

OH-3033, Tom Woodward, 4-19-2014, WY In Flight

M1: [00:00:00] Take care.

JUNGE: See you.

M1: Be careful.

JUNGE: Nice to meet you. Anyway, I want to tell you ahead of time that I don't know how much of this will actually go into this online museum that -- the person who assigned me to do this is going to create an online museum and I don't know how much is actually going to be on there. She might just strip out 30 seconds, if that much. So I don't know when and where anybody will listen to it, but I want you to know that it is going to be preserved for the future, OK? All right. So let's just start out by saying that today is the 19th of April, 2014. My name is Mark Junge and I'm in Worland, Wyoming, and I'm talking with Tom Woodward who is -- what's your title, Tom?

WOODWARD: I'm the owner of Sky Aviation.

JUNGE: OK. And you're right here at the airport.

WOODWARD: I'm right at the airport, yup.

JUNGE: Are you also connected with the administration of the airport?

WOODWARD: Nope. [00:01:00] No, no, I just own the FBO and I also fly for Admiral Beverage. We have a Challenger, a 601 Challenger, and we have a Sabre 65. So, I do both.

JUNGE: Now, Admiral Beverage is what?

WOODWARD: They -- we're a Pepsi bottler.

JUNGE: OK, that place is still here, after all these years?

WOODWARD: Yes. Yes. And it's getting bigger every day.

JUNGE: Really?

WOODWARD: Oh, yeah.

JUNGE: Why?

WOODWARD: Well, we cover multiple states. We cover Alaska, New Mexico, Wyoming, parts of South Dakota, Montana, Idaho, did I say Colorado?

JUNGE: Why wouldn't Denver be the headquarters for this?

WOODWARD: This is where it started back in [00:02:00] the '40s.

JUNGE: Who started it?

WOODWARD: Newell Sargent.

JUNGE: Newell Sargent?

WOODWARD: And they've had Forrest Clay and Newell Sargent, they had -- don't quote me on all the dates, here, but they started the aviation department back in the early '70s, and they had a Cessna 340 and they had a MU-2, and when I got here, we had the Citation [Fiagoll?] I. Then we went to

Falcon 10. Then we went to a Sabreliner. Then we went to a Challenger. And --

JUNGE: How many years have you worked for them?

WOODWARD: I've worked here for 21 years, [00:03:00] for Admiral Beverage.

JUNGE: As -- what would you call yourself, an Executive Pilot?

WOODWARD: Chief Pilot.

JUNGE: Is that Rob taking off?

WOODWARD: Yup.

JUNGE: Rob Orchard was here, I should say, and -- what's the other fellow's name?

WOODWARD: Gary.

JUNGE: Gary.

WOODWARD: Gary [Judice?].

JUNGE: [Jenise?]. And Alyssa --

WOODWARD: Reed.

JUNGE: Reed was here. And so Rob's just now taking off to, I guess, go back to [Tinsley?], or go back to his ranch?

WOODWARD: Go back to the orchard ranch.

JUNGE: Yeah. Yeah. When and where were you born?

WOODWARD: I was born in North Dakota, and April 2nd, 1949, in Walhalla, North Dakota.

JUNGE: Walhalla?

WOODWARD: That's where I was raised. I was born in Grafton,
North Dakota.

JUNGE: Isn't Walhalla just like Valhalla which is where the
Vikings -- the Vikings used to go after they got killed?

WOODWARD: (laughs) Well, the location is five miles from Canada
and thirty miles from Minnesota, so it's right up in the
northeast corner. [00:04:00] We farmed right on the
Canadian border.

JUNGE: Oh, you were farmers?

WOODWARD: The family was.

JUNGE: I was just going to ask you what your mom and dad did.

WOODWARD: My mom was a barber. She cut hair for, oh, 50 years.

My dad was a baker. He was a cook in the Army, through
Italy and all that. He came home and became a baker. And
then the bakery burnt down. He went out to Amanda Park,
Washington in the logging business and he was riding a log
truck back and it was flooding season, and they went down a
-- anyway, all the water floated the logs off and he went
off and got killed in the logs. So, [00:05:00] anyway,
that's when my mom started cutting hair. Back to her
vocation which was barbering.

JUNGE: How many kids were there?

WOODWARD: Three boys.

JUNGE: So, how did you guys get back to -- or did you come back to North Dakota?

WOODWARD: Yeah, that was the home -- my mom's home, in North Dakota.

JUNGE: So you went back there?

WOODWARD: Yup. Yup. Back to the farm. I got an older brother, two years older. He's a orthopedic surgeon in Omaha. And then there's myself. I became a barber and I went to Vietnam. I was in the Seabees.

JUNGE: The Seabees? As a Naval officer?

WOODWARD: No, not as a Naval -- I was a E4. I went in as an E4, came out as an E4. My claim to fame is I was in the service for 18 months. (laughs) [00:06:00]

JUNGE: Well, wait a minute. Is that a claim to fame?

WOODWARD: Yeah, that's a claim -- yeah, that's the quickest in and out you've ever seen. (laughs)

JUNGE: Well, it should be a claim to fame simply because you stayed alive. Did you guys see action?

WOODWARD: I was in the Seabees, yeah. So the Marines took care of us. And so I was road construction. I drove belly dumps, cement trucks, and cranes. And when there was conflicts in front of us, the Marines came out and stopped us. And they had the firefight in front of us. And they'd

say, "Guys, make sure you've got your helmets on and your flak jackets on. We're going to work this over and --"

JUNGE: What would they do?

WOODWARD: Oh, it was -- they'd call in the F-4s and they'd -- we [00:07:00] -- a lot of insurgents. A lot of North Vietnamese and they would go -- they -- they -- well, they'd line up all the bad guys along the road and they'd say, "OK, it's time. You can go." So, away we'd go. Every day.

JUNGE: When did you get out?

WOODWARD: That was in -- I went in in '69 and got out in '70.

JUNGE: You were right in the heart of the fight.

WOODWARD: I was in Da Nang. Marble Mountain. Monkey Mountain, I mean.

JUNGE: When you look back on this, Tom, what's your perspective or your viewpoint towards the war?

WOODWARD: I was always -- of course, back then I was pretty young. And going into it, I could never figure out Nixon [00:08:00] and all those guys, you had to trust your leaders, so we went into it. And then you got over there and you could see how we could shorten this all up and nobody could understand how come we didn't go in and take care of things, get done with it, and come home. And all the riots and stuff back home, of course, we didn't -- we

heard some of that, but you were pretty isolated over there. You didn't get all of the news like you do today. In order to call home, you -- well, we never did. Just in an emergency. But you'd be on a walkie-talkie, or whatever you want to call them.

JUNGE: Short wave?

WOODWARD: Short wave. It was pretty antiquated and [00:09:00] I was in Hurricane Camille just before we went over, in Mississippi.

JUNGE: What -- can you describe that?

WOODWARD: That was a category 4 hurricane. That hit the gulf coast of -- gulf port, Biloxi, New Orleans. I was in New Orleans when -- on a weekend. They called everybody back to the base. They said, "Get your helmets. Get your mattress off your bed and come to this warehouse." So we had a whole battalion of guys in this warehouse with multiple doors. There were probably, I'm guessing, 20 doors and [00:10:00] a cargo. So you had a door on both sides and the -- when the -- everybody was in there, and the hurricane, the winds started, it was up over 200 mile an hour winds. And when the wind would come, it would come in gusts, and it'd blow the roof off. And as you were -- it would blow these doors in. It started on both ends so the -- of the warehouse, and the warehouse was a half a

block long, and it "Kaboom," it would blow in doors and you'd feel the doors rattling so you'd back your way to that compartment, go to the next one, go to the next one. Finally, it blew all the doors in until we're -- and it was full of cargo. So finally, it got the whole battalion. We were laying on top of each other. And [00:11:00] we were down into just a couple compartments and then the wind -- the eye came right over top of us and we -- everybody -- you could see blue sky and all that stuff. And it was night. You couldn't see blue sky, but you saw stars. And you saw all these transformers blowing up all over the base because you could -- if you were on the right side of the wind, why, you could look outside and it was calm on one side of the building and 200 mile an hour winds on the other side. But all these transformers were blowing up. Then the wind came around. The eye passed and the wind came the other direction, and it just -- we were all there. Finally, the Marines came in with transports and we were all jammed into them and they took us over to cement buildings where all of the [00:12:00] dependents were. That was safe. But nobody -- as I recall, nobody on the base got killed. Devastation. Twenty-foot tidal waves come in -- tidal wave came in. I can't remember. There was 40 or 50 people got killed. We went out and picked

them up out on the bay the next day, but boats and ships were all up on land and roads were devastated. Trees were down everywhere. And it took all of those early, early old houses along the shore. It just cleaned them -- the only thing that was left was chimneys and your water piping that went up to the upstairs bathrooms or something. Those would still be sitting there, [00:13:00] but there'd be foundations. Cemeteries were all -- nobody was buried very deep there because of the water table. And the tidal wave came in and the railroad tracks there -- the railroad track was built up a long ways. And when the wave went back out, it dug up all the cemetery. All the caskets were up, lined up along the railroad tracks. And we -- like I say, I was in the heavy equipment stuff. So our people went in there and just had to dig holes and put all these caskets in. Down there, they'll never know who was in what hole anymore unless a casket was identified, but --

JUNGE: When was it -- when was that? What year?

WOODWARD: Sixty-nine.

JUNGE: So, you got out of the service when? [00:14:00]

WOODWARD: In '70.

JUNGE: OK, so how did you get -- summarily, how did you get from the war in Vietnam to where you are now?

WOODWARD: Oh, then after I got out of Vietnam, well then --

before I went into the service, I went to Oakland and became a barber. So I was an apprentice barber. And then my draft number was coming up and so then my cousin and I had to make a decision. We were -- OK. Lyle Carpenter. Him and I, we had worked on construction during the summer. And so we says, "Well, we're getting drafted. Now, we can either go to the army, that's two years. We're going right to Vietnam. We can go to the Marines. We're still going to Vietnam. That's two years. We can go to the Navy. [00:15:00] That's four years. We can go to the Air Force. That's four years. And -- those are two cushy places. You won't -- or, we heard about the Seabees. Well, that's two years, and you go as a battalion. You stay in -- and we knew that we were going to Vietnam. You had two eight-month tours into Vietnam. So, you could go eight months training, eight months in Vietnam, eight months home, eight months back, you were done." So we says, "We can do that." So we went down to the recruiter and we signed up for the Seabees because we both -- he was a dozer operator and I was hot mix and trucks and all that stuff. [00:16:00] So they signed us up. We went into the service. We went in as an E4 and --

JUNGE: Is that the lowest you can go?

WOODWARD: Well, E1, I think, is the lowest. So they brought us -- because of our experience, we went in as an E4. So that was OK. So we went over there and I had eight months over there, but we had Hurricane Camille in between there, so we had to clean all of that up and then we went over to Vietnam and by the time we came back from Vietnam, they were -- in the '70s, they were dropping troops a little bit more. See, we got over there just after the '68 Tet Offensive. And that went all through our area. And anyway, so I didn't get involved in the Tet [00:17:00] Offensive of '68. I went in in '69, which was good, but we still had a lot of rockets and shooting. It was a mess. But -- so then I got out of that and I went back to -- I was an apprentice barber so then I got my master's in barbering in Jamestown, North Dakota. And so then I got out of that, but when I got out of it, I was working on my barbering, well, I had the GI bill. And I had my private license, so the GI bill paid for 90% of my flying.

JUNGE: You had your license already?

WOODWARD: Yeah.

JUNGE: Where did you learn?

WOODWARD: My -- just before I went into the service is -- my cousin and I [00:18:00] says -- we were watching these airplanes fly around, and we says, "We're going into the

service. We got a month before we got to go into the service." And that was in -- we -- January the 8th, we had to report down in Mississippi. So in December -- and it was cold in North Dakota. Cold in North Dakota. So we had a month. We went to the airport in Grafton, North Dakota. It was 60 miles from home. Says, "Can we get our private license in our month?" And they says, "You betcha." So, away we went and we lived at the airport for that month, and we got our private license in that month.

JUNGE: Do you remember your first solo flight?

WOODWARD: Oh, yeah. Don't I ever. I took off -- it was in a Cessna 150. I took off, and I just got it in the air [00:19:00] and the starter came loose on the engine, and it fell off, and it was banging around inside there. I -- you know how you are -- what in the world? Is the world coming to an end? And so I swung it around and I landed on the runway, and the runways were ice back then. It was a -- this was in December, in January, and so you had to land right on the end to break the -- because the wheels would freeze up. All the snow and they had a little gravel piece right at the end so if you landed right at the end, why, they'd would break the tires loose and you could -- you had your brakes. So I shot it down right on the runway and I walked back in and that was -- that was the end of that

airplane for a while until they got a starter. And
[00:20:00] then they had a 172 and a Super Cub and -- but
you couldn't -- they wouldn't -- there was just cold
storage out there so you couldn't fly -- they wouldn't --
they didn't have any heaters for them. So if you didn't
get them started on the first whack, well, they'd what you
called cross over the plugs. So then you just couldn't.
So they wouldn't let you fly if it was below zero. And in
December in North Dakota, that was kind of tough. So,
anyway, we -- I had my private when I got out of the
service. I went back to cutting hair. And then I had my
GI bill. And I got my commercial, my instrument, and my
flight instructor.

JUNGE: What happened to your buddy who went in with you?

WOODWARD: Well, he went back to the -- he and -- now, he had a
little -- he started up -- that was my cousin. [00:21:00]
And he started up a construction company back in North
Dakota. Hauling gravel and --

JUNGE: Well, why didn't you go into Air Force then, if you
had your license?

WOODWARD: Well, you see, I didn't have all the college and all
that stuff. I just had a private. But they had a lot of
warrant officers that flew the helicopters and stuff. I
wasn't really interested in that. I was just interested in

getting in and getting out. But when I got over there, we used to go up in the Hueys and we'd work for the Marines and they'd pay us back. We helped them out and they'd give us some rides once in a while.

JUNGE: What was that like?

WOODWARD: That was a lot of fun. That was -- those [00:22:00] guys are crazy.

JUNGE: In what way?

WOODWARD: Those guys -- they did a lot of -- I remember a bunch of us got in a Huey one time and we were out over the South China Sea and they just went way down sideways and they were about lapping up water with the blades. Back then, it was just awestruck me. I was sitting there with a 50-caliber machine gun strapped in. And it was -- and flying along the rice patties and it was just -- it was just exciting. We didn't get shot at or anything. And we weren't shooting at anybody.

JUNGE: So you came back and got your commercial? Your flight certification, I mean [00:23:00] instruments?

WOODWARD: Instrument --

JUNGE: And flight instructor certification, right?

WOODWARD: Mm-hmm.

JUNGE: So, was that up in North Dakota?

WOODWARD: That was in North Dakota. Jamestown, North Dakota.

JUNGE: How did you get down here?

WOODWARD: So then from Jamestown, I had my commercial. I got married. And so then I went around the country looking for work. And I went all the way -- Missoula and Idaho and all around looking for work. I got to Cody and John Elgin. He's a -- I don't know if you probably know him, but he's a very, very knowledgeable person in Cody that you need to go and visit. He had B-17s and firefighting and he had Elgin Flying Service in Cody. [00:24:00] So he told me to go to Greybull and talk to those guys, see if there was any work there. And also to go to Thermopolis where Christler Flying Service was. So, there wasn't anything in -- and back then, it was a lot of firefighting and a lot of big airplanes, multi-engine, four-engine airplanes. And when I was in Jamestown getting my ratings, well, Mel Christler came through and unbeknownst to me -- I didn't know who they were or anything -- but they had these Constellations. They came through Jamestown and fueled up and they were on their way to Canada, flying up there, spraying for spruce budworm, up north of Montreal [00:25:00] on the St. Lawrence River.

JUNGE: Now, describe a Constellation for me. What is it?

WOODWARD: A Constellation is a -- Howard Hughes built it in Burbank, California. And they're a four-engine luxury

passenger airplane. At the time, they were -- TWA had them and Eastern had them and they flew them a lot. And they had three rudders on them. That's how you can tell a Constellation, because of the three rudders on it for stability and stuff back there. But they were a fast recip powered airplane, and they were kind of the last ones before the jets [00:26:00] came in. And when the jets came in, it kind of just took away the Constellations and the DC-7s, DC-4s, and --

JUNGE: They were used as commercial airliners?

WOODWARD: They were used as a commercial. Now, the ones that we had, the ones that we operated, they had a batch of 10 of them that Lockheed built and these were called the baby Connies which was the 749s. And then they had the 1049 and a 1649. But ours were the baby ones and we could use regular 100 octane fuel. The bigger they got, the more sophisticated the fuel. One fifteen, one forty-five was for the bigger ones. So these Constellations fit perfectly for what we were doing with them.

JUNGE: Now, when you say we --

WOODWARD: That's Mel Christler of Christler Flying Service.

JUNGE: OK, out of Thermopolis.

WOODWARD: Out of [00:27:00] Thermop--

JUNGE: And you were in Thermopolis?

WOODWARD: I was in Thermopolis. And Mel Christler had -- he bought five of these Constellations from the government. They came up on auction down in Davis-Monthan in Tucson. He bought five of them, and so they got them up to Thermopolis and we took the insides all out and put 3,500 gallon tanks in them [for chemical?]. And we put spray booms on them but we -- and we took them to Puerto Rico. Sprayed all of Puerto Rico for mosquito encephalitis and all of North Dakota for the Red Ri-- not all of North Dakota, but the Red River Valley, say, from Fargo all the way up to the border. But actually, I sprayed my hometown [00:28:00] with the Connie for mosquitos. And we go on and spray all of the water, anything that had water, to get rid of the mosquitos. And then we flew them to Canada. We took four of them to Canada and spray to the spruce budworm that was getting all of their lumber and all that stuff. And we'd do a million acres a piece in six weeks. So we would do a lot of spraying. And then we sprayed all the grasshoppers in this part of the country. With the big airplanes, we could just wipe them out. And now, they got rid of all of the big airplanes and made it so just small airplanes could do that. But they need to do the big airplane [00:29:00] stuff in Colorado and all this forestry where you see all the dead timber. The government should -

- they should have their butt kicked for not -- we lost so much timber.

JUNGE: Were you -- you were actually flying one of these Connies?

WOODWARD: I was a flight engineer.

JUNGE: Which means what?

WOODWARD: I ran all of the engines. I started them. I ran -- you had a pilot, co-pilot, and a flight engineer. Remember, I said you could see my head? That was me running everything.

JUNGE: Yeah, we were watching a video here on the -- you got to tell me the story of these Connies now. What -- go from there and tell me about this presidential plane and so forth and so on.

WOODWARD: Well, Mel Christler in Thermopolis -- we have all these -- we have five of these Constellations that came up for bid and the government didn't even know what they were selling [00:30:00] because they wouldn't possibly have gotten rid of these historical airplanes if they knew what they were. And we didn't know what they were when Mel bought them. I came to work for Mel about a year after they bought them.

JUNGE: When was that?

WOODWARD: That was in, like, '71, that Mel bought them. And we had MacArthur's Constellation, Eisenhower's, and the Dewdrop, we had the Dewdrop.

JUNGE: What was the Dewdrop?

WOODWARD: Dewey was going to be president. And then he lost his presidency -- he didn't make it. Well, they had already -- in Burbank, they had already -- were building his airplane and it came off the assembly line. It was the Dewey. It was for Dewey. And then when it came off the assembly line, they called it [00:31:00] the Dewdrop because he flubbed up the presidency.

JUNGE: (laughs) Tom Dewey ran against Truman and lost. And then what was the other one you had?

WOODWARD: Well, then it was -- they were all Secretary of State type.

JUNGE: Oh, OK. So there were five of them?

WOODWARD: Well, they had a run of ten of them all together.

JUNGE: That Christler bought?

WOODWARD: Well, no, there was ten of these 749 executive ones that the military bought, and Mel bought five of them. And other people got the others. So -- and we operated four of them. Now, the one that -- the presidential one, we didn't operate it because the military had taken out the landing gear and put a different landing gear in it. They put the

1049 gear in it. So we -- it just sat down there in

[00:32:00] Tucson.

JUNGE: Well, what was the problem with the different landing gear?

WOODWARD: Well, it just wouldn't fit up in the -- we just had to get the original landing gear back under it. And then it would work. But low-hanging fruit -- that one would take some work to do. We had the other four and we used that one for parts. So they took all the interior out of these four and made spray planes with them. And they were great spray planes. Like I say, you could haul 3,500 gallons and you'd be putting out three to five gallons an hour or -- anyway, it didn't take very long. It'd take about 45 minutes to run out that much chemical.

JUNGE: What was -- Tom, what was their power like [00:33:00] and their maneuverability? Their mobility?

WOODWARD: Oh, that airplane was like a homesick angel. It just -- we'd be flying at, oh, 100 foot or so and you'd be doing about 250 and you could -- it was quite a sight. And we'd do it in formation, too. And that was a real exercise. Two, you could do pretty good, but we tried four of them one time. And we had airplanes going all over the place. (laughs)

JUNGE: Couldn't stay at formation?

WOODWARD: Oh, no, because you'd go and you'd make these turns, and this last guy, he'd be just hustling trying to keep up that wide arc and come back and -- up in Canada, we had 2,000- foot swath. That's a big swath. Now, the little airplanes -- you know, 50, 60 foot is what the small airplanes [00:34:00] have, and we were doing 2,000 foot.

JUNGE: What was it from wingtip to wingtip?

WOODWARD: Oh, 100 foot, 150.

JUNGE: And you could lay a 2,000 foot swath?

WOODWARD: Yeah, because of the (inaudible) and, you know. And we did a lot of flight testing for the Canadians.

JUNGE: You smile. It's like you really like doing this.

WOODWARD: Oh, that was a lot of fun. We -- and, see, at the same time, we had seven DC-3s, Douglas DC-3s. So we had seven DC-3s and we were operating four Constellations.

JUNGE: Is this out of Thermop, or here?

WOODWARD: Out of Thermopolis. You see, and we had -- we sprayed with the DC-3s and we also did smoke jumping with the DC-3s out of Missoula and Alaska, Oregon, Idaho --

JUNGE: Did you fly up there?

WOODWARD: Yeah.

JUNGE: On those missions or those jobs?

WOODWARD: Yeah, I was co-pilot [00:35:00] on those and -- so, anyway, when I got my -- I was looking for work so then I

ended up in -- I ended up in Thermopolis. So when I got to Thermopolis, the guys were out on contracts. They were up in Canada, working. And the DC-3s were out firefighting and smoke jumping and so forth. So I got there and there was nothing, nobody there. So a guy named Tim Lippincott, which -- he's over in Thermopolis. He's the airport manager now over in Thermopolis. He was a chief pilot. And he happened to be there, and he says, "Well --" I was looking for work and he says, "Well, you can hang around here and do some flight instructing if you want." And [00:36:00] so then I was sweeping the floor and doing some flight instructing and they had a pipeline, pipeline patrol. So we had a Mooney and a 172. And so I would sweep the floor and every time the pipeline guy would go out, well, I'd jump in the airplane with him and I'd learn the pipeline because I figured, Mel would rotate people. You'd learn how to fly on the pipeline and then you'd move up in the DC-3s and the Connies and go, but that's where you -- you instructed and went to the pipeline (inaudible). So, that's what I did. I learned the pipeline on my own with a guy named Dennis Becker. I don't know where he is anymore. And so Dennis moved on to the -- we had a Twin [00:37:00] Otter contract in Idaho. But anyway, he moved on, so I took his place on the pipeline and I was flight

instructing. Pipeline. And then the Constellations came home off a contract. And when they came home, well, they unloaded everything, they landed in Thermopolis -- 4,500 foot strip there, we would land there and turn off midfield, 2,000 foot, great airplane -- and they'd land there and they'd unload everything. All the parts and everything. But nobody knew what the parts were. They were hydraulic pumps and everything that kept the airplane going and everything would just go into the hangar floor and boom, there is was. Nobody knew -- then, all of a sudden, the DC-3s would all start coming home off a contract. They'd do the same thing. I had seven DC-3s out there, four Constellations out there, [00:38:00] and all the parts would be coming in on the floor and nobody'd know if they were good, bad, or ugly. And so I says, "Well, this is crazy. How do you know?" So, they had one guy there, the head mechanic, he pretty well knew what -- this was good and that -- what went on what -- "That goes on a DC-3, that goes on a Connie, that --" So I says, "Well, I'm going to figure out where all these parts go and what's good and what's not, and I'll sort through it all." So I became the parts guy. So I was flying pipeline and I was flight instructing. And I took care of all the parts. So we'd bring an airplane in and get worked on. Well, then

I'd figure out, I'd say, "OK, you guys are going to be changing cylinders," or "You're going to be doing this or that," and so I would get them all the gasket kits and everything. [00:39:00] I'd do all the ordering.

JUNGE: Yeah, but you trained as a pilot. You weren't a mechanic.

WOODWARD: No. Yeah. But back then, I was putting food on the table. And they weren't organized to get all these parts, so I was working my way up the food chain and nobody else was wanting to do it, so I says, "I'll step up and I'll do that." So then I did all of that and I had my regular parts room and everything all organized and when airplanes would go out on a contract, well, I'd put together a flyaway - what we'd call a flyaway kit with cylinders, front- and rear-wheel cylinders and hydraulic pumps and mags and kits to get them all going. [00:40:00] And away they'd go and when they were on the road, they'd call up if they needed - if they used something, well, I'd replenish them and --

JUNGE: Were these used parts you used to replenish them or were -- did you have to keep stock of a new --

WOODWARD: So then I was getting new stuff. And sending in the stuff to get them overhauled. And getting it back. I'd have what we call the yellow tag which is -- means it's good. And so I would have everything all -- back then,

there was a huge, huge parts stuff room full of -- because you had -- on a Connie, you had four engines. On the DC-3, you had two engines.

JUNGE: Did you have complete engines?

WOODWARD: Oh, yeah, we'd have complete engines. And a lot of times, we didn't know what shape they were and stuff until we hung them on the airplane. "Oh, that one worked." And we would [00:41:00] figure out why it didn't work or something.

JUNGE: You weren't the mechanic, though. You didn't do the mechanicing.

WOODWARD: No, but while I was there, while I was doing all this, well, then I was learning the mechanics. And we had -- we brought Frontier's engine shop, too, when -- from Frontier got out of the recip engine, the 1830 engine shop. We bought their engine shop, so I worked in the engine shop also, rebuilding engines and accessories and --

JUNGE: But don't you have to be certified to do that?

WOODWARD: Not as a repair station. I didn't have to have that as a repair station. I could work under people, you see, and that's where I got my experience, working under people. So then most people would -- to get their A&P license would have to go through a school to do that. Well, then I got on-the-job training so I went and took the written test

[00:42:00] and did the practical test on my own and I got my A&P license.

JUNGE: Airframe and power.

WOODWARD: Yeah. Yeah. So then after --

JUNGE: Wait a minute. Before you go any further, this is unusual, isn't it? This is not the way you do things for a mechanic, right?

WOODWARD: I never really do things the way you normally do things. But back then, there was a group of us that -- we all started out like this. We -- a lot of us got into the flying and we got into the big airplanes and stuff and it was just a continu-- we were doing the work anyway because we -- you didn't get paid unless you flew. So if the airplane was broke [00:43:00] down, well, it was -- you just went to work and --

JUNGE: It was a matter of necessity.

WOODWARD: It was a matter of necessity that you helped out changing the cylinders. You helped out -- all that stuff. Mainly it was all engine work. The airframes, they kind of took care of themselves.

JUNGE: OK, so we're going -- let's go back to the Connies now. You had four of the five. One of them was used for parts and you had, how many, seven DC-3s?

WOODWARD: Seven DC-3s.

JUNGE: And this is down in Thermopolis.

WOODWARD: Down in Thermop.

JUNGE: And then -- oh, I wanted you to explain about the Connies because, to me, it's unfathomable that somebody wouldn't understand the history of these.

WOODWARD: Well, you see -- and in my role in the Connies, we couldn't find flight engineers because we -- all these retired [00:44:00] engineers from, like, Eastern and so forth -- well, they didn't want to come up to Worland. What was in Worland? They didn't want to do this seasonal type of work. And they were used to going up to 20,000 feet and going cross country. "What do you mean you're going to fly 100 mile -- 100 foot off the deck and you're going to be spraying and --" And we were a bunch of kids back then. We were in our twenties. So we couldn't find any engineers. So I said, "Well, I'll do that. I don't care if I'm riding right seat or up front or something." So I went and I got my written test out of the way and then I went up to Canada and did my practical up in Canada. And the guy that gave me my check ride, he flew Eisenhower. He was in Eisenhower's presidential fleet and he came around and gave check rides [00:45:00] to our pilots and me as a flight engineer. And that was really cool. So, but Mel didn't know when we got into this, where these -- the

history behind them, because they were just from auction. And so then the Smithsonian had a deal on Discovery Channel and they were saying -- and Mel was sitting in his living room watching TV and here, this guy comes on, and he was looking for Eisenhower's Presidential Constellation. And Mel was looking at it. And they gave the number on it, and he says, "Well, I think I have that thing." So he went and looked in his logbooks, and by jingles, here it is, 810, 0810. And so he gets on the phone and he calls [00:46:00] the Smithsonian up and says, "I've got it and it's in Tucson. It doesn't look very good." You saw the picture of it sitting down on the table. And so they came out to Tucson. Mel met them in Tucson and they went through it, and the interior is still the way Eisenhower had it. The phone and everything, all the berths, all of the galley and all that stuff. The galley isn't it in, but we know where there's a galley in Casper that -- because we took all the galleys out of all of those other four, we just -- we lightened the airplanes up as light as they could get so we could put more --

JUNGE: Spray.

WOODWARD: Spray in it. Light is good. And that was just heavy. So we took all of that stuff out of all these airplanes, but tha-- except for that one. Except for [00:47:00] the

presidential airplane. We -- unbeknownst to us, or if it would've been -- if the right gear would've been under it, we would've gutted it out and flew it also. But it never did. So that one was preserved and away we went with that. But the Smithsonian -- they came with all of their pictures from when Eisenhower was president and matched everything up with the interior of our airplane. Everything matched up identical.

JUNGE: All the pictures that had been taken of the interior matched up to what you had.

WOODWARD: Yes. Exactly.

JUNGE: And -- was there anything unusual about the presidential plane that was different, say, from --

WOODWARD: This presidential airplane was the very first one that was designated Air Force One. [00:48:00] Our Connie was the very first one designated Air Force One. This one -- Eisenhower flew over to Korea in this one and settled the Korean conflict in this airplane. And, see, this is the Columbine II. The Columbine I was when he was general. Columbine II was when he was president. Then they had the Columbine III which was a 1049, was also when he was president.

JUNGE: Well, how could you have Columbine II as the presidential airplane and not have Columbine I?

WOODWARD: Because Columbine I was when he was general.

JUNGE: They didn't have a presidential plane.

WOODWARD: No.

JUNGE: This is the first presidential plane?

WOODWARD: This is the first one that was designated Air Force One.

JUNGE: OK. [00:49:00] So, describe the interior.

WOODWARD: The interior -- you walked in the back. You walked in the back and it -- as you -- it has the presidential seal on it. Where the presidential seal was, all of the screws and all that stuff. And when Eisenhower had it, it was called the Columbine. And the Columbine is the flower of Colorado, and his wife, Mamie, was from Colorado. So it spent a lot of time in Denver --

JUNGE: At Stapleton, or was it Lowry?

WOODWARD: Lowry, yeah. So that's where it spent a lot of time and that's why it was called the Columbine, because of the Colorado flower.

JUNGE: And he probably made more than one golfing trip in it.

WOODWARD: Yes. Yes, he did. He did. And [00:50:00] -- so you walked up in the airplane, and in the airplane, there -- it was a coat rack and a bathroom off to your right and the steward and all that stuff. And then you turn to your left and immediately to your left, as you're walking up to the

cockpit, now, there was seats there and then it was his presidential seat right there. And that seat faced the rear. And it has his phone along the arm rail. That's where his phone was and all that stuff. And then overhead, it had a sleeping bunk on both sides. And you went up a little further and that's where the press and the secret service type stuff were, up there. [00:51:00] Then you went up further and it was a galley where it had the full kitchen type stuff and bathroom. And then you went just beyond that, then it was the navigator and the radio operator and the flight engineer and the pilots. And more booths -- or sleeping quarters up there. Now, the sleeping -- the bunks are not there anymore, but the area is still there. Now, on the other -- we took them out, and I don't know why they got taken out of this airplane. I don't know why. I don't think we took them out.

JUNGE: So, you guys found this plane with the wrong landing gear, so you had to put in the regular landing gear.

WOODWARD: No. In order for me to get in the right landing gear, Lochie, who is Mel's son, [00:52:00] --

JUNGE: Lochie?

WOODWARD: Lochie, L-O-C-H-I-E. Lochie is his name. I was working down in Roswell -- this is a number of years later after we got out of flying -- out of the airplanes and

stuff -- and Mel was up here and, anyway, they had an auction come up and there was a Connie down in Mesa, Arizona. A 749 that came up on auction. And Mel bid on this Constellation with kind of the intent of spraying with it again. So, I got involved in that and --

JUNGE: How so? [00:53:00]

WOODWARD: Well, I put some money in it. I got money involved in it and so then we had to get that airplane out of Mesa in a timeframe because they were moving all those airplanes off the airport and expanding the airport and the city says, "You've got to get rid of all that," and they gave us a deadline. So I was living in Roswell and Lochie was living in Tucson and the airplane was in Mesa, or Phoenix. So we would come over -- and we have another buddy. His name is [Corey Brummon?], Mel's nephew, Lochie's cousin. And we would all meet in Phoenix on the weekend and we would -- there was no engines on this airplane and it was sitting on its butt like this, so the guy [00:54:00] -- Packard, Gene Packard, I think, was his name. We says, "Well, we got this airplane and it was at an auction." And he says -- "We need four engines," and he says, "Well, there's engines here." He says, "That's a 749 engine, that's a 749 engine, that's a --" and they were all just laying. Stuff was just laying all over. It's just -- it was a junkyard, like --

JUNGE: This was at Davis-Monthan?

WOODWARD: No, this was in Phoenix.

JUNGE: Oh, in Phoenix.

WOODWARD: In Mesa.

JUNGE: In Mesa.

WOODWARD: And he says, "I think that one runs. There was something wrong with that -- but I don't remember." And you know, I think -- so we says, "OK." So we started gathering them all up and then Harry [00:55:00] Oliver got involved. He -- and he was getting a DC-4 out of there. So he had a [Jim?] truck. So we picked up those engines and we started hanging them on the airplane. And we started hanging them, one, two, three, four. And we were -- get them in there. And we'd get oil in them. We'd take all the plugs out of them and we'd get them so they'd turn because they were froze up and you'd get a cylinder and -- we would take a cylinder off and figure out which one was froze up and we'd get her moving and we'd get her rolling.

JUNGE: How do you -- these had a lot of cylinders, too, right?

WOODWARD: Oh, yeah, 18.

JUNGE: Each engine had 18?

WOODWARD: Eighteen cylinders. That's a lot of spark plugs.

Thirty-six spark plugs. And so we would -- we got her --

we got them turned over. We got [00:56:00] gas to them and I was the engineer, so I was kaboom, bang, bang, smoke was flying. Go away, we -- "Hey, we got one going! We got another one going. We got another one going." And we -- this had a -- they had spray tanks in them, so we were -- and this was when Wyoming was getting hit with -- I can't remember what year. This must have been '80 and -- '81 or so. And a lot of grasshoppers up here in -- we really -- we were trying to get that airplane going to come up and spray grasshoppers. Because one load, we could pay for the whole -- everything. We -- and so that was the Dewdrop. And that airplane was the Dewdrop that we bought. And we got them all [00:57:00] going and I ran them up. And then I had an analyzer on there and --

JUNGE: An analyzer? They didn't -- they have car analyzers now. They had analyzers for engines?

WOODWARD: Yeah. You could look up spark. It was -- you'd go and you could tell if a coil was bad. Anything wrong with a cylinder. But you had to read it. And you'd have to get it up to power, and I was reading it. "Oh! That cylinder is bad." I shut it down. It was -- I can't remember which cylinder. I was -- oh. That didn't look good. So I go out there and open the cowl up and I pull the plugs off that. It was a busted rod. [00:58:00] Double-shortened

secondary. So, he says, "Well, that engine's no good." So we had to go back to the boneyard some more and find another engine.

JUNGE: Why couldn't you just replace the rod?

WOODWARD: You can't on those engines because they are -- it's a complex -- you have to tear the whole engine all off. And that was a good engine, too. That was a good engine. And so we found another engine. We didn't know what kind of shape it was in. So we hung another engine on there and it was a good engine, but it was too late for all of this grasshopper stuff. And so we got that all hung and we [00:59:00] had to get it off the airport. And Lochie and Corey and I, we jumped in in Phoenix, 120 degrees, hot, hot, hot, oh, hot. We were just smoking down there. And that was the same time Save-A-Connie was down there and TWA pilots, old, retired people were trying to get a Connie over there to them. And we'd have to -- they were all 70-year-old people trying to put tires together and trying to pre-oil and trying to -- so we'd go over there and help them. Feel sorry for those old guys. And here we were in our twenties and early thirties or whatever. So we'd go and help them a little bit. And -- but we [01:00:00] had that airplane and away we go. I ran them up, I ran them up, and I couldn't see anything, find anything wrong with

them, but we still didn't know anything. And if there was -- if everything was going to hold together. We just didn't know. And we were going to go to Tucson with it, so we left Mesa. And away we go tearing down the runway. And you have to scream at each other because it's so noisy, loud. Loud. And I'm watching all my instruments there. And Lochie is up there. Corey is calling out the airspeed. Lochie is yanking back on her and away we go and when I'm getting there, all of a sudden, number three -- it was either two or three -- number [01:01:00] -- nope, it had to have been number two. Number two, the instruments started going bing, ditty-bing, bing, bing. I scream up at Loch, I says, "Loch, we're losing number two!" And we didn't know what was all going to happen. This was just after takeoff. I says, "Loch, I got to pull number two back!" He says, "Don't yet!" I says, "OK." The gears coming up because we didn't know what one, two, three, four, we didn't know what any of them were going to do. And it was banging away out there, and I was, "Loch! I got to!" So he says, "OK. Bring her back to zero thrust." So I bring her back to 20 and 20. Twenty RPM, 20 manifold pressure. I got her back to zero thrust and it's still going crazy. But now we got some [01:02:00] air speed and we're getting a little altitude and we're heading to Tucson which is 100 miles.

Ryan Field. Heading to Ryan Field. So we get up and I says, "Loch, I got to shut her!" And he says, "OK. Shut her down." So I -- it was quite a ride.

JUNGE: You remember this ride. Yeah. But you made it back.

WOODWARD: But that was only one engine. So we get to Tucson and we land there. But that was kind of minor because that was just injector pumps that were bad on that. We fixed that and so then, [01:03:00] we were working on the Eisenhower airplane. Well, we didn't -- we wanted to get the Eisenhower one going, but we didn't have a -- so we cannibalized -- we salvaged the Dewdrop and we took the engines all off of the Dewdrop and put it on the Eisenhower. We took the gear out from underneath the Dewdrop and put it on Eisenhower's. And then we took that airplane -- we got her all going, as you saw in the movie, and then we took it to Kansas for Eisenhower's hundredth birthday. And so we went around Abilene and Salina and flew all around Kansas for his hundredth birthday. We went through Denver.

JUNGE: What year was that?

WOODWARD: That -- oh, I don't know. [01:04:00]

JUNGE: Hundredth birthday. Well, it'll be easy to look up.

WOODWARD: Yeah. Colin Powell was there.

JUNGE: Oh, was he?

WOODWARD: And that was quite an experience. Being there. All those old [farmers?] and everything. We gave them tours through the airplane. You couldn't keep them off. They just wanted to touch it. They just -- yeah. So then we took it -- we got done with that and we took it to Andrews Air Force base back in DC. They had -- Pentagon invited us back there for an air show. And we flew it down there. And we flew over top of DC and all of those old [01:05:00] guys -- those mechanics, flight engineers, and -- they were all crying, just like me.

JUNGE: That's all right. It's an emotional experience.

WOODWARD: Yeah. Yup. And all the stories they had about it and so then we got done with that and we flew her back to -- we parked it in Roswell. I was living in Roswell at the time. And so we parked it there and I took care of it down there. Ran them and kept everything going. We moved it to Santa Fe. That's where Harry lived. And it stayed there for a number of years. And then we moved it back over to Tucson to Avra Valley, Marana. And we parked it there. And last it flew -- that was eight years ago -- we flew [01:06:00] it over there. And so that's where it sat. So, last week I was out there, and last couple of weeks, Harry has been running the engines, getting the engines -- so we ran an

engine, oh, just a couple days ago. I don't even know what day it is.

JUNGE: Today's Saturday.

WOODWARD: So it had to have been Wednesday. Wednesday, we ran an engine up. We had a -- not a TV crew, but a picture outfit there. They were documenting it.

JUNGE: This was done in Roswell, or --

WOODWARD: Not, this was in --

JUNGE: In Tucson?

WOODWARD: In Marana.

JUNGE: Marana.

WOODWARD: Yeah, Marana Airport.

JUNGE: So, what the intention now? You've got everything --

WOODWARD: Now, let's see. Ever since we've gotten it going, our intent is to get it into a museum. That's where it belongs. [01:07:00] It belongs in a museum and that's what our goal has always been: to get it in a museum. But the museums want us just to give it to them. And we can't afford just to give them the airplane.

JUNGE: Well, it's worth something.

WOODWARD: It's got value. And what our intent was to have -- see, the military has an exchange program. Anything with historical value, they've got all these airplanes and stuff

in mothballs. We'll give you this one. Give us something in exchange.

JUNGE: That's an equal value.

WOODWARD: Yeah.

JUNGE: But you have money in this plane.

WOODWARD: That's right. Normally, you can trade -- they still have the program going. But, you see, this is an Air Force airplane. And we got a hold of the Smithsonian the [01:08:00] other day again, and they don't need another Connie, but their warped sense of value -- this isn't just a Connie. This is Eisenhower's presidential Connie. This isn't just a passenger-hauling piece of junk. This is --

JUNGE: There were some historical decisions may have been made and carried out in this airplane.

WOODWARD: Yeah, that's exactly right. But there -- we've been kind of hitting brick walls on getting -- there's Dayton, Ohio. There's a Pima Museum in Tucson. There's the Smithsonian and -- kind of the bigger problem, when museums and so forth get these airplanes, they have to kind of maintain them. [01:09:00] Keep them looking good and -- so then it gets down to the -- can a museum afford it? Now, the Eisenhower Museum people in Kansas, they would like to have it. They'd like to put a building on it -- put it in a building and get her all --

JUNGE: Spruced up.

WOODWARD: They'd love to have it. And so anyway, that's kind of where we are. Now, so, what I did here this last -- couple months ago -- you got enough time here? I'm just rattling on.

JUNGE: No, I'm just looking to make sure it's still going.

We have plenty of time. All the time that you've got.

WOODWARD: So, what I did -- I don't know where -- [01:10:00] how far in order you want to keep going on this, but the Connies -- we eventually -- we were up in Canada with them. We were spraying up there and so forth. And then they kind of cut back on the spraying. The government cut back. You couldn't do any work with them, type of deal. So we ended up selling them off. We sold some through a Canadian outfit. And one of them is on the approach end to St. Thomas down in the Bahamas. I can't remember what it did, if it ran out of gas, but it landed short, and it's 150 foot down, in the water. So that's where that one is. And another one of them, Mel had an incident, an accident up in Canada [01:11:00] and ran out of -- oh, it was hydraulic fluid and so forth. And he went off the end of the runway. And anyway, it destroyed it up there. So that was the second one. And then another one, it sold -- I think it's

over in Europe, somewhere. And I'm not sure where the fourth one of the group went.

JUNGE: Well, the one you've got down in --

WOODWARD: No, that was the fifth one.

JUNGE: That was the fifth one.

WOODWARD: Yup.

JUNGE: So, the one you've got, which is Columbine II, is still down in --

WOODWARD: In Marana.

JUNGE: In Marana. I'm going to ask you this. Did you guys do a major rehab on the inside? I mean, was everything in place the way Eisenhower left it when he disembarked or whatever you say? Everything was just left in place?

WOODWARD: Mm-hmm. And his seat [01:12:00] was at Andrews Air Force in the ready room for years. When we got there -- when we flew in there, everybody says, "Well, Eisenhower's seat is --" but nobody could tell us where it went. So they lost it somewhere. So, that's what we were -- and Jim Good, I don't know if you know him and --

JUNGE: Down in Casper?

WOODWARD: Well, he's got the galley for the Connie down in his basement.

JUNGE: Really?

WOODWARD: Yeah. See, Jim Good worked for Mel and when -- during that period, he grabbed a hold of that galley and he took it to his --

JUNGE: He's got it down there in his Warbirds place?

WOODWARD: Yeah, well, not in his Warbirds. I think in his residence.

JUNGE: (laughs) I'm going to have to talk to Jim. It's been a long time.

WOODWARD: See, and Jim flew for Christler and he [01:13:00] sprayed and, see, he was the pipeline pilot down there for [Amico?] for years.

JUNGE: So, you got pretty emotional talking about this, Tom. You feel pretty close to this whole issue, this whole topic of the Connie?

WOODWARD: Oh, yeah. It's -- anybody that's been around the Connie, it's just --

JUNGE: It's a premier airplane?

WOODWARD: Oh, she's the doll of the fleet. Yeah. Why they chopped them all up, I don't know. There's a handful left.

JUNGE: What's -- OK, let's say I'm totally ignorant here, and I am. What's so great about a Connie?

WOODWARD: The looks. The looks. She is just -- the curves -- it's [01:14:00] like a '57 Chevy, you know, if you can put it in those words.

JUNGE: It's a classic.

WOODWARD: It's a classic. Howard Hughes built them.

JUNGE: Did he -- didn't TWA fly those, because that -- to me,
TWA and the Constellation are --

WOODWARD: He owned that airline.

JUNGE: Oh, he did.

WOODWARD: Yeah. Yup. Eastern and TWA -- but he owned TWA.

JUNGE: OK, so we've talked enough about the Connie, probably,
unless -- is there any other part of that story you have
left?

WOODWARD: No. I could go on for hours on the Connie. I could
go on.

JUNGE: Did you have it out here in Worland?

WOODWARD: We had four of them out here. We parked four of them
out here in [01:15:00] Worland, just because -- a lot of
times it was because the pilots weren't comfortable going
into Thermopolis, or Mel says, "No, you're not good enough.
You'll land them here." So we'd park them all here.

JUNGE: Why would you land here instead of Thermopolis?

WOODWARD: Runway.

JUNGE: The length of the runway?

WOODWARD: Yeah, yeah.

JUNGE: What's the length of the runway here?

WOODWARD: Seven thousand. Over there, it's forty-five hundred.

And --

JUNGE: So, now, tell me -- we've got to fill in the blank, here. How did you get from Thermopolis to Worland?

WOODWARD: (laughs) And, you see, also, you see, we had all those DC-3s. So we had seven DC-3s and we sprayed with those. And we sprayed with them and we flew [01:16:00] smoke jumpers and we also had a cargo run between Denver and Salt Lake and then we had another cargo run back east in the New York area. I never went back on that. But the DC-3s were one of our main -- that kept us going together on those.

JUNGE: Isn't that the same plane that flew over the Himalayas during World War II?

WOODWARD: Well, they had some that -- and Mel flew the hump.

JUNGE: Oh, he did?

WOODWARD: Yeah, but I'm -- can't think of -- can't tell you the airplane that he flew the hump in. And Mel was an instructor and [Stearman's?] down in Florida, I believe it was. And [01:17:00] -- yeah, he was -- he did all of that stuff. And he -- Mel came back to this country and he started H&P. Mel Christler and Avery.

JUNGE: Yup, Morris Avery.

WOODWARD: Morris Avery.

JUNGE: Started Hawkins & Power.

WOODWARD: Well, it was --

JUNGE: It was Morr-- it was Christler and --

WOODWARD: Christler and Avery at first.

JUNGE: Yeah. But he was at Thermopolis, wasn't he?

WOODWARD: Well, he started out in Greybull, but then he sold out to H&P. And, see, Mel was the first one to do a tanker for slurry bombing. And he did that with a DC-3. He did a DC-3 with tanker door on it. Then Hawkins and Power -- Gene Powers and Dan Hawkins -- they took over, so Mel moved down to Thermopolis.

JUNGE: Do you know why he did that? [01:18:00]

WOODWARD: Be-- he just sold out from them and they -- see, Mel was into fixed wing and Avery was into helicopters. Mel didn't like helicopters and I think was kind of a -- so they -- and then Avery died and I don't know all the politics on that. But anyway, Mel came down there and he went to work for Empire Oil Company. And he flew a jet commander out of Worland, here. We call it the Empire hangar down here. And him and -- anyway. I was trying to think of his co-pilot.

JUNGE: Is he still around?

WOODWARD: No. He got killed in Denver. [01:19:00] But anyway, when he had -- he was flying for Empire, he started up the

DC-3s and the Connies and all that stuff. And if you --
you can get more of that history by talking to Tim
Lippincott.

JUNGE: Where is he at?

WOODWARD: He's in Thermop. And they're building that new
airport over there --

JUNGE: Didn't know that.

WOODWARD: Going out by the Owl Creek Road, Grass Creek, right
there.

JUNGE: Yeah. Well, still, you haven't told me how you got
from Thermop to here.

WOODWARD: Oh. Oh. So, I was working in Thermopolis and I got
my DC -- I went to United and got a DC-8 flight engineer
rating at Stapleton and got that, [01:20:00] so I was
trying to -- I was kind of working on trying to get on the
airlines back then also. And I was trying to get into the
DC-8s, but then everything fell on its butt. And everybody
was furloughing and da-da-da-da-da. Airline was going
down. So --

JUNGE: Was that during deregulation?

WOODWARD: That was just before Reagan fired all of the
controllers and all of that was all -- and the deregulation
and all that stuff was -- so, that kind of fell apart and
Mel's boy Lochie was flying for Husky Oil Company in Cody

and they had a bunch of Sabreliners and JetStars and so -- and they [01:21:00] -- and Mr. Nielsen broke off. He sold Husky Oil Company to the Canadians. When the Canadians were taking over -- we had a lot of -- Husky had a lot of holdings up in Canada. And the Canadians took over all about that oil. Didn't give them any choice. They just says, "We are taking it over. We are going to buy you out. End of story." So, Mr. Nielsen --

JUNGE: What they call a hostile takeover.

WOODWARD: Yeah, government-wise. The government did it. And so Mr. Nielsen started up -- Nielsen Enterprise started up -- they had a Lear and a Citation. So I was down here in Thermopolis and they needed a mechanic, a chief mechanic. So I had my maintenance license. I had a flight engineer, a DC-8 flight engineer. So that gave me credentials [01:22:00] to go up there and work as their head mechanic. So I went to work as their head mechanic for the Lear and the Citation. So I worked along there for a while and then they went broke. They got into TV stuff out in California and anyway, that went downhill. So they sold out all of their stuff. So I went from there, I went down to Roswell and I went to work for Anderson Oil Company down there. And he had Anderson-Myers drilling rigs all over this part

of the country. Red and blue, blue and red. Mainly blue.

And -- [01:23:00]

JUNGE: What's the difference? Blue and red?

WOODWARD: It's just -- it was mainly blue and then some red on it, versus mainly red and then some blue. It was all blue.

JUNGE: The emblem.

WOODWARD: Yeah. And so I was working down there with them and then the oil was eight bucks a barrel. Eight bucks a barrel.

JUNGE: What is it now, a hundred something?

WOODWARD: Yeah, a hundred and four or something.

JUNGE: Yeah.

WOODWARD: And so, anyway, that kind of went downhill a little bit, so I went to work for his brother, R.O. Anderson, who is -- R.O. Anderson was the CEO for Atlantic Richfield out of Burbank.

JUNGE: ARCO.

WOODWARD: ARCO. So, they made him have a mandatory retirement at 65. So, he says, "OK. [01:24:00] So, I'll retire at 65." So, he started up his own company, Hondo Oil and Gas. So, I was able to -- and then between flying for his brother, Don Anderson, at Anderson Oil Company, I was laid off there for -- this was in '88, when I got laid off. So then, I was looking for work, so I went to Chandler,

Arizona, T&T Aviation, they had DC-7s there. They had DC-7s. And they had them as cargo -- they were flying cargo and they flying fires, firefighting. So, in '88, remember what happened in '88?

JUNGE: Yellowstone.

WOODWARD: Yellowstone. Cr-ching. So, I was - the [01:25:00] owner, Woody Grant and I would get in this twin-engine 337 that was [push or pulling?] and we would go from airplane to airplane and we would do the relief on them. So --

JUNGE: Relief? What does that mean?

WOODWARD: That means crew relief.

JUNGE: Oh, OK.

WOODWARD: So, they had to have two days off, da-da-da-da-da.

So, we ended up in Billings, right as the '88 fire, Yellowstone fire, took off. So the -- everything blows up. Woody and I jump in the DC-7 up there, and they head us to west Yellowstone to start putting the fires out. And Woody says, "How do you get to west Yellowstone from here?" And I says -- you know how it was back then. Smoke [01:26:00] everywhere.

JUNGE: Oh, it was bad.

WOODWARD: You couldn't see. I says, "Let's head to Bozeman.

We'll just head straight up to Bozeman where we're out of the smoke and everything. We'll just hit Bozeman, hit the

highway, go right into west Yellowstone. We'll be on the back side of all of the smoke." All these other guys, they were all -- everybody was jumping in the airplanes and heading to west Yellowstone. They all came down here by Cody and they couldn't see. So they were all -- and Woody and I were up there in west Yellowstone. We were getting loaded up. We got all the -- we were out there just flying our tails off while they were trying to figure out how to get to west Yellowstone. Oh, I laughed. So, we were all fueled up. Boy, that was bad. We were the last ones -- Woody and I were the last ones to fly over the ridge by Old Faithful in. As [01:27:00] the fire went over --

JUNGE: That was close.

WOODWARD: We laid down a path right on top of the ridge, right there. And then it got so bad we couldn't see. So we had to abandon ship and head back to west Yellowstone, but we worked hard on those fires.

JUNGE: Yeah, I know it. People worked hard. Because I was up there taking pictures for a while. But Yellowstone was going to lose Old Faithful then. They were worried about that. And you were the last one to drop slurry on that?

WOODWARD: Yeah, on that ridge. The ridge just east of the --

JUNGE: The geyser?

WOODWARD: The geyser. We came down there and, of course, I was the co-pilot and Woody was in. I was running the throttles and we were dropping. It was quite a --

JUNGE: What was it like? I mean, what was the smoke and -- I mean, this whole region is huge. [01:28:00]

WOODWARD: Yeah. Yeah, you couldn't see the hand in front of your face. Helicopters all over. My brother was there, too. He was flying a Huey.

JUNGE: Who was this, now?

WOODWARD: My brother.

JUNGE: What's his name?

WOODWARD: Kelly. Kelly Woodward. And, so -- and he flew Dick Cheney around when he was -- was he Secretary of Defense at that time? In '88? Seemed like he was.

JUNGE: Probably because he didn't -- let's see. He was Ford's White House Chief of Staff. Then he went down to Halliburton, or became Secretary of Defense. Went to Halliburton. Came back, was Vice President.

WOODWARD: I think he was in --

JUNGE: During the -- did the elder Bushes --

WOODWARD: Because he -- wasn't he Secretary of Defense with Reagan?

JUNGE: It was either Reagan or the [01:29:00] elder Bush.

I'm not sure. Anyway. Doesn't matter. So, he flew Cheney around, huh?

WOODWARD: Yeah. A little bit. You know.

JUNGE: Does he have any stories about that experience?

WOODWARD: Oh, he does, but --

JUNGE: Where's he at now?

WOODWARD: Oh, he's in Minneapolis.

JUNGE: Yeah, he'd be fun to talk to, wouldn't he?

WOODWARD: Yeah.

JUNGE: Are you and your brother close?

WOODWARD: Yeah. Yeah.

JUNGE: OK, well, I'm going to have to look him up sometime.

OK, we still haven't gotten back to Worland.

WOODWARD: Oh, Worland. Oh, Worland. How'd I get from there --

so then, after the '88 fires, well, then I flew out of

Chandler on this DC-7, so then after that, I flew out of --

I took that same DC-7 and we were going from El Paso. We'd

fly cargo down to El Paso [01:30:00] - actually, it was

based there in El Paso and I'd fly it from -- we had a US

Embassy contract. Remember when the government built the

Moscow Embassy? And remember all those listening devices

that they had in there? And the thing was useless. The

embassy was useless because of all -- so, then they says,

"We're not going to have that happen again." So they were adding on to the Mexico City Embassy. So, we loaded up, in that DC-7, they'd have armed guards go down to -- I'll just say a Home Depot type place, it was a hardware stores, and get -- and a lumberyard -- and they'd get all the building material. Armed guards go down there. They'd bring the building materials out to the airport and they had a building out there. They'd guard it [01:31:00] and then when they got a load, well, then we'd put it on the DC-7. It was like a bowling alley in that DC-7, a huge airplane. It's huge. I mean, we're talking big. And we'd load that airplane all up and then we'd head to Mexico City. We didn't go to Mexico City, we went to a little town called Toluca which was just outside of Mexico City. We're talking 7,000 foot elevation there and --

JUNGE: How do you land a DC-7 there?

WOODWARD: So my -- well, anyway, we go down there. My job, I came on as a loader. I was -- my job was a loader because all these pilots, they were spray pilots. They were slurry pilots. They didn't know instruments very well. (Not at all.) [01:32:00] And so, when we'd get into clouds, they'd say, "Tom?" So, I'd get up front and I'd be saying, "OK. Left. Right." You know, how to get in here and talk to the controllers and everything on the radio because they

weren't experienced enough in it. And we'd land. Come back. And then we'd go from El Paso. We had another contract there. We'd go down to Chihuahua and we would load up in El Paso and we would get electronics in El Paso. We would go to Chihuahua. We would load up there with seat covers. The little Mexicans, they had a little factory there, and they'd -- doing the seat covers. We put them on the airplanes, go back to El Paso, pick up some other stuff because [01:33:00] they were -- everybody was making things and you'd -- they weren't done making everything and they just get it all in the air-- then we'd go up to Ypsilanti, Michigan. Drop them off th-- drop everything off there. The seat covers would get off there. The seat covers would get off there. They'd load them on a DC-3 and send them up to Canada and they'd do some more stitching on it, so the seat covers were made in Mexico, the United States, and Canada. And it was a treaty-type deal that they'd do --

JUNGE: This had nothing to do, though, with the embassy, right?

WOODWARD: No, now, the embassy, that was altogether different.

JUNGE: Yeah. OK.

WOODWARD: So, the embassy, we were just -- we hauled all the parts, all of the materials, shipping mat-- everything down to the embassy, so -- and we had to have armed guards.

We'd unload the airplane. We had guards there. And they'd put it right in the embassy trucks and take it all down into the basement of the embassy and --

JUNGE: What were they afraid of?

WOODWARD: Listening devices.

JUNGE: Somebody [01:34:00] might attach something.

WOODWARD: Yeah. Spooks. All of that. It was a whale of a -- we -- and then they had hurricanes down there at the same time. So I was hauling -- I was going out of Laredo down to Toluca with car parts at that time because the hurricane destroyed all of the infrastructure of the roads. It was -- and then, so then, I got done with that and I went back to work up in Roswell for R.O. Anderson up there and when I went to work for there, I had to get off the DC-7. I quit that job reluctantly because they got a contract in Africa spraying for locusts and it was a big job. They had two DC-7s down there and they were -- they sprayed all those countries in [01:35:00] Africa. The one I was flying on, though, they were ferrying from one country to the other country and the two of them were going like this, and these stupid guerillas on the ground, they had these ground-to-air missiles and they shot my airplane out of the air. It went down and crashed and burned and killed everybody. And, thank you, Lord, I wasn't on that one. And they shot

the other one -- they hit the engine -- number three -- they hit that engine. They couldn't get it put out. The engine burnt off the airplane and they made it to a runway and they survived that one.

JUNGE: This is part of this one mission you're talking about?

WOODWARD: Yeah. Yeah.

JUNGE: Were you there to see any of this?

WOODWARD: No, I didn't see any of it. It was all -- my friends were all on it. So, anyway, I -- so, anyway, that closed down Roswell, the oil companies, just couldn't survive [01:36:00] eight dollars a barrel stuff. So then, Admiral Beverage here was looking for a pilot but their chief pilot retired. So I came up and went to work with Bruce Hansen and Vic Leonard. Vic was the one that was retiring.

JUNGE: How owns the company?

WOODWARD: Admiral Beverage is a conglomerate of a half a dozen companies. You've got a bottler in Billings, you've got a bottler in Butte, you've got a bottler in Sydney, Montana, and Forrest Clay and Kelly Clay and that's what makes Admiral Beverage. And it's [01:37:00] one -- it's privately owned.

JUNGE: How did you get to this Skyway -- or, what is this called?

WOODWARD: Sky Aviation.

JUNGE: Sky Aviation.

WOODWARD: Well, when H&P was closing, they had their problems up there. Well, then they needed to have -- there was an opportunity for a helicopter. So, Steve Trombley and I bought a helicopter and started putting it to work. And as it was -- one thing led to another. We got more and more helicopters. Now we have a Huey. We have two LongRangers, a JetRanger, and two spray planes, Thrushes. And I have a couple of Scouts. [01:38:00] And I just bought four CH-46s.

JUNGE: All for spraying?

WOODWARD: No. Firefighting. The Huey is for firefighting and we do a lot of fixing towers, building towers, TV towers, radio --

JUNGE: What's the biggest part of your operation?

WOODWARD: Is firefighting.

JUNGE: Firefighting.

WOODWARD: We do firefighting and game surveys. Counting elk and bear and --

JUNGE: For the Game and Fish?

WOODWARD: Yeah. And we do -- so, it's kind of a mix of everything. Spraying. We do a lot of spraying.

[01:39:00] And --

JUNGE: Are you in competition with Bob Eisele? Bighorn Airways?

WOODWARD: Yeah, but he's on the other side of the mountain. We don't --

JUNGE: Oh, OK. What is a mountain to an airplane?

WOODWARD: Well, but it's -- he kind of stays over there. We kind of stay over here.

JUNGE: Are you still flying?

WOODWARD: Yeah.

JUNGE: Doing work in the airplane? It's not like Rob Orchard where he takes off and decides to fly down here and have coffee --

WOODWARD: No, no, I -- like Monday, I'm heading to Jackson in the jets. I'll go to Jackson, Denver. And Tuesday I'll go to Rochester in Minnesota.

JUNGE: This is for Admiral?

WOODWARD: Mm-hmm.

JUNGE: OK, but what about spraying? Firefighting?

WOODWARD: No, I don't do that. I own it and I have Bob Hawkins. He manages everything. He's the vice president.

JUNGE: He manages the spray, [01:40:00] the firefighting?

WOODWARD: And Steve [Schaeffer?] does the spraying, but Bob is over all -- everything.

JUNGE: Operations?

WOODWARD: Yeah. Yeah.

JUNGE: So, what do you do mainly? Do you fly or do you administer?

WOODWARD: Administer. Yeah. I try and --

JUNGE: Let me ask you this because we haven't talked at all about this, but your overall experience in flying. Can you remember any incidents where you didn't know if you were going to make it?

WOODWARD: Oh, no. No. I guess I don't ever really -- I always feel like I can -- I have confidence. Things don't always go good. (laughs) But there's -- maybe you should feel that way, but I have confidence in the training that I've been all through. [01:41:00] We go to flight safety, simulator training twice a year, in the jets. But I can't -- you have your hands full, especially in the old airplanes, the recip's and -- you lose a couple engines, you --

JUNGE: Why do they call them "recips"?

WOODWARD: It's just a reciprocating. You know, the pistons go in and out and --

JUNGE: Oh, OK. OK.

WOODWARD: Versus a jet.

JUNGE: Where does Huey get its name?

WOODWARD: Huey? That's a [bell?]. Huey is the nickname that
all of the -- everybody gave --

JUNGE: Yeah, but does it come from its letters and numbers or
--

WOODWARD: No. The designation is UH-1 officially. So
everybody's [01:42:00] just called them a Huey. It's just
like these new helicopters I just got. They call them
Frogs. OK, why? They look like a frog, I guess. It's --

JUNGE: Tell me about the most beautiful experience you've had
flying.

WOODWARD: I -- one of the things that always amazes me is
heading to Alaska and looking out over the glaciers. There
the blue is a turquoise and it is just one of the most
fantastic views you can ever find. Yup, I like that.

JUNGE: What is it about flying that you enjoy besides just
the scenery?

WOODWARD: I have a Stearman also, a biplane, open cockpit. And
it is so smooth. It's a round engine. Recip. [01:43:00]
And you can get up there and it just -- the air is going
by. It's noisy, but it --

JUNGE: Do you wear goggles (inaudible)?

WOODWARD: Yup.

JUNGE: Do you really?

WOODWARD: Yup.

JUNGE: Oh, come on. Are you serious?

WOODWARD: Yeah. Well, that's -- there's a picture of it on the wall there. Do I have it in here? Here's a Huey. You see? That's the Huey.

JUNGE: OK. Damn. You --

WOODWARD: That's Bob flying it.

JUNGE: Bob Hawkins.

WOODWARD: Yup.

JUNGE: What do you -- what are your plans?

WOODWARD: What are my plans? I just -- Harry Oliver and I -- we just bought these four helicopters from Davis-Monthan [01:44:00] two months ago -- a month ago. One month ago. And --

JUNGE: Now, you're flipping through your cell phone, here. What are you --

WOODWARD: I'm flipping through to find you a picture. Because I know you don't know what one looks like. And I'll see if I have aircraft on display. Well, here. I got a better picture of it right here on my photo. I have it right here.

JUNGE: Look at here.

WOODWARD: That's it right there.

JUNGE: It looks like an old Sikorsky, doesn't it?

WOODWARD: It's a Chinook.

JUNGE: A Chinook.

WOODWARD: Yeah.

JUNGE: Were you [01:45:00] listening to us?

WOODWARD: Ah, you eavesdropper.

JUNGE: This is pretty cool.

WOODWARD: Now you're embarrassing me.

JUNGE: This is pretty cool. So, you're going to get four of these?

WOODWARD: I got four of them.

JUNGE: Oh, you did buy four of them.

WOODWARD: I got four of them. I'm just waiting now --

JUNGE: Thanks, Alyssa.

WOODWARD: I'm just waiting now. See, here's our Connie. I just took that a couple days ago.

JUNGE: That's the one down in Arizona?

WOODWARD: We're just running that engine.

JUNGE: They're beautiful. So, what are you going to do with these --

WOODWARD: Firefight.

JUNGE: Helicopters. Is that what you're going to do?

WOODWARD: I'm going to put them to work firefighting and I've got to get them off the base. I'm waiting for the Pentagon to release them off the military right now. And that should be any day. I'll get them -- they're in Tucson.

I'll fire one of them up and send them down to Perryville, Missouri, just south of St. Louis, [01:46:00] and it'll go through the maintenance shop there. It'll get them -- these will get all repainted. I'll do one immediately and I'll get it repainted, get it inspected, get it on a certificate, get it up here. The four service bids are contracts. They're about four-year contracts. I'm trying to get it on -- that'll be bid the end of the summer or early fall -- and get it on a call-when-needed basis for next year. And we will --

JUNGE: What do you call these helicopters again?

WOODWARD: CH-46s.

JUNGE: CH-46s, OK.

WOODWARD: They're -- they used them in the military. Well, they used them in Vietnam all the way up to -- they just took them out of service now because of [01:47:00] Osprey is taking over for them. But they used them on the ships, resupplied the ships from -- and supplied, we'll just say, the Enterprise, with food and --

JUNGE: This is post-Vietnam, post-every--

WOODWARD: Yeah.

JUNGE: Yeah. Let me ask you this. Hawkins & Powers, as I understand, went out of business when the government

refused to continue their contracts because they lost some plane-- couple of planes.

WOODWARD: Yup. The C-130s.

JUNGE: The C-130s. The wings came off.

WOODWARD: Yeah. They had a crack in them. Yeah.

JUNGE: Yeah. How can you be sure that these things aren't fatigued?

WOODWARD: They'll be going through -- this is a whole different category of airplane. But when I take them down to Missouri, they're going to strip them all. Take all the paint off. They're going to go through a complete inspection on them.

JUNGE: Do they have a device now -- I think I heard this from [01:48:00] somebody on this trip -- where you can actually look to see if there's any cracks?

WOODWARD: You can do that.

JUNGE: Or will a visual inspection work for a helicopter?

WOODWARD: Well, they do -- a lot of them do X-ray inspections.

And I -- they won't be doing that on these, but --

JUNGE: You fly a helicopter?

WOODWARD: No. No.

JUNGE: Why not?

WOODWARD: I'm too old.

JUNGE: How old are you?

WOODWARD: Sixty-five.

JUNGE: That's too old to fly a helicopter?

WOODWARD: Well, no. No, it isn't. I mean, I'm more of a --
will it make me any money? No. Because you have to have --
- in this business, you have to have 1,500 hours in order
to work for the government. And 1,500 hours, that's a long
time.

JUNGE: That's why Great Lakes is losing some of its pilots.

[01:49:00]

WOODWARD: That's exactly right.

JUNGE: Yeah. What was I going to say? I need you to fill
out those forms for me while I put my equipment away, but
there was something else I was going to ask you. So, your
ambition is to continue to fight fires and drop insect
spray, stuff like that?

WOODWARD: Yeah. See, these 46s, they're a heavy lift. So, I
just had a guy call me last night wanting to haul eight
tons of piping and wondered if I had the capability of
doing it. And I says, "Well, I can't do eight tons.
That's 16,000 pounds. But I can do 3,000 pounds with the
Huey." And actually, I could do about 4,000 [01:50:00] at
sea level. But with the 46s, I can do 10,000 pounds.

JUNGE: Hanging stuff below it, or --

WOODWARD: External.

JUNGE: External.

WOODWARD: And internal, too.

JUNGE: Well, do you help setup, then, these rigs and
seismograph operations?

WOODWARD: Yes. Yes.

JUNGE: Do you?

WOODWARD: We have the capabilities of doing all of that. We've
done that.

JUNGE: This will improve your capabilities.

WOODWARD: Yeah. Yeah.

JUNGE: Are you worried about anything?

WOODWARD: In this business, I always worry about the government
because my business is 95% government. Whether it be
firefighting, whether it be survey stuff, whether it be --

JUNGE: Game checks?

WOODWARD: Game checks. And when the government's shut down for
a couple weeks here, all will be (inaudible). All those
people shut down. And that's where all my [01:51:00]
business is.

JUNGE: That hurts you.

WOODWARD: That hurts. That hurts. And when you've got a dozen
people that you're doing payroll for, you're doing all this
and the government screws around with you, all this
healthcare stuff, it doesn't affect me. I mean, but when I

start up with these 46s, I'm going to double my employees. Well, I mean, now you're starting to get up closer to the 50-people mark.

JUNGE: And then you have to have health insurance for --

WOODWARD: But I furnish that already. But it just puts you into different categories.

JUNGE: Right. How would that double your workforce when you --

WOODWARD: Because I'm going to have so many -- to run a 46, I got two pilots. I got two mechanics. I got truck drivers. I've got loaders. I've got --

JUNGE: Is this [01:52:00] an exciting business to be in?

WOODWARD: It's an insane -- I had -- I was rounding up wild horses out in Nevada, with all the activists and everything, on your butt. I'm just so tickled that I wasn't out there with that Bundy deal in Nevada with the cows and stuff on the news here lately.

JUNGE: Don't know about it. I missed that.

WOODWARD: You missed last week's news?

JUNGE: I've been gone for a week. Yes, I missed last week's news. Anyway, so what was the essential issue?

WOODWARD: The activists. There's a lot of wild horses and the Congress says, "We're going to round up these horses because there's too many horses out there, and we'll put

them in -- we'll put them out to pasture where we know they'll be separated and they won't reproduce and -- but we" [01:53:00] But they also said that we can't slaughter them. You can't slaughter horses in the United States.

JUNGE: Oh, yeah. Well, OK. OK. Who should I talk to who flies a helicopter or fixed wing to gather up wild horses? Is there anybody around?

WOODWARD: No. Because we were one of two outfits.

JUNGE: Is there somebody in Rock Springs, works for the BLM out of Rock Springs or Rawlins?

WOODWARD: Not wild horses.

JUNGE: No? Where is that guy then?

WOODWARD: It's me.

JUNGE: No, no, I'm looking for the guy that -- what? You? The guy that rounds -- I want to talk to somebody who's had some experience in gathering up horses.

WOODWARD: That -- Bob Hawkins.

JUNGE: OK. So I have to come back. How long is he out?

WOODWARD: Well, you never know. He's working -- we're --

JUNGE: He could be in Alaska for all you know.

WOODWARD: No. No. He'll be here. You'll just have to call him. I don't know.

JUNGE: Not today.

WOODWARD: Huh? Not today. [01:54:00]

JUNGE: Not today. What about this guy [Terrell?]? Claude
Terrell? Terrell?

WOODWARD: Claude Terrell? Yeah. No, he's gathered horses for
us.

JUNGE: Do you think he'd be interesting to talk to?

WOODWARD: Claude is always interesting to talk to.

JUNGE: OK. That's what I'll do. I think we're all wound up.
Thank you so much, Tom.

WOODWARD: You bet.

JUNGE: Thank you. And thanks, Alyssa.

ALYSSA: You're welcome.

JUNGE: (laughs) She's a great help, isn't she?

WOODWARD: Yeah.

JUNGE: OK. Very good. And, oh, I know you've got to get
going here, and I do, too. I'm going to go out to Claude's
place. How do I get there, to his place?

WOODWARD: Have you called him or anything?

JUNGE: Oh, no. (laughs) I guess I should call him. I guess
I should call him, yeah.

WOODWARD: Well, you go out to town -- into town, to Arby's and
you go past the Comfort Inn.

JUNGE: Yeah, out east.

WOODWARD: And you -- do you remember where the Antone's was out
[01:55:00] there? You go out east and you go to where the
bridge is.

JUNGE: The bridge over --

WOODWARD: It was a smart-aleck remark or something, but --

JUNGE: Over the River Kwai.

WOODWARD: You go about two miles and there's a bridge there, and
he's off, right -- you'll be in the vicinity.

JUNGE: OK. Did you make that DVD?

ALYSSA: Mm-hmm.

JUNGE: You are a sweetheart. Thank you. That is terrific.
Do you mind filling out those forms? You have time?

WOODWARD: No, I can --

JUNGE: And then I'll put all this stuff away. Alyssa, do you
have anything to say for yourself? Alyssa?

WOODWARD: She probably learned more about me than she's ever
known.

JUNGE: Now, Alyssa, put this on the end of the tape so I
don't forget it. Your grandfather --

ALYSSA: Robert C. Millikan is a World War II ace. Flew on D-
Day and shot down one of the German aces, [01:56:00]
Wolfgang Ernst.

JUNGE: Wolfgang Ernst.

ALYSSA: Mm-hmm.

JUNGE: OK, good. Thank you.

END OF AUDIO FILE