I don't know how many B-25s that were there and  
          they had a big to-do with him. I've got a tape that's  
          called *Twenty-five Minutes* or something like that *Over*  
          *Fresno*. This one guy I worked with -- him and his wife  
          videotaped a lot of the -- [01:23:00] as the plane passed  
          by. And I got to meet him and talk to him just shortly.  
          He came by the hangar where we was working.

JUNGE:     Really?

SMITH:     Mm-hmm.

JUNGE:     What kind of guy is he -- or was he?

SMITH:     He's an older guy and the reason he came by where that  
          hangar was at is where they did a lot of modifications on  
          his airplane. And it was a factory at that time -- one  
          time that building was. So he came back and wanted to see

what was in there and talked with a bunch of mechanics that were working in there. Nice, pleasant (inaudible).

JUNGE: Yeah. What a story his is.

SMITH: Oh, I imagine they could tell you some hair raisers.

JUNGE: Do you know anybody else I should be talking to? Now they told me about you and Marvin Cronberg and I'm going to talk to this Charlie George. He's the airport manager.

SMITH: Manager. Yeah. He works for the city.

JUNGE: Yeah. I'm just going to have a brief talk with him about what it's like to maintain the airport. [01:23:00] Is there anybody else?

SMITH: There's nobody in town here right now that had anything to do with that airport at all that I can think of. The ones that did are all gone.

JUNGE: You're one of the last dogs to be around here.

SMITH: Yeah. Marvy and I.

JUNGE: And he loves -- you can tell -- he loves that airport.

Has he passed it on to you or you always felt that way?

SMITH: Oh, I felt it all the time. I'd grown up with it.

JUNGE: Flying and having your parents fly like they did.

SMITH: I was 10, 12 years old when Mom and Dad bought their airplane and of course my uncle, my mom's brother, flew so -- he flew an old J-3 Cub so I flew with him a few times. And I just -- it got in me. I like it. I like to fly.

JUNGE: Do you have kids?

SMITH: I've got two daughters.

JUNGE: Where are they at?

SMITH: One's in Kimmer and one's in Fort Collins.

JUNGE: What do they do?

SMITH: The one in Fort Collins works at the [01:25:00]  
Medical Center of the Rockies. She's a nurse there.

JUNGE: Is that right?

SMITH: Mm-hmm.

JUNGE: I've been down there.

SMITH: And my younger -- that's my older one. My younger  
daughter -- she works -- not works -- she's a housewife.

JUNGE: In Kimmer.

SMITH: In Kimmer. Her husband just retired.

JUNGE: Are you still married?

SMITH: No.

JUNGE: Oh, OK. Is your wife passed away?

SMITH: No.

JUNGE: Oh, OK. You're just not married.

SMITH: Which one? None of them.

JUNGE: None of them. What do you mean none of them? How  
many did you have?

SMITH: Five.

JUNGE: No way.

SMITH: Four. Four -- I married five times. I married my second wife twice.

JUNGE: Now I never understood that. How could you do that?

SMITH: I don't know.

JUNGE: What do you mean you don't know? If you don't know, who does?

SMITH: Nobody. That was back in '85 when the kids' mom and I got divorced and then I got married. I completely went nuts for a year -- totally -- I mean crazy. And I went off and started running and I can't say that I [01:26:00] was sober for a year. Just crazy. Just doing stuff -- crazy stuff and --

F: You need to call Karen when you get finished.

SMITH: I'm going to stop by the office.

F: OK. She called and she just had -- wants you to call.

SMITH: OK.

JUNGE: We're almost done here.

SMITH: So anyway then I got married to this girl and I don't know why. I have no idea why. We got divorced three and one-half years -- two and one-half years later. Because we were married only three and one-half years counting the second time. And then we got divorced and I was single for about 15 years. Then got married to a girl I went to school with. And that was for three years. And then I got

married to a woman in Denver. We ran a dog kennel. She had it when I married her. We could board about 250 to 300 dogs.

JUNGE: Greyhounds?

SMITH: Anything. Any dog. You come in and drop your dogs off [01:27:00] and a lot of them was -- really busy with skiers. They come in and drop their dogs off for the weekend.

JUNGE: This was outside of Denver?

SMITH: We was in Arvada.

JUNGE: Yeah. I know where that is. I mean I know where the area is. So you were married five times.

SMITH: Yeah. The first wife -- the kids' mom and then Pam. I got married to her twice and then Charlene and then Arlene.

JUNGE: OK. So that's five times. If I'm not missing it. So when you going to get married again?

SMITH: I'm not.

JUNGE: Why not? You learned your lesson? Is that what they say?

SMITH: Yeah.

JUNGE: Oh, Toby. Listen, this has been fun, man. I've had a good time. I really enjoyed this. OK. So you signed the forms?

SMITH:     Yep.   What question you asking, Marvin?   I was just  
            looking at that.

JUNGE:     Yeah.   I didn't make one up for you because didn't  
            have enough time.   [01:28:00]   Same stuff.   Is there  
            anything I missed?   What should I be asking?

SMITH:     Pardon?

JUNGE:     What should I be asking people?   Here's a National  
            Register Nomination form for the airport.

SMITH:     All right.

JUNGE:     There's some more stuff there.   Wolf -- the guy's name  
            is Wolf.

SMITH:     Right.   From Casper?   I think he's from Casper.   He  
            comes down and been working on with the archives and trying  
            to get this thing done and moved.   He's -- I've met him a  
            couple times.

JUNGE:     He seems pretty knowledgeable.   He's done a good job  
            on this nomination.   Here he's got quoted -- he's got a  
            foot note Betty Jean Crookshank.   Edwin M. Crookshank --  
            airways keeper site 32.   So let me see if I can find out  
            where he's from.

SMITH:     Edwin and his wife.   [01:28:00]

JUNGE:     Did you know them?

SMITH:     Yep.

JUNGE:     Good people?

SMITH:     Yep.  Yeah, when I knew him he lived here in town but  
            he was a janitor at the school.

JUNGE:     You've got to do more than one thing, right, to make a  
            living here?

SMITH:     Most people did.

JUNGE:     I don't see it.  His name is in here somewhere.  It's  
            got to be.  All right.  Is there anything else we need to  
            cover?

SMITH:     I don't know.

JUNGE:     Are you going to go flying again -- ever?

SMITH:     I kind of doubt it.  If I won the lottery I might go  
            do it.  But like I say it takes air and money and right now  
            I'm living on a pension and I don't have the money.

JUNGE:     OK.  If you had -- if you did win the lottery what  
            would you do?

SMITH:     I would fly.

JUNGE:     Would you?

SMITH:     Oh, yeah.  I would think I would probably buy me a  
            couple different airplanes.  One I would buy a Husky I  
            think -- made in Afton.  [01:30:00] They're like a Super  
            Cub.

JUNGE:     Oh, by that Aviat Company?

SMITH:     Yeah.  They fly low and slow.  They take off well in  
            brush and dirt.  You can go out and tool around with them.

Then I would get a bigger plane -- like a 182 to fly around. And then I would probably get me a Caravan. I'd stay with singles.

JUNGE: Well you just told me that you love jets. Why wouldn't you just get a jet?

SMITH: Too expensive to run.

JUNGE: Wait a minute. You just won the lottery.

SMITH: Yeah. Well, if I had the lottery, yeah, I could probably buy me a small jet -- a G-4.

JUNGE: Would you get your license back and -- I mean renew your license?

SMITH: Oh, I would keep it up. I'd go do that.

JUNGE: You still have your license?

SMITH: Oh, yeah.

JUNGE: But it's not current?

SMITH: Not current.

JUNGE: So you'd have to go --

SMITH: I'd get my medical and then get recertified.

[01:31:00] Take an instructor and go up and do some flying a little bit. Practice some touch-and-gos and landing and everything and get recertified on it again.

JUNGE: That's really interesting that you would -- you would buy a couple planes if you had all the money in the world to do it. Interesting.



SMITH: That way you could take and fly around the little plane. Go around local or if you wanted the little 182, you could fly from here to Omaha or Denver or someplace else. And they fly at about 150 to 170 knots or you get a Caravan and they fly about 180, 190 knots.

JUNGE: Why would you even want to fly anymore? What's the kick in flying anyway?

SMITH: Because I like it. It sure beats driving if you want to go someplace.

JUNGE: Being above everything, right? And being pretty much free to go in a straight line if you want to go. What about helicopters?

SMITH: No.

JUNGE: Somebody told [01:32:00] me once when I was working for Big Horn Airways one summer -- they said these things just weren't meant to fly.

SMITH: They don't fly. They beat the air into submission.

JUNGE: All right. We're done.

END OF AUDIO FILE