

OH-3036, Doyle Vaughan, 4-21-2014, WY In Flight

JUNGE: [00:00:00] So everything's working OK. Well, just put an identifier on the front of this tape, Doyle. Today is the 21st of April 2014. My name is Mark Junge and I'm in Jackson Hole -- well, the outskirts of Jackson Hole, actually -- at the home of Doyle Vaughan, who is a member of the Wyoming Aeronautics Commission and has a history of aviation, a personal history of aviation that we're going to try to get down on tape today. Does that sound reasonable?

VAUGHAN: Sure.

JUNGE: OK. And we're here in his house at, what's the address again?

VAUGHAN: Eight-zero-five-zero South Highway 89.

JUNGE: We are about three miles north of Hoback Junction.

VAUGHAN: Right.

JUNGE: OK. And I had a heck of a time finding this place and you're probably wondering if I'm capable, but I hope I am, so, today it's a beautiful, sunny day in April, it's a spring day and the river's all clear. [00:01:00] There's no snow around here.

VAUGHAN: Just those mountains up there.

JUNGE: OK. Just in the background to the east I can see, is that the Gros Ventre Range?

VAUGHAN: Well, I guess you might call it that, yes, yeah.

JUNGE: OK. A little bit of snow on the hill just to the south of the Snake River, which I can see from his kitchen here where we're at, the kitchen table is where we're sitting and I can see the Snake River flowing by through the trees. And then way beyond the trees and the river and the hillside is a mountain that's covered with snow. So has it been a tough winter?

VAUGHAN: It has. Really. We've had more snow, I think about 140% of normal, so, that's --

JUNGE: Is that good or bad?

VAUGHAN: Well, that's good, that's good. We need the moisture and the downstream reservoirs [00:02:00] certainly need the water.

JUNGE: How long have you lived here, Doyle?

VAUGHAN: Well, we came to Jackson in '84, 1984.

JUNGE: You've been here 30 years.

VAUGHAN: Right.

JUNGE: When were you, what was your birth date?

VAUGHAN: Ah, 8/21 in '33.

JUNGE: So you're just about 10 years older than me. You're 80, almost 81.

VAUGHAN: Yeah, I will be in August, yeah.

JUNGE: Yeah. Where were you born?

VAUGHAN: In a little, well, it's on a farm at my granddad's farm in Farwell, Texas. It's a lot east of Clovis, New Mexico.

JUNGE: So is that close to the Panhandle?

VAUGHAN: Well, they call it the Panhandle, that's right. It, Clovis, New Mexico is right to the west of Farwell.

[00:03:00] And then the highway splits there and one highway goes to Lubbock, Texas and the other goes Amarillo.

JUNGE: And so the university, Eastern New Mexico University's in Clovis, isn't it?

VAUGHAN: That's in Portales.

JUNGE: So is it New Mexico Highlands that's in Clovis?

VAUGHAN: Portales, New Mexico is, they call it Eastern New Mexico.

JUNGE: It's near Clovis, though.

VAUGHAN: Yeah.

JUNGE: OK. So you were raised in Farwell?

VAUGHAN: On a farm, that's right, on a farm, at about 17 miles east of Clovis, Clovis, New Mexico. But it was in Texas.

JUNGE: What sort of farm was it?

VAUGHAN: We had cattle, of course, and then raised feed for cattle. We had, [00:04:00] we raised grain and wheat, you

know, what and then sorghum grain and also alfalfa for the cattle.

JUNGE: You didn't have cotton in that part of the country.

VAUGHAN: A little bit of cotton. One of my uncles had a pretty good-sized cotton farm. Right.

JUNGE: Who were your parents?

VAUGHAN: Henry, well, my grandparents were Henry and Grace Curtis, C-U-R-T-I-S. But then my dad was William Lloyd Vaughan and I think he was born in Missouri or something. But then my mother was a Curtis and her, her birthplace was there at [00:05:00] Farwell, also, Farwell, Texas.

JUNGE: Your mother.

VAUGHAN: Right. And her name was Pearl. Pearl Francis Curtis. So.

JUNGE: You spell your name V-A-U-G-H-A-N.

VAUGHAN: A-N, that's correct.

JUNGE: Did you know there was a famous rock 'n roll guitarist named Stevie Ray Vaughan?

VAUGHAN: There's a lot of Vaughans that are just V-A-U-G-H-N, but my, for some reason that's the way my dad spelled it, so.

JUNGE: What was it like growing up on that farm?

VAUGHAN: Oh, probably the best, the best life there is.

JUNGE: Really?

VAUGHAN: Oh yeah. Yeah. We, you know, you're taught to work and you enjoy working. You enjoy working with the cattle and the horses and --

JUNGE: Yeah, but you were raised right in the middle of the Depression.

VAUGHAN: That's right, that's right. [00:06:00]

JUNGE: So it couldn't have been too hunky dory.

VAUGHAN: Well, we always had plenty to eat because we raised most of it. And then we, other than, we were really blessed because I guess the Depression really didn't hurt my grandparents or my parents either. We got along fine.

JUNGE: Did you, were you part of the Dust Bowl?

VAUGHAN: Not in that area there, not like you would have sandstorms and whatever, like Oklahoma and a lot of, a lot of places. Actually, and we're, we were in pretty good shape because my parents and grandparents were really good at [00:07:00] farming and taking care of the land and so that wasn't a big thing.

JUNGE: You had enough to eat.

VAUGHAN: Oh, sure, always, always.

JUNGE: Where did you go to school then?

VAUGHAN: I went to high school there at, grade school, high school there at Farwell. And then I, after graduating I went to West Texas State University, which was at Canyon,

Texas, right by Amarillo. And it's part now, it's part of the University, University of Texas, like Texas A&M, so.

JUNGE: Was it, so it was part of that whole state university system.

VAUGHAN: Yes. It wasn't at that time, but it soon, it, they took it over, I'm not sure exactly what year, when [00:08:00] Texas A&M took that part over. So.

JUNGE: Was it expected that you would go to college?

VAUGHAN: Not really because I had two sisters and neither of them, you know, went to college and I, I wanted to -- I wanted to go because I felt like it would better my education, of course, so.

JUNGE: Better your position for getting a job.

VAUGHAN: Sure.

JUNGE: What did you enter school hoping to be?

VAUGHAN: You know, I always, I always had this bug that I wanted to, I wanted to fly. And of course, you know, World War II was [00:09:00] kind of tapering off and I, of course, I was too young for that part.

JUNGE: At the end of the war in Europe you were 13.

VAUGHAN: Yeah. And so I, I guess, I had that idea that, I've talked to, I thought I wanted to fly but I didn't know really how to, you know, how to get to it, so.

JUNGE: Doyle, why were you so intrigued with flying?

VAUGHAN: Well, it, it was amazing. And I wasn't very old, but one day this -- this, and I can't nail down the year that it was, but this, it was during [00:10:00] World War II and I was, I'll never forget, I was out with my dad milking cows, and of course, we milked them by hand. And that's how, (laughs) that's how we really always had something to eat. You know, we had cows, we had chickens and whatever and so we never, never hurt for, you know, for the good things. And so we, one morning we were out milking cows and these, all of a sudden I noticed these airplanes flying around and flying around our farm and pretty soon one of them broke off and came back and landed in our pasture. And this guy, this pilot [00:11:00] got out and came and talked to my dad and wanted to know where Clovis was. (laughs) And that, that really intrigued me because, and they were all just trainer airplanes. But they had the star on the side of them and my dad pointed out, because we were, you know, about 20, 25 miles from the Port Air, which Clovis was, is a civilian airport, but then of course, it became Clovis Army Air Field. And then Cannon Air Force Base. And so, but anyway, what happened then, my dad pointed out which way and so this guy climbed into his airplane and went out and met the group [00:12:00] and they took, they took out the direction that my dad told them to

and I guess (laughs) they found their way, so. So that was, and then we always either, if there was an air show or something like that, well, they, that was something that I really wanted to do and so they, that, you know, kind of gets under your skin and you kind of kept, kind of kept, kept it alive in my mind, so that was about it. And I've never really got to go further with it until, until I finally, [00:13:00] back then, money was a little bit tight but I learned to fly at Muleshoe, Texas. And that's, from where our farm was, about 20 miles to the east. And so, so I learned to fly there and soloed in a Piper Cub and so that's where it kind of got started.

JUNGE: Do you remember your solo flight?

VAUGHAN: Oh, sure. Oh, you bet. Mm-hmm.

JUNGE: Tell me about that.

VAUGHAN: Yeah. Well, it was, it was really without incident.

It just, one of those things when the owner of the flying service was very, very nice and he got out, got out of the airplane at the end of the runway [00:14:00] and he said, "Take it around," and so that was my solo flight, so.

JUNGE: And it was pretty uneventful?

VAUGHAN: Oh yeah, no problem, no problem at all.

JUNGE: You didn't have a lot of wind down there?



VAUGHAN: Oh, you always do on the plains, always had wind. But no. And too, an instructor, someone like that wouldn't, they wouldn't be turning you loose without, if there was, if it was not a good idea, you know, too much wind or whatever, yeah.

JUNGE: Did you just hop into the plane then and take off with him after a few lessons? Or did you go to ground school?

VAUGHAN: Oh, we didn't really have a ground school per se, it was just when I could, (laughs) when I could come up with the [00:15:00] money, back then a flying lesson, it was \$12 an hour, I'll never forget that. And so I would, when I had six dollars I'd go and blow it at the airport. So.

JUNGE: But it was \$12 per flight.

VAUGHAN: Oh yeah, yeah.

JUNGE: And you only had six bucks.

VAUGHAN: Well, that's right, that's right. So.

JUNGE: So you could only get half a ride.

VAUGHAN: So, well, that's half an hour. It was \$12 an hour.

So that kind of built a fire, you know.

JUNGE: Who was your instructor?

VAUGHAN: A guy by the name of Morgan Locker, L-O-C-K-E-R, he's gone now. He had an accident way, later than that and I think in a twin or something, but anyway, he's, he owned

the airport, [00:16:00] owned the airplanes and all of that, so.

JUNGE: Did you take flying lessons after you got out of college?

VAUGHAN: That was during that time, yeah. During the time when, actually, actually -- I drove, this is funny, I drove a school bus and I was very fortunate and, to get my chauffeur's license and I was actually in high school. And of course, you had to have a chauffeur's license but I had an uncle that was a month older than I and so [Darryl?] and I lived at the end of the [00:17:00] school bus route. And at that time they had a hard time finding drivers. And so I'll never forget the county commissioners went to the judge, the county judge and we took her, Darryl and I took our test and they sent us to the Texas Highway Patrol and they gave us a driving test and then come back and then the county judge signed for us. Because we were less than, well, I was 16. And so they give us, Darryl and I, the judge signed for us and so we got, [00:18:00] we got to drive and it paid \$50 a month.

JUNGE: Fifty bucks a month.

VAUGHAN: Yeah. And of course, I was going to school, too. High school. And so I was, that give me some spending money. And so, so you know, when you're living on a farm

like that, there's not a lot of money but still we still got along good. So.

JUNGE: So did you graduate from college?

VAUGHAN: From, no, no. I only went to two years. I regretted it, really. I should have, I should have went ahead, but no, I only had, only had two years of college and I majored in agriculture is what I majored in.

JUNGE: You had intended to be a farmer.

VAUGHAN: No, that, I didn't really know. Didn't really (laughs) know at that point. [00:19:00] And then, besides that, I really started to get into flying and so I went down to Plainview and got a job with the Hutcherson Flying Service and I was pumping gas and doing whatever, you know, I had to do to keep going. And I got my ratings there. And went to ground school and I got my, all my ratings right there at Hutcherson Flying Service. And so, and the longer I stayed there I started flying twins and everything, Bonanzas and everything. So. [00:20:00] And then, then I got a break. I got a break. This gentleman by the name of Bob Dulaney, Bob had a spraying service, agricultural spraying service. And so I, I'll never forget. I was pumping gas or doing something and Bob came up to me one day and he said, "I really need a pilot and I've got this Super Cub with this belly tank and I just

bought a new Piper Pawnee and I'm going to fly it and I need somebody to fly the Cub," and I said, "Well, I really don't know whether I want to do that or not." And, [00:2100] anyway, he said, "Well, there airplane is yours to fly anytime you want to and I'll give you your dual instructions and I'll take care of you." And so the first field that I sprayed was, I don't know, 27 or 28 acres or something like that. And I don't mind telling you, I was really uneasy. Because there in west Texas, you get in the spring you get these really high winds. And so, so anyway, I guess I learned the hard way, but never had any problems and so I, I think I may have sprayed that [00:2200] one field and made over \$100 and I thought, oh boy, this is the way to go. And so I, I wound up spraying that season and then went over and then I got a job down in Paducah, Texas and sprayed cotton. Boll weevils and cotton. And so I, then this guy from Montana wrecked his sports car and killed himself and so the boss man, I was out of a summer job, really, and so I went to Montana and started spraying wheat. And so one thing just led to another, you know and pretty soon I had pretty good experience.

JUNGE: Did you have any close calls?

VAUGHAN: No. No. I -- [00:23:00]

JUNGE: How do you account for that?

VAUGHAN: How do I what?

JUNGE: How do you account for that?

VAUGHAN: Well, I took care of my airplanes and I, I guess the  
Lord just really took care of me, you know, and --

JUNGE: You know, you're being humble and I appreciate that,  
but on the other hand, flying takes skill.

VAUGHAN: Oh, sure.

JUNGE: And you have to pre-flight.

VAUGHAN: Mm-hmm.

JUNGE: Check everything.

VAUGHAN: Oh, sure.

JUNGE: Were you pretty religious about that?

VAUGHAN: Oh, always, always. I mean, that's something you just  
don't second-guess your aircraft. I mean, you've got to be  
careful, and so that's, and I was always very conscientious  
about what you just said. And so --

JUNGE: So you were riding high, (laughs) so to speak. You  
were making good money spraying.

VAUGHAN: Oh, yeah.

JUNGE: And things, would they have just gone along like that  
forever?

VAUGHAN: Well --

JUNGE: Or could [00:24:00] they have?

VAUGHAN: It was amazing the way things developed. I thought, I thought that, I really would like to move on up and I never thought anything about being an airline pilot, though. I just, I really didn't know what I wanted to do but, but then I heard about this flight school. Now this is moving on up into, to the Vietnam, Vietnam War was just starting to crack up, you know.

JUNGE: In the '60s, mid '60s?

VAUGHAN: Yeah. And so I was spraying down there in Paducah and I heard about this flight school [00:25:00] down in Mineral Wells, Mineral Wells, Texas. And it was -- an Army --

JUNGE: Army base?

VAUGHAN: It was a -- Army -- primary helicopter school. It was primary training for helicopters there at Mineral Wells. So I, I borrowed the little 172 that, that the boss man had and I had a deal with him so that I could pay him so much and fly and so I flew down and talked to one of the, one of the instructors there had a [00:26:00] Hiller that was a civilian and they flew the power lines and things like that. And also they gave instruction. And it was I think \$75 an hour or something like that. And so, and then the name of this, the contract school was Southern Airways. And headquartered in, at Bainbridge, Georgia. And they, they had, that contract and then they had Air Force primary

training also, in Bainbridge. And so, so I got really acquainted with those guys and I just decided, you know, I think I'll [00:27:00] shoot for that. Well, I had my airplane instructors rating, but not a helicopter rating at all. And so I went down and, and made the deal so I could, so I could try to get a helicopter rating and at that time it was 25 hours and was the regulation that I had to, to inform with to add your helicopter, rotor craft helicopter to the, my regular tickets, you know. And then, so I got really, really fortunate and got ready to take my check ride, because I would be, I would spray [00:2800] in the morning and then I'd fly down and then fly the helicopter and spend money. And so I was really lucky though, because the FAA inspector was in Fort Worth and so they, when they set this up for like a check ride, well, they would fly over and give a person a check ride. And so luckily I had no problems, no problems at all. We had a little bit of a glitch because they'd been working on this Hiller helicopter and anyway, they had, been having a problem [00:29:00] and this FAA inspector was in the traffic pattern and I was going to take one more approach and then we were to service the aircraft and then I'd take my check ride. And when I got up, came around, I was going to take, make my final approach and the engine quit. And, but I

used the, you know, procedures that I was supposed to and so I landed. Had no problem. We had an auto-rotation. And so by then, well, the FAA inspector had got out of his airplane and he saw me doing that approach and, and so my check ride was really, you know, really not much of a consequence because he said, [00:30:00] "Well, I know you can handle an emergency," (laughter) and so I got my rating. And then I made application with R.L. Thomas, the owner, the president of the company. And they hadn't hired anybody for I think something like six years. And I got a job, I mean they hired me right away. And --

JUNGE: How do you account for that?

VAUGHAN: And then, well, you know, the things that happened. But then, but then they, (laughs) they knew I could fly. But then, you start with what they call "method of instruction" and the Army gives that, gives you [00:31:00] the instructions and also the check ride. And so I passed all that with final, and so I, I sprayed, I sprayed their, I mean I flew there for four years.

JUNGE: Spraying?

VAUGHAN: No, no. The helicopters. Instructing. I was an instructor pilot for four years.

JUNGE: Did you ever spray with helicopters?



VAUGHAN: Yeah, I have, before. But you know, and that's just the beginning. Of me flying, flying the helicopters. Because I flew, and had a very successful, you know, time there, four years. And then, then I got, in fact I can show you [00:32:00] if I could --

JUNGE: Get this. OK, let me take that off you for the time being. All right.

VAUGHAN: Let me show you something here. I'm right in the middle of trying to get this thing redone. I want to. Let's see.

JUNGE: OK. Got a big board here. A big piece of plywood.

VAUGHAN: Yeah. Here is my -- my flight safety, for [00:33:00] I think 18 months and then, and then three years of flight safety. Here and here, I'm going to cut this out and rearrange it. And then one day I was flying a letter ship and, and that's the result.

JUNGE: OK. Can I read this, just for the record?

VAUGHAN: Sure.

JUNGE: This is from the headquarters, United States Army Primary Helicopter School - Fort Wolters, W-O-L-T-E-R-S, Mineral Wells, Texas. And it's dated 24 February, 1964, "Subject: Letter of Appreciation. Through Mr. R.L. Thomas, General Manager, Southern Airways Company, Fort Wolters, Texas, to Mr. Doyle R. Vaughan, Southern Airways

Company, Fort Wolters, Texas." And he's got two points he makes. Number one. "I want to commend your outstanding performance [00:34:00] of duty as leadership pilot on 7 February, '64. Your prompt reaction to the serious accident indicates a high degree of training and professional accomplishment. Two. Your efforts in assisting in the removal of the mortally injured student at the crash site to the post hospital reflected favorably on you. Your supervisors and Southern Airways Company. J.E. [Conseth?] Jr." it's signed, "Colonel, Signal Corps, Commandant." And then at the bottom it says, "I am proud to add my commendation. Your professionalism and high achievement are quite worthy of note," and that's written by, or signed and written by J.H. Shields, Director of Training. Right next to that we have a Gold Safety Certificate awarded to you for 18 months of instruction of Army students in the US Army Primary Helicopter School without, "without himself or [00:35:00] his students having been involved in an aircraft accident," and that is an award made by the Southern Airways Company, Fort Wolters. And then, by the way, is Southern Airways a predecessor to any other airline now?

VAUGHAN: They had, they owned Southern Airways and that eventually became U.S. Air.

JUNGE: U.S. Air.

VAUGHAN: Yeah.

JUNGE: OK. And then here's a letter from, it says it's from Southern Airways of Texas, Inc., contractor, Army Primary Helicopter School, Fort Wolters, Mineral Wells, Texas, dated 12 December 1964. And it's addressed to Mr. Doyle R. Vaughan, Training Department, Southern Airways of Texas Inc., and then in parentheses after that, "Contractor. Dear Mr. Vaughan, I would like to take this means of expressing my congratulations and appreciation on the recent safety record you have [00:36:00] achieved. A short time ago you received a 'safety certificate' for having instructed Army students in the US Army Primary Helicopter School for 18 months without your students or yourself being involved in an aircraft accident. This achievement did not 'just happen.' It took hard work and diligent application of sound, practical principles of instruction to gain this end. You are to be commended for your efforts, for those of us in this flying 'business' know the work, consistent good judgment and flying ability necessary to affect this safety record. Southern Airways, the US Army Primary Helicopter School and I are proud of the accomplishments we have made since the inception of this school. You and instructors of your caliber have played no

small role in making our school what it is today. Again, congratulations on your safety record and wishing you continued success, I remain, sincerely, R." signed [00:37:00] "R.L. Thomas, General Manager," and that went into your personnel file.

VAUGHAN: Yeah. This one you can't read, I mean because it's all faded.

JUNGE: Yeah, I don't know what this says.

VAUGHAN: Well, I had an injury, a clutch failure one, one day and I saved the aircraft and so --

JUNGE: Oh, OK.

VAUGHAN: But then this is --

JUNGE: And then finally a letter here, this is all, these letters are, and certificates are placed in line on this plywood board and the last letter is "Southern Airways of Texas, Inc.," etc., etc., "Fort Wolters, Mineral Wells, Texas, 20 June 1966," and it's addressed to you. "Dear Mr. Vaughan: Congratulations on your receipt of the three-year flying safety award. To be eligible for this distinction neither you nor your assigned students have been involved in a 'pilot factor' aircraft accident for the three-year [00:38:00] period ending 12 June 1966. Criteria was based on current Army regulations pertaining the accident classification. I regard this as no small achievement. It

speaks well of your ability, both as a pilot and instructor. The three-year flying safety award conveys with it the appreciation of your efforts by the company, supervisors and military personnel at Fort Wolters. Wishing you continued success, I remain sincerely," and then it's signed, "R.L. Thomas, General Manager," and that went into your personnel records file.

VAUGHAN: Mm-hmm.

JUNGE: You should be very proud of this.

VAUGHAN: Well, I, I was, I mean you know, for, I tried to save that kid's life, doggone it, but he, they had to --

JUNGE: Here. Let's put this back on here, so we can catch, this is part of your story here.

VAUGHAN: They had a, [00:39:00] they had a dual ship.

JUNGE: A what?

VAUGHAN: The stage fields down there at Mineral Wells, they had six lanes, approach lanes and so that morning that I was on leadership duty, I had, had to check out all of the landing areas and make sure there wasn't any livestock and whatever. Of course, there's a lot of deer down there. And this student, this solo student was flying solo, of course, and then when he came to re-enter the stage field, the dual ship, and that was the instructor and another student, they had [00:40:00] lined up on lane one and this

solo student did not actually hear, he was a little bit higher in altitude than the dual ship. And so he entered the lane and when he did, the console kind of blocks out anything that's below you. And so he actually descended, descended down on the dual ship and when he did, well of course, the dual ship lost its rotor and they went straight in and blew up and then the solo student lost about three foot of his rotor system and that's what happened and then, then he kept it pretty well under control until [00:41:00] until his rate ascent was pretty high and when he hit he hit really hard. And of course, the dual ship was across the service road and it blew up and killed those two. But that young, that young lieutenant had not seen anyone. And then when that happened, well, he had a, used his pitch control to slow his descent it would have been different, but he hit real hard and he hit hard enough that it ruptured the fuel tank and, and since he had just started out he had a full tank of fuel. And when I saw the explosion I headed out as fast as I could and landed right across the road from him. And [00:42:00] the thing, and it was smoking and I could just see that thing blowing up. And I climbed in the wreck and disconnected the battery, which, and then, and then by then, by that time there's another dual ship landed and we got the kid in my gurney,

that I was flying a dual ship anyway and so. So I had him at the hospital in probably three and a half minutes, but he had internal injuries, just a shame --

JUNGE: How many people were killed then?

VAUGHAN: Well, three.

JUNGE: The two in the one copter and the other, other one.

VAUGHAN: Yeah, that young, young boy lasted till that afternoon, but --

JUNGE: What were, oh man, it must have been a shock to your system.

VAUGHAN: Well, it was, it was. You just do what you got to do. You know. [00:43:00] To try to help him, so.

JUNGE: So did, you continued to fly helicopters there at Southern.

VAUGHAN: Oh sure, oh yeah. Well, what happened then, not, not too long after that, I had -- I was appointed to one of the 10 instructors to go out and evaluate some, a new training aircraft that was built by Hughes, Hughes Fuel Company. Out in California. In Culver City. And so then, so when I got out there, well, we were evaluating this, these, this new aircraft and there was 140 instructors there at Fort Wolters. And so I was lucky to have been appointed to go and help them [00:44:00] evaluate that aircraft. And so when that happened I got acquainted with the Hughes people.

And gee whiz, and I had no more than got home a couple, a couple of months and my flight commander came in one day and, and he said, "Hughes wants you to come to California and work for them," and so that, that's what happened.

JUNGE: Mr. Hughes himself or what?

VAUGHAN: Well, well no, this was the -- flight department for, and they, they were, they were producing the Army 086 and then they were, and then the training aircraft, too. And so [00:45:00] so I took the job and when I did, well, then eventually Robert Mayhew's son and Robert was the chief executive for Howard Hughes in Las Vegas, and so that's, about that time Mr. Hughes had bought, had sold TWA and he had all that money and he had to go to Vegas and bought all those casinos. And so I was, I wound up being the, oh, the executive aide for Bob, Robert Mayhew and so I worked in Vegas for about three years.

JUNGE: So you got a chance to talk to Mr. Hughes?

VAUGHAN: No, nobody did, really. [00:46:00] Bob, Bob Mayhew, I saw a lot of his correspondence but Hughes had five secretaries and that were with him around the clock, all the time. And he lived on the top of the Desert Inn. And Bob, Bob said, "I've never seen the man. I talk to him. I talk to him," and most of it was on legal yellow paper,



instructions as to what he does, what he did and all that.

And so that was, (laughs) that was quite an experience.

JUNGE: What did you think about that?

VAUGHAN: Oh. You just do your job and you know, and [00:47:00]  
you know very well who you're working for, but that's it.

JUNGE: Did he pay well?

VAUGHAN: Yeah, yeah. And I went to England. One day he called me in and said they were, that was about the time that hijacking was, somebody, I think a guy and his son or something like that, hijacked a 707 out of El Paso or something and Hughes gave the order that we needed a jet and stopped going (laughs) in these, stopped traveling the normal way, we needed an executive airplane. And so they called me in and [00:48:00] they asked me about what type aircraft that we should have and I told him because I had been flying a de Havilland jet for him and flew helicopters for him, too, and so, so anyway, that night I wound up going to London and picking up this de Havilland up in Chester at the factory. And so me and, because it was a green airplane and not, and the registration was not -- or changed over and they don't do that unless when you're bringing a foreign airplane in, well, it had to be a British pilot and, and an American pilot doing it. And so

[00:49:00] I flew -- flew back home in that green airplane,  
so.

JUNGE: What is a green airplane?

VAUGHAN: It's one that they're not painted. They're not --  
there's no --

JUNGE: They're just out of the --

VAUGHAN: The bolted, the instrument panel is a kit that they  
bolt in and the radio rack and everything is something that  
on a green airplane, the airplane is, doesn't have the  
interior that it will have when they bring it in for the  
mod shop and all that and so that's what they, and Falcons,  
they, they do that to the French Falcon airplanes, that  
they're green airplanes, in fact, when I was flying for  
Federal Express [00:50:00] we had green Falcons and they  
were from France, in fact, TWA owned the franchise and so I  
was flying for them and we took the green airplanes and  
took them over to, over to Little Rock Airmotive and they  
had put the interior in it and the big door.

JUNGE: In Little Rock, Arkansas?

VAUGHAN: Yeah.

JUNGE: These were jets.

VAUGHAN: Yes, yeah.

JUNGE: Where did you learn to fly a jet?

VAUGHAN: Falcons. Well, at Hughes, Hughes Tool, Tool Company.

I started flying first officer for the family and then not too long after I got over there because I was flying Twin Commanders and helicopters for them, out toward JPL, Jet Propulsion Laboratories [00:51:00] and Edwards, I'd go to Edwards Air Force Base and you remember the -- Blackbird. The Blackbird was the super-secret airplane that we had I think 26 of them and those, we were doing a lot of experimental work with the Phoenix missile and a lot of missiles out at Edwards. Edwards Air Force Base. So I was taking flight crews out, Army and Air Force test pilots out and there's all kinds of stuff going on.

JUNGE: The Blackbird, was that what Gary Francis Powers flew?

VAUGHAN: No, that was, that was the -- it wasn't a Blackbird.

That was the [00:52:00] U-2. And so --

JUNGE: Now did Hughes make the Blackbird? When you say, "We had 26" are you talking about the country?

VAUGHAN: No, Lockheed made the Blackbird.

JUNGE: OK. So when you said, "We had 26 of them," were you talking about the US?

VAUGHAN: The US, yeah. Mm-hmm. Yeah, and it's interesting because we had one, at one of our meetings out there for, we're on the Aeronautics, we had one of the pilots that flew the Blackbird and he gave about a two-hour

presentation, it was really something. Because they, they flew it over [Gaddafi?] and you know, all kinds of stuff. And he told us stories that, boy, I mean it really something. What that airplane will do 2,300 knots in, [00:53:00] you know.

JUNGE: Which is how many miles per hour?

VAUGHAN: Oh goodness, oh goodness. Not, well, some of that stuff is probably not classified anymore, but, I've got his book.

JUNGE: Well, that's OK. Go ahead. We can --

VAUGHAN: I've got his book in there.

JUNGE: Don't worry, we can look that up.

VAUGHAN: Autographed, it's an autographed book.

JUNGE: This fellow that gave the talk?

VAUGHAN: Yeah.

JUNGE: OK.

VAUGHAN: Yeah, that flew the airplane.

JUNGE: OK. So this is in the '60s you're doing this.

VAUGHAN: Yeah.

JUNGE: OK.

VAUGHAN: Mm-hmm.

JUNGE: Were you ever in the service then?

VAUGHAN: Yeah. I was, well, let's see. Because we were talking flying. I was in the Army when Korea and I was

drafted. But I stayed in the States all the time and didn't, I didn't, they [00:54:00] they offered me to go to LCS but I didn't want to. I wanted to just, I just wanted to get out. And then, and after, after I did that, I learned to fly on my own. You know, Cubs, Super Cubs and all that. And then I went to Plainview and flew, you know, crop dusters and all of that stuff. So.

JUNGE: Well, wait a minute. Was this after the, you flew the crop dusters after your Army experience?

VAUGHAN: No, no. That was before.

JUNGE: OK. So you were drafted?

VAUGHAN: Yeah. Yeah, for the, for the US Army, yeah, infantry, yeah.

JUNGE: Well, you chose not, infantry?

VAUGHAN: Yeah. At Camp Chaffee, Arkansas. But I didn't include that because it wasn't a flying, you know. Wasn't flying. [00:55:00]

JUNGE: Well, (laughs) you chose not to go into officer candidate school, I assume, and you correct me if I'm wrong, here, Doyle, but I assume that first lieutenants who came out of that school were the ones that got killed pretty quickly.

VAUGHAN: Oh yeah, yeah, yeah. Because Korean, the Korean War was, I won't say, it was kind of winding down a little bit,

you know, it wasn't as many Chinese things happening. But  
no.

JUNGE: You were too smart to go over there.

VAUGHAN: Yeah.

JUNGE: Well, of course, you had the opportunity to make a  
choice, didn't you?

VAUGHAN: Mm-hmm. Yeah.

JUNGE: Some people didn't, I suppose.

VAUGHAN: Yeah.

JUNGE: Did you ever get to meet MacArthur or any of those  
people?

VAUGHAN: Oh no. No.

JUNGE: Curtis LeMay?

VAUGHAN: No, I never met LeMay, no. No.

JUNGE: Mm-hmm. OK, so [00:56:00] you were drafted to go to  
the Korean War but you served your time over here.

VAUGHAN: Yeah, yeah. That's right, at Fort Chaffee, Arkansas.

JUNGE: OK. And that's where you were discharged?

VAUGHAN: Yep.

JUNGE: After how many years?

VAUGHAN: Right. I was drafted for two years. Mm-hmm.

JUNGE: With your expertise in flying, why weren't you in the  
Army Air Force or the Air Force?

VAUGHAN: I didn't, well, for one thing you had to be, back there you didn't have an officer candidate thing, you know, like they had, well, you had to be, you had to go to flight training and you were going to be an L-19 pilot or maybe a, one or the other outfits and we had a Merritt Walters and I could have checked out and L-19, I did fly L-19s [00:57:00] for them on high cover, for cross countries, you know.

JUNGE: High cover?

VAUGHAN: Yeah. Cross countries.

JUNGE: What does that mean?

VAUGHAN: Cross-countries. Well, it would have a bunch of students for solo cross-countries and like from Mineral Wells to Stephenville and, and some of, they weren't, they didn't amount to a whole lot, but yet you turn a whole bunch of students loose and they had never flown cross-country before and so you had to either chase or fly a chase helicopter for them, but they had L-19s, L-19s, which was a Bird Dog, you might have heard. And it was a Cessna tandem seat airplane. And they used them for spotter airplanes in, a lot in Vietnam and they put rocket rails on them and [00:58:00] things like that so. So I flew L-19s also. But --

JUNGE: When you say, what was this term you used about "high, high cover" or something?

VAUGHAN: Yeah. Yeah. It's really easy to fly up there and watch and make sure those guys are going from point A to B. Rather than if you don't do that, well, you might be hunting for one of them that got lost some way. So.

JUNGE: Were you always in radio contact with them?

VAUGHAN: Oh, yeah. Sure.

JUNGE: OK. So then you got out after how many years? Two?

VAUGHAN: Two. Yeah.

JUNGE: And then what?

VAUGHAN: Then, well, after that, well, I went into my learning to fly and you know and got, flew everything I could get my hands on. [00:59:00]

JUNGE: Well, you knew how to fly, though.

VAUGHAN: Yeah. Yeah, but still, still, after that, after that is when I was at Plainview and started stepping stones, flying Twins, flying crop dusters, the guy that told me, Bob Dulaney, that give me, and Bob is, Bob is retired now. He lives in -- let's see, Lubbock, I think it's Lubbock. And he used to live in Austin, but he lives in Lubbock, Texas.

JUNGE: How do you spell Dulaney?

VAUGHAN: D-U-L-A-N-E-Y.

JUNGE: And he's still down there.

VAUGHAN: Yeah.



JUNGE: He must be --

VAUGHAN: He's got a son, he's got a, Bob is a little bit older than me and he's got a son that, I think still flies tankers. He flew tankers in the Air Force and then, then I think [01:00:00] I don't know what he's doing now.

JUNGE: Tankers that would supply other airplanes mid-air, like B-52s?

VAUGHAN: Yeah.

JUNGE: OK. So you got your experience, your military experience, I guess I shouldn't have asked you about your military experience then, I should have asked you about it before, because you went to work for these, doing spray and you know, high security things or whatever you call them, and Howard Hughes, that all came after your military service.

VAUGHAN: Right.

JUNGE: OK. And then didn't somebody tell me that you had worked for the, you were one of the first three pilots for Southwest Airlines?

VAUGHAN: OK.

JUNGE: Yeah, tell me about this. I'm --

VAUGHAN: Yeah, OK. That's kind of easy. I had had started, well, for one thing, I started working on [01:01:00] and I take a magazine called *Aviation Week* and they were talking,

I had, I had read about Southwest Airlines was going to, and they called it Air Southwest then. And they called, they were going to start an intrastate airline and intrastate is inside the state. OK. And so I really, that's what I really wanted to do is fly transports and an airline job. And I was to the point, too, I tried Braniff, I tried American and I was always too old, I mean, by a year or two for their personnel people and all that. And so rather than give up I saw this [01:02:00] article in *Aviation Week* about Air Southwest who was going to start up an intrastate airline. And so I called a guy by the name of, they'd give the address there, Rollin King. OK, Rollin King had a little two-bit, small package airline, Cherokees, flying from San Antonio down to Del Rio and all those places. And so he, they had an office at the airport at San Antonio. So I called him up and we had a nice conversation and they said, "Well, we have filed with the Texas Aeronautics [01:03:00] Commission" or whoever else that they were having to get their permission from. And so they started this intrastate airline. And so I talked to him, well, nothing happened, nothing happened. Well, finally then I read where Federal Express was, and that's when it was Federal Express, started by Fred Smith. And so that was headquarters in Little Rock. And this guy, Fred

Smith, I called up and I got, by the way, it was, it really, it was really neat because they had a flight school for [01:04:00] Falcons. And these Falcons were green airplanes and Pan Am had the franchise on them and so Little Rock Airmotive is a rebuild outfit, they're in Little Rock, at the airport. And so anyway, I got to talking to him over the phone. I wound up, wound up in, I got a class date. And so I went down and got my, went to school, so I could get my top rating. And so I, they hired me and that was in the beginning, that was the second class of pilots.

JUNGE: What year was that? Do you remember?

VAUGHAN: And well --

JUNGE: Or how old were you? [01:05:00]

VAUGHAN: That was in, oh, I forgot the date (inaudible) --

JUNGE: We'll get that later, just --

VAUGHAN: I've got my ID card. You know, from, it's in there.

But anyway, I got, I got hired there for copilot. Then they had a glitch, they were always hunting money, I mean they were having a hard time getting started. And I remember flying with Don [Stoll?] and he's dead now. But he, I was flying copilot for him and we had Fred Smith and we were always going to Washington. And were really,

really busy trying to find money and you know, keep things going. And because he was with the Greyhound family.

JUNGE: [01:06:00] Who was? Fred Smith?

VAUGHAN: Fred Smith, yeah. And his, I think they, it was Southern Greyhound or something like that, they owned that franchise down there and I think there's his sister, who was, because he was about to rob them, about taking, you know, and he didn't have, he just didn't have the funding at that time. And so anyway, we had a class there and we started doing really well and then we finally got in they, Little Rock Airmotive finally got their airplanes out with the big doors on them and then we started flying the mail. And I, I flew with them a total of about six months. And I, and in the meantime, had my ATR, [01:07:00] my airline transport rating and so when I took that check ride with the feds and I got the airline, you know, rating on that and so I sent that to Don Ogden, with, and Don Ogden was with American Airlines for 30 years and he hit age 60 and so he had to retire. Even though he was the vice president of flight operations at American. And wonderful guy, wonderful. And so Don, one morning I came in, I'd been flying all night from Baltimore to Newark and hand loading 6,000 pounds of mail and unloading it. And pilots who were, you know, dime a dozen. And [01:08:00] so I got back

to the hotel there and, in Baltimore and just had got to bed. And the phone rang and it was Don Ogden in (laughs) Dallas and he said, "Well, Doyle, I wanted to check and see if you still wanted to fly for me," and I said, "Where do you want me to go and when?" and I said, "One thing," he said, "Well, I need you in Denver Monday," and that was, I think, Wednesday or something like that. And I said, I said, "Don, I hope you realize that I don't normally quit without someone, without giving someone two weeks," and he said, "Well, I understand that," but he said, "I've got to have you" [01:09:00] because we were training at United. In Denver. And so he said, "Well," he said, "I understand. No problem at all," and he said, "Well, do you have your medical up to date?" I said, "Yeah, I just got an ATP in it," and he said, "Well, I really would, I really would like to have you in Denver you let me know if you can't come," and he said, "Do you need any money?" I said, "No, I've got money," and so I just said, "Well, I'll be there," and so I called my wife, told her that I was going to, I was going to Dallas and going to Southwest Airlines.

[01:10:00] And so that was the beginning of Southwest.

JUNGE: But it wasn't called Southwest.

VAUGHAN: No. Air Southwest.

JUNGE: Air Southwest.

VAUGHAN: At the beginning, yeah.

JUNGE: So how did your boss, your current boss take your resignation?

VAUGHAN: Well, I just told him, I said, "I made a deal," and they told me -- I'll never forget, they were very nice. Tom Baxter, the chief pilot, and he said, he said, "Well, I envy you," he said, "But you go, you do what you've got to do," and so in fact they, they told me, they said, "Anytime you want a job you got one," so.

JUNGE: So you were, how far down the list were you among the pilots that first started out with Air Southwest?

VAUGHAN: Well, I think there were 17 of us [01:11:00] in the beginning because they had, they had a lot of World War II pilots and they really, really good people. And they had two Cubans, Raul Cabeza and Emilio Salazar, and that was an interesting thing because they were in World War II and see that one, in World War II they were flying for the Cuban Air Force and then they sent, the Cuban Air Force sent them to Lafayette, Indiana, for the flight training. And that was, what's the name of that university up there?

[01:12:00]

JUNGE: Purdue?

VAUGHAN: Purdue? Yeah. They had a flight school. And Raul and Salazar came over and went to flight school and they

met American girls and married them and then at the end of the war they went back to Cuba. And then they found out, you know, they got along really good flying for Cubana Airlines until Raoul -- till Castro got in or Cas--

JUNGE: Fidel, yeah, Fidel Castro.

VAUGHAN: Fidel, I mean. And so boy, that, they could see the handwriting on the wall because Castro, right in the middle of it, put in flight engineers that were Communist.

[01:13:00] And it was unbelievable. And so Raul, those two sent their wives and their kids to, back to Purdue, to their grandmothers and then they had to tough it out. And that was some really interesting stories became of that.

JUNGE: Do you think they're still alive?

VAUGHAN: No, they're both dead now. Raul died not too, and Phyllis, his wife, is a dear friend, we, she lives in Dallas now. And Emilio's gone, too, but you know, they were --

JUNGE: It's hard to believe that there was a Cuban Air Force.

VAUGHAN: Yeah, oh yeah. There sure were. Anyway, we had another guy, [Hal Teejun?] that was a Navy flying sergeant, [01:14:00] flying PBYs. Rescue. And then we had, we had all kinds of mix of guys. And so I was really kind of -- now I won't say an oddball or anything like that, but I didn't have that much, of course, I had a little bit of a

military background from flying, you know, the helicopter program and all that, but --

JUNGE: So what, go ahead, I'm sorry.

VAUGHAN: We had a bunch of great guys, really good people and you know, we had Bob Pratt and [Gino Vanovershield?] and those guys were, and Bob [Spregg?]. I think there's only four of us left. [01:15:00]

JUNGE: Out of the 17?

VAUGHAN: Yeah. I think so.

JUNGE: You were hired, what, number three, did somebody say?

VAUGHAN: No. I was hired way back. I was hired behind all those guys, that, see, all of those people that I've been telling you about. Don Ogden went to -- this was really ironic -- Don Ogden went to Purdue and interviewed all those people because Purdue managed the Playboy airline, airplane, I mean. It was a DC-9. And oh yeah, a guy by the name of [Jerry Steel?] and so all those guys were hired ahead of me. And me and one other guy was hired at [01:16:00] the same time.

JUNGE: OK, so whoever told me that you were the number three hire at Southwest wasn't right about that.

VAUGHAN: No, that was, seniority then, every time somebody drops out, you know, we, at one time I was number one in Houston because Southwest started, opened up a base at



Houston. And I was senior enough that I went to number one at Houston. And then I was also number one at Phoenix.

JUNGE: So you were number one overall, then?

VAUGHAN: Yeah, yeah. Well --

JUNGE: Overall in Air South--

VAUGHAN: Well, no, number one was at a time, of course, seniority changes, you know, when people drop out, die, whatever. But I didn't start as number, [01:17:00] as number one. By any means. Because all those guys were hired -- OK, I'll back up now. What happened, Don Ogden, Purdue Airlines decided to get rid of all their heavy airplanes. Their DC-9s that were doing charter work and the Playboy airplane and so at the same time that that happened, Don Ogden flew up to Purdue and interviewed all those guys. And I think he hired them all with the exception of one or two. Then everybody went to Denver to get top ratings. And then I came along with this, with this other guy that, [01:18:00] trying to think, (laughs) Bob -- anyway. We were hired together and then eventually then these guys started dropping off. And when they do, well then, you --

JUNGE: You move up.

VAUGHAN: Your seniority moves up.

JUNGE: Now was Bob Ogden the founder of Southwest then?

VAUGHAN: No. He was hired as -- and that was Don Ogden. Great guy, he's dead now, but Donald Ogden was the vice president of American Airlines, flight department. The vice president of the flight operations. OK. Have you ever read, and I'd really recommend it, the [01:19:00] book about Southwest Airlines?

JUNGE: No. I was wondering if there was.

VAUGHAN: Oh yeah, yeah. It's called *Southwest Passage*. And I've got one in there, I'll show it, and OK. Southwest then was, the idea was Rollin King and Herb Kelleher, OK. Herb Kelleher was a lawyer in San Antonio. He represented Rollin King and his little airfreight package system thing. And so Rollin King came, got with Herb one day and said, and it's real kind of famous on there, and he said, "Hey, I got this idea. Let's start an intrastate airline in Texas." [01:20:00] Well, Herb, being a lawyer, liked that and well founded with this Kelleher, Herb Kelleher and [Wheatley?] and there was another, another one, and a real famous law firm in San Antonio. And so Herb said, "OK, let's do it." Well, they got John Connelly. John Connelly was from money, he was the governor of Texas at the time.

JUNGE: Who, yeah, yeah, governor of Texas who got shot when, with Kennedy.

VAUGHAN: Right. And so, so anyway, they put, they put, I don't know how many million, it's in the book, that they put together. And Texas, Texas awarded them the intrastate certificate.

JUNGE: [01:21:00] There hadn't been an airline?

VAUGHAN: To fly intrastate.

JUNGE: But there hadn't been an intrastate company?

VAUGHAN: No, no. And then what happened then, that they were, all of the sudden, all of a sudden Texas Treetop, I call them, Texas International, American Airlines, Braniff and I don't know, there's two or three other outfits immediately sued and challenged the Texas Aeronautics Commission, that they didn't have the authority to do that. Because see, it's OK to fly the little airplanes, but anything over 12,500 pounds, that has to go from the civil aeronautics at the time, or the FAA, [01:22:00] you know, whoever, has to put their blessing on it. Well, they, their strategy was to run us out of money. And that they just about -- and that's in that book. It's very, very interesting. So anyway, Lamar Muse, Lamar was an accountant and a very good one and he was, he'd been two or three airlines and one of them was in Universal Airlines, operating out of Detroit. Where the Ford Motor Company was, used to build B-24s. They got a big plant up there. Well, anyway, [01:23:00]

they got a hold of Lamar. Well, Lamar Muse agreed to come over. And he had such a track record of, an incredible track record of finance, and he's also a CPA. Well, Lamar, they hired Lamar as the CEO and the, and so he, the president, the president and CEO. And then so Lamar hit the ground running and our cash was getting depleted, all this incredibly. And then all of the sudden Lamar hit the road, [01:24:00] he found Braniff, I mean, not Braniff but -- they took PSA in California was really, there was kind of a recession then and they were really hurting and they had ordered two airplanes from Boeing and they were painted and they didn't take delivery of them so they were sitting out there at Wichita and the seats in them and everything. And then there was one other airplane that had a cargo door on it and I don't remember who it was for, but anyway, Lamar made a deal to lease those for \$50,000 a month. And so that's why [01:25:00] all these Purdue people had DC-9 top ratings, but they couldn't fly 737s. And so that's why they had to go to Denver.

JUNGE: OK. Did you know any of these, for what, for training?

VAUGHAN: For United Airlines.

JUNGE: Oh, oh, I see. For training.

VAUGHAN: Yes, yeah.

JUNGE: Did you know any of these guys? This Lamar and any of these guys you're talking about?

VAUGHAN: Not then I didn't, no. Because --

JUNGE: Eventually.

VAUGHAN: But once I got hired, yes. I mean, you know, because Lamar kept a tight rein. I mean, he knew where every penny went out of there.

JUNGE: Is that why Southwest succeeded?

VAUGHAN: Oh yes, yes.

JUNGE: Because of this sort of tightfisted control?

VAUGHAN: Oh, oh yeah, yeah, no question about it. It was incredible.

JUNGE: Is that where the service on airplanes started going down? I mean, you couldn't get a meal [01:26:00] unless you bought one or you couldn't get a drin-- I mean, you know, how service has declined.

VAUGHAN: Well, see, that was not the modus operandi of Southwest. It was, when we started, when Southwest started [MUSIC RING TONE](phone rings) Excuse me. See who it was. Excuse me. Hello? Oh, OK. Yeah, what can, Norris, I'm tied up right now. I've got a map that I sure want to give you and are you going to be home for a little while? OK, I sure want to and so, so I'll give you a call and I appreciate it. Thank you. [01:27:00] Now this is getting

into, OK. Southwest started and it was only, wasn't going to fly weekends and they only flew Dallas-Houston and Dallas-San Antonio and it was a situation that was really uncommon. And it was free drinks, free drinks but no food. No, nothing like that. And gee whiz, the flights were only 50 minutes, 45, 50 minutes and we did not fly anything but during the week. Well, soon after that, well, they learned if they dropped the fare and instead of the executive fare, if they dropped that [01:28:00], then we'll, and boy I mean people just came, just come a running, you know and so that's how --

JUNGE: They built their reputation and their start on Texas people.

VAUGHAN: Mm-hmm. Oh yeah. Had to, had to because there was only three places we could fly.

JUNGE: But then they gobbled up a couple of other airlines, didn't they? So they eventually could fly out of Texas.

VAUGHAN: Well, that was later.

JUNGE: Much later?

VAUGHAN: That was later, yeah.

JUNGE: How many hours did you fly for them?

VAUGHAN: It's in there on that plaque, almost 18,000.

JUNGE: Is that above average for a pilot?

VAUGHAN: Well, it, probably is, yeah, yeah. It was, my plaque says "over 17,000" and it was, I know the records are so, and it's right at [01:29:00] 18,000 hours.

JUNGE: How many years would that be?

VAUGHAN: Well, I flew 20, 21, (inaudible).

JUNGE: Did you fly airliners, then?

VAUGHAN: Yeah.

JUNGE: Or freight?

VAUGHAN: Oh no, it was all airlines.

JUNGE: Passenger airlines.

VAUGHAN: Mm-hmm. Yeah.

JUNGE: So you flew within Texas only.

VAUGHAN: Well, no, no, because we started branching out. In '74 we started in Arlington, down by Brownsville. And then from there we opened up Albuquerque and then we opened up New Orleans and you know, it was just -- it was building up to whatever worked.

JUNGE: Who was the key man in this --

VAUGHAN: Lamar.

JUNGE: Lamar?

VAUGHAN: Muse. M-U-S-E. Wonderful man, wonderful guy.

[01:30:00] He got cancer, he died in, really a shame.

JUNGE: You knew him.

VAUGHAN: Really good man.

JUNGE: You knew him pretty well?

VAUGHAN: Oh yeah, oh yeah, yeah. He was --

JUNGE: What made him so good?

VAUGHAN: Well, (laughs) we were a success. And he made sure we were. He knew, he knew, he was a CPA and knew the books, you know and then he had all that airline experience, that Universal Airlines and, and the funny part about it, Universal Airlines, it was a family-owned airline and they -- they decided that they wanted to branch out and get bigger airplanes and they told them, Lamar said, "No, you don't need to do that," I mean, the guy knew what he was doing. [01:31:00] And you know, PSA, and Pacific Southwest Airlines in California was a gone outfit until they decided they're going to buy hotels, they're going to buy big L-1011s airlines and it busted them. They finally had to sell to somebody.

JUNGE: Now this is a company you were working for?

VAUGHAN: No, no.

JUNGE: Pacific --

VAUGHAN: I never worked for PSA, you know.

JUNGE: Pacific Southwest.

VAUGHAN: Yeah, yeah. Pacific Southwest, PSA. And so it, it, I'll tell you, that book is a classic.

JUNGE: I'll read it, I'll read it. Yeah.



VAUGHAN: It's incredible. There's, (laughs) Herb wasn't the brains by any means, Lamar was, so. [01:32:00]

JUNGE: When did you quit flying?

VAUGHAN: Well, I had to retire because at age 60 and that was, you know, that was, when the day, the day you turn 60 you're gone. And eventually we fought that thing. Eventually we've, they raised it to 65. But it was too late for me and a lot of my friends, you know.

JUNGE: What did you do after that?

VAUGHAN: Well, I flew a little bit for Jackson Hole Aviation. I flew -- Turbo Prop for them and then he sold it, [Jeff Brown?] and he sold the airplane. And after that I [01:33:00] got busy and I just, you know, I don't like to, I don't like to fly something unless it's a pretty complex airplane and something that you know, you know that you can handle it and all that and so you know.

JUNGE: Some pilots like, they don't, they think just the opposite. They like to play, to fly the little tail draggers.

VAUGHAN: Yeah, oh yeah. Well, it's one thing, probably keeps me from it, it's expensive. You know, air, gas, ah, flat, it's over five dollars a gallon now and I bought a little, a little home-built which was real good in our RV. But

[01:34:00] I got busy, I got busy with my business and so I sold it, so.

JUNGE: What business are you talking about?

VAUGHAN: Well, I've got a synthetic lubricant business that I've had for right at 20 years. And I sell synthetic lubricants. The guy that founded the company was the fighter pilot and also the chief pilot, squadron commander of the Minnesota Air Guard, really good guy. Al Amatzio. And Al, his thought was, while he was squadron commander, that if jet engines, which they do, [01:35:00] if jet engines have to have synthetic oils, why not automobiles? And that was about three and a half years ahead of Mobil 1. And he started the company. And they're in Superior, Wisconsin.

JUNGE: AMSOIL?

VAUGHAN: And A-M-S-O-I-L. Right.

JUNGE: What does that stand for? AM-

VAUGHAN: AMSOIL. That's the name of the company. That is a success story of its own because he tried every way, all the big companies tried to put him out of business. And he stood his ground and got some really good lawyers and they, they had to change their name two or three times and they did everything they could to run him out of money.

JUNGE: Did we talk at all about how you got to [01:36:00]  
Jackson Hole?

VAUGHAN: (laughs) OK. I got here because Kevin and Judy were in grade school and we were there at, north of Dallas, at Blue Ridge up by McKinney. And we, we thought maybe the schools were better. We wanted to come to Wyoming and so we, we pulled the pin and I was number one in Phoenix and I commuted and flew my trips out of Phoenix. And this airport here, the terminal was operating out of a trailer house. And so [01:37:00] it's really amazing what's happened. And I'll tell you what. Our good airport director is responsible, he's done a whale of a job. I was chairman of the board at the airport when we hired him and boy, he's done a fantastic job.

JUNGE: Ray Bishop.

VAUGHAN: Oh yeah, fine.

JUNGE: How did you and why did you get onto the Wyoming Aeronautics Commission?

VAUGHAN: Well, I was, I was on the airport board for 10 years, two five-year tenures and really enjoyed it and I applied for the third time but the mayor here had this thorn in his side saying that, well, [01:38:00] "It was time to hire, to appoint someone else. And so anyway, I didn't agree with that but there was nothing I could do. And then all of the

sudden, (laughs) all of the sudden one day I wasn't off the board yet, but I know it was coming, and I walked by the phone and the goddamn phone rang and it was the secretary, Governor Freudenthal's secretary. And she introduced herself over the phone and said, "Governor Freudenthal would like to talk to you," and so we got on a conversation. He asked me a few questions and he said, "Well, you've been recommended for the Aeronautics Commission and there's," one of the members [01:39:00] was in Hawaii and I think took sick and actually passed away. And he said, "I'd like to appoint you as aeronautics commissioner," and he said, "What do you think?" I said, "Well, I'm honored, I appreciate it." And so I served out that term and then governor made, appointed me, too.

JUNGE: How many years have you served?

VAUGHAN: Well, let's see. It was a little over three years, the first hitch. And now he reappointed me for six. So.

JUNGE: So it'll be a total of nine when you finish up.

VAUGHAN: Right, yeah.

JUNGE: And do you think, since Mead will probably win re-election, do you think he'll reappoint you?

VAUGHAN: Well, probably at the end of that, [01:40:00] you know, at the end of that other six years, well, I'll, (laughs) I don't know at this point, I don't know.

JUNGE: You don't know if you want it.

VAUGHAN: Right, right. Well, I give it my best and so.

JUNGE: How do you like that work?

VAUGHAN: Well, it's very interesting and we're actually giving a service, you know, to, because the air service is so important to this state and we give it our best and we have some good people there and --

JUNGE: What do you see as the purpose of that aeronautics commission?

VAUGHAN: Well, for one thing, there's always ideas that, you know, that come up and that [01:41:00] you can be of service for, like an example, just like an example, like I mentioned, I said, "When we started this airport out here, we had all kinds of opposition, all the do-gooders or whatever," (laughs) you know, wanted to shut the airport down and move it to Big Piney, Pinedale, whatever. And you know, that was a terrible thing. And so that's one thing and we went to work and then Ray Bishop come along, of course, we had a general, retired general, George, that, he was good but he didn't have the vision that Ray's got. And so we advertised and Ray made, he had been in [01:42:00] California for --

JUNGE: Bakersfield.

VAUGHAN: Yeah, 10 years, Bakersfield. And I could tell, I mean that this is number one. And so for what you see out there, the terminal and everything that's happened, we're really, really proud to have been a part of that. And that's important, that's so important to our state here, that make sure that the airports give a great service to the people and then the governor, Governor Freudenthal and also Governor Mead, their passion is to (phone rings) [01:43:00] be able -- well, I'll see. Excuse me, I'm sorry.

JUNGE: That's all right.

VAUGHAN: Yeah, hon. [What you up to?] Well, right now I'm in the middle of this interview and so -- with the gentleman from the history, aeronautics history, so -- OK, OK, hon. Yes. Sitting right here at the kitchen table. OK, thanks. Air service enhancement is really a chore, and especially these airplanes that Great Lakes is flying, they're old and you know, it's an economic situation, [01:44:00] that it's a tough thing and I don't know how we're going to figure, been able to figure it out but that's a challenge.

JUNGE: It's so amazing the difference between Cheyenne and Great Lakes Aviation servicing Cheyenne and Jackson Hole.

VAUGHAN: Oh my, oh my.

JUNGE: I mean, it is like night and day.

VAUGHAN: Oh, yeah. Well, you know, the executive summary that was completed about three years ago, and I don't know whether you had an opportunity to see any of them, but the executive summary tells it like it is. See, 56% of the park visitors come through this airport. We have to be able to accommodate them and when you look at the [01:45:00] money that these folks spend, rental cars, hotels all over the state, you know, all these park visitors and all and people that are not necessarily park visitors, that executive summary showed that, and the numbers were good, that \$823 million to the, was the benefit of the state economy that year.

JUNGE: Of all airlines or Jackson Hole?

VAUGHAN: Jackson Hole.

JUNGE: Eight-hundred and twenty-three million?

VAUGHAN: Right. And then, and then your, when you look at Cheyenne, and of course, Cheyenne's took a big hit because of American pulling out and all that, but Cheyenne was only a little over 200 million. [01:46:00] And then Jasper was a little over 100 million. And so just look how much this outfit overshadows the whole state and it's amazing.

JUNGE: I attended your Wyoming Aeronautics Commission meeting in December and gave that little presentation about what I was, or what the state was trying to do in the way of

gathering history. And that's when I met you and I watched you guys and it seems to me like here you are, you've got all this experience with flying, you're in a very important, a city that's got a very important airport and you have to sit there at the table and listen to people talk about the need to do a taxiway improvement, concrete taxiway improvement or asphalt in Rollins or someplace.

VAUGHAN: Oh yeah, yeah. Well, they have to be kept up and that's, it's a big squeeze play because you know, [01:47:00] you've got to take care and there's only so much money and it's a pretty good job. And we sometimes have, or Dennis, I think doing a good job and we just, we just, for the budget, that we operate under, it's a squeeze play. And --

JUNGE: What's his name? Dennis?

VAUGHAN: Dennis --

JUNGE: Ah, we'll figure it out.

VAUGHAN: I know it as well as I know my name. All of a sudden, all of the sudden, so, I -- gee whiz.

JUNGE: Dennis. I should know who this is.

VAUGHAN: I know, I know, I know better as well as I know my name. [01:48:00] But -- now we're, you know, we're a part of [Wyandotte?] and I hope that it stays that way, I think it will.



JUNGE: You do? You hope it stays that way?

VAUGHAN: Yeah. Yeah, because they -- we've got a terrific staff there in Cheyenne and I think they do a really good job and you know, there's FAA regulations to take care of and you know --

JUNGE: You enjoy being on that commission?

VAUGHAN: Oh, sure. Yeah. Oh, you bet, yeah.

JUNGE: So you don't do it out of a sense of obligation.

VAUGHAN: No, no, no, because I asked for it, you know.

[01:49:00] And, we'll, you know, you have a sense of accomplishment and my goodness, that -- that's important.

JUNGE: Yeah. You're not making but minimum wage, right?

VAUGHAN: Oh, yeah. (laughs) Yeah. Well, they feed us good and give us good transportation and you know, that's certainly not the incentive that a person holds their hand up for.

JUNGE: Well, I'm sensing that you feel like your service is about to come to its conclusion. Or do you want to keep on until you're 100?

VAUGHAN: (laughs) Well, I don't know. Time will tell.

JUNGE: Mm-hmm. OK. Thank you so much. Doyle, it's been fun. [01:50:00]

VAUGHAN: Well, sure, oh yeah.

JUNGE: It's been a lot of fun. You've got a lot more to tell but I don't want to keep you too much longer or we're both

going to be falling over our chairs. But this has been fascinating.

VAUGHAN: Oh, well thank you.

JUNGE: Yeah, fascinating stuff.

VAUGHAN: Well, let me, let me show you --

JUNGE: All right, let's turn this off and then I'm going to get a camera because I want to get a shot at you.

VAUGHAN: Yeah, OK.

JUNGE: Is that all right?

VAUGHAN: Yeah.

JUNGE: Oh, and we have to fill out that form, too.

VAUGHAN: Yeah.

JUNGE: Let me turn this off.

END OF AUDIO FILE