

OH-3024, William Cheney, 4-1-2014, WY In Flight

CHENEY: [00:00:00] -- Johnston but because he's a native.

JUNGE: Yeah, well I thought Craig Johnson was too?

CHENEY: No, he moved in to [New Cross?] and that's when he started writing.

JUNGE: Where's he from?

CHENEY: Now I can't tell. I know he's not a Wyoming native.

JUNGE: OK.

CHENEY: That's why I liked [C.J. Box?] best.

JUNGE: Well I'm an author. Have you read me?

CHENEY: No. Well I didn't know.

JUNGE: You wouldn't have. (laughter) These are history books.

CHENEY: Oh, well then I don't want to -- (inaudible) history.

I don't want to live history again.

JUNGE: Well Bill and I are going to live some history. Is that all right?

CHENEY: You bet you.

JUNGE: OK. Let me put something on the front end of this tape. I was just talking with Pat and Bill here, Pat and Bill [Cheney?]. My name is Mark Junge and today's the first of April, April Fool's day today Bill.

CHENEY: Yeah.

JUNGE: And [00:01:00] I'm here at the Bill and Pat Cheney house in Paradise Valley of Casper and the address here is 150 [Dahlia?] Street. Is that right?

CHENEY: Yeah.

JUNGE: I'm correct so far. OK. And today we're going to talk a little bit with Phil about some of his experiences in aviation with the hope that he can recall a few stories for us and maybe give us some information on his career in aviation in this state. And Bill is a member of the Wyoming Aeronautics Hall of Fame as of two years ago I believe -- a year and a half ago, November 2012 is when you were inducted.

CHENEY: That's right.

JUNGE: OK. Are you proud of that?

CHENEY: Oh yeah.

JUNGE: Why?

CHENEY: Well, not many people in the Aviation Hall of Fame. I feel pretty privileged.

JUNGE: OK. Let's do a little biographical stuff here.

[00:02:00] When and where were you born -- what's your full name Bill?

CHENEY: William Howard Cheney.

JUNGE: William Howard Cheney. Why do you pronounce it Chee-knee when everybody pronounces Dick Cheney Chay-knee?

CHENEY: I don't know why they pronounce that Cha-knee, there's no A in it. Cheney is Cheney.

JUNGE: (laughter) So you've got it right. He's got it wrong.

OK. When and where were you born?

CHENEY: I was born January 11, 1935 in Casper, Wyoming.

JUNGE: OK and who are your parents?

CHENEY: My parents was Jim and Josephine Cheney.

JUNGE: Where were they from?

CHENEY: Well they were from Casper. He was born here at Casper too and my mother was born in Nebraska, no she was born in Wyoming also.

JUNGE: Were they on the ranch before you?

CHENEY: Yeah

JUNGE: And then how [00:03:00] his parents, were they on the ranch before him?

CHENEY: Well not the same ranch but my grandfather homesteaded that same area back in 1870.

JUNGE: 1870?

CHENEY: Yeah.

JUNGE: That's right after the railroad came to this state.

CHENEY: That's right.

JUNGE: One year after it became a territory. Where did he come from?

CHENEY: Well he came from back east from New York I think it was and he came out then he supplied me to the railroad workers when they were building the railroad.

JUNGE: Oh, he was a hunter, a contract hunter.

CHENEY: Yeah.

JUNGE: OK. Where was he from before that? New York?

CHENEY: Yeah.

JUNGE: Was he a city boy or was he a farm kid or?

CHENEY: I don't know about that.

JUNGE: You never met him.

CHENEY: No.

JUNGE: Did you ever meet your grandfather -- I mean -- wait a minute, that was your grandfather you're talking about.

CHENEY: Yeah.

JUNGE: OK, of course you met your dad. How long did your dad live?

CHENEY: My dad died when [00:04:00] he was 61 years old.

JUNGE: Remember the year?

CHENEY: 1967.

JUNGE: So you were in your 30s?

CHENEY: Yeah.

JUNGE: Yeah, OK. And your mom?

CHENEY: My mom, she's dead too. She was 92.

JUNGE: Wow, were you born on the ranch or born in the hospital?

CHENEY: I was born in the hospital here in Casper.

JUNGE: Memorial Hospital?

CHENEY: Yes.

JUNGE: OK, so you were raised on that ranch but was it the ranch that I visited today that's run by your son?

CHENEY: Well that was part of our ranch from 1947 on. Before that we were on a different ranch.

JUNGE: In the same general neck of the woods?

CHENEY: Well we were out west of Casper about 15 miles west of Casper.

JUNGE: Was it a cattle ranch?

CHENEY: Yeah.

JUNGE: Did you have a lot of acres?

CHENEY: No, didn't have a lot of acres. Had one section and leased another section there.

JUNGE: So, [00:05:00] the one section, would that had been the homestead, the original homestead?

CHENEY: No, it wasn't homestead. No.

JUNGE: Where was the homestead?

CHENEY: The homestead was in [Basil?] on [Crellcrit?]. It was -- that was my grandfather's homestead. My dad's homestead

was further up in Basil there on [Chockcrick?], what they called Chockcrick.

JUNGE: Well then how did you happen to come to a spot 15 miles west of Casper.

CHENEY: Well that was a place he could afford to buy at that time when he bought it. And he had a homestead and then he sold that homestead and bought that place out west of Casper there.

JUNGE: OK. And then you went with him and ranched out here west of town?

CHENEY: Yes.

JUNGE: There's west I think. Right?

CHENEY: No, this way.

JUNGE: OK, I had it right in the first place (laughter). OK. So, tell me a little bit about growing up on that ranch and what you did.

CHENEY: Well [00:06:00] until I was -- we moved when I was 12 years old over to the ranch on [Bascrick?] and up to that time it was mostly just riding and going to school of course.

JUNGE: Where'd you go to school?

CHENEY: They moved in a one room schoolhouse and it was the teacher and I in the first grade.

JUNGE: Just you and the teacher?

CHENEY: Yeah, one room and she lived there and taught me in that one room.

JUNGE: What was her name?

CHENEY: Her name was Alice. Can't remember her last name now, first name was Alice I remember.

JUNGE: One kid and that was you. So you were spoiled rotten.

CHENEY: Yep, had all the attention.

JUNGE: (laughter) Was she a good teacher?

CHENEY: She was. Yep.

JUNGE: How many years was she your teacher?

CHENEY: Just the first year. Then the next year I went about four miles over to where they had an oil camp and they had more kids there. There was about eight of us [00:07:00] I think there in that school.

JUNGE: Is that -- was that junior high?

CHENEY: Well that was just elementary school.

JUNGE: Still. OK. Because if you moved when you were in sixth -- well let's see, you had to be in the sixth grade then. Right? Fifth or Sixth?

CHENEY: Yeah.

JUNGE: OK, then where did you go to school?

CHENEY: I went to high school here in Casper, Natrona County High School.

JUNGE: How did you get to the high school?

CHENEY: Well I boarded with people in town, stayed in town.

JUNGE: Who were they?

CHENEY: Well the first year I started -- I boarded with [Debra Deese?] and then the other three years of high school I boarded with Bartles.

JUNGE: Bartles?

CHENEY: Barto, B-A-R-T-O, yeah.

JUNGE: You know I had a chance to talk to a Barto in Rock Springs, his name was Louie Barto. Is he any -- you suppose he's any relation?

CHENEY: No, he wouldn't be a relation to them. I'm sure.

JUNGE: Well this fellow was Italian though. Right? Barto is Italian. Isn't it?

CHENEY: I think he said he's [00:08:00] Bohemian mostly.

JUNGE: Really?

CHENEY: Yeah.

JUNGE: Is he still around?

CHENEY: Yeah.

JUNGE: Where does he live?

CHENEY: Well he was a good friend of mine. He was the same age I am (inaudible) we went to school together and I stayed at his folks' place in town. That's where I stayed to go to high school.

JUNGE: Where does he live now?



CHENEY: He lives up in Deer Creek Park which is south of Casper.

JUNGE: OK. So if I go talk to him I'm going to get some good stories about you right?

CHENEY: Yeah, I suppose so. (laughter)

JUNGE: Maybe. So you went to high school and you graduated from Natrona County?

CHENEY: Yeah.

JUNGE: OK. Didn't they have a swimming pool at that time? Don't they still have an old swimming pool?

CHENEY: Yeah, inside the school.

JUNGE: Yeah, that school is a classic high school. Isn't it?

CHENEY: Yeah.

JUNGE: I mean it's -- I think it's on the National Register of Historic Places.

CHENEY: I'm sure it is.

JUNGE: OK, so you go to high school and then what?

CHENEY: [00:09:00] Well I stayed at the ranch, worked on the ranch. I had the military obligations at that time and I took care of my military obligation by joining the National Guard there in Casper. I was in the National Guard for six years.

JUNGE: Do you remember what time and what years that was generally?

CHENEY: Yeah, it was from '53 to '59.

JUNGE: How come you didn't end up in Korea?

CHENEY: This Guard Unit Air wasn't ever mobilized to go to Korea.

JUNGE: OK, well lucky for you.

CHENEY: Yeah, it was.

JUNGE: Yeah, I'm reading a book now called *The Coldest Winter* by David Halberstam. It's a history of the Korean War and it is fantastic but what those guys went through you wouldn't want to go through.

CHENEY: No.

JUNGE: I'm sure you had some tough times on the ranch in the winter time but what those guys went through, you know, with people shooting at them in the cold of winter, 20 below. Anyway, that's beside the point. So, [00:10:00] what were your duties on the ranch? What did you generally do?

CHENEY: Well I just worked taking care of cattle and we put a [page that had to irrigate and put a pan in his number?].

JUNGE: Did you run into pur --

CHENEY: [Paid him?] in the winter.

JUNGE: You ran Herefords?

CHENEY: Yes.

JUNGE: How about bulls? Did you have bulls too?

CHENEY: Yeah. Hereford Bulls at that time too.

JUNGE: Were you pretty much horseback all the time rather than -- or did you use machines to get around?

CHENEY: Well we used horses to work the cattle with. We had tractors and trucks too. We had some [teams?] when we first moved in the [Base Hole?] in 1947. We had [teen?] that we used to put enough hay and fencing and things like that.

JUNGE: Did -- how did you put up the hay at that time? You didn't bale it? Did you?

CHENEY: No, we stacked it loose with a pitch fork.

JUNGE: So you -- what kind of a cutter and a rake did you use.

CHENEY: [00:11:00] We had a tractor to [mull?] with and then we used horses to rake it with and then we had a power [Buckright?] to bring it in to the stack and then we had a -- to begin with we has an [over shots packer?] and then later we got a hydraulic stacker, (inaudible) hydraulic.

JUNGE: What do you think of when you see these people that have all these old pieces of farm machinery in their yards as yard art?

CHENEY: Well I guess they like it. I don't know. I don't care for it.

JUNGE: It's too hard, too hard to work.

CHENEY: Yeah, you bet.

JUNGE: Yeah, so what were your hours like as a rancher?

CHENEY: Oh, from early daylight until dark.

JUNGE: And your mom did the cooking?

CHENEY: Yeah.

JUNGE: Yeah. And you had how many siblings?

CHENEY: I had two brothers. One was 9 years older and the other one was 15 years younger than me.

JUNGE: That's a huge gap.

CHENEY: Yeah.

JUNGE: [00:12:00] That's 20 -- what is that --

CHENEY: Twenty-four years.

JUNGE: -- 24 years. How did you guys get along?

CHENEY: Well --

CHENEY: They didn't.

CHENEY: We didn't have much to do with each other at the time. My older brother got out of high school, he went into the Navy right out of high school. And then he went on to other businesses then and he never was around again. He wound up in Oregon.

JUNGE: What did he do? As a rancher, he was working as a rancher?

CHENEY: Well he trimmed trees and sprayed, had a spray business too.

JUNGE: And the other brother?

CHENEY: He worked on the ranch.

JUNGE: So the two of you worked the ranch?

CHENEY: Well at different times pretty well because I was pretty well growed and gone the time he came along.

JUNGE: OK, so how did you become involved in flying?

CHENEY: Well it was something I always wanted to do and [00:13:00] I found out that the guy that lived at the ranch down below me there, he wanted to learn to fly too. So we put our heads together and bought an airplane and then we learned to fly it.

JUNGE: (laughter) Who was this fellow? You remember?

CHENEY: Jim Null.

JUNGE: OK, so you just decided you were going to fly and the first thing you had to do was not learn how to fly, you had to buy an airplane.

CHENEY: Yeah, we bought the airplane first.

JUNGE: How much was it?

CHENEY: It was \$6,200.

JUNGE: What was it?

CHENEY: It was a Cessna 180.

JUNGE: For \$6,200?

CHENEY: Yeah --

JUNGE: That wouldn't buy the prop anymore. Would it?

CHENEY: No.

CHENEY: No.

CHENEY: That was back in 1964.

CHENEY: But it about ate our lunch anyway.

JUNGE: Really?

CHENEY: Yes.

JUNGE: We ought to put you on tape too.

CHENEY: (laughter) I say you don't want my opinion.

JUNGE: Well, OK you just hang out and help us out a little bit. So, why -- but I'm still curious. [00:14:00] Why did you want to fly? What was so fascinating about flying?

CHENEY: Well I wanted to fly and it's also a good way to check things on a ranch. It's a good tool for a ranch.

JUNGE: But that wouldn't have been the first reason why you did it.

CHENEY: No it wouldn't. No.

JUNGE: You just had a notion to fly?

CHENEY: Yep.

JUNGE: Had you ever flown before?

CHENEY: Just with other people a time or two, you know.

JUNGE: And did that book you so to speak?

CHENEY: Yeah.

JUNGE: When was your first flight? How old were you? Let's put it that way.

CHENEY: Oh I was probably a teenager I suppose. I don't remember for sure.

JUNGE: Were you in one of those small, what do they call them, tail draggers?

CHENEY: Yeah.

JUNGE: OK. You remember that flight?

CHENEY: No, I can't say that I do remember the very first flight.

JUNGE: Well I would suppose that you've flown so much it's hard to separate them out. Would that be right?

CHENEY: Yeah [00:15:00] probably I guess.

JUNGE: OK. Your first airport, where was the first airport?

CHENEY: Well we bought the airplane and then learned to fly it while we haggard it there at my friend's, my partner's place on his ranch. We built a hanger and had a gas tank there and [aligned it right on his metal in there and tipped it?]

JUNGE: How did you learn to fly?

CHENEY: We had the airplane here in Casper at the Casper airport and hired an instructor to teach us.

JUNGE: So somebody delivered the plane to the Casper airport?

CHENEY: Yes.

JUNGE: Who was this flight instructor?

CHENEY: The flight instructor's name was Jim Baker.

JUNGE: Was he good?

CHENEY: No, I don't think he was a very good flight instructor really.

JUNGE: (laughter) Why do you say that?

CHENEY: Well I think we learned to [00:16:00] fly in spite of him really. (laughter)

JUNGE: Well who was the first to learn how to fly, you or this fellow name Null?

CHENEY: Well we both took lessons the same time really.

JUNGE: And you both got your licenses?

CHENEY: Mm-hmm.

JUNGE: In those days -- let's see, what year would that have been?

CHENEY: Nineteen sixty-four and I got my license in February of '65.

JUNGE: OK, in those days was it as rigorous, the training and the examinations, everything that went into learning how to fly, was it as tough as it is today?

CHENEY: Yeah pretty well I think. Of course there are more to learn today than there was at that time but it was a pretty rigorous thing to undertake.

JUNGE: Do you remember your first solo flight?

CHENEY: Yeah.

JUNGE: How'd that go?



CHENEY: Well it went all right.

JUNGE: You did well?

CHENEY: Yeah.

JUNGE: Here's -- I said, "What makes a person a good -- I asked your son this this morning, "What makes a person a good pilot?" and he was -- he talked a lot about you [00:17:00] and he said my dad has ice in his veins. (laughter) Is that true?

CHENEY: Well I don't get [cited?] very easy.

JUNGE: Well how did you get married? (laughter) Well anyway, I'm just having fun with you but -- so that first solo flight, where did you go?

CHENEY: It was around Casper Airport there.

JUNGE: And that was in your own plane?

CHENEY: Yes.

JUNGE: OK so you've made your first solo, then what did you do?

CHENEY: Well as soon as I got soloed out we took the airplane home then.

JUNGE: Really?

CHENEY: Out to the ranch.

CHENEY: It took forever to land it the first time too.

JUNGE: Tell me about that first landing. (laughter)

CHENEY: He don't want to talk about that.

JUNGE: You can tell. That's all in the past. That's what they tell me.

CHENEY: It went all right.

CHENEY: Yeah, it didn't -- they didn't crash.

CHENEY: Didn't crash. We made it.

CHENEY: They just had to go around four or five [00:18:00] times before they could get her down.

JUNGE: Why did you go around that many times?

CHENEY: Well it didn't look quite right the first time.

(laughter)

JUNGE: Isn't -- is that airport, airstrip you'd call it, on your ranch, is that long enough for the plane that you bought?

CHENEY: Oh yeah.

JUNGE: It was? No problems?

CHENEY: No. Now it was assessed [on the 180?] we had which has got good power. It doesn't take a lot to run [the right board?]

JUNGE: Well was it different learning how to fly at the airport where you're taking off from concrete or asphalt?

CHENEY: Oh yeah, you got a lot more runway of course.

JUNGE: Well yeah, but I mean the bumps and everything.

CHENEY: No, not that much different.

JUNGE: I was telling Bob and I've already put this on tape but I'll tell you, I had a chance to talk to Clyde [Ice?]. Did you know Clyde Ice?

CHENEY: No, I read about him. I didn't know him.

JUNGE: He was a pioneer aviator whose name is now on the [00:19:00] Spearfish Airport, Clyde Ice Field, and I asked him how he got involved in flying which wasn't too many years after the Wright brothers took off. When I interviewed him he was 102 and that was 22 --

CHENEY: Holy Moley!

JUNGE: -- that was 22 years ago, 23 maybe.

CHENEY: And he was still alive at 102?

JUNGE: Yeah, in fact he told me, he said, "You know the governor, the general, the governor of the state of Wyoming gave me a moose permit." And I said, "No, I didn't know." He says, "Do you think -- he says, "What do you think about that?" I said, "Well did you get your moose?" He said, "Darn right I got my moose." (laughter) He was 100 years old and he got an honorary moose license from the governor. But anyway, he told me that he worked as an aid to this barnstormer and this I think was in South Dakota, and the barnstormer would take people up for rides but there was -- he liked his coffee so he would run into town and get some [00:20:00] coffee and meanwhile he had a line of people

waiting to go up for a ride. And this one guy I guess was very insistent and said, "I want a ride." So Clyde figured, "Well, I'll taxi him down to the end of the runway and come back." And he did and that wasn't enough for the guy. He says, "I want a ride." And I guess he must've thought that Clyde was a pilot so Clyde said, "Oh what the heck." And he got going and then I pulled up on the stick or whatever you do and went right over the fence and wound up at a town ten miles away. I said, "What'd you do?" He says, "I circled the town and came back." I said, "Where did you land?" He said, "Well -- he said there wasn't really too many good places to land but he said there was a stubble field down there, corn stubble. And he said, "I just brotcher her down low to the stubble," and I don't know why he didn't land at the airport where he was but he got close to this stubble field, got level with it real close to it and then turned the key off. (laughter) [00:21:00] And he said that guy that he gave a ride to later on said, "Do you remember me?" He said, "Yeah I remember you." He says, "You gave me my first airplane ride." And he says, "I didn't have the heart to tell the guy." He says it was my first airplane ride. (laughter) Can you imagine? Oh God! He was -- it was pretty much line of sight although he flew a lot of different things just like you did. OK

let me ask you about some of these things you've done.

When you first got the plane was it just simply recreation or did you work with it?

CHENEY: Well, we use it around the ranch, checking things around the ranch too.

JUNGE: What do you mean checking things, you just...

CHENEY: Well, make sure your gates are closed and nobody's messing with your cattle and so forth and --

JUNGE: Wait a minute Bill.

CHENEY: -- checking water holes.

JUNGE: Well if the gate was open you couldn't land next to the gate. [00:22:00] Could you?

CHENEY: No, but you knew it was open so you go back and shut it when you did land.

JUNGE: OK. And you checked for those -- to see if you had water in the water tanks.

CHENEY: In the water holes and so forth.

JUNGE: OK. And then chase cows a little bit, did you with them?

CHENEY: Well we used the airplane when we were gathering cattle. You would go up and see where they were before we started riding. Either that or I had fixed to where I could either talk to the people on the ground with the radios that are horseback or I'd drop them notes. A lot of

times I'd just drop them notes where I'd seen cattle in case they'd gathered [a field?] and hadn't gotten them all. Missed some cattle, well I'd drop a note where they'd go back and find them and get them.

JUNGE: How did you -- you mean you wrote and flew at the same time?

CHENEY: Yes.

JUNGE: Then did you have a rock or something you attached it to?

CHENEY: Most of the time we'd save these, Tide comes in a big orange [00:23:00] bottle, Tide detergent. And when they got empty, well I'd save them and I'd write the note and put it in there and then I'd just throw it out the window. And that big orange thing they could see.

JUNGE: And you could tell them where the cattle were?

CHENEY: Yeah.

JUNGE: So what would you -- I mean you couldn't write a book when you're up there so what'd you say, just two miles north, something like that?

CHENEY: Well they usually knew the country well enough that I told them it was by a hill or a spring or a rock or something we all knew and you could go back and get them.

JUNGE: OK. But was it mainly for ranch work or was it mainly recreation for you?

CHENEY: Recreation for him.

CHENEY: Both.

JUNGE: Did you fly every day?

CHENEY: No.

JUNGE: Why not?

CHENEY: Well I had other work to do. I couldn't fly every day and [you got to count on weather too?]. You can't fly every day [in all kinds of weather?].

JUNGE: How much was aviation gas back in '64?

CHENEY: Oh I don't remember. [00:24:00] It was probably about \$0.50 a gallon I suppose. I can't remember for sure.

JUNGE: And now it's what?

CHENEY: Five dollars a gallon.

JUNGE: Ten times what it was. And you bought this plane for 6,200. Well, I'm thinking maybe from that day to today it's changed so that maybe there's not as many people around like you, right? I mean people that ranched or ranch and then fly.

CHENEY: Oh there's still quite a few people who ranch and fly.

JUNGE: You're a member of the International Farmers Flying Association or Flying Farmers Association.

CHENEY: I was for a while.

JUNGE: Oh you're not now?

CHENEY: I'm not now, no.

JUNGE: Well I was reading an article about it and apparently in '77 they hit the high water mark and then they had like 11,000 people in the organization but the agriculture went downhill and they lost a lot of people and I think they said they wound up with like 500 families in this article.

CHENEY: Yeah, they merged with Colorado finally, Wyoming.

[00:25:00] So she's merged with Colorado.

CHENEY: Well I didn't know they still had it.

CHENEY: I think they are. I think they still have the Wyoming Flying Farmers but I think they merged with the Colorado ones. I think it's two states now.

JUNGE: Did you join them early on?

CHENEY: Yeah, it was pretty early.

JUNGE: OK because I think they got established in '44 in Oklahoma and you didn't start flying until '64 but how long were you with them?

CHENEY: Oh I don't know. Probably 20 years or more I suppose.

JUNGE: Did you fly to the meetings?

CHENEY: Some of them.

JUNGE: Whereabouts were they?

CHENEY: Well mostly we just had an annual meeting and there wasn't too many other meetings, just the annual one usually.



JUNGE: In this region?

CHENEY: Yeah.

JUNGE: OK now you didn't limit yourself to flying on the ranch. You did some other jobs too. Tell me [00:26:00] about some of the other work you did.

CHENEY: Well I went into commercial flying in 1967 and that's when I went out and got my commercial license and then I got [a building engine?] license and then instructor and instrument instructor and instrument [rating?].

JUNGE: And what about flight instructor?

CHENEY: Yeah I got flight instructor too and instrument flight instructor.

JUNGE: What was your intention in doing all this?

CHENEY: Well, it was to become a professional pilot.

JUNGE: What about the ranch?

CHENEY: Well, we left the ranch and went into commercial aviation for five years and then my younger brother, my dad died in the mean time, and my mother and my younger brother were running the ranch and then my younger brother got killed on the ranch. So I went back to help my mother and after a couple of years she sold the ranch to us.

JUNGE: What happened to your brother?

CHENEY: He was killed by a dump truck. He was using a dump truck to [00:27:00] fix the irrigation dam and he had the

tractor up by the dump truck and he got off the tractor and got between the tractor and the dump truck and the tractor rolled ahead and crushed him. He was just 21 years old.

JUNGE: So there was no way you could do the work? Or was that the reason why you got out of the business?

CHENEY: Well I wanted to get into flying.

JUNGE: You did?

CHENEY: Yeah.

JUNGE: Were you married to Pat at the time?

CHENEY: Yeah.

JUNGE: When did you guys get married?

CHENEY: Fifty-eight.

JUNGE: It's a good thing you remembered that. (laughter)

CHENEY: I don't know.

JUNGE: You don't know?

CHENEY: Hell no, it's just too damn long.

JUNGE: Fifty-right, wait a minute, my wife and I got married in '66 so that was eight -- you guys have been married for, wait a minute, don't tell me, 54 years, 55?

CHENEY: Fifty five.

CHENEY: Fifty five.

JUNGE: You've been married 55 years. What's it like living with this guy [00:28:00] for 55 years.

CHENEY: It's very hard, believe me.

JUNGE: Is it?

CHENEY: Yes. (laughter)

JUNGE: Why? He's ornery right?

CHENEY: No, he's a control freak.

JUNGE: You know that's interesting because it seems to me like that would be necessary in way to have a certain amount of that in order to be a good pilot. You got to know -- you got to control everything don't you?

CHENEY: Yeah.

JUNGE: So --

CHENEY: Yeah but he don't need it to control everybody.

(laughter) And he found that out.

JUNGE: Well you know we're just having a little fun here Bill, right? So your ambition was to be a pilot, a professional pilot. When did you actually start doing that? '67 did you say?

CHENEY: Yeah, '67 [is a key?].

JUNGE: And what did you [00:29:00] do, just go to the Casper Airport and open up an office or...

CHENEY: Yeah, I went up to Casper Airport to get a job and there was a guy here that was running a fixed base operation and he had the spray operation and then done firebombing too, fought fires with airplanes. And I went to work for him and I told him that I was thinking about

going down to a place in Texas, [Liberty?], Texas where they had a school to train pilots. And he said, "Oh you don't need to go down there and spend your money." He says, "I'll train you right here." And so I went to work for him and he put me out [selling the Sagebrush spray?] to begin. He gave me a pickup and I went around to the ranchers and signed up for Sagebrush brand. That was back in 1967.

JUNGE: Well then you were competitive with Bob [Islay?]

CHENEY: Yeah.

JUNGE: I work for Bob Islay [00:30:00] and a spray crew in '69.

CHENEY: Did you?

JUNGE: Yeah, I was teaching at [Chariton?] College in '69 and I was a young guy and I thought I was -- when I got that job I thought I made -- had it made. I made \$6,200 a year, something like that. But I found out pretty quick that wasn't going to do it so I went out and got a couple jobs during the summer. One was stacking hay and the other one was working for Big Horn Airways as a flagger. And that was in '69 so he would've been a competitor of yours at that time. Do you know Bob?

CHENEY: I know him, yeah. I don't know him personally really but I know who he is.

JUNGE: Yeah. So what did you -- this guy taught you how to spray?

CHENEY: Well that's what he said he was going to but he had these fire bombers too and he had me go out and sell this spraying and then he put me in charge of the spray crew and I -- he had a [hard to?] pilot from Alabama [00:31:00] to fly the spray plane and I run the crew. The pilot -- and I told the pilot where we're going to spray and we had to fly [goose?] and show them where we were spraying and put them out for [flying again?] and so forth.

JUNGE: Who drove the truck with [Abfuel?] in the [24D?]?

CHENEY: Well he hired another guy, brought another guy to drive the spray truck.

JUNGE: So let me get this straight, you not only flew, you had to sell this whole program?

CHENEY: Yeah.

JUNGE: How did you do that? Just walk into a café and say, "Hey, I'm here to spray sage."

CHENEY: Well I went out into the ranch mostly.

JUNGE: Oh did you?

CHENEY: Contacted them at the ranch, yeah.

JUNGE: Did you do that by car or --

CHENEY: Yeah.

JUNGE: OK. And was it a pretty good business?

CHENEY: Oh yeah.

JUNGE: Well tell me a little bit about how you did this?

How'd you spray? What kind of plane did you have?

CHENEY: Well I'd say this guy had fire bombers also and so the pilot that was flying the spray plane he got him into [00:32:00] flying the fire bombers and so when the fire season started along in the middle of the summer, this guy that was flying the spray plane, when he went on to fly the spray bomber -- the fire bombers and left me without a pilot. So I said to him, "What am I going to do?" And then the boss, he had gone -- he flew us a fire bomber also and he was gone. And so I said, "Well what am I going to do for selling spray jobs here?" He said, "Well you know how to fly don't you?" And I said, "Yeah." Well he says, "Well there's the airplane." And so I just got in and started spraying.

JUNGE: Without knowing how to attach the beam, I mean what do you call them?

CHENEY: They were already set up for spraying.

CHENEY: They were already set up.

JUNGE: Oh they were already set up.

CHENEY: Oh yeah.

CHENEY: Yeah.

JUNGE: And he showed you how to mix the diesel with the --

CHENEY: Well I knew that. I'd been in operation. I knew all the aspects of spraying anyway.

JUNGE: Yeah but these planes go down and just clip the fence line practically and come back up and you taught -- did you learn [00:33:00] that by yourself?

CHENEY: Yeah.

JUNGE: It just stall out ever?

CHENEY: No.

JUNGE: Never did?

CHENEY: No.

JUNGE: Did you ever clip the top wire of a barb wire fence?

CHENEY: Once in a while.

JUNGE: What happened?

CHENEY: I clipped the top of a fence post one time when I was spraying. I didn't hurt anything.

JUNGE: [Didn't -- not this?], just did the landing [gear out?]?

CHENEY: No, just broke the top of the fence post off. That was all.

JUNGE: What kind of plane did you have?

CHENEY: We were flying with a Pawnee at that time, 235-horsepower Pawnee.

JUNGE: Was that built to be a spray plane?

CHENEY: Yes. It's just for spraying.

JUNGE: I guess at that time they were starting to build planes just for spraying. Right?

CHENEY: Oh yeah.

JUNGE: I mean previous to that --

CHENEY: [Carl Lare?] over in Afton, Wyoming built some of the first spray planes but they all kind of went to that same format that [Paul Air?] had.

JUNGE: Bob Islay had [00:34:00] a couple of snow commanders. Do you know what they look like?

CHENEY: Yeah. I flew the snow.

JUNGE: Did you? How would you compare that to some of the other -- that Pawnee and other planes?

CHENEY: Oh it's a bigger airplane and more horsepower and you can haul more spray. They work good.

JUNGE: So you just went ahead and started spraying while they were off fighting fires. Did you have any adventures?

CHENEY: No, not really. Everyone worked all right for me.

JUNGE: I bet you dumped a lot of [24D?] on guys like me.

CHENEY: He did on guys like me.

JUNGE: Oh you did? You were a flagger?

CHENEY: I was the flagger. Bob and I flagged.

JUNGE: Is that right?

CHENEY: That's right.

CHENEY: Yep.



JUNGE: Oh man. Well did you enjoy that, spraying sage?

CHENEY: Oh yeah, I liked spraying.

JUNGE: Did you also spray Malathion for bugs?

CHENEY: Yeah, for grasshoppers. And we also sprayed for [bull wheel or alfalfa wheel?]

JUNGE: [00:35:00] OK. Before I get into your other lines of work because I know you've done a lot of different things I wanted to ask you have you ever had any wrecks.

CHENEY: I only had one major wreck and that was with a [Twitty?] engine when I was hauling passengers.

JUNGE: What happened?

CHENEY: Well we were hauling guys out to stake uranium claims. We were hauling survey crews out for uranium claims. We'd haul them out in the morning and pick them up and bring them back in the evening. That kept them from driving long distances back out into the field. And so with the smaller planes we would just land on the county road or on a ranch strip or a lake bed or something like that and they'd leave their vehicles there. But you got a [twin?] engine in there was a [12?] place airplane and a tail dragger. It was a Lockheed 12A. And [00:36:00] I would fly into some of the larger strips with that and haul people. And I was going to Douglas one morning and I was to -- I went out and checked the airplane and preflight to get it ready to go

and while I was doing that the line boy would come out and say, "Officer said there's a phone call for you." Now I was Chief Pilot [Fifth?] at that time and I correlated everybody that was to be taken to the field and also picked up and brought back in the evening. And so I went into the office to see where we were supposed to pick the men up that night and who was to go where and so forth and I stopped into the guy that run the spray crew. He was a spray crew boss and -- for the [00:37:00] survey crew I mean to say. And when I came back out well [ask you for our money and anything left to do to the airplane preflight?] and I said, "No." I said, "I got it pretty well preflighted except for taking off the control locks. He said well get them and when I come back out and got in the airplane and loaded up the crew and we packed a few [out?] and took off. Well, he had left the elevator lock on and I took off with the elevator locked and as soon as I pulled the gear up and pulled the flaps up, the airplane started going up real steep and it was going to stall out pretty quick so I just cut the power in both engines and we come down hit the ground, bellied it in without the gear, the gear up.

JUNGE: You couldn't get the landing gear down?

CHENEY: Not that quick, no.

JUNGE: How long was from start to finish, taking off and then landing?

CHENEY: Yeah, we'd just taken off and then we just gotten up probably a couple hundred feet maybe [00:38:00] when I pulled the power and come back down.

JUNGE: You saved those guys lives.

CHENEY: Yeah, we all walked away from it.

JUNGE: What were you thinking at that time?

CHENEY: I didn't know what was happening. I just knew it was climbing and I couldn't get the nose back down.

JUNGE: And did you look out to see what the problem was or did you just --

CHENEY: Well you can't see the tail from the cockpit on them.

JUNGE: That must've been -- didn't you even get excited about that.

CHENEY: We didn't have time to get excited. You just done what you had to do.

JUNGE: Don't have time to get excited. In other words you've got time to think but not time to get scared. So everything worked out OK?

CHENEY: Yeah, if I hadn't have -- if I'd let the power on we'd have gone up and rolled and probably upside down. It probably would've killed all of us.

JUNGE: How did you know to cut the power? Was that something

--

CHENEY: Well it was just something. I knew I had to do something. It was going to stall out if it [00:39:00] kept going that steep.

JUNGE: I mean did you know that that was a procedure?

CHENEY: No.

JUNGE: You didn't?

CHENEY: No.

JUNGE: You were taking a chance. Wow. So, you didn't have any other scrapes or any hair-raising incidents. You must've had a few more.

CHENEY: Oh yeah. Yeah I had a Super Club I was flying once and it got water in the gas and I didn't know it and took off. And it quit me right after takeover and I had to land on the metal out there at the ranch and it broke the gear when I landed and when it hit an irrigation ditch a little bit. But other than that it didn't do much, bent the [prop?] a little.

JUNGE: Bob was telling me something about somebody forgot to screw on some gas caps or something. Tell me about that.

CHENEY: When I was over in [Kimber?] I was flying a Wyoming game and fish biologist and we were doing water [file?] surveys. And we filled up their [camera?] [00:40:00] and

took off and we were flying onto [Clarksworth?] down there and I noticed that one tank was nearly dry and we'd only been out about 20 minutes. And so I landed on the road and got out and checked and the gas cap was gone on one side, [this guy?] had two tanks in the wing and the one tank with the gas cap was gone but the other one had gas in it. So I took off and flew back to the airport and I called on the way in to the airport and told them that I was missing a gas cap. So the guy that filled me up, he got in the car and went out to the runway and right there where I'd put the power in to take off, well there laid the gas cap. He had put it up on the wing and hadn't put it on when he got done filling the plane.

JUNGE: So where did you land?

CHENEY: I just landed on a county road to check it out.

JUNGE: A dirt road? [00:41:00]

CHENEY: Yeah.

JUNGE: So you could see far enough ahead and nobody was coming.

CHENEY: Oh yeah.

JUNGE: OK, but you didn't have to land on the highway at least.

CHENEY: No.

JUNGE: Yeah. Have you had to land on the highway before?

CHENEY: Well, yeah I've landed on the highway but it was because I intended to. It wasn't a case of emergency.

JUNGE: Really?

CHENEY: Yeah.

JUNGE: You wouldn't normally land on a highway.

CHENEY: No, but we went down by [Jusco?] one time and they sent me down there to chase some antelope off of a guy's field and I landed on the highway there and picked up the biologist and he got in with me and we chased the antelope off and then we went back and landed and I let him out there and took off again. He had the highway patrol out there stopping traffic.

JUNGE: On 26, Highway 26?

CHENEY: No, it was on Highway 85.

JUNGE: Oh really?

CHENEY: Yeah.

JUNGE: [00:42:00] That's a pretty busy highway. Well if he -  
- why would he bother doing that? Couldn't you just land somewhere else?

CHENEY: Well it was much handier for the biologist to meet me out there where we were needing to run the antelope off. He had to let the fence down in order to let the antelope out of there, you know. So it was much handier for him to meet me there.

JUNGE: You got around the state quite a bit.

CHENEY: Yeah.

JUNGE: Did you ever know some of these old pioneers? And now I know you didn't know Clyde. You heard of him. But what about a guy like Bill [Monday?] up in Cody?

CHENEY: No, I didn't know him.

JUNGE: He was a pretty famous aviator in Cody. He might've died before you were even born actually. Bob told me, he says, "Ask my dad about Alaska and his experiences in Alaska." Can you tell me how you got out? Tell me the story of Alaska.

CHENEY: Well we went up to Alaska [00:43:00] in 1968, got there about the first of June and I flew there until December. We came back about the middle of December and I went to work for Alaska Air Service up there and I was their only pilot at that time and I had done bush flying and charter work and instructing.

JUNGE: In the Anchorage area?

CHENEY: Yeah, right out of Anchorage.

JUNGE: So did you have pontoons?

CHENEY: No, I didn't do any float plane flying. It was all on wheels.

JUNGE: OK. Did you have special wheels? I mean like tundra wheels or something like that.

CHENEY: No, they were just ordinary wheels. We had one scheduled run to a lodge, a fishing lodge that I flew out every week or I made two trips a week out to this lodge [00:44:00] flying people in and out. And they had a strip cut back in the trees from the edge of the lake into the trees there where we landed and took off.

JUNGE: Pretty easy to find was it?

CHENEY: Yeah, it wasn't that hard to find [which is?] right at the edge of a big lake, Chelatna Lake was the name of it.

JUNGE: What was it?

CHENEY: Chelatna Lake. It was about 100 miles northwest of Anchorage.

JUNGE: So in one of those little planes when you were talking people up to the lodge how long would it take you to get 100 miles?

CHENEY: It'd take us about 45 minutes.

JUNGE: What kind of plane were you flying up there.

CHENEY: I flew mostly 206 and I used also a Cessna 180.

JUNGE: What's a 206? Who makes that?

CHENEY: Cessna makes a 206.

JUNGE: Oh OK.

CHENEY: It's a [sixth?] place single engine airplane.

JUNGE: Now why did you go to Alaska in the first place?



CHENEY: Well, [00:45:00] I just thought it'd be a good place to go fly and Pat had five brothers up there at that time too.

JUNGE: Really? All in the Anchorage area?

CHENEY: Mm-hmm. Well, they homesteaded, my oldest brother -- well all three of them homesteaded up there. They don't live -- I have one that still lives in Alaska but he lives in the Big Lake area.

JUNGE: So you wanted to go up there?

CHENEY: Well I thought that I did. But I don't like Alaska.

JUNGE: Why?

CHENEY: The everlasting white in the summertime and the everlasting dark in the winter. They're just...

JUNGE: So did you sort of follow your husband Bill to go there to please him? I mean it was his idea.

CHENEY: That was his idea.

JUNGE: You wanted to be a bush pilot?

CHENEY: Yeah.

JUNGE: Well why would you want to be a bush pilot in Alaska? You were already doing all sorts of stuff [00:46:00] here.

CHENEY: Well I just thought it'd be a good adventure up there.

JUNGE: Alaska had a lot of draw as the last great American wilderness and the last great frontier. And I -- was it

the same thing that pulled you that it pulled me that just  
I want to go to Alaska? Had you been up there?

CHENEY: No.

JUNGE: So this is something coming out of your heart. Right?

CHENEY: Yeah.

JUNGE: OK. So you were a bush pilot, what they call a bush  
pilot. So what were your jobs besides just hauling people?

CHENEY: Well we hauled some freight too. They were building a  
highway between Anchorage and Fairbanks that summer and we  
sometimes took groceries and so forth out to the road crews  
when they were building the roads.

JUNGE: When they were building the [Elken?] Highway?

CHENEY: Yeah, (inaudible).

JUNGE: Oh no, that would've been before that. [00:47:00] The  
main highway between the two?

CHENEY: Yeah.

JUNGE: How was it to land out there? I mean don't they have  
a real spongy tundra out there.

CHENEY: Well there they were building the roads so we had a  
good road to land on there and had no problem at all.

JUNGE: OK. So you hauled freight, you hauled people.  
Anything else?

CHENEY: That was about it.

JUNGE: OK. So coming back down here what decision was made?

How did you decide to come back to Wyoming?

CHENEY: Well Pat didn't like it up there and really didn't

like all the darkness in winter and so we came back.

JUNGE: And established yourselves back at the ranch?

CHENEY: No, we came back and stayed in [Define?], came back to

Casper and then [00:48:00] [we went on?] to work for

[Stevie?] again and [left when we got back?]

CHENEY: You never worked for Steve before you went up there.

CHENEY: Yeah I did.

CHENEY: And then you worked for Stevie when you come back.

CHENEY: Yeah.

JUNGE: So you weren't in this house were you or were you?

CHENEY: No.

CHENEY: No, we lived at the airport. They had houses up

there.

CHENEY: Yeah, we lived at the airport.

JUNGE: They had housing up there?

CHENEY: And you could build barracks and stuff --

JUNGE: Oh did you?

CHENEY: -- housing and we lived in. They rented it out and

we lived in one of them.

Mar JUNGE: In one of the barracks?

CHENEY: Yeah, then later one we also bought a mobile home and we lived on the airport in a mobile home too.

JUNGE: Wow. Of course you realize that was a pretty big military insulation at one time. Do you know Joy Katie?

CHENEY: No.

JUNGE: She's the one that helped establish that museum out there.

CHENEY: Oh really?

JUNGE: Yeah, you know where the officer's club is --

CHENEY: And I'm ashamed to say that I haven't gone to see it and I mean I'm ashamed [00:49:00] because I haven't gone out to see. They say it's really nice.

JUNGE: Well you can always do it tomorrow. You know. It's pretty- - it's well worth seeing just to see the murals that were painted by the -- well let's see. Were they painted by the prisoners or the airmen? No, the airmen. I was thinking of Douglas. But they painted these murals in the officer's club and pretty good work.

CHENEY: Oh yeah, they used to use mud to do it. They didn't have regular paint. They mixed up mud to paint them.

JUNGE: Really?

CHENEY: Yeah, they mixed up their own paint to...

JUNGE: So when you came back to Casper, what year was that?

'69?

CHENEY: It was the fall of '68.

JUNGE: OK and so you went back to work as a commercial pilot.

CHENEY: Yeah.

JUNGE: So what all -- what kinds of things did you get into then?

CHENEY: Well that was we were hauling these survey men out to [00:50:00] stake these uranium claims. We'd done that and then we'd done charter and then he also had spraying and the firebombing too. I never did do any firebombing but I did spraying and the other.

JUNGE: How did you get involved in with the various federal agencies?

CHENEY: What do you mean?

JUNGE: Well I mean did you --

CHENEY: Well you started flying for the game and fish and that's federal.

JUNGE: Well state and federal.

CHENEY: Yeah that was out there and I started my own business so I had my own operation then.

JUNGE: Was it called the Cheney Flying Service?

CHENEY: Yeah.

JUNGE: OK. And that's when you -- you established it in '77 according to this. And you were using the private airstrip on the family ranch.

CHENEY: That's right.

JUNGE: So you operated this thing out of the family ranch  
airstrip?

CHENEY: Yep.

JUNGE: Why when you had a place in Casper?

CHENEY: We didn't --

CHENEY: No we lived at the ranch, we lived at the ranch then  
[00:51:00] at that time.

CHENEY: -- taken over the ranch.

CHENEY: You see I could save -- my mother and my younger were  
running the ranch after my father died and then when he got  
killed we went back to the ranch to help them out.

JUNGE: Oh OK. So when you had the flying service -- but you  
weren't at the airport. You weren't living at the airport  
at that time.

CHENEY: At that time, no.

CHENEY: No.

JUNGE: So isn't it -- I got to thinking about this Cheney  
Flying Service out there in the [Basil?] country. How did  
you do any advertising? Was it all word of mouth?

CHENEY: Yeah, it was pretty much word of mouth.

JUNGE: Is that how you got your state and federal jobs?

CHENEY: Yeah.

JUNGE: They would come to you and say, "I need this," or, "I need that."

CHENEY: Well I just knew about them and --

CHENEY: Well and Larry [Page?] was just the game and fish and he knew him as a personal friend and you started flying with him. That's basically how he started flying with the game and fish.

JUNGE: [00:52:00] What did you do for them?

CHENEY: Well we done water file surveys, [common?] ducks and geese in the spring and summer too and winter also.

JUNGE: Now is this where you count the legs and divide by two or what?

CHENEY: This biologist done all the counting, I just done the flying.

CHENEY: He just flew the airplane. [It hits bottom?] before the guy that was supposed to be.

JUNGE: Really?

CHENEY: Yeah.

JUNGE: You got pretty good vision then. You don't right now.

CHENEY: No, he don't now but he did then.

JUNGE: But you had 20-20 before that.

CHENEY: Yeah.

JUNGE: So you did water file surveys. What else?

CHENEY: Well and big game surveys. And I'd done a lot of classifying animal too.

JUNGE: Classifying?

CHENEY: Yeah, we would take an area, a hunt area, and we'd grid it out and I'd fly grids using the GPS and [00:53:00] every time we'd seen a bunch of antelope I'd come down low enough that he could count the bucks, the [Yeuing?] bucks, does, and fauns and classify the different types of animals so they knew what kind of production they were getting and also how many bucks they had for the season.

JUNGE: Whereabouts did you fly for those?

CHENEY: Pretty much the eastern half of Wyoming.

JUNGE: Oh you didn't get over to Parson country out there in Green River country.

CHENEY: Some but mostly eastern half of Wyoming, mostly on antelope.

JUNGE: What about elk?

CHENEY: Elk? Yeah we'd done some elk surveys too in the winter.

JUNGE: Is there a difference between flying for antelope -- I mean a survey -- flying for antelope and then elk and deer. Is it different?

CHENEY: Yeah there's different ways to fly it with water files you have to fly pretty close so that [00:54:00] they can



see them on the water of course. And with antelope and the deer you fly a little higher and elk too. And usually on the elk what we'd do out there, the plane would go out and spot them and he'd do a count the best he could but usually they went back on snow machines and done their classifying.

JUNGE: What did you do for the Bureau [of Rec?]?

CHENEY: Well I'd done some bald eagle surveys for the Bureau of Rec along the reservoirs and the river here.

JUNGE: Like [Seminole, Pathfinder?]

CHENEY: Yeah.

JUNGE: How do you do that? I mean, unless they're flying.

CHENEY: Well you flew along the edges of the lake and the eagles would be sitting in the trees and he'd count how many bald eagles and so forth and also along the rivers. They'll be sitting. They'll be roosting in the trees along the river. And sometimes [00:55:00] they'll be on the river too. You see them out on the ice catching fish or something.

JUNGE: Did you fly up Fremont Canyon?

CHENEY: Yeah.

JUNGE: You did?

CHENEY: Flew down Fremont Canyon. (laughter)

JUNGE: You don't fly up a canyon?

CHENEY: No.

JUNGE: Why not?

CHENEY: You don't fly up any kind of canyon. You fly down.

It's much safer that way.

JUNGE: Really, now I don't understand. Why?

CHENEY: Well those canyons always run downhill didn't they?

JUNGE: Well yeah but I mean you could -- I ride my bike up hills.

CHENEY: Yeah, but it gets harder the further you go, the steeper the hill is. Well an airplane would get to where you can't fly sometimes. It'll get too steep. That's where a lot of out of state people get in trouble in Wyoming. The air is thinner here at this higher altitude. You don't have the lift like they do down at the lower elevations around sea level.

JUNGE: Well but that stream Bill, that river, let's say it's the [North Plat?], it's not tumbling down like Niagara either [00:56:00]. I mean it's a gradual slope. Right? So you could --

CHENEY: Well as long as it's gradual you can fly upstream.

Yeah. But if it's steep, if it's got waterfalls in it you want to fly the other way.

JUNGE: OK. So you did anything else for like BLM or --

CHENEY: Yeah, I've done some sage grass surveys for the BLM.

JUNGE: How do you see sage grass from the air?

CHENEY: Mostly we'd done those in the spring when they are out  
[strutting on lakes?] and you can see them.

JUNGE: I'll be darned. Did you ever go after wild horses,  
round up wild horses?

CHENEY: Yeah.

JUNGE: You did?

CHENEY: Yeah.

JUNGE: Tell me -- you're laughing Pat. (laughter)

CHENEY: Yeah, [they should've ended up?] in the penitentiary  
for that.

JUNGE: Why?

CHENEY: Because you're not supposed to run wild horses. They  
belong to the state [00:57:00].

JUNGE: Well I thought you were doing like survey work or  
running them into corral.

CHENEY: Yeah, they were doing survey. They were finding out  
where they were at and capturing them.

JUNGE: Well they do that anyway legally. Right?

CHENEY: Well [in the right time?] with the right people.

(laughter)

CHENEY: Now back in --

JUNGE: I'm beginning to see the light.

CHENEY: -- the mountains here on the second range of the  
Laramie Ranger here there was quite a few horses so I

figured they had 300 horses or more up in these mountains here that they had at [Bayscrick?] in that area.

JUNGE: Wild horses?

CHENEY: Wild horses, yeah.

JUNGE: We think of wild horses and you think maybe in the Pryor Mountains up by Montana or you think west of the Sierra Madres in the Red Desert. You don't think of them in [Bates Hull?].

CHENEY: They're not now.

CHENEY: Well they were.

JUNGE: They were.

CHENEY: Yeah, the most of those horses came from homesteaders that once that they found out that they couldn't make a living farming here in Wyoming [00:58:00] and they had horses well they just turned them loose and they left.

JUNGE: Why didn't they sell them?

CHENEY: Well they didn't. They weren't worth that much and they just turned them loose and they just went wild.

JUNGE: OK. So tell me what you did with them through the air.

CHENEY: Well we gathered them with airplanes and snow machines. We got them into traps.

CHENEY: And horseback.

CHENEY: And horseback too but mostly it was snow machines and airplanes mostly. And they had these horses and the ranchers didn't want the horses because they were eating grass that the cattle would eat. Then also the game and fish didn't want the horses there either because it made less feed for the wildlife too. And so they had a meeting here in Casper I went to and this BLM -- people from the BLM, people from the state was there at that meeting and they said, "We aren't going to classify these horses as wild horses that come under [00:59:00] the law of [Horse and Burrow Act?]." He says, "We're counting them as feral horses," and they can be gathered and sold that way because they don't come under the law of Horse and Burrow Act. And so they said that the only way that you could gather a horse is they'd allow you to gather horses off of government land was to use a helicopter. They would [use fixed wing?] and of course I just had the [fixed wing?] was all. But in the winter of 1969 when we were hunting coyotes we seen the horses were out away from the mountain out on the hills that were blown off. That's where they were able to get feed you know. So they come out of the mountains because it was snowed up that year in the mountain, we had quite a lot of snow, and they were out on those ridges and out away from the mountain and we took the

airplane and the snow machines and we were able to  
[01:00:00] drive them to a corral that we'd set up,  
[affordable?] corral and we captured them in them. We had  
about 60 other horses we gathered that way.

JUNGE: Can you spook those horses by plane? Can you move  
them?

CHENEY: Yeah.

JUNGE: I bet that gets a little tricky doesn't it?

CHENEY: Yeah, but you can do it.

JUNGE: I'll be darned. So that's how they got rid of those?

CHENEY: Well we got the horses and I had a friend down by  
Glenrock that had [Pike?] corrals that would hold them.  
They're a little hard to hold, horses. And so he had good  
Pike corrals and he had water in his corrals and hay and  
everything there for them and so we took them down there  
and put them in these corrals and he fed them and watered  
them there. And then I called for [Branspector?] to get  
[Branspection?] to go to a packing place with him down in  
Nebraska. We were going to go take them to a packing house  
down there that they had at that time. And the [Bran  
inspector?] came. Well he brought BLM people with him and  
the BLM [01:01:00] people said I was stealing wild horses  
from them after they told me that they weren't going to be  
wild classified as wild horses. Then they decided that

they were wild horses and they charged me with stealing all the horses from the government. And they claimed the horses and they brought trucks in and they hauled the horses away from there and took them to Rock Springs and put them in their holding facilities in Rock Springs.

JUNGE: Didn't you -- I thought you had this all cleared?

CHENEY: Well I thought so too. I thought it was all right to gather them. They said, "No," that I was [gathering the horses?]

JUNGE: How'd they find out? Because of the [Brand inspector?]

CHENEY: Because of the [Brand inspector?], yeah.

JUNGE: When they took them to Rock Springs then what would they do with them.

CHENEY: Well they told me, they said that if I'd give them to them, let him take them to Rock Springs because I claimed the horses, he said that they'd just drop the matter, you know. And so [01:02:00] they hauled them to Rock Springs and put them in the corrals over there. And then in May, it was May 9 of 1969, they came to the ranch and arrested me for stealing wild horses and brought me to town, took me before the judge, and the judge released me on my own recognizance, and I had to call Pat to come even get me to

take me back to the ranch. And they wouldn't take me back.  
They just left me there at the courthouse.

JUNGE: Really?

CHENEY: Yeah. And then that fall they had a trial and one of  
the ranchers brought a letter that they'd sent out that  
said that they weren't classifying these as wild horses.  
And once he got up in court and read that letter they just  
dismissed the case.

JUNGE: But you had to hire a lawyer?

CHENEY: Yeah.

CHENEY: Yeah, cost \$10,000 for the lawyer.

JUNGE: Did you get reimbursed for that?

CHENEY: No.

CHENEY: No.

JUNGE: Whoa, that must've left a bitter taste in your  
[01:03:00] mouth.

CHENEY: It did in mine because I didn't want him doing that  
anyway. There was things they should be at the ranch  
working.

JUNGE: Did it take up a lot of time?

CHENEY: Oh some.

CHENEY: Oh well -- you're asking the wrong person. Yes, it  
did. (laughter)



JUNGE: What a revolting development. That's awful. Did you every have to go through anything like that again?

CHENEY: No.

CHENEY: That's how the government works though.

JUNGE: What about your -- now it was legal to hunt coyotes, right?

CHENEY: Yeah.

JUNGE: So did you get paid to do that?

CHENEY: No, when we first started hunting coyotes we just done it for the pelts and skin them out and held them out and sell them the pelts. That's the way we got our money.

JUNGE: How much would you get for a pelt?

CHENEY: Well at that time, this is back in the late '70s early '80s, we were getting up to \$100 on a good [01:04:00] number one pelt would bring in \$100. Most of them brought around \$60, \$70.

JUNGE: Why was it so high? Seems awful high.

CHENEY: Well it was. They were just a good market for them at that time.

JUNGE: What about now?

CHENEY: They'd have dropped off to where it would be hard to pay for your gas to go out and get them.

JUNGE: Wonder why it's dropped off.

CHENEY: Well they had a good market. And then the fur market kind of went bad when people started to protesting against killing animals, you know.

JUNGE: That's what I figured actually.

CHENEY: They got to using the fake fur instead of real fur. It's come back some now though. The fur market's better now.

JUNGE: So are you going to go out after coyotes?

CHENEY: Well I was. I was doing that before I had my stroke. I hunted coyotes, hunting coyotes when I was hunting for the county and they paid me by the hour and I didn't have [01:05:00] and I didn't have to pelt them or anything, all I had to do was kill them.

JUNGE: That's a good deal.

CHENEY: Yeah.

JUNGE: So how did you -- did you have somebody on the ground that knew where they were that would drive up to them?

CHENEY: Well I took the county trapper out and he shot the coyotes and then when the furs were prime he'd go back and pick them up and pelt them out sometimes, not always but sometimes he would.

JUNGE: This is in the winter time?

CHENEY: Yeah mostly in the winter. But we hunted them year round actually.

JUNGE: Is it easier to hunt them in the summer or the winter?

CHENEY: Oh the winter when there's good snow cover on them,  
lot easier to hunt.

JUNGE: You can see them?

CHENEY: Yeah.

JUNGE: You can track them a little bit better.

CHENEY: Yeah.

JUNGE: You know, I talked to -- there was a guy that I  
interviewed, he's long gone now, but he was in Rock  
Springs. His name was Dick Randall. Did you know Dick  
Randall?

CHENEY: No.

JUNGE: He worked for the Fish and Wildlife Service and he was  
a predator control person. And he shot coyotes and I guess  
he was [01:06:00] flying with a pilot and he shot the prop  
off his plane and they crashed. Have you heard of that?

CHENEY: No.

JUNGE: No?

CHENEY: I had my prop shot off by Bob.

CHENEY: Yeah.

JUNGE: He was telling me about -- you give me your side of  
the story. He told me about this.

CHENEY: He's lucky he come through that alive because when he  
come home and Bob wasn't with him and told me what happened

I should've -- I was going to shoot him, shoot him not the coyotes.

JUNGE: Well give me -- tell me your side of the story here because Bob tells me -- I thought it was a funny story actually but...

CHENEY: Well he shot this coyote and hit him in the back and got him down. And he was -- but he wasn't dead yet. He had just broke his back and the coyote was pulling himself around by his front feet and we tried to kill him, you know not let him suffer that way. And so we were kind of [01:07:00] down in a canyon-like place. And I was coming in, I was getting lower and slower every time thinking he should be able to hit him and we made three or four passes at him and he wasn't hitting him, you know. They're a lot harder for gunners to hit when they're stopped than they are when they're running. And so the last time when we come in [the hit blew?]. I knew what happened right away because the airplane went to vibrating and he blew two and a half inches off the end of an 82 inch prop and that really makes it vibrate. And we flew over to a county road there and there was a rancher in that area that was coming out and picking up the coyotes for us which we didn't have to land and pick them up right then and he could go out and pick them up and then we'd land back at his place and pick

up the coyotes and go home. And he was out picking up coyotes and we went back landed [01:08:00] on this county road. It was the first place to land because there's snow on the ground in the winter time and we just had wheels on. And so I landed on this road and it was getting late in the evening and so I told Bob, I said, "You better go down to this next ranch down here and see if you can get somebody to help us." And I said, "I'll stay here at the plane and I'll pull up some sage brush and build a fire here." I thought that rancher would probably come back down that way again but I wasn't sure he'd take that route or not. And so Bob just started down. He only got about three or four hundred yards away from the airplane when the rancher did come along. And so he came back and we went down to his place and we got a hacksaw and a tape measure and then a file and a couple of hammers. And when you hit him, of course he hit it from the back, that shot hits the prop from the back so it curls the end of the blade as well as blows [01:09:00] some of hit off while the rest of it it curls ahead like that. And so I just got to the place where it was blown off. Well I cut it off straight with the hacksaw and then I took the two hammers and bent the blade back and lined it up best I could with two hammers and took a file and filed the edges off the rough edges

smooth. And I just measured that part out on the other blade and cut it off so it'd balance up. (laughter) And I told Bob to get in with his rancher and go back with him and I'd fly the airplane back alone. And I said, "I'll take off here." We were near a [cabin garden?] where I landed there. And I said, "I'll take off down the road." And I said, "If I'm not off by the time I get to that [clover?] down there," I says, "Well I'll turn around and come back." Well I gave it power and it took off. Well it went [01:10:00] and the only thing I had to watch was that it'd go over a red line because it would go faster than it should, you know the prop, the air in the motor would turn up faster.

JUNGE: You had to have it going faster to stay aloft. Right?

CHENEY: Yeah, right. You'd give it full power for takeoff but with that shortened prop well it would go faster than it should go. You know the motor was --

JUNGE: So were you worried that you would blow the engine?

CHENEY: No, I just [followed it back?] and it would fly all right being throttled back a little bit. And of course I had the lighter load on with Bob out of there and some of the fuel we burnt that day and no coyotes. With just me in there it flew all right.

JUNGE: Did it vibrate a little bit?

CHENEY: No it didn't. No, I got it real close. It didn't vibrate at all.

JUNGE: Because you cut both props off the same. That was the reason for the tape measure, right?

CHENEY: Yeah.

JUNGE: But you still had one prop chewed into [01:11:00], right?

CHENEY: Well it was gone.

JUNGE: Yeah but that would knock off that and that wouldn't cause it to, what do call it, well vibrate.

CHENEY: Yeah, having one --

CHENEY: --It did until I --

CHENEY: [fix it vibrate?]

CHENEY: -- cut off the other end off and straightened the other prop off the other side and then he was afraid it wouldn't fly so he left Bob with the rancher and then flew it home. And when he come in the house, I said, "Where's Bob." And he said, "I left Bob up there and they're going to bring him home." I was so mad if I'd have had close to the shotgun I would've killed him.

JUNGE: Well why? He was OK and your son was OK.

CHENEY: That was -- the son was OK. Him, I can [get way wild with out?] but not the kid. [01:12:00] They thought it was funny. I didn't.

JUNGE: Yeah, I'm sorry. (laughter) I shouldn't laugh. Well that's kind of like Jim Baker, not the Jim Baker you know but this Jim Baker who was a trapper. He was like the same time as -- living the same time as Jim Bridger and a story was told that he had married a Squaw, an Indian Squaw, and they were crossing a river and the Squaw drowned but he managed to save the [Papousse?], I mean he managed to save the kid because it was his kid. And somebody said, "Well Jim I'm sorry about that." He says, "There's a lot of Squaws." (laughter) It's my kid that I'm worried about.

CHENEY: [That's him?]. It's not him, it was the kid I was worried about. And that's why I told him, "You find another gunner [01:13:00] and don't you take either one of my kids again or I will fix that airplane so it will not fly."

JUNGE: Did you fly with him a lot?

CHENEY: When I had to.

JUNGE: You didn't trust him?

CHENEY: I just don't like flying. Of course the times I was flying with him we were spraying brush --

CHENEY: No, we were spraying grasshoppers.

CHENEY: No, we were spraying --

CHENEY: No, we were spraying grasshoppers.



CHENEY: Was it grasshoppers? I don't know. Anyway, I was  
(inaudible) --

CHENEY: [At the airport?]

CHENEY: -- and I had to -- you were landing out back.

CHENEY: Yeah, but we were spraying out here by the airport.

CHENEY: And I got in to fly home with him and he says, "Well  
I'm going to go check the water tank up on the hill." And  
so he did, which is fine but then he started down off of  
that red bluff and that plane just went, "Schwooo." And I  
just knew [01:14:00] this was it. I was -- when I got out,  
honest to God, I got out and kissed the ground and I said,  
"I will never get in that airplane again."

JUNGE: You never did any shooting? Coyote shooting?

CHENEY: No because I'd put it on him.

JUNGE: Well you wouldn't do it while he was flying.

CHENEY: No, well that's true.

JUNGE: You needed a pilot to get you home. (laughter) Oh  
that is hilarious. OK, it says here you flew for the  
Department of Corrections too. What did you do?

CHENEY: Well when I flew for [Celey?] and he got a contract  
with Wyoming Mental Hospital over in [Edison?] to fly their  
patients and it required that [twenty engineers plane?] and  
then also two people in the airplane [01:15:00], the pilot  
and the helper. And so I usually just took one of the

other pilots with me when I went and I flew the airplane and I'd go around the state, go around the city around the state and pick up the patients going to the hospital once a month and then those that had been cured or turned loose we took them back to wherever they lived.

JUNGE: So did you -- what was that experience like? Were you ever worried about that?

CHENEY: Yeah. We picked up a woman one time in Doynton. I had already picked up some other people on the way down there and I got her in and when they brought her out the sheriff brought her out there and put her on the airplane and she kept saying, "I don't want to go to Moscow. I don't want to go to Moscow." And she was screaming and so forth and they went ahead and put her on the airplane and sit her down in the seat and [01:16:00] they were rigged up to where the seats one faced the other one in one place in this airplane. And I sit her down across from another guy that was sitting in the seat across from her and belted her down and so forth and she kept complaining that we were going to Russia or something. And she didn't want to go. And so I got up there and then started the airplane up and [tacked it out?] to take off and we'd just gotten off a little ways when my helper who was with me, he said, "She's back there tearing the curtains off the windows." And I

said, "Well go back and take care of it." He says, "I can't do that." So he said, "I'll fly and you go back." So he flew the airplane and I went back and I got a hold of her and held her hands and talked to her for a while [01:17:00] and she finally settled down and we flew [on the order?] to Edison and those were all day trips when we'd -- they'd take all day by the time we went around and picked everybody up and flew them over there and then took the other people and flew them back to their home cities but it was an all day deal pretty well. And so there was no place to eat over there where we landed. So I got to taking a lunch with me when I'd fly that. And so we landed over in Edison and we had to wait there for them to come out with a vehicle to pick them up. She wouldn't get out of the airplane. They had a little terminal building there where we could go in and sit down, you know. But she wouldn't get out of the airplane then. And so we just let her sit there and the rest of us got out and went in the terminal. And pretty quick, well this guy that was with me he'd come in, he says, "She's out there eating your lunch." (laughter) So I went out there sure enough she'd gotten into my lunch and she was eating my lunch. [01:18:00] So I had to stop her there too and then they'd come out and picked her up.

JUNGE: Oh my goodness. Mental problems are the worst things in the world but that's funny. That's hilarious. I feel sorry for the woman.

CHENEY: That was the only one I had any trouble with here. When I was up in Alaska one time I had a charter to fly this guy down to Cordova from Anchorage. And we flew down there and we had a [sixth place?] airplane. There was just the two of us in it. And we landed out in Cordova and he said, "Do you want to go up and eat something before we leave?" And I said, "Yeah." I just had to fly him down there and come back alone. And so we went uptown to Cordova and while we were in the restaurant eating he talked to a state trooper who was in there he knew and pretty quick he'd come back over to the table and he said, "Would you mind if this trooper [is bringing her food?] back with you." He said he's got to take him back to Anchorage [01:19:00] and he says he'd like to go back in the plane. I said, "Oh I don't care. He can go if he wants." They'd paid for the trip anyway. And so this trooper got this guy and he was a fairly small man, an older guy at that time.

JUNGE: The trooper was?

CHENEY: No, the prisoner. So they sat right behind me.

Nobody sat in the copilot's seat but the trooper. The

trooper set in the copilot's seat and I was sitting in the pilot's seat and then he put the prisoner right behind me. And so we took off and flew back and I had to get up on top of a cloud deck going back and I had to stay in on top of this cloud deck until we got fairly close to Anchorage where I could let down. The cloud deck was in there. And I called in for landing instructions. Well they give me landing instructions to come in [01:20:00]. I had to cut the power and I had to let the airplane down from a higher altitude pretty fast in order to get into the airport. And when I did going down well this prisoner he started kicking the back of the seat and he threw his arms back and he was just having a regular fit, you know just throwing a fit back there. But he was belted down and he was just kind of going like this, you know kicking his feet and waving his arms and so forth and hollering some and this old trooper, he's this big guy. He went around and pushed his hand against his chest and just pushed him back in the seat and held him there. But he was kicking the back of my seat with his feet. And I come on in and landed and as soon as the wheels hit the runway, well he stopped just like that, just like you'd turned the switch. He quit right away and just sit there quiet then.

JUNGE: Why do you think he was kicking then? He just --

CHENEY: I don't know. Maybe the difference in air pressure  
[01:21:00]. I don't know what it was but he sure had a fit  
there for a while.

JUNGE: Was he saying anything?

CHENEY: No, he's just hollering, hollering something and so  
forth but mostly just having a fit.

JUNGE: Well he must've been afraid of what was going to  
happen if you dropped down that quickly.

CHENEY: I don't think that was it. I think maybe it was just  
the difference in air pressure coming down.

JUNGE: I'll be darned. Yeah. Well did you do that here in  
Wyoming too, take prisoners around or fly prisoners?

CHENEY: Yeah, I went down to Colorado one time and picked up  
two runaway kids that escaped from over [in Edison?] over  
there. And they went down there and there was a twin  
engine -- we had the twin engine airplane but it was a  
small twin engine. It was a Twin [Comanche?] and they  
picked up two kids that had run off with a vehicle from  
over there and they picked them up down in Colorado  
[01:22:00]. We went down to pick them up. They brought  
them across the ramp and they had their chains on them.  
They had their feet chained together and they had handcuffs  
on them and had their handcuffs chained to their waist.  
The chains run through the belt loops in their pants and so

forth. And then come clanking across the [apron?] out there and got in the airplane. And that little boy that went down there, he was a big guy, correction officer went with me. And of course he was armed and everything. And those guys took their chains off and this guy had a bag of chains and locks with him and he put his chains on them, same way. He chained them up like a -- and put them in the airplane but he got them up against the side of the airplane first. He says, "Now when you get in there," he says, "I want you to sit down and be quiet." He says, "Don't give me any [gup?]." I guess they've gave him some [gup?] one time before. And he said, [01:23:00] "You sit there and be quiet. So they got in and so we took off and were flying back. And so he started asking them questions about what they'd been doing, stole this vehicle and run off and whatnot. And pretty quick one of them got kind of smart with him, talking back to him. So he just reached back there and he pushed him back in the seat with his hand and he said, "You just sit there and shut up. Don't say any more." He shut up too. He didn't say any more.

JUNGE: Dang. Did you ever pick up anybody from Canyon City?

CHENEY: No.

JUNGE: And what about the state pen down in Rowlands?

CHENEY: No.

JUNGE: No, you didn't have to fly over there either?

CHENEY: No, we didn't fly them.

JUNGE: OK. We're just about done here. What about -- you flew for the REA. What was that all about?

CHENEY: They would fly and they checked the poles to see if there was any insulators blowing off or anything. And I fly just same height as the power line, fly it just off beside [01:24:00] the power line, its same height. And there as a guy with me and he looked at the cross arms and the insulators and the poles. And we were up there on the backwaters of a [Pathfinder?] once and he says, "Turn around and go back." He said, "I need to look at that pole again." So I did. I had a [Super Cub?] at that time. I turned around, and went back, and he looked, and he said, "Turn around and go back and look again." He wanted to look so I went back around and he looked again. And that lightening had struck this pole and had splintered it. And of course it's got a twisted grain in it like wood does, you know. When he got in one place he could see daylight right through that pole. [That's toward this and this but?] as we flew by. And that caught his eye and he couldn't quite figure out what was wrong to begin with. After the third time we flew by well he'd seen then what it



was and he could look right through that pole because it was splintered. [01:25:00]

JUNGE: So they had to check -- these are big insulators?

Those great big ones?

CHENEY: Yeah.

JUNGE: OK so you're flying along pretty good size power lines then. And why would they get broken?

CHENEY: People shoot them off or they just break sometimes.

JUNGE: Oh OK. What time do you guys eat your supper?

CHENEY: About six.

CHENEY: About six.

JUNGE: We got a little time left?

CHENEY: Oh yeah.

JUNGE: You sure?

CHENEY: Yeah.

JUNGE: You're not uncomfortable with --

CHENEY: No, take your time. You could come and have supper with us but tonight we're having a pizza so it's a bad time. (laughter)

JUNGE: No, no. I need to decompress after an interview because I put a lot of energy into and I just got to work on the computer. You work on the computer a little bit?

CHENEY: Not much, no. I play cards on the computer but...

JUNGE: My wife does too.

CHENEY: I'm computer illiterate completely. [01:26:00] My kids think I'm terrible. "Mother get -- what's this?" I can't -- I have to get them to do my cell phone so I can -- Dan and Bob both get [so?]....

CHENEY: Yeah, Dan's real proficient with the computer

CHENEY: They get really upset with mother.

JUNGE: Well you can learn those things.

CHENEY: I don't want to. I'm 75 years old and I don't need [that all now?].

JUNGE: No, but you'd want to see -- you got grandkids, don't you?

CHENEY: Yeah, I got a granddaughter 30 years old. Bob's daughter and she's just getting married.

JUNGE: There you go. So don't you want wedding pictures on the -- or you're going to go to the wedding probably.

CHENEY: Well definitely. Did you think we wouldn't?

JUNGE: Well, you know, maybe it was far away or something. I don't --

CHENEY: It is far away.

JUNGE: Whereabouts?

CHENEY: Well Bob said she hasn't made up her mind yet, just heard today. And he said he thinks she's going to get married in Vegas during the [01:27:00] finals.

JUNGE: Oh! National finals?

CHENEY: Yeah.

JUNGE: Good. Well you know if they don't want a big expensive wedding they've got little drive-throughs there. You can just drive through and get married while you're inside your car. (laughter)

CHENEY: Well knowing Peggy and Cole that's probably what they're going to --

JUNGE: And you can even get Elvis to watch over you. OK so you also flew for private industry. Here I see Glenrock Coal and oil, gas, uranium companies. What did you do for them?

CHENEY: Well for Glenrock Coal, they do environmental studies down there. And they got a 15-mile area there for the Glenrock coal mine.

JUNGE: You mean the Dave Johnson power plant?

CHENEY: Yeah. And we'd fly them in and we'd tabulate all of the wildlife we'd seen, the eagles and sea chickens, rabbits, anything you've seen out there. Any kind of wildlife at all well they would classify it, how many, where they were, and so forth. And I'd done that usually a couple times a year.

JUNGE: Are those good paying jobs? Do they pay -- make your -- are they worthwhile, I guess I'm saying?

CHENEY: Yeah, it was worthwhile.

JUNGE: Considering what you'd have to pay for gas, maintenance on the plane, insurance, everything else. They still are profitable?

CHENEY: Yeah.

JUNGE: OK. But that's -- is that like a onetime affair? You say twice a year.

CHENEY: Yeah about twice a year we'd...

JUNGE: It's a couple of hours?

CHENEY: Yeah.

JUNGE: If you don't mind me asking, I'm totally in the dark as to what you'd charge for something like that. If I came to you and I was a representative of Glen Rock or Dave Johnson power plane and said I want to survey the 15 square miles or whatever it is around here. What would you charge me for a couple hours of flight?

CHENEY: Well, to begin with it was a lot cheaper [01:29:00] when I first started in '65 [and along in there?], you know. But recent years and I was charging \$150 an hour.

JUNGE: Recent years meaning?

CHENEY: Yeah.

CHENEY: Yeah, [just right?]....

JUNGE: Before you had your stroke you mean?

CHENEY: Yeah, I think I started out at \$35 an hour when I first started flying. But maintenance and gasoline has

gone up so much you had to charge more, and also insurance too.

JUNGE: I'll bet that was expensive.

CHENEY: Yeah, I just carried liability insurance. I didn't carry accident type insurance.

JUNGE: Why not?

CHENEY: Because we paid cash for the airplane.

CHENEY: And expenses.

CHENEY: And it was too expensive. If he -- whole insurance was "klaa."

CHENEY: Spraying insurance is just about prohibited. I never did have spraying insurance [01:30:00].

JUNGE: Were you working with him in the business, Pat?

CHENEY: Well I was flagger, yeah.

JUNGE: No but I mean did you keep the books or anything like that.

CHENEY: No, that was all him. I did the ranch. He did that.

JUNGE: How many planes you got now?

CHENEY: Well right present I got three.

JUNGE: And you're not flying?

CHENEY: (laughter) No, I'm not flying.

JUNGE: What are you going to do with these planes?

CHENEY: That's what I say.

CHENEY: Well if I can't fly again we'll sell them out some day  
[in Glagon?]

JUNGE: You think you will?

CHENEY: I think so. If they get my eyes fixed...

JUNGE: Is that the main problem is your eyes?

CHENEY: Yeah.

JUNGE: I see you have a patch over your right eye.

CHENEY: I got double vision.

JUNGE: OK so the patch keeps you from having double vision?

CHENEY: Yeah, I can't see anything on that side.

JUNGE: OK so it's two dimensions for you and without that  
third dimension you can't fly?

CHENEY: No, my depth perception is off. [01:31:00]

CHENEY: Very much.

JUNGE: Can you drive a car?

CHENEY: Yeah, I drive a car.

JUNGE: Then why wouldn't you be able to fly a plane?

CHENEY: Well it takes a little better depth perception.

CHENEY: You sound like Dan or Bob. He had a blood clot in his  
lung and he says to Dan his brother, "Why hell, if you can  
drive a pickup you can fly an airplane." He flew with this  
and then collapsed after he got the plane back in the  
hanger and his brother took him to town.

JUNGE: Took who to town?

CHENEY: Bob. He had a blood clot and didn't know. He just had this pain in his chest.

JUNGE: Wow. Well you're not -- you don't trust yourself. Is that what you're saying?

CHENEY: Yeah.

JUNGE: I mean you could fly, you got a pilot's license still, right? Or do you have to keep it up every year.

CHENEY: You have to have a physical each year.

CHENEY: And he has to pass a [01:32:00] physical to have it.

JUNGE: So you think you could pass it?

CHENEY: No.

JUNGE: Just because of your eyes?

CHENEY: Mm-hmm.

JUNGE: OK. The stroke didn't affect you then did it except for your eyes.

CHENEY: It did. --

CHENEY: Well yeah.

CHENEY: His eye --

JUNGE: Well that's what I mean except for the eye.

CHENEY: -- and his left hand.

JUNGE: Well if I got up the plane and we had to go somewhere, it was an emergency. You'd fly right?

CHENEY: Oh yeah.

JUNGE: Clyde Ice had to do that one time too. Some doctor was called to deliver a baby at some ranch and they called up -- he called up Clyde and Clyde said, "Nope," and pretty much hung up on him. It was late at night. And then the doctor called back and begged him, you know, this lady needs a doctor. And all right, so it was snowing and he said he kind of knew -- well he knew the country very well but he followed these power lines. It was a line of sight thing. [01:33:00] And the guy -- he knew where the ranch was so he'd follow the power lines but he said it was snowing so heavily that had he not been able to determine that this thing curved, had he not been able to determine that he would've wound somewhere where he would've might not made it back. But he said he just figured it was right about where he thought it would be and banked the plane and I guess they followed the line and he found the ranch. And they had to tie it down. He landed on top of a hill and they had to tie it down to keep it from blowing away. The doctor did his work and they made it. But things like that, it's hard for me to fathom things like that. Have you ever had any problems like that?

CHENEY: I never had to fly a doctor. No, I've never done that. I had -- I was up in New Orleans one time flying for the game and fish, doing that little classifications. And



we were flying [01:34:00] with the GPS and we flew for six hours one morning, took off about 6:00 in the morning and flew until noon. Come back in to fuel up and we ate lunch and fueled up and long about 3:00 well we went back out to fly again. And we were flying through the Big Horn Basin there and then flying up on the Big Horns is the part we thought the antelope would be up on the side of the mountain. And got up to Timberland of course, usually you don't see antelope from there though. And so we turned around and go back down through the basin again and I just got up and made my turn around to come back down and the engine started sputtering and what now. And I looked up and we were out of fuel in both tanks. And so I thought about putting it down on a two track road [01:35:00] up there, going up a ridge on that mountain and it didn't look too good. But I thought I could make it on down to the bottom and there was a county road went up the bottom of this canyon. And it was south of [Tensfeet?] there. And so I did, I headed for that and we got down there and I landed on the road. The engine quit.

JUNGE: And you landed?

CHENEY: Yeah and I landed on that road and we went right over a ranch house just before we landed on the road there. And those people got in the pickup and come down there to see

what was wrong and so I told them. I got out and looked. And the guy filled me up at noon he didn't put the gas cap on right. It had two ears on it like a radiator cap. But he got one ear to hook but not the other so it was cocked like this, you know.

JUNGE: And air was pulling, sucking that stuff out.

CHENEY: Yeah, it sucked it right out of the wing. We were out about three hours when [01:36:00] we run out of gas and I usually had better than six hours of fuel if it was full.

JUNGE: So what did you do after you landed? Did you have to go get some aviation fuel?

CHENEY: Well I got two flight gallon cans of gas from this rancher. He had gas there and I put car gas in it and we flew it back to the airport and took off and flew back to the airport --

JUNGE: But aviation fuel is higher octane, right?

CHENEY: Yeah.

JUNGE: What octane is it? It's about 90 or...

CHENEY: About 100.

JUNGE: About 100 and this car fuel could've been 87. How did the plane react?

CHENEY: It'd fly all right on it.

JUNGE: No problem?

CHENEY: No.

JUNGE: No pinging, no knocking?

CHENEY: No.

JUNGE: That's pretty funny. OK. And you also worked for gas and uranium companies. Did you ever work for the [McMurrays?] here in town?

CHENEY: No, they have their own airplanes.

JUNGE: Oh OK.

CHENEY: Same with [Truve?]. Truve has their own airplanes, helicopters, and everything.

JUNGE: And their own pilots? [01:37:00]

CHENEY: Yeah.

JUNGE: Why didn't you ever get involved with flying a helicopter?

CHENEY: It was so expensive. A helicopter's expensive to buy and it's expensive to learn and expensive to operate. I would like to have learned to fly a helicopter but it's just too expensive.

JUNGE: If you had somebody paying for your lessons or take you up, you think you'd have a tough time adjusting to it?

CHENEY: Oh I don't think so.

JUNGE: After flying fixed wings?

CHENEY: Oh I think I could fly all right.

JUNGE: I mean because there's --

CHENEY: Yeah it's a different type of flying.

JUNGE:       Somebody told me once that helicopters weren't meant to fly, fixed wing pilot. (laughter) He says, "They were not designed to fly." Some guy yesterday told me, he says, "Yeah, they just beat the air to death." That's what they do. Well how many [01:38:00] total hours do you have flying?

CHENEY:      I got over 16,000.

JUNGE:       Is there anybody in the state that has that many>

CHENEY:      Oh yeah.

JUNGE:       But you're not like going from Denver to Chicago either.

CHENEY:      No.

JUNGE:       Yours is all low altitude.

CHENEY:      Most of it. Yeah.

JUNGE:       And most of it was these what they call tail draggers?

CHENEY:      Yeah.

JUNGE:       That's quite a few hours. How many months is that in the air?

CHENEY:      I don't know.

JUNGE:       You never figured it out?

CHENEY:      No. Yeah, I probably got more tail dragger time than maybe anybody in the state I imagine.

JUNGE:       Do you know any other aviation pioneers besides yourself in the state?

CHENEY: Well there was a guy in the Wyoming Hall of Fame that gave me my [check ride?] for [fighter pilot?].

JUNGE: Who was that?

CHENEY: That's [Marson?].

JUNGE: [01:39:00] Is he still around?

CHENEY: No.

JUNGE: Is there anybody still around?

CHENEY: Not many.

JUNGE: I think I've kind of gathered that because I was talking to John Wagner at the University of Wyoming. Do you know John?

CHENEY: Yeah.

JUNGE: He's got this Aviation Hall of Fame, he's really interested in planes. And he was ticking off the ones that were still alive and you were on the list but there's not a whole lot of them. Is that because there's no such thing as an old pilot? (laughter)

CHENEY: Clyde Ice was an old pilot.

JUNGE: Yeah, I know. I'm just kidding but I'm thinking with all these situations you're in, even with a cool head, you can always wind up in some place -- something that's uncontrollable, right?

CHENEY: Yeah.

JUNGE: I mean like this time you were with these people and you just cut the engine and you managed to get it back on the ground [01:40:00] on your belly. You know you could've run into some cloud formations that were pretty hazardous and all of the sudden that would've -- maybe a downdraft or something could've brought you down. So is that skill or luck?

CHENEY: A lot of it's luck.

JUNGE: You think?

CHENEY: Yeah.

JUNGE: But Bob said something -- your son said something today about how you do a real thorough check before you take off. So what all do you check?

CHENEY: Same thing as any pilot does. You do the preflight before you take off to make sure everything's working right before you leave.

JUNGE: What about the weather report?

CHENEY: Well, yeah. You check that too. Most of -- in Wyoming here, when you get up and say a guy wants you down in [Lusk?] at daylight to go do some kind of an antelope survey or something, [01:41:00] you call before daylight and they'll only have weather for Denver and around the city and Casper and Billings and Salt Lake. Well that don't tell you what the weather is in [Lusk?]. And so your

best bet is to call the guy down there that you're going to fly and ask him what the weather looks like. And if we're going out to a ranch or something well he calls the guy at the ranch, the rancher, and asks him what the weather's like out there because it can be different in [Lusk?] than out there even. So a lot of it was like that. Most of it was eyeball really but I say as far as getting the weather service to give you good weather for just local or things like that, well it just doesn't work.

JUNGE: Well were you flying -- you're instrument rated, right?

CHENEY: Yeah.

JUNGE: OK. So do you normally fly by instruments?

CHENEY: No.

JUNGE: Why not?

CHENEY: Because most of mine [01:42:00] was survey work and those guys wanted to have good visibility in order to see what they were doing. There was no need for us to be out there while there was bad weather.

JUNGE: Did you have to rely on instruments a couple times?

CHENEY: Once in a while you do. Sometimes the weather movies in on you that you don't expect.

JUNGE: Pretty quickly?

CHENEY: Yeah.

JUNGE: Then you can't turn around.

CHENEY: It can happen sometimes.

JUNGE: Interesting. So have you ever been in a situation where you got lost in the clouds?

CHENEY: No, can't say that I have.

JUNGE: Or fog close to the ground?

CHENEY: Yeah, I've been in some blizzards and so forth that sometimes I didn't know right where I was for a little while.

JUNGE: Yeah. So what do you think about these pilots that flew the air mail [01:43:00] route back in the '20s?

CHENEY: I think they're crazy.

JUNGE: They had to have a little bit of gumption or guts but that was line of sight, wasn't it?

CHENEY: Yep.

JUNGE: I mean they didn't have instruments. Well, I would expect they had a compass maybe, right?

CHENEY: Yeah, we had a compass.

JUNGE: Yeah. Have you flown into that [Medicine Bo?] airport?

CHENEY: Yeah.

JUNGE: Was that yesterday? That seemed like a pretty nice airport.

CHENEY: Yeah, it's all right.



JUNGE: Not updated or anything, there's nothing there but it seems like the runway's OK.

CHENEY: They do have a problem with gophers over there. They have some holes in the runway.

JUNGE: Have you ever had to kind of shoo the cattle off of the airstrip in the ranch to --

CHENEY: Yeah.

JUNGE: Have you?

CHENEY: Yeah.

JUNGE: Did they do your bidding?

CHENEY: Not always, no. Sometimes they don't move.

JUNGE: So what do you do?

CHENEY: You hope somebody else comes out from the house and runs them off the runway for you is what you hope  
[01:44:00].

CHENEY: He'd circle and circle until I went out and ran out and drove them off.

CHENEY: Either that or you'd pick out a place where you think you can get it down in between them.

JUNGE: Bob Islay [brought up?] that airplane down when he was spraying sage. He took me up. He flew the flaggers up and then he landed on a cow path and he strafed them and got them to move out. But he didn't get them all to move out and when he was landing, I didn't think he was really going

to land. I thought he's going -- we're going to have hamburger down there. Maybe it would be us but somehow or other he just pulled -- he just landed the plane and the cows got out of the way. He must've known that they were going to move. Oh man. Well, OK, I think we about covered everything, haven't we?

CHENEY: Yeah, I think so.

JUNGE: Now wait a minute, Bob told me, he said that you got all these stories. How many hours do you got left?  
(laughter) [01:45:00] You do have stories to tell though, right?

CHENEY: Yeah, some.

JUNGE: Yeah. OK, well what's the best moment you've had in flying?

CHENEY: The best moments?

JUNGE: Yeah.

CHENEY: I don't know. Days when we had good coyote hunting and days when there's a good spraying and so forth.

CHENEY: He just liked to fly.

JUNGE: You passed that on to your son.

CHENEY: Oh, I know, much to my regret.

JUNGE: But he's got common sense it seems like.

CHENEY: He does.

JUNGE: You know, he's a pretty smart guy.

CHENEY: And he's a damn good pilot.

JUNGE: He told me to come by and someday he'd take me around the ranch in his plane. And I said, "Is that road dried out yet?" (laughter) I said some day I'd like to do that, I'd love to do that just to see what it's like. I haven't been in a little small plane for years. Do you [01:46:00] hope to get back in your plane?

CHENEY: Well I hope to.

JUNGE: Do you think there's a pretty good chance?

CHENEY: I don't know.

JUNGE: Well you don't need three of them though, do you?

CHENEY: Well no, [I agree?] I don't.

CHENEY: That's what his wife's been telling him.

JUNGE: Oh boy, I'm not taking sides with her. You know that. I'm not deliberately taking sides with her but do you think you're going to keep all three if you can fly?

CHENEY: No.

JUNGE: You can't afford --

CHENEY: I got one for sale right now. I bought one airplane to teach my youngest son to fly in. I was going to let him have it when he got going but I had the stroke and I didn't get a chance to teach him.

JUNGE: Does he want to learn how to fly?

CHENEY: Yeah.

JUNGE: Is this Dan?

CHENEY: Yeah.

JUNGE: Yeah, I've got a son Dan too.

CHENEY: Oh do you?

JUNGE: Daniel, yeah he's a --

CHENEY: I do too, I love him to death.

JUNGE: I do too. Well you can't not love your kids.

CHENEY: Yes, there's people that do. [01:47:00]

JUNGE: I know, I know, but if you're normal...

CHENEY: (inaudible)

JUNGE: Yeah, our son Daniel is our youngest of the two. Andy is the oldest and Daniel's the youngest. And he's a filmmaker in Denver. And a couple of years ago he won the academy award for best documentary, short documentary.

CHENEY: Wonderful.

JUNGE: Yeah, I'm proud of him and I'm also very proud of Andy. He's a teacher. He teaches out in Oakland. He lives in San Francisco --

CHENEY: Then you ought to be very proud of him if he's a teacher.

JUNGE: Oh yeah, he is --

CHENEY: They are...

JUNGE: Yeah, he is a wonderful teacher. He is a --

CHENEY: They put up with so much today that they really deserve a gold medal.

CHENEY: Our granddaughter teaches college.

JUNGE: Which one is this now?

CHENEY: Bob's girl. She teaches college.

JUNGE: Yeah. He was talking about maybe her wanting to go back into [01:48:00] ranch work but she got another job or something. Is that right?

CHENEY: Well I don't know. I've heard that she was going to come back and go into the ranching with her dad but then Bob told me today that I don't think -- I think that's off. Maybe -- I don't know. And I don't ask many questions.

JUNGE: Why?

CHENEY: Grandma just stays out of it.

JUNGE: You know that's a good idea overall. It's the art of -- my wife keeps telling me that. She says I've got to learn to keep my mouth shut, got to learn to keep my mouth shut.

CHENEY: That's me.

JUNGE: And I'm glad she says it because sometimes you think, "Well, why are you doing that? That doesn't make any sense at all?" And all you're going to do is estrange your kid from you. It's just not a good thing. So flying, you

haven't got any special moments then in all of your flying years that you can hone in on?

CHENEY: Well I think the best decision I ever made with flying was when [01:49:00] I was in Anchorage. I had a friend of mine that was up there. I'd known him here in Wyoming and he was working up there in Alaska. And he had a friend that his family was coming down to the states around Christmas time for Christmas. They were going to spend Christmas down in the lower 48. And they got in the car and started down and they got their by Whitehorse. And they got in a car wreck, a bad one. And put all his family in the hospital, his wife and kids in the hospital. And this guy was going to fly down after they drove down. He was going to fly down later. And he was working out on the [loosened chain?] out there and when he found out his family was in the car wreck. And so he caught a commuter flight into Anchorage and then [01:50:00] this guy, a friend of his, well then he called me up and wanted to know if I'd fly him from there down to Whitehorse. And I checked the weather and I said, "No, the weather isn't any good now." And I says, "I'm not going to go because the weather's no good." And so he said, "Well will you go in the morning?" And I said, "Well if the weather clears, yeah I'll go." Then I said, "Can't go now." And so he was

at my apartment before daylight the next morning with this guy and they wanted to guy. And I called the weather and they said well I'll get down as far as [Glenn Allen?] but from there on the weather was bad over to Whitehorse and he recommended not to go. Well we could've maybe made it to [Glenn Allen?] but there's nothing at [Glenn Allen?]. He couldn't rent a car or anything else at Glenn Allen, nothing there really. And so I said, "No." I said, [01:51:00] "I don't want to go." I says, "The weather's too bad." And boy, he called me about everything but a white. But I said, "No, I'm not going." And so they stormed out of there and they went and rented a car and drove. They just about didn't make it when they drove. It was storming that bad. And that was the best decision I ever made I think in my flying career was when I refused to take that trip because I figured I'd be sitting there and we'd get into a blizzard or something and I'd get into something I couldn't handle after a while. And he's be egging me on because he wanted to get there. So I thought, well I just better not start. I think that was the best decision I ever made.

JUNGE: I think sometimes those are your best decisions, to not go ahead with something. That's -- Clyde Ice told me that too. He said that's -- he had his life saved more

than once. Have you been over every state in the union then?

CHENEY: No.

JUNGE: No?

CHENEY: No, [01:52:00] most of my flying has been in the state of Wyoming.

JUNGE: OK. But you've been to some of the bigger cities?

CHENEY: Oh yeah at times I have.

JUNGE: From coast to coast?

CHENEY: There wasn't back east much, no. I've been out to the west coast but not back east.

JUNGE: OK, I think --

CHENEY: I flew up to Alaska. I ferried an airplane up to Alaska for a guy that bought one and then I also took a [Super Cub?] up to Anchorage to sell and it didn't sell. So the next year I went back and got it and brought it back down here.

JUNGE: It just sat up there for a year?

CHENEY: Yeah.

JUNGE: Nobody bought it?

CHENEY: It didn't get sold.

JUNGE: That's the state where there's more private pilots than anywhere, isn't it?

CHENEY: Yeah.



JUNGE: Well that and Florida maybe. That's interesting. Do you have any favorite airports or airstrips? [01:53:00] Didn't you say you liked flying out of airports but you can land on an airstrip regardless?

CHENEY: Oh yeah.

JUNGE: But do you have any favorites that you like flying into?

CHENEY: No, not particularly.

JUNGE: One is just pretty much like the other? OK, all right. OK, well I'll tell you Bill I think we're about the end of our rope here. Don't you Pat?

CHENEY: I think so.

JUNGE: Let me finish this with a couple things. Has flying changed much since you first started flying?

CHENEY: Oh yeah.

JUNGE: In what way?

CHENEY: Well in navigation's probably the biggest thing. They have much better navigations than they did when I first started flying.

JUNGE: Yeah. Can you describe that a little bit? Just, what do you mean?

CHENEY: Well the GPS is one of the biggest things that's happened I think for navigation and it's a good tool

[01:54:00] for other things too. We used it a lot in our surveys too.

JUNGE: But the cost of aviation is going up. What about --

CHENEY: Oh yeah.

JUNGE: I'm going to ask some of these airport managers how they manage to keep in -- or how the airlines keep in business. Great Lakes is having trouble now. Well it's almost endemic. You have problems in the airline industry all the time in Wyoming because they need subsidies. What do you think about that?

CHENEY: Well, it's just the way it is. I don't know.

JUNGE: No, I mean are you in favor of subsidies?

CHENEY: Well, no I'm not. I think that you have to have subsidized some things to get them started sometimes but if they get started and can't fly on their own I don't think you should subsidize them forever.

JUNGE: But if you can't -- if the ordinary person like myself [01:55:00] can't afford to fly, why would I take a plane in like from Great Lakes from Cheyenne to Denver when it's going to cost me and my wife to go \$400-500? We can drive it for \$20. You know.

CHENEY: That's the problem right now. And that's why everybody drives from here to Denver to get.

JUNGE: So what you're saying is that let it die if the industry's going to die on its own or do something to stimulate it? Have you ever thought much about that?

CHENEY: No, not really. I think there's going to be some flying because there's a need for it for some people. But economically it's not for, like you say, the average person who wants to go from here to there. Well, they can do it a lot cheaper on the ground.

JUNGE: OK, let's say you were a head of the Wyoming Aeronautics Commission and there's people, there's airport managers, and mechanics, maintenance people, [01:56:00] all sorts of people whose job rely on this industry saying to you we got to keep our airlines in this state going. What are going to do? And you're going to say?

CHENEY: Well I'd be subsidizing [if they're going to?] keep them going, that's all you can do.

JUNGE: I got him.

CHENEY: Yeah, there you did.

JUNGE: You have to have some subsidy, don't you?

CHENEY: Yeah.

JUNGE: To keep them going. I don't know. Wyoming -- what's tough about flying in Wyoming? Isn't it -- it's not just subsidies, it's weather, right? Is this a tough state to fly in?

CHENEY: Yeah, in a way. Of course the air's thinner here and you don't have the lift like you do down at sea level. And it takes more power.

JUNGE: And your terrain's different too.

CHENEY: Oh yeah.

JUNGE: Right? I mean you're not always flying at 12,000 feet, are you?

CHENEY: No.

JUNGE: Where do you like to fly? What's your best?

[01:57:00]

CHENEY: About 50 feet. (laughter)

JUNGE: Did you hear that Pat?

CHENEY: Oh I know, I know. Like I said, I flagged for him for a lot of years.

JUNGE: What is it about flying low like that that's so pleasurable?

CHENEY: Well you can see things so much better down low.

CHENEY: That's what he tells me. You know you got to fly because you can see better. And I said, "Hell I can." By the time I figure out where I'm at I'm already gone.

JUNGE: That's why I'm amazed that people like your husband here, Bill, because I can't imagine -- I drive a truck, a pickup truck, and if I take my eyes off the road for one instant that truck wants to go into [a barrow ditch?] or

the median strip or something. And I better not be on a cell phone or trying to read because I'm either going to get a strained neck from my head going up and down or I'm going to crash. But a plane that's going [01:58:00] -- well, what would you average in those plans when you were doing surveys? A hundred and fifty miles an hour?

CHENEY: Well, no. Most of mine was about 70 to 80.

JUNGE: That's all?

CHENEY: Mm-hmm.

JUNGE: Doesn't it take -- how much does it take to keep a plane in the air?

CHENEY: Well they stall at about 35 to 40, small planes do. That's when it falls out of the air is when you stall.

JUNGE: So you've got to be going more than 35 or 40 miles an hour?

CHENEY: Yeah.

JUNGE: Is it a trick to keep it up in the air under say 80 miles an hour, between 35 and 80?

CHENEY: Well you got to pay attention to what you're doing but no real trick I guess.

JUNGE: OK now before we quit, what is it that makes you a good pilot?

CHENEY: I guess because you like to do it probably. I think that you have to be liking what you're doing to be really good at it.

JUNGE: No, but what kind of --

CHENEY: Anything you do [01:59:00].

JUNGE: No, but look at your own personality. What do you have in your personality that makes you a good pilot?

CHENEY: I don't know.

JUNGE: You don't know? You never thought about that?

CHENEY: Well you got to have a lot of self confidence. If you aren't confident you're not going to be a good pilot.

JUNGE: What's this ice in your veins stuff. The inability to panic is what I would call it. Do you think you've got that?

CHENEY: Yeah. I don't panic very easy.

JUNGE: Have you ever panicked?

CHENEY: No, I don't think so.

CHENEY: Well [when your kid?] shoot the prop off the plane and it gets a little rough but...

JUNGE: I don't understand the mentality. How you can -- like you landed that plane on its belly with all those people and how your planes [should be?] shaking and rattling because your son shot the prop out. [02:00:00] I don't understand how you can keep a cool head. I just don't.

It's beyond me. I think -- and that's what I was getting at. I think there must -- you must be blessed in some way with flying, yeah a lot of people fly, but to be a good pilot, to have lived as long as you have and flown as many miles as you have or as many hours as you have, to me it spells something that you were born with, you and Bob.

CHENEY: Maybe.

JUNGE: You don't know what it is though?

CHENEY: No.

JUNGE: Have you seen other pilots that weren't so good?

CHENEY: Oh yeah.

JUNGE: What was their main defects or what were their main deficits? Let's put it that way.

CHENEY: Oh I don't know. They didn't listen to other people enough or something. [02:01:00] Some of them are overconfident too. They think they can handle more than they actually can.

JUNGE: Do you have to -- do you have the power to focus on a problem?

CHENEY: Well every airplane has its limitations and you need to know the limitations of the airplane you're flying. And you got your own limitations too, there's only so much you can do yourself and you need to know what your limitations

are. If you exceed the limitations of the airplane or your own well then you're in trouble.

JUNGE: Well apparently you've not done that.

CHENEY: I guess not.

JUNGE: You want to see him fly again Pat?

CHENEY: I don't care but I'm not going to fly with him.

(laughter)

JUNGE: Well OK. Listen, I want to thank you. This has been a lot of fun. I've enjoyed it. And I know you got a lot more stories because Bob told me you did. Maybe someday we can cover a few others when you get [02:02:00] your eyesight back. Do you think you're going to get that back?

CHENEY: I don't know. We're going to Denver in May and they're supposed to start making their decision, whether they think they can operate and help me or not.

JUNGE: Well a stroke is a clot basically. Is the clot dissolved?

CHENEY: Evidently, yeah.

JUNGE: OK, so that's the reason for the double vision. It's not because your eyes specifically per say are bad. It's what your brain's telling it to do or telling it to do, right?

CHENEY: Yeah.



JUNGE: OK. Yeah, I had blood clots in my lungs and that's why I'm on oxygen. I hate blood clots. They didn't know what it was. At least they knew what yours are? How did they know what yours was?

CHENEY: Well they didn't for a while. It took them a while to figure it out.

CHENEY: I tried to tell him when they come to pick you up that you had a stroke and they don't -- "Where did you get your medical degree?" So I just shut up and never said another word.

JUNGE: My dad had one and [02:03:00] he was just babbling. He had two. I think he had three strokes. The third, the second or the third one eventually did it but he was just babbling. They were hauling him out on a gurney to the ambulance behind the retirement home. And he was looking at me like, you know. He wasn't making any sense but he was saying like -- if I could've listened and he could've spoken to me he would've said, "What are you doing? I'm perfectly OK."

CHENEY: Well basically because he was -- talked like that after he was in the hospital.

JUNGE: Really?

CHENEY: And his best buddy was so mad at me because I -- I said he can't talk. I said I can't understand him and I'm

right here. And all he wanted me to do was put his socks on but that's not what had come out.

JUNGE: I know, it just messes with you.

CHENEY: It's just, oh. And he'd get mad at me and [02:04:00] you know. But then the next day or so you were OK.

JUNGE: Did they put you --

CHENEY: [I mean he could?] talk then.

JUNGE: -- on Coumadin?

CHENEY: Oh yeah.

CHENEY: Yeah.

JUNGE: Yeah, me too. That's going to keep you from having another stroke. Yeah you don't want to get off of that.

CHENEY: See I've been on aspirin for years and years, probably 20 years I've been on aspirin, and I had back trouble and I've had three spinal fusions now.

JUNGE: You just have a bad back or it was an accident or what?

CHENEY: Well when we were in that plane accident that time I dropped that airplane I had a compression fracture from that. And that's finally caught up with me. This last one he figured that was probably from that.

JUNGE: The blood clot was?

CHENEY: No, the [soon?] reason for the spinal fusion.

[02:05:00] But it was from that old injury when I was in that plane.

JUNGE: Well did your dad have a stroke before you?

CHENEY: Yeah.

JUNGE: He had a heart attack or a stroke?

CHENEY: He had a heart attack.

JUNGE: And what about his dad?

CHENEY: Yeah, he did.

JUNGE: Yeah, I was talking to Bob about that. You got to be careful. You got to go to the doctor and go to a cardiologist and get it checked out. I mean I --

CHENEY: I'm glad you told him because I tell him and it goes in this ear and out this one.

JUNGE: Well the thing is some people go to a doctor and they think, "I want don't want to see a doctor. I don't want him to tell me what's wrong with me." And then there's going to be all kinds of other stuff. But when you've got heart problems -- I had three open heart surgeries.

CHENEY: Three?

JUNGE: Yeah, and a heart attack besides that and they finally went in and they rerouted, they put another vein in to replace one that was clogged and the other one they managed to tie up a couple of things somehow in my body and they

didn't have to replace that one. And I've [02:06:00] had an ablation where your heart goes into a fibrillation and they shock you and get it back into regular motion. And now I'm on a drug that keeps me fairly stable. It makes me dizzy but I'd rather suffer the dizziness than have my heart go into a fib. Yeah, I'm just lucky to be alive.

CHENEY: Gosh, I guess.

CHENEY: Yeah, my grandfather he died at 54 years old with a heart attack and my dad died at 61. So I've outlived them a lot.

JUNGE: Well do you think that might have something to do with -- well --

CHENEY: Well he's had open heart surgery too.

JUNGE: Have you?

CHENEY: Yeah.

CHENEY: Yeah, he's had --

CHENEY: Had a five way bypass.

JUNGE: A five way?

CHENEY: Uh-huh.

JUNGE: Oh have you had them checked to see if -- have you had a -- what do you call it -- an MRI to see if they're all OK.

CHENEY: Yeah. I flew after that too. You got to wait a year before you can get a vehicle after that. But I waited

[02:07:00] a year and then I've had it for five years in after that. Well I had to go have a pretty extensive test before they let me fly.

CHENEY: Yeah, had to have all of them kind of test.

JUNGE: And what did they say?

CHENEY: That is was all right, it was working OK.

JUNGE: When did you have your heart operation?

CHENEY: I think it was in '02 if I remember right.

JUNGE: Oh really?

CHENEY: Yeah, a long time before he ever had a stroke.

JUNGE: Are you on a --

CHENEY: The thing I think with the stroke, and of course they all deny this, is he had that back operation and then the doctor said that --

CHENEY: They took me off of the Coumadin then.

CHENEY: No, you didn't have Coumadin.

CHENEY: Yeah, it wasn't Coumadin it was --

CHENEY: Just the aspirin.

CHENEY: -- aspirin. Took me off aspirin a week before the operation.

CHENEY: And then they did that and then just before he got out of the hospital the doctor decided he needed two pints of blood. So they get him two pints of blood [02:08:00] but they didn't give him Coumadin, they didn't give him

aspirin, they didn't give him anything. And I swear up and down that's what caused the stroke.

JUNGE: How soon after was the stroke?

CHENEY: We were home, what --

CHENEY: About a week.

CHENEY: -- five days.

CHENEY: I think I had the operation on the 13<sup>th</sup> and on the 20<sup>th</sup> of June I had the stroke.

JUNGE: They didn't give you Coumadin? They didn't inject you? They have something now that they can inject you with.

CHENEY: Nope, they didn't do anything after they gave him the two pints of blood and I asked them up there and, let me tell you, this hospital and I don't get along.

CHENEY: I was getting ready to go back for a checkup that day and I went in the bedroom and took my clothes off and I went into the bathroom to take a shower and I got to the shower --

CHENEY: Got to the door.

CHENEY: -- to the door of the bathroom and I went to put my foot in and it just kept going in and out like that. I couldn't stop it. [02:09:00]

CHENEY: And I grabbed him and put his arm around my shoulder and then -- I mean his foot just kept going like this. I

said, "Oh my God, you're having a stroke." And then I gently laid him down on the floor and got a blanket and covered him and called 9-1-1 and then I told them guys he had a stroke. "Well when did you get your medical degree?" Living with him for 50 years I didn't know any different, duh.

JUNGE: Yeah, well they should be listening -- everybody should be listening at a time like that for any possibility. When my dad had his second stroke he lost -- and I think the reason he had another stroke is he wasn't taking his meds because after he passed away his heart failed him and I think it might've been another [02:10:00] stroke but we looked in his bathroom drawer and all these pills were in it. And I went, "Oh, why didn't I -- because you can ask your father, "Are you taking your pills?" "Oh yeah, I'm taking my pills."

CHENEY: Yeah, oh I know.

JUNGE: Maybe that's one pill he forgot to take. And I don't know. I'm just guessing. I'd like to blame it on the pills rather than myself but we Germans, we always have these guilty consciences. Anyway, after his second stroke, he was not able to speak English right away. But he was able to speak in his native language, which was German.

CHENEY: Really?

JUNGE: Yeah, he was raised in a German speaking community.

CHENEY: I'll be darned.

JUNGE: They learned -- they went to school at first. They went to school and learned German in school and then spoke German in school. He got confirmed in German, baptized. It was a German speaking community and we haven't been -- our relatives -- it'd have to be my great, great, great grandfather who came from Germany, maybe. We've been [02:11:00] for a long time but he spoke German and everybody in the family spoke German. So he went back to his old language. And so I knew a little German from college and I was trying to communicate with him in German, basic things like, "How are you? [Vee Gates?]" And my wife didn't like it. She said, "I don't under -- she said, "You're sitting here at the table talking to him, I don't understand what you're saying. Would you please speak in English." So I said to dad, I said, "Dad, (inaudible)? Why don't you speak in English?" And he just looked at me and went, "I don't know." Just, "I don't know. Don't ask me." Oh God. But I'd like to think that it was because he wasn't taking his pills because otherwise I could've done something maybe. I don't know.

CHENEY: I don't know but [02:12:00] I agree with you because I have to watch him even yet, this long afterwards. And I'll



say, "What's this pill?" (laughter) It's not funny but it is.

JUNGE: I know, it is funny. I take that Coumadin and aspirin and if it wasn't for that --

CHENEY: I do too.

CHENEY: So does he.

JUNGE: Yeah, if it wasn't for that...

CHENEY: And I get tested every month. Do you have to get tested?

JUNGE: Oh yeah. For a while it was every two weeks. They'd say, "Your Coumadin -- your INR is up to such and such. You need to get it tested next week and come in and see us and get it tested and keep on the same dose but maybe up this or up -- that's what people complain about when they say Coumadin's hard to regulate. Well it just means they have to draw your blood more often to make sure that you have [02:13:00] enough Coumadin --

CHENEY: And there's no heart and it's so quick. What difference does it make?

JUNGE: What's that?

CHENEY: To have it checked, the blood checked on all the time. I mean it's no big thing.

JUNGE: No, and they call you up, don't they? And tell you what your INR --

CHENEY: Well I got an appointment every month now.

JUNGE: But I mean don't they call you up and tell you what your INR is and say, "Keep on the --

CHENEY: They tell you right then. He tells you. He's [got this little machine?] that tells them right then, instantly.

JUNGE: You got that at your medical center. I don't have that. They have to run it in a lab and then they call me up later in the afternoon.

CHENEY: No, he does it right there and he tells him right there --

CHENEY: Yeah, I know within a few seconds what it is.

JUNGE: Do you take a statin?

CHENEY: Yeah.

CHENEY: Uh-huh.

JUNGE: Yeah, I do too to keep the cholesterol [out?]. Yeah, I do that too.

CHENEY: I have for years, years, and years.

JUNGE: You know I got -- I don't know it could be kind of interesting to talk a little bit about your philosophy of life but I just figure [02:14:00] when it's my time, it's my time.

CHENEY: I agree, when it's your time you're going to go.

JUNGE: Yeah, and if I -- for some reason I just -- Bob and I were talking about that today. I said, "You know, isn't it interesting how fate works and how a combination of luck and skill all work together," and that's why you're seventy what? Seventy nine?

CHENEY: Yeah.

JUNGE: You made it 79 years.

CHENEY: He's [so religious?] and I keep telling him you've outlived your life expectancy. What do you want?

JUNGE: Yeah, the Bible says three score and ten. What's that, seventy?

CHENEY: Mm-hmm.

CHENEY: Mm-hmm.

JUNGE: So I should be gone before June.

CHENEY: I just assume they're taking me when I had the stroke because life hasn't been that good since.

CHENEY: Nope, it hasn't.

JUNGE: Hasn't it?

CHENEY: And that's too bad it didn't.

CHENEY: Yep, I'd just soon would have died then.

JUNGE: Really?

CHENEY: Yeah.

JUNGE: But you can get better, right?

CHENEY: I don't know. [02:15:00]

JUNGE: There's always that hope. Don't you have hope?

CHENEY: Well I have that hope but it's almost been two years since I had the stroke, almost two years now and you know.

JUNGE: But Bob was telling me that you had triple vision for a while. Did you have triple vision?

CHENEY: No.

JUNGE: You just got double vision now.

CHENEY: Double vision.

JUNGE: Here's the thing. Things are going like -- medical advances are not being made like this. They're jumping up and pretty soon they're going to have things that are going to take care of our problems. I'm hoping that there's a few others things they can take care of. I got two hip replacements, and that's probably where I got my blood clots in the lungs. Three open heart surgeries, maybe someday they'll have this little robot --

CHENEY: You two have a lot in common. (laughter)

JUNGE: Maybe they'll have a little robot they can send in there and go, "Oh, I see. There's a little clot here that's messing up his vision."

CHENEY: Well they say that it's the -- [02:16:00] not the never, but the muscle that's not letting the eye track right. And they can do surgery.

JUNGE: Well why don't you.

CHENEY: Well that -- we're waiting on -- Dr. [Dodds?] who lives here is the ophthalmologist and he can do it but he won't do it because he's not proficient at it he said. So he sent him to Denver. So we went to Denver and then when he was supposed to go back to Denver the second time he had to have surgery. He was in surgery the day that he was supposed to be in Denver. He had gallbladder surgery of all times. So then we started all over again with Dr. Dodds and they send us to Denver and we went down there and they said that they'd tell us if the doctor that looked at him, two hours now, went through all these things with his eyes and said, "We'll let you know if -- I'll talk to the surgeon and [02:17:00] [one will?] get back to you." Well when I called back down there why now this surgeon has to see him two times before they'll do the surgery.

JUNGE: Yeah, you're Medicare is probably paying for that.

Isn't it?

CHENEY: Yeah.

JUNGE: So that's a good thing about that.

CHENEY: Yeah but driving to Denver 300 miles to do that all.

JUNGE: It'd be nice if you could fly. (laughter) Yeah, I hear you.

CHENEY: And see it's just -- I don't understand why. They know what they have to do, they know how to do it. Why can't they just say we're going to do it today?

JUNGE: Yeah and you -- especially since you're 300 miles away.

CHENEY: Yeah, since we're 300 miles. Well I was talking to my sister who lives in Denver and she's a nurse. And she said, "You tell them, 'I want something done this time. I'm not coming back. We're 300 miles. We're not 30 minutes away from the [02:18:00] clinic.'" "

JUNGE: What about Fort Collins? That had to make it a little shorter.

CHENEY: I don't think so. Denver is where they sent us and so you have to go with -- because you can't get into any of those without -- Dr. Dodds is the one that is here that can give you the prescription.

JUNGE: Well we got to quit talking about our illnesses. My wife says she and her friends have agreed they won't have these [organ recitals?] any more. (laughter) What they call [organ recitals?].

CHENEY: When old people get together that's what they talk about.

JUNGE: That's right. "How's your gallbladder?" "I don't know, how's your hemorrhoids?" (laughter) God! But my

dad he had a philosophy that he picked up from his dad which was pretty fun because it just talks about -- it's so typical of Germans who had nothing in their lives and when he was a kid [02:19:00] they had nothing, really nothing. They were so poor, dirt poor, and the farm wasn't that productive in Illinois but his dad used to tell them, he says, "Well you can get used to hanging if you hang long enough." (laughter) He was so right you know. He was so right.

CHENEY: Yeah, hang long enough and you'll be used to it.

(laughter)

JUNGE: You get to you don't even think about it anymore.

Well listen it's been over two hours since we've been here and I really appreciate your spending some time with me. I've had more fun. I think I've had more fun with this interview than I've had --

CHENEY: I'll bet.

JUNGE: -- in ages.

CHENEY: Interesting kind of work, isn't it?

JUNGE: Well, you know you don't always run into people like yourself and your son. You don't. And the topic is something that I'm interested in because I just -- the big marvel [02:20:00] to you -- or to me about you is how you're able to focus and not panic and do what you're

supposed to do and survive because I'm not that way. And I just marvel at people that can do that. Don't you? Aren't you impressed with that?

CHENEY: Yeah. That's why I said I would never get back in that airplane and the next morning I crawled right back in it and flew right over here with him.

JUNGE: Well you give him a load of grief but it sounds like this is usual procedure. Is that right?

CHENEY: Yep.

JUNGE: So you can get used to that if you hang long enough.

(laughter)

CHENEY: Yeah, hang long enough.

JUNGE: OK I'll put this stuff away and then you guys have -- did you buy a pizza or are you having one delivered?

CHENEY: It's in the fridge -- it's in the freezer and I'm going to bring it up and put it in the oven.

JUNGE: OK. What time do you normally eat?

CHENEY: About [02:21:00] six.

JUNGE: Oh God. It's ten after, it's ten after six.

CHENEY: Oh don't worry about it. We don't live by schedule anymore. We don't have heifers to look at and we don't have to do any of that and think about getting up in the morning to go feed cows.



JUNGE: God. You are spritely. I'll bet you were a hard worker.

CHENEY: Yeah.

JUNGE: Is that why you're still so active seemingly?

CHENEY: They claim -- and I've got rheumatoid arthritis too.

JUNGE: Where, in your hands?

CHENEY: Everyone. Rheumatoid arthritis is all over your body.

JUNGE: What do you do for it?

CHENEY: One day it's my hair and one day it's [right here?] and one day it's in my hands. I went to the rheumatologist today and she's going to put me on IV. I've been on --

JUNGE: Let me get that for you.

CHENEY: I've been on all kinds of medication for it.

JUNGE: Well they've got an IV that they give you now?

CHENEY: They can give you. Yeah.

JUNGE: Really?

CHENEY: Well, I'm going to go start that.

JUNGE: OK, enough of this organ recital. (laughter)

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