

OH-3034, Dave Bishop, 4-20-2014, WY In Flight

JUNGE: Today is Sunday, the 20th of April, 2014. My name is Mark Junge, and I'm talking today with Dave -- David?

DAVE BISHOP: Yes.

JUNGE: David Bishop, and we're here -- his wife is also here, and her name is?

DAVE BISHOP: Helen.

JUNGE: Helen. And what's the address of this place, Dave?

DAVE BISHOP: It's 14850 Sheriff Road, Moran, Wyoming.

JUNGE: OK.

DAVE BISHOP: And it's four miles north of the Moran Junction.

JUNGE: OK. On the Pacific Creek Road, correct?

DAVE BISHOP: Yes, at the end of the Pacific Creek Road.

JUNGE: OK. I was just curious, how -- this is private property, so you could do whatever you want, but did you have to do something, cut some trees down to get that view?

DAVE BISHOP: No.

JUNGE: You didn't?

DAVE BISHOP: It's been a big open area here.

JUNGE: OK. So we're looking -- we're looking South, Southwest towards the Grand, the Grand Teton, through [00:01:00] some huge picture windows. This is -- the

ground is covered with about two or three feet of snow.

It's --

DAVE BISHOP: Try three to four.

JUNGE: Three to four feet of snow. It's a gorgeous spring day, and the snow is melting like crazy. Dave, what I thought we'd do today is talk a little bit about your aviation career. You were recommended to me by a couple of different people, and I think one of them was your brother. And I can't remember who the other one is, but somebody that knows you.

DAVE BISHOP: It would have been my cousin, and -- and maybe Doyle.

JUNGE: Excuse me, yeah, Doyle.

DAVE BISHOP: My cousin --

JUNGE: Excuse me. Your cousin is Ray.

DAVE BISHOP: Ray, yes.

JUNGE: Yeah. I've got to wake up here. And Doyle Vaughan I think was the one who recommended you.

DAVE BISHOP: Yes.

JUNGE: OK. So give me your birth date.

DAVE BISHOP: Seven twenty-five '44.

JUNGE: You're a year younger than I am. In fact, just a little over a year. I was born 6/5/43.

DAVE BISHOP: Is that right?

JUNGE: Yeah. I'm just going to be 71, and you're going to be 70. Where were you born?

DAVE BISHOP: In Worland, Wyoming. [00:02:00]

JUNGE: OK. Were you raised there?

DAVE BISHOP: No, I was not. My dad was in World War II at the time, and I did spend some time there while he was overseas. And then when he came back and he took a job in Pinedale, and we lived there until I was five, and then moved to Worland for one year. And then he started his engineering practice in Lander, civil engineer. And moved there to Lander in 1951, and I went from the second grade through high school in Lander.

JUNGE: OK. And then he moved to Cheyenne eventually, right? Or was it to (inaudible)?

DAVE BISHOP: He moved to Cheyenne in 1973. I graduated from high school in 1972. And so, essentially, my home town got uprooted, and Lander was always kind of where I was from, and I never was from [00:03:00] Cheyenne.

JUNGE: You went to Lander Valley High School?

DAVE BISHOP: No, I did not. I went to Fremont County Vocational High School, which eventually became Lander Valley High School.

JUNGE: I see. OK.

DAVE BISHOP: It was a vocational high school up until

probably ten years after I graduated. I don't know.

JUNGE: What was it like growing up in Lander?

DAVE BISHOP: Fishing, hunting, and trapping. And didn't have time for girls. (laughs) I just -- I made up for it in college, so.

JUNGE: (laughs) Where did you go to college?

DAVE BISHOP: The University of Wyoming.

JUNGE: So what was your area of special -- specialty?

DAVE BISHOP: I -- my father took me down there to, oh, I can't think of his name now. He was the president of the -- he was president, or he was in charge of the engineering college.

JUNGE: [Alan Veal?]

DAVE BISHOP: No, before him. [00:04:00] And then he was president of the university. I can see his face.

JUNGE: Carlson.

DAVE BISHOP: He was a habitual smoker, and his fingers were yellow from smoking all the time.

JUNGE: Oh, OK. I know of Carlson, Veal, and if you named him I'd probably know who it was.

DAVE BISHOP: I know -- I just can't think of his name. You kind of caught me off guard. He --

JUNGE: It wasn't Person.

DAVE BISHOP: Yeah, H.T. Person.

JUNGE: H.T. Person.

DAVE BISHOP: Yes.

JUNGE: OK.

DAVE BISHOP: And H.T. Person. My dad took me down there about a week before college started. H.T. Person told him he had all these damn petroleum engineering degrees, and he couldn't give them away. And so I applied for one, and got one, and that's what I ended up doing is going to college in petroleum engineering.

JUNGE: What was your intention?

DAVE BISHOP: It was [00:05:00] I was out of high school, didn't really have too many thoughts, and, of course, I went in through ROTC.

JUNGE: Mm-hmm.

DAVE BISHOP: And was commissioned upon my graduation. And I spent about four and a half years in the service, in the US Army.

JUNGE: So were you intending to come back and be a geologist, a petroleum geologist?

DAVE BISHOP: No, petroleum engineer. And that's what I did. I came back and went to work for Conoco. I had a leave of absence. I actually worked for Conoco for nearly a year before I reported for active duty. And then I went to work in Casper, as a petroleum engineer, production

engineer, and later was transferred to Frannie, Wyoming as a production superintendent. And then down [00:06:00] to New Orleans for about six weeks as a production superintendent there offshore. And I decided I wanted to stay in Wyoming, so I left that -- I left Conoco at that time, and moved back to Wyoming, and took a job with Dave -- H.A. Dave True. And worked for him for 25 years.

JUNGE: I noticed you had a True jacket on.

DAVE BISHOP: Right.

JUNGE: So did you retire from there, you say?

DAVE BISHOP: I called it an early retirement. You don't retire from True Companies unless you're 65, and -- and I was, what, 57, and I had a lot of other things going for me. And I was making more money off of my apartment buildings than I was -- that I owned than I was working for the True family, [00:07:00] so I left, and had my own oil company, and -- oil field service company, and a manufacturing company in the oil business.

JUNGE: Did --

DAVE BISHOP: So.

JUNGE: Did you fly in the service?

DAVE BISHOP: I -- I started out as a fixed wing Army aviator, and I completed that training. And one of my friends found a shortfall. He was cutting orders, and found a

shortfall to go through rotary wing training. It was there were two open seats in a Korean class. And so I went through rotary wing training, cross-training with a bunch of Koreans that were also fixed wing pilots, and learning to fly helicopters. It was an eight week course. We flew OH-13s, [00:08:00] which is the MASH helicopter, and they were six cylinder reciprocating engine. And they'd barely lift two big pilots. And I wasn't very big, and neither was my -- my instructor pilot, so we could actually pick one up and hover it, down in Alabama in a hot day, on a hot summer day, where a lot of those guys couldn't even pick them up and hover them. They had to just sort of skit them off, and into the -- take off.

JUNGE: So what was the purpose of these things if they couldn't really haul anything?

DAVE BISHOP: Those were observation helicopter.

JUNGE: Oh.

DAVE BISHOP: OH is Observation Helicopter.

JUNGE: And that's what you did?

DAVE BISHOP: It was an OH-13, yeah. And when I arrived in -- in Vietnam, I was cross-trained into UH-1s, Hueys.

JUNGE: Well, I asked somebody else this question [00:09:00] and he couldn't answer it, but why did they call a UH-1 a

Huey? Where did that come from?

DAVE BISHOP: It's a good question. A UH is a Utility Helicopter, and I just -- I really can't tell you.

JUNGE: They might have taken the H and then the U, and gone, "Hu," and then they just called it, "Huey." I don't know.

DAVE BISHOP: Yeah.

JUNGE: That would be my guess. But, anyway, so you were in Vietnam.

DAVE BISHOP: Yes, I was, in 1969.

JUNGE: That's when it was really hot.

DAVE BISHOP: Well, '68 I think was a much more aggressive year. While I was over there in '69, I was there from I think May 22nd until October 7th. And Johnson [00:10:00] did a unilateral withdrawal, and started withdrawing troops. And essentially what he was doing was not replacing folks on their one year rotation. He was just bringing them back. And while I was in the hospital in Japan, in October and November, I saw the burn ward there go from 80 people, to when I left on December 1st, it was down to about 20 people. And you could just see the -- we were being much less aggressive in those last few months, and so we were injuring much fewer of the troops over there.



JUNGE: Why were you in the hospital?

DAVE BISHOP: I had crashed and burned over there.

JUNGE: Can you tell me about that?

DAVE BISHOP: Well, it was operational error. I had been flying all day, [00:11:00] and I was called out on a mission late at night, and I went out, and crashed on takeoff. And the airplane crashed and burned.

JUNGE: Oh, it was an airplane.

DAVE BISHOP: Yes.

JUNGE: Fixed wing.

DAVE BISHOP: UH -- U-6, which is a Beaver.

JUNGE: What were you doing in that plane -- I mean, what was your job?

DAVE BISHOP: It was troop support, primarily.

JUNGE: So you would spot from the air the enemy? Is that --

DAVE BISHOP: No, I was primarily troop support. We had -- I had troops, and dispatches, and lots of little outposts, and we'd fly out to those outposts, and just stop and visit with them, and it was a morale booster. They couldn't -- they often couldn't get beer at outposts like that, so I'd [00:12:00] fly them a couple cases of beer. And I'd prefer they drink beer than smoke pot. Pot was readily available all over that country, and we had to send a lot of our supporting troops back to the United

States. And I think they were given general discharges. I know there were three different individuals that I caught with marijuana. You'd call in the CID, and they'd disappear, and be sent back to the States --

JUNGE: What was --

DAVE BISHOP: -- that's it.

JUNGE: What was the CID?

DAVE BISHOP: Criminal Investigation Division. And you never knew whether they were -- whether they were uniform military, or whether they were civilian. They all wore civilian clothes. [00:13:00] But they -- they did the -- the actual prosecution, and whatnot, when troops were in trouble.

JUNGE: Was that a serious offense?

DAVE BISHOP: Yes.

JUNGE: OK. So what happened on takeoff to your plane?

DAVE BISHOP: I had problems with the controls. They were locked, and I shut it down, and crashed, fell to the ground.

JUNGE: How -- were you the only one in the plane?

DAVE BISHOP: I was.

JUNGE: So what -- how did -- how badly were you injured?

DAVE BISHOP: I spent nine months in the hospital recovering from the burns. I had three cuts on me, and so no broken

bones, and some pretty serious burns.

JUNGE: You don't look like you have burns. Is it on your body?

DAVE BISHOP: It's [00:14:00] my face, my left arm, and left leg, yeah.

JUNGE: OK. Does that still bother you?

DAVE BISHOP: It's part of living. And I guess I'm sure that the oxygen that you carry around becomes part of living, and it's just what you've got to do.

JUNGE: That's right. That's right. So did you have any other problems or accidents after that?

DAVE BISHOP: No.

JUNGE: OK. So in a helicopter you did fine.

DAVE BISHOP: I didn't fly the helicopter very much.

JUNGE: Oh, OK. OK.

DAVE BISHOP: I flew one Medevac mission.

JUNGE: So when you're -- when you're helping the troops like that, when you're supplying them with, you know, recreation a little bit, and moral support, do you -- do you actually get involved in conflict, in battle?

DAVE BISHOP: No.

JUNGE: Why wouldn't people be shooting at you [00:15:00] in a little plane?

DAVE BISHOP: They were.

JUNGE: That's what I thought.

DAVE BISHOP: Yeah, I -- I landed at [Kanto?] one time, and the tower called, and said, "Be advised you're receiving ground fire," and I couldn't see it. And they could see tracers going by me. They were shooting behind me. And they told me that there was shooting behind me. I says, "Where's the fire coming from?" and they said, "Well, the bunker down at the end of the runway. The -- the ARVNs are guarding this, guarding this runway."

JUNGE: ARVN -- for the --

DAVE BISHOP: ARVN is the Viet -- the South Vietnamese. The friendly troop. And so they were down there probably utilizing drugs, and just taking pot shots at airplanes coming in, and going out. And they were supposed to be guarding the air field.

JUNGE: Hmm.

DAVE BISHOP: It was --

JUNGE: How many years were you over there?

DAVE BISHOP: No, I was just there for a few months.

[00:16:00]

JUNGE: Six months? Five, six months?

DAVE BISHOP: Well --

JUNGE: From April, I think you said.

DAVE BISHOP: -- all of June, July, August --

JUNGE: Yeah.

DAVE BISHOP: And September.

JUNGE: And then what?

DAVE BISHOP: So four and a half months. So I got -- I spent from October 7th to December 1st in -- in Japan in a hospital there in Yokohama. And they, essentially, sent you there, and held you there until you were well enough to get back to the United States. And they didn't want to send casualties back there that were really in bad shape. They kept you there, and you either lived, or died there, and then they'd send you back, after you -- put you back together.

JUNGE: You know, I was telling you about this guy I talked to last night.

DAVE BISHOP: Mm-hmm.

JUNGE: John Shaw, in Worland. And he crashed a B-47 in a bay somewhere, and it sunk down [00:17:00] to 60 feet. I guess it was a 60-foot depth. And when he hit the water it scared all the sharks off, apparently, because it was near Puerto Rico, he said, and there were a lot of sharks. And I said, "Well, how did you feel coming up? I mean, you were below the water." He said, "Oh, yeah." I said, "How did you feel coming up?" He says, "You know, I always knew I was going to make it." He saved

the pilot by inflating his life vest, and pulling him to the nearest light on the other side of the bay. And he told me, "I was just amazed, Dave," he said -- he said, "I had no doubt I was going to make it." I said, "Did you" --

DAVE BISHOP: You know, we didn't fly B-47s very long.

JUNGE: Right. Right, because they went --

DAVE BISHOP: They were --

JUNGE: -- from like the B-36 to the B-52, didn't they?

DAVE BISHOP: Yes. There was a B-47 in there for a very short period of time.

JUNGE: Yeah.

DAVE BISHOP: And do you remember seeing the B-36s?

JUNGE: I know what they look like.

DAVE BISHOP: I remember seeing them fly over Lander, occasionally.

JUNGE: Really?

DAVE BISHOP: Yeah.

JUNGE: (laughs) They were [00:18:00] like a couple of houses flying in the air.

DAVE BISHOP: (laughs) Well, they had, what, pusher props and get engines on the end.

JUNGE: Yeah. Yeah, exactly.

DAVE BISHOP: They had six -- six props, and I think a pair of

jet engines on each --

JUNGE: That's right.

DAVE BISHOP: -- the tip of each wing.

JUNGE: That's right. And the guy that flew it, who was it?

Oh, gosh, I can't remember now.

DAVE BISHOP: B-47 really didn't carry very much payload, I don't think.

JUNGE: You know, I don't know. I think that the -- whoever flew the B-36 said that they flew with -- some of those people had nothing in the bomb bay, and others had an atomic bomb. They didn't know.

DAVE BISHOP: Mm-hmm.

JUNGE: Anyway, so when you were at -- did you think you were going to pull out of this? Did you have your doubts?

DAVE BISHOP: I just remember having problems, and shutting it down, and [00:19:00] -- and falling to the ground. And the next thing I remember -- it knocked me out. And the next thing I remember I was laying out on the runway with the plane burning off a little ways away, and medics running around. I was in Nomex flight uniform, which, obviously, had a lot to do with saving me. And I used what we call cheater sleeves. You'd roll your Nomex up to here, and then you had these sleeves that you cut off, and had -- had elastic in them. And you'd just pull them

up and over, because you had to wear a long sleeved uniform to fly, and then you wore your Nomex flight gloves, which one of them had a hole in it, and burned the end of this finger off. That finger [00:20:00] was sticking out of that hole. That finger's way shorter than it would be otherwise. You know, it's -- I put them together --

JUNGE: Oh, I see.

DAVE BISHOP: It's quite a bit shorter --

JUNGE: Uh-huh.

DAVE BISHOP: -- you know? Burned the end of the finger off, and it was very tender for a lot of years, but it's fine now. Then I -- this whole hand's been grafted on the back.

JUNGE: Do you have feeling in it?

DAVE BISHOP: Yeah, here, but here it's just touch, you know, you feel the pressure on it. Don't have feeling on the back side.

JUNGE: I guess what I meant to ask, and I didn't ask it right is after you were in the wreck, did you think at that time you would -- you were gone, a goner? Or did you think you were going to make it?

DAVE BISHOP: You don't think. You just deal with problems. And I was out cold, and then they hauled me into the



hospital. I remember telling people I'd be flying in a week, and it was nine months. But they had me [00:21:00] -- they gave us -- gave me morphine, which made me not realize that I was hurt. And they took me off of that seven days later. I spent seven days in Vietnam in burn -- in burn care there, before they moved me to Vietnam -- or to Japan. And when they moved me to Japan, they took me off the morphine, and then I realized that I was hurt pretty bad.

JUNGE: Because that's --

DAVE BISHOP: But before that I thought I'd be fine in a while. They were -- I know in Vietnam they didn't have mirrors, so I couldn't look and see how bad my face was burned, and stuff like that. My eyelashes were burned off. My helmet got knocked down over my eyebrows, so my eyebrows were fine.

JUNGE: After they took you off the morphine, you knew then -- and you were hurting then. [00:22:00] How long did your pain last?

DAVE BISHOP: Till now. (laughs)

JUNGE: You never get over it.

DAVE BISHOP: Yeah. Yeah. It's -- it -- I've got, you know, problems with my wrists, and hands, and back. But I don't -- you just -- that's what you're dealt. You just

continue.

JUNGE: You don't have dreams about this?

DAVE BISHOP: No.

JUNGE: Which is great. Great.

DAVE BISHOP: No. The only thing I ever had any dreams about when I was in [Benoir?], which I was in Benoir most of the time. That was a big air field that -- I think at the time it was the busiest air field in the world, flying troops in and out, and all the missions, and whatnot. And it was a big, big air base. [00:23:00] But the VC would come in at night, and shoot rockets in. And they were like pop bottle rockets that you -- they had no way to guide them. And it was just random. Just tilt it over that way, and make it pfsst, you know? And, any rate, those things made a lot of racket when they started hitting around you. And we had -- we had sandbags underneath our cots. As an officer, we had our own -- own room. We didn't have to share it with anybody. And you'd roll over, and crawl underneath your cot, where you had sandbags around, so the shrapnel wouldn't -- wouldn't get you, if one hit right near. And we'd -- we'd have them hit pretty close, but I know that [00:24:00] I had -- there was the house blew up in Casper when I was living there, and working for the True family.

And I remember distinctly that when I heard that big explosion -- my windows were open, it was summer time. The reaction that I had diving off the bed, because there was an explosion, you know, in the middle of the night. But that's really the only problem I had.

JUNGE: So you -- after your injury, you were, what -- what do they do, honorable discharge?

DAVE BISHOP: I went back and became an instructor at Fort Rucker, Alabama. I was a classroom instructor, and taught a lot of various subjects. And spent another two years in the military afterwards.

JUNGE: What did you teach? [00:25:00]

DAVE BISHOP: Oh, one of them was aircraft identification, and then rotary wing aerodynamics, and there were engineering courses, a lot of them. But the -- I know I -- it was interesting. I taught a lot of doctors that were getting their flight certification for -- to be a flight surgeon. And that was interesting. You know, you're teaching full colonels, and all kinds of ranks. All of them outranking you. I was a captain at the time, and I was promoted to captain in the hospital. And when I left Japan I went to Brooke Army Hospital, and -- and that was their burn ward in (inaudible).

JUNGE: And while you were in the hospital -- in where?

[00:26:00]

DAVE BISHOP: In -- in Texas. El Paso, Texas is where --

JUNGE: OK.

DAVE BISHOP: -- Brooke Army Hospital is.

JUNGE: Why did they promote -- I don't understand why they could promote -- never -- never having been in the military, why did they promote you to captain when you're in the hospital?

DAVE BISHOP: Because back in the Vietnam War, it was one year from second lieutenant to first lieutenant, and one more year to captain. So it was two years and you were a captain. And I was promoted by a major general who was also a doctor, and head of the Brooke Army Hospital. But he called me into his office, and promoted me to -- Major General Orr, O-r-r I believe is how you spelled his name, and he was a [00:27:00] medical doctor in charge of that general hospital.

JUNGE: Were you in bed when you got the award?

DAVE BISHOP: No.

JUNGE: You were standing up?

DAVE BISHOP: I was ambulatory. I was always walking around. I was encouraged to walk everywhere, all the time, to keep my skin moving. I didn't have any broken bones, all I had is a lot of patch-up work, a lot of skin grafts.

JUNGE: So you got out when?

DAVE BISHOP: I think it was April of '72.

JUNGE: That you got out of the service.

DAVE BISHOP: Yes.

JUNGE: And you then got out with a captain's rank.

DAVE BISHOP: Correct.

JUNGE: OK. Did you get any stars, or bars, or anything like that? I mean, when you're injured, don't they give you a -- well.

DAVE BISHOP: It wasn't -- no, it's not a -- doesn't qualify for a Purple Heart.

JUNGE: OK. Because you weren't in combat?

DAVE BISHOP: No. Well, I was in combat zone, [00:28:00] but it wasn't due to enemy fire.

JUNGE: I see, OK. So you get out of the military, and did you say you went back to work for Conoco?

DAVE BISHOP: I did.

JUNGE: OK. What did you do for them?

DAVE BISHOP: I was a petroleum engineer, and worked in Casper, and Frannie, Wyoming.

JUNGE: In what they call the Frannie oil field?

DAVE BISHOP: Correct.

JUNGE: Yeah. So is that it now for your flying career?

DAVE BISHOP: That was essentially it for my flying career.

When I went to work for the True family back in, let's see, 1977, True had six airplanes. Had a Lear jet, and a helicopter, and two twin engines, and two single engines. And I flew in those [00:29:00] all the time to the job site. And he was not interested in having me as a dual purpose petroleum engineer, and -- and flying the airplanes.

JUNGE: Dave True, H.A. Dave True?

DAVE BISHOP: Yes. And, essentially -- I have a letter somewhere in my files where my boss, Doug [Milliken?], asked him to let me fly the single engines out to the field, and land in the field, and he denied that request, and said he'd hire fulltime pilots to do that sort of thing. In other words, he did not want to have me doing dual jobs, and I think that's probably a real good policy. I know of a number of doctors that had enough money to [00:30:00] buy an airplane, and ended up killing themselves flying them.

JUNGE: Yeah, but you were a pilot. It wasn't just like you had just learned.

DAVE BISHOP: Well, the doctors were pilots too.

JUNGE: Yeah.

DAVE BISHOP: You know?

JUNGE: Yeah.

DAVE BISHOP: And you have other things on your mind. If you're going out to a job site as a petroleum engineer, and you've got things on your mind there, and you might -- you might be more susceptible to having an accident if you're thinking about that, rather than your flying. And so I accepted Mr. True's --

JUNGE: His rule?

DAVE BISHOP: His -- his decision, and had no problem with it. Of course, I got to do a lot of flying, because I went out in the field a lot. And the pilots enjoyed flying with me because they could take a nap, or whatever. And (laughs) -- and [00:31:00] we did a lot of low level flying in the mountains, and saw lots of game, and lots of interesting -- we actually found one airplane in the Bighorns that had been lost for four years. They had not found it. And so we were the ones that turned it in, and coordinated the search and rescue effort on that.

JUNGE: Was that an air --

DAVE BISHOP: It was a couple.

JUNGE: -- airliner?

DAVE BISHOP: No, it was a couple in a single engine airplane that crashed into a mountain right above Lake Angeline in the Bighorns. Killed them both, then the airplane burned, and when we flew by it real close I could tell

that it burned.

JUNGE: Mm-hmm. Did you ever regain the controls of a plane?  
Did you ever fly again?

DAVE BISHOP: Yeah, I did for two years. I flew when I was  
back -- back out of the hospital. I was in the service  
for two additional years, and I flew then.

JUNGE: Oh, OK. [00:32:00] What did you fly?

DAVE BISHOP: Primarily fixed wing. All -- all you had to  
have was four hours a month of flight to get your flight  
pay. And so they would allow you to schedule four hours  
a month. And we did a lot of flying around.

JUNGE: Was that over and above regular pay, flight pay?

DAVE BISHOP: Correct.

JUNGE: So that's a lucrative position, to be a pilot, and  
get that extra --

DAVE BISHOP: It was, yes.

JUNGE: -- kicker, or whatever you call it.

DAVE BISHOP: Yep. It was pretty good paying -- during the  
Vietnam War, they paid us very well. When we were in  
flight school we were on temporary duty, which gave you a  
daily subsistence, in addition to your flight pay, and --  
and your officer's pay.

JUNGE: Dave, did you [00:33:00] ever fly again outside the  
military? I mean, while you worked for True, or after



you retired from True?

DAVE BISHOP: No, I never officially flew again. And -- and I held a FAA license, it was single engine, multiengine, instrument, and rotor craft.

JUNGE: Did it automatically transfer from the service to civilian life?

DAVE BISHOP: No, I applied for it, and they awarded it.

JUNGE: Oh, so you were planning to do some flying, then.

DAVE BISHOP: Well, I had the -- yeah, I always thought that I would eventually own my own airplane, and fly around. My father had a Piper Tri-Pacer when I was a kid, in high school, and grade school, and we'd fly around in it once in a while.

JUNGE: Did he let you take her -- the controls?

DAVE BISHOP: I don't remember. I'm sure he did. In that [00:34:00] in the air it's not too big of a chore when you're in that altitude.

JUNGE: So that's pretty much it, as far as your -- your aviation career goes?

DAVE BISHOP: That's correct.

JUNGE: Your military service. I'm -- I'm going to talk to your dad, if you'll allow me to.

DAVE BISHOP: Sure.

JUNGE: What -- what about can you tell me anything about his

career that you know that he maybe will have forgotten?

DAVE BISHOP: Well, I -- I know one thing, that we would fly out and land in very primitive roads, and stake oil field locations out in the Red Desert, and then that we'd meet the oil field -- or the oil company representative --

JUNGE: Thank you, Helen.

HELEN BISHOP: You'll find that fascinating.

JUNGE: What's that?

HELEN BISHOP: You'll find his Army story fascinating.

JUNGE: Yeah. Yeah, I did. Yeah, are you talking about his dad?

HELEN BISHOP: Dad.

DAVE BISHOP: Yeah.

JUNGE: Oh, sorry. Yeah. So go ahead. You were [00:35:00] flying out of where?

DAVE BISHOP: Flying out of Lander, and we'd fly down the Red Desert, and go stake a location. I'd go with him and help him survey the locations, and whatnot. But it was interesting to land in pretty primitive roads, whatnot. And when I worked for the True family, the pilots also landed on pretty primitive roads.

JUNGE: Do you remember any in particular?

DAVE BISHOP: Any in particular? Yeah, sure. You have to go racing up over a hill, and down a hill, and then yank it

off the ground, and -- and struggle to stay in the air, and (laughs) and it might have a curve or two in it, and you had to make the curves. And -- and we landed on highways, and pull them off on approach. They were -- obviously, they were old highways, which were little -- used very little. [00:36:00] Up in Montana I did a lot of landing in remote spots up there.

JUNGE: With your dad?

DAVE BISHOP: With -- with the True family.

JUNGE: Oh, with the True family.

DAVE BISHOP: With their pilots --

JUNGE: Yeah.

DAVE BISHOP: -- It that time.

JUNGE: What about your Dad's career? Tell me what the basic outline is so I know what to ask him.

DAVE BISHOP: OK. Well, he, basically, he spent -- he was, at the time, there was no Air Force, it was an army, and he was in the Army Corps of Engineers, and he worked on the Alcan Highway I think for --

HELEN BISHOP: Yeah, that's in here.

DAVE BISHOP: -- more than a year. Is that in there?

HELEN BISHOP: Yeah. That's cool.

DAVE BISHOP: And then they, essentially, he volunteered to go train for the B-29s. They were trying to get pilots in

there, and so he volunteered for that. [00:37:00] And he flew his 35 missions, and -- that's was the requirement is 35 missions, and then you got to rotate back into the United States. And he completed those missions, and was on his way back when they dropped the -  
- the bomb. The big bomb over on Japan. Which ultimately ended the war.

JUNGE: Was he way away from that point? I mean, was he almost back to the States when that bomb was dropped?

DAVE BISHOP: I do not know.

HELEN BISHOP: Yeah, he -- it's in there.

JUNGE: Is that right?

DAVE BISHOP: He wasn't back to the US at that time. I think he was -- I think didn't -- wasn't he on a ship, Hon?

HELEN BISHOP: Oh, let's see.

JUNGE: Was he a pilot?

DAVE BISHOP: Yes, he was a pilot, aircraft commander. He flew a number of missions as the copilot, and then -- and then was an aircraft commander for his remaining missions. They lost a lot of B-29s over there.

[00:38:00] And --

HELEN BISHOP: He arrived in San Francisco on August 6th, the day they bombed.

DAVE BISHOP: Oh, is that right?

HELEN BISHOP: Yeah.

DAVE BISHOP: I don't know how he got there. Was he on a ship?

HELEN BISHOP: He was in Tinian for a few days.

JUNGE: Tinian?

DAVE BISHOP: Tinian?

HELEN BISHOP: Tinian waiting for transportation, then rode on a C-54 to Hawaii, and sat around for another few days, and then got a C-54 ride to San Francisco.

DAVE BISHOP: Yeah, C-54, that's a cargo. I don't know -- I'm not familiar with the airplane, but it would have been the --

JUNGE: Mm-hmm.

DAVE BISHOP: World War II cargo.

JUNGE: Did he ever tell you any stories about his flying in the war?

DAVE BISHOP: That's it, right there.

HELEN BISHOP: This is very complete.

JUNGE: I mean did you ever talk about them?

DAVE BISHOP: Not much.

JUNGE: He preferred not to talk about them?

DAVE BISHOP: There's not much to talk about. Many people don't, you know, I -- I -- I live in the future, [00:39:00] not the past.

HELEN BISHOP: It bothered him -- what I caught one day was he was firebombing towns, wasn't he?

DAVE BISHOP: Yeah.

HELEN BISHOP: And that bothered him.

JUNGE: Firebombing towns?

HELEN BISHOP: Yeah, he was burning cities.

JUNGE: Yeah. I know another B-29 pilot that had the same problem. He lives in Cheyenne, and your dad probably knows him.

HELEN BISHOP: Yeah.

JUNGE: Tom [Pabian?]. Because I asked him (inaudible) specifically. I said, "Tom, how did you feel about it?" He said, "Well" -- you know, and he didn't break down, or anything, but he just basically said, "I just thought about all those kids down there," you know. And so he had a heart, you know, he -- he knew what he was doing, but he had a heart. And I assume your dad did too. Well, good, I can -- I can ask him then any of the stuff -- questions on any of the stuff that's in the material you gave me.

HELEN BISHOP: Yeah. Whether or not he'll talk is another question, but. [00:40:00]

DAVE BISHOP: He probably won't remember a lot.

JUNGE: Really?

DAVE BISHOP: He's -- he's having memory problems. But --

JUNGE: Long-term memory?

DAVE BISHOP: I --

HELEN BISHOP: Lives in the moment.

DAVE BISHOP: Yeah. He's -- he had a couple setbacks. One in the first part of September, another one in October, and he went from being able to walk around to using a walker now. And he's staying with my brother now. Has been since the end of January.

JUNGE: Which brother?

DAVE BISHOP: Richard.

JUNGE: You only have one brother?

DAVE BISHOP: I had two. One -- one's deceased, and this is a younger brother that's 14 years younger than me.

HELEN BISHOP: 14 years (inaudible).

JUNGE: OK. He's in the book, right? Your dad?

HELEN BISHOP: Yeah.

JUNGE: Or is it under Richard?

HELEN BISHOP: No, it's under [Floyd?].

JUNGE: OK.

DAVE BISHOP: That's -- well, write his telephone number down.

I --

HELEN BISHOP: Remember when the [00:41:00] Tribune was doing these stories once a week on, "They served with honor?" -

-

JUNGE: Yeah.

HELEN BISHOP: -- that became the book?

JUNGE: Yeah.

HELEN BISHOP: Towards the end of it I said, "Dave, you've got to send this stuff in on your dad." "Ah, no." So I took it upon myself to send it in, and they said, "I'm sorry, but we've already got everybody lined out." And I said, "Well, here's the material anyway." They got him, you know?

JUNGE: They got it.

HELEN BISHOP: They were so impressed they put him in instead.

(laughs)

JUNGE: Ah. OK, what's his number?

DAVE BISHOP: 638-6845.

JUNGE: 6845?

DAVE BISHOP: Yeah. That -- that's his number. My brother's got another number there. But call that number --

JUNGE: OK.

DAVE BISHOP: And somebody should answer it. If they don't, try it again some other day.

HELEN BISHOP: He has caretakers during the day while his brother went to work.

JUNGE: OK. Richard. Why is it that so many people in your



family got into aviation? I mean, was Richard involved in aviation?

DAVE BISHOP: [00:42:00] Well, you know, he's gone and got a -- a private pilot license.

HELEN BISHOP: Yeah, he has.

DAVE BISHOP: And I don't know how he afforded it. He -- he has the foot of the Rockies, if you know what that story is down there.

JUNGE: Yeah.

DAVE BISHOP: Yeah.

JUNGE: What's -- Rick? Rick Bishop is your --

DAVE BISHOP: Yeah.

JUNGE: I know Rick!

HELEN BISHOP: He goes by Rick. Dave calls him Rich.

DAVE BISHOP: I've always called him Rich. Not --

JUNGE: Yeah, he's a hell of a runner. He's done some amazing things as a runner.

DAVE BISHOP: That's true. And from my viewpoint, that's his only interest.

HELEN BISHOP: (laughs) He runs (inaudible).

DAVE BISHOP: He coaches, and runs, and --

HELEN BISHOP: He coaches and runs.

DAVE BISHOP: -- and sells running clothes, and -- and does silk-screening for T-shirts, and hats, and stuff

[00:43:00] like that.

JUNGE: He -- Rick asked me to -- he had a baseball team for a while, and he --

DAVE BISHOP: He's -- he's a pure sportsman.

JUNGE: Yeah.

DAVE BISHOP: And I don't like sports.

JUNGE: Why not?

DAVE BISHOP: Because my dad had me work every summer as a surveyor, and all the kids were playing baseball except me. I'm out working.

JUNGE: Did you -- would you have rather been playing baseball?

DAVE BISHOP: No, I made money, and I put myself through college. And my brother put himself through college with running abilities. He got a full ride at University Alabama. And I made a lot of money. I trapped, and made a lot of money. I worked for my dad, and made a lot of money.

JUNGE: Trapped?

DAVE BISHOP: Yeah.

HELEN BISHOP: Trapped beaver, and --

DAVE BISHOP: Trapped beaver.

JUNGE: You trap beaver? They tell me that --

HELEN BISHOP: In Lander.

JUNGE: In Lander.

HELEN BISHOP: Yeah, [the mountains?].

JUNGE: They tell me that --

DAVE BISHOP: All over the South Pass.

JUNGE: Over by Red Canyon [00:44:00] you mean? This side?

DAVE BISHOP: Well, up on South Pass, up in the mountains  
there.

JUNGE: Is that in [Sweetwater?].

DAVE BISHOP: Yeah.

JUNGE: They tell me, the trappers who have trapped beaver,  
[Chet Mercer?] was a trapper. Did you know him? Oh, I  
interviewed him 25 years ago. But, anyway, Chet Mercer  
said just about every trapper gets his start on muskrats.  
Is that right?

DAVE BISHOP: Correct.

JUNGE: (laughs) You -- your first animal that you caught  
was a muskrat?

DAVE BISHOP: Mm-hmm.

JUNGE: What did you do with the -- with the pelts?

DAVE BISHOP: Sold them, 35 cents apiece.

JUNGE: Muskrats?

DAVE BISHOP: (laughs) Then we caught a mink. We got four  
bucks for it.

HELEN BISHOP: (inaudible)

JUNGE: What about the beaver?

DAVE BISHOP: We -- I'd get up to \$20 for those.

JUNGE: Why? They didn't make beaver hats anymore.

DAVE BISHOP: Made beaver coats.

JUNGE: I'll be darned. Was that your spending money?

DAVE BISHOP: It was money I saved, yeah. I did newspapers  
[00:45:00] and I made money in all kinds of things, and  
I'm still doing it. Making money in manufacturing, and  
oil field service, and oil fields. Bought a whole bunch  
of oil fields from Conoco, from the people that I knew in  
Conoco. We bought all their oil fields when they left  
the Rockies. And --

JUNGE: So now --

DAVE BISHOP: -- I had been --

JUNGE: Mm-hmm.

DAVE BISHOP: -- a business person, whereas my brother's been  
a business person on -- in running.

JUNGE: On a different scale.

DAVE BISHOP: Yeah.

JUNGE: And then what about Rich? Oh, this is Rich we're  
talking about.

DAVE BISHOP: Yeah, yeah, yeah.

JUNGE: OK. What happened to the other brother?

DAVE BISHOP: He died, what, at age 38.

JUNGE: How old were you?

DAVE BISHOP: Four years older. 42.

JUNGE: Was he killed in a plane accident?

DAVE BISHOP: No. No, he --

HELEN BISHOP: Died of (inaudible).

DAVE BISHOP: He died -- complications, and -- and [00:46:00]  
of -- well, I'll be honest with you. He died, basically,  
of AIDS. He died of --

JUNGE: Pneumonia?

DAVE BISHOP: Pneumonia, yeah.

JUNGE: That's usually what happens.

DAVE BISHOP: But he was one of the very early people that  
passed away at that time. Let's see, 38 -- six, let's  
see. What's 38 plus --

HELEN BISHOP: (inaudible).

DAVE BISHOP: Forty-eight, 60 -- '86?

HELEN BISHOP: '86, yeah.

DAVE BISHOP: Yeah, it's -- I can remember that there were  
about somewhere around 15,000 people that had passed away  
from AIDS at that point in time. And [00:47:00] it was  
kind of a setback for my dad, because he didn't want to  
think of him as a homosexual, you know. And I -- I  
mentioned it one time, if he'd ever considered the  
possibility that he might be a homosexual, and, goddamn,

he got mad at me. (laughs)

JUNGE: Denied it?

DAVE BISHOP: Huh?

JUNGE: Did he deny it?

DAVE BISHOP: He got so mad at me. I don't know. Yeah, he --  
sure he did.

HELEN BISHOP: Wait, I brought this out. After his mother died  
I got this -- was this the first thing you trapped, or  
something?

DAVE BISHOP: Yeah, that was -- that -- one of those is the  
first mink I ever caught, yeah.

JUNGE: Really? This is -- this is what you call a mink  
stole.

HELEN BISHOP: Yes. (laughs)

JUNGE: Right?

HELEN BISHOP: Yes.

JUNGE: Is this how they normally look?

DAVE BISHOP: Yeah.

JUNGE: With a head [00:48:00] on one end, and a tail, and  
two legs on the other?

HELEN BISHOP: Well, it's two -- two of them, yeah.

JUNGE: Oh, there's two of them.

HELEN BISHOP: Yeah (laughs)

JUNGE: But the other one looks like he's biting the one in

the rear end. So this -- this is a mink stole.

HELEN BISHOP: Mm-hmm.

JUNGE: And these are the first two you caught?

DAVE BISHOP: Mink collar.

JUNGE: Mink collar.

DAVE BISHOP: Well, one of them is.

JUNGE: Yeah.

DAVE BISHOP: I don't know which one. They -- but --

JUNGE: (laughs)

HELEN BISHOP: I thought about that. I wore [it once?].

DAVE BISHOP: Do you know what a marten is?

JUNGE: Yeah.

DAVE BISHOP: They're about -- they're probably 80% of the size of a mink. And we've got martens all around here.

There were two of them out here two days ago.

HELEN BISHOP: Oh, we had so much fun watching them.

JUNGE: (inaudible)

DAVE BISHOP: I walked out on the porch, and I didn't see the guy come up behind me. And I was sitting there looking at him, and he's between the door and me. And he walked in our little porch over here, and was looking around.

JUNGE: (laughs) He says as he puts it on his wife's neck.

Pine martens? Is that what they call them?

DAVE BISHOP: Yes.

HELEN BISHOP: The ones we have here, yeah.

JUNGE: Yeah. So what -- [00:49:00] let me ask you this real quick. What -- where did your brother live?

DAVE BISHOP: Which brother?

HELEN BISHOP: He was a teacher in Denver.

JUNGE: The one who is deceased.

DAVE BISHOP: He was a teacher --

JUNGE: In Denver?

DAVE BISHOP: Denver, yeah.

JUNGE: Oh, OK. So you guys were a little spread out. You -- Rick, or Rich, as you call him, wound up in Cheyenne, your other brother was in Denver, and you were up in Worland?

DAVE BISHOP: No.

JUNGE: Or Lander?

DAVE BISHOP: When? When I graduated?

JUNGE: Well, you three split -- yeah, after -- when you went to work for True.

HELEN BISHOP: Oh, Casper.

DAVE BISHOP: No, Casper.

JUNGE: Oh, you were in Casper.

DAVE BISHOP: Yeah.

JUNGE: OK. So you know all the Trues. Dave True --

DAVE BISHOP: Yes.



JUNGE: Somebody told me he was a really private person.

DAVE BISHOP: Who?

JUNGE: Dave.

DAVE BISHOP: H.A. Dave True?

JUNGE: Yeah. Is that right?

DAVE BISHOP: The old man?

JUNGE: Yeah.

DAVE BISHOP: He is.

JUNGE: OK. And [Deemer?] I knew from, oh, when I was working at the state agency, the Recreation Commission. He was a legislator at the time.

DAVE BISHOP: Correct, yeah.

JUNGE: And I don't know how he'd feel about talking, but who's -- who's their executive pilot?

DAVE BISHOP: [00:50:00] John [Camel?].

JUNGE: That's right, John Camel. Do you know him?

DAVE BISHOP: I do.

JUNGE: Do you think he'd be willing to talk a little bit about being an executive pilot?

DAVE BISHOP: John Camel is a extremely professional pilot.

JUNGE: Yeah.

DAVE BISHOP: He's -- he's their chief pilot now. And John lives for flying, and he's very professional. And I flew with him one heck of a lot. I really -- we liked flying

with each other.

JUNGE: Mm-hmm. So do you think he'd have a few stories to tell about his job, and what he does?

DAVE BISHOP: It was John and I that find -- found that airplane up on the... He's -- actually, with the Civil Air Patrol he's found, he's been the first to locate -- at the time, ten years ago, when I left True. 12 -- [00:51:00] 11 years, 12 years ago, when I left True, he had found four airplanes. He was the first to locate four missing aircraft.

JUNGE: So he was in the Civil Air Patrol.

DAVE BISHOP: Well, he -- he's a member of it, yeah. He's -- he's really a professional pilot.

JUNGE: Does he fly jets, and propellers driven planes?

DAVE BISHOP: He flies helicopters, jets, twins, singles, everything. And, like I say, he's the most professional air -- pilot that I ever knew.

JUNGE: Now why do you say that, Dave?

DAVE BISHOP: Because he was qualified in so many aircraft, and that is his entire life. It's kind of like my brother, and his running.

JUNGE: Yeah. Well, [00:52:00] let me ask you this. You were --

DAVE BISHOP: If you talk to Rich or my father, I'd appreciate

you not saying anything about me telling you about --

JUNGE: About your brother?

DAVE BISHOP: Yeah, my brother Jay.

JUNGE: That's not a problem. We wouldn't use anything like that anyway. If you're up here on Pacific Creek, at the very end of the road that leads to this private enclave in the park, Grand Teton Park, right?

DAVE BISHOP: Mm-hmm.

JUNGE: OK. How do you get out and do your job? I mean, you've got to -- do you have a landing strip here?

DAVE BISHOP: No.

JUNGE: Well --

DAVE BISHOP: How do I do it?

JUNGE: Yeah.

DAVE BISHOP: My job?

JUNGE: Yeah.

DAVE BISHOP: Well, I get on my cell phone.

JUNGE: Really?

DAVE BISHOP: Yeah.

JUNGE: You don't have to travel much?

DAVE BISHOP: I travel, but not much. It's not -- I'm an investor in most of these jobs.

JUNGE: OK.

DAVE BISHOP: And we've got people running them, and I'm not

running them. [00:53:00]

JUNGE: What do you do --

DAVE BISHOP: I own them.

JUNGE: You own them.

DAVE BISHOP: Yeah.

JUNGE: What is the name of your main enterprise?

DAVE BISHOP: Well, one of them's Cline Production. Fred  
Cline and I own that.

JUNGE: K-L-E-I-N?

DAVE BISHOP: C-L-I-N-E.

JUNGE: Oh, OK.

DAVE BISHOP: And he lives in Billings. And that's our  
production company, our oil company, and then we have  
Rocky Mountain Rod, which is a Casper Company.

JUNGE: Rocky Mountain Rod.

DAVE BISHOP: Yeah. And we refurbish sucker rods, and put rod  
guides on, things like that.

JUNGE: What are those? I mean, I have no idea what you're  
talking about.

DAVE BISHOP: A sucker rod is the linkage from the beam  
pumping unit that's going up and down. It's the  
mechanical linkage to the bottom [hole?] pump. It's --  
it's a whole bunch of rods that go all the way down to  
the pump, and -- and actuate the pump up and down, which

is lifting the fluid. OK? And those [00:54:00] things  
tire. They fatigue, and break, and they corrode. And we  
run them through an inspection service, and knock out the  
ones that will probably fatigue, and crack, and create a  
pulling job in the next six months, or a year. We throw  
all these out of their -- out of their rod string. We  
pull them all out, and send back the good rods. And that  
way they don't have to pull them near as often. You  
know, once you start having rod parts in the well, you  
have rod part, after rod part. And you can't afford to  
fix rod parts all the time, because you've got to make  
enough oil to pay the -- pay the bills.

JUNGE: So are you in the production end? You said you were  
an owner as well.

DAVE BISHOP: [00:55:00] Yes.

JUNGE: OK. So you own oil wells --

DAVE BISHOP: Yes.

JUNGE: -- besides the production work that you do on oil  
wells?

DAVE BISHOP: No, we own the oil wells, and we do the  
production work.

JUNGE: Oh, I see. OK.

DAVE BISHOP: We own the oil fields.

JUNGE: OK.

DAVE BISHOP: We bought a number of oil fields.

JUNGE: Do you mind saying where they're at? Are they in Wyoming?

DAVE BISHOP: Oh, we had one in Dickinson, we had the Dickinson oil field, which we just sold last -- a year ago. And so that's in North Dakota. And we've got a bunch of oil fields in Central Montana around Roundup. Real close to Billings.

JUNGE: Oh, yeah.

DAVE BISHOP: North and --

JUNGE: Over by Laurel? In that area?

DAVE BISHOP: North and east. North and east of --

JUNGE: North and east.

DAVE BISHOP: Sixteen miles north and east of Billings.

JUNGE: You know, I interviewed some people who were involved with oil, and it seems to me like the people that I talked to that got involved in oil got their start in leases. They, [00:56:00] you know, purchased a lease, or whatever you call it, and then they sold the lease to a company, and with the money they bought more leases, or they started drilling themselves. Is that how you got started?

DAVE BISHOP: No, I got started in -- back in '86, when oil companies were going broke because the oil prices were

crashing. And major oil companies were trying to get out of various areas, because they -- the fields weren't cost-efficient for them. And so they would sell out an entire field, and the operations, and everything. So we got into operations, which is extremely -- very high risk, because you're dealing with a state governor, federal government, EPA. And the EPA can fine you. They don't have any hearings, court hearings, or anything else. [00:57:00] They just assess a fine, and send it to you. And it's not small when they do things like that. And --

JUNGE: So everything you do is a calculated risk.

DAVE BISHOP: Extremely risky. Yep.

JUNGE: You must have a cool temperament to be able to put up with that.

HELEN BISHOP: Hmm. (laughs)

DAVE BISHOP: Hmm.

JUNGE: His wife goes, "Maybe."

HELEN BISHOP: Yeah.

JUNGE: (laughs) Do you know [McMurray]?

DAVE BISHOP: Yes.

JUNGE: The elder McMurray, as well as Mick?

DAVE BISHOP: Yes.

JUNGE: Neil, and Mick both?

DAVE BISHOP: Yes. Neil lived right next to me in Casper.

JUNGE: Oh, really? OK.

DAVE BISHOP: Before he moved down on his eight thousand square foot home out in the hills.

JUNGE: He's -- did he die recently? Or --

DAVE BISHOP: He did. He did. Died within the last year.

JUNGE: Yeah.

DAVE BISHOP: And Mick lived across the street from me before he built the last two houses. [00:58:00] And, yep. I've met Vic, but -- you need to walk on that, girl.

JUNGE: Well, you're a competitor of his, essentially.

DAVE BISHOP: Of what?

JUNGE: In the oil business, right?

DAVE BISHOP: You don't compete in the oil business.

JUNGE: You don't?

DAVE BISHOP: Hell, no. You all try to survive.

JUNGE: Do you know [Maury?] Brown? Maury --

DAVE BISHOP: I don't believe so.

JUNGE: From Cheyenne. He owns a liquor store, Town and Country Supermarket Liquors. He's an independent oil man.

DAVE BISHOP: Is he?

JUNGE: Yeah. He had an interesting story. He got into it when -- they had a -- he came from South Dakota. They



opened up Log -- what they called, I think the Log Cabin grocery store in Denver Hill in Cheyenne, which is where the Outlaw Bar is. You know where that is? I don't know. Anyway, [00:59:00] so he helped his dad run the grocery store, then he got involved in the liquor business, had a bar, and a liquor store. And as the -- the story he told me was that a liquor wholesaler came by and offered him a whole bunch of Jim Beam bottles. And Maury, being a smart businessman, entrepreneur, like he is, he emptied the whiskey into whatever -- tubs, barrels -- and he sold it in his bar. And then he took all the Jim Beam bottles, and he sold them as a collection. And with that money he got his first oil lease.

DAVE BISHOP: (laughs)

JUNGE: It's funny. It's funny. You know, I love to do interviews with people who have -- who are involved in the oil and gas industry, because, you know, you guys, you know, you're going to -- you're going to be fine, I guess, your lifetime. But two or three generations from now, things are going to change, I think. Don't you?

DAVE BISHOP: I don't know. [01:00:00] You just take it one day at a time.

JUNGE: Yeah. Well --

DAVE BISHOP: Politics is -- that joker we have in the White

House right now won't let that pipeline go in is the stupidest damn thing. God, I -- I mean, I haven't seen him do very many smart things. I'm not very fond of the guy.

JUNGE: Let's see what you put down in here. Political affiliation. He left it blank. (laughs)

HELEN BISHOP: (laughs) Did you leave it blank, or just not finish it, Dave?

DAVE BISHOP: I left it blank (inaudible).

JUNGE: (laughs) OK.

DAVE BISHOP: (inaudible) use that to --

JUNGE: OK, well, thank you. Is there anything else we need to talk about, in terms of your aviation career?

DAVE BISHOP: No.

JUNGE: Do you have any hopes to fly again, or not?

DAVE BISHOP: No. No.

JUNGE: You've lost interest.

DAVE BISHOP: No, I've [01:01:00] I've --

HELEN BISHOP: (inaudible) (laughs)

DAVE BISHOP: Yeah. (laughs)

JUNGE: But not in a single engine tail dragger, yeah, I'm sure.

DAVE BISHOP: I just emailed all my friends back in November, and told them I survived my second airplane crash.

HELEN BISHOP: Oh, yeah. (inaudible)

DAVE BISHOP: We clashed in a -- crashed in a -- what? A --  
was it a 767?

HELEN BISHOP: (inaudible).

DAVE BISHOP: Seven sixty-seven?

HELEN BISHOP: It was a big one.

DAVE BISHOP: Huge airplane. We crashed in Madrid in a 767.

JUNGE: When?

DAVE BISHOP: November.

HELEN BISHOP: December.

JUNGE: Was, I mean --

DAVE BISHOP: December 3rd, or 4th, or 5th.

HELEN BISHOP: Fifth, or something.

JUNGE: Just this last year?

HELEN BISHOP: Yeah.

DAVE BISHOP: Yeah.

JUNGE: What happened?

DAVE BISHOP: It was we were rotating, a tire blew, and it  
blew a hole in our wing, and knocked out our hydraulics.  
And so we went ahead and [01:02:00] pulled the landing  
gear up, and -- and flew to about 16,000, and they dumped  
all the fuel, and came back around, landed, and shut down  
all the engines. When they touched down, they shut  
everything down, so they had no power to control it, or

anything. They have to brake. They don't have reverse, because they didn't reverse it, they just shut the engines down because they didn't want a fire. And so we -- we didn't run off the end of the runway, we ran off about a 45-degree taxiway. We weren't going very fast, and you didn't have any control, and you just went off the taxi way, and down into the grass, and just sunk right in to the goddang grass.

JUNGE: Were you thinking to yourself, "Oh, no, here we go again?"

DAVE BISHOP: No. No.

JUNGE: You didn't even worry?

DAVE BISHOP: The -- oh, you worried a little. It wasn't a big deal. The crew was [01:03:00] absolutely fantastic. It was a Delta crew. So we spent three days getting back to Jackson, instead of one day.

HELEN BISHOP: Yeah. Because we were (inaudible). Most of the people weren't rescheduled because they were Spaniards going to New York for a holiday week, because there was a holiday that day, the next day. And so they rerouted them, but they gave us our same Delta flight number the next day, because we had two more Delta flights. It was pretty damn full already, but we -- we were on the last row.

DAVE BISHOP: Yeah, we were back -- clear back.

HELEN BISHOP: So we get on the plane, and we sit, and we sit, and we sit on the runway. I mean, takeoff, you know, go taxi out a little bit, and it's, "Well, we've got to go back. We've got a broken part." And we went, "Oh, my God! (inaudible)." We didn't get to New York, you know, until much later, and missed the next flight.

DAVE BISHOP: So we stayed in -- we got to Salt Lake --

HELEN BISHOP: Well, we got to Salt Lake very, very late.  
(inaudible)

DAVE BISHOP: Yeah, got to Salt Lake very late.

HELEN BISHOP: So that's what it was, yeah.

JUNGE: [01:04:00] You know, I kind of understand why you don't want to fly anymore.

HELEN BISHOP: (laughs)

DAVE BISHOP: No, I don't mind flying. Oh, you mean personally. I -- I told my partner when we were making a lot of money in the oil business, I said, "You know, let's buy an airplane, and I'll fly up there to Dickinson and take care of that oil field for you once in awhile." Because, you know, it's -- right now it's about a 12-hour drive to get to Dickinson from here, because I've got to go down through Shoshoni. And, "OK." I can't go through the park, which would cut off -- cuts off about three

hours. So any rate, I was sitting there talking to him about this, that, and the other, and how we could take our wives, and fly off, and do this, and go there, and go there. And really have this airplane, and do that. I'd be the pilot. He says, "Well, let's go ahead and buy an airplane," he says, [01:05:00] "but I'm not going to fly with you. (laughs) And all of a sudden I realized, "Well, maybe that's not" -- I think I was about 62 or 63 at the time. And, you know, Ray flew B-52s for 30 -- 26 years in the service, I think.

JUNGE: Oh, yeah. I was going to say: what should I ask him about? His B-52 service? I mean, his career in the service, and --

DAVE BISHOP: Well, when he was in Vietnam, he flew, oh, the Caribou.

JUNGE: What was that?

DAVE BISHOP: De Havilland is a --

JUNGE: Twin engine?

DAVE BISHOP: No, de Havilland is a aircraft manufacturer in Canada, OK? They're Canadian. And they specialize in short field aircraft. [01:06:00] And they had a Beaver, an Otter, and a Caribou.

JUNGE: Oh, these are the jets that take off vertically?

DAVE BISHOP: No, the Caribou was twin engine cargo. Small

cargo plane. Troop carrier. I -- I don't know. Caribou could probably carry 18, 24 people. Ray would tell you. I'm sure he was doing mainly cargo, with some troop movement over in Vietnam. And then he ended up in B-52s.

JUNGE: OK. So your dad flew, Ray flew, you flew. Anybody else in the family?

DAVE BISHOP: Well, I -- I guess Richard has a private pilot license.

JUNGE: This all came from -- these -- everybody was influenced, then, by your dad, right? He was the first guy to get you interested? Is that how you --

DAVE BISHOP: I guess, maybe. I don't know if it had an effect on Ray, other than Ray went through --

HELEN BISHOP: (inaudible)

DAVE BISHOP: -- Ray and I are basically [01:07:00] the same age. He's a couple years younger than I am. But we were both in Laramie at the same time, and he went to Air Force ROTC, and I was in Army ROTC.

JUNGE: Why did you go into Army ROTC?

HELEN BISHOP: Ray's dad was in the service.

DAVE BISHOP: Huh?

HELEN BISHOP: Career, lifetime (inaudible).

DAVE BISHOP: Yeah, Ray's father was a -- he spent 35 years in the Corps of Engineers, and retired as a colonel, as did

Ray.

JUNGE: It's a -- still, that's a streak that goes through the family. Flying. There's a tradition here.

DAVE BISHOP: Yeah, a little bit.

JUNGE: A little bit.

DAVE BISHOP: Yep.

JUNGE: OK. Are we done?

DAVE BISHOP: Yes.

JUNGE: All right. Now one of the things I have to do, if you don't mind, is take a picture of you. What's that, Helen?

HELEN BISHOP: Take a picture of him in his finest outfit there?

JUNGE: No, that's fine! I want him like he is. I want him like he is.

HELEN BISHOP: You could get him in front of his moose there, or something. (laughs) [01:08:00]

JUNGE: Well --

DAVE BISHOP: That guy I shot a half mile from the house. I shot him right here, down here on the creek. He's number five in the SCI record book.

JUNGE: In which record book?

DAVE BISHOP: Safari Club International.

JUNGE: Oh, really?



DAVE BISHOP: They measure a moose quite a bit differently than Boone & Crockett. He's also quite high in the Boone & Crockett book, but he's number five in the SCI.

JUNGE: He's a Shiras moose? What they call --

DAVE BISHOP: Yes.

JUNGE: OK. He's not an Alaskan. He looks like an Alaskan moose.

DAVE BISHOP: Well, a lot of people think he's Canadian, or Alaskan, yeah.

JUNGE: Yeah. Big. Well, we could do that.

DAVE BISHOP: He lived all his life down here in Oxbow Bend.

JUNGE: Mm-hmm.

DAVE BISHOP: And nobody could shoot him. And he came into the neighborhood, and Helen saw him down here in former neighbor's yards. And I shot him at noon the next day, down here in the -- in the [willows?]. (laughs)

HELEN BISHOP: After I failed to get my elk.

JUNGE: Do you have elk coming through here a lot from the elk (inaudible)?

DAVE BISHOP: You know, elk don't come through the neighborhood. Grizzly bears come through the [01:09:00] neighborhood all the time.

HELEN BISHOP: Come down the road.

JUNGE: Really?

DAVE BISHOP: Yeah. And black bear, we used to have a pet  
black bear until the Game and Fish killed it.

JUNGE: Why? Because he was just a nuisance?

DAVE BISHOP: He was a nuisance to some folks.

JUNGE: Let me turn this off.

END OF AUDIO FILE