

OH-3050, Joel Ohman, 6-17-2014, WY In Flight

JUNGE: [00:00:00] OK, let me put something in the front of this tape. This is a recording. Today is the 17<sup>th</sup> of June, 2018, right?

OHMAN: No.

JUNGE: No, it's 2014. And my name is Mark Junge, and I'm at the Budget Inn motel, and I'm in my room talking with Jackson -- what's your last name, Jackson?

JACKSON: (inaudible)

JUNGE: How do you spell that?

JACKSON: N-U-Z-U-M.

JUNGE: OK, and who are your parents?

JACKSON: Jacob and [Kristin?].

JUNGE: OK. How old are you?

JACKSON: Seven.

JUNGE: Going on eight. When's your birthday?

JACKSON: July 21<sup>st</sup>.

JUNGE: OK. And where were you born?

JACKSON: I don't know. I have no idea.

OHMAN: Gillette.

JUNGE: In Gillette, in a hospital? Probably, yeah. So you're a baseball player, right? And what school do you go to?

JACKSON: Prairie Wind.

JUNGE: And you're in third grade? [00:01:00] Wait a minute, did you just get out of third grade? You're going into third grade. OK. Aren't you a little bit young to be in third grade?

JACKSON: Well, my mom and dad got me in school too early.

JUNGE: Too early, huh? Yeah. Are the kids bigger than you?

JACKSON: No, they're just older than me.

JUNGE: OK. And you told me you played baseball, right?

JACKSON: Yeah.

JUNGE: What's the name of the team?

JACKSON: Rockies.

JUNGE: The Rockies? Like the Colorado Rockies? Ooh, what's your record?

JACKSON: I don't know.

JUNGE: Did you win a game?

JACKSON: Yeah, I've won lots of games.

JUNGE: OK. And you're what? A pitcher? OK. So what do you want -- let me ask you this. What do you want to be when you grow up?

JACKSON: A baseball -- a football player.

JUNGE: A football player?

JACKSON: Yeah, in August I'm going into football practice.

JUNGE: What position do you play?

JACKSON: My dad's getting me a tight end.

JUNGE: Tight end? [00:02:00]

JACKSON: And my dad's going to be a coach, he's the coach for  
football.

JUNGE: OK. What's his name?

JACKSON: Jacob.

JUNGE: And what's your mom's name?

JACKSON: [Kristin?].

JUNGE: [Kristin?], OK. Well, is there anything you want to  
say, so that when you hear this 20 years from now you'll be  
able to come back and say, "That was me"? Is there  
anything you want to say? What about your -- say something  
about your grandma.

JACKSON: She wants me to eat healthy a lot.

JUNGE: Eat healthy? What about your grandpa?

JACKSON: He lets me go to the ranch and play.

JUNGE: Yeah? What do you do on the ranch?

JACKSON: Look at tractors, and sometimes he lets me ride in one  
with him.

JUNGE: Do you ride horses?

JACKSON: No, he doesn't have any horses.

JUNGE: Do you -- does he have sheep or cattle?

JACKSON: Well, [00:03:00] he has sheep in his -- because he has  
to have them in his thing, but it's somebody else's sheep,

but he has to -- it's somebody he knows that he has to have them in his -- his fence.

JUNGE: Do you like sheep?

JACKSON: No, I like horses.

JUNGE: Have you ever ridden a sheep?

JACKSON: No, but my sister, last time, she rode a cow, a baby cow, and Papa was holding onto her and the cow ran, and then she -- she fell off and Papa caught her.

JUNGE: Did she get hurt?

JACKSON: No. Papa had her in his arms.

JUNGE: How old -- how old is your sister?

JACKSON: She just turned five.

JUNGE: You only have one sister? [00:04:00] Do you have any brothers?

JACKSON: Yeah, I have one brother, he's only two.

JUNGE: So you're the oldest? What's the oldest kid in the family supposed to do?

JACKSON: I don't know. My sister changed Carter's diaper.

JUNGE: You don't have to do that?

JACKSON: I don't like to.

JUNGE: (laughs) OK, well, I'm going to talk to your grandpa for a little bit, OK? Now, you want him to hang around here, right?

OHMAN: Yeah. Just stay right here.

JUNGE: Is that OK?

OHMAN: And listen.

JUNGE: I could turn on the TV, but I don't want the noise.

Do you want to watch TV or something? No? OK. OK. Well, that makes it easier for us, because we won't have to hear the noise. OK. Let's see. All right, so I put all the stuff, the preliminary stuff on the tape, and Joel, give me your full name.

OHMAN: [00:05:00] Joel Eric Ohman.

JUNGE: E-R-I-C?

OHMAN: Yes.

JUNGE: OK. And you spell your last name O-H-M-A-N.

OHMAN: Yes.

JUNGE: Is that German?

OHMAN: No, Swede.

JUNGE: Sorry.

OHMAN: (laughs) That's where it comes --

JUNGE: I'm a German, you're a Viking.

OHMAN: OK. (laughs)

JUNGE: When and where were you born?

OHMAN: I was born in Gillette in 1946.

JUNGE: What date?

OHMAN: November 23.

JUNGE: In 1946?

OHMAN: Yes.

JUNGE: OK. So I'm three years older than you.

OHMAN: OK.

JUNGE: So, because I'm older than you, you have to do what I say, right?

OHMAN: (laughs)

JUNGE: Jackson's smiling there. OK, so let me get a little background on you, OK? Where were you raised?

OHMAN: Here in Gillette. Ranch south and west of Gillette.

[00:06:00]

JUNGE: All on a ranch.

OHMAN: Mm-hmm.

JUNGE: Was this your parents' ranch?

OHMAN: Yes.

JUNGE: And what were their names?

OHMAN: Eric and Thelma Ohman.

JUNGE: Are they still alive?

OHMAN: No.

JUNGE: They're both gone?

OHMAN: Yes.

JUNGE: What kind of ranch was that?

OHMAN: It was primarily sheep, a few cattle.

JUNGE: Did your dad homestead, or your grandfather?

OHMAN: Grandfather homesteaded, yes.

JUNGE: Do you know anything about that history?

OHMAN: Oh, he was a Swedish immigrant that came over and went to work on the railroad down in what was Haverhill at that time, was Havelock, which is now absorbed by Omaha, there in Nebraska. And the fireman on the railroad, that was the fellow that scooped the coal from the coal car to the firebox, and he and three other Swedes that were working in the machine shop down in there came up here [00:07:00] and all homesteaded together in 1916.

JUNGE: What -- did anybody ever tell you why they decided to come to Wyoming?

OHMAN: They immigrated from Sweden to what they believed would be a better life.

JUNGE: Yeah. So you were -- did you know your grandparents?

OHMAN: No. I knew my grandmother Esther Ohman, yes. But my grandfather, who was Joel Ohman, had passed away in 1933.

JUNGE: Oh, you were named for him?

OHMAN: Yes.

JUNGE: Oh, OK. What do you remember about your grandmother?

OHMAN: She was, you know, a very strong individual. She was pretty much an outstanding [00:08:00] businesswoman.

(laughs)

JUNGE: Was she a good cook?

OHMAN: Oh, yes.

JUNGE: And she taught your mother? Or is this your --

OHMAN: This is all on my father's side.

JUNGE: -- your father's side, OK. What was your mother's maiden name?

OHMAN: Brown.

JUNGE: OK, and where was she -- her side of the family from?

OHMAN: Her side of the family came out of Iowa, headed west, and wound up settling down by what is known as the Punkin' Butte area in Campbell County. They were here, you know, in about 1986, I believe.

JUNGE: Nineteen eighty-six? Or 1886?

OHMAN: Eighteen eighty-six, I mean.

JUNGE: So she was out here before your dad was.

OHMAN: So, well, she was born out here; she was four years younger than my dad. But that's where her parents -- well, her [00:09:00] dad was a five-year-old boy when her grandparents settled in out at the Punkin' Butte area.

JUNGE: How can anybody expect to make a living in the Punkin' Butte area?

OHMAN: It was open range. (laughs)

JUNGE: Oh. So you didn't have to have -- I mean, you could -- you could homestead 160 acres or 320 acres and still make a living because of the open land.



OHMAN: Yeah. That's how they started, yes. And then -- started buying places where people had decided this wasn't what they wanted and were leaving, and both places respectively grew that way.

JUNGE: Did those two ranches get combined?

OHMAN: No, no. My cousins run the Brown ranch.

JUNGE: And you run your dad's ranch, yeah. Now, what about your brother, [00:10:00] Victor, who I talked to less than a week ago, actually, in Glenrock. Did he not want to ranch, or what?

OHMAN: He and I, through heirship, are equal -- equal owners in the ranch.

JUNGE: Oh, OK. But you run it.

OHMAN: Yeah. I'm the one that's on it day-to-day.

JUNGE: Tell me and Jackson what life was like growing up on that ranch.

OHMAN: Typical rural life. You grew up doing chores and playing and working on the ranch.

JUNGE: What were your chores?

OHMAN: Oh, we always had, you know, bone calves to feed, bone lambs. You helped with -- you know, you was on horseback by the time you were five. (laughs) [00:11:00] Got right in there and worked right along with the adults on those -- on those days. Did what you could.

JUNGE: When did you actually start working? Or do you remember that?

OHMAN: Oh, you could consider you started working when you were five, doing your chores, I guess.

JUNGE: Did you milk the cows?

OHMAN: Yes.

JUNGE: Did you sell your butter and cream and --

OHMAN: No, we just had one milk cow that we kept around just for our own use.

JUNGE: How many kids in the family?

OHMAN: Two.

JUNGE: Just you and Victor.

OHMAN: Yes.

JUNGE: Now, you're how many years older than he is? Two?

OHMAN: Five and a half?

JUNGE: Five and a half. So maybe you had to change his diapers?

OHMAN: No. (laughs)

JUNGE: No?

OHMAN: No. (laughs)

JUNGE: You didn't like that idea?

OHMAN: It was never [00:12:00] -- it was never laid on me. Didn't have that chore ever presented.

JUNGE: Well, you know, Jackson here is growing up in a city where he can swim, play baseball, you know, go to school probably on a -- do you go to school on a school bus, Jackson?

JACKSON: No. I used to, but now my mom takes me.

JUNGE: Your mom takes you. So he's growing up in quite a bit different environment than you grew up in. Where did you go to school?

OHMAN: At that time, they had little one-room schoolhouses on skids that they set up, wherever certain age groups, so -- actually, my first four years of school it was myself and a neighbor girl, Patty Wright, was two pupils.

JUNGE: Two kids in the classroom?

OHMAN: Two kids in the school.

JUNGE: Now, was this Wright, Patty Wright, a relative of  
[00:13:00] Dale Wright or the Wright family?

OHMAN: They was in that same Wright family, yes.

JUNGE: OK, so Wright's quite a ways from here, right?

OHMAN: Forty miles.

JUNGE: OK. So, the Wrights, I assume, lived further south.

OHMAN: Yes.

JUNGE: OK. So, how far did they have to travel? To get --

OHMAN: Well, at the time this little schoolhouse was set there, it was just setting on a little knob about halfway

between where Patty's folks lived and halfway from where I lived, so we each had a mile.

JUNGE: How'd you get to school?

OHMAN: Primarily walked.

JUNGE: Primarily.

OHMAN: Yeah. Cold, nasty day, you got a ride. (laughs)

JUNGE: Who gave you a ride?

OHMAN: Folks. Parents did.

JUNGE: In a car?

OHMAN: Yeah. Pickup.

JUNGE: OK. Do you -- now, let's see, you were born in '46, so you probably wouldn't remember the hard winter of '49.

[00:14:00]

OHMAN: No, I don't. Don't really remember it, no.

JUNGE: Did you parents tell you about it?

OHMAN: Oh, yeah. (inaudible) talked about it some. I've seen pictures of it.

JUNGE: What'd they tell you?

OHMAN: It was -- it was pretty tough. But as years go by, winter of '78-'79 was tougher, we just had bigger equipment.

JUNGE: Seventy-eight, '79. So you were -- you were a young -- a young man, still pretty young man. Tell me about that winter. I didn't know much about the winter of '78-'79.

OHMAN: Winter of '78-'79 started in early October, some real early snows. Turned cold, and by Thanksgiving you had to have [00:15:00] a snowplow to get around. It just never -- we never (inaudible) off, and it took (inaudible) and we fought snow till the end of March.

JUNGE: How did your -- how did your livestock fare? Did they make it through OK?

OHMAN: Oh, yes. They just had to feed accordingly.

JUNGE: Did you raise your own hay?

OHMAN: No, we have no hayground.

JUNGE: Why not?

OHMAN: It -- we're just too arid, don't have any -- don't have any live throwing water, no creeks that would produce.

JUNGE: So this is what they'd -- you'd call a dry land place?

OHMAN: Yes.

JUNGE: Well, where did you -- how did you make your money? I don't understand how you even survived.

OHMAN: Well, you survive on the sale of your wool, sale of your lamb, and sale of [00:16:00] calves.

JUNGE: Oh, you had calves too?

OHMAN: Yeah. We had a few cows. Primarily sheep, but we had a few cows too, so. So that's what is known as a commercial livestock operation, because you -- you sell

your -- sell your lamb, you sell your wool, and we sold the calves, we didn't keep them over two year (inaudible).

JUNGE: How many cattle did you have?

OHMAN: Oh, we varied that, anywhere from 60 to 100. Always run from around 2,000 head of sheep, though.

JUNGE: Would you consider that a large, medium-size operation? Small?

OHMAN: Kind of an average size for this area, yeah.

JUNGE: Well, isn't it unusual for a rancher to run both sheep and cattle?

OHMAN: No.

JUNGE: I thought these guys got into fights?

OHMAN: They did historically. (laughs) Then they found out sheep and cattle [00:17:00] could run essentially together, so.

JUNGE: Was there any ever conflict when you were growing up between the two?

OHMAN: No.

JUNGE: So no struggles for the range out in this part of the country.

OHMAN: No, no, not by the time I come around.

JUNGE: So, did you go to a one-room schoolhouse, did you say?

OHMAN: Yeah, for eight years.

JUNGE: From first through the eighth grade?

OHMAN: Yes.

JUNGE: Tell me about that school.

OHMAN: OK, the first four years was -- must have been maybe about 16 by 16, straight wall, little building on skids so they could relocate it easily. Potbelly stove in one corner. And the teacher lived at the school [00:18:00] in what you'd call a sheep wagon, the typical sheep wagon on four wheels. This one happened to be on an old car chassis, but it was a little more dressed, refined than your sheep herder wagon was, better insulated and of course had a little gas cookstove and gas heat, but still it was the size of a sheep wagon. And that's what my first teacher lived in for four years.

JUNGE: Who was your first teacher?

OHMAN: Miss [Rennick?].

JUNGE: How did she live out there with nobody to talk to or -  
- in a sheep wagon?

OHMAN: You know, social life was my parents, Patty Wright's parents, other teachers. You'd have little school programs or get-togethers from time to time with another school.

JUNGE: Now Jackson gets to [00:19:00] participate --

OHMAN: And of course she got her -- you know, it was her first teaching job; she got a car shortly after she got there, so yeah, that was mobile.

JUNGE: So maybe I'm thinking things were more isolated than they really were.

OHMAN: Yeah. I mean, it sounds real isolated, but yeah, it's really not. A little primitive, maybe, when part of your teaching job is to start a fire in the potbelly stove and warm up the schoolhouse.

JUNGE: (laughs) You don't have to do that, do you, Jackson?

JACKSON: No.

JUNGE: Why not?

JACKSON: I don't know.

JUNGE: Because you don't have a potbelly stove?

JACKSON: Nope.

JUNGE: Oh, OK, I see. Well, what was your job at the schoolhouse? Because there were only two of you for a while.

OHMAN: Our job was to do good with our lessons and learn.  
(laughs)

JUNGE: But didn't you ever have to [00:20:00] take out the clinkers or the coal that was burned, or get water or whatever?

OHMAN: No. We, you know, the folks hauled water; they traded each week on who hauled water to the school.

JUNGE: So how did you get -- your water was transferred by cans in the backs of wagons, or what?



OHMAN: Yeah, what we called cream cans. They were originally milk cans, about a 15-gallon steel container, that's what we used to take water down to the school with.

JUNGE: What about bathrooms?

OHMAN: They was outside.

JUNGE: What do you call those?

OHMAN: Outhouses.

JUNGE: So when you had to go to the bathroom in the wintertime when it was snowing, that's where you had to go.

OHMAN: Yes.

JUNGE: [00:21:00] Wasn't that a little cold?

OHMAN: Could be, yeah. (laughs)

JACKSON: Papa has no toilet paper in it now.

JUNGE: What's that?

JACKSON: Papa has no toilet paper in his outhouse now.

JUNGE: Oh, your papa has an outhouse?

JACKSON: Yeah.

JUNGE: So what do you do for toilet paper?

JACKSON: I don't know.

JUNGE: Corn cobs? No? (laughs) What did you guys use, the Sears and Roebuck catalog?

OHMAN: No, no. Toilet paper.

JUNGE: Jeez. But how did you feel? You didn't know any different, so I suppose you didn't think it was any kind of a hardship.

OHMAN: No, it was just, that's how things were. True, you didn't know any different, that's just how it was.

JUNGE: Now, what if you didn't like your teacher?

OHMAN: Didn't have a prob-- that kind of problem.

JUNGE: And there was only one other person. So there wasn't much competition between the two of you, right?

OHMAN: No. Five and half years apart, no, we weren't competing. [00:22:00]

JUNGE: You were oldest?

OHMAN: Yes.

JUNGE: OK, OK.

OHMAN: Well, Patty Wright was four years older than I, but I mean, we weren't competing then.

JUNGE: Yeah. Did you learn -- could you get a good education?

OHMAN: I think so.

JUNGE: In what way? All the basics?

OHMAN: Yes.

JUNGE: Did you have computers?

OHMAN: Absolutely not. (laughs)

JUNGE: What'd you do for lighting?

OHMAN: Well, the schoolhouse itself did not have any lighting. The little (inaudible) had a gas lamp.

JUNGE: So what time did you go to school in the morning?

OHMAN: I think we normally started our school day about nine, and went till like four.

JUNGE: So even during the winter you would not have needed light.

OHMAN: Right.

JUNGE: How many windows were in this building? [00:23:00]

OHMAN: One wall was pretty much all window, faced to the west.

JUNGE: OK. This building was on skids. What do you mean by skids?

OHMAN: Oh, probably a six-by-six timber, a pair of them.

JUNGE: Did you ever have any trouble with skunks or mice getting under those, under the floorboards?

OHMAN: Not much, no.

JUNGE: So when they wanted to move the school, why would -- first of all, why would they move the school?

OHMAN: You know, like, Patty Wright being four years younger than I was, see, when I finished fourth grade, she finished eighth grade, so she had to go to Gillette to go to high school. So I don't know where that particular school building went. They moved it somewhere for better

purposes. And then I had [00:24:00] to go ten miles to school, to what they called the [Gear?] School.

JUNGE: The [Gear?] School?

OHMAN: And there were four of us in that school that year.

Two of them were eighth graders. So that school, then they moved the schoolhouse at the end of that year and slid it back down to the same little knob where I'd went my first four years, and then it was my brother and I were the two pupils for the next three.

JUNGE: How did they move it on the skids?

OHMAN: Hook onto it with a pickup.

JUNGE: And just drag it across the ground?

OHMAN: Yeah. That's why it had skids.

JUNGE: Yeah, but I mean, how many miles did they have to drag this thing?

OHMAN: Moved it ten miles.

JUNGE: (laughs) Across the country, or on roads, or what?

OHMAN: Probably right down the barrow pit of the county road where [00:25:00] it was a little grassy, it'd skid good. I didn't get to see it move.

JUNGE: You didn't?

OHMAN: I just know --

JUNGE: Well, when you went into the classroom with twice as many people, four people, it must have seemed a little crowded.

OHMAN: I don't recollect that it bothered me particularly.

JUNGE: (laughs) Well, have you ever told Jackson about this kind of school?

OHMAN: Not a whole lot yet, no.

JUNGE: So the teacher you had was there for four years, this Miss -- what was her name?

OHMAN: Miss [Rennick?] was there for four years, then I had a Miss [Resack?] for two years, and then I had Mrs. Wright for a year and Mrs. Hoover for two.

JUNGE: For seventh and eighth. So then what did you do?

[00:26:00]

OHMAN: And then starting high school, my first year I boarded with Don and Bonnie Marquiss during the week.

JUNGE: Is that Gary's parents?

OHMAN: His aunt and uncle.

JUNGE: His aunt and uncle, OK. So where -- did they have a ranch?

OHMAN: Yeah, they ranched down there by Gary at that time, but that was a bigger family, a family of five, and when the oldest of theirs was ready for high school they bought

a house in town and Bonnie spent her weekdays in town and her weekends at the ranch.

JUNGE: So when you boarded, what exactly did that involve, when you board at somebody else's place?

OHMAN: It was bed and breakfa-- room and meals.

JUNGE: But did you have to do something for that?

OHMAN: My parents had to pay, yes.

JUNGE: Did you help with the work? [00:27:00]

OHMAN: Yeah, occasionally there'd be something there, I guess, that us kids would work on.

JUNGE: But you weren't expected to do chores?

OHMAN: Not really.

JUNGE: Wonder what they paid for board for you. Do you know?

OHMAN: I probably knew at one time, but long since forgot.

JUNGE: Yeah, yeah. So when you boarded with them, how close was the schoolhouse then?

OHMAN: Probably -- well, they lived at Seventh and [Fourget?], so we just walked over the hill. So we're talking five or six blocks.

JUNGE: What was the name of the school?

OHMAN: It was Campbell County High School.

JUNGE: OK. And how big was it at that time?

OHMAN: Four hundred kids, maximum.

JUNGE: Man. What do you think about the changes that have taken place in education [00:28:01], in schooling, since you were a kid?

OHMAN: It's a whole lot different. (laughs)

JUNGE: Well, Jackson's going to get -- are you going to get to learn computers?

JACKSON: (inaudible)

JUNGE: No?

JACKSON: No. Yeah, we learn it in (inaudible) at our school, but we don't do it anymore because we have to do lessons about typing and because (inaudible) type a whole entire thing, computer.

JUNGE: Really? Do you know how to work the keys OK?

JACKSON: Yeah.

JUNGE: OK. Do you go on the internet?

JACKSON: No, we can't go on the internet.

JUNGE: Why?

JACKSON: Because. I can go on the internet at my house.

JUNGE: Oh, OK. All right. Well, so, Joel, you graduated from Campbell County High School?

OHMAN: Yes. [00:29:00]

JUNGE: How did you -- that must have been a dramatic change for you, from, going from small schools with just a few

kids, in one case one kid, to a big school, like 400 would have been a lot of kids. How did you make that adjustment?

OHMAN: Well, nobody told us it was going to be traumatic. Nobody told us it was going to be rough. So it wasn't. You know, my first year I'm staying with the family that was neighbors, where us kids had got to play together every so often as we were growing up, when the parents were -- you know, you'd go down to Marquisses and have supper, us kids would play, the folks would visit. Couple weeks or so later, they'd be at your place. So yeah, you still had your acquaintances that were [00:30:00] making the same change you were.

JUNGE: But did you notice that there was more competition?

OHMAN: We didn't really compete for grades or anything. They didn't -- there weren't -- school wasn't as competitive then as they make it out to be now.

JUNGE: So what about the --

OHMAN: You were in the classroom, you were in there to learn the subject matter. It wasn't -- it was not competitive.

JUNGE: One of the things that I remember about the change from eighth grade to high school was that you had more than one teacher.

OHMAN: True.



JUNGE: Did you -- do you remember that -- was that a bit of a shock?

OHMAN: Can't -- no, I don't recall that it was a particular shock.

JUNGE: I think it was kind of nice to have more than one teacher, because if you didn't like your teacher, you had others.

OHMAN: Yeah.

JUNGE: There was no aeronautics class when you were going to school, was there? [00:31:00]

OHMAN: No, not in school there wasn't.

JUNGE: I think that started by -- it was started by Bud Mayer back in '66. Do you remember him?

OHMAN: Yeah, I knew Bud, and he started that after I had graduated from high school.

JUNGE: What kind of a guy was he?

OHMAN: Well, Bud was, you know, a young teacher when I first knew him teaching, for one, geometry. What other classes, I don't know. Then he was a 'rassling coach.

JUNGE: Were you involved in wrestling?

OHMAN: No.

JUNGE: Sports of any --

OHMAN: We didn't involve sports, spent our weekends back at the ranch.

JUNGE: Do you regret that, or do you -- was that normal for you?

OHMAN: That's pretty much normal for me. I wasn't into -- wasn't a big sports fan. [00:32:00]

JUNGE: Are you today?

OHMAN: No.

JUNGE: Still not, huh?

OHMAN: Yeah. (laughs) Didn't grow up with it, didn't get it, didn't --

JUNGE: What do you do for entertainment?

OHMAN: Oh, I enjoy working. Really do. (laughs)

JUNGE: Not too many people will say that, that they enjoy working.

OHMAN: When I took up flying, I took that up because that was a hobby.

JUNGE: So when were you first -- when did you first get interested in airplanes?

OHMAN: Well, we grew up with it because Dad was a pilot, so we was pretty much interested in it...

JUNGE: How was it that he had an airplane?

OHMAN: Well, he was interested in aeronautics when he was a young man. He started aeronautical engineering in college at Seattle when World War II broke [00:33:00] out. He

joined the Army Air Corps, so that ended his college,  
but...

JUNGE: Did he -- did he ever tell you about his flying  
experiences?

OHMAN: Well, minimally. He didn't...

JUNGE: Did he ever have any close calls?

OHMAN: Oh, can't say that you really could say he had close  
calls. If he did, he didn't talk about those.

JUNGE: Did he teach you how to fly?

OHMAN: No. My primary -- primarily my instructor was Gary  
Marquiss.

JUNGE: Really?

OHMAN: And I started work on -- in probably '72, started  
flying then. That was, you know, [00:34:00] -- after high  
school I went into the Army, after the Army I went to  
college, and then I came back to the ranch, and that's when  
I started flying.

JUNGE: When did you go into the Army?

OHMAN: In 1965.

JUNGE: Vietnam was starting to heat up, wasn't it?

OHMAN: Mm-hmm.

JUNGE: Did you go over to Vietnam?

OHMAN: No.

JUNGE: How did you get out of that?

OHMAN: I just never got ordered to go.

JUNGE: Where did you spend your time?

OHMAN: I spent my career in Oklahoma, at Fort Sill, in personnel management.

JUNGE: Jackson, the reason why your grandpa is alive probably is because he didn't get to Vietnam in the war. Right?

OHMAN: Could be.

JUNGE: Yeah. So what did you do at Fort Sill?

OHMAN: Personnel management. Worked for adjutant generals corps, and shuffled paper. [00:35:00]

JUNGE: And what was your job?

OHMAN: I worked in overseas levy section that processed assignments.

JUNGE: What did you call it? Overseas --

OHMAN: Yeah. Overseas levy section, processed assignments. We worked all permanent party status people E1 through E6 worldwide transfers, just processed the paper on those.

JUNGE: How'd you like it?

OHMAN: Turned out to be a good job.

JUNGE: Now, do you -- how many years did you serve?

OHMAN: Two.

JUNGE: So do you get veterans' benefits?

OHMAN: I haven't used them, but yeah, there's some that I have access to.

JUNGE: Did you use the G.I. Bill to go back to school?

OHMAN: I used G.I. Bill to go to school.

JUNGE: Why did you go back to school? Where did you go back to school?

OHMAN: I went to Casper College first, and then the University of Wyoming.

JUNGE: Why did you go back to school? You could have gone back to the ranch [00:36:00] and worked on the ranch.

OHMAN: Oh, when I boarded in high school, the last junior and senior year I boarded with a widowed lady, Mrs. Evans. She had a son that was two years younger than I, and he encouraged me to go to college with him. (laughs)

JUNGE: So what was your aim? I mean, what classes were you taking?

OHMAN: I took business administration courses and quite a bit of accounting.

JUNGE: Then did you get your degree at the university?

OHMAN: Business -- business administration, yeah. A bachelor of arts.

JUNGE: OK, so now you've got a bachelor of arts, a business administration degree. What are you going to do with it?

OHMAN: It was just I endured. (laughs) I went to college, I finished.

JUNGE: Right, you endured. [00:37:00]

OHMAN: All the accounting courses I took, that's been real handy in terms of keeping up with bookkeeping, in terms of working with an accountant. At one point I thought about being an accountant, and then decided I really didn't want to do other people's paperwork for them to that extent, so I didn't pursue the CPA route, but ...

JUNGE: Well, was the ranch ready to come into your hands then, yours and Victor's hands? Or how -- I mean, you decided to go back to the ranch.

OHMAN: Yeah. When my military time and my college time, and then my brother went to Casper College and it turned out in 1972 he's finishing a petroleum technology degree, and I'm finishing at the university, and pretty much [00:38:00] (inaudible). You know, at least one of you ought to come back to the place. And Vic wanted to pursue petroleum technology at the time and went to work for Continental.

JUNGE: Do you feel happy --

OHMAN: So I came back to the ranch, and things just progressed from there.

JUNGE: So do you feel happy with that decision?

OHMAN: Sure.

JUNGE: Ranching has been good to you?

OHMAN: Yes.

JUNGE: What about Jackson? You want to see him become a rancher?

OHMAN: Oh, I doubt that he'll be cut out for that.

JUNGE: Really? You don't want to ranch -- Jackson, what do you want to do?

JACKSON: Be a football player.

JUNGE: Just be a football player, OK, I think we heard this before. (laughs) You're a pretty funny guy. OK, so let's talk more about aviation, because that's what we came in here to do. So your dad didn't teach you.

OHMAN: True.

JUNGE: But did you fly with him?

OHMAN: Oh, rode with him ever since [00:39:00] when two of us would fit in the back seat of a Cub. (laughs)

JUNGE: What did you do, and what did he do with that plane?

OHMAN: He used it -- he used the Cub there to check on livestock, check on livestock water. You know, you can go up there and take the Cub and go out and check water wells, make sure they're all working in 45 minutes. You can't drive around to all of them in a day in a pickup.

JUNGE: Oh, it was that big a place?

OHMAN: So if you -- well, it's just that much zigzagging around to do it. So in 45 minutes or an hour you can get a real good look at how things are on the place. Running a

smaller herd of cattle, you can actually, you know, count your cows. You know your livestock well enough, if something mixed with the neighbor's or something's out, [00:40:00] you can see that.

JUNGE: From the air, better.

OHMAN: Yeah. Well, quick. Because you've spent 45 minutes or an hour in the air and everything's fine. You go back and work on whatever project you got going, whether it's fixing corrals, fixing fence, or any of your major projects, you can go out and go to work on. If you spend all your time in a pickup hour after hour trying to do this, you're not getting other projects done.

JUNGE: Well, then why doesn't every rancher and farmer in the state have a plane?

OHMAN: Some of them didn't enjoy an airplane like we did.

(laughs)

JUNGE: Aha. So your dad liked to fly.

OHMAN: Yeah. Most of -- you know, others around there enjoy more hobby with their horse, which is good. I mean, they keep a horse in shape that way. Our horses were -- tended to be out of shape because we used them when we needed them and didn't hobby with them. We weren't riding them regular enough, so we didn't maintain the quality of horse that many of our neighbors did.



JUNGE: Did you move your cattle and sheep with the plane?

OHMAN: No. Horseback.

JUNGE: You can't do that by plane.

OHMAN: No.

JUNGE: Now, what about during lambing season or calving, you know, when you have calving. Was a plane handy then?

OHMAN: Sure.

JUNGE: In what way?

OHMAN: It's just observing, checking on your livestock. I mean, you're checking on the water. Sheep, if you leave them alone, they lamb pretty much -- they're pretty self-sufficient. If you're not out disturbing the cows, they're pretty self-sufficient. Of course you keep your first calf heifer cows in closer [00:42:00] so you can observe them more, but --

JUNGE: Why?

OHMAN: To make sure they don't have a calving problem on the first calf. After that, they're -- they're pretty all-natural.

JUNGE: Did you use the plane then in the calving operation and the lambing operation?

OHMAN: Yeah, because then you'd fly two, three times a day for a little bit to ...

JUNGE: So he flew -- your dad flew every day.

OHMAN: Nearly so, yep. During lambing and calving, yeah, you fly every day.

JUNGE: Now, as I understand it, every rancher has had -- not every, but it seems to me like every rancher has had problems with predators. Did you use your plane against the predators?

OHMAN: Sure.

JUNGE: Well, tell me about that.

OHMAN: Hmm. By the time I was in high school, we was having coyote problems. Dad was flying, I was gunning.

[00:43:00]

JUNGE: What did you use?

OHMAN: Oh, an old single-shot 12-gauge shotgun.

JUNGE: Was that pretty effective?

OHMAN: Oh, yeah. In our terrain, where it's gently rolling hills, very effective. Rougher country? Not so effective.

JUNGE: Did you ever get into any jams?

OHMAN: No.

JUNGE: Never shot your prop off?

OHMAN: No.

JUNGE: Never shot a strut off?

OHMAN: No.

JUNGE: (laughs) No close calls?

OHMAN: No close calls.

JUNGE: Well, how do you account for your dad's record of safety in the air, then?

OHMAN: He was an unexperienced pilot. (laughs)

JUNGE: Did you observe what he was doing, and then maybe he passed on some of this knowledge to you?

OHMAN: Oh, sure, yeah, very much so.

JUNGE: What does it take to be a decent pilot? [00:44:00]

OHMAN: Pay attention to what you're doing. It's a piece of machinery. You got to know how to operate it. People think flying an airplane, you got a real special skill, and you do. But so does a person that runs a backhoe have special skill. I'm pretty rough on a backhoe.

JUNGE: And your brother too?

OHMAN: My brother's got more experience on a backhoe than I do, but yeah, I'm pretty crude if I try to run the backhoe. I haven't got enough hours at it yet.

JUNGE: Are you a pretty good mechanic?

OHMAN: I think so. Fair, yeah.

JUNGE: Have you ever had to work on your own plane?

OHMAN: I like being there with the mechanic when he's -- when he's doing my annual inspection, and as far as working on my own plane, you know, pack wheel bearings and change brake pads [00:45:00] type stuff.

JUNGE: But there's not much else you can do, right?

OHMAN: Yeah, it's pretty restricted.

JUNGE: What kind of plane do you have?

OHMAN: I have a -- for my own plane, I have a Cessna 185.

Prior to that I had a Cessna 180 for 31 years.

JUNGE: Why did you get rid of the old one?

OHMAN: Well, at the time it needed, you know, it was one I always wanted to go ahead and fix up and never quite did. I never quite got to the point of giving it a new paint job; I never quite got to the point of putting a new interior in it. Then it comed up time for overhaul on the engine, the hours were there, and the airplane market was kind of such and maybe it was time I ought to have a different one. I got a new paint job, fresh paint job and a good interior and a fresh overhauled engine [00:46:00] by buying a different airplane. (laughs)

JUNGE: Were you able to sell -- what did you pay for your plane?

OHMAN: Originally on the 180? Thirteen thousand five hundred.

JUNGE: How old was it?

OHMAN: It was a '55 model, but it wasn't too old, because I bought it in '79.

JUNGE: And then you used it for 31 years?

OHMAN: Mm-hmm.

JUNGE: And you got rid of it because the market, you said, was such what? The market was good, or what?

OHMAN: Well, yeah, it was a buyer's market out there, so, you know, I felt I did pretty good when I bought the 185. And when you consider what you were selling, airplane that was at limits on the engine overhaul time, so I just kind of figured I'd look at the ads and had a broker that was interested in [00:47:00] taking it, so I just let him have it.

JUNGE: People -- generally people have told me that when they sell an airplane, they get more money for it than they paid for it. Was that the case with you?

OHMAN: Yes, I did, but not as much as I had in it over the period of years, if you figure, you know -- well, I got my goodie out of the engine, because I had done an engine change in -- a few years after I first bought it. I run that engine out, so I got all money out of it, essentially. I put more modern avionics in it, you know. I pretty much got my money out of that, but still you had the [hull?] of the aircraft.

JUNGE: What did you sell it for?

OHMAN: I think I got 22,000 on it.

JUNGE: So what -- a lot of people that listen to this  
somewhere down the road are not going to know what you mean  
by avionics. [00:48:00] What does that mean?

OHMAN: The avionics, that's your radios, your communications  
and navigation equipment.

JUNGE: Did you fly using GPS?

OHMAN: I have, since I had the 185. Prior to that, no.

JUNGE: It was flying by the seat of your pants?

OHMAN: Well, before that I had a Loran, which became  
obsolete.

JUNGE: A what?

OHMAN: I had a Loran receiver, which is primarily a naval --  
naval navigational equipment.

JUNGE: So when you were flying, you were always in contact,  
if you wanted to be, with the airport, because of your  
radio?

OHMAN: Well, could always be in contact with air traffic  
control if I so desired, yes.

JUNGE: Yeah. How -- what was the difference between your  
first plane and your second plane?

OHMAN: Age and horsepower.

JUNGE: How much difference was the horsepower?

OHMAN: Went from [00:49:00] 225 to 300.

JUNGE: Ooh. So what -- compare the speeds and the handling in that plane.

OHMAN: Went from 140 mile and hour to 165 mile and hour.

JUNGE: What about handling?

OHMAN: The 185's a little heavier, but other than that, essentially the same.

JUNGE: Now, did you -- did you get trained in flying because you needed to for the ranch or because your dad did it and you kind of liked it, or what was the reason?

OHMAN: Because it was in the family and we liked it, and back on the ranch you had utility for it. The only business flying I've ever really done per se is flying for the benefit of the ranch; the rest of it has been because [00:50:00] that's the hobby and what I like to do.

JUNGE: How often do you fly?

OHMAN: Oh, not as often as I'd like, maybe. (laughs) I still -- you know, I'm averaging better than 100 hours a year.

JUNGE: So, every other -- every third day, maybe an hour in the air.

OHMAN: That's how it'd average out, yeah.

JUNGE: That's how it'd average out. Did you fly -- you didn't fly into town, did you?

OHMAN: No.

JUNGE: OK. You drove from the ranch yesterday. Yeah, OK.

But do you fly into town very much?

OHMAN: No, I keep the 185 hangared at the Gillette airport.

The Cubs, of course, are at the ranch.

JUNGE: Oh, I see. The what is at the ranch?

OHMAN: The Cubs.

JUNGE: How many Cubs do you have?

OHMAN: Well, we have a SuperCub and of course Dad had a J-3  
Cub, which my brother and I keep.

JUNGE: But you don't fly?

OHMAN: Oh, yeah. It gets [00:51:00] its 20, 25 hours a year.

JUNGE: Gosh. Are you going to fly, Jackson?

JACKSON: Mmm, I don't know.

JUNGE: Would you like to?

JACKSON: Yeah.

JUNGE: You would?

JACKSON: Yeah.

JUNGE: Have you been in an airplane?

JACKSON: Yeah. A lot of times.

JUNGE: A lot of times.

JACKSON: My brother -- we went flying in an airplane on

Father's Day -- we went flying in an airplane, it was my  
brother's first time.

JUNGE: Yeah, well, tell me about that. What was it like?



JACKSON: It's fun, and we got to fly to our house, and then we  
flew over our house on our airplane.

JUNGE: Yeah? Did you take pictures?

JACKSON: No. It's hard to spot a house from following all the  
streets --

JUNGE: Is it?

JACKSON: -- up to your house. [00:52:00]

JUNGE: Yeah. How close did you get to your house?

JACKSON: It was on my sister's side of the airplane, and Papa's  
airplane can only hold five people, so my mom and dad went  
to go wash the car while we flew in the airplane.

JUNGE: And you like to fly. So you think you'll be a pilot  
someday?

JACKSON: Mmm, yeah.

JUNGE: Do you like the feeling of an airplane? What does it  
feel like?

JACKSON: Mmm, feels the same like a car. Feels the same as a  
car.

JUNGE: Except?

JACKSON: The propeller?

JUNGE: (laughs) Yeah, but in a car you can go this way,  
right or left, and on a hill you can go up and down, but  
you're not bouncing around like you are in a plane, are  
you?

JACKSON: No.

JUNGE: Do you like that feeling?

JACKSON: Mmm, yeah.

JUNGE: OK. All right. [00:53:00] So, OK. This interview was supposed to be with your grandpa. (laughs) You're still using this plane, the 185, on the ranch.

OHMAN: Well, I use the 185 if -- that's my traveling machine.

JUNGE: Oh, OK. Where do you go with it?

OHMAN: Oh, I've been pretty much in all the western states at various times.

JUNGE: Really?

OHMAN: Yeah.

JUNGE: Oh, you're flying more than I thought you did.

OHMAN: Well, you can cover a lot of country in 60 hours.

(laughs) If you get that many in it, yeah. You can cover a lot of country.

JUNGE: Have you landed at a lot of airports in Wyoming?

OHMAN: Over the years, almost all of them.

JUNGE: Really? [00:54:00] Have you been to Medicine Bow airport?

OHMAN: That one I haven't yet.

JUNGE: All right. So you go to these airports; are these mainly asphalt runways? What are they?

OHMAN: Most all of them are asphalt runways, true.

JUNGE: But do you have an asphalt runway at your place?

OHMAN: No. Grass runway. Keyhole has grass runway.

Neighbors' ranches, that's grass.

JUNGE: Would you -- how do you like -- compare flying, or landing on and taking off on hard surface versus grass.

OHMAN: Well, if you're going to be on grass strips, you at least want to know how well it's maintained.

JUNGE: Yeah, but when --

OHMAN: You don't -- I really can't say you'd enjoy like going to the Pitchfork Ranch up by [00:55:00] Meeteetse when they have a prairie dog town where the runway is. Not one of your better options, no.

JUNGE: (laughs) Have you done that?

OHMAN: I had to contend with that one time, yes. Circled about three times to pick out the usable part of the runway. (laughs)

JUNGE: Were there a few groundhogs, or prairie dogs around?

OHMAN: Prairie dogs there, yeah.

JUNGE: Oh, God. Well, I suppose so. So what's the nicest grass runway you've been on?

OHMAN: My own.

JUNGE: Really?

OHMAN: Probably, yeah. Gary Marquiss'.

JUNGE: I was going to say Marquiss' place.

OHMAN: He mows his, he keeps them up pretty good, so yeah.

JUNGE: How many runways do you have?

OHMAN: Well, we got a little short -- well, two, actually, that are short, about 1,200. They're good enough for the Cubs. And then two longer ones [00:56:00] out at the ranch that accommodate small twins.

JUNGE: Now, these Cubs are what they call tail-draggers.

OHMAN: Mm-hmm.

JUNGE: And the 185 you have is a --

OHMAN: Tail-dragger also.

JUNGE: It is?

OHMAN: Mm-hmm.

JUNGE: Oh. I thought they would be called -- I thought they were tricycles.

OHMAN: No, no, it's a tail-dragger.

JUNGE: So, have you ever flown in a tricycle, I mean a retractable wheel plane?

OHMAN: Yes.

JUNGE: How do you -- have you flown them?

OHMAN: Mm-hmm.

JUNGE: How do you compare those two?

OHMAN: Retractable wheel airplanes, you just got one more little chore before you come in and land.

JUNGE: Which is to drop --

OHMAN: Yeah, as far as coming down, you hit the point where it's time for wheels down.

JUNGE: But somebody had told me that it's -- they learned on a [00:57:00] tricycle and they don't think they could handle the tail-dragger, or was it the other way around?

OHMAN: No, tail-draggers demand, you know, more attention on the ground handling. The tricycle-wheeled airplanes, of course, where you're in that configuration your center of balance is -- your center of balance and your weight are -- you have much more weight on your nose wheel. Tail-wheel airplane like a 185, empty is about 170 pounds is all that's on the tail wheel. And your center of gravity is aft of your main gear, so if it, you know, if it wants to deviate with you, that center of gravity back there is going to -- going to throw you.

JUNGE: In other words, if the wind's blowing. [00:58:00]

OHMAN: Mm-hmm. Yeah, it's going -- it's going to throw you more, where on tricycle gear, that center of gravity is right in that short couple distance and you got the extra weight on the nose wheel that makes the directional control on the ground much more easier.

JUNGE: Oh, so if people who were raised with tricycles, they are not used to tail-draggers --

OHMAN: That's true.

JUNGE: -- and it's a little tougher for them. OK. I see.

So you've been in the air for quite a few hours. How many do you think you have?

OHMAN: I've got just a little bit over 5,300.

JUNGE: Is that a lot?

OHMAN: I wouldn't consider it a lot, I guess. Maybe it is for private flying, which I've done primarily, yeah.

JUNGE: What's been your -- tell me what your very best experience in the air was, whether it's just seeing things [00:59:00] or an experience you had.

OHMAN: I think -- I think it's just that I enjoy the country that I've flown over, the things I can see. You know, there's a -- maybe you have a purpose. Like last March, we had a purpose to visit friends in St. George, Utah. Toured a couple of extra -- three extra hours going down there. Leave Gillette, have lunch in Grand Junction, Colorado, fly over Moab, follow the Colorado River down to Page, overnight. Next morning you get up and say, Well, it's an hour from here to St. George, but we don't have to be there till after lunch, so leave mid-morning, go down from Page, go across Painted Desert down by Winslow, [01:00:00] circle the meteor crater, come back up by Flagstaff, and (laughs) Lake Mead and Mesquite and into St. George, and you're there just about 12:30. (laughs)

JUNGE: That's great.

OHMAN: You see a lot of country. A lot of desolate country,  
in that case.

JUNGE: Can you see -- are you flying low enough to see  
animals?

OHMAN: Oh, I can pick them out, but I'm still, you know,  
still 3,500 to a mile above ground for most of my traveling  
anyway.

JUNGE: When you're flying over your ranch, what sort of  
wildlife do you see?

OHMAN: We see -- of course the wildlife on our place is  
primarily antelope, there's some hawks and occasionally a  
(inaudible).

JUNGE: Coyotes?

OHMAN: Coyote, [01:01:00] if we see them, well, then we've  
got work to do. (laughs)

JUNGE: Is there any elk out there or deer?

OHMAN: No. A few deer. No elk.

JUNGE: What are they, mule deers or white tails?

OHMAN: Little bit of both. White tails migrated in, yeah.

JUNGE: Tell me what it's like to fly at this time of year,  
when this place looks like the emerald isle.

OHMAN: It looks real nice, doesn't it?

JUNGE: How many days out of the year does it look like this?

OHMAN: Maybe it looks like this for 60 days every 10 years.

(laughs)

JUNGE: So you've had a pretty good year of moisture?

OHMAN: Yes.

JUNGE: How much does that help your ranching operation, to have a good wet year?

OHMAN: Oh, tremendously.

JUNGE: Why?

OHMAN: Tremendously. It gets you some nice grass growth.

Livestock [01:02:00] water wells are all shallow aquifers, so I guess it really is kind of amazing how much they will recharge off of a cooler, more moist year.

JUNGE: So, when those -- when the aquifers dry, what do you do? Do you have to fly water out, or haul water out?

OHMAN: No, we never quite totally dry out, but ...

JUNGE: There's always enough for the animals.

OHMAN: Yeah.

JUNGE: Do you have any creeks running through your property?

OHMAN: Only if you get the right thunderstorm. (laughs)

Otherwise they're dry.

JUNGE: Is there a lot of sage out there?

OHMAN: Small sage. I mean, it's short, sagebrush, yeah.

JUNGE: Do you have sage chickens?



OHMAN: We used to have quite a few, and predators -- increase in predators over the years [01:03:00] have diminished the sage chicken, pretty much.

JUNGE: So your biggest competitor in terms of a predator would be a coyote.

OHMAN: Mm-hmm.

JUNGE: Can you ever really get rid of coyotes?

OHMAN: No, I don't think you ever would totally get rid of them, no.

JUNGE: Why not?

OHMAN: Well, there's -- there's still enough places where they -- you know, if you got the numbers down, they're not -- where they're not bothering your livestock, then you're not as concerned about them as you would be otherwise.

JUNGE: Have you lost a lot of sheep to coyotes?

OHMAN: Yeah, we keep the coyote thinned down enough, we try to limit that.

JUNGE: So you don't really have a serious problem, then?

OHMAN: Right.

JUNGE: OK. All right. I loved your description of flying from here down to St. George. You didn't fly over Vegas, did you?

OHMAN: No, not quite. I could see Vegas, but we was just over Lake Mead. [01:04:00]

JUNGE: Yeah. Well, I don't know that they'd allow you in that air traffic or not, over Vegas. McCarron Airport.

OHMAN: They would if I was going there.

JUNGE: Yeah, but there's a lot of air traffic there.

OHMAN: Yeah. If you're going to there, you'd be in contact with air traffic control and you'd be landing there. If you were flying within their area, their airport area, and you were transit, passing over, going someplace else, yeah, you'd give them a call and tell them who you are and where you are and where you're headed.

JUNGE: Does the FAA require that you fly at a certain altitude?

OHMAN: Yes.

JUNGE: What is that?

OHMAN: For easterly headings, anything from 0 degrees through 180, you fly at an odd thousand plus 500, so you're flying at [01:05:00] 7,500 or 9,500 or -- and so forth. And on a westerly heading, then, you fly at the even thousand plus 500 foot. Basically there's always 1,000 foot between opposite direction aircraft.

JUNGE: Why?

OHMAN: That's just a safety factor.

JUNGE: Oh, it doesn't have anything to do with the winds or the --

OHMAN: No. No, that's just --

JUNGE: It's just a safety thing.

OHMAN: Yeah, that's aircraft separation.

JUNGE: Oh, I see. Well, what's the toughest time that you've ever had in an airplane, Joel?

OHMAN: Going someplace and having the weather forecast be bad and wrong. Maybe that's going to Haverhill, Montana, and getting up there and the wind is 45 knots and 40 degrees off the runway heading. Then you start looking if there's a nearby airport that has a better [01:06:00] alignment for runways. And there isn't. (laughs)

JUNGE: And if there isn't?

OHMAN: There isn't. You think about maybe you're going to backtrack towards home somewhere. You might get a long ways so, yeah. Make a pass at your runway and kind of feel it out, and it worked.

JUNGE: Was this -- now, is this an example you're giving me?

OHMAN: Yeah.

JUNGE: OK.

OHMAN: That's, you know, that's pretty -- that's a pretty tough, pretty tough landing against that -- that kind of conditions.

JUNGE: Is that the toughest time you've ever had?

OHMAN: That's probably, probably pretty much next to the toughest landing I ever had, yes.

JUNGE: Well, what was the toughest, then?

OHMAN: I got into Rawlins one time when the wind was terrible, and I had -- they had to tie me down before I could shut off. I actually was [01:07:00] flying it in place.

JUNGE: I can imagine, in Rawlins.

OHMAN: And I had no option. The weather forecast was wrong, and at this point I was going to have to have fuel. Now, the wind was blowing right down the runway, the landing was fine. But being able to hold the aircraft in place till you got it tied down was a challenge.

JUNGE: Did you let the tower know that?

OHMAN: Flight service? Yeah, they come out with -- I'm there, and yeah, they come out with tie ropes to tie me down. They had to tie me down while I was still running.

JUNGE: Jeez. Wow. And that was the worst experience you've had.

OHMAN: That was probably the worst one there, fighting that.

JUNGE: Well, we're going to cut this off pretty soon, Jackson, so, you know, we're going to be done talking here pretty quick. Is that all right? OK. [01:08:00] I was going to ask you something else about flying, about your --

about the -- oh, you said flying east, flying west, there's two different levels or altitudes you have to maintain, or stay within, right?

OHMAN: Yes.

JUNGE: OK. All rules go by the boards, then, when you're flying on your ranch.

OHMAN: (inaudible) Anything -- I guess the -- the directional separation does not apply when you're at less than 2,000 foot above ground level.

JUNGE: And when you fly your ranch, how high above the ground are you?

OHMAN: Four to five hundred foot.

JUNGE: So you're hopping over hills, aren't you?

OHMAN: Almost. (laughs)

JUNGE: Have you ever sprayed with that plane?

OHMAN: No.

JUNGE: Do you have -- have you had spraying done?

OHMAN: No. No, we haven't had any aerial spraying done.

We're just -- we're just grass operation, we don't have any farm ground, so. [01:09:00]

JUNGE: Yeah. How long would it take you to go around your property totally in an airplane? Or you have separate chunks?

OHMAN: To fly the perimeter?

JUNGE: Yeah.

OHMAN: Half-hour.

JUNGE: So that's up -- would you say that's a medium-size operation?

OHMAN: Yeah.

JUNGE: In the -- you're in the Thunder Basin National Grassland, right?

OHMAN: No.

JUNGE: You're not?

OHMAN: No, I'm just outside of it a ways.

JUNGE: Just a little bit west of it?

OHMAN: Mm-hmm.

JUNGE: OK. How does that grassland affect you?

OHMAN: The actual grassland doesn't, no.

JUNGE: I mean, there's no rules or regulations that affect you at all?

OHMAN: No. I haven't -- I have no national grassland on the place, so.

JUNGE: OK, but if you're hunting a coyote and you happen to go over into the grassland area...

OHMAN: Yeah, I don't think they have any -- any problem over there. [01:10:00] The ranchers that are in that area? No, they're pretty much free to hunt the coyote.

JUNGE: When you're up in the air, I'm always curious to know,  
do you see eagles up there?

OHMAN: Mm-hmm. Occasionally.

JUNGE: They get very close?

OHMAN: Well, no.

JUNGE: Would you like to see Jackson fly?

OHMAN: Oh, he may someday. Who knows?

JUNGE: But would you like to?

OHMAN: That's going to be up to him, whether he likes to.

JUNGE: Your grandpa sounds like a pretty level-headed, honest  
guy. Do you think he is?

JACKSON: Um...

JUNGE: It's taking him a long time to answer.

JACKSON: I don't know.

JUNGE: Well, how would you describe your grandpa? Here.

Come here, Jackson. I want you to describe -- describe your  
grandpa for me. [01:11:00] What kind of a person is he?

JACKSON: A rancher, and he likes to fly the airplane, and he  
likes to go branding a lot. Last branding, he got bucked  
off the horse that's not used to branding. And he reads  
the newspaper too much, a lot. He reads the newspaper a  
lot.

JUNGE: Does he talk about what he reads? No? He doesn't  
slam the paper down and get mad?

JACKSON: No.

JUNGE: No? Gee. OK, so that means he's not political,  
right? You know what I mean?

JACKSON: Yeah.

JUNGE: OK. Oh, good, good. Well, OK. So you're going to  
fly when you grow up, do you think?

JACKSON: Yeah.

JUNGE: Who's going to teach you?

JACKSON: Papa. [01:12:00]

JUNGE: Papa's going to teach you. Not your --

OHMAN: But Papa don't have an instructor's rating.

JUNGE: Oh, but maybe he can teach you a few tricks without  
actually making you a pilot, right? Maybe? OK. What kind  
of plane would you like to have?

JACKSON: A water plane that goes in the water.

JUNGE: A seaplane? Really? I thought they had those up in  
Alaska where there's lots of water. Where are you going to  
land on water in Wyoming?

JACKSON: I don't --

JUNGE: On the creek?

JACKSON: The fishing lake?

JUNGE: (laughs) OK, OK. Let's see, what else do we need to  
cover about your -- did you teach your son to fly?



OHMAN: No. [01:13:00] I married the family. I'm the guy  
that skipped the kids and went straight to grandkids.

JUNGE: Oh, I see. You don't have any kids of your own.

OHMAN: Right.

JUNGE: OK. So your wife had some kids.

OHMAN: Mm-hmm.

JUNGE: Oh, OK. How long you guys been married?

OHMAN: Ten years.

JUNGE: How does that agree with you? You're a late -- you  
were an old bachelor when you got married.

OHMAN: No, life's treating me good.

JUNGE: Good. How many grandkids do you have?

OHMAN: I actually got six now.

JUNGE: Is Jackson the oldest one?

OHMAN: Yes.

JUNGE: Oh, OK. Man. Are you going to give them all rides?

OHMAN: Getting around to it. Only got one to go that hasn't.

(laughs)

JUNGE: How old is that one?

OHMAN: That one is five, going on six. Five and a half.

JUNGE: Is there anything you'd like to [01:14:00] do in the  
way of flying that you haven't done?

OHMAN: Got to go to Leadville, Colorado, get my certificate for landing on the highest airport (laughs) in the United States. Haven't hit that (inaudible) yet.

JUNGE: Isn't it over 10,000 feet in Leadville?

OHMAN: It's like 9,900, yeah.

JUNGE: And you want to do that.

OHMAN: Yeah.

JUNGE: The air's thinner up there, right?

OHMAN: Sure.

JUNGE: So, isn't it a little tougher to land in something like that? In a place like that?

OHMAN: Well, it depends on the equipment you're flying. I don't -- going to go find out how much, how it feels.

JUNGE: What about helicopters? Do you have a helicopter?

OHMAN: No.

JUNGE: Have you flown one?

OHMAN: I've ridden with [Jerry Dieltz?].

JUNGE: Now, tell me who [Jerry Dieltz?] is.

OHMAN: They ranch the south of Wright. He's in the [01:15:00] -- has a Thunder Base National Grassland property, yeah.

JUNGE: Is he -- isn't he connected with the airport somehow or other?

OHMAN: He's on the state aeronautics commission at this time,  
yeah.

JUNGE: Yeah. And is he a rancher as well?

OHMAN: Mm-hmm.

JUNGE: OK. Are you guys good friends?

OHMAN: Yeah.

JUNGE: Do you ever go to these fly-ins they have?

OHMAN: I have in the past, yeah, but this one last weekend  
just Father's Day didn't quite (laughs) -- quite fit in  
with the schedule.

JUNGE: Yeah. There were over 50 people there. Did Victor  
tell you?

OHMAN: I haven't talked to him since the fly-in.

JUNGE: Oh, that's right.

OHMAN: Talked to him a little before.

JUNGE: He was there, and I counted -- at one point I counted  
over 50 people. There might have been 60; there might have  
been a few less than 50. But there were a lot of people  
there. [01:16:00] What -- what do you think the purpose  
of those fly-ins is?

OHMAN: Social. Strictly social, yeah.

JUNGE: Yeah, yeah. Do you ever exchange any information  
about flying?

OHMAN: Oh, yeah. You always -- stories. Fly-in like that, you wind up visiting with people that that's the only -- you haven't seen them for three years. It's just a -- turns out to be the whole purpose is to social.

JUNGE: You know, Joel, it sounds like you just enjoy flying.

OHMAN: Mm-hmm.

JUNGE: What's the best thing about it?

OHMAN: You got a destination to go to, and you want to get there, you want to leave Thursday to go out and see my stepson and his wife, Ben and Kelsey, [01:17:00] you know, spend westbound about seven hours in the air. That's a lot better than 19 on the road.

JUNGE: Ooh, where is it?

OHMAN: Bremerton, Washington.

JUNGE: Oh, so you've been -- you're going quite a ways, then. Have you been all over this country?

OHMAN: Not -- wouldn't say all over, but covered -- at some point in time covered quite a bit of it.

JUNGE: Man, I'd love to go flying with you sometime. I'll be you're -- I'll be you're very competent in a plane.

OHMAN: It's -- well, at one time we had a neighbor that wanted to look at a SuperCub, and he wanted to go to Cub Crafters, and we were visiting and decided on setting up a day to go out, and, you know, you fly to Yakima,

Washington, in a Cessna 180 and spend [01:18:00] six hours there, and come 5:30 in the evening, Well, we're done here, we've toured over the whole facility and looked at their Cubs, and you come back home.

JUNGE: What's the name of this organization? Cub what?

OHMAN: Cub Crafters is a mechanic's shop, I guess, is how you'd put it. They specialize, they rebuild Cubs.

JUNGE: Oh.

OHMAN: Ever since Piper quit building Cubs, they remanufacture them.

JUNGE: So if something goes wrong with yours, you can always get parts for it, you can always get it fixed.

OHMAN: Oh, yes.

JUNGE: Can they do it here in Gillette?

OHMAN: Mm-hmm.

JUNGE: Do you belong to Flying Farmers?

OHMAN: Did, when it was active in Wyoming, but --

JUNGE: Whatever happened to that organization?

OHMAN: You know, the different generation, a lot of the [01:19:00] generation that was busy in Flying Farmers, there's a lot of those descendants that didn't carry on with flying.

JUNGE: But there's got to be a reason for that, right? It's more expensive, they aren't interested...

OHMAN: There'll be the cost factor of flying itself, or the career they chose that wasn't something that they didn't have the desire to blend it in.

JUNGE: When did you belong?

OHMAN: In the seventies, right after I come back to the ranch and started -- got my pilot's license.

JUNGE: Were you pretty active in the organization?

OHMAN: Yeah. It was -- and its purpose at that time was social. Yeah, I tried to go to most all their events.

JUNGE: So were they mainly what they called fly-ins?

OHMAN: Mm-hmm.

JUNGE: OK. Did they ever have seminars or courses for pilots [01:20:00] or brush-up courses?

OHMAN: Oh, yes, and typically bring a director of the state aeronautics commission or something would come up and tell you about what was going on statewide with aviation, or come up and have a few instructors come around so everybody could go out and get their biennial flight review that day.

JUNGE: What's your relationship to the aeronautics commission?

OHMAN: I don't really have a relationship to it.

JUNGE: Just through Jerry?

OHMAN: It -- my dad was on the state aeronautics commission for some years, but --

JUNGE: Oh, really? Did he ever talk to you about that, what that was like?

OHMAN: Not a whole lot, no.

JUNGE: You never were interested in being on that commission?

OHMAN: Haven't been, no.

JUNGE: I mean, would you be?

OHMAN: Hadn't really given it any in-depth [01:21:00] about wanting to be, no.

JUNGE: What about the airport board here?

OHMAN: I'm on the airport board.

JUNGE: Oh, you are?

OHMAN: Mm-hmm.

JUNGE: What do you do at this airport?

OHMAN: Well, as a citizen airport board, really you're charged with orderly development of the airport. We have an excellent manager.

JUNGE: Who is that?

OHMAN: Jay Lindell. And first term on there, you get -- you know, it takes a couple of years of you're just immersed in learning. Being on the board first, there's ongoing construction projects that were put in place before I come on the board, so you wind up following them through. It's not that you got appointed to the board to make any drastic change or go in there [01:22:00] and turn the table over.

JUNGE: Isn't that what everybody tries --

OHMAN: Yeah, you don't fix what's working.

JUNGE: Yeah.

OHMAN: You know, we're short on hangars out there, so you got to convince the county commissioners, you got to budget for it, you got to make your case that you have to put up another set of T hangars, or you got to put up a large general aviation hangar that the FBO will use. Ongoing maintenance, and of course the airport manager always telling you what, you know, what's got to be done here. There's federal aviation regulatory changes and, you know, it's -- do we keep the control tower, do we close it, can we afford it? [01:23:00]

JUNGE: What's a T hangar?

OHMAN: It's a hangar that's shaped in the form of a T that, you know, the wide part of the top of the T per se holds the aircraft main wings, and then it narrows down into the leg of the T, which is the appropriate size that the tail that the aircraft fits in.

JUNGE: Well, if you had T hangars for everybody, you'd have a lot of hangars, right? Don't they have any just big buildings?

OHMAN: Well, we're in the process of budgeting a large general -- a large storage hangar right now. And we've got



a waiting list for people who'd like to put their aircraft in some T hangars.

JUNGE: Is that the responsibility of the county, the airport board in combination, or wouldn't that be the responsibility of private airplane owners?

OHMAN: Well, there's a little bit of both. We have one aircraft [01:24:00] owner out there now that wants to build his hangars. In the master plan there's a designated area to go through it, but there's also a property acquisition problem in order to develop that area, and...

JUNGE: Do you have problems with property acquisition out there?

OHMAN: Yeah, I mean, there's just one little inn holding in there that's kind of in the way of (laughs) keeping an orderly flow without winding up with a hodgepodge trying to get around it.

JUNGE: Yeah. So what are you going to do about it?

OHMAN: He'll be there till he chooses to sell.

JUNGE: What's the toughest problem you've had on that airport board? Is that it? [01:25:00]

OHMAN: That's probably the -- probably the stumbling block in order to develop that one -- continual development to go down, yeah, that would be a stumbling block.

JUNGE: Do you get appointed to this board, or do you get elected? How does it work?

OHMAN: It's an appointment by the county commissioners.

JUNGE: Did you offer up your availability, or...?

OHMAN: I had a couple of people approach me about applying for the board when the, you know, vacancy was coming up. I thought it would be interesting, so...

JUNGE: Let me ask you this. Did they do this because they thought you were competent or because there just wasn't anybody else available?

OHMAN: There was others that applied, but yeah, those that asked me to join wanted me to join.

JUNGE: Why? [01:26:00]

OHMAN: Just confidence (inaudible). I wasn't assigned any particular task to do it, I was just encouraged to get on there because we don't, you know, there's nobody on there right now that's a pilot, it's all non-pilot people on there.

JUNGE: Oh, really?

OHMAN: So they said, "You ought to join, so at least there's somebody that's a pilot." Of course that's since changed; a couple of us are now.

JUNGE: Why would -- it seems to me like your airport board would consist of people who knew something about flying.

OHMAN: It's also people that are interested in development of the airport as, you know, a support for commerce for the community.

JUNGE: Is it a stepping-stone in politics, for politics?

OHMAN: Not really. [01:27:00]

JUNGE: It's not like a county commissioner's job.

OHMAN: No. You don't see people on there as a stepping-stone.

JUNGE: I mean, some people get on school boards and county commissions because they are politically motivated, I assume. But not on the airport board.

OHMAN: Mmm... some may. Some may in the past, you know, say, "OK, I'm running for city council now and I have this past experience" -- city board, county board. Yeah, you'll see -- you may see some of that, but it's --

JUNGE: Minimal?

OHMAN: Minimal.

JUNGE: We're just about done, Jackson. How has aviation changed since you and your dad first went flying, to now? In this neck of the woods at least.

OHMAN: Well, the biggest change, I think, [01:28:00] we've seen here is with the federal approach to services. They, you know, used to have flight service stations with -- manned flight service stations in multiple places across

the state, and now that they're closing the one in Casper, there will be no flight service stations in Wyoming. Used to, if you was out flying and wanted information on, update on weather condition or something like that, you know, there was a flight service station in Sheridan, there was one in Casper, there was one in Laramie, there was one on Cheyenne, there -- Rawlins, Rock Springs. Those have all closed. So if you're seeing weather out there and you thought, Boy, I've got a forecast for winds and this is doing that, [01:29:00], you haven't got any of these observers on the ground anymore.

JUNGE: Why not?

OHMAN: It's going more tech, high-tech.

JUNGE: You can get all the information you need off of a computer, or what?

OHMAN: Off of a computer-driven weather sensor, and it, you know, it don't help a whole lot when you have a weather report that Jackson, Wyoming, is clear and calm, yet at about the time you're passing Dubois you're wondering where the clear is, because the cloud layer is resting on top of the mountain, and Jackson is still saying it's clear. The little [theoid?] light don't have a big enough orbit. Yep, as it turned out when we finally got there, Jackson was

clear, but the Tetons and Sleeping Indian Mountain and everything else was in cloud. [01:30:00]

JUNGE: That's what you call a service center, then, a place that helps pilots to land --

OHMAN: Yeah, flight service centers. So, you know, if you'd have had a manned flight service center there, and they say, well, "It's clear skies here, but the mountains are obscured," and that computerized deal they can't tell you that the mountains are obscured. All it says is the sunlight, where there's this big open hole of blue sky.

JUNGE: Interesting. So what else does a service center do?

OHMAN: Flight plans. Used to be able to -- very convenient call-up, get a weather briefing, any other information you might have, if there's special notings of an airport closure or [NAVA?] data service --

JUNGE: [NAVA?]? What's that?

OHMAN: Navigational station that maybe was out of service or shut down for certain hours for maintenance, you'd get all that kind of -- now they -- with all that remoted to Denver, there's a lot of that out there that they know nothing about.

JUNGE: What about aircraft maintenance? I talked to -- do you know Steve Goode?

OHMAN: Yes, and Douglas, yeah. Not well, but yeah, I know him.

JUNGE: And he runs, what is it, L&G or R&G maintenance. He told me the other day over the phone, he said that these maintenance operations are kind of disappearing too.

OHMAN: Sure.

JUNGE: Why is that?

OHMAN: Who knows whether it's -- maybe there's just not that many people coming out of school that want to take on aviation mechanics as a career. It is harder to find maintenance people.

JUNGE: You've got to know as a pilot where the gasoline is, the aviation fuel is, right? [01:32:00] Because you can't be just landing at Medicine Bow -- well, maybe Rawlins, but you can't just be landing at the Pitchfork and not know you have enough gas to get back.

OHMAN: Well, you know -- subscribe to Flight Guide, which gives me airport data. Some of that will occasionally not be -- from one revision to the next, maybe something will happen there. But yeah, if there's smaller places you're going to, you might want to call that phone number and make sure that your information is current.

JUNGE: Now, is this a paper subscription, a magazine subscription?

OHMAN: Yes.

JUNGE: OK. What else do you read in the way of aviation periodicals?

OHMAN: (inaudible) pickup articles out of Flying magazine or Aircraft Owners and Pilots Association.

JUNGE: Speaking of associations, are you a member [01:32:00] of a pilots' association?

OHMAN: Aircraft Owners and Pilots Association, yes, which gets me the subscription to their magazine, is what I primarily --

JUNGE: Interested in?

OHMAN: -- interested in there.

JUNGE: But you don't do anything in the association otherwise?

OHMAN: No.

JUNGE: OK. Do you have any political ambitions, Joel?

OHMAN: No. Really don't.

JUNGE: You don't want to be governor?

OHMAN: No.

JUNGE: Why not?

OHMAN: Too many issues of which you may not have a particular interest in. Now, if you've got an interest you want to drive, yes, I've been down, testified at the state legislative committee hearings, or gone to the legislature

and visited with my representatives. But it's because I was pushing a pacific [sic] issue. But to sit down at that table and have to try to absorb the whole gamut of issues [01:34:00] there's things in there that I just always felt like me, I didn't quite want to deal with that whole big gamut. If you wanted to be effective, go down and work on what was important to you and not have to worry about whether the state mammal was going to be a buffalo or whatever.

JUNGE: What issues have you been down there lobbying for?

OHMAN: Agriculture issues. Land issues. Some mineral issues.

JUNGE: Can you give me an example? I mean, what you're for or against?

OHMAN: Oh, what I'm against most of the time turns out to be you're against some new proposed regulation that's going to be an overburden.

JUNGE: A federal regulation, or a state regulation?

OHMAN: State, which a lot of times is tied to federal, but yeah. [01:35:00] Oil and gas development, and somebody -- you know, how does it affect that development and my land, and you know I can get along with oil and gas developer a lot easier than I can get along with the regulatory agency.



JUNGE: Do you have what they call split estates? Split estate land?

OHMAN: Yes. Oh, yes.

JUNGE: So you don't control the minerals.

OHMAN: Split estate is basically 80 percent of the property.

JUNGE: OK, OK.

OHMAN: There's 60 percent of what -- of our surface lands have federal mineral under them. Another 20 percent is fee mineral, but it's prior reserved, it's been separated out. A lot of times, when some homesteader sold out to another one, they kept their patented mineral interest [01:36:00] so some of those separations go way back to homesteading days.

JUNGE: Well, I guess one of the things I'm getting at, and I don't want to know what you make annually, but do you depend on oil and gas? Do you depend on minerals to stay alive?

OHMAN: Not to stay alive, but yeah, that's -- you can work with that, that's a good -- that's income.

JUNGE: And that's where your problems lie, is regulations?

OHMAN: Primarily regulations. I'm not too fond of having Department of the Interior telling -- coming down and telling an oil and gas developer, where he and I have decided, OK, your location's here and your access is here,

and having the Department of the Interior come in and say,  
"No, you can't put that road there."

JUNGE: What would be the reason why not?

OHMAN: Well, they saw a mountain plover bird, they saw a  
ferruginous hawk, [01:37:00] tried to bring in the old  
Pueblos Meadows jumping mouse. Now they're trying to use  
sage grouse as an excuse. Their list is pretty endless.

JUNGE: Well, now I'm going to act as a devil's advocate here,  
but if I'm a member of the BLM, I'm going to say, "Look,  
it's my job to protect those animals."

OHMAN: Back in early 1900s, Congress wanted this property  
settled. They wanted it inhabited. They didn't want it  
wild land that they had just acquired. And to do that,  
they come up with homesteading acts to attract people to  
move out and settle the public domain. So my view on that  
is, when they signed off and gave those patents to these  
people, there's a whole lot of what they're trying to cram  
down [01:38:00] our throat regulatory now. They didn't  
reserve the right to do that.

JUNGE: Well, do you see -- where's the pressure coming from,  
then? It's coming from the feds, but it's not just  
government as this behemoth, this big dinosaur that's  
lording it over everybody just because they like to lord it  
over everybody. Where's the pressure coming from?

OHMAN: Pressure comes through the Environmental Protection Agency, maybe somebody with a shotgun vision that says, Do not ever disturb a ferruginous hawk. Will an oil field road a half-mile from a hawk nest disturb the hawk? No. But, you know, you've got that shotgun approach, where there -- where some group has formed [01:39:00] themselves up as a nonprofit group to drive a certain point with no -- with no view as to what it's going to affect.

JUNGE: Do you feel like these groups and people in general are pushing you and others out of this business?

OHMAN: They make it difficult.

JUNGE: So where's Wyoming headed? I mean, ranchers now are a teeny part of the population.

OHMAN: Yeah.

JUNGE: Big coal? Big oil?

OHMAN: You're dependent on foreign oil; do you want to be dependent on foreign food?

JUNGE: But --

OHMAN: That's where -- I mean, if you drive it to the ex-- on out to the extreme, yeah. If you're going to have [01:40:00] [hemendis?] black-tailed prairie dog domain like that group wants, to return it to some dream they have of what it was in the 1800s, there's nothing else going to be

produced there, so where are you going -- where's your next  
beefsteak going to come from?

JUNGE: Well, it might come from Australia, or Argentina.

OHMAN: Yeah, and Brazil.

JUNGE: Brazil, yeah.

OHMAN: You've got the group that don't like confinement of  
chickens in cages, so you're still going to have chicken  
and eggs; is that going to come from Europe, where they're  
confined? Because the group can't get a foothold over  
there and make them not confine them?

JUNGE: Well, it seems like --

OHMAN: What are you going to do with the wolf when he gets  
out of hand again? [01:41:00]

JUNGE: Are you having problems that way?

OHMAN: We haven't had yet. We've had one sighting on the  
ranch, but a transient wolf.

JUNGE: Really?

OHMAN: Yeah, apparently.

JUNGE: Well, when was the last time they had, besides that  
wolf, a wolf on the property? Probably --

OHMAN: Yeah, that'd go clear back to when the government was  
trapping and killing wolves to get them out of the country.

JUNGE: Do you hire a coyote trapper?

OHMAN: The county has -- the county predator board has a trapper, yes.

JUNGE: So you just call up the county, ring up the county and say, "I need somebody out here."

OHMAN: Mm-hmm. We could. Haven't.

JUNGE: Because you can shoot them from the air.

OHMAN: Mm-hmm.

JUNGE: I see. You don't shoot the eagles?

OHMAN: No.

JUNGE: Herman Werner did.

OHMAN: Yeah, but I'm not going to violate the laws. (laughs)  
I fill out my little [01:42:00] predator hunting report every month to send in, and we haven't had enough of a problem. There's a lot of those go in, just no hunting this month.

JUNGE: Do you have hunters come on your property?

OHMAN: A few antelope hunters, primarily.

JUNGE: Yeah. And don't you get a certain amount of money from Game and Fish to allow them to hunt?

OHMAN: No.

JUNGE: You don't?

OHMAN: No, no. We don't.

JUNGE: Oh, I thought you were supposed to.

OHMAN: And we don't -- oh, there's a little five-dollar coupon that -- that I guess is -- if you get 10 or 12 of those to turn in at the end of hunting season, they send you five dollars there to encourage you to turn them in so that they can try to figure out what their -- what their success ratio on hunting was.

JUNGE: Yeah. Well, maybe we can put that in Jackson's saving account, for when you go to coll-- are you going go to college?

JACKSON: Mm-hmm. [01:43:00]

JUNGE: Where at?

JACKSON: I don't know.

JUNGE: What about the University of Wyoming?

JACKSON: [mumbles]

JUNGE: Or would you rather go to the Air Force Academy?

JACKSON: I don't know.

JUNGE: You don't know yet? I would have thought you'd have all this planned out already. No? Kids, you just -- what are you gonna do with them?

OHMAN: Ten years from now, still won't know.

JUNGE: (laughs) I'm 71, and I still don't know what I want to be when I grow up.

OHMAN: (laughs) Yeah, it kind of -- yeah.

JUNGE: Well listen, Joel, it's been great. It's been fun. I enjoyed this. Is there anything else you want to say for posterity?

OHMAN: No, nothing comes to mind.

JUNGE: OK, all right. Well, Jackson, we're done. Is there anything you want to say for posterity? You know what posterity is, right?

JACKSON: No.

JUNGE: Posterity is [01:44:00] all those people that come after you, when you have kids and your kids have grandkids, and -- aren't you going to say anything to them, like hi or something? (laughs) Well, has it been fun? Do you like listening to your grandpa?

JACKSON: Mmm... I don't know.

JUNGE: You don't know?

OHMAN: Sometimes.

JUNGE: Is it boring?

JACKSON: Yes. This was boring.

JUNGE: This was boring? What would you rather do than this?

JACKSON: Go to the park and play.

JUNGE: You'd go to the park and play rather than listen to us? Jeez. There's no hope for you, Jackson. OK, thank you.

OHMAN: You bet.

END OF AUDIO FILE