

OH-3046, Lori Olson, Erika Peckham, Tammy Belus,

6-15-2014, WY In Flight

JUNGE: [00:00:00] Let me put this on tape, and then I'll tell you. I'm Mark Junge, and I am representing the state to gather oral history. We hope to put it an online museum into place so that you could go back and point to a certain individual, a hyperlink on yourself, for example, and we would get your words on tape. We'll have a picture of you. Also we'll have other people who are pioneers in aviation. But I haven't talked -- like I told Lori -- I have not talked to many women, and you guys are all three fairly recent pilots, right.

_: Yeah.

JUNGE: OK. So I feel really bad that I haven't talked to more women. I'm going to talk to Rosie the Riveter in Riverton, Maggie Layton, and she and her twin sister were both riveters. So I'm going to do that. And your mom was Rosie the Riveter. Yeah. OK. I won't take too long, I just want to find out about your experiences. Now do you understand what's going to happen? [00:01:00] This will go back to the Wyoming State Archives in Cheyenne, and then I have to sign off.

PECKHAM: Historical, but this is nice.

JUNGE: Is that all right?

BELUS: Yeah, I'm good with it.

OLSON: Yes.

JUNGE: OK. So today is the -- I'm talking into, I think I'll talk into your mic. Today is the 15th of June, 2014. My name is Mark Junge, and I'm talking with three young women here who are all three pilots. Lori, why don't you introduce yourself?

OLSON: My name is Lori Olson. I'm from Upton, Wyoming, and I fly out of Gillette.

JUNGE: When and where were you born?

OLSON: I was born in Newcastle, Wyoming, and raised in Upton, Wyoming.

JUNGE: What date?

OLSON: December 21st, 1967.

JUNGE: Is this bad that I asked your birth dates? OK. Erika?

PECKHAM: I'm Erika Peckham, and I live in Gillette, Wyoming, and was born in Farmington, Michigan, August 29th, 1978.

JUNGE: Tammy?

BELUS: I'm Tammy Belus, and I was born in Sheridan, Wyoming.

[00:02:00] I was born on February 14th, 1968. I'm a fairly new pilot as well; I just hit my 300-hour mark.

JUNGE: OK. Well, let's just start it that way. How did each one of you -- we'll start with you, Tammy. How did you get involved in flying?

BELUS: Actually I met my significant other, Fred Barton, and he's been flying all of his life. As a child I think he had the stick in his hand at six years of age. So he's always flown, and I decided that if he was going to be a part of my life I needed to know how to take care of the aircraft, if I have two young daughters sitting in the back seat. So that was really my incentive, that was behind it.

JUNGE: Erika?

PECKHAM: Well, I'm a wildlife biologist, and so I kind of got into it conducting a lot of aerial wildlife surveys and was interested in it, and also I wanted to know how to fly, because I had spent [00:03:00] thousands of hours counting wildlife. So that's kind of how I got into it. And then also I met someone who is a pilot and flies a lot of wildlife surveys, and so he has helped me out along the way as well.

JUNGE: Is he here?

PECKHAM: Uh-huh, he is.

JUNGE: That's the one who came in with the plane with the --

PECKHAM: Yes.

JUNGE: -- little rod and the husky?

PECKHAM: No, he came in a --

OLSON: Cessna.

PECKHAM: Yeah.

OLSON: But he took off in my plane to go get -- OK, the red and white one. That was Bobby.

JUNGE: Lori, how did you get involved?

OLSON: Well, I grew up in a flying family. My dad was a pilot, and I flew a lot as a child, and my brother was a pilot, two of my brother-in-laws were pilots. My dad passed away, it will be sixteen years ago this summer. My brother quit flying, and none of my brothers-in-laws were flying, so about three years ago I just was really missing flying in small aircraft and I thought, I guess since no one's flying, I'm just going to have to go do [00:04:00] it myself, so I decided to go get my license. That will be a year and a half ago in October, was when I started.

JUNGE: When was your first solo then, a year and a half ago?

OLSON: You know, my first solo was April 5th of 2013, so a little over a year ago I soloed, and I got my license in October of 2013.

JUNGE: Now so far I haven't come up with any unique stories about soloing, but can each of you talk about your experiences?

OLSON: I was in Gillette. That's where I was doing my instruction, and I had been getting really frustrated with my landings and feeling really discouraged, and I went up that day with my instructor, Ryan Lunde, and I had a great day of flying. We flew around Devils Tower. It was actually a long flight, and I knew that it was kind of impending that I was going to solo, and I was very nervous about it. [00:05:00] But I didn't think this was the day, because we'd been flying so long, and usually the lessons were two hours, and there was another student behind me. We landed, and I was thinking, wow, I did really good on my landing, and he said, "Lori, would you pull over to the tower?" and my first thought was I did something wrong, and tower needs to talk to me, because that was my worst fear, I think. I was like, oh, my gosh, what? I go, "Did I do something wrong?" And he's like, "What? No. Give me your log book, and you have to sign in. The (inaudible) meant for you to solo." So he got out to go up in the tower, and he said, "Now you're going to go do three landings, and I'm going to be watching with the binoculars up there." It was super exciting. I was nervous. I was very nervous. But I was so ready to do it, and a feeling, when you're done, aside from having my children, that was one of the happiest days of my life for me. It was just such a sense of

accomplishment that you're up there, and not just taking off in a plane, but [00:06:00] more importantly in my mind you're getting it on the ground, and you're doing it by yourself. So that was an awesome day for me.

JUNGE: Yeah. Fantastic. Erika?

PECKHAM: I was pretty similar in the sense that I was not -- didn't know it was going to be that day. My instructor didn't tell me, and I think that was probably a good thing, because I wouldn't have slept, I'm sure, the night before. Also, the same thing, a very liberating feeling, and a huge accomplishment.

JUNGE: Did you have any problems?

PECKHAM: Didn't have any problems. I remember my first solo across country, where you actually leave your home airport, and I went to Newcastle, and I think I landed the wrong way on the runway, but no one was there, so it wasn't a big deal. But then the thing I really remember was coming back to Gillette, and I left and it was calm and it was like gusting to thirty, and I was very upset. It was fine. I mean, it was kind of like you didn't have much of a choice, you're just going to do it.

JUNGE: What sort of plane were you in?

PECKHAM: Just the [00:07:00] Cessna 172.

JUNGE: Now both of you guys were in what they call tail
draggers?

OLSON: No.

PECKHAM: A tricycle gear, 172, with a nose wheel.

JUNGE: OK.

PECKHAM: It's very common for a flight training, Cessnas.

JUNGE: OK. Tammy, what about you?

BELUS: Also learned in a Cessna 172. My first solo was very similar to theirs in that I think now listening to you girls, they all plan this. We do not know the day that we're going to solo. My flight instructor, Tom [Melluric?] said, "This next go around I'm going to take the controls. When we get on the runway, bring it to a full stop." So I did, and he took the controls and he taxied over off to the side of the runway, and he said, "I'm going to get out here, and I'm going to walk back to the FBO, and I want you to do three go-arounds, three touch and goes, and then come in when you're done." I said, "What? What? You're doing what?" (laughter) [00:08:00] So I did the three go-arounds, and thankfully Fred gave me a lot of prepping prior to. He said, "You know, when your flight instructor does take that step out of the aircraft you just pretend like he's still there. You can talk to him if you need to. Just go through the steps that he showed you and talk out

loud if you need to." So that's kind of what I did. I just did the three go-arounds, and when I came in there was a whole group of people in the FBO. Everyone was praising me, and I felt like they really literally put the red carpet out for me, and it was a fabulous feeling. As Lori said, it was a huge accomplishment. I felt like I was ready to conquer the world. And it hasn't changed a bit. Today I did my first grass landing.

JUNGE: Oh, really?

BELUS: Yes, and again, I'm so excited. Now I want to get back out there and do some more grass landings. Every time we cross another bridge it's such a huge feeling of accomplishment, and it's almost as [00:09:00] if you can never get enough. So it's just a continual goal setting.

JUNGE: Why did you get into flying?

BELUS: Again, I got into flying because my significant other really kind of was the catalyst behind that, however, I think it's in my blood. I used to dream of flying as a child. I have this recurring dream that I can still remember, as an adult, of just getting wings and flying, and I've always wanted to fly. So it's kind of my calling, I believe.

JUNGE: I wonder if that's genetic, or if it's just --

BELUS: It seems to me that people either love it or hate it. There's not a lot of in between. If you have it in you that you want to go do it, it's like you almost can't stop it, once you get started, and you know, wow. Or else people are like, I would never do that in a million years. It doesn't seem like there's a huge middle ground, but I could be wrong. But I don't know if it's genetic or not. Maybe because [00:10:00] if they're exposed to it, like for me, I really felt like I can go do that, because I grew up watching it. I'd never seen women -- I'd never seen a woman fly in my life.

JUNGE: Really?

BELUS: Yeah. No. On TV, but I didn't know any.

OLSON: Erika was the first woman pilot I've ever met, and I met her in Gillette after I started.

JUNGE: Why did you decide to fly?

PECKHAM: Just, again, I was around it a lot for work.

JUNGE: But I mean in here, in your heart?

PECKHAM: Just the perspective and the challenge. It's probably one of the biggest challenges that I've ever done I guess. I got my instrument rating and that part alone right there was a huge challenge.

OLSON: A huge accomplishment.

JUNGE: You all three have instrument ratings?

BELUS: No. Erika has a sea rating as well.

PECKHAM: Yeah.

JUNGE: Which is?

PECKHAM: [00:11:00] The sea plane.

JUNGE: Oh, a sea rating.

PECKHAM: Uh-huh, yeah.

JUNGE: Do you need it?

BELUS: No.

PECKHAM: No, we don't need it, uh-uh. I was fortunate enough, from a couple of women, aviation groups and Ninety-Nines, and then Women in Aviation International, I got scholarship. One to do the sea plane rating, and then the other for the instrument rating.

JUNGE: Do you guys want to explain what the Ninety-Nines are? Because I heard you talking about the Ninety-Nines. What is it?

OLSON: Sure.

BELUS: Go ahead. I'm new Ninety-Nine, kind of.

OLSON: I've been in the Ninety-Nines for what, a year and a half I guess. Anyway, it's an international organizational for female pilots. It was originated with Amelia Earhart, was the co-founder and one of the first meetings that they had. There is a museum. Where is the museum?

BELUS: Oklahoma.

PECKHAM: Oklahoma.

OLSON: So, again, I don't know a whole lot about it either.

I've been to one international [00:12:00] convention. I need to really get more involved, but there's very few of us Ninety-Nines in Wyoming because we're spread so far apart. I think we have 10 female pilots in the state of Wyoming that are Ninety-Nines, however I think there's only maybe five of us, half of us, may be flying. And I got into it because there are a lot of men. When you go, and you're a woman, and you go to take flight instruction, at least here, everybody -- and the men, I was just telling these guys, have been very supportive, very supportive, everybody, the mechanics, the flight instructors, the owners of Flightline, everybody very supportive, but I just want to meet other women. But we're doing it, so that's how I got -- I started asking about it, and I met Erika and then Tammy last year at a fly-in.

JUNGE: Tell me about this insult that you had. You said you only had one bad [00:13:00] example.

OLSON: Yeah, well, it was when --

JUNGE: It was an insult.

OLSON: It was Erika was completing or wanted to complete a long across country to Bozeman, and we had a little or some problems with an oil leak in the aircraft, and the mechanic

that came out to help us look at it and determine if the plane was safe to fly back to Gillette from Bozeman was very condescending and insulting, too. And that's the only time that's ever happened to me. I don't know.

JUNGE: But you told me what he said. What did he say? Did he say you shouldn't be doing this or something like that?

PECKHAM: Well, it was sort of he implied that or he was saying that in general, but it was sort of implied I think.

OLSON: Yeah, it was just being very harsh and critical and quizzing Erika about where the magnetos were, and I think like trying to see, you know, because I felt like maybe we were women and we didn't know engine systems as well as maybe a man. I don't know what was going on in his head, but [00:14:00] that was the feeling I got, that he was really trying to make us uncomfortable.

JUNGE: Well, if there's only 10 women throughout the state that are members of Ninety-Nine.

OLSON: Right.

JUNGE: That's unbelievable, because there must be how many men pilots.

BELUS: Well, you know, there really aren't that many pilots. There's only like --

PECKHAM: There's point two percent of the population have pilots' license --

BELUS: And point zero one of that --

PECKHAM: -- are women.

BELUS: There's so very few women pilots.

JUNGE: Why?

BELUS: But I just read in the AOP magazine that -- now, I don't know, this is based on FAA statistics, but they said that there were 586,000 pilots in the US, according to that article that I read. So that's not that many. And then of that it was 186,000 private pilots. [00:15:00] So I mean that's a very small number.

PECKHAM: Was this the article on the safety, (inaudible)?

BELUS: It was in the OAP magazine.

PECKHAM: It was in the numbers going -- yeah. I just read that article, yeah.

JUNGE: What is AOP?

BELUS: What is it, Association of Organized -- what does it stand for?

JUNGE: Pilots?

OLSON: Pilot Association.

BELUS: And the only reason I read the magazine is because Fred is a member. I'm not, but he's a member, so he gets the magazine. In fact, I have the magazine with me.
(laughs) I periodically will pick up the magazine, if I have a little spare time, and just read about -- there's

always a good article in there, whether it be on safety of aircraft or better ways of flying.

JUNGE: I'm sorry I interrupted, but what do you think when you -- OK, so you're saying of 1% of a small percent are women pilots, and that even fewer are probably private pilots or, what did you say? Is that what you called it?

BELUS: Right, a private pilot.

JUNGE: OK. What's the reason for it?

BELUS: The private pilot, well [00:16:00], now, a private pilot typically owns their own aircraft or they rent an aircraft or they have a private reason for flying. We're not paid as commercial airplane pilots to fly an aircraft. That expense is all upon us. So, you know, that could be a big reason for that is just due to the fact that it's so expensive to fly. That comes out of our pocketbook. And I think, you know, in the '30s and there was kind of this golden period of general aviation where everybody was -- it was really growing really quickly, and then there's been a big slowdown, and I think a lot of it is the expense, insurance, lawsuits, and just a lot of -- but just going out and doing it for fun, it's a big commitment, and it's a time commitment. A lot of people do it for work. But it's not easy. You have to [00:17:00] put a lot of -- I had to work very hard. I don't know about you two. (laughs) It

was very challenging. There's a lot. I didn't even know what a carburetor was when I started, and you have to know these things because you're responsible for making sure your plane is in airworthy condition before you get in. It's your responsibility, yeah, seems like. But I think if you decide to go fly today, if you decide I want to do that, it's a big commitment financially and --

JUNGE: Time wise.

BELUS: -- time, time. It's not like going out and flipping burgers at McDonald's. There's a lot involved, and a big money curve.

OLSON: Yeah, you have to stay current. And you know that's another thing, too, is the cost of it. I have asked myself several times, why have I got involved in this? It's so expensive. But when I get in that aircraft it doesn't matter what it costs. I love it. I love the feeling so much that it's worth it. [00:18:00]

JUNGE: Erika, how do you feel when you're [up there?]

PECKHAM: I'm just liberated, and the perspective is completely different. I don't know. There really is something about it, especially when you're by yourself and you just look out and look down and it's a good feeling.

JUNGE: Lori?

OLSON: I don't know if it's because I'm still new in this, but every time it seems like I go up, and I'm by myself, and I look down, I'm kind of incredulous. I can't believe this is happening to me. I'm flying an airplane, and I'm looking down and it's the most beautiful thing I've ever seen. It's kind of weird, because I grew up flying. It's such a good memory for me. When my dad would return from trips and buzz our house, you know, before he'd land. That's how I knew he was back. Just a lot of really good childhood memories, and I just really feel like I found my way back home in the sky in a different way. [00:19:00] I feel like I'm coming back home, but it's just still incred- - Yeah, different people, the people I flew with growing up aren't here, or doing it anymore, and I have a whole new I guess set of characters in my story. But it's like coming back home again for me.

JUNGE: Really? I know that there's something special between girls and horses, women and horses, right. I mean, I noticed that with my granddaughter especially. But there's something else about an airplane, it's a liberated feeling. It's not just being on an animal's back.

OLSON: You get a relationship I feel like with the airplane, whether you're renting or you own your own. I mean, you get a real relationship. You know the quirks of each

different one. They're not human or anything, but sometimes you feel very close to the airplane, which is probably a good thing, that you're very aware. [00:20:00]
I don't know.

JUNGE: Yeah. I don't think people truly understand the symbiotic relationship between a person and a machine. My son, he mentioned that. He first called my attention to it when he fixed up his van. He had an old Chevy van, and he did his master's thesis on that van, and it was a part of him, and he did things with it. He took people, he moved people, he moved their furniture, and it was like a person to him. He became part of that. Have you found that, Tammy, that you're a part of that plane? Do you feel like Lori, that you know the quirks?

BELUS: Uh-huh. You know, I remember the first time I felt like I was one with the airplane. I had to come back and express it, because I love that feeling, of feeling like I'm really one. You know, when you first learning how to fly, they say that you'll feel it in your butt, you'll feel whether you're banking or whether you're losing altitude. I couldn't get that feeling, and I wanted to feel that feeling.

OLSON: Me, too, and I was thinking this, what happened?

BELUS: And it took some time. Another thing, too, is even if I [00:21:00] haven't flown for a month or a month and a half, I start losing that, so then I have to get back up there and kind of recapture that. But I love that feeling, like I'm a bird, like I'm the true bird that I dreamed of as a child.

JUNGE: Tell me about close calls, you guys. I want to hear about some of the tight moments, the moments when you get a little uptight. Erika, you didn't have any?

PECKHAM: I have one, yeah.

JUNGE: Go ahead.

PECKHAM: I was bringing an airplane back for the company in Gillette, just to get hours down in Greeley, and I had left Greeley and was headed kind of through Cheyenne and looked at my GPS and remained clear of the military air space down by Cheyenne. And I was kind of looking out and not paying attention, because you don't have to, it's not like you're driving and have to stay on the road, you're free to look around. [00:22:00] But I looked over to my left, and there was a military helicopter, and they were so close I could see all of their faces in the helicopter, and they pulled back at the last second. I heard them on -- they were talking to their control tower, and the control tower had been giving them vectors, you know, go to this court at

this altitude and didn't have me on their radar, and they called the tower and said, "We just narrowly missed a Cessna northbound," and the tower said, "Well, I didn't see them on radar."

JUNGE: How did that make you feel?

PECKHAM: It was just jarring, and you could see how it could be over in like a fraction of a second, you know. But, yeah, I just remember seeing their faces. It was that close.

JUNGE: Did you have the jitters then as you continued?

PECKHAM: Oh, yeah. I was pretty rattled, yeah.

JUNGE: Did you give them hell in the tower?

PECKHAM: No, I didn't. Nope.

JUNGE: (laughs) Lori, what about you?

OLSON: [00:23:00] I've been pretty lucky. I've had a couple really bad landings that shook me quite a bit, you know, that I was like, what happened there? But actually it was just last week I was coming out here to fly, to practice, from Gillette out here to Gary's, Little Buffalo, it's called. I love flying out here, because it's grass, and I feel comfortable. My instructor knew I was coming out, and he was like, "You know what, pick a runway that has a crosswind on it. Pick that big one over there," because we checked the weather before I left, so I was like, OK, I need practice with my crosswind. So I came in and did my

approach, and I was thinking, wow, there's just, you know, I'm handling this crosswind like a champ. I was all full of myself and did a good landing and taxied to the end and turned and turned around and three buck antelope were just running across. And I don't know if I flew right across them and didn't see them, and my heart, I was like, oh, my God, did I just miss those guys? [00:24:00] I don't know if you know bucks, when they're in a group like that, they act crazed, and so then I turned around, and I was way out there, and I thought I had to take off, and they were running down the runway in a zigzag right for me, and I thought, am I going to have to chop them up in my Brackett? Get out of here. But by then I'd calmed down. But I'm fortunate because I was thinking that's not so bad, but that's really the worst thing. But I don't have that many hours.

JUNGE: So you haven't had a chance to get (inaudible).

OLSON: So no, no, nothing like that Erika said. But no, just animals. That's what I like about flying here. I just feel so fortunate, because like one day I was coming out here to practice, and I looked down and there's antelope, and there's another little white cub I could see off in the distance flying real low and slow. I think I saw a fox as

we were coming in on the final approach, and looking at the windsock, there's no weather. It's just a great way to --

JUNGE: [00:25:00] Do you realize how strange that would sound to somebody who's learned in an urban area?

OLSON: Yeah, I know. It would be very strange, yeah. And it's kind of unnerving. I don't know if you felt like this coming in for the first time. When you'd land at an airport, and Gillette's not huge, but you know the buildings are a safe distance away from the runway. It's big and wide and it's nice and long. There's a lot of room for error. And it's kind of unnerving coming in when there's buildings and weird spots, and you're like, that's really close, or cars and trucks and wires and power lines and gas flares. Right over there somewhere there's some development stuff going on, so, yeah, it is different, but...

JUNGE: Tammy, what about you? Have you had any close calls?

BELUS: You know, the one that frightened me I think the most was in Buffalo, Wyoming, and the runway kind of sits up on a little plateau, and there's some draws on both sides, and the hangers are close, so you just get a lot of really strange winds as well. I've talked to people that have [00:26:00] flown in there, and they've talked about how there might be, I mean, (inaudible) may say the winds are

coming from a certain direction, but you actually have a tailwind when you're trying to land, so you actually have to turn around and come back the other direction to land. But this one particular time there was a terrible crosswind, and of course there was that draw that magnified that crosswind. And when I landed, thank goodness I wasn't in a taildragger. I told [Brett?] I certainly would have did a ground loop, but my tricycle gear is much more forgiving, so I definitely skid sideways, I bounced a couple of times sideways, and I expressed my fear when I finally got to the fuel tanks and expressed to Fred how scared I was with that but how thankful I am that again I was in the tricycle. Then when I had my airplane annual we had to replace that tire because I had such a worn spot on one side. So I definitely [00:27:00] know the time that that took place. But yeah, so that was probably the one time that I was shook up the most.

JUNGE: Let me ask you real quick before we finish up what your objectives are, what your goals are in flying. I mean, I know you have lives outside of flying, but when it comes to flying itself, is there something special you want to do or accomplish?

BELUS: I've never really thought of it, I've just taken it day by day, and I'm always seeking another adventure or a goal. I would like to get tail wheel endorsed eventually.

JUNGE: Do you fly -- I think I heard you in there talking about you fly to various places, Florida, Texas?

BELUS: Well, we are flying down into Texas this week, and so this will be the longest trip with myself and the pilot in command that I've ever taken, so yeah, this will be the most hours, the longest trip for me.

JUNGE: You're not nervous about it?

BELUS: No, I'm not. I'm excited. [00:28:00] (laughter)

JUNGE: Erika, how about you?

PECKHAM: I'm working on my commercial rating right now, and it's been kind of ongoing the last couple of years, but my job keeps me really busy and hard to make time. So once I get done with that, I'll have my instrument and commercial rating, and then that just meant that you could take paying customers to do certain things.

JUNGE: Do you want to do that?

PECKHAM: yeah, certain different things. Like Ryan has some stuff I could do. I would fly pipelines and check them for leaks?

JUNGE: Flightlines?

PECKHAM: They're the FBO here in Gillette.

JUNGE: Fixed-based operator.

PECKHAM: Uh-huh.

JUNGE: OK. Is that what you'd like to do?

PECKHAM: Yeah, I'd like to have that option, just on the side.

I have a full-time job that is more than full time and keeps me busy, but, yeah, I think that would be neat. I guess they -- really the Fish and Wildlife Service, the feds have pilot biologist positions, and that was kind of my ultimate goal. [00:29:00] I don't know if that will happen, but I would love to blend my two passions and do that.

JUNGE: Lori?

OLSON: Well, I think I've already accomplished one of my goals, and that was I wanted my twin daughters to see that if there's something you want to do, no matter how big it may be or how challenging, that if you'd just like to do it, go do it. If you have a dream, just go do it. This was definitely a dream of mine, and this was definitely a dream of mine, and starting out I did not think I could do it. I just had it in my head I'll try it, but I doubt if I can actually get my license.

JUNGE: Somebody pushed you into it or was it -- could you get the position?

OLSON: No, I wanted to give back and have similar experiences that I had as a child and just get back into the sky.

Mostly just that.

JUNGE: Let's pick another (inaudible) for Tammy. Sorry.

BELUS: That's OK.

_: How are we doing?

JUNGE: Good. We're going to just -- we're finishing up.

[00:30:00] I think I got a couple more questions. This is the first fly-in I've ever been to, and I didn't know they had such things, and you guys were talking about -- you were talking about fly-ins here and fly-ins there.

_: Oh, yeah.

JUNGE: What is a fly-in?

BELUS: it's just a gathering of pilots that anyone who wants to come fly in literally. There's a website, fly-in.com, that you can Google it and find out what fly-ins are scheduled in your state. That's again, as Lori said, that's how I met Lori the first time. Erika and Lori flew into a fly-in in Buffalo, Wyoming, last year.

JUNGE: So we know what a -- that's what a fly-in is?

BELUS: Yeah. That's a nice way to connect with people that have the same passions that you do. You know, there aren't a lot of people that are pilots of planes, so on a typical get together you might want to talk about your plane and

people are like, "I have no idea what you're [00:31:00] talking about." So it's a nice way to be around people who are interested and give you initiative in flying. Everybody knows that you're talking about, and that's OK. Then you learn something new. If you don't know the plane, and it's just great to be able to talk about it.

JUNGE: Sure. If I like baseball and you play baseball, we got something to talk about.

BELUS: That's right.

JUNGE: Do you think that there's this -- you mentioned this before -- discrimination against women in flying?

BELUS: I have not encountered it aside from the one time I was talking about --

JUNGE: Yeah, you mentioned it was encouraged.

BELUS: No. It was very (inaudible). My instructor had two women instructors, and I always thought maybe that's why he's so supportive, but it sounds like everybody's got a lot of support.

OLSON: Definitely a lot of support. The one thing I can say is there's pros and cons in everything you challenge in life, and one, the pro I guess, it's awesome that everyone says hello to me on the radio. But the problem with that is that I don't know who [00:32:00] they are, but everyone knows it's Tammy, when we're in my area. (laughter)

PECKHAM: Because you're a woman.

BELUS: I know. The unfortunate side of that is that if I
make a mistake everyone knows who it is. (laughter0

PECKHAM: That's true.

JUNGE: I forgot to ask you guys what you did. Tammy, what do
you do for --

BELUS: My degree is in accounting, however I started buying
rental properties years and years ago, and so now we simply
take care of our rental properties. That's a full-time
job.

JUNGE: Does that allow you to fly much?

BELUS: Yes. We have two buildings in Billings, Montana, so
we fly into Billings two to three times a week. Two large
apartment buildings.

JUNGE: OK. Erika?

PECKHAM: I'm a wildlife biologist for the Game and Fish based
out of Gillette.

JUNGE: OK. And you're going to try to combine your avocation
with your vocation.

PECKHAM: Yeah. I mean, I could certainly do that my current
employer, but it's a long-term goal.

JUNGE: OK. Lori?

OLSON: I used to be a Spanish teacher in a former life in
Gillette, in the 1990s, and I was an archivist at the

University of Wyoming [00:33:00] and got my master's degree there and worked in the library archives there. So now I mostly just substitute teach, and my husband works out of town a lot for business, and raise my children, and fly. The flying, yeah, I got two, I'm fortunate.

JUNGE: That's good. That's good. I want to thank you guys for doing this, because I think it's a contribution, and I'm hoping you'll be able to fill this with us some day down the road. Although I will tell you this. Don't expect anybody to pick this up and make this a *New York Times* article. (laughter) I don't think that's going to happen. But I appreciate your time.

All: Thank you.

JUNGE: OK.

END OF AUDIO FILE