

OH-3030, Part 1 - 3, Bob Fausset, 4-18-2014, WY In Flight

FAUSSET: [00:00:00] -- on?

JUNGE: Yup, we're on. Finally. Woo. It's always such a hassle to get all this --

FAUSSET: Rigged up?

JUNGE: Yes. (laughter) Yes, exactly. OK. Here. I'm going to see if I can put that over here on this part of your jacket so it doesn't get caught -- there. There we go. Now we're cooking. Let me put something on the front of this tape, so we can identify what it is. I'm going to take -- in fact, I'm going to take my oxygen off here. I don't want that to interfere. Because I can get along without it. All right, are we on -- yup. We're on. Today is the 18th of April, 2014. My name is Mark Junge, and I am in the home of -- Robert, or Bob?

FAUSSET: Bob.

JUNGE: Bob [Rasmussen?].

FAUSSET: Fausset.

JUNGE: Ra-- what am I saying? (laughter) I had Rasmussen on my mind. I'm sorry. Bob Fausset. How do you spell your last name, Bob?

FAUSSET: F-A-U-S-S-E-T.

JUNGE: I apologize for that. [00:01:00]

FAUSSET: Most people spell it like a water faucet, you know.

JUNGE: Right. And what's the address here?

FAUSSET: Two twenty North Pine.

JUNGE: And we're in Ten Sleep.

FAUSSET: Right.

JUNGE: OK. And what's your full name?

FAUSSET: Phone number?

JUNGE: No, your full name.

FAUSSET: Oh. Robert M. Fausset.

JUNGE: What's the M for?

FAUSSET: Morris.

JUNGE: M-O-R-R-I-S?

FAUSSET: M-A-- yeah. Yeah.

JUNGE: OK. And -- this has been your home for quite a while?

FAUSSET: No, I just -- I came back when my pa-- wife passed away. And I been here about -- I bought this about 5 years ago. But I been back here for 10 years now, yeah.

JUNGE: Is this -- ever since your wife passed away.

FAUSSET: Yeah.

JUNGE: Is this a modular? Modular?

FAUSSET: Yeah, it's a motor home with an addition is what it is, yeah.

JUNGE: How do you like it?

FAUSSET: I [very?] like it. The funny thing about this place -
- we had a café and motel on the other end of town, and my
wife's folks [00:02:00] lived in Worland, and they retired.
And they brought this trailer house over here, and I helped
them back it in here. And, like, 40 years later I'm living
in it. It changed hands a lot -- number of times -- after
they passed away, it changed hands. But to come ba--
(laughter) and live here in the place that I helped them
back it in here. (laughter) My daughter's a real estate
agent here in town, and so when it came up for sale -- I
was living in an apartment when I first come back, I was
living in an apartment down here, and I didn't really like
that that well. And this came up for sale, and she called
me up; she's like, "Guess what's for sale?" (laughter) The
old trailer house that my father-in-law helped -- I helped
him back it in here, and 40 years later I'm living in it.
(laughs)

JUNGE: Now, unfortunately you're not a native.

FAUSSET: Huh? [00:03:00] No. Three years. I missed it, three
years.

JUNGE: (laughter) Where were you -- when and where were you
born?

FAUSSET: I was born in Texas. Lipscomb County, Texas. And that was during the Dust Bowl days, if you remember. I was born in 1933.

JUNGE: What was the date?

FAUSSET: Nineteen-- June 24th, 1933, is when I was born. And that was right when that was the worst down there. In Texas.

JUNGE: You -- so you're going to be 81.

FAUSSET: This summer.

JUNGE: Eighty-two.

FAUSSET: Yeah, this summer, yeah.

JUNGE: This summer. My birthday's June 5th.

FAUSSET: Yeah, yeah. This summer I'll be 81.

JUNGE: You're 10 years older than me, so I'm going to have to learn how to respect my elders here. (laughter) Anyway. So you were born during the Dust Bowl.

FAUSSET: Yeah, it was tough. I don't remember none of it. But just remember them telling about how tough it was. And -- but I don't remember anything. I don't even remember going to the first grade, actually. [00:04:00] I mean, lot of people do, but I don't. I don't remember that far back.

JUNGE: Now what part of Texas was this?

FAUSSET: That was up in Panhandle. Up in the Panhandle of Texas.

JUNGE: Close to Oklahoma.

FAUSSET: Yeah, right there lot -- yeah. It was close to the Oklahoma line, yeah.

JUNGE: What'd your parents do?

FAUSSET: Damn near starved to death. (laughter) Well, I'll show you -- I'll show you something that I get a kick out of.

JUNGE: OK. I'll hold on to this.

(pause)

FAUSSET: OK. That's when we left --

JUNGE: Here, I'll put that on there. [00:05:00] OK. Got it.

FAUSSET: OK. We're leaving Texas, right there. Headed for Wyoming.

JUNGE: Oh, man. This looks like --

FAUSSET: That's me and my older brother. And my dad had a tie on, and it -- see that?

JUNGE: Yeah.

FAUSSET: My mother had high-heeled shoes on. They were dressed up.

JUNGE: And they're standing on a dirt road next to an old truck.

FAUSSET: Yeah. That truck they had it loaded and the canvas on top, all of our furniture and all of our belongings were in that truck. And we headed for Wyoming. And the dust was

blowing, and my dad said that we had to have handkerchiefs over our nose, because the dust was blowing so bad. And every-- about every five or so miles, the truck'd quit. And my -- just because the sand was blowing over the engine. Then he'd have to change -- take the oil out of the air filter, you know, and put new oil in there till we got up close to Colorado line. Then we ran out of it.

(laughter) [00:06:00]

But the thing about that is we were broke. And my uncle was already up in Wyoming. He had a filling station in Worland. And we had enough money to get to Wyoming. But that's all the money we had. And we could stay with him until we got something going. And that was when they built the courthouse in Worland, 1936. And we rented a great big house, and my mom took in boarders, room and board, for -- all the guys that was working on that courthouse.

But the thing I always admired is we didn't have any money, and my dad had that truck, and the banks wouldn't loan you any money, you know, to -- and he'd start doing a little trucking, buying and sell a few cows, once in a while. And this is 11 years later. [00:07:00] He did that in 11 years.

JUNGE: I -- there's a picture here -- this is an 8 by 10 horizontal photo showing three big Maurice Fausset trucks. What --

FAUSSET: There's a -- there're five trucks there, I think.

JUNGE: Oh, there's five? I only see -- well, wait a minute -- yeah, I see it. Two in the back -- or -- well, anyway. What kind -- were these cattle trucks?

FAUSSET: Yeah.

JUNGE: Who's this standing in the middle?

FAUSSET: That's my dad.

JUNGE: And now which one is you on this picture?

FAUSSET: The little...

JUNGE: The runt?

FAUSSET: Yeah, the runt. (laughter) But I always -- I never realized it -- when I was going to school, I never paid no attention. Then later on I got to thinking -- because he was telling me -- he had this one truck, and got to get -- he was pretty busy. That's when they first started hauling -- trucking -- cattle. Because before they always drove them everywhere, [00:08:00] to stockyards and hauled them on the freight trains, you know. To Omaha and stuff like that. But -- so he goes to the bank, the Stockgrowers Bank, and wants to buy another truck so he can have two trucks. And Mr. Muirhead was the president of the bank.

And he said, "I'll tell you something, Mr. Fausset." He said, "There's two kinds of people we don't loan money to. One of them is truckers, and the other one is people in the (inaudible)." (laughter) So he had to pay for all these -- I mean, you didn't -- they weren't on a tab. He had to have the money to buy these trucks. And that was in 11 years he did that. That was unreal.

JUNGE: What did --

FAUSSET: And he --

JUNGE: Yeah, go ahead.

FAUSSET: -- he had the livestock sale ring in Worland for 20-something years. And he had the one in Riverton for --

JUNGE: Livestock what?

FAUSSET: Livestock sale ring.

JUNGE: Oh, oh.

FAUSSET: Where they sold -- you know, and...

JUNGE: Yup, auction.

FAUSSET: And he had the one in Riverton, and that -- which is the [00:09:00] second-largest auc-- livestock auction -- in the state of Wyoming, is the one in Riverton. He had that for, like, 20-something years too.

JUNGE: Was he an auctioneer, then?

FAUSSET: No. He sent me to auctioneering school when I was in the seventh grade. (laughter) Went to Western College of Auctioneering.

JUNGE: Where was that?

FAUSSET: Billings, Montana. And I was in the seventh grade. (laughter) He wanted one of us -- my older brother wouldn't do it. He wanted one of us kids to be an auctioneer, so he sent me (laughter) out there.

JUNGE: And is that what you became?

FAUSSET: I never was very good at it. I did it for a while, but I was-- I never did -- they tell me, later -- my voice is bad. They tell me that's what happened to my voice. You're not supposed to do that kind of stuff until your voice has changed. You know? When you're a kid, your voice has to -- and I went before that. And they claim that that's what happened to my voice, [00:10:00] is that I overdid it when I was that young.

JUNGE: You think that's it?

FAUSSET: Well, I don't know. Something -- (laughter) because I got to where I couldn't auctioneer for over, like, 10 minutes and then I'd go hoarse. Get hoarse, and -- I never was very good at it. My younger brother, now, he went -- he was a good auctioneer, my younger brother was. But -- he was born in Wyoming.

JUNGE: How many kids in the family?

FAUSSET: Just three -- us three boys. And my younger brother was born in Worland, after we came to Wyoming. So he's a native. (laughter)

JUNGE: Is he still around?

FAUSSET: He's in Riverton, Wyoming. He retired. He's in Riverton, Wyoming. He owns a -- he's got a farm there, and he had that -- he had the livestock [there?] after my dad did, for quite a few years. And then he finally sold it, and he's got a farm there, and him and his son do some farming there in Riverton.

JUNGE: Towards Pavilion?

FAUSSET: It's out from Riverton towards Shoshoni, about [00:11:00] six or seven miles.

JUNGE: Past the Honor farm.

FAUSSET: Yeah.

JUNGE: South of the Honor farm.

FAUSSET: Yeah, it's on the --

JUNGE: Or north of the Honor farm.

FAUSSET: -- west side over there, yeah.

JUNGE: So what about your older brother?

FAUSSET: He died here about three months ago.

JUNGE: Oh, really?

FAUSSET: Yeah. He was two years older than I was -- I am. So he was -- well, he was 83 when he died. Yeah.

JUNGE: So your -- you and your parents, the three boys, settled in -- where?

FAUSSET: Worland.

JUNGE: In Worland. OK.

FAUSSET: Not the three boys, because my younger brother wasn't born until we came here. So he was born in Wyoming. And me and my older brother were born in Texas.

JUNGE: How did you get to Ten Sleep?

FAUSSET: Well, it's kind of a -- it's another one of those odd things. In 1947, I was -- I went to school in Worland.

[00:12:00] In 1947, they used to have horse races from Worland to Ten Sleep on the Fourth of July. And we had a grey mare. She was about 11 or 12 years old. And my dad had -- my dad used to go running around buying horses. Everybody had saddle clubs in them days. And he'd go buy them, and me and -- and bring them home -- and me and my brother'd try them out to see what they were. And get bucked off and everything else, because some of them the reason they sold them there was something wrong with them.

Anyway, he got -- he bought this grey mare from an Indian over in Riverton. And he brought it home, and we got to trying it out. And we used to have little get-

togethers after the fairgrounds in Worland once a month on a weekend, horse races and (inaudible). Well, we put this little -- I rode this little grey mare in that horse [race?]. And all the big old fat horses, when they lined them up, [00:13:00] they took off and pushed me plumb back to the back. I come in second. Then we got to messing with her, and she was something else. She wasn't no nag. And -- anyway, going on.

They had this horse race. And all these ranchers from Ten Sleep had horses in it, from Worland to Ten Sleep. And then they had the [locks?] in, you know, Calcutta. And my dad didn't even bet on his own horse. And we took off. And he told me -- we got up -- there was two stops. We got to the first stop; he said, "Just be up close to the front. But not--" And everybody was just moseying along, bullshitting, you know. And we got close to the rest stop, got to rest for five minutes. And he said, "Be up close to the front."

So I was in the front when we got to that first stop, just by a little ways. We stopped for five minutes, and they washed the horse down and gave it a drink. [00:14:00] And he said, "Now haul ass to the next stop." I got to the next stop and spent my five minutes (inaudible) before the next horse got there! (laughter) Well, then they couldn't

catch me, because they'd make a run at me and then their horse'd poop out, and then I'd just trot off, you know.

JUNGE: And he didn't even bet on you?

FAUSSET: (laughter) We didn't think she'd win. We didn't know anything about her -- that much about her -- how much endurance she had. And I come in to the -- where the rodeo grounds is over here by that RV park. And I looked back, and the next horse was just coming up off the hill right there. (laughter) And they let me lead the parade, on the Fourth of July parade. I got to lead the parade.

But anyway, the funny thing about that, I went to the service, got -- graduated and went to the service -- and when I got out, this filling station down here across from the café, was up for lease. So I got a five-year lease on that. And then later, I -- about after [00:15:00] five -- four -- years, I bought it. But anyway, where this RV park is out here? That used to be the -- Game and Fish owned that. [Wyman?] Game and Fish. And they built a new Game and Fish warden's house up in the canyon. So they put this up for bid. And I ended up buying it, and -- on a bid deal. And then later on I made a RV park out of it. So I started that RV park just out there. But that was right across from where that finish line was when I rode that horse! Now how odd is that? (laughter)

JUNGE: Why didn't you follow your -- in your dad's footsteps?

FAUSSET: Well, my older brother, he was in the business with my dad. When I got out of the Air Force, I went to Boeing Aircraft in Seattle. And went to work for Boeing Aircraft [00:16:00] for about six months or so. And then I got drafted. I got drafted in 1953. And when I -- I knew it was coming. The notice came in the mailbox. So I opened the mailbox and looked in there, and then I shut it and went down this -- there was -- the Air Force recruiter's office was right in that same building! (laughter)

JUNGE: You didn't want to go in the infantry.

FAUSSET: Well, I didn't want -- yeah. I wanted to be a little further back. (laughter)

JUNGE: Well, the Korean War was almost -- it ended in '54, didn't it? Officially?

FAUSSET: Late '53. Late '53.

JUNGE: Late '53.

FAUSSET: Yeah, yeah. I was in a -- yeah. I was -- when that was over, I was in -- going to s-- mechanic school in Texas, when that was over. So that was in, like, the fall of '53, yeah.

JUNGE: OK. Going back a step, where did you go to school?

FAUSSET: Worland.

JUNGE: No, growing up -- all of your -- elementary?

FAUSSET: Yeah, all --

JUNGE: Junior high?

FAUSSET: -- yeah, yeah. [00:17:00] I graduated from high school in '52. And then I went in the service in '53.

JUNGE: Were you -- yeah, go ahead.

FAUSSET: Yeah. They were -- all my buddies joined the National Guard. See, that was when you could join the National Guard and stay at home while they sent the whole goddamn (inaudible) to Korea. (laughter)

JUNGE: You kind of lucked out, didn't you, Bob?

FAUSSET: Yeah, well, the guys that were ahead of me in school, a couple years ahead of me, they all joined the National Guard, you know, stay at home, right? Well, that ain't the way it turned out! (laughter)

JUNGE: And you -- so go ahead and talk about your military career, then. You --

FAUSSET: Yeah, I was -- I went to basic training in Parks Air Force Base right out of San Francisco. And then I went to school in Wichita Falls, Texas. And that's another -- I've been so damn lucky [00:18:00] all my life. I -- when we got out of school, there, they come out with the list of all the bases, and you put the first choice, second choice, third choice. And I think it was 25 of us in that class. And a lot of them were from Boston or New York, and

California. And -- so I put down Rapid City, South Dakota, because that'd be about the closest one to home. Everybody wanted to get close to home, you know. And then for my second choice I put Great Falls, Montana. And some [parts?] in Utah.

JUNGE: Camp Douglas, maybe?

FAUSSET: Huh?

JUNGE: Camp Douglas?

FAUSSET: No.

JUNGE: Something else.

FAUSSET: Had to be an Air Force base.

JUNGE: Yeah.

FAUSSET: Anyway. I think there was 25 -- 24 or 25 -- of us in that class. And -- of course them guys were all putting in for they came from, close to where they came from.

[00:19:00] And out of the 25 -- 24 or 25 -- 20 of us went to Rapid City, South Dakota. (laughter) That little list didn't mean nothing. (laughter)

JUNGE: So that's where you got your training? I mean, where did you get your training, then?

FAUSSET: In Wichita Falls, Texas. Yeah.

JUNGE: OK. So what was the significance of Rapid City, then?

FAUSSET: That's a bomber base, Rapid City. It's a Strategic Air Command, and that's a bomber base. And that's what

most of our training was in Wichita Falls, Texas. The division training I was in was, like, bomber trai-- bomber maintenance.

JUNGE: Did you ask for that specifically?

FAUSSET: No. I actually want-- just like everybody else, when I went into the Air Force, I wanted to be a pilot.

(laughter) They change your mind pretty quick over that.

Although I did -- after I was over at Rapid City,

[00:20:00] they had a deal where you could apply for pilot's training. And me and another guy signed up to go.

And they flew us to Denver, and they run us through about four days of tests. And each day there was less guys in

that class. They start eliminating you. And I made it through all four days. So [by God?] I might be -- and the

school was in San Antonio, Texas, I think. [Figured?] I

might, you know, get a -- not -- might wash out right away or whatever, but at least you get a -- give a -- got a

chance. And then they send a notice that said go up to the base hospital, because they wanted to take -- I had my

collarbone broke a couple of times. And they wanted

another te-- x-rays. So I got the x-rays, and I asked the doctor, "Is anything wrong there?" He said, "No." He

said, "This won't hold you up." [00:21:00] And they sent

me a notice that -- get that done, and if you got any leave

time coming, you [just well?] take it, you know, before...
So I took some leave time and kept waiting. I never heard
nothing else about it.

So I finally went up to the law-- they had base
lawyers there -- and asked, after, if they could check and
see what happened. And they said, "Well, you were supposed
to report to San Antonio, Texas." But somewhere between
Denver and San Antonio, Texas, the paperwork never showed.
I think some clerk just -- you know, probably behind or
something. So I missed out on that. But I don't know what
I would have made or not. I don't know if I had that kind
of ability to do it or whatever. But I missed out on that.
(laughter)

JUNGE: Why -- what -- was your eyesight good?

FAUSSET: Yeah. My eyesight wa-- [00:22:00] except for partial
color-blind, and I think about everybody is that way.

JUNGE: Could you have passed with a partial -- partially --

FAUSSET: Yeah, the -- I was -- it was good enough that I could
have passed. But it -- there -- that was the only thing I
had on my whole medical deal, was partial color-blind, or
whatever. And -- but according to them, it wouldn't have
held me back. But -- so, but wherever that -- whatever
that -- and they had -- they got my high-school diploma, my
birth certific-- I had to have a -- I never did see it

again. Ever. (laughter) So whatever happened to it, I don't know. But I -- like I say, I don't know if I had the ability to -- I would have liked to have got into the (inaudible) and, like, small-plane type stuff, see.

Because that's what I really -- I started taking pilot's lessons when I was in high school, in Worland. And I didn't get my pilot's license until after I got out of the service. I went back and finished it up. But that's what I kind of would've liked to have done, is [00:23:00] got into charter flying or whatever. You know.

JUNGE: But what was it about flying that interested you?

FAUSSET: My dad had a plane, and so I got into that, and I started taking lessons, and -- when I was in high school, I started taking lessons.

JUNGE: Why did he need a plane? He was in the trucking -- originally in the trucking business.

FAUSSET: Yeah, yeah, he was in the trucking business. And he had that livestock sale ring. But he could fly to Omaha and do -- at the auction -- or he could fly to Scottsbluff, Nebraska, at the auction. And -- it's like old man Orchard told me one time, when they had their plane up there -- they used to have a Cessna 210. The Orchards did. And he said, "Whenever we're not in a hurry, we fly." (laughter)

Because you always get weathered in somewhere. (laughter)

He said, "If we're not in a hurry, we fly." (laughter)

JUNGE: Now, old man Orch-- are you talking about Rob?

FAUSSET: Rob's dad.

JUNGE: Rob's dad.

FAUSSET: Yeah. Yeah, I knew him real well. [00:24:00] I'll never forget. When UPS started, I was -- I'd haul gas up to the Orchards, and deliver gas up to their place. And I was up there, and this guy come around. And he was telling Mr. Orchard about this UPS. They were getting their routes set up and stuff. And Mr. Orchard said, "You mean, if I order a little bitty package, you'll bring it all the way up here?" (laughter) He just shake his head. "You mean, if I order some little bitty package, you'll haul it from up here?" (laughter)

JUNGE: Did the UPS guy know it was 40 miles from Ten Sleep?

FAUSSET: Forty-one miles to the Norwich store. Because I had the filling station. And the guy from -- that's where their main headquarters is, in Cody. That's where they come from every morning. And -- or whenever they got deliveries.

JUNGE: UPS.

FAUSSET: Yeah. And he'd stop at the filling station, he'd say, "You seen any of the Orchards around?" (laughter)

JUNGE: That road can be -- I just came back [00:25:00] on that road. It's -- it could be bad.

FAUSSET: Yeah, it get -- yeah. I worked for a -- when I come back, I went to work for a guy hauling ca-- livestock. And we hauled up there. We hauled -- I'd go up to the Orchards and pick stuff up and take it to Riverton, over the pass into Riverton. Yeah, it can get fairly nasty up there.
(laughter)

JUNGE: Well, you've done a lot of things.

FAUSSET: I was trying to keep -- (inaudible) passed away. I was trying to get -- keep busy. When I first come back, I went to work for the golf course up here in -- it's closed now, but I first come back, I went to work for golf course. Then that summer I hauled sugar beets from, like, Riverton and Emblem and Basin and -- for -- that lasted about three months or so. I was just trying to keep busy. (laughter)
And then this guy had the livestock trucks. He got a hold of me. And I drove off -- not steady, off and on -- for him, till [00:26:00] last year. Just about a year ago is when I finally turned my license in. (laughter)

JUNGE: Really? Did -- you got any stories about Rob Orchard?

FAUSSET: He probably told you all of them. You want to know if they're true or not, huh? (laughter) I remember when he had that Maule. He's still got the Maule, I think. I

don't think he has it anymore. I ask him about it last time I seen him, last winter, and he said he had it down in Colorado getting it resurfaced or -- it's -- part of it's cla-- cl-- canvas or -- you know.

JUNGE: Yeah, he's got a Maule down -- he showed it to me.

FAUSSET: Oh, it's there?

JUNGE: Yeah.

FAUSSET: Oh, he got it. But I kind of thought maybe he might -
- his flying days might be coming to an end, or whatever.

JUNGE: He said he --

FAUSSET: The only story I got from him is the -- I flew with him once when he had that Toucan. And then he bought that Maule, and -- the guy that used to live right down there in the corner was with him, [00:27:00] and the oil pump quit on it, they were flying out in the badlands, and he set it down in there. And he was lucky -- he set it down on an old road and didn't hurt it any. And he called up an implement outfit in Worland. They had a flatbed trailer, and they come out the back way and got it and hauled it to the Worland airport to get it -- the new motor -- put in. Didn't even have to take the wings off or nothing.

(laughter) He -- did he tell you about that?

JUNGE: I think he mentioned something about that, yeah.

FAUSSET: Yeah, the guy was -- that guy that was riding with him was telling me about it. Rob was bragging on this plane, and he was just giving this guy a ride down the badlands, and he looked over there, and the oil pressure said zero.
(laughter)

JUNGE: That's right.

FAUSSET: And it wasn't that old; it wasn't that old an airplane when that happened. It was fairly new.

JUNGE: Yeah, he did tell me about that. (laughter) And they put it on a flatbed and just hauled it into Worland.

[00:28:00]

FAUSSET: Yeah, the back way through the badlands. So they didn't have to go down the highways or nothing. Come in the back way at the Worland airport. (laughter)

JUNGE: God. Did -- now, let's go back to your military service. So you were stationed where -- at Lowry, in Denver?

FAUSSET: No. I was stationed in Rapid City, South Dakota.

JUNGE: But didn't you say you went down to Lowry -- or Denver -- for some training?

FAUSSET: That was just for that test, to see if I could go to pilot school. Yeah, that's the only time I was there.

JUNGE: So what did you -- all right, so how did you become what you became in the Air Force? Your -- you didn't become a pilot, obviously.

FAUSSET: No. They call it flight mechanic, is what we were. We were on a B-36. You know what that is? You ever see one?

JUNGE: I used to, as a kid. Yeah. They're like a B-29, only bigger?

FAUSSET: Yeah, yeah.

JUNGE: And not quite as big as a B-52?

FAUSSET: Bigger. You couldn't park a B-36 on a football field, that's how big they were. [00:29:00] It was 230-- the wingspan was 237 feet. And the wing -- length -- was 187 feet. So you could put the wings on the hundred-yard da-- hundred-yards -- but you couldn't put the fusillade, because it was too [high?]. You couldn't park one on 10 engines.

JUNGE: Ten engines?

FAUSSET: Ten engine.

JUNGE: Wait a minute. Five on each wing?

FAUSSET: Three on each -- three reciprocating on each wing. And then two jets on the end of the wings. So I'd have 10 engines. And our job was to maintain that. I was on one plane the whole time I was there, doing this one bit -- same airplane

the whole time. It was five of us. And then we had to maintain it. And then if it was going somewhere, and landing, we had to go with it, to get it ready to fly again. But if it was just going up and -- all of our flights were 24 hours to 28 hours. [00:30:00] And if it was just going -- flying the country and coming back to Rapid City we didn't have to go. But if it was going to go land somewhere, then we had to go with it.

JUNGE: How -- you could fly that plane 24 hours in a row?

FAUSSET: We could stay up for 30 hours.

JUNGE: How many gallons of gas?

FAUSSET: It held 30,000 gallons. It burned about 1000 an hour.

And all of our flights -- they were talking about this plane that disappeared the other day, you know? All of our flights were -- our normal altitude was 40,000. We flew at 40,000. Because there was nobody else up there at that time. In the '50s, there weren't nobody else up there.

One time we were flying over Canada, and two jets, Canadian jets, came up there and was playing around with us, and talking back -- they were talking back and forth to the pilots. And [00:31:00] this was at, like, 40,000. And the pilot told them, he said, "I'm going to make a left-hand turn. You guys follow me around." And our (inaudible) were as big as their wings, you know, on that

plane. So we made a -- he made a sharp turn to the left. And them guys, they almost went out of sight before they could make that turn. They had a little (inaudible).

(laughter) But that plane wasn't fast.

JUNGE: It wasn't?

FAUSSET: I think it was redlined at, like, 280 or something.

But, like I say, it could stay up -- we came back from Guam in 28 hours, from Guam to Rapid City, South Dakota.

JUNGE: Did it take a long landing strip to handle it?

FAUSSET: Yeah. It was kind of surprising how quick it could get off. We -- you -- they set them -- pull up the end of the runway and set the brakes, [00:32:00] kick everything wide open, jets wide open, and then kick the water into the recipis. And that thing, when they kicked the brakes off, that thing got with it. I mean, it wasn't no time at all, you'd notice it was up and away she went. (laughter)

JUNGE: What do you mean -- up with -- I don't understand water, recipis -- what are recipis? Reciprocal something or other?

FAUSSET: Yeah, that's reg-- recipis is a regular engine, old type. Piston, you know, cylinder. That's -- we had six of them. But when they kicked that water in, that old RPMs took right off, water injection into those engines. You wouldn't believe how fa-- and the props were, you know -- I

forget how long the prop blades were, but they had three blades on a prop.

JUNGE: Now, when you say you were a flight mechanic, you didn't take care of any work on the ground.

FAUSSET: We did. That was our main job, on the ground.

JUNGE: Oh, OK. So you had to [00:33:00] make sure that all six of those engines, plus the jets, were --

FAUSSET: Operational.

JUNGE: -- operating.

FAUSSET: That's what -- that's another thing that -- way back, each one of those recip engines had 28 cylinders. Each cylinder had 2 spark plugs in it, like aircraft do. That was 56 spark plugs in each engine. We had six of those. But we had -- the engine -- after the engineers' panel, we had an analyzer. And we could start that up -- one engine up and running, switch over to engine number one. Whichever -- because they'd write us up -- when they'd come back off a flight, they'd write us up for stuff that we had to fix for next -- they'd write us up for certain cylinder, you know -- and we had this engine analyzer. And that was -- this was back in the '50s, like they do for cars now. This was back in the '50s. [00:34:00] And we could switch over to cylinder [some, so?], right, left, see how the plug

was firing. Otherwise, they have -- you'll have to pull 56 spark plugs. (laughter)

JUNGE: Out of one engine.

FAUSSET: Yeah. They had six of those. (laughter)

JUNGE: Still, it would take you time, just to test each one, right?

FAUSSET: Yeah, but they ma-- we had two flight engineers. They had a big panel, about the size of that TV there. And they had two chairs there, two flight engineers. The flight crew on a B-36 was 21 guys. Twenty-one guys. You had a aircraft commander, first pilot, and second pilot. And you had two flight engineers that took care of all the engine stuff, and oil pressures and -- and then you had a bombardier, two radio operators. Gunners -- I forget how many cannons we had on there. We had a bunch of cannons on there. [00:35:00]

JUNGE: Twenty-millimeter?

FAUSSET: I think they were 30, but I can't remember for sure. But somewhere in there. We had a lot of them. Because we weren't that fast, so they had a lot of --

JUNGE: Armament.

FAUSSET: Yeah. But I don't think in regular combat -- those planes were never in combat. They came out in the late '40s. And they only -- they were phasing them out in the -

- when I got out of the service in '57, they were phasing them out for the B-52s. But that was another thing that was funny. I was telling you, I went to work for Boeing Aircraft. That was in 1952, right? The first maiden flight of the B-52s, I would sit there and watch the maiden flight of the B-52. When I was getting out of the service in '57, the B-52s was replacing the B-36s. That was four years later. (laughter)

JUNGE: But didn't you tell me that the B-36 was bigger than the [00:36:00] B-52?

FAUSSET: Area-wise, yeah. It -- yeah. Area-wise. We only had -- in Rapid City, we only had one hangar you could get the whole plane in. And the weather ain't too good over there, you know, in the winter. But we had a bunch of hangars you could get the nose and the wings in, where the -- and then you just had the tail section sticking out. And we -- so we could get in there. But most of the stuff we did was outside. You know, out in just -- out in the cold. (laughter) And they flew us -- we flew up to Fairbanks, Alaska, one time. It was the 19th of December, (laughter) I'll never forget it. And we were -- we were supposed to just fly up there, we were only supposed to stay there only so many hours and then come back. And we were -- we landed there -- it was like 20 below, which isn't really bad. But

it never got no warmer. And it never got no light, either. It was dark. Well, we shoved those heaters into them wings as soon as we lan-- we -- because it had, like, [00:37:00] 50-weight oil in there. Well, you know -- and it was getting close to Christmas. Well, we didn't want to spend Christmas up here! (laughter) So we made sure we had plenty of heat in them mo-- engines. And then they flew -- we flew back up there in the middle of May. And it was great. It was -- the sun never hardly went down, and, you know, it was warm and -- it was just two opposites.

(laughter)

JUNGE: Well, how many horsepower did you have on all those engines?

FAUSSET: Forty-three sixty. That was the recipis. And I don't know what the jets were. We had -- only time we used the jets is on takeoff. And then they -- and then we'd just idle them -- when it got to altitude they just idled. And then they had them still going on when we landed, in case they had to make a go-around or, you know, had something happen, you needed to go around or whatever. [00:38:00] But they never used them; they just used the jets on take-off and to get down.

JUNGE: Was this a transitional aircraft, Bob? I mean, the B-29 was its predecessor bomber, right?

FAUSSET: Yeah.

JUNGE: OK. So you had a B-29, then a B-36 with two jet engines on the very tips of the wings, right? So why didn't they just develop -- I mean, I know the B-52 was an all-jet airplane, right?

FAUSSET: Oh, yeah. And the B-47 was. The only thing that was wrong -- B-47 came about the same time, little later. But it couldn't pack nothing, I mean, it was -- you know, as far as payload, it couldn't really have a very big payload on B-47s. Because they weren't that big, B-47s.

JUNGE: How many jets did they have on them?

FAUSSET: I don't remember. I seen one of them crash.

JUNGE: Oh, did you?

FAUSSET: In Rapid City, there. The guys that flew -- we never -- they didn't come in there very often. So they come in at night before, day before. [00:39:00] And me and another kid were standing out -- we were out working out on the wing of that plane. And we watched it take off. And he got about halfway down the runway. I told that kid, I said, "That son of a bitch ain't going very fast." Got to the end of the runway, and he pulled her up. One wing dipped, and he straightened her out, and [the other didn't?]. [explosion noise]. Right at the end of the runway. This big old fireball. Come to find out, the

pilot was from Rapid City, and them guys had all went out and had a hell of a party the night before. I don't know what they did, but didn't make it.

JUNGE: Killed everybody?

FAUSSET: Oh, yeah. Just a big ball -- [explosion noise].

(laughter)

JUNGE: Dang.

FAUSSET: But that B-47 was a little later, but almost the same time. But it didn't have -- it wasn't that big as far as hauling a load. Because we could haul a -- our weight was about 400,000 pounds on take-off. And that was a lot at that [00:40:00] time. You know, the president's plane is about twice that. Imagine that? It's about twice that. It's about 700,000 pounds. And we -- about half of our load was fuel. I mean, our weight -- half of our weight was fuel. 30,000 gallons.

JUNGE: How many bombs would it hold?

FAUSSET: I think we hauled -- I can't remember for sure. I'm thinking, like, 40,000 pounds, but I'm -- that might have been -- it might have been 40 ton. It was one or the other.

JUNGE: So you're a flight mechanic, right?

FAUSSET: Right.

JUNGE: OK. Rob told me something about how you had to go to work in one of the airplane wings one time?

FAUSSET: He tells that story, and it's not true. (laughter) We could go out on the wings, all right, but not at thir-- 40,000 feet. Because you'd have to have oxygen, you know, and it was colder than hell out there. And you could go out on the wing, and you could go -- if, like, if the landing [gear?] hung up or something, you could get out -- you could go out through the wing out to there. And you could go about three-fourths of the way out on the wing for minor stuff, like circuit breaker or something like that.

JUNGE: While it's flying.

FAUSSET: Yeah. You could get out there. But not at 40,000 feet. Even at 10,000 it's cold, right? (laughter) He tells that story, and he -- somebody else told me that. "Rob said you guys used to crawl out on the wing." I wa-- "No, no, no." (laughter)

JUNGE: But you've been out on the wing before?

FAUSSET: Not while it's flying.

JUNGE: Not while it's flying.

FAUSSET: No.

JUNGE: But have you seen people who -- out on a wing.

FAUSSET: In the wing. You were talking in the wing.

JUNGE: In the wing.

FAUSSET: In, not out. In.

JUNGE: I was going to say! (laughter)

FAUSSET: In the wing.

JUNGE: In the wing.

FAUSSET: Because the wing --

JUNGE: The struts were high enough you could crawl through
them?

FAUSSET: Struts -- what do you mean?

JUNGE: Well, the supports for the wing.

FAUSSET: The wing was thick enough you could...

JUNGE: That's what I mean.

FAUSSET: And our engines were pusher engines. They weren't on
the front of the wing; they were on the back [00:42:00] of
the wing.

JUNGE: Wait a minute, let me get this disconnected from here.
Yeah, I don't think it'll stretch that far.

FAUSSET: My daughter got this book -- I don't know where she
got it. I used to have a model of the -- a big model of
the B-36. When we left and moved it got lost. But...

JUNGE: Here, put that back on.

FAUSSET: But in case you don't know what the B-36 looks --

JUNGE: I -- as a kid I had a real interest in these planes,
and I knew what a B-47 and a B-36 and a B-29 and a B-52

looked like. But I -- you know, I forgot totally that there was such a thing.

FAUSSET: This thing has got so much stuff in it. But I never could find anybody that I knew. But -- that's the plane I was on. And that was in Rapid City.

JUNGE: Oh, good grief. That particular plane? [00:43:00]

FAUSSET: Yeah, that was on a 389. Yeah. And it -- in this book it's got a history of every one of them that they built. And I didn't realize that many of them crashed; they never told us about that. (laughter) The guy at Ellsworth Air Force Base? He was the colonel that got killed in one of them up in Alaska. (laughter) That's why they named the base after him.

JUNGE: Oh, really?

FAUSSET: Yeah. But --

JUNGE: I'll be darned. That is a huge --

FAUSSET: -- there are a lot of stories --

JUNGE: -- Air Force base.

FAUSSET: -- I hear about him. I --

JUNGE: So you did manage to get into the wing while it was flying?

FAUSSET: Not while it was flying, no. Not while it was flying.

JUNGE: Not into the wing. You never got into the wing.

FAUSSET: Could, but...

JUNGE: You could.

FAUSSET: Yeah.

JUNGE: What could you do? I mean...

FAUSSET: Well, like a wire on a -- maybe if -- something minor.

Or the landing gear, when it was up, it was right there.

And if it -- like, if it got hung up with a cowling or

something, you could've got in there and [00:44:00] maybe

shook it loose or something. But as far as doing any

maintenance out there -- and like I say, it's cold out

there at 40,000 feet. You wouldn't last five minutes out

there! Rob keeps telling people that story, and they ask

me about it. I say, "No! I ain't -- I wouldn't go out

there. You crazy?" (laughter)

JUNGE: Oh, God. Well, you must have some stories about

flying in that B-36.

FAUSSET: Huh?

JUNGE: I said, you must have some stories about flying in the

B-36.

FAUSSET: I -- yeah, but I never -- I never had any close calls

while I was with them. Another thing that was kind of

funny is -- we went to Guam. So we were there for, like,

four months. And that was in, like, fif-- 1955. And we

took, I think, 10 planes from Rapid City [00:45:00] to

Guam. And then we were practicing a bomb run to a country,

and I -- I forget what they called it then. But -- and we were seeing how long it would take us to fly over to this country and act like we dropped the bombs and back, and how quick we could get going to do it again. And we did that, I don't know, probably a couple dozen times in three months or whatever. And -- you know what country that was? This is 1955. Vietnam.

JUNGE: Really?

FAUSSET: I knew 10 years ahead of -- because Vietnam didn't start for 10 more years.

JUNGE: This was in what year?

FAUSSET: Fifty-five.

JUNGE: Well, the French had gotten their butts kicked in '54, at Dien Bien Phu, right?

FAUSSET: The French, yeah.

JUNGE: In '54. But we didn't -- and then I think Kennedy -- I'm not sure, I think it was Kennedy that got us involved -- more heavily involved -- there.

FAUSSET: But that was like in [00:46:00] '64 or fi-- that's 10 years later. They already -- they already had planned on this stuff, 10 years ahead of time! They didn't call it Vietnam. They called it something else. I can't remember. Cambodia or something.

JUNGE: Yeah, I know what you're talking about.

FAUSSET: They didn't call it Vietnam then. But that's where we were going. To -- 10 years later is when the war -- we got into the war there.

JUNGE: Anybody ever take any potshots at you?

FAUSSET: No. Well, the -- see, we were in after the Korean War. And we were -- our job was -- and there was more bases that had B-36s in Rapid City -- to keep at least one aircraft in the air at all times. That's why we'd fly 24-hour missions, or something. And then maybe the base in Spokane, Washington, would be [00:47:00] flying. And they were -- that was when we were having the Cold War with Russia. And then we flew up to Fairbanks, Alaska. And then we flew over close to the border over there, to let them know that we had these planes. (laughter)

JUNGE: Towards Manchuria.

FAUSSET: Yeah.

JUNGE: Did you guys carry an atomic bomb?

FAUSSET: Yeah, but we never knew. That was a whole different division. We never knew what was in the bomb bay. And the pilot didn't even know for sure if it was a real one or not. And he had a big envelope there, sealed envelope. And if something happened, then he was to open that. They would tell him, call him, and then he'd open this envelope, and it would have in there what we had on board, or

whatever, or what to do. But he -- we never knew -- they had a separate crew that come up, and -- then we'd carry bombs all the time. We never knew if they were real or if they were duds or what. But we carried them. Yeah, we carried them [00:48:00] all the time. And it was -- you know, capacity was to carry an A-bomb.

JUNGE: Like a Big Boy.

FAUSSET: But we never knew -- we never knew what was in that bomb bay, when they -- after we got -- the night before we flew they'd come out and load this up with that part of it.

JUNGE: Bob. You mean, you flew this plane knowing that it -- you could have an A-bomb on it.

FAUSSET: Yeah. Could have. But that A-bomb is not that dangerous until it's loaded. I mean --

JUNGE: Until the fuse is set.

FAUSSET: Yeah. Until they got -- it's about this long, this big around. They shove it in there. And then -- it's ready then. But until then it's not. But the -- see, they had the 21-man crew, flight crew. Then if it was going somewhere and not landing, then we didn't have to go. But the pilot, the aircraft [00:49:00] commander, lot of times he'd check out an extra parachute. And us five guys would be standing there when they're getting ready to load up. He'd say, "[Rick?], why don't you go with us today?" That

was to keep you on the ball, so you might be with them.

(laughter)

JUNGE: Now, what was this again? I don't understand.

FAUSSET: He'd take -- check out an extra parachute. And then us five guys would be standing there when they were all loading up, getting ready to go. And sometimes he'd come over and pat one of us on the shoulder, "Why don't you go with us today?" So if you didn't tighten that bolt up like you were supposed to, you might be on there. (laughter) He only did that to me twice. He got me twice on that.

(laughter)

JUNGE: Did you --

FAUSSET: "Oh, they're going for--" well, at least -- because a lot of times, when they loaded up, they'd come out the day before and fire everything up. And then they'd write down stuff that wasn't right. [00:50:00] And then we'd have until the next -- twen-- we'd have 24 hours to get everything fixed. So a lot of times we worked 24 hours straight to get it ready to go. And so, boy, we were -- when they get loading up, we'd at least knew we were going to be on for 24 hours. Because we had to be there when they come back. They'd notify us about an hour and a half ahead of time when they were coming back in. So we had to park it. And we always had to fuel them right away. They

always wanted them fueled right away; as soon as they'd come in they wanted them fueled. Each oil tank on the reciprocating engine held 140 gallons. Oil tank. On each engine! On the six engines. Not on the jets, on the six engines. And they had a 20-gallon water tank for water injection when they kicked -- took off.

JUNGE: What was the -- what did the water do? The water injection, what was that for?

FAUSSET: It kicks (inaudible) -- they threw that on race cars and stuff too. You kicked that water in there, and it kicked that old RP-- you know, [00:51:00] like you wouldn't believe.

JUNGE: They don't burn it. They're not burning it, are they?

FAUSSET: Something about the moisture in the cylinder that -- like, on a rainy day or something, you know, cars run better or whatever. They explained what it does, but I couldn't believe how much RPM they got out of it when they kicked that water in. I mean, it'd be at, like, 4000 RPM and it'd jump up to 5000 RPM just like that.

JUNGE: Pull you back in your seat a little bit?

FAUSSET: We had to add alcohol to the water to keep the water tank from freezing when they were up. Yeah. They kicked them brakes off. They'd lift that nose at about 150 miles

an hour. And, boy, that thing'd just -- course, these jets nowadays do that too, boy. They're gone, you know.

JUNGE: But this was a -- pretty much a prop-driven plane.

FAUSSET: Yeah, it was six rips -- yeah, six reciprocating.

JUNGE: Did you wear a parachute when you were [00:52:00] aboard that?

FAUSSET: We had to have it with us. We -- all the compartments, except the bomb bay, were pressurized. So we had to have the chute with us. But you didn't have to wear it. I mean...

JUNGE: Did you have to practice jumping, at all?

FAUSSET: Yeah, but that was kind of a Mickey Mouse thing. Jumped off of something about 10 feet high, they called it good. (laughter)

JUNGE: Wait a minute. With a parachute on? (laughter)

FAUSSET: "Pull this thing." (laughter)

JUNGE: And you jumped from a 10-foot high into a sandpit?

FAUSSET: Yeah, yeah. You had to land with your knees or whatever. "Then this handle here? That's the chute." That's about the -- how much training we got. Those guys got a lot more, but we didn't get that.

JUNGE: How many of those B-36s did you guys lose?

FAUSSET: I don't know if it's in there. There's a whole bunch of stories in here that different guys tell about things

that happened to them in flights. One of the funniest thing is that the aircraft [00:53:00] commander's flying the plane. The first pilot's in the other -- co-pilot seat. And as soon as you break ground, pull that nose up, and as soon as the landing gear breaks ground, one of the co-pilot's job is to hit the brakes. To stop them wheels from -- because they were this high, I mean --

JUNGE: Four or five feet high.

FAUSSET: -- like great big old truck tires, almost. And they [really?] vibrate, you know. And that co-pilot's job was as soon as you broke ground, just hit the brakes that stop them tires from -- well, this guy hit the brakes too soon. They weren't off the ground yet. (laughter) And they damn near -- they got off all right, but they -- they went ahead and got off, but --

JUNGE: The nose would go down on something like that, wouldn't it?

FAUSSET: Yeah. Well, yeah.

JUNGE: Unless you ca-- unless the pilot had enough thrust to get it --

FAUSSET: I guess they hollered at him right away or something. They got off of him right away. But I guess they just -- everything started to [00:54:00][stop?]. (laughter) And if they didn't do that, they vibrated so much, and they keep

turning for a long time, well, when you retracted them up in there they were shaking and -- so...

JUNGE: Yeah, I've seen them on a small plane before, where after they took off you could see that wheel still going around. On small planes.

FAUSSET: Yeah, on small planes. My dad had a Fairchild, a 19-- I don't know what year it was. But it had those, what do they call them, over the top of the --

JUNGE: Over the top of the wheel? Like a fender?

FAUSSET: Yeah. Well, pretty quick the bearings went out of that thing. And they got to figuring out it turned all the time, with that fender on it. The air going underneath it. It was running all the time. The bearings went out of one side. And they checked the other side, and they weren't that good either. They couldn't figure out why. Well, they were running -- [00:55:00] they were turning all the time he was flying. (laughter)

JUNGE: Did your dad fly then?

FAUSSET: Yeah.

JUNGE: Is that where you picked this up from?

FAUSSET: Yeah, yeah. He had a Fairchild. Can't remember what the name -- they called it a Fairchild, but -- it was built in the early '40s. But they wouldn't let them sell them during the war. They couldn't sell any during the war.

And then they converted over to military stuff. It was in -- out of Kan-- somewhere in Kansas. Where this factory was, where they made these Fairchild airplanes. Well, they made them stop making them during the war. And they switched over to military-type stuff. Well, and I think in 1946, the guy that had a ranch out here knew about these planes. They were brand-new, in 1945 or [00:56:00] '46, they could sell them. And my dad got a hold of one of them. I think he paid, like, \$4000.

JUNGE: Well, that probably was a lot of money in those days.

FAUSSET: Well --

JUNGE: Wasn't it?

FAUSSET: Yeah, but it was still way below what a Cessna would sell for, or whatever. Yeah.

JUNGE: What was the difference between a Fairchild and a Cessna?

FAUSSET: They were four-place -- they were about, like, a 170. About that, yeah. They were a little underpowered, like a 170. (laughter) One seventy with four people in it and all your gear is a little underpowered. (laughter) I had a 182, is what I had. But -- yeah. He would -- and then he had a -- he got a 182 after that. And that's when I -- I flew that Fairchild some. But mostly that 182 that he had. He had a 180-- 80. One eighty. Because it was a

taildragger. And then the one I had was a '82, which is a nosewheel

JUNGE: Do you remember [00:57:00] your first flight? Your solo?

FAUSSET: Solo? Yeah.

JUNGE: Tell me about that.

FAUSSET: I was flying out of Worland there. I had already soared a couple of times before that. And I'd go out after school, in the evening, about 5:00. And -- I think it was like a J-3 Cub that I was taking training in. So I'd go out in the badlands and fly around, you know, just to get the hours in and stuff. And I looked down there, and I see all this dust down there. And they had a lot of oil-field work going on, and I thought it was these oil-field guys coming back to town. Well, I get out the airport, the wind was blowing about 40 miles an hour (laughter) the wrong direction, a cross wind. So -- and I see the instructor jump in his pickup and come out. They had a dirt runway that [00:58:00] his office was in. So -- and he taught me, you know, how to wheel-land. And you come in, and as soon as your wheels hit, you push the stick forward a little bit to hold it on to the ground. So I'd come in, and I'd hit, and it'd bounce a little, and I'd chicken out and go around. I must have went around it, like, six times. And

I was sweat-- it was hot, I was sweating. (laughter)
Finally, I -- "I'm going to -- it's going to stay on the
ground this time, I don't care if I crash." (laughter) And
as soon as I got on the ground there, him and another guy
went and got a hold of the wings and hold it down.
(laughter) Boy, I was scared. I did it about six times,
and every time I'd hit and bounce I'd chicken out, you
know.

JUNGE: Was that the worst event ever for you in a prop plane?
Small prop plane?

FAUSSET: One time -- the lady that lived right across the
street here, she was an old lady. And I had that 182. And
she'd never rode [00:59:00] in an airplane before. And she
told somebody she'd like to take a ride sometime. So I
went out to the hangar out here -- the hangar's still
there. Did you go -- you went by it? Yeah. That's -- I
put -- I had that high hangar hauled for [mortar?] out
here. But anyway, she wanted to -- like I say, she wanted
to go ride. So I went out and got the plane out of the
hangar, and I came back to town and called her up. And I
said, "Bertha." I said, "I'm just going to--" -- it was on
a Sunday. And I said, "I'm just going to go fly around.
Do you want to come with me?" And she said, "God, I'd like
to, Bob. But I--" -- something had come near; she had to

go somewhere. So I had the plane out, so I guess I'll go fly a little while, right? So I takes off, you know, [grab?] the throttle all the way forward and takes off. We pull it back, and pull it back. It's wide open.

(laughter) You know, they're on a cable, or, like, a -- so I [01:00:00] went up, and I got my knees on it and pull this, let it go. So I flew over to Worland, got a hold of the flight service, I said, "I'm going to have to come in dead stick." So I said, "Keep an eye on me in case I got the runway tied up or whatever." So I got my pattern and shut her off, you know. And then you had to make your turn, and...

JUNGE: You shut the engine off?

FAUSSET: Yeah, that's the only thing I could do.

JUNGE: Wait a minute. Wouldn't you go nose-first if you shut your engine off?

FAUSSET: No, you glide. Because you pull it back when you're landing anyway, right? On your -- get the pattern and you pull the thing back to idle anyway, when you're in the pattern. And I come out -- I landed and had enough roll to roll off the runway onto the taxiway. (laughter) But what -- I was -- if I had that lady with me, it would've been something else. [01:01:00] (laughter) And one time we were flying -- the reason I got this plane was -- because I had

this filling station. Well, we work six days a week there, in the summertime seven days a week. We never had no time to do nothing. We had this airplane, you know, on one -- on Sunday we could do something, go somewhere, right? So we loaded up the family, and we were going to go over to Jackson and land and have dinner and then fly back. So I took off. And flight service out of Worland called me up. I'd only been gone about 10 minutes. He said, "Bob, where's -- what's your location?" I said, "I'm over here by Grass Creek." I said, "I'm going towards Jackson -- going to Jackson." He said, "Some rancher just called in, said a plane just went over him, it looked like it was on fire." (laughter) So I looked at all my gauges, and the oil temperature was hotter [01:02:00] than it normally ran. And I didn't know whether to go to [Thermop?] or what. It was about the same dis-- so I turned around and come back and landed. And a pinhole got in the oil line, and it was shooting right into the exhaust pipe. (laughter)

JUNGE: You were on fire, in other words.

FAUSSET: No, it was really smoking, you know, but it wasn't on fire, it was just smoke. (laughter)

JUNGE: Oh, geez. Who are some of the pilots you've known, that you really remember well?

FAUSSET: Not too many, actually. Guy by the name of Don Smith owned a ranch up here, and he was quite a pilot. And then Dave [Acey?], the veterinarian in Worland, he was -- he flew all over the country. One time he flew over here and it was about six inches of snow on the ground. He ended up on his nose, (laughter) out here at that ranch. You know. (laughter) He [01:03:00] flew all over the country, on the -- doing his veterinary work. (laughter)

JUNGE: Did you know any of the old pioneer pilots? The guys like --

FAUSSET: Wasn't too many -- that was the reason -- you know, that was the reason I sold that airplane I had. I was everybody's emergency. Guy -- one preacher here, his dad -- his mom was dying down in Akron, Colorado. And this -- what are you going to do, you know? And I was trying to run a filling station. That's a full-time job. And then the rancher out at the edge of town, he called me up about 9:00 one morning at the filling station. He said, "Bob, what are you doing?" And I thought he wanted to bring some equipment in, or truck in, to get service or something. I said, "Oh, not much. I've been pretty slow." He says, "Can you get me to Torrington by noon?" (laughter) And they were customers. What are you going to do?

JUNGE: Well, you'd have to charge them.

FAUSSET: Yeah, you can't.

JUNGE: Why?

FAUSSET: It's against the law. They can [01:04:00] share expenses, but they -- you cannot -- like, they could buy the gas or something. And a guy to-- it was actually a real estate guy, or an insurance guy -- told me one time, he said, "Bob--" -- because I'd fly these ranchers out hunting for their cattle and stuff. He said, "Even if they lay a \$20 bill in the seat after they leave, if you ever have a wreck and hurt somebody or kill somebody, the lawyers will go back and get that guy to testify that he paid you." You know? So you can't even do that. You know, if you kill somebody or have a wreck and somebody gets hurt, and then they get a hold of a lawyer, and they can prove that you...

Then I was flying for the Bureau of Land Management. I was spotting fires for them. And I had a fire truck here, one of their fire trucks here at the filling station. So if somebody would call in a fire up on the mountain or in the badlands somewhere, and I'd go jump in the plane and go out and spot it, [01:05:00] see where it was at. And I'd call the BLM in Worland and tell them what it was. And then I'd find a road to get to it, back. And I did that

for quite a [long?] until somebody finally turned me in.
Because I wasn't commercially licensed.

JUNGE: Well, what happened to you, then?

FAUSSET: Nothing, they just made me -- I had to quit doing that. But it was ideal because I could spot the fire, and then find a way to get to it with a truck, and it was ideal. And I forget what I was charging them. It wasn't -- I was putting it down as labor, not charging nothing for the plane, just my labor. I think the flying service out of Worland's the one that turned me in, (laughter) I think. Kind of cutting into their business a little bit.

JUNGE: Now, what did you do for ranchers, then?

FAUSSET: Fly and hunt for their live-- lost livestock.

JUNGE: Didn't they normally do that themselves?

FAUSSET: They never had a plane. (laughter)

JUNGE: Oh, OK. I'm thinking of Rob. [01:06:00] (laughter)

OK. So what is it about flying that you really enjoy?

FAUSSET: I don't know. It's just -- it's something you can't explain. It's like driving a truck. The same way of driving a truck. Gets in your blood or something. I don't know why. It's not that great about it. It's just something -- it's kind of exciting. But driving a truck, hauling cattle or whatever, you know, them big trucks? You got to be on your toes. (laughs)

JUNGE: Yeah, I was going to ask you too, what does it take to be a good pilot? I mean, you're still alive, obviously.

FAUSSET: Well, yeah. But I never had any -- like, those things I just told you, that's the only -- well, I did -- my son was -- they were getting ready to have the rodeo in Ten Sleep. And he was going to do something with a horse, calf rope or something. He was about 15. And my uncle were in Worland, south of Worland, towards Thermopolis. He had a -- funny thing about it -- he had a colt [01:07:00] out of this mare that I rode in that race. He got a colt out of her. And she was about 11 years old when he got the colt, which is kind of old for -- you know? Anyway, he said, "My son could use that horse." I thought, "Goddamn, I'll fly over there and land in his field, and we'll use his pickup and bring that horse over to Ten Sleep." And he just -- he told me he just cut the hay. Another lesson I learned -- when you first cut that hay, slick. Slick. So I set down there. And there was a ditch up their way, that irrigation ditch. Hit the brakes. Nothing happened. (laughter) Slide -- just slid. And I got right to the ditch, and it went in -- the prop hit the dirt. [01:08:00] Bent the prop. And my son was sitting there, and I said, "Let's get out of here." I said, "You gotta get out of here," because I'm thinking, you know, it could catch fire or whatever.

And I got out, and he wasn't out yet. And I went over and opened his door. His seat belt -- (laughter) scared the hell out of him. He scared me too, but not that [much?].

JUNGE: He was -- he couldn't get his -- he didn't want to get his seat belt off?

FAUSSET: He was trying to get out with it fastened. (laughter) That was an expensive little trip there, I mean, prop -- they actually took the prop off and sent it to Salt Lake and got it straightened.

JUNGE: I didn't think they could do that.

FAUSSET: Yeah. Got -- yeah. [Straightened?] prop. Yeah, I had -- I use it all the time. I have it -- that was a bad move. (laughter) But I never realized that. He just cut the day before, in that hayfield. And that hay laying over, and it was, like, sl-- wet, [01:09:00] you know? And I hit the brakes, [nothing happened?]. (laughter) And I kind of panicked. You know, I could've -- if I let up on one it probably would've -- maybe not -- if I was going too fast, it'd flop over, but if it wasn't going very fast it might just -- [do your?] whole turn. But if it got a wing, that's pretty expensive too.

JUNGE: But you -- I didn't think pilots panicked.

FAUSSET: Huh?

JUNGE: I didn't think pilots panicked.

FAUSSET: Well, a little bit. (laughter) When it didn't stop.

JUNGE: (laughter) That's so funny, Bob.

FAUSSET: That's ano-- I tell you, that's a lesson for somebody.

Because I didn't know it, and probably nobody else did either. Rob, probably -- well, he didn't take off on the field anyway. But -- I never realized that that would be that slick. And it was only, like, that high, and they just cut it the day before and they had some dew on it or whatever. Hit the brakes, [01:10:00] wheels locked up but nothing happened. (laughter)

JUNGE: Couldn't you use the prop to, you know -- change the pitch on the prop to use it as a brake?

FAUSSET: We didn't have reversible props on those. Now, those B-36 -- we'd come in and land and hit -- get all the gear down -- and hit those reverse -- those six props. That thing stopped in a hurry; the old nose just went down like that. (laughter) It stopped in a hurry.

JUNGE: Are there any of those things left anywhere?

FAUSSET: What?

JUNGE: B-36s.

FAUSSET: I don't think so. They prob-- I always wondered if they saved one. Not too long after I got out -- well, 10 or 15 years after I got out -- somebody started a club, B-36 club. And I never joined it. And that's what they were

going to do, is try to save one. But I don't know if one ever -- because they were so big, I don't know if they actually saved -- most of them ended down -- ended up down there in Arizona.

JUNGE: In that graveyard.

FAUSSET: Yeah.

JUNGE: Well, I wonder if the Confederate Air Force [01:11:00] had one restored. You heard about the Confederate Air Force.

FAUSSET: Yeah. I don't know if they did any of the later ones or not. They did the early ones. I think they did the 29, I think. Yeah, they might have.

JUNGE: Were you a member of the Flying Farmers?

FAUSSET: My dad was. In fact, my mother was queen of the Wyoming Flying Farmers one time. (laughter) That's when I was growing up. It was a pretty big deal.

JUNGE: Was it?

FAUSSET: Yeah.

JUNGE: What did you have to be to be queen?

FAUSSET: Well, they had a contest, but the club, Flying Farmers Club, and then they have a -- like a convention or something, and then they'd nominate people or whatever. And she was the queen of the Flying Farmers one year.

JUNGE: Well, that's all right!

FAUSSET: He wasn't a farmer. You didn't have to be a farmer to belong anyway, but most of them were. But you didn't have to be. He had that livestock sale ring, so that kind of qualified him as a rancher [01:12:00] or farmer, whatever.

JUNGE: So what were these get-togethers like? Did you go on one?

FAUSSET: No, I never did go on one. They had national ones too, national Flying Farmer get-togethers. Fly-ins and stuff like that. You know, they'd fly into somewhere, have dinner or whatever. I never did go on one of them.

JUNGE: Did you know a lot of the guys that were members? Were there any around here?

FAUSSET: I suppose -- like the rancher up here that had a plane, I suppose he probably was. His name was Don Smith. Came from Oklahoma. The family owned the Sunray Oil Company in Ok-- Tulsa, Oklahoma. Him and his wife. His wife was -- you ever hear of a Bigelow rug company? She was an heir to that, so they had money coming out their ears. They had a problem. Drink-- my folks were real good friends of theirs. But they [01:13:00] couldn't stay away from the booze. He would never fly -- if he was going to fly, he would never drink the day before. He was that strong on the flying part.

JUNGE: Don Smith.

FAUSSET: Yeah. But he had a little ugly-looking little horse. It wasn't a Shetland. It was about halfway between a normal-size -- and he'd pull up to the bar. He had it in the back of his pickup. And he'd pull up to this bar down here. And all them guys would come in and get a few beers, and he'd say something about, "My God, that little thing is fast." And they all had a great big black, you know -- so they'd finally just end up with a big bet on who could out- - he'd only run it for 200 yards. And so he'd go out the airport, mark off 200 yards, and beat the hell out of them every [01:14:00] time. (laughter) And he told my dad how he got that horse. He said, "I lost so goddamn much money betting against that horse down in New Mexico," he said, "I had to buy the goddamn thing." And it was an ugly-looking horse. But for 200 yards, that thing could get with -- I rode it one time over at the Worland Fairgrounds, on one of those get-togethers they had. He said, "You better hang on to the [horn?], or that thing takes off." But that's -- but it was an ugly -- it had funny-looking feet, you know, and a big head. And it was about -- it wasn't a big -- it was about half the size of a normal horse.

JUNGE: It was a Shetland? A cross between --

FAUSSET: No, it wasn't even a melsh -- a Welsh. It was bigger than -- it was bigger than them, but it wasn't a very big horse. (laughter)

JUNGE: So he hustled them.

FAUSSET: Huh?

JUNGE: He hustled them.

FAUSSET: Oh, yeah. He'd get -- he had it in the back. And they'd all -- pretty quick they'd all come out and, "Look at that goddamn horse," and "[Eww?]. [01:15:00] I think my big ol' black can outrun that thing!" (laughter) He didn't do it for the money, because he had all kinds of money, but... (laughter)

JUNGE: That is hilarious.

FAUSSET: Don [Dan?] Smith. I'll never forget those. I rode for him one time. I was only about 14. About -- end of May, we'd go out in the badlands, where all the cattle were, and round them all up and take them to the mountain. And he had a kid about my age. So they sent me and him out there with a bunch of them cowboys. And there's a little shack out there we stayed in, a cookhouse. And I think we were about 13. And them cowboys, old guys, they had us scared to death all the time we were out there. I mean, we'd lay down in that -- and they'd say, "You'd better put a rope around that sleeping bag, guys, there's a goddamn

snake crawling around here all night." They had us scared all the time. (laughter) [01:16:00] But it rained -- seemed like it rained about every other day out there. And [them draws?]. But I was riding a pretty small horse. [And hell?], them guys would go across and they'd only hit about halfway up their leg. It'd be up to my butt, going across them [draws?]. (laughter) They had us scared to death. (laughter)

JUNGE: Did you retire from the gas station business?

FAUSSET: No, I sold it in '72. I had a café and motel just on -- on past where you stayed.

JUNGE: Where Carter's Motel is, where I stayed.

FAUSSET: Yeah. They call it -- it's a museum now. But they used to be -- we had 13-unit motel units. Then, at that -- where you stayed -- they had about 20. And then there was another one down the street. There was four motels in town. And I had the filling station, and I -- in 19-- I had it for 15 years. So I -- in 1972, I sold [01:17:00] my filling station and built that RV park down there. And then I had the café and motel on the -- on the other end of town.

JUNGE: In other words, you pretty much had the tourists wrapped up.

FAUSSET: Yeah, but we only ran -- them two only ran in the summer, six months out of the year. And then we closed up in the wintertime. Yeah, at one time, I had the filling station, and then that building next to that filling station, I built one of those coin car washes next to that. And then down to the campground I had a laundromat, which most campgrounds do. And I had a beauty shop. And I had a barber come one day a week to come out -- he came out of Basin, and he came out one day a week. And then when I had the filling station, I had the filling station, and then we hauled gas to all the ranchers, with the truck. And then I had a truck that'd pump out septic tanks. Ain't as bad a job as --

JUNGE: You own this town!

FAUSSET: Yeah, I really had her sewed up there for a while.

[01:18:00] (laughter) And I was a justice of the peace, besides.

JUNGE: (laughter) Oh, you're kidding me! Really?

FAUSSET: Yeah. I was justice of the peace for about 10-- that's a thankless job. I mean, why anybody would even take it, I don't know. The guy died and the county commissioners appointed me to be the JP. And -- but, at that time, like, most of them were, like, minor stuff. Game and fish violations, trapping violations, and that

kind of -- just minor stuff. And, like, you'd get -- the JP would get, like, four dollars a case, you know?

(laughter)

JUNGE: So did you tell the cops, "Slow -- give a ticket to anybody going two miles an hour over--"

FAUSSET: No, I was never -- no, the less I had, the better I liked it. I didn't want to make my customers mad; then they wouldn't trade with me any more. (laughter)

JUNGE: Oh, God, that is hilarious.

FAUSSET: We had a [01:19:00] game warden. He was about the same size I was. He wasn't very big. Sid [Card?] was his name. And he wouldn't arrest anybody unless he had to, I mean, just kind of did his -- you know. One time a bunch of kids were down the [Norwood?] there, out in the field at night with spotlights. And he went out there, got them. And he said, "Now what are you kids doing? What are you guys doing out here?" They didn't answer him. He said, "The only legal thing you could be doing out here is hunting jackrabbits." (laughter) You know, they weren't hunting jackrabbits, but...

JUNGE: They were hunting deer.

FAUSSET: We had a guy here in town, he was a lumberjack. Great big husky guy. And I had the office down there where the campground is, you know, I had an office in the house,

separate -- he went up the canyon, and this guy was dragging an [01:20:00] elk up on back of his pickup.

(laughter) It was way past hunting season, it was in, like, January. So he arrested the guy and brought him down to the office. So I goes in there, and the guy -- I read the char-- he read the charges against him, and "How you plead?" "Guilty." First he read him his rights, you know, "You have a right to a lawyer," whatever. And, "How do you plead?" "Guilty." "How do you plead to the--" They had him about five or six charges, you know, no license, and out of season. So we got all done there, and he pled guilty to every one of them. So I told him what the fine was. It seemed like it was, like, \$300 or something. This is way back. Which is quite a bit of money then. And he said, "You know, Judge?" He said, "I don't see anybody big enough to keep me here." [01:21:00] And he walked right out the door. (laughter) And I looked over at the game warden, and he looked over at me, and I said, "You know, I ain't going to fight that guy for four dollars." He said, "I ain't going to fight him either!" And he -- and the guy just took off, went down the street. Headed right for the bar, we knew where he was going.

So Sid, he got on the phone and called the sheriff in Worland. And the sheriff in Worland sent over a deputy

about the same size as this guy. So we go -- he goes down the bar and brings him back to the -- in front of the judge. And he was a smart-aleck, you know. And everything I'd try to ask him, he'd be something smart, just [cockier the devil?]. And I said, "Well, you're going to have to pay the fine." Well, he collect enough from the drunks down there at the bar -- they all liked him because he hung out there, and they give him enough money to pay his fine. But [01:22:00] all them smart remarks, and the deputy -- the game warden -- he was sitting there too, and then this deputy. And he finally undid his belt and laid his gun up on my desk, and his big long nightstick. He said, "Your Honor, would it be all right if me and what's-him go out behind your barn for a little while?" And that guy just wilted. Everything was "Sir" from then on. (laughter) It would've been a hell of a fight. I'd like to seen it.

(laughter)

JUNGE: You were out there for the whole thing, though, this whole play.

FAUSSET: Yeah, oh yeah. (laughter) And the deputy tried to give old Sid, the game warden, that nightstick. And he said, "I ain't taking that nightstick! Somebody will take that away from me and beat me to death." (laughter) He was a funny guy anyway, that Sid was.

JUNGE: Now where did the justice of the peace at the time have his office? Where'd you have your office? [01:23:00]

FAUSSET: Down where the -- where the campground is, there's a house there. Well, that -- well, I bought that from the Game and Fish. And they already had a office separate from the house -- or it was in the house. But the door where -- you go in a different door and everything. Because that was their game warden's home.

JUNGE: Well, then, what -- I got this picture that you had to don a black robe and put a little...

FAUSSET: No. (laughter)

JUNGE: No?

FAUSSET: No, we didn't do none of that. (laughter) When I married somebody, my wife had one of those little toy organs. (laughter)

JUNGE: A toy organ?

FAUSSET: You know, the kind kids have. (laughter)

JUNGE: She play it?

FAUSSET: Well, she just meant it for a joke, more than anything. (laughter)

JUNGE: This sounds -- you know what this sounds like, is Judge Roy Bean in "Law West of the Pecos." (laughter) Did you have fun marrying people?

FAUSSET: Yeah, it was -- yeah, I was always nervous, because I -- you know. But -- I married the justice of the peace in Casey, Wyoming, one time. They drove all the way over here. And I married a guy that -- his brother lives right across the street here. His name was Chuck Harkins. He lived in Casper. He was a radio announcer. Remember?

JUNGE: Yeah!

FAUSSET: I knew -- yeah, I married him. But he'd already been married before, and they got a divorce. Then they got remarried. So he told me, he said, "Bob, we don't want no bullshit. Just do the thing." (laughter) Yeah, Chuck Harkins, yeah. He came from Worland. That's where he grew up.

JUNGE: You would've done well in Vegas. (laughter)

FAUSSET: And I married a guy -- and I tried to talk him out -- I kept trying to talk him, trying to talk him out of it. He was a sheepherder up -- close to where you were -- went today. He was a sheep -- [Glen Shepard?] was his name. He was about 65 years old. He went down to Thermop on his two-week [off?] and got on a big drunk and got this floozy -- she was about half his age. You know she was -- all [01:25:00] she was after was his Social Security check. And I ke-- "Glenn, are you sure you want to do this?" And

I had to do it, because he had the license, so, you know, all I had to do was try to talk him out of it. (laughter)

JUNGE: And he went ahead and did it?

FAUSSET: Yeah. He was sober, too.

JUNGE: Did the marriage last?

FAUSSET: I don't know. I don't think so. I don't -- yeah, I don't think it lasted.

JUNGE: Did you ever get any kids who maybe ran away, didn't want their parents to know?

FAUSSET: No, never did get -- if they had the license, then I had to marry them. I mean, that was just...

JUNGE: Where'd you get the license?

FAUSSET: They had to get that at the courthouse. That's where you get your licenses.

JUNGE: OK. Did they have to do a blood test?

FAUSSET: I don't think in Wyoming you even have to do that, do they? But they had to get the -- they had to get the license from the county clerk at the courthouse. So when they came for you to marry them, they already -- you already had the paperwork. It was all done, it was all -- so all you had to do was sign what date you married them, and that was the end of that. And then you had to turn that back into the courthouse so [01:26:00] they'd have a record of it, that you actually got married or whatever.

JUNGE: Bob, how much law did you know?

FAUSSET: Not very much, actually. I mean, just basics. Common sense, most of it. Most of the stuff I knew -- had -- was common-sense type stuff. I mean, it was -- you know. One time that game warden brought a guy in for hunting -- he brought him in for hunting -- what was his charge? If he brought him in for hunting on private property without permission. And this Sid Card. And he brought him in, this kid in, and his folks had the filling station on the other end of town, a Texaco. And I knew there was something up. Because they always brought their mother with them when they -- because they'd been in my court a lot of times for different things. And then she wasn't with them this time. And I -- "Something's up here." So when they -- I read the charges to him, hunting on private property without permission. And [01:27:00] so they told me the story. They were -- they crossed this property but they were going to hunt over on the other side over there. If the game warden had charged them with trespassing, we had them, cold duck. But he didn't charge them with tre-- I told him after the court, I said, "Sid, all you had to do was charge them for trespassing. Because they even admitted that, that they're cro-- but you charged them with hunting, and they weren't hunting there, they were just

going over to the other side there." And hell, I had to let them off. (laughter) I said, "I'm going to let them off, Sid. Hell, you -- next time charge them with trespass; then we got them. Because if you see them on that property, they're trespassing."

JUNGE: How long were you justice of the peace?

FAUSSET: About 10 years, I think.

JUNGE: Really?

FAUSSET: Yeah. But they -- the lawyers didn't like that. They even passed a law down at the legislature that you had to have a law degree to be a justice of the peace. I didn't want to be one anyway. [01:28:00] I mean, it wasn't that big a deal. But they pa-- yeah, they passed a -- so now all the justice of the peace have some law degree or whatever.

JUNGE: Well, did you enjoy the job?

FAUSSET: It was kind of fun, in a way. (laughter)

JUNGE: Well, why did they ask you to be the JP?

FAUSSET: They needed somebody. I think everyone else said no.

(laughter) I went to school with one of the guys, county commissioner, so he come over and talked to me -- talked me into -- I was supposed to just take it till the term was up, but this guy -- I think he just got re-elected or whatever. So it was like another four years before -- and

then nobody would run against me the next time. I think it was either eight or -- I think eight years I was --

JUNGE: You had to run, then, the second --

FAUSSET: Yeah, you had to have your name on the ballot, but normally nobody would run against you. Nobody wants that job. (laughter) [01:29:00] It's not a paying ty-- like, four dollars a case. That's not big money. (laughter)

JUNGE: This wasn't a fulltime job. So -- God, you must have had some great experiences with that.

FAUSSET: Yeah, I was -- it was -- some of them were.

(laughter) But, like I say, a lot of them were my customers at the filling station. (laughter) So you had to, you know, you had to walk a kind of tight line there. If they were guilty you had -- you could be fairly lenient, but you still had to -- it was either right or wrong, one or the other. It wasn't... (laughter)

JUNGE: How many people were in town at the time?

FAUSSET: Our population -- when we came here in 1957, they were bragging because it made us over 300 in the town. You know what it is now?

JUNGE: Mm-mm.

FAUSSET: Two sixty-seven or something. [01:30:00]

JUNGE: It hasn't changed much.

FAUSSET: It did go up to 400 and something, for that one span there, in the '60s or '70s. You know, things were pretty good there for a few years. Tourist business was good, and gas prices were low, and everybody was really doing good. Lot of construction around and stuff.

JUNGE: Didn't you tell me that this town had -- outside I think you told me this town had five gas stations, was it?

FAUSSET: Yeah, five gas stations, six churches. Gas stations are all gone, and the six churches are still here.

(laughter)

JUNGE: What does that tell you about human nature? Gosh. Yeah, I saw -- I went past the Baptist church last night on my way to the bar to have a beer. And I thought, "Well, gee, there's only one church here." But there's more than one, isn't there?

FAUSSET: Yeah, they got a Methodist up here on this hill, and Mormon church is out that end of -- out [01:31:00] about a mile out of town. And then they got a Catholic, and then Seventh-day Adventist is right down by them apartments. Baptist and -- let's see. Methodist. There's six of them.

JUNGE: So this is a very well-churched town.

FAUSSET: I don't think anybody goes, but they -- (laughter) they got them. And my daughter, she lives at that church right at the other end of town, down there on the corner.

And they -- I forget what they call that. I don't know how they support them, because 25 or 30 people or something. I don't know.

JUNGE: I don't either. I don't see how they do it.

FAUSSET: None of them, I don't think, have fulltime preachers.

I think the preachers are all -- except the Mormons. They have -- whoever's the bishop or whatever, he's pretty well fulltime. Well, not all the time, because some of the time sometime there's just [01:32:00] a rancher that takes the position for a while or something.

JUNGE: Are you religious?

FAUSSET: No. My daughter chews me out all the time.

JUNGE: You know, considering everything that you've gone through, you should be religious.

FAUSSET: I always tell her there's three kinds of people I don't want anything to do with. One of them's doctors. I haven't been to a doctor for 50 years. Except when I drove a truck I had to get a physical, but not go to a doctor for anything. Preachers sell bullshit. Doctors sell drugs. Preachers sell bullshit. And the lawyers will try to steal your money. So that's three people I stay away from.

(laughter)

JUNGE: Well, I heard, and this -- I have to repeat this joke -- I heard that it's only, like, 98% of the lawyers give the other 2% a bad name.

FAUSSET: That's about right. (laughs) It's like old Simpson said one time on -- when he was a senator [01:33:00] out of Cody. He put it on national television one time. We were having a recession or something. And he said, "It's so bad, I was in Cody the other day, and there's two lawyers walking down the street with their hands in their own pockets." And he's a lawyer himself. (laughter) It didn't go over very good with his friends. (laughter)

JUNGE: Well, what did we -- what did I come here to talk about? I thought it was aviation.

FAUSSET: Yeah, I thought it was too. Yeah, we got off the track there. (laughter)

JUNGE: Well, let's see. Are you still flying?

FAUSSET: No. You know what I'd like to get in? I'm getting a little old for that. But I'd like to get into ultralights. I think that would be a lot of fun.

JUNGE: I do too.

FAUSSET: But -- I don't have any -- I never had any hobbies. That's -- when you get --

JUNGE: Well, you were a workaholic!

FAUSSET: Well, kind of, but not -- but I never had any -- I never golfed or fished or hunted -- I hunted when the kids were [01:34:00] hunters, but I didn't hunt after that. They told me you had to eat them after you got one. (laughter) I -- but -- I'd like to try that ultralights. I did try gliders one time, up in Greybull. I took a few lessons on gliders up there. But I think that ultralight would be a lot of fun. It wouldn't -- because they got so many regulations flying any more. It's -- you can't fly to Denver or -- unless you're up on the -- you got to be up on -- you got to call and you got to have a trans-- don't you have to have a [transformer?]? I think Robbie Orchard told me, actually, I think he said you got to notify them about 100 miles out before you fly in there. Did Robbie -- don't tell him that I told you this -- did he tell you about the time he landed on the taxiway in Denver?

JUNGE: No.

FAUSSET: He probably forget about it. (laughter)

JUNGE: He conveniently forgot about that one. What was that?

He lan--

FAUSSET: He flew in to Denver. He had his wife with him.

[01:35:00] He was telling me about it. And he was -- you know, he's a cow pasture pilot just like I am. And we started talking about the approach control and talk to the

-- on your way in, and all the regulations and the pattern and all that stuff. You know. Well, you're not used to that kind of stuff. And he flew in there one time, and he said the air was rough and they were bouncing around. And he'd got in a pattern. His wife was puking. And so he just set her down there, and after he got to a stop, he wasn't even on the runway, he was on the taxiway. (laughs) He said when he got taxied over there, where he was going to park the plane, he said, "That guy up in the tower wants to talk to you." (laughter) He forgot about that, huh?

JUNGE: Yeah, he forgot about that one. (laughter)

FAUSSET: Because I was telling him one time I flew into Sky Harbor, in Phoenix. [01:36:00] Mobil -- well, I had a Mobil filling station, and they had a convention every year in Las Vegas. So I had this plane, so we flew down to Las Vegas for this convention. I thought, you know, I'm a bigshot now, I got a plane. And -- I forget. And we were going to go down to Phoenix. I had a good friend that wintered in Phoenix. And I had another good friend I went to school with that was a coach in Tucson. So we got -- we were late getting out of there. And I taxied out, and I was talking to the tower and ground control, and goddamn radio went dead. So I had to -- and there was planes behind me. And I had to find a way to get around to go

taxi back up to where I had -- where the (inaudible) station was, and get somebody to look and see what was wrong. So he piddled around with it for a while and got it going.

Well, it's [01:37:00] getting later, and I forgot how quick it got -- because that was in, like, January. It got dark pretty quick. And we were flying along there, and it's starting to get darker and darker. (laughter) So when we got to the airport it was dark. And I was trying to talk to him, and the radio wasn't working right. It was staticky. And my wife could catch a word once in a while, but I could-- I'm a little hard of hearing anyway. And they finally -- I finally got to the -- I was in a pattern, but it was in the opposite direction that most patterns are. It was the other way. Instead of this way it was this way. So I got -- I went that way and got her set down. And they said you could either turn off the runway on the right side or left side. Well, I turned off the quickest one I come to. It was the private one over there where they just parked planes. [01:38:00] There was no service over there. I looked around, I couldn't find a place to park. And finally I seen a guy over there working on his plane. So I went over -- shut it off and went over there and said, "Where can I park?" Because I did--

couldn't cross the runway again, because didn't have no radio. He said, "Ah, park in that spot there. That guy just left, I know he'll be gone for a couple days." So I parked -- I went back to start the engine. Wouldn't start. Deader -- battery was deader than a doornail. That's what was wrong with the battery.

So I propped it and taxied over there, got parked and tied down. And people were visiting, we come out the next day and I took the battery over and had it charged and checked. And they said it was not real good, but they said it was (inaudible) I'd get home with or whatever. But it was a little scary driving. And the run-- the lights -- plane lights weren't that bright. See, there was a lot of stuff they should have paid attention to. [01:39:00] "How come their lights aren't that bright?" Landing lights. They weren't that bright. Well, there's a clue right there. (laughter)

JUNGE: Oh, God. Well, listen, do you want to take a quick break here, and -- I need to call somebody and tell them I'm not going to be able to make it.

FAUSSET: Oh, well, you got somewhere to go? Go, whatever.

JUNGE: Oh, I'm enjoying these stories.

FAUSSET: Most of it wasn't about airplanes, though. (laughter)

JUNGE: That's OK. That's OK, Bob. I enjoyed the hell out of it. Well, let me turn this on stop for now --

END OF AUDIO FILE PART 1

Part 2

FAUSSET: [00:00:00] The jets were GE, made by GE. I don't know where they were made. We went to a bombing competition in Limestone, Maine, one time. I don't know how come I got on that. But --

JUNGE: What was -- a bobbing competition?

FAUSSET: Bombing competition.

JUNGE: Oh, a bombing competition. Here, let me put this under your hand here.

FAUSSET: They had it about every -- each base got -- a different base got to put it on. And we flew out to Limestone, Maine. It was not too far from Bangor, Maine. And we took second. And the guys that took first all got an on-the-spot promotion, the whole crew. And the guys that took second, you know what we got?

JUNGE: No.

FAUSSET: Beer party in Rapid City when we got back. (laughter) They had the band out when we landed, they had the band out and all the base personnel was there, and they took our

picture and [00:01:00] had kegs of beer. They put you in -
- they'd put them in jail for doing that now. But -- yeah,
they had a big beer party for us, because we took second
place.

JUNGE: What's a bombing competition like? What do they do?

FAUSSET: Well, we -- they had a mission. They flew a mission.
And then they had a spot and they -- you didn't drop no
bombs, but you pressed a button where you were -- when you
were going to drop them, and how close you were to the
target, and then on-time takeoff.

JUNGE: Did you actually drop anything at all?

FAUSSET: No.

JUNGE: No flour bags or anything like that?

FAUSSET: No, they had some kind of an instrument in there. And
when the bombardier was going to drop them, he pressed that
button on that, and that registered where the bombs were
going to hit. And then they calculate how close you were
to the target. And on-time takeoff. And then they come in
the -- they had inspectors come in the plane and inspect
everything that was -- everything was OK when you took off.
You weren't -- you know. And -- but I'll never forget,
they had a bunch -- we had the [00:02:00] fire-warning
lights on the instrument panel there. They had a fire in a
certain engine. They were always coming on. Because they

had -- it was like [solder?] wire around the engine about three different places. Well, that vibration sometimes would separate that, and then the light would come on like you had a fire. Well, you didn't have no fire, but if the light -- so -- and they would kind of cancel you out if you had that. So if lights come on -- so we took all the bulbs out of those. So there was no lights coming on.

(laughter)

Yeah, that Marlboro Man, he was in New York, at a rodeo. He was a real handsome guy, you know. And that's -- they didn't have a Marlboro Man then. That's when they first started that. And he said he was [00:03:00] rodeoing, and somebody spotted him, one of the film guys spotted him or something and got a hold of him and told him they wanted to do a photo shoot of him. And they told him where to be and what time to be there. And he didn't show up. And so they hunted him down -- he was staying at a hotel there somewhere. They hunted him down and said, "How come you didn't show up for that photo shoot?" And said, "That could've been, you know, pretty profitable for you." He'd got in a fight in a bar the night before and got all skinned up, black eye and stuff. And he said, "I didn't want to come in." And they doctored him all up with a makeup artist or whatever, and he got the job. And they'd

fly him all over the country. And then they -- you know, they passed a law in the United States you can't advertise cigarettes no more on television or --

JUNGE: Oh, on television, yeah.

FAUSSET: Can in magazines, but -- yeah. But they'd fly him all over, and he got a condo up there. [00:04:00] And the one -- and my brother knows him real well, there in Riverton. And they come in and fly him to, like, Mexico and do stuff. Because they can advertise in Mexico, other countries or whatever. And he makes pretty good money at it.

JUNGE: Is he still doing that? He must be quite old by now. I mean, I'm quite old, I'm 71.

FAUSSET: Well, I -- yeah, I don't know.

JUNGE: Because I thought he was a little older than me when I talked to him about doing an interview one time. This is when I was doing interviews 24 years ago.

FAUSSET: Well, that's what I was going to say, that guy, he mu- - he's probably getting up there now. Last time I mentioned it to my brother, my brother mentioned he was still -- that's quite a few years ago, whatever. But -- yeah, they'd come in and fly him to Mexico or Canada or whatever.

JUNGE: I heard he died of lung cancer.

FAUSSET: Well, I think this orig-- the first one did too, I think. He died when he was 73.

JUNGE: Is that right?

FAUSSET: His wife still had the condo up there after he died. So. [00:05:00]

JUNGE: Now you told me something. You're a smoker. But you managed an hour and a half with me without having a cigarette. So you're not exactly what you'd call a chain smoker.

FAUSSET: No, I sleep eight hours a night and I don't smoke all [there?]. (laughter)

JUNGE: You don't? (laughter)

FAUSSET: It's just a -- it's a habit, like everything else. It's just a habit.

JUNGE: But you're now 82, right? Close.

FAUSSET: I will be 81. I will be 81.

JUNGE: Eighty-one, excuse me. I don't want to make you old before your time. You'll be 81. You said to me outdoors here that you've been smoking since you were 15. That's 66 --

FAUSSET: Not real steady. I was sneaking it till I was -- because I never would -- could -- smoke at the house until I was in the service, I come back and I could smoke in the

house. But my dad smoked cigars for as long as I can remember.

JUNGE: Really?

FAUSSET: Yeah, and he smoked cigarettes and --

JUNGE: Did your mom smoke?

FAUSSET: No. And my older brother, he just died there a few months ago. He was [00:06:00] 84, [8]3. He smoked when he was young, but he hadn't smoked for a long, long time. He had all kinds of health trouble. And he -- my younger brother smoked and chewed, but he -- I think he finally quit both of those. He's 10 years younger than I am.

JUNGE: So how many cigarettes do you smoke a day?

FAUSSET: Good pack.

JUNGE: A pack?

FAUSSET: Good pack.

JUNGE: Of those long ones?

FAUSSET: Eh, they're [fairly?] long. But if you look at my ashtray, they're only about half-smoked.

JUNGE: Wow, they look like pencils.

FAUSSET: No, they aren't -- (laughter) they aren't that long.

JUNGE: Let me see. OK. I'm going to compare this to my -- I haven't got very big hands. It's longer than my middle finger. That's got to be -- one, two -- well, with the filter -- with the filter --

FAUSSET: The filter takes up almost a third of it.

JUNGE: -- one, two -- no. About a fourth, don't lie.

(laughter) One, two, three -- what is this, four-and-a-half inches long.

FAUSSET: But if you look in the a-- I look in the ashtray, I don't smoke in the house, because secondhand [00:07:00] cigar-- stuff will kill you, you know, that secondhand smoke. So I don't smoke in the house. If you look at my ashtray out there, there's -- a lot of them are only half-smoked or whatever.

JUNGE: Wait a minute. (laughter) Secondhand smoke kills you, so you smoke outside. OK.

FAUSSET: I don't want to stink the house up, because it won't be too many years they'll be trying to sell it. You know that, don't you? (laughter)

JUNGE: You got kids, right?

FAUSSET: Huh?

JUNGE: You got kids?

FAUSSET: I got three, yeah. One of -- my daughter's got that real-estate office here in town; it's right across from the bar down there. And then my son's in Colorado Springs. Actually, Palmer Lake. It's this side of -- you know where that's at?

JUNGE: Yup.

FAUSSET: Yeah, that's where he lives. It's at a little town about this size. And he drives to Colorado Springs and works. And then my youngest daughter, she lives in Bismarck, North Dakota.

JUNGE: What does she do?

FAUSSET: She's not married.

JUNGE: Well, Palmer Lake has got to be bigger than this place, don't you think?

FAUSSET: It ain't very big. Only got one little gas station.

[00:08:00]

JUNGE: Well, that's the worst part of the highway, between Denver and Colorado Springs.

FAUSSET: It's off the highway about three miles.

JUNGE: Oh, OK. But Palmer Divide -- you've heard of Palmer Divide?

FAUSSET: Yeah. But the Palmer Lake -- the town Palmer Lake -- is about three miles off the high-- off the interstates. It's about three or four miles that you have to drive to get on the interstate.

JUNGE: Let's get back to aviation for a second.

FAUSSET: OK. That's where we were supposed to be to start with. (laughter)

JUNGE: What -- how many different airports have you -- or landing strips -- have you landed at -- on -- in this state?

FAUSSET: Las Vegas. Denver. Phoenix. Tucson. Billings.

JUNGE: Rapid City.

FAUSSET: Gillette and Cody and -- not too many big airports, actually.

JUNGE: Rapid City?

FAUSSET: Huh?

JUNGE: Rapid City?

FAUSSET: I never did fly over there. Oh, yeah, I did. When I [00:09:00] sold my airplane. I thought -- I paid \$7000 for that 182. This was back in '63 or '4 or '5. I bought it from the flying service in Worland. And it had hours on it, but they used it for charter work and stuff. And I bought it for \$7000. I sold it -- I don't know, I flew it for five or six years and sold it for \$7000. Now that's pretty darn good. If I'd have parked that in a hangar out here and not even flew it any more, being a -- you could get about 30 or \$40,000 out of it right now.

JUNGE: Really?

FAUSSET: Yeah, they're on demand.

JUNGE: You still got it?

FAUSSET: No, I sold it to -- that's when I flew it to Rapid City and guys from Wisconsin-- or Minnesota or Wisconsin -- I put an ad in the Billings paper. And they called me up. And they were just starting to fly, and they were going to bring their [00:10:00] flight instructor with them. And if -- I'd fly it to Rapid City, and then if everything was OK they'd buy it. So I flew it to Rapid City, and then it was the instructor and I think two other guys with -- I think there was four of us on the way back. So I said, "Yeah, I'll sell it to you for \$7000, but you gotta fly me back to Ten Sleep. I gotta get back to Ten Sleep." So they had this instructor. I don't know how many hours he had. He didn't look like he'd probably been there [in?] a long time. So I got my altitude and flew over the top of the mountain here. And as soon as I got to the top, I just reached back and pulled the exer-- or the carburetor heat - - and pulled the flop. Because it was all downhill from there, you know? Because you were 9000 feet up there. And the instructor [got up out that?] thing. (laughter) And I landed here. And I seen when he took off, [00:11:00] he was still trying to climb, the last I seen him. (laughter) They weren't used to mountains, you know. He probably never -- (laughter)

One time I -- one of the ranchers' wife out here, she had a little baby. And they come down wanting to know if I'd fly her over to Hot Springs, South Dakota. Because that's where her folks were, and they wanted to see the baby. I said, "Yeah, I guess." They were my customers, what the hell am I going to do, I mean? So we got loaded up, and I took her over there to Hot Springs, South Dakota, and landed just a little strip there [out of?] town. And about a week later they called me up, wanted to know if I'd go pick her up. (laughter) That's that charter-service type stuff. So I goes over and picks her up. And she had all of her baby stuff, and she had a -- one of them diaper buckets, you know, and it's got a lid on it. And we were -- I was climbing to come over the mountain, about Gillette or somewhere. And I got up to about 9000 feet, and I was flying along there, and bang! "Oh, shit." I looked at all the instruments to see what had happened there, blew a jug or something. And everything was OK. And she said, "What was that?" And I said, "Oh, I think I had it leaning too much, I think it backfired a little bit or something. And -- well, I was watching every place where I could set down or whatever. And we landed out here, and she started unloading her stuff. She said, "Oh, lookee here. It blew

the head -- lid -- off of that diaper bucket." (laughter) I was nervous all the way (inaudible).

JUNGE: And that's when you puked.

FAUSSET: No. (laughter) If I'd have told her, she'd have been the one who was puking. (laughter) But I knew something bad had happened -- it had to. What was that noise otherwise?

JUNGE: Oh, God, that's funny. Did you -- when's the last time you flew? [00:13:00]

FAUSSET: I sold that 182, and then I didn't fly for three or four years. And I seen it, and there was a rancher out here who was a good friend of mine. [Wash?] and his wife used to run around together. He was learning how to fly, taking lessons over in Worland. And I seen this ad in the paper, Taylorcraft, 1947 Taylorcraft advertised over in [Gillette?]. And I was telling him about it. Because I still liked to fly, and I thought, "Well, can't do no charter work." It was about like a J-3, you know. Did have the controls but didn't have the stick. It had the controls. And guy wanted \$2,000 for it. And I said, "Ray, wanna go half and half on that?" He said, "Yeah, I'll go in half with you." So we bought that, and we flew that for [00:14:00] three or four years. Then his brother, his older brother, decided he's going to learn to fly. So he

took some lessons in Worland, and then he was going to get his hours in on this Taylorcraft. And I thought, "That ain't quite right!" (laughter) Anyway, well, we had -- we paid \$2000 for it. Nice plane. It was unreal what that thing could do. It was almost like a Super Cub, almost. I mean, it didn't have that big a motor, but boy, it was -- it would really perform.

So him and his buddy, they were going to fly over to Kaycee and look at -- he'd bought some sheep over there -- his buddy had bought some sheep over there, and they were going to brand them, you know, with the sheep brand paint. They had a five-gallon bucket of paint. And they were both big guys. So they takes off and goes over to Kaycee and going to -- they landed in a field there. And got to looking around; it was the wrong place. [00:15:00] So they decided to take off and go -- it must have been another mile down the crick there, for the place they were supposed to land. There was an irrigation ditch right in the middle of it there. And when they went by that irrigation ditch they just jerked (inaudible) right out from under them. (laughter) Slid out on the snow, bent the prop, plopped over on one wing.

He called me up, he said, "Bob, guess what happened?" I said, "I don't know." He said, "What should I do?" I

said, "I don't know, whatever you want to do, Ray." We didn't have no insurance on it. We just made a deal -- whoever wrecked it bought the other guy -- had it fixed or brought the other guy out. It was just a handshake deal. And I said, "I don't know, what do you want to do, Ray?" And he said, "I talked to the flying service there in Sheridan, and they said, "Well, it probably would cost about \$1000 maybe to fix it or whatever."

So his brother got his truck, livestock truck, and we went over there and took the wings off and loaded it up in that truck and brought it back to Worland. And the guy got -- he was a real good [00:16:00] mechanic, over there in Worland. He was an old mechanic that knew about those type planes. And he got it all -- gear all fixed up in the prop. And then he decided he had to do an inspection on the wings. Well, one of the wings -- it had wooden spar wings. Cracked, one of them. So they had to take all the fabric off and put a -- well, it ended up costing \$2100. (laughter) So anyway, then later on is when this -- his brother decided he wanted to fly. And I said, "Ray, you know, I'll just sell that. I'll just sell you my half." And -- I said, "Ray, why don't your brother just buy my half?" And he said, "No, I don't think so. We might want something different than that or--" you know. I said,

"OK." I said, "[I should?] sell it then." He said, "OK. Let's just sell it." Because he didn't think I'd get it sold. I put an ad in the Billings paper, \$3,200.

[00:17:00] And I got a call the next day, and a guy wanted it. And he was just learning how to fly. So he said, "Can I come and look at it?" And I said, "Yeah." But by the time they got here it was dark, so he couldn't fly it. But I rolled it out of the hangar and showed him everything.

(inaudible) And the instructor was with him. So he gave me a check for it, \$3,200. So I called up Ray. I said, "Ray, I sold the plane." Well, I only had \$1,000 in the thing.

(laughter) He had \$2,000 in his half. And the guy wanted - - they wanted me to meet them in Greybull. So I had my wife follow me to Greybull. And it was about five below zero, and the heat wasn't that great in that thing when I landed there in Greybull. And they took it on to Billings. Never heard nothing from them for about a year. And the guy called me up, and he said, "Who put that big motor in that thing?" And I said, "I don't know. [00:18:00] We didn't." It had been -- originally it had been in a flying service in [Glendive?], North Dakota had had it, and this guy in Gillette had bought it. So they're the ones that probably put the big motor in. Well, the guy wouldn't -- the inspector wouldn't pass it in Billings on account of

the log didn't show that that motor had -- what they did is ground the head down or something, and it -- so that's why it performed so damn good. Instead of a 65-horse, it was about, like, an 80-horse. (laughter) It was -- I had a lot of fun with that little thing. It was fun.

JUNGE: So did -- was he able to fly it, then?

FAUSSET: Huh?

JUNGE: I mean, they didn't approve him because there was no log.

FAUSSET: I don't know what they had to do, but he called me up and said, "Who put that big motor in there?" And I said, "Well, we didn't do nothing to the motor."

JUNGE: So what'd you do? Did you pay \$2000 to your friend for his investment? His side of the investment?

FAUSSET: We split it.

JUNGE: You did all right.

FAUSSET: I made \$600. (laughter)

JUNGE: See, it -- there's something about you, that [00:19:00] business man in you.

FAUSSET: He didn't think I'd get it sold. Then I had that hangar out there. And that's when I had the campground. And I said, "Ray, you guys want to buy--" I'd paid \$300 for that hangar, in Worland. And the guy hauled -- charged me \$200 to haul it over here. So I had \$500 in it. And I

said, "Ray, you guy-- you and your brother want to buy that hangar?" Because they'd bought another plane -- they'd got another plane. He said, "I don't know. No." And hemming and hawing around. I said, "Well, if you don't want to buy it, I'm going to tear it down and bring it down to the campground and make a shop out of it so I'll have a shop down there." Well, he -- yeah, he said he'd buy it. So I sold it to him for the same price I had in it, \$500.

JUNGE: Is that that one I passed on the highway?

FAUSSET: Yeah, yeah.

JUNGE: That wooden thing sitting out there? Just as I go out of town, on this road to Big Trails, it's off to the right?

FAUSSET: Mm-hmm.

JUNGE: That's it.

FAUSSET: Yeah, metal hangar. Yeah. But it was a taildragger-type hangar. And when I bought that 182, it was a nose type [00:20:00] so it had a high tail (inaudible) -- the tail was high, right? So what I did is dug a trench for the main gear, and then left the dirt for the nose gear. So the nose gear was higher than the main gear. So it tilted the tail, so I could just slide it in there.

(laughter)

JUNGE: There's more than one way to skin a cat, as they say.

FAUSSET: Yeah, right. "What are we going to do now?" I don't know, dig a trench. So he had to get the main gear in the trench and then leave the nose gear high. Then Robbie, that one-- 210 -- he had, that hangar he has was for a taildragger too. And he got a jack, so he could jack the nose strut up. So it fit in there. That's when he had that 210. So he jacked the strut up, and then it'd bring the tail down, and he'd get it in there. (laughter)

JUNGE: Now he's [00:21:00] got that Maule.

FAUSSET: Yeah. They're quite an airplane, the Maules. They are.

JUNGE: When's the last time you flew?

FAUSSET: Huh?

JUNGE: When's the last time you flew?

FAUSSET: That's the last time I flew, is when I sold that Taylorcraft. So that had to be...

JUNGE: How many years ago?

FAUSSET: I sold the campground in '92, so it had to be before that. So I haven't flown since then, yeah.

JUNGE: Are you going to fly again?

FAUSSET: I was telling you, I'd like to check into this ultralight thing.

JUNGE: Oh, that's right, that's right. Well, you'd have to have a good day to fly that, though, right?

FAUSSET: No, they're -- I know a kid in Colorado's got one.

And he's down there by Boulder, which is fairly high. And they're -- they've come a long ways with those, from what they first started with them. And they've got fairly good size motor. They've got snowmobile engines, is what they used in them. They get right with it. They'll fly -- I think stall speed's like 30 or something.

JUNGE: What do [00:22:00] you suppose it would cost you to buy one?

FAUSSET: Well, they're not cheap. Nothing is, anymore. You're talking 10 grand, probably.

JUNGE: For an ultralight?

FAUSSET: Yeah. And these companies won't sell you one out of the factory. You got to assemble it. Because that lets them off the hook. Experimental-type stuff. They won't sell you one all completed, out of the factory. There's one place in Salt Lake that has advertised them, I don't remember what they called it, but there's got to be a kit-type thing, you know, where you got to do some of the stuff.

JUNGE: How far could you fly in one of those on a tank of gas?

FAUSSET: I don't know, not -- well, I...

JUNGE: I mean, you couldn't fly it out of Salt Lake to here.

FAUSSET: No, no, no. Not unless you took your sleeping bag.

(laughter) No, yeah. You couldn't fly them that far. But piddle them around, you know, just -- it'd be -- [00:23:00] seem like it'd be a lot of fun.

JUNGE: Well, now, you're 81. Just about, huh?

FAUSSET: So better do it, then.

JUNGE: You better do it.

FAUSSET: Oh, here's your [pop?].

JUNGE: Oh, thank you. Here, let me just put that here for the time being. I forgot all about that.

FAUSSET: I did too.

JUNGE: Well -- OK. I don't know. Was there any other question I was going to ask you?

FAUSSET: I don't know. We talked about a lot of stuff that didn't have anything to do with that.

JUNGE: I know. You've led more than one life.

FAUSSET: Well, I'll tell you that -- I quit riding my truck about a year and a half ago. And this retirement ain't that much fun. And I got that old habit of waking up early in the morning. What are you going to do?

JUNGE: Watch the TV. And get pissed off at the world.

FAUSSET: Depends on which channel you watch. If you watch the Fox channel, you'll want to move to Mexico. (laughter)

JUNGE: Bob, are you a Democrat or a Republican?

FAUSSET: Both. [00:24:00] (laughter) I haven't forgot about George Bush yet.

JUNGE: You mean in a good way or a bad way?

FAUSSET: Well, in the bad way. All the stuff that he pulled. And the vice-president's from Wyoming, you know.

JUNGE: God, and I kept avoiding getting into a political discussion with Rob. Because I didn't really want to talk about it. But he --

FAUSSET: I think they're Republicans up there.

JUNGE: Yeah. He is a Republican. And he's just not happy with the government and -- rather than say, "Well, what are you -- what's the matter?" I just stayed away from it.

FAUSSET: I can't say much because my wi-- my daughter's husband, his dad's the mayor of Ten Sleep. So I got to keep my mouth shut there. (laughter) And I call that -- I don't know about how you feel about him, but I watched Ten Sleep go down the drain. Most of it was caused by government in one way or the other. All the filling stations, that was government. They closed them all.

[00:25:00]

JUNGE: Because of what we call the LUST program. "Leaking Underground Storage Tanks." Right? OK.

FAUSSET: And this filling station I had had all overhead tanks. I never had no underground tanks. But I'd already sold it,

and it had changed hands a couple times. The town council passed an ordinance you can't have overhead tanks in city limits, so that wiped that one out. That one could've hung on for a long time.

JUNGE: Why did they pass that?

FAUSSET: I don't know. Why do they do a lot of things? When I had that filling station, right where the senior citizen center is -- you've seen that? There was a motel there. A 15-unit motel. Been there for 50 years. The town got a grant, tore it down, built this -- I call them [tightwad?] center. I don't -- I'm not too popular about that. But -- so that eliminated another -- a motel in Ten Sleep, which did, you know, it had [00:26:00] customers all the time. They called it Ten Sleep Inn. Then the town, the café and motel I had on the other end of town, it changed hands two or three times. And then they split it up, where the motel and the café was separate. The town got a grant, and made a museum out of it. Now that's progress, right?

(laughter) Isn't it?

JUNGE: I guess it just means you built up a lot of history.

FAUSSET: For a while we had no restaurant in town at all. At all. Because this one down here used to be -- that was a grocery store, and then they converted it over to a café. But it's not open all the time. Yeah, some of that stuff

that they've done is unreal. Because it -- that takes them out of the tax roll, right? They're never taking no taxes no more. They don't collect none, either. And then they worry about, "Where's the money going to come from? [We need a?] one-cent sales tax." (laughter)

JUNGE: Do you think that'll happen?

FAUSSET: It seemed like they [00:27:00] can con everyone into it. They had one in Worland, or Washakie County, to build a new swimming pool. And they coned everybody into voting for that, for five years or whatever. (laughter)

JUNGE: Well, do you think Ten Sleep's just going to die?

FAUSSET: Yeah. But it's happening in -- to all the little towns. Basin, there's no restaurant in Basin anymore. And that's not a big town, but it's a fair--

JUNGE: Well, it's the county seat. Bighorn County.

FAUSSET: Yeah. No restaurant there no more.

JUNGE: Whatever happened to Aviation Maintenance Publishers?

Didn't they used to be there?

FAUSSET: Huh?

JUNGE: There was a company called Aviation Maintenance Publishers. They published aviation maintenance periodicals, or pub-- just publications, I guess.

FAUSSET: Yeah, I can't --

JUNGE: Oh, I can't think of the two guys. There were two brothers that ran it. Cost! Jim and Bob Cost, or something like that. C-O-S-T. You didn't know them?

FAUSSET: Uh-uh.

JUNGE: Yeah. [00:28:00] OK. Did -- do you know Chuck Wilkie, in Worland?

FAUSSET: I've heard that name.

JUNGE: He's on the aeronautics commission. I need to talk to him too.

FAUSSET: Because they can't hardly get flying service in any of these smaller places. They're having all kinds of trouble now. These people own this café down here, her dad lives in Alabama. So they closed up and caught the Worland flight to Denver, and then to Alabama. So on the way back, no flight from Denver to Worland. (laughter) They had to rent a car. OK? That doesn't sound too bad. But they wouldn't rent them a car unless they brought it back to Denver. (laughter) So they had to take the goddamn car back to Denver.

JUNGE: And then how'd they get back here?

FAUSSET: Well, they had somebody follow them or something. I told them later, I said, "You could've called me." I said, "I ain't doing nothing anyway. I could've come and picked you up," or whatever. Yeah, they wouldn't -- none of the

car [00:29:00] companies would rent them a car to turn in -

-

JUNGE: To Worland?

FAUSSET: -- to Worland, or in this whole area. I don't know which company it was.

JUNGE: They probably didn't know there was a town called Ten Sleep.

FAUSSET: But you'd think they could've turned it in somewhere. Cody, or --

JUNGE: Do you ever go over to Worland very much?

FAUSSET: Once a week.

JUNGE: To buy groceries?

FAUSSET: Groceries, and there's a little café over there called Maggie's. This one's closed down here on Tuesdays, so that's when I go to Worland. (laughter) I don't -- this cooking thing ain't the greatest. And I had a restaurant for 25 years. But they never would let me cook in it. (laughter) They let me wash dishes and haul the trash, but they never would let me cook in it. (laughter)

JUNGE: That doesn't sound very -- like you were a very good cook, maybe.

FAUSSET: No. Once in a while I get an egg I can eat. But most of the time they're, like, tough or -- (laughter)

JUNGE: You can't even boil an egg, huh?

FAUSSET: No, I don't try -- I haven't tried the boiling part.

I've been trying to fry them. (laughter) [00:30:00]

JUNGE: Bob, you're a trip. You are a trip. Well, listen --

FAUSSET: Where you got somebody else to see you or whatever?

JUNGE: Well, I thought I'd stay in Worland. Why, did you want to do something?

FAUSSET: No.

JUNGE: Can you think of anybody else I should be talking to?

FAUSSET: Well, aviation-wise, like I say, there just -- there never was that much aviation activity over here. I knew the guy that had -- his dad had a ranch up here, by the Girl Scout camp -- that used to be the Girl Scout camp. He moved to Worland, and had a flying service over there, and they did crop-spraying and stuff. And his name was Tolman. Jerry Tolman. All the Tolmans that I've ever known were heavy drinkers. And his cousin -- they had a ranch up -- not too far from where you went, [you'll sight it?] there before you get to the canyon there, a ways. But -- and we always figured [00:31:00] Jerry would get killed in an airplane. His cousin would get killed drunk driving. It was the opposite. Jerry, the guy that had the flying service, got killed between here and Worland in a -- rolled a pickup, drunk. And his cousin got killed in an airplane up there when they were hunting for elk, up on a mountain

with some guy that didn't know how to fly. (laughter) But it was just the opposite -- everybody had it figured that's the way it was going to be. And it turned out just to be the opposite. (laughter)

JUNGE: What was the -- what's this ranch that's called Red Reflet? What is that all about?

FAUSSET: Well, it's millionaire people. And they don't run it like a ranch. He's got a damn Learjet, and some -- like a Cub and a helicopter. Him, his wife, [00:32:00] they're some kind of executives back east or something. They just fly back and forth to work or whatever. They're not there that much. But they kind of turned it into a guest ranch or -- where they get people to come in there and stay and watch the cows and stuff like that.

JUNGE: You have many of those barons against the hills, these rich people?

FAUSSET: Yeah, they got -- yeah, they built some, like, apartments and stuff for people to stay in. And they get to watch a ranch operation. I think it's a tax dodge, more than anything. Because -- and he built his own airport out there, strip -- a paved strip out there.

JUNGE: So if you ever got stuck in your ultralight, you could always just go down to his ranch.

FAUSSET: Well, ultralight you don't need an airport anyway.

You can land --

JUNGE: You could land it in your front yard, maybe.

FAUSSET: Almost. (laughter)

JUNGE: How long would it take to -- how long a runway would it take to land an ultralight?

FAUSSET: Oh, it wouldn't take -- I don't know, [00:33:00] 50 yards or less, whatever. It wouldn't take very much. They stop real quick. And they get off the ground real quick too. Yeah.

JUNGE: Are they --

FAUSSET: Yeah, I'm thinking -- I don't know. They say you can't take it with you. Money? But my daughter said -- I said, "I hear you can't take money with you." And she said, "Yeah, you can, Dad." She said, "Just figure out how much you're worth, and I'll put a check in the coffin."
(laughter)

JUNGE: My dad used to have a ball cap. And on the front of it was printed, "If I can't take it with me, then I ain't going." (laughter)

FAUSSET: I'm not rich, but I got money. But, like I say, I never had any toys, and it's boring as hell.

JUNGE: Well, wouldn't an ultralight -- I think I asked you this, but isn't it a little -- supposed to be a little more

dangerous than a regular plane? Or not? [00:34:00] How stable are they?

FAUSSET: Huh?

JUNGE: How stable are they?

FAUSSET: Well, their worst enemy is wind. Air currents and stuff. That's their worst enemy. But they fly slow -- and they even make one now with a chute in it. A parachute.

JUNGE: Really?

FAUSSET: Huh?

JUNGE: Seriously?

FAUSSET: It's in the tail section. And it's mostly be for, like, [structural space?] or whatever. You can pull it and it'll -- you're going to get hurt a little bit, maybe, but it will let you down. Yeah, I see one advertised -- I can't remember where it was. It's got an emergency chute in it. But most of the time you're not flying that high anyway, with one of those. But the thing about it -- with aviation anymore they got so many regula-- I probably couldn't even pass the physical for a -- and I'm not sure - - I don't know how Rob passes his either, because he's had some health trouble. And I wonder if he isn't [00:35:00] probably only allowed to fly by himself, maybe. I don't know, but...

JUNGE: I don't know, but he said he has to take a stress test every -- I don't know if he said every year or every three years he has to take a stress test, which he said was pretty rough. Well, I know what a stress test is, because I've had heart operations. You get on a treadmill and, you know, they raise the treadmill until you can't do it anymore. So...

FAUSSET: He had some serious health trouble here a few years ago. I think he had a -- and way back, 10 or so years ago, he was in a -- Casper Hospital for quite a while. I don't remember what that was all about.

JUNGE: He was a jet pilot in the Air Force.

FAUSSET: Yeah. But --

JUNGE: We can take this off, don't worry.

FAUSSET: Well, he wasn't in that long. One of those -- you know that ranch, it's about 12 miles long? And I don't know how wide? [00:36:00] That's a big ranch.

JUNGE: Is it?

FAUSSET: Oh yeah. He was in -- he got it -- he was a pilot. But he wasn't in as long as you're supposed to be. You know, when you -- you have to sign up for, like, six more years, to go to -- for flight training -- to become a pilot. So he got out pretty quick. I think there was politics involved there somewhere. (laughter)

JUNGE: Oh, so he could run the ranch.

FAUSSET: Yeah.

JUNGE: Oh yeah. OK.

FAUSSET: We had a kid out here -- that's when I had the filling station. He got drafted. And he was only in, like, a short time. Went through basic in just a -- his dad got him out on a hardship discharge. He had a ranch out here. His two older brothers were [supposedly still?] sitting on the couch in the house. (laughter) And it wasn't that big a ranch. As soon as he got out, he signed up for [00:37:00] everything. I mean, he's got the [veterans'?] -- everything veterans can get. He was only in there -- he wasn't in there six months, I don't think.

JUNGE: Well, do you get a military pension?

FAUSSET: No, I was only in four years, yeah.

JUNGE: Well, you shou-- aren't you entitled to a pension after four years?

FAUSSET: No. I can get all the vets' benefits. But not pension. No pension. I was in four years, and then I was in the Reserves for four years.

JUNGE: Well, if you have a medical problem, where do you go? There's no vets' hospital here.

FAUSSET: I told you, I haven't been to a doctor for 50 years.

JUNGE: Oh, that's right. (laughter)

FAUSSET: And if you go to the -- they have one in Sheridan.

And this guy across the street, he's an ex-Navy guy. They sign -- you got to follow their deal. You got to go once a year, for checkups and -- like I say, doctors sell drugs, and I'm not interested in drugs. So, I don't -- but I get exemption on my tax -- property tax. [00:38:00] I get exemption on that. But I've never signed up for -- but I was in Reserves for -- you had to be in Reserves for four years -- after I got out. And their headquarters were in Lovell. And that's where they had their meetings and their drills and stuff. I never went to one of them. (laughter) They kept me on the -- I told them, I said, "I ain't coming. I'm running a filling station. I ain't got no time to come up there and march around or whatever you guys do." They kept me on the thing for four years, and then they sent me a discharge from the Reserves for -- after four years were up, and I never went to a one of them. (laughter)

JUNGE: Oh, man. What a life you've had. What a life.

Interesting.

FAUSSET: I've been so lucky. I was telling my daughter the other day, I've been -- talk about luck. I had this filling station. I leased it for five years. And I built up the business [00:39:00] pretty darn good. I had a bulk

business and tires and, you know, the whole thing. But I was putting in a lot of hours. I mean, you put in a lot of hours, like six, seven days a week, most of the time. And -- but at the end of four years -- the company that owned it was from Worland, called Worland Oil. They owned this filling station. And I had a five-year lease. At the end of four years, the guy they had working for them embezzled a whole bunch of money from them. And they were really hurting. You know, they owed people -- Mobil Refinery and Casper big bucks for gas. So they were really in a bind. So they had to sell it, to get -- they had to get some money. And I was what they called a distributor. So they -- I said, "How much are you going to want for it?" And they said, "We've got--" -- it was not that old. It was built in '54. And this was, like, in '60. So they said, "We've got -- we need \$25,000 out of it." [00:40:00] And I said, "I can't handle that, too much." And I finally bought it for \$17,000. Well, if that hadn't have happened -- because when my lease run out, all the business I'd built up, somebody else could have -- or they could have took it. So I had -- almost had to buy, if I was going to stay there. Then the café and the motel, I sold that in '72. In 1970, the café and motel down there, the guy that owned -- was running it -- I think he was from Thermopolis.

And he had a five-year lease on that. And he just walked off and left it after four years. Company out of Billings come and got a lot of the equipment. And the guy that owned it had the motel too. He had a ranch out the edge of town. I knew him real well. Called Paul Frison. He wrote a lot of books and stuff. [00:41:00]

JUNGE: Paul Frison!

FAUSSET: Yeah, Paul Frison. So he comes down -- he come down to the station. It was all locked up up there. This was in the wintertime. It was getting close to spring. And I said, "Paul, what are you going to do with your café and motel down there? Are you going to run it yourself or what?" He was getting up in years then. And he said, "Hell, no, I ain't gonna run it! I'm 80 years old. I ain't gonna run it." He said, "You want to buy it?" And I said, "No, I got this filling station, (inaudible). I can't." He said, "Get in the car here." So we goes down there, and he had a bunch of keys for all the rooms. It was a 13-unit motel. It had the office and the living quarters there, and the mo-- and the café was right next door. Well, he took me in all the rooms. He took me over to the office and the living quarters, and then we went over to the café. Well, most [of them?] quit while he was gone, because the company in Billings had come and hauled

that all off. About all that was left was an exhaust pan. (laughs) And I said, "Wh--" [00:42:00] And he said, "You need this, Bob." "No, I --" (laughter) I said, "What are you asking, Paul?" And he said, "I been asking \$65,000. And there's a lady that wants to buy it, and I think she's gonna buy the damn thing. And I don't want her to have it." And I said, "I can't owe that much." I said, "It's going to take me \$10,000 to get the café going again, by the time you buy tables and stoves and dishwashers and..." And I said, "I just ca-- I don't have that kind of money, Paul. And I don't know how to run a -- I've never been in a kitchen in a restaurant in my life." So he said, "I'll tell you what I'll do, Bob. \$45,000, nothing down. We'll draw up the paperwork, and it's a --" and at that time interest was real high, like nine percent or something. And it was, like, five percent interest. "And we'll put it in the contract if you're having a bad year you don't have to pay me nothing. (laughter) You don't have to pay me for that year." [00:43:00] And he held out his hand, and we shook hands. And he handed me the keys, like the old days, you know? (laughter) So he takes me back to the filling station, and we had to do all the paperwork and stuff later, we had to have a lawyer type it all up and stuff. So my wife had -- she'd been to Worland, and I was setting

over at the coffee shop here. And she came in there. She picked up something for me in Worland. And I handed them keys to her. And she looked at them, she -- "What's this?" And I said, "I guess we just bought [them?]." And she never swore, at all. And she said, "You son of a bitch." (laughter) But I kind of -- there was two gals that were gassing up with me every day that was living up in a house up here. And they were working in Worland. And one of them was a cook, and one of them was a waitress. So I got a hold of them, and I said, "You guys want to run that restaurant for me up there?" And, yeah, they were all hot to do that. They just [00:44:00] moved here from California. So they took over the restaurant, and I was try-- I never -- I didn't know how to run a restaurant. My wife took over the motel. So they were in there about -- this happened, like, in May. I think we opened the first of May. And about the middle of June, [I guess?] things weren't working too good. They were cussing each other in front of the customers, and they were hollering at each other and stuff. So I went down there one day at noon, and they were doing that. So I went back to the filling station, wait till the noon rush was over. And so I went down there. I said, "You know, I'm getting a lot of complaints, you know, about you hollering and screaming and

cussing." And they said -- the one gal said -- "You mean that -- does that mean we're through?" (laughter) What was -- [00:45:00] my wife was in Worland that day, so I went and got a lady that had cooked -- I knew she had cooked -- so I got -- went and got her. And then her daughter waited tables, so I went and got her to fill in until my wife got back. And I said, "You know, I guess you're gonna have to run that too." (laughs) And we had it for 25 years. But it was -- like I say, it was just luck that that guy folded up, otherwise I wouldn't have had that restaurant. And the Game and Fish -- actually, I lost the bid -- the first bid on that -- where the campground is? I bid \$11,000 -- that don't sound like a lot of money, but then it was quite a bit. I mean, it was five acres, and a house, and a barn, and a garage -- where the office is, that was a barn. But we jacked that up and made it a laundromat and built the restrooms and stuff. But anyway. The first bid I bid too -- I think \$11,300. [00:46:00] And that was on a sealed-bid deal. And somebody else -- another guy in town here bid \$11,500. So he got it. Well, they sent it down to Cheyenne, to the lawyers. And they hadn't advertised it properly, something about they were supposed to advertise it up for bid and they hadn't done that. And it was about a year later before they finally got around to doing it

again. And that guy had bought a house up here, so he wasn't interested in it anymore. And I said, "Well, I'll up it a little, to \$11,500." And at that time, you know, people kind of shook their head, "Quite a bit of money." (laughter) Anyway, I had it till '92. I sold it for \$200,000. But I only had \$50,000 in it altogether. Because I bought the hou-- the property -- for 11-something. And then we built -- did all that [00:47:00] building and plumbing and fixing that all up. And that was only, like, another, \$30,000 -- at that time. But now it'd be a different story. But, like, say it was just luck, that that guy -- that that bid didn't count, or I would-- otherwise I wouldn't have had had it.

JUNGE: You've had one lucky thing after another!

FAUSSET: I know it! And I've been smoking for 65 years.

(laughter)

JUNGE: You're starting to make me mad. (laughter)

FAUSSET: I know it. No, like I say, if I total all that stuff up, there's a lot of that stuff that was luck. It was just luck.

JUNGE: Well, I think that's -- you know, I think that's true of World War II veterans that I talk to like yourself. I mean, not World War II, excuse me. But veterans who've been flying for years. You think about all the ways a

person can get killed. And here you are, 81 years old, and you've had all these adventures. Of course, we've compressed them a little bit.

FAUSSET: But another lucky thing is I sold that filling station [00:48:00] in '72. The next year -- I sold it to a guy from Worland. He was a mechanic. And I sold it to him. And I paid \$17,000 for it. But I -- and then I sold it for \$55,000, plus inventory. So it come up to about \$65. The very next year, when they had that gas shortage deal --

JUNGE: Seventy-three?

FAUSSET: Yeah. In '73.

JUNGE: Seventy-three. The oil embargo.

FAUSSET: Yeah. And that guy, he said, "Bob, you must have known that was gonna happen." Because (inaudible) Mobil shut him off, he could only buy 80% of what he'd bought the year before and stuff. And he said, "You must've known that was gonna happen." Anyway, at that time, I went down to that café and put in some self-service pumps. I had the first self-service pumps, right by the ca-- right in front of the café. I put some tanks in, and had self-service pumps. Well, then I -- [00:49:00] that's when I still had the station. So I got Mobil to bid on the gas for that -- they called it the Flagstaff Café and Motel. Mobil bid on it -- they would bid on it, and I would deliver it for less

money than I was buying it down here. That's how crooked some of that stuff is. So I was buying it from Mobil, and then when that crash came, everybody was running out of gas and stuff. And I got a hold of a guy -- and they had a refinery in Newcastle. I got a hold of him, and -- they were wanting to get rid of that gas. They'd even rented a bunch of transport-- trailers -- to put their gas in, and they couldn't get rid of it all. And I called him up; they were happier than hell. And they'd come over and dump -- I had 10,000-gallon storage. And then these other guys in town were all running out of gas. So I told them, I said, "Let me borrow your bulk truck. And I'll [00:50:00] furnish gas to the rest of these stations in town." And I didn't make a dime. I charged them just what I -- exact-- just to keep them going, you know. Because it's kind of a shock for people to find out there was no gas. (laughter)

JUNGE: You did this out of the goodness of your heart.

FAUSSET: Well, yeah, but I had this café, and, you know, if somebody pulls into your filling station, "Where's a good place to stay?" I want them to point to my place.

(laughter)

JUNGE: Yeah. You're a smart guy.

FAUSSET: But I say, it was just luck. Because that next year is when that crash happened on that gas, and everybody's

running out of gas. The deal was Mobil, Texaco, Phillips 66, they'd only sell those people 80% of what they had -- they got that month the year before. Well, that's a shortage -- there's a shortage -- there's 20% shortage right there -- right there! (laughter)

JUNGE: Yeah, and the price of gas went up.

FAUSSET: Oh, yeah. It took off, yeah.

JUNGE: Did you have a lot of the ranchers' business?

FAUSSET: Yeah. I had -- yeah. I had -- I've had bulk business and had tanks [00:51:00] all over up and down. I had Orchards and Hamptons this side of the canyon there. That's a pretty canyon, isn't it?

JUNGE: It is. Beautiful canyon.

FAUSSET: Hamptons are right there. And then down the crick, [Bushes?]. I had pretty well --

JUNGE: How'd you get your gas up there -- bulk gas trucks up there -- in bad weather?

FAUSSET: Well, they kind of -- the guys kind of watched out for me. But the county plows that pretty regular. But they kind of watched the weather and made -- I haul something way up on the mountain just before you get to the canyon, and you go about 10 miles up on the mountain, there's some people that stayed up there all winter. And that was before, like, snowmobiles and stuff, you know. So they had

been -- late in the fall they'd call me up, and I'd come up and fill everything they had up there. And then they'd get by for the winter. Most of it was, like, diesel, or --

JUNGE: Oh, they had, like, a diesel generator?

FAUSSET: -- stove fuel, and they had generators and stuff. And it was like -- and you didn't make no money on that.

[00:52:00] I mean, Jesus, (inaudible) come up there on a rough road and across cricks and everything else. But Sammy Hampton. He's a guy that had a plane. Right there, before you go into canyons. He had a little J-3, I think it was. He never did get his license, but he got -- he couldn't pass the test or something. I don't remember what the deal was. He finally gave up on it or whatever. But he still flew. And he -- them people up there, they dig -- they rigged up a wire, and they stretched it across the barn to the house or something. And then he flew up there. And he made some kind of a hook on the tail. And he'd fly up there in a hook pattern. And he had a rope tied to it or something. And he'd come back down to the ranch. He'd go up and drop their mail to them up there. And then if they had something -- she had a CB -- or a radio.

JUNGE: Yeah. CB or walkie-talkie? [00:53:00]

FAUSSET: No, it's a -- what do they call those, that people have?

JUNGE: Shortwave?

FAUSSET: Yeah. She had that. So they -- she could talk to different people, and then they could call or whatever. Yeah, he was stealing that. Flying up there and hooking that hook wire -- they had it stretched across there -- and then dragging it down to his ra-- he had a little airport right out by the ranch up on the hill there.

JUNGE: What was the wire for? I don't understand. He'd come by and hook the wire?

FAUSSET: Yeah, he -- and it'd take the whole thing. And then they had something tied to it, a bag or whatever. He was stealing that. (laughter)

JUNGE: I'll be darned. What kind of a guy was Paul Frison?

FAUSSET: He was quite a guy. He owned a ranch out here at the edge of town. They call it -- and he's the one who named it Flagstaff. And he wrote a whole bunch of books.

JUNGE: Yeah. *History of the Bighorn Basin*, I think, or --

FAUSSET: *First White Woman in the Bighorn Basin* was one of them. He wrote -- he was a nice -- old -- [00:54:00] real old -- any time I knew him he was still old. But he was quite a guy. A square shooter and did a lot of research with older people. You know, he'd go visit them like you're doing right here. (laughter)

JUNGE: Some day this'll be history. Anyway. Did you know George Frison?

FAUSSET: Yeah. I knew him real well. He's a professor down there. He's a guy -- he was out on this ranch when they sold it. He was a nephew of Paul's. I think.

JUNGE: Yeah, I think you're right. I think that was his uncle.

FAUSSET: Anyway. He was, like, 30 years old and had a family and stuff when they sold this ranch. And he went ahead and got all of his education. And he didn't have that much money, either. Pretty tough going. And turned out to be a noted authority on all that type --

JUNGE: One of the few people that -- maybe the only person -- that made [00:55:00] the National Academy of Sciences from this state. And as an archaeologist -- anthropologist.

FAUSSET: He did it all on his own. He scratched out a education and ended up with a noted professor, whatever.

JUNGE: Well, and he applied the ranching experience that he had, and the hunting experience he had, to the study of, you know --

FAUSSET: One of his hobbies was going up and looking at the -- bunch of caves and stuff right up there. Because their ranch was right out here at the edge of the mountain. And he -- when he had time he liked to explore and go into

caves and dig stuff up and stuff. So he was into that type stuff before he even went to college.

JUNGE: Yeah, I think when he was out riding a horse he'd -- you know, for lack of something to do, he'd be looking at the ground and pick up a maul or an arrowhead.

FAUSSET: Yeah, I knew George real well. Like I say, he was, like, in his 30s when they sold that [00:56:00] ranch, and then he went --

JUNGE: Back to school.

FAUSSET: -- back east and got education and...

JUNGE: Well, listen. What -- let me -- can we turn this off for a little bit?

FAUSSET: Sure.

JUNGE: We're -- you're go-- you know, you wore out my tape recorder. (laughter) It's burning up.

FAUSSET: Yeah, like I say, if you were interested in aviation, most of it wasn't about that. (laughter)

JUNGE: That's all right.

END OF AUDIO FILE PART 2

Part 3

JUNGE: [00:00:00] OK, now go ahead. What?

FAUSSET: Rob Orchard up there, they had a receiver up there.

We could receive Casper up there. So me and another guy, we put one out here on top of the hill and shot it down into town. And -- so people could have -- because we didn't have no TV in the '50s, down here. And then the government deal. The government -- the cable companies turned us in for interference. How the hell could we interfere with them? (laughter) So then they pa-- you had to get a license to have -- operate one of those. So we had a -- and the paperwork was the same paperwork that the TV stations had to fill out. You imagine how complicated. So we did that the first year. We started -- we called it Ten Sleep Free TV Club. And me and this other guy, he owned a motel here in town too. And our license come -- geez, I forgot how much trouble [00:01:00] we had to get that license the first time. And so the next one it come due, I said, "Golden, just don't renew this license. Who are they going to put in jail?" I quit -- I was president of TV Club, and he was secretary-treasurer. And I said, "We both quit. Now who they going to put in jail?" And we operated it for years. (laughter) And [Archer?] was the same way. They made them do all that paperwork. Some guy out of Riverton put that up for them. And it was a big panel. It had all kinds of tubes in it, you know. And a

guy over by Rapid City -- I don't remember how I got his name. Because we were having trouble with every time we get a lighting storm, the tubes -- you know, had a big panel of tubes everywhere. And he'd invented a booster -- [00:02:00] television booster deal translator, is what they called it. Translator. And I don't know how I got a hold of him, but he said, "I'll sell you one for--" I think we paid, like, \$2,000 or \$3,000 to get the antennas up and everything. He said, "I'll sell you something way better than that for about \$500." And I said, "OK." I said, "Will you come and put it in?" I said, "Because me and Golden aren't -- we don't know that much about television." He said, "I'll send it to you, and if you have any trouble putting it in, which you won't," he said, "I'll come over and put it in for you." So he said, "I'll send it to you." Come in in a box about the size of a cigar box. (laughter) Transistors. He's the first guy that invented them, over in Rapid City. And it had a inplug [00:03:00] and an outplug -- (laughter) that's how much insulation there was to it! (laughter) I can't remember that guy's name. He had the patent on it, or whatever.

JUNGE: So you were here when the first TVs went in, then?

FAUSSET: Yeah. We didn't have no TVs when I first came here.

That was in '57, and this was about, like, 1960 or so.

JUNGE: God. What was it like without a TV?

FAUSSET: Well, business was better. Because now -- because you went downtown, like in the summertime, there was people middling around, nothing to do, visiting. Now they aren't. They're home watching that. You know it?

JUNGE: Yup, yup. Well, you -- people used to listen to the radio, though.

FAUSSET: Yeah, I can -- yeah. Well, we didn't get television in Worland until 1950, I think. Nineteen forty-nine or 50.

JUNGE: That's pretty early.

FAUSSET: It was -- and it wasn't that good. It was pretty snowy, black and white, you know.

JUNGE: Oh, yeah. [00:04:00] You used to --

FAUSSET: Yeah, I can remember when I grew up, we were always listening to the radio. My dad listened to Amos 'n' Andy, and we'd all sit there and listen. Trying to listen. (laughter) Yeah, they didn't -- in fact, the first TV I seen, it was after that. Because when I went out to Seattle, to work for Boeing, they had a -- it was a store there that sold TVs. And they had it in the window, and you'd look through the window and see the -- and that was, like, in 1952, or whatever.

JUNGE: We got our first TV in 1954, in Denver.

FAUSSET: In Denver, yeah.

JUNGE: It was a DuMont, yeah. And it was huge! It was a -- well, today, I don't know what you'd call it today. But it wasn't a console. It wasn't a floor model. It sat on a little bitty table that my dad made. And it was huge! With a big tube sticking out the back.

FAUSSET: Yeah, that was the first TV I seen, when I was at -- went to work for Boeing Aircraft. And that was another -- talk about lucks. [00:05:00] I got -- before I got out of the service -- they come around and you could get a promotion if you say yes, you could get a promoted, and if you said no, you're -- they come around about four or five months before you're getting ready to get discharged. And, "You're going to stay or you're getting out?" Well, if you said, "I'm getting out," then you didn't get no promotion. But anyway, about two or three months before I -- because I didn't know what I was going to do for a living. And I was married, had one kid. And so I wrote Boeing a letter, telling them what I'd done in the service, and see if I could get a job with them. Because the job I'd had when I went there was just a Mickey Mouse job, maintenance and stuff. And I'd had all this experience with airplanes, so I thought, "You know, might --" So I wrote them a letter. Never heard -- got out, for about a month after I got out hadn't heard nothing from them. So I signed the five-year

lease on this filling station. [00:06:00] About a week later I got a letter from Boeing. They'd pay me way out there. At that time, five, six dollars an hour was big bucks, you know? And I forget all the stuff they were going to do for me if I'd come and go work for them.

(laughter) And so -- but I kept track. About four or five years later, they had big layoffs at Boeing. Well, that would have been -- give me about time to buy a house or some goddamn thing, and then to have this big layoff and you'd lost the whole thing. So that was another lucky thing. You thought it was bad luck that you didn't get the job, but it turned out -- but ano-- that's the way I got -- I mean, how I got that job? Me and this other kid from Worland, we were graduating. We went out to -- we were going to go over to Bremerton, Washington. And had a buddy out there that was from Worland, and he worked in the shipyard at Boeing. At Ber--

JUNGE: Bremerton. [00:07:00]

FAUSSET: -- Bremerton. So me and this kid, go -- we go jumps in the car, we goes out there. And see if we can get a job on the shipyard. And they weren't hiring anybody at the shipyard. But my folks knew some people from Worland that had went out to Seattle during the war, and this one guy got high up. And they knew him real well. In fact, his

dad had boarded at this boarding house that my mother had when they built the courthouse I was telling you about. So that's -- they'd been from Nebraska, but they all went out to Seattle during the war. So couldn't get onto the shipyard. So my folks said, "Go over and see Logan Garrison. Go over and see his folks. And they'll put you in touch with him." So I goes over and talk to his folks. And he came over -- he didn't live that -- we were staying at their house. And he came over there and [00:08:00] said, "What kind of job you want?" And I said, "I don't know, I just want a job to start with." And he said, "Well, I can't hire you. But when you go apply for this job," he said, "they'll take all your paperwork and stuff. And then when they get all done they say, 'Well, we'll call you when we have an opening.'" He said, "When they say that, say --" -- and I'll never forget this guy's name. He said, "Tell them that you -- Clayton Richie has some information on you." So they gets on the phone and shit, boy, we got a job just like that! Well, what they were doing -- he couldn't hire his friends or relatives. So he had a buddy across the hall. He hired his -- and then he hired the (inaudible)! (laughter)

JUNGE: So there wouldn't be any nepotism.

FAUSSET: Yeah. I couldn't never say anything, or whatever.

Yeah, we had a job right away, but it was just a Mickey Mouse job. [Painting?], it's a runaround, and everybody -- it was one of those, like, those -- them kind of job. The government [00:09:00] had a contract, cost-plus. So the more they spent the more they got. And they had more guys working there than they actually needed, you know? But they tried to keep everybody busy, but -- I remember I got caught in the restroom one time. They had a little donut, you know, come around at break time. Well, if you weren't close enough to that son of a bitch you couldn't get nothing by the time the break was over. So I ducked into the restroom, I was pretty close there. Well, some guy caught me. And he had a badge number. Wrote you up for screwing off or -- (laughter) But I wouldn't have got that job if my folks hadn't knew that (inaudible) people, see.

JUNGE: That's right, yeah. Yeah, it's what -- in a lot of cases, people got jobs because of who they knew.

FAUSSET: Where I really made a mistake was -- I knew I was going to get drafted. Well, if I'd have stayed there till I got drafted, then all the time you were in the service would count with that [00:10:00] company when you got out and come back. I didn't think about it. At that age you didn't care anyway, or whatever.

JUNGE: Yeah, but things turned out.

FAUSSET: Yeah, like I say, it turned out for the best, actually. Because I'd've been there about four or five years when the big layoff came. (laughter) Just enough time to get in trouble. (laughter)

JUNGE: Well -- hell. Let's see. What are you going to do for supper?

FAUSSET: I don't do suppers.

JUNGE: You don't?

FAUSSET: I just snack and piddle around. I don't do suppers at all.

JUNGE: OK. I was going to say I'd buy you a supper. But I think what I'll do then is just go into Worland, and is there a little -- is there a motel there?

FAUSSET: Oh, there are several of them. Yeah, yeah. There's one -- as you go into Worland there's one right there on the hill there.

JUNGE: Yeah, I think that's what I'll do. But -- God, this has been fun! I've enjoyed the hell out of it.

FAUSSET: Yeah, like I say, we talk a lot of stuff but not too much aviation stuff. (laughter)

JUNGE: We got a little bit of that in too, believe me. But, you know, if you can think of anything -- now, do you have [00:11:00] inter-- you don't have a computer, do you?

FAUSSET: No. My daughter's got one. I have trouble running this television. (laughter) I have trouble running my phone!

JUNGE: Who's your daughter?

FAUSSET: [Sherry Fernicke?]. She's got the real estate office right down across from the little bar.

JUNGE: OK. I'm going to put this into my contact list. Now just a minute. I'm going to get your -- everything in here the way I'm supposed to. OK. Contacts. Edit. Whoop, whoop. All contacts. OK. Here we go. Plus. OK. Last name. Fausset. F-A-U --

FAUSSET: -- S-S-E-T.

JUNGE: And do you go by Robert?

FAUSSET: No, I go by Bob. Orchard goes by [00:12:00]Rob.

JUNGE: I can't keep you guys straight! It's been all day. OK. So Bob Fausset. Now, let's see. Is that done? OK, done. OK. Come on, what's going -- add phone. Oop-- OK. Bob Fausset. Edit. Go ahead. Do what you have to do. I'm going to -- OK. What is your phone number here?

FAUSSET: Three-oh-seven --

JUNGE: Wait a minute. Hang it -- oh. Three-oh-seven -- one. OK. Here we go. And then --

FAUSSET: Three-six-six, two-three-two-three. (laughter) It's hard to remember.

JUNGE: Now, if [00:13:00] I add a phone I'm going to put down
-- three -- your daughter's -- is this your daughter?

FAUSSET: Yeah. You can have that card.

JUNGE: Office, OK. Three-oh-seven, three-six-six, twenty-
two-oh-eight. Oh, I better turn this recorder off.

END OF AUDIO FILE