

OH-3059, Vince Tomassi, 6-5-2014, Kemmerer, WY In Flight

BOGART: OK. Today is June 6th, 2014. This is Barbara Bogart.

I'm talking with Mr. Vincent Tomassi at his dealership in -
- this is Diamondville, not Kemmerer, right? I'm looking
on the wall and I see a pilot license. Tell me about that.
Tell me about flying, your interest in aviation.

TOMASSI: I just decided I wanted to learn to fly and started
taking lessons. I got my private's, I have an instrument
rating. I owned a Turbo 210. I made a mistake and sold it.
(laughter) At the present time, I do not have an airplane.

BOGART: I should probably back up and ask you where you're from,
where you were born.

TOMASSI: I was born in Colorado, but basically raised in the
Rock Springs, Big Piney area.

BOGART: Oh, OK. [00:01:00]

TOMASSI: My dad was a coal miner and he came from Colorado. My
grandpa was a coal miner. He worked in the coalmines and
when they shut down we moved to Big Piney and that's
(inaudible).

BOGART: Oh, OK. All right. How old were you when you decided
you wanted to start flying?

TOMASSI: Whatever that year is, I was about 26, 27.

BOGART: OK. It says 1976.

TOMASSI: Yes, 26, 27 years old.

BOGART: Where were you living then?

TOMASSI: Kemmerer.

BOGART: In Kemmerer?

TOMASSI: Yes. I wanted to learn to fly in high school but my mother wouldn't let me.

BOGART: Who taught you? Who was your instructor?

TOMASSI: His name was Mr. Hanson, from Evanston. I drove to Evanston every -- I drove to Evanston to take lessons.

There were no instructors here.

BOGART: And what was his first name?

TOMASSI: Why would you ask me that? (laughter) I should know that.

BOGART: I'm just curious. I've just come from [00:02:00] Evanston.

TOMASSI: I'm trying to think. What was Mr. Hanson's first name? I should know it and I don't.

BOGART: Well, that's OK.

TOMASSI: I can't remember.

BOGART: Maybe I could find out over there, too. And then tell me about the first plane that you had.

TOMASSI: The first plane that I bought was a Cessna Turbo 210.

What I learned in was a 172. And then my dad was a partner,

he was not a pilot of a 182. I flew that for a while then I bought a 210.

BOGART: This may sound like a silly question, but where would you fly? What would you use your plane for?

TOMASSI: Pleasure and business. Lot of flights to Salt Lake or we would pick up dealer trades. I'd take a driver and drop them off at the car. And I used to fly to Oregon. I taught school out in Oregon, so I'd fly to Oregon. I flew to Texas, just wherever I wanted to go. [00:03:00] It was very fast. Makes driving not a lot of fun.

BOGART: (laughs) And here you have a car dealership. How'd that happen?

TOMASSI: My dad just called me up one day and said, "We have this opportunity to get this car thing along with building a restaurant." I was living in Oregon and I had just gotten accepted to law school and I said do I want to go to law school for three years or do I want to do this? I said, I'll go home (inaudible).

BOGART: And been here ever since?

TOMASSI: Yes. This is our fortieth year.

BOGART: Wow. That's great. Now I see on your shelf that -- were you a member of the aeronautics commission of the state?

TOMASSI: I still am.

BOGART: OK. How did that come about?

TOMASSI: It's a governor's appointment. I don't know how they got my name, this is my second term. Actually, it terminates next March. So I've been on the board for [00:04:00] 12 years.

BOGART: OK. What does the commission do? What's its mission?

TOMASSI: The commission -- I guess we are the overseers for the aeronautics staff who administers the whole state WACIP, which is the statewide plan of all the airports. That, along with inspecting all of the jobs, the engineering. It's a huge job. We are kind of their overseers, as far as what they're -- we have to approve all the projects. Approve what they're doing. All the grants, that kind of stuff. It all goes through the commission. There's seven members.

BOGART: And you've been on it for 12 years?

TOMASSI: This is my 11th, it will be 12 in March.

BOGART: OK. All right. Maybe this is the chance to ask you what kinds of -- since you've been on the commission what have been the major issues in terms, especially [00:05:00] of airports in the state?

TOMASSI: Well, there's no big issues as far as -- the big issue is the funding for them. The big issue the last three or four years is the feds not funding, or delaying, or

extending the funding for six months. They don't tend to approve it like it's supposed to be. So you're always -- OK, if we do this we can get this. But the feds continue to not do their job. The Congress. They continue to not do what they're supposed to do. So it makes everybody -- you have all the plans in the world, doesn't do any good until you get funds. But Wyoming's been lucky. Our system, the -- what's it called? -- [00:06:00] I should know this but it's called the WACIP: Wyoming Aviation Capital Improvement Program. It's on a points system. In fact, it was just revised. Before this was put into effect, you would, as an airport, go to the commission and plead your case. And they would say yes, no, or indifferent. When this was developed, it took a lot of that out. It has a priority rating. Safety is number one. And if your project is a 50, the other one's a 20, guess who's going to get funding. It's a points systems. A lot of the states around the country [00:07:00] have looked at this and are going to similar to like this. It takes the politics out of it. They just reviewed this. We had an audit by the state and they said one of the things we need to do is revisit this. We just completed that at the last meeting, as far as the accepting the new WACIP and (inaudible). That just got done at our last meeting. The audit

committee had 26 points they thought we should do and we're down to one or two. We cut it down. It's a great system and it works really well.

BOGART: So there are various sizes of airports and usages of airports in the state?

TOMASSI: Yes. The size of airports are, let's see here.

They're all broke down by category. [00:08:00]

BOGART: I've seen some directories of airports but the last one I think I saw was in the '90s.

TOMASSI: This is all current stuff. There's the commercial ones. There's the ten commercial ones, which is Jackson, Rock Springs, Casper, Rawlins -- not Rawlins, Gillette, Worland, Riverton, Sheridan --

BOGART: Rock Springs is one.

TOMASSI: Rock Springs. There's ten commercial ones. Then you have the next class down, which is like Pinedale, Afton, a little busier general aviation. Then Kemmerer is the next one down, then you have the smaller ones that are not used a lot but are still there. There's [00:09:00] 42 or 44 official airports in the state of Wyoming.

BOGART: Makes me wonder what the unofficial ones are.

TOMASSI: Well, it's not that they're unofficial. They're just not high-usage. That's basically -- I had a list here.

BOGART: I have lists.

TOMASSI: That's basically -- there's a classification

(inaudible) and I'm not good at names. We just also did a economic impact on all the airports. That was just completed [00:10:00] and that's available on the website. Tells you what the value of each airport is estimated at. There's the commercial ones. And then the -- it's amazing the value of the airports. That was just done. You can go to the Wyoming Aeronautics Commission site and it tells you by each airport.

BOGART: Tell me a little bit about the Kemmerer airport.

TOMASSI: Kemmerer Airport, when I came here, was basically six thousand feet I think at that point and about 45 to 50 feet wide. Kemmerer, it sets up on a hill, and it's a crosswind -- if you can land at Kemmerer in a crosswind, you can land anywhere in the world. [00:11:00] (laughter)

TOMASSI: The first project we did was put in a crosswind. I shouldn't say this, but had the FAA looked at it a little bit better, the wind rose, it would have been, should have been moved a little bit and it would have been better use than it is. But we have it in the project to move it a little bit down the lane. That project is in the WACIP that I was telling you about. It's about three or four years out, but it's in the WACIP. Now, it's seven thousand feet. We have a GPS approach. We have what's called PAPI

lights. The term is "If you see red and white, you're all right. If you see white your high, red you're dead."

BOGART: Oh, that's interesting.

TOMASSI: It's an approach to -- it's not an official approach -
- I mean it's not an precision approach [00:12:00] but it's
a direction.

BOGART: That's interesting. How old is the airport?

TOMASSI: I don't know the age of it. I know it was started in
the '50s, '40s. It's been a long time.

BOGART: And who uses it?

TOMASSI: There's a lot of traffic up there. Like, the [state
fame?], P&M, or the new company that bought the mine, Utah
Power and Light, Williams, Exxon, all these companies
around here fly in here. There's a lot -- it's seven
thousand feet so it can handle a pretty good sized jet.
There's a lot of G8 pilots that use it. We have fuel up
there. We built a new terminal building, let's see, four
years ago. It's really nice. When I first came here we
had a little building, it's about the size of this office.

BOGART: Like 12 by 12 or something?

TOMASSI: Something like that. We put a water tank in there,
and a restroom, [00:13:00] and a phone. Before we had that,
I would fly over the dealership, hopefully they heard me,
and they'd come and get me if I didn't leave my car up

there. If they didn't hear me I'd walk home. (laughter)
It's about a three-mile walk to my house. We put that in
in the, I'm going to say early '80s. Got the new terminal
building four or five years (inaudible).

BOGART: Who owns the airport?

TOMASSI: Kemmerer. City of Kemmerer.

BOGART: So they operate the airport?

TOMASSI: Kemmerer and the county has a joint agreement with
Afton, Cokeville, and Kemmerer to split expenses. They
share the expenses. Sometimes Cokeville probably -- there
is so little use there and it's so deteriorated, speaking
from what we've seen on the commission unless [00:14:00]
something really changes I think that Cokeville Airport, it
may stay in the system but I don't think it will ever be
fixed. There's just not enough traffic.

BOGART: Any idea how old that one is?

TOMASSI: Cokeville, again, it was there when I was here so I
don't know the age on those.

BOGART: Is there a fixed base operation, or operator?

TOMASSI: No. That's the trouble we have up here is attracting
the fixed base operator. Like in Afton, because they're so
close to Jackson, they get a lot of traffic out of Jackson,
so they have a good FBO operation. Plus, I don't know how
many hangars they've built over the years. I think they

have an excessive 40 hangars up there. And a lot of them are fixed base because they can't afford Jackson. Also if you go up by [Jacquard Pass?] and you'll see by the airport there's a housing development right next to the airport.

You can build a house and hangar.

BOGART: Oh my gosh.

TOMASSI: Yes. It's pretty cool. [00:15:00]

BOGART: How interesting.

TOMASSI: Johnny Miller I think started, was the one that started -- the golfer -- I think he, the last I heard he has the first house and the first hangar off of that development. I think they're all sold out. I don't know how many have been built, I haven't been there in a couple years, but it's one of the few that got approved in the country like that.

BOGART: That's so -- yes, I can see why that would be an issue.

But that's really interesting. So who are the people -- are there hangars in Kemmerer?

TOMASSI: We have up there like four hangars.

BOGART: And there are planes there?

TOMASSI: That I know of right now, I don't have a plane. Let's see, there are based right here now I believe two airplanes. There's two airplanes that I know of up there, both private.

Ones a cub and the other is a 172 or 185, I can't remember.

There are two up there now, [00:16:00] that are based there.

BOGART: And these are locally owned?

TOMASSI: Local owned.

BOGART: And used just for recreation?

TOMASSI: Yes. Whatever they do. The one guy, he goes -- he has floats on the thing, too. I know that he has taken a trip to Alaska with it. He flies a lot. The other one, I don't know what he does with it. Actually, there's three. There's a girl that just bought a 152.

BOGART: Now when you had your planes and you were flying, was it -- you said it was both for business and pleasure. More for the dealership?

TOMASSI: Mostly the dealership, yes.

BOGART: OK. Where would you go for pleasure?

TOMASSI: Oregon, Montana, Colorado, places in Utah, St. George, for example. I used to fly there a couple times. This goes back a long time when I was running marathons and I'd fly there. But I don't do those anymore. I wish I didn't, but I don't. I'd go to just different places [00:17:00] over by the Crazy Horse, that area. Probably limited to a one thousand mile range is probably what I would fly, in that area. I always wanted to fly along the coast and stuff, but I never did. I mean go down the Florida thing

around the -- but I never did that. I used to fly into Oregon and fly the whole coastline because I taught school out there. I'd land at Gold Beach, which is right on the beach.

BOGART: Where were you in Oregon?

TOMASSI: I taught school in Port Orford, which is right below -
- above Gold Beach --

BOGART: I've been to Port Orford. I know where that is.

TOMASSI: I taught school there. And then I taught school in Corbett. If you've been to Portland, you go up on the hill it's called Crown Point, Corbett's right there. I taught school there. Yes, Port Orford was the first [becket?] school I taught.

BOGART: My husband and I took a trip out there several years ago and we stayed in [00:18:00] Port Orford, right on the (inaudible). Little town.

TOMASSI: I love that little town.

BOGART: But you came back to go into partnership with your dad? Did you have a plane out there?

TOMASSI: No. I wasn't flying. When I moved here I decided I wanted to learn to fly. A bunch of my friends who were car dealers had planes and I really got the bug then. I still have the bug but they're very expensive.

BOGART: Yes. I was talking to Mike LaSalle yesterday and he was talking about that shift that's becoming more and more a rich man's kind of --

TOMASSI: It's very expensive to fly. If I had my plane today, to fill it up at five dollars a gallon, that's \$450.

BOGART: (whistles)

TOMASSI: It was a buck-fifty a gallon.

BOGART: Oh my gosh. Now when you fly into an airport, are there fees, landing fees [00:19:00] or anything like that?

TOMASSI: Most general aviation, or even commercial ones, don't charge you to land and takeoff. A lot of them, some have an overnight fee, two or three dollars, not very much. If you have a big jet and stuff, different story. But small airplanes none of them will bother. Maybe a dollar or two dollars, something like that. It's not a big deal to tie down overnight. But like in Jackson, very expensive because there's limited space and more than likely that's why they have to [log traffic?]. And it's in the process of being done. It'll be done in the next three to five years. Dubois is moving the runway a little bit. It's actually usable right now. Dubois is picking up a lot of Jackson's traffic, too.

BOGART: Now that would make sense.

TOMASSI: Because of that new road they did out in Dubois,
connects over to Jackson?

BOGART: Oh, OK. I haven't been on that road yet.

TOMASSI: It's gorgeous. I took a trip last year [00:20:00].
That road makes it really accessible out of Dubois back
around (inaudible).

BOGART: So it goes north out of Dubois?

TOMASSI: Yes. It goes around. You drop down into the valley
above Jackson. I don't remember exactly where it comes out,
but it's a gorgeous drive.

BOGART: Oh. I'm going to Jackson in a few weeks. I might
have to, well of course going from Dubois is --

TOMASSI: Well if you go to Jackson and take the road over and
come back --

BOGART: Come back that way, yes.

TOMASSI: -- it's a beautiful drive.

BOGART: That's interesting. What about Pinedale? Does
Pinedale get --

TOMASSI: Pinedale probably has the best their class of airport
in the state right now. Them and Afton both have --
Pinedale has a little longer runway and stuff. They fuel.
They have adequate hangar space, they have a lot of parking
area. They've done a really, really good job up there.
They can accommodate some Lear jets, they have a jet base

up there, I don't know who the guy is, [00:21:00] I think it's a G4. Big, big airplane.

BOGART: I used to live in Rock Springs and we would come up to Pinedale to go hiking and over the years you could see that airport expanding.

TOMASSI: They've done a really good job there. It's all driven by that oil field up there. That's why they can fly.

That's in my district. There's districts we each have.

Mine is Pinedale, actually Jackson, Afton, Kemmerer, Rock Springs, Rawlins, Dixon, Fort Bridger, Evanston. It's kind of a weird shape. But that's kind of the district.

BOGART: I didn't even know there was an airport in Dixon until I started doing this project.

TOMASSI: That little deal there is driven a lot by a guy that owns a kind of dude ranch in that area. [00:22:00] They flew in one day to show me the project they're doing in a Citation X, which is a high-time jet. The guy has deep pockets and they're developing this big ranch down there, dude ranch-type. He's the one who pushed a lot of that down there. So his customers could fly there.

BOGART: Oh, that's interesting. Kind of like the A Bar A down south in Saratoga? Has their own little field down there. I was talking to a gentleman in Saratoga about the airport there, Dick Perue, who was the newspaper --

TOMASSI: Saratoga. They have a thing in Saratoga, it's every year. Something airline roundup or something. They have, I want to say, 20 to 40 major jets fly in. That's kind of thing, aviation-something every year. It's pretty interesting.

BOGART: I'll have to keep my eye out for that, I guess.

[00:23:00] And I was seeing somewhere that the Wyoming Airport Operators have a conference every year, a convention. It's going to be in Laramie this year? Do you have dates for it?

TOMASSI: Yes, it's on September -- where did it go? I just updated my calendar. I don't have -- there it is. (pause)

BOGART: The 24th to 26th, oh that's great. And that's in Laramie, right?

TOMASSI: Now Laramie, that's a big success for the state as far as commercial aviation. Because that's an essential airport. When they deregulated (inaudible) they appointed certain airports as essential [00:24:00] air service. They had air service when this all happened. They were being serviced by Great Lakes, which has huge issues right now. A Delta connection went into Laramie. They have doubled their traffic just because of on-time service. It's great.

BOGART: I remember Great Lakes. I've been in Wyoming since '91 so --

TOMASSI: Great Lakes is having issues right now, some of it their own but a lot of it is the law that they passed. Remember that crash they had in Buffalo a couple years ago? That was -- actually the pilots had enough time, they just screwed up, actually. Then they passed the law, you can't have -- both pilots have to have (overlapping dialog) [800?] hours. It used to be 250 to play, be a captain, copilot. Now it's 1,500 hours. That's causing huge problems for [00:25:00] small airport operators because of a pilot shortage. There's I think -- they told us the other day at the meeting -- there are something like because of the age thing on commercial pilots, in the next three to five years, something like that, they'll lose 16,000 pilots. They're going to steal it from the other guys. That's why these smaller airport operators, or air service guys, I don't know that they're going to make it.

BOGART: So there's a mandatory retirement age for pilots?

TOMASSI: (inaudible)

BOGART: That makes sense then, I guess.

TOMASSI: But like this one here, have you heard about Hulett?

Hulett just, for your information, is the first [scratch-built?] airport in the United States when this was built in like 40-something years. [00:26:00] And it sits right above the monument, the Devils Tower. We just had a

meeting in that area last week, in Gillette. They've done a really great job up there.

BOGART: So it's brand new?

TOMASSI: Well, it's like five, six years old -- maybe a little -- six, seven. But it's starting to draw a lot of traffic. They finally got some fuel in there. They're going to get -- they're working on an instrument approach. And all this stuff takes time. An instrument approach, to get the FAA to approve it, takes one to two years just to get it going. They have to fly the route, approve the route. It's a lot of problems with it. Hulett is a great success story for the state.

BOGART: Is that the -- is there an airport in Sundance? Is that the only airport in that area then?

TOMASSI: Well there's -- we've got Gillette right over there. But whatever county it's in -- I can't remember what county [00:27:00] Hulett's in.

BOGART: Is it Crook County?

TOMASSI: It's Crook or something. It's the only county in the state of Wyoming that did not have an airport that was one of the things that brought that. There are some around there, but that particular county did not have an airport. How that happened, I have no idea. But the people who got it going were the, I think you say it [Neimey?] or Neimey

family. They were the driving force behind that. They own a big timber company over there and Jim, his dad -- I think they both have the same name -- he just bought an airplane that he flies. He bought something in Colorado that he flies twice a week so it's really important for him.

BOGART: Do you think that's the story with a lot of airports that there's some local person that -- local interest?

TOMASSI: Always does. If nobody flew, it wouldn't be interesting. [00:28:00] But if you don't have an airport in today's world, your chance of getting a company to come to your area is slim and none.

BOGART: Of course. Is that, do you think, the motivator, the driver behind upgrades of airports?

TOMASSI: Oh yes. I think it's all business, economic development. What follows that is a guy like -- he goes and buys an airplane. But economic development's the big thing, especially in today's world.

BOGART: OK. So how successful, how do you measure the success then, of the development of airports in terms of economic development for communities?

TOMASSI: That's what we just did that study. Refer to that study, it will tell you how many jobs were created, what happens, and the economic value of that airport to the community. [00:29:00] It's like Jackson. When you see the

numbers it will just absolutely, it's phenomenal. And like Gillette and Rock Springs are having that flight through there now, it's amazing how much that helps.

BOGART: So you can go from Rock Springs to Gillette?

TOMASSI: Yes. Salt Lake, Rock Springs, Gillette. Those are both -- hopefully they can get enough traffic because the planes that are flying there now are going away. They don't make that kind of plane anymore, it's too expensive to make. We need to get enough traffic to justify a bigger jet. That will be the issue.

BOGART: I would think the major airlines are the ones who are driving the size of planes, they want bigger and bigger ones so the midsize ones are --

TOMASSI: That's the problem. That's the problem.

BOGART: But it must be that way in other parts of the country, too, not just in Wyoming?

TOMASSI: There are -- Wyoming's lucky. We have increased our seats available [00:30:00] and our traffic because we were unique in holding that space. We have an air service enhancement program where the state gives us money to help fund these routes. If we didn't have that, Wyoming would probably be -- my guess is we would be down to Jackson, Casper, would have air service because the size, all the essential ones around here -- Worland would still -- if

they're essential air, if Great Lakes bids they'll stay there. As they continue to have problems they may not even bid the routes. So their service could go away.

BOGART: Are they the main operator in the state, in commercial?

TOMASSI: In the state of Wyoming. As far as the essential ones.

The Delta connection plane, the --

BOGART: The feeder line in Laramie?

TOMASSI: Well, it is [00:31:00] -- they have bid a couple, Cody has done a fabulous job on -- they just got a flight coming out of Chicago for the summer. It is SkyWest, that's what I'm trying to think of. See, this is SkyWest. What you do is you get -- let's say we're going to subsidize a route by a thousand dollars. The air alliance says, OK if we get this percentage you get this money back. Some of these grants have cost us all the money, some we get money back. Cody has done a great job of getting their planes full or almost full. So that's been probably the poster town of the program. They were the first ones to start it. Senator Coe was the one that actually, there was a couple of them, Senator Larson [00:32:00] out of Jackson, those are tourist areas and they were sponsors of that bill, I believe. It's been a great success. If we didn't have

that bill, I think other than just essential routes we wouldn't have any (inaudible).

BOGART: Before I go, can I ask you, I'd love to go to up to Worland and Cody and Powell and that area. Who should I talk to up there about the local aviation?

TOMASSI: Cody you would want to talk to Bob Hooper, he's the airport manager. Good guy. Afton, if you get a chance, I think you really need to talk to Boyd Eddins. E-D-D-I-N-S. He was a state senator.

BOGART: Oh, yes. I know the name.

TOMASSI: He's a good guy. Knows all the history.

BOGART: Worland?

TOMASSI: Worland. One of our commissioners is from there. I don't -- he probably knows a lot of the history [00:33:00] because I think he's been based there for quite a while.

BOGART: Or he might be able to suggest somebody else.

TOMASSI: Let's see. This is our meeting month, every month. See, these are all statistics about how many airlines we don't have and how many seats we've lost. It's amazing what happened to aviation in the last five to six years.

BOGART: What's been the main reason for the changes?

TOMASSI: Cost of fuel. And the consolidation of the airlines, bankruptcy.

BOGART: Just kind of business conditions in general?

TOMASSI: Yes. [00:34:00] (pause) (sound of pages turning) Where is that? See, this is the study. You can probably -- OK, here's -- that's what I was looking for. Commercial service, business, intermediate, local. Those are your --

BOGART: Categories, OK.

TOMASSI: Like Fort Bridger's a local. Cokeville is local.

BOGART: Who would I talk to in Fort Bridger?

TOMASSI: Oh, I haven't been over there. I don't know who's on their board over there.

BOGART: OK. Well I can find that out.

TOMASSI: Intermediate [00:35:00] airports like Kemmerer, Big Piney, Rawlins. We talked about -- what county is that in we were talking about? Hulett.

BOGART: It's up here. Crook County.

TOMASSI: (inaudible) yes, see. That was one of the drivers of getting them an airport. I always think it's down here, I don't know why. (laughter) A friend of mine who was on the board, of these 40-some airports, I had flown to like 30-something. I'm ahead of him. Oh, here we go. Charles Wilkie. W-I-L-K-I-E. He's in Worland. Maybe talk to him. Now if you go to Riverton, there are two guys [00:36:00] on our board over there. One guy, Jerry Dilts, he actually moved from Gillette. And I don't know if I have his, this might be his current phone because it says Riverton: 307 --

this is cell -- 680-0651. And let's see. You're from Laramie, do you know Charlie Ksir?

BOGART: No. I haven't been in Laramie very long.

TOMASSI: Charlie is on our commission: 307-745-5617.

BOGART: How do you spell his last name?

TOMASSI: K-S-I-R. And if you go to Jackson, probably --

Doyle's on our commission. He is a retired -- he was one of the first, I believe five [00:37:00] Southwest pilots. Great guy. If you can talk to him, and they have a whole slew of people that know the whole history. Doyle will know part -- because he was on the what they call Jackson Hole Air, which is one of the big drivers on their service. Doyle's is 307-733-6480.

BOGART: What's his last name?

TOMASSI: V-A-U-G-H-A-N.

BOGART: Oh, this is great.

TOMASSI: And if you go up -- are you going to go to Sheridan maybe?

BOGART: Yes.

TOMASSI: You need to talk -- the airport guy's name, and I don't know that I have it, is John Stopka. He's the airport manager.

BOGART: OK. I can track him down. Actually, the Wyoming airport operators website is very useful. It has names and phone numbers.

TOMASSI: And John is a good guy there. One of our commissioners actually lives there too, Pete Schoonmaker. S-C-H-O-O-N-M-A-K-E-R. [00:38:00] It might be tough to get him. He's an oil company guy and he's busy. But another guy that probably -- you're going to go to Casper?

BOGART: Yes.

TOMASSI: The airport manager's a good guy, Januska. But the guy, he'll probably be glad to talk to you, he was on the commission, his name is Carol Orrison. O-R-R-I-S-O-N. He probably knows as much about the whole state of Wyoming aviation as anybody around. Carol's, I think he's 81 or 82 now. He actually started an airline in Wyoming once. He'll tell you how fast you can lose money doing that. (laughter) But I think his cell is 630-0358, and if that doesn't work, ask for the Budweiser distributor, he is the Budweiser distributor. Carol is just -- he will [00:39:00] you will love him. He is just a wealth of information, he knows everything I'm sure about what happened around the state of Wyoming, he's flown all over, he used to fly the governor around. He used to fly the plane for the governor for a while. He's just, he's one of the coolest guys ever.

BOGART: Oh, good. I really appreciate that.

TOMASSI: Those guys would be great for you to talk to.

BOGART: And then did you say in Pinedale?

TOMASSI: Pinedale, I can't think of the -- I should know his name but I don't. But the guy who runs the airport's a really good guy. The board, I don't know who's on their board.

BOGART: Well, I'm interested in talking to the operators because they know who flies in and out and they do trends.

TOMASSI: And I can't remember his name. Jim and I can't remember his last name. But there was a -- and if he hadn't have passed away, there would be a guy you should go talk to, but he died. John [Salenna?] was one of probably the drivers. He was a business guy around [00:40:00] Pinedale. And there's another guy -- I don't know if Vernon would talk to you or not -- his name is Vernon Delgado and he used to fly a lot around Pinedale. He was a business guy. Vernon would know a lot of stuff of what originally happened around Pinedale.

BOGART: Oh, OK. That would be good too. Well I'm going to quit pestering you.

END OF AUDIO FILE