

Flight

BOGART: [00:00:00] Since it doesn't know, otherwise.

STREETER: (laughter)

BOGART: OK, this is Barbara Bogart, I am in Newcastle, Wyoming at Mondell Field, interviewing Bryand Tuff Streeter, manager of the airport. Today is November 15, 2016. OK. I'm just going to set that there, we can ignore it. OK. I don't have a set of questions that I ask everybody, ec-- I do have a couple. And the first one is, how did you get interested in flight, or planes, or aviation?

STREETER: I started as a little, little boy, and my dad was a Navy pilot. And I just wanted -- just was really interested in aviation. And as a little kid, I started learning everything about airplanes. Mostly World War II types, that's kind of what -- the era he was in. And I just thought that would be something I'd be interested in. [00:01:00] As a senior in high school, I was going to try to get into the Navy as he was, and -- to be a pilot, and so I kind of jumped through all their hurdles to figure out everything. And one of the last questions they asked me, they said, "Well, what's your vision?" And I said, "Oh, it's about 20/30 or 20/35." And they said, "Oh, sorry."

Has to be 20/20." So I decided, well, I guess my best option would be to, just to go and do it the civilian route, and I went to a flight school in Greeley, Colorado. And I got my private license, instrument, commercial, flight instructor certificate, and I went to work for a gentleman in Torrington, Wyoming, and was a flight instructor down there. And he also managed this airport at the time, and so he was in need of somebody to kind of takeover up here, so I -- he shipped me up here, and his contract ran out in 1991. And [00:02:00] they asked if I would be interested in doing it, and been here ever since.

BOGART: Wow, OK. So you know this place probably, from that point on --

STREETER: Yeah. Fairly well from that point, yeah.

BOGART: -- better than anybody. So, when did -- when were you in Greeley, going to that school?

STREETER: That was in 1985 and '86.

BOGART: Oh, OK. And who was the gentleman in Torrington?

STREETER: His name is Jerry Nash.

BOGART: Oh, OK. And he managed both?

STREETER: Mm-hmm. He actually had another airport in Gordon, Nebraska, he also managed it. He just, he kind of oversaw them and then had other people hired to kind of hold them, and hold down the fort for him.

BOGART: OK. And where are you from originally?

STREETER: A little town south of Cody, called Meeteetse?

BOGART: Oh, yes. I know Meeteetse

STREETER: Yeah. Just grew up there. My dad, after he got out of the service, he went to University of Wyoming and became a schoolteacher. And so, he [00:03:00] got a job teaching in Meeteetse, and that's where I grew up, so.

BOGART: Oh, OK. So, you're used to little tiny town --

STREETER: Yeah, yeah. There's, that's pretty much the small airports is just -- I have to (inaudible).

BOGART: Of course. (break in audio) OK. So, you started here in -- you took over management in 1991?

STREETER: Right, yeah.

BOGART: But you'd been here before that?

STREETER: Yeah. In '89, I guess, in the fall of '89. I started, when I worked for that gentleman.

BOGART: OK, all right. And what did this airport look like then compared to now?

STREETER: It's -- ah, pretty much the same. We have established some new hangars down to the east here, and a lot of the ramp area and taxi areas were -- well, you'll read in that history that I have you there, they have, it was concrete. Because a lot of the [00:04:00] soils around here are real full of bentonite and stuff, and it moves a lot so they've

used, they decided against the asphalt. They dug all the asphalt up, and so they have redone all the concrete, and this last summer we did a new -- or the previous summer, I should say, they did a new, they left the concrete in then and did an asphalt overlay on it. So, it's pretty much the same as when I started. Except for the addition of some new hangars and the new runway, they extended it an extra 500 feet, and then all new lighting, and so.

BOGART: And this is owned by the city, by the county?

STREETER: By both, yeah, county and city.

BOGART: Oh, I see. Shared (inaudible) kind of thing?

STREETER: Yeah. They -- I guess it was before my time, but I guess they, kind of the county and city were always working together for the airport, and then at some point I think Weston County took over the majority of it, and then [00:05:00] at some point they, because these smaller areas have, you know, budgeting shortfalls all the time and stuff, they decided to join with the city and then that way they could kind of pool their money together and make it a jointly-owned airport, and so it worked pretty good.

BOGART: OK. Then when you started working here, who were the primary users of the airport? What was the airport here for?

STREETER: Oh, actually it -- we had, in fact this truck that just drove out. It was a Dixon Brothers Trucking, and they had an airplane, they're based here, Dixon Brothers' main office, it's here in Newcastle. And they had a twin engine turbo prop that they had based here. And then there was a company called Updike Brothers Incorporated, oil well servicing outfit, pretty good-sized business, and they had a corporate plane [00:06:00] here. And then the rest of it was just private pilots, just pretty much the locals, and that's pretty much about it. And then, in the late-'90s I guess, early 2000s, that the Updikes sold out, and sold their airplane, and Dixon Brothers sold their airplane, they just got to the point where it wasn't useful enough, I guess, for them, and so they sold that. So now it's just primarily just all private airplanes, here on the field.

BOGART: OK. Owned by people in the community?

STREETER: Yeah, mm-hmm.

BOGART: OK. And who are they generally, why do they have planes? Is it for business or pleasure, or both?

STREETER: Ah, just -- the majority of it is pleasure. I mean, for the locals, I guess. There's a gentleman that has a twin-engine plane, he kind of [00:07:00] summers here and winters in Arizona, and he has a larger airplane, and he uses his a lot for business. And there are -- there's

another gentleman who moved here from Minnesota who was an ophthalmologist, and he has a plane that he uses. Probably the majority of it's for private, or just for his personal use, to go back and forth. But he does business. And then I have an airplane that I use, but it's strictly business, it's -- I do pipeline patrol for the -- it's basically for the refinery here in town. And they have wells all over the county and the area, and then those wells, the oil just kind of flows into different stations. And then from those stations they have pipelines that feed the refinery here, and that's what I patrol, that. So. Pretty much everything else [00:08:00] is, you know, for the most part, personal use except for mine, that I do. And I do a little bit of flight instruction. It's, I think since the coal mines that they laid off quite a few people here earlier in the year, in that one, and the other, the whole mineral industry as a whole has gone down, and that's kind of -- a lot of people aren't flying. When people are making a lot of money, they like to learn to fly and spend the money on that kind of thing, so. But when money gets tight that's kind of the first thing to go. (laughter)

BOGART: Of course, of course. Do you have any students right now?

STREETER: No, I don't. Just have, do occasional, just updating pilots, I would do what they call flight reviews, every few years they have to have one of those and I do that with them, and you know.

BOGART: OK, OK. Well, tell me about your flying.

STREETER: My airplane's just a single-engine Cessna, just a Cessna 172 that I use, [00:09:00] and I had another airplane also but I just, it's -- with just the pipeline patrol, it's kind of just getting [forward?] to one, to use that for that, and that it works really good, it's an airplane that's -- it's high wing, so it's easy for patrol work, you can look out and see down, instead of the low wing one where you've got a wing blocking your view, there.

BOGART: Yeah, OK. Hadn't thought about that. Tell me about pipeline patrol, that's interesting. I hadn't, I haven't talked to anybody who's done that.

STREETER: It is a -- well, it can be, I guess sometimes a little monotonous after a while because you're looking at the same thing all the time, but it's actually pretty fun. But mainly what we're looking for is, the main thing would be a leak in the pipeline, and because of the new lines and the s-- the DEQ and the EPA, they have the strict guidelines that they have, their leaks are few and far between, you know? You just don't hard-- [00:10:00] but they're mainly

looking for people digging close to the line, who may strike the line, or erosion, if there, any water runs down and exposes the line, and the line has to be covered, and so it's just anything out of the unus-- that's unusual, out of the ordinary, and so that's kind of pretty much (laughter).

BOGART: OK, well describe your process of doing that.

STREETER: I basically take off from here and start at the refinery, and just, I follow the line out to one of the stations, and then it branches off and then I will follow one of the lines out, come back, do another one of the lines. And then they also have a line that goes from the refinery, and it actually ends up over in Rapid City, at the Ellsworth Air Force Base. And the refinery here pumps jet fuel over there, and they also pump other stuff through it. But my, I just have the contract that goes from here down to the [00:11:00] state line, down kind of just west of Edgemont out there, and then where it stops, there's a station there. And then I believe True Oil flies the rest of it over to Rapid City, and so --

BOGART: Oh, OK. So how high are you?

STREETER: I'm normally, I try to stay about 500 feet. I don't like to get much lower than that be-- I just, it's one of those things you don't want to bother people, or some

people just don't like avia-- you know, just they're noisy, you know? An airplane flies over, it's too low or something, and also you don't want to take the chance of spooking cattle or horses or anything like that. I will get lower, if I see something that needs investigating, that I see suspicious, I will fly down and circle around and get a lower altitude, maybe a couple hundred feet, just to get a good look at it, and then. So.

BOGART: OK. And then do you keep a log, or --

STREETER: Yes.

BOGART: -- how do you record it?

STREETER: Yeah, we just, I use an hour log, it keeps track of my flight time. But I have sheets [00:12:00] that I use for each line, and then they have a checklist of things that, at the end of the line, if I see anything I check that off and report it to them. I have a radio, I talk to the people out at the station and report anything, and so yeah. It's not real difficult (inaudible) like I say, it's -- but I mean, you have to have a commercial license to do it, any time you're getting paid for flying. But it's, and it -- because you're maneuvering close to the ground, it does take a little more skill as far as, you know, just I don't, it's one of the things in my training, I don't let students do maneuvers and stuff close to the ground, that's what

really can -- the ground can reach up and bite you sometimes, so that's one of the things. But I'm not, I don't fly as low as, there are people, there's a gentleman up in Hulett, a friend of mine, that flies [00:13:00] for the Department of Agriculture, and he's a coyote-hunter. So that's Predator Control, and they do that. And they're, they fly like 20 feet off the ground a lot of times, when they -- it's a lot, it's nothing like my, pipeline patrol's pretty boring compared to what (laughter). I guess we could call it that, but.

BOGART: Hmm. That would be interesting to talk to.

STREETER: Yeah, he'd be fun. He's done it for most all of his life, since he was --

BOGART: What's his name?

STREETER: [Kelly?] Huseby.

BOGART: And can you spell that?

STREETER: H-U-S-E-B-Y.

BOGART: Oh, OK. All right.

STREETER: Yeah, he's --

BOGART: I'll put that on the list in case I'm --

STREETER: Yeah, he's, lives up in Hulett there, he just has a, they have a ranch up there, and they...

BOGART: That's cool, that would be fun.

STREETER: Yes, it's definitely -- we have a local guy here in town, he works for the Department of Agriculture also, he [00:14:00] for Predator Control, and when they're flying in this area, he gets in the back seat of the airplane, and the pilot obviously does the flying, and then he's the gunner from the rear seat, and because then, if they're in another part of the county or whatever, he, somebody else will go with him doing that, but.

BOGART: Oh, I see. OK. Now, how often do you go out on pipeline patrol?

STREETER: Twice a week. Yeah. It's one of the things that the, a lot of the lines that I fly out here, even though they're controlled by regulations and stuff, the line that I fly, the products line they call it, the one that goes over to Ellsworth over there, anyway, flying it, that's, because the line does cross the state line, it becomes interstate then, and they're a little more strict on it, so it has to be flown precis-- so many times a month, so many times a year, and so. But the rest of them [00:15:00] aren't quite as strict, but I actually fly those more than I do the products line, just because they -- just, safety's the number one thing, and they just always want to keep an eye on things, and their main objective is not to hurt, or to catch something like somebody digging close to the line,

and catch it before something happens, and that kind of stuff, so.

BOGART: What time of day do you go out?

STREETTER: I normally do it in the mornings, just because the weather's so much nicer. I mean, the air is calmer, it's not as windy, and especially in a thunderstorm in the summertime, it just gets hot, and -- it's somewhat, it gets kind of bumpy and kind of rough, and so it's nice. A lot m-- smoother in the wintertime, and or -- smoother in the mornings and in the wintertime, that's it. But just the --

BOGART: Sure. And then they, I assume that would give you a consistency, so if you go at the same time --

STREETTER: Right, yeah.

BOGART: -- every time, then it's easy to spot changes.

STREETTER: Yeah. And then [00:16:00] it also gives them an I-- the people out at the station, gives them an idea of when I'm going and sometimes they will have certain lines that are pumping at a certain time, and so they'll know to start it earlier, at what time, and then it gives it a chance to -- if something were to go wrong and it's, like I say, it's very, very rare but most of their lines have meters on both ends, so they're pumping at one end and oil coming in the other side, and the meters don't, something's wrong, and then they can call me and they know what time I'm going,

and say, "Could you double-check this line?" Because their meter, most generally it's a meter problem, but (laughter) just in case it... So, it's --

BOGART: Have you ever spotted problems, or...

STREETER: Yeah. They've had a few leaks in some of their older lines. Most of the older lines, they've gotten rid of over the years or just abandoned them in... But they, it's been a long time since I've seen a leak, it's just one of the things that they, with all the protective stuff that, and if they have a bad [00:17:00] section of pipe, they have machines that can tell when the pipe's bad or anything, and they'll replace those sections, and they have what's called cathodic protection on the lines, keeps erosion from eroding the lines. There's a lot of things, so it's pretty rare. It's just more or less, just a precautionary thing that right now, as far as flying, it's -- and --

BOGART: Sure. Well, let me get back to the airport for a moment. You have hangars and there are planes in them I'm assuming, the people who own them locally. Do you get travel -- sounds funny to refer to people in planes as travelers, but do you have people traveling through?

STREETER: Oh, yeah. Yeah. Sometimes real big. You can get a lot of people, there's just, you know it's like people on the highways, just going on vacation and stuff. They just

stop in and get fuel, and then the -- and we do have, you know, people just, at the end of the day, this is where they decide to stop and [00:18:00] I have a courtesy car here, I let them go to town and stay in the motel, and we have tie-downs out here, where they can tie their airplane down or put it in the hangar if the weather's inclement or anything, and. But yeah, the majority of the time that's what we get more of, in the summertime it's just small, single-engine airplanes just going on vacation, and just. This time of year, we do get hunters. Going back and forth from one place to another. Either coming here to hunt here in this area, or just traveling to go hunt someplace else.

BOGART: What's the biggest plane you can accommodate here?

STREETER: Ah, we're looking -- a midsize corporate jet is probably the larger one. We had a few, probably a little bit -- I should say, a little bit larger than midsize, but that's very seldom because they require a lot more runway, and -- [00:19:00] just they're -- because of the accommodations with the shorter runway here, but the midsize jets -- fact, we had a couple in yesterday that, some gentleman here, the one stopped in to pick him up and then the other one was dropping another guy off, and just... And they're quite common any more, they're, we see a lot more corporate jets. They used to use a lot more

turboprop, a twin-engine turboprop-type airplane, you'd see a lot of those. But those are, it sounds funny but some of these corporate jets are actually cheaper. And then the turboprops and (inaudible) would be -- or maybe not as cheap as they are, but because they have become cheaper relatively, you know, they're -- to me they're really expensive, but. (laughter) But some of these companies and stuff, it's just they're more economical. They buy the smaller [00:20:00] business jets, and I see a lot more of those any more than I do with turboprops.

BOGART: And from what I understand, those are -- a company doesn't own it, it buys time on the jet, or they're --

STREETER: It depends on the company. The one plane that flew in yesterday, dropped their passenger off, it's the company or the gentleman. There's two brothers, they actually own the jet and that's, the company owns it. Now, the other guy that came in that they picked up, he's what, he belongs to that, what they call fractional ownership. It's a company called NetJets, and it's a very large outfit that, they just fly people. And I'm not sure exactly how it all works out, I know they have a, they pay a monthly fee for it whether they use it or not, and then so much an hour for that. And so it's a, it is a lot more economical if you're not flying all the time, to (inaudible) but you need a jet

to get to where you're going, and so it. (laughter)

[00:21:00]

BOGART: Right but you, but they're expensive to maintain and
own --

STREETER: Yeah.

BOGART: -- so yeah, I can see where that wouldn't work. Well
then, I interviewed a fellow in Saratoga, and when we were
out there at the airport, one of those jets came in. And
that pilot was dressed to the nines, I'm telling you what.
With a cap and a --

STREETER: Oh, yeah. Yeah. Some --

BOGART: -- (inaudible) looked very official.

STREETER: Most of the NetJet pilots are that way, they have the
suit -- or we have a suit, you know, the coat and the tie
and everything and it's, but a lot of the corp-- some of
the corporate guys, I mean, they still dress nice but
they're in a little more, lax on the (laughter) so. The
NetJet guys are, look more like airline pilots in
(inaudible) --

BOGART: Yes, exactly. Exactly. Oh, let's see what else do I
need to know. I saw, as I was driving in, you have a
helipad? [00:22:00]

STREETER: Oh, the sign?

BOGART: Yeah. Heli--

STREETTER: We leave that up there just for, it's more for, to let people know that there's, we do have helicopters that operate, you know. A lot of them are just coming, stop and get fuel. A helicopter has a very short range, relative to airplanes and so that, we'll get a lot of those. But during the spring and late fall, we have some hel-- one or two helicopters in here that spray, that do agricultural spraying. And but the, we do on occasion, if there's a fire in the area, we will have lots of helicopters, and we've had it here where there's been anywhere from 10 to 15 helicopters all based here at once, doing firefighting. And so, we just kind of (inaudible) in that, and the LifeFlight helicopters that come in if they're picking somebody up at the hospital. The hospital has their own helipad out there, but a lot of times they'll come here. And it's just more of a, we just leave that up there to let people know what, you know. A lot of people have actually pulled out here on the ramp, and [00:23:00] not be, "Well, I don't see an airplane." And little do they know there's a helicopter right above them or something. That might.

BOGART: Oh, OK. So you have, Newcastle has a LifeFlight service?

STREETTER: Yes, uh-huh. They, it actually comes out of Casper, or Rapid City. It's, the two closest large medical

centers. And if there's some need for somebody that has an emergency that they can't facilitate them here, at the hospital they LifeFlight them out. So. And occasionally, if they're coming from, if, let's say, the helicopter was a far enough distance when they get called in, they're going to need fuel and so they will land here to get fuel also, so that's one of the things that --

BOGART: So yeah, I hadn't thought to ask anybody else about fires, if there are wildfires. And then the role that the airport plays when that happens.

STREETER: Yeah, yeah. We've had, oh, three or four [00:24:00] major fires since I've been here, that have. And they come in and take over. I mean, it's, this whole place is just crawling, and the Forest Service out here, and all the fire, they set up base stations and they have communications trucks, and all the firefighting, all their support trucks, and it can get pretty hectic here. It's turns into a little small quiet airport, into pretty busy for a while.

BOGART: I'll bet. And then you're just busy pumping gas all the time?

STREETER: Yeah, just yeah, fueling and taking care of all their needs and stuff. And so, it can get pretty hectic for a little while.

BOGART: When that happens, do the, is the airport then closed to all other traffic?

STREETTER: No. We don't normally do that be-- just because it's, a lot of times, they're, they will use single-engine firefighting airplanes, so we can't close the runway because they'll need that. But we will let people know if -- I have a radio here, where I'm able to contact if I hear somebody come in, I will let them know and say...

[00:25:00] And then also we have a system that, it's called NOTAMs, Notice to Airmen, and it's an issue that I call --

BOGART: Oh yes, I've heard of that, yeah.

STREETTER: OK, yeah. I call the flight service station out in -- and we will just, say, to warn the pilots that are coming in the area, that we do have firefighting aircraft on the field, and to kind of look out for it. Like, say that's kind of our busy time of the year as far as transient pilots, going from one and then all of a sudden that's the fire season at the same time, so it can get... Kind of warn the pilots if they're going to come, "Oh, maybe we ought to just meet, go land in Custer or go someplace, or Gillette or something, it's just to steer clear of all that, so.

BOGART: Right, right. Now, this is something that I'm not sure I've asked anybody else about, but I'm assuming that there's a kind of a peer system for airports?

STREETER: Mm-hmm.

BOGART: Larger or [00:26:00] have more traffic. So where does Newcastle sit in the tier?

STREETER: We're in the -- oh man, you know, to be, get technical about it, it's -- shoot now I can't remember whether it's Class B or Class C. But anyway, it falls into the lower, or medium level of the general aviation airport. Because we are separate from let's say Gillette or Casper, which has commercial traffic. And then we fall into the next level of just a strictly-general aviation. And we do have weight limits, as far as the airport, the runway can only support only so much weight, that's where we can't have real, real large airplanes. And that's one of the reasons that, when we ha-- there are fires in the area, the slurry bombers, the big bombers and stuff, will go to Gillette or Rapid City because [00:27:00] they can handle that type of weight of an aircraft, where we, even though we may have enough length for them, just the weight of them isn't, is too much to have. So, we fall right in, kind of in the middle of that, so it's part of general aviation. Then the kind of the level below us is the, oh, I don't remember the

exact term the state uses, but it's a low-usage airport, that don't -- basically they don't have an airport manager, or the airport manager might be the city engineer or somebody that works for the city, and a lot of them may or may not sell fuel or have any fuel available, but they do have a runway there in case somebody wants to land, and I think --

BOGART: OK. Who would be an example in Wyoming?

STREETER: Oh, Upton's kind of that way. It's the, they don't have a paved runway, it's just, it's a dirt runway. And they do have an airport board now, but they, [00:28:00] some of the locals that are interested in aviation got together and got work with the city, and said, "Well, let's kind of get together, and..." In fact, when we did our lighting project, we gave them all the old lights and everything, so that they're hoping to get all that installed. But it's a pretty low- there's nobody out there, just a couple old buildings, couple old hangars, and that's kind of the way it used -- you know, that... Lusk kind of used to be that way, they have started getting more traffic at Lusk, I hear them on the radio, people flying in. And I don't know that they, it was kind of one of those, they'd had an airport manager then they wouldn't, and it was a, the city engineer, or the city planner or

somebody would be there for, and if they needed something they would call them out or whatever, and they had limited fuel availability, and so it's that kind of. And I was trying to think of some of the other ones that are around, but... [00:29:00]

BOGART: No, that makes sense, the way you're describing it. And while you were talking, I'm thinking, "Well, there are a lot of agricultural functions that use aviation," like you mentioned the helicopters that spray. Is there crop-dusting around here, or are --

STREETER: Not --

BOGART: -- you don't grow much in the way of --

STREETER: -- yeah, not as much. There are LAK Ranch out here, they had a lot of corn and they grow that for their feedlot, and so they would have somebody come in and spray. But it's, because we're limited, it's mostly livestock, as far as agriculture goes, and then it's not quite as much as... You start getting down toward Torrington and stuff, they have actually spray planes based on the field, there. And they fly around and do a lot of work in there and into Nebraska, and at those areas. Kind of like you get out in Iowa. Every little airport has a spray plane based there, just because it's such... Because we have that limited amount [00:30:00] of actual agriculture. And they do that

over in Worland, over in that area too. They have spray planes over there, but. And the reason they use the helicopter here is because it's, what they're spraying for is noxious weeds, that the weed and pest hires them to do, and so it's body, it's not just big fields. And so, the helicopter can kind of hit and miss and do that kind of stuff, so.

BOGART: Oh, yeah, yeah, that makes sense. What about game and fish?

STREETER: Yup, they come in, or they actually hire people to fly them around to do game counts, and just depends. They do antelope surveys, deer surveys. It's just bird, or hawks and eagles, another thing that they use. They've come in and they've actually had, for several years, they were doing prairie dog counts, just because there was a concern over prairie dogs and stuff, whether it was too many or not, or what's, whether they were, what was happening [00:31:00] with them. A friend of mine flies out of Gillette over there, and he does a lot of sage-grouse, because that was a big deal over there, with the gas industry. And then they do a lot of, some of them do flying, up here in the hills, they've collared mountain lions. And they will track those mountain lions to see

where they're at, and look at that, and then so. It's just, kind of goes all... (laughter)

BOGART: So, do they fly in and out of here too? The Game and Fish people?

STREETER: Yeah, mm-hmm, yeah. They just, the Game and Fish, normally, they don't have their own airplanes so to speak, they just do, hire somebody that has the certificate to do it. I don't do it because it just, there's not enough of that to keep me busy, and the added, it's incredible amount the insurance goes up, and all the regulations and stuff, that go way beyond what I'm already having to do, just to do my pipeline patrol and stuff, so. [00:32:00] If you're doing it all the time it pays, but if you're not doing it, it becomes, it's...

BOGART: Right, OK. So, you've been here for 25 years or more, wow.

STREETER: Yup.

BOGART: So tell me what, just even impressionistically, what has changed the most in those years, since you've been here?

STREETER: I think probably the numbers of small airplanes, just the kind of the family-owned plane, the privately-owned planes, the single-engine planes, has dropped. It's, the industry is working really hard at trying to keep costs

down, but it has gotten really expensive to... For, you know, a lot of, if you were to go out and find an older airplane, which -- an airplane itself is, even though it's old, it, [00:33:00] they're really safe because of the inspections that are required and all the maintenance and stuff, they're not like a car where you just drive it until it quits, that kind of thing. So, but those can be, you know, a relatively cheap one can be as much as a new car or a new pickup for a family, and so that's a big investment, but. The newer airplanes, if you were to go to Cessna or Piper or somebody, and go buy a brand-new airplane, they're just way out of reach. You can buy a house for a lot cheaper than you can buy an airplane, you know? And so, it's... That has hurt. But on the other side, like I say, the corporate end has started to pick up, it's these companies have started, I'd say they're buying more of the corporate jets, and it just seems like they're -- it's kind of moving to that direction. I think, with just, it kind of just depends on the economy, obviously. [00:34:00] And if the economy's going good, and these companies just don't seem to hesitate about going out and flying, and we used to have a gentleman here who was the CEO of Pella Windows, and he, boy, they would just fly all the time. And I don't really want to get political here, but when President Obama

first got in office, he had made a comment once about how the CEOs and stuff, you know, probably shouldn't be flying around in their corporate jets, you know. It looks bad because the normal I guess, average person couldn't. And so this one gentleman, the CEO of Pella Windows, said, "I'm just the opposite." Once he heard that he said, "I'm flying everywhere I go, I don't care." He lived in Aspen, and their plane was based in Denver and he would say, "Come pick me up," where normally he would drive down and go, but he said, "Now come pick me." And he just flew all the time. But I don't know, you know, that's, there just, it seems like the corporate [00:35:00] I guess they can afford it and the, like, say the cost of the jets have gone down. Or mainly, probably, remain the same as opposed to the corporations maybe making more money, and.

BOGART: Well, you know, if they're not owning their own planes and they're doing this fractional ownership --

STREETER: Yeah.

BOGART: -- like you said. And it's also probably more cost-effective than putting their people on commercial flights that, where they have to go by their schedule --

STREETER: Yes, exactly. Yeah, it's just --

BOGART: Yeah. So I understand why they do it, it makes sense.

STREETER: Yeah. They, if they were to just leave people here, we'd have to -- like the gentleman that NetJets picked up, he'd have to go to Gillette, or have to go to Rapid City and get on an airline, and where he's going, they have a smaller airport, he could still fly into Oakland or San Francisco, and then. But he'd have to, you know, you're either renting a car or something there, and so it's just.

BOGART: Yeah, yeah. It makes more sense, I guess, (inaudible)

--

STREETER: Exactly, you'd have to --

BOGART: -- so, general aviation, in terms of private pleasure [00:36:00] planes, has gone down?

STREETER: Yeah.

BOGART: But then corporate use has gone up --

STREETER: Mm-hmm.

BOGART: -- is what you're saying?

STREETER: It seems to me that if that's what, I'm seeing a lot.

It could change.

BOGART: And that's what I've heard all around the state too, so. At every level of airport, whether -- because I talked to the manager in Riverton too, I think, and. Yeah. Everyone is kind of seeing the same trend, so that's been interesting.

STREETER: Yeah, it used to be a lot of, you know, flight instruction was big, just a lot of people wanting to learn to fly.

BOGART: Yes.

STREETER: And then, you know, when it comes to -- it's kind of like going out and spending, whatever your interest is, let's say if you're going to go buy a new boat or a new fifth wheel camp trailer or something, you know, and everything you've got -- once money starts getting tight, "Well, what's the first to go?" And it's mostly, most generally flying's the first thing to go, unless they're u- - there are still people that just have, that's, they forego everything else and if they want to learn to fly, but. When you have a family [00:37:00] involved and they don't see the pleasure in it, you know, why Dad's going out taking flying lessons and everyone else, they want to go camping, so yeah. That kind of thing.

BOGART: Sure, sure. That makes sense. Let's see. This is kind of changing the subject, but you're basically the FBO as well as the --

STREETER: Yeah.

BOGART: OK.

STREETER: Yeah, I kind of -- and that's, you'll really, a majority of small airports in America that, is that way,

it's the guy, the manager of the airport's also the FBO,
and it's just kind of.

BOGART: But it's not, in this case, is it a separate financial
entity?

STREETTER: Yeah, yeah.

BOGART: Oh, it is? OK.

STREETTER: The county and city pay me a salary to manage the
airport, and then whatever else I make on the side from my
FBO is separate.

BOGART: Oh, I see. OK. So, the FBO sells the fuel?

STREETTER: Yeah. And does the flying, the pipeline patrol and
flight instruction.

BOGART: OK, OK, OK. [00:38:00] I got it now. All right. So,
you have many hats.

STREETTER: (laughter) Yeah. Yeah, we don't do it, I don't do any
maintenance here, that's, a lot of times an FBO will also
do maintenance, so I had a gentleman that I'd hired to come
to work, he was a mechanic and he retired from the
airlines, he was an airline mechanic, and just didn't' have
a lot to do, and. But he wanted to have an income and
there just really wasn't enough here on the field to keep
him, you know, it's just kind of hit and miss. And if you
-- the problem is, is we've got all the people, the planes
on the field, and if everybody used a mechanic, the same

mechanic, it would probably make it work. But most of them already have somebody else, another mechanic established somewhere else, who's worked on the airplane, and they kind of like them and so it's just. So, it's. But it's just one of the things that, you know everybody, you kind of got to do everything you can just to kind of make a living at it, and. [00:39:00] Have a wife with a job somewhere else, but.

BOGART: Yeah, that's the way a lot of people in Wyoming are. Everybody in the family is working at something.

STREETTER: Yeah, yeah.

BOGART: And sometimes more than one thing, so. Any other observations you have about aviation from your point of view, over past, as long as you've been involved in it in Wyoming?

STREETTER: You know, I think I have to give kudos to the aeronautics division, or the DOT as a whole. Because they have, you know, they have really stepped up, as far as helping out the small airports. And we, like this overlay project that we did on our runway, we had talked to the FAA, and they kind of hem and hawed around about it, we tell them, and the state stood up and said, "You know, this needs to be done, this is something and we're going to come in," and they gave their portion up. And there's, it's,

they have done that a lot. When we've had [00:40:00] we have an automated weather station here. And the FAA went ahead and gave us a grant to install that, but after that they say, 'Now you're on your own.'" And the state has stepped up and said, "No, we'll come in and pay for the routine maintenance and inspections that have to be done on the weather station." And it's one of the things that, we're real lucky in this state, to have all those weather stations around. Not only in airports, but in other places around. And the state has stepped up. And if, without their funding, we would, especially since the overall general funding in the state, for the cities and counties and everything, has gone down, it'd be awful tough to be able to support having those, keep those AWOSes running. Because they are rather expensive, and so inst-- things like that, I just, I'm grateful for them [00:41:00] to stand up and, like I say, our overlay project and our extension project, with the lights and everything, is, you know, they stood up and to the, you know, you go to the FAA and you talk to them, and they're relatively good about, you know, if you need something, if they can, if you fall within their funding -- actually, the FAA has a program where they give us, each airport, \$150,000 a year, airports this size. And you can kind of rathole that money over a

few years' period of time, and use it as, for funding for. And but the state has come in on several times and said, "Hey, we'll match that." You know, just to get a project done that they see that needs to be done, and if they have the funding available. And this last project was, oh, let's see, it was, I was trying to think. \$4 million? [00:42:00] And with all, with everything. And it just wouldn't have happened without the state still, the proportion was still majority-federal funding, 90% of that's federal funding, but they pushed for the project, which helps. Because we don't have a lot of pull when we go to the FAA and say, "Oh, gee, we would like this." (laughter) So.

BOGART: Right, right. Well that's good. Well, the state recognizes, I guess, the nature of essential services. Because we're all scattered all over, aren't we?

STREETER: Exactly, yeah. Yeah. They do and they're really good about, just to, you know, something we need, if they're, they can help, they. Years ago, we had a, we didn't, our snow plow was just, every, it was just wore out and we didn't have any snow removal equipment to speak of, and we had a meeting with the state for something else, and I brought it up, I said, "You know, gee whiz, we could sure use another snow plow, this is something that," you know,

and they were kind of asking us, "What do you need in the future?" And I said, "We need it now." And they said, "Well, [00:43:00] tell you what. We'll pay for it." And so, they went in and -- actually, I think, no, maybe they didn't pay for all of it, but with the funding we got, we couldn't, we wouldn't have been able to afford. And we bought, we were able to afford a brand-new snowplow, and so that's just. We still have it, it's just great. It's just real --

BOGART: Yeah. And that's another of your jobs, right?

STREETTER: Yeah. Yeah, I plow the snow, yeah. And mow, and I get to mow all of the grass, do everything else.

BOGART: Well, you do a fine job. I can tell.

STREETTER: Well, I thank you. I just --

BOGART: It was when I drove in, I noticed it just looks so neat and tidy, and.

STREETTER: Well, I try to. It doesn't, this year's actually been a little easier in some of that. Because we haven't had any rain for the grass to grow.

BOGART: Oh, that helps, yeah.

STREETTER: Yeah, that's the...

BOGART: Well, I so appreciate this. This has just really been interesting.

STREETTER: I'm sure glad you could stop by. We, I mean --

BOGART: Oh, me too.

STREETER: I had another gentleman here that would have been, he called yesterday and he said he thought he might fly in today, but then he called, said he wasn't [00:44:00] coming. His name is Don [Cook?], see. And he used to be the pilot for Dixon Brothers Trucking, when they had their -- and he lived here, and then when they sold the airplane, he moved. And he actually flew for, oh, probably the gentleman you were, from Rock Springs, that you met. I think he probably flew for him for a while, and then charter business. Then he was a, I think he was the chief pilot for University of Wyoming for a while, and now he flies for LifeFlight out of Casper. And --

BOGART: Is that where he lives?

STREETER: Yeah. And his folks have a ranch down here, folks have passed, but they still have the ranch and he spends, I think he works two weeks on, two weeks off, type of deal and he goes, spends time on the ranch. But he grew up around -- in fact, he, I should, I don't know if I should say worked for a guy, I think he was actually kind of like the co-manager of the, just a few years before I got here. Him and another gentleman who managed the airport, and [00:45:00] Don actually did maintenance here, and. So it, so he, and his dad was just, he was a flight instructor in

Casper for years and years, and taught a lot of people to fly. And he's real interesting. And I wish, I never did meet his dad but Don is, he could tell you stories that just...

BOGART: Yeah, yeah. It sounds like he's got a wide range of experience.

STREETER: Yeah, just you know, the whole -- a lot of just Wyoming-type flying, that's what he did, you know?

BOGART: Yeah. Do you have his telephone number handy?

STREETER: You know, actually I do. Somewhere in here. But (inaudible). I had it out just the other day.

BOGART: Because I can google people, but it isn't always the easiest way to find phone numbers. [00:46:00]

STREETER: Yes. His cell phone number is probably the easiest one, that's the one he always calls me on. It's 307-797-1477.

BOGART: OK, OK. And can I tell him that you gave me --

STREETER: You bet, yeah. You bet. Yeah.

BOGART: OK, that'd be great.

STREETER: I'm sure if, yeah, he's got time, he'd sure be more than happy to relay what he knows. Like I say, he was, he just lived here and flew for Dixon's, I don't know how many years, eight, ten years before I even got here, and then plus managed, or helped manage the airport. And just, I

would have like to have another gentleman, oh, Randy [Rhodes?], he's on our airport board, and he's just one of the, he was interested. I think he started taking lessons back in the '70s, but he grew up here. And that's, you know, so it's kind of more -- he kind of knows, I, my history start [00:47:00] or, starts when I got here. You know? That's us. And but he, since he grew up here and, he's retired now, and then he still loves to fly and has an airplane, and. But he's one of those guys that just, I called him today, "You want to stop by the airport in the morning?" "Well, I'm going hunting, so."

BOGART: OK. Well you know, I could do this for the next 20 years.

STREETER: Oh, I bet, yeah. I just --

BOGART: And not talk to everybody who's involved in aviation, but it's good to have these names anyway, so. Well let me drag out the paperwork now.

STREETER: OK, you bet.

BOGART: And this is, it's called a release form and it simply gives the interview, gives the recording to the state archives for people, for research purposes.

STREETER: Oh, great.

BOGART: Not, no one's going to make any money off of this.

STREETER: (laughter) Well, you know, they can do that I guess,
if somebody can make a penny off [00:48:00] of it, I'll be.

BOGART: So. I am writing your name here, and then I'll let
you sign. Streeter. And I have to sign off on it too,
since I'm part of the interview. And then I will give you
a copy.

STREETER: OK.

BOGART: To frame.

STREETER: (laughter) You bet. I wish, I don't have -- let's
see. I don't know whether I got, oh I do have this in
fact, this is just something. This is a blown-up copy. I
actually have the original envelope, this was the first
flight, air mail flight out of Newcastle.

BOGART: Really?

STREETER: I have the envelope, it actually has the stamp and
everything on it that, I just blew that up to --

BOGART: Wow.

STREETER: And they used to do commercial services, this is one
of the pictures in it. And I believe this --

BOGART: Oh my gosh.

STREETER: -- one of the old pilots was, he was telling me that
he remembers this era, [00:49:00] and he said it was in the
late-'50s. Or in '5--

BOGART: So, this Frontier Airlines flew in here?

STREETER: Yeah, flew in here. And they used to, in that, they'd actually even land in [Alaskan?], they would just kind of hop around. Probably lasted about six months, but that is kind of.

BOGART: Oh, that's cool.

STREETER: And just that they actually --

BOGART: Oh, that is very cool. And that's also 1959, well.

STREETER: Yeah.

BOGART: Were the commercial flights carrying the mail?

STREETER: Mm-hmm, yeah, they did. A little of both.

BOGART: That sounds like you.

STREETER: Yeah, just. Whatever.

BOGART: A little bit of everything.

STREETER: And they actually had a, this guy that was telling me about this picture, his sister worked out here as a, just kind of giving ticket, ticket agent, or you know, just might be three people coming out, or maybe you know, nobody sometimes, and just the plane would stop, pick up some mail or do whatever, and just.

BOGART: How interesting.

STREETER: Yeah, it's pretty. Too bad it didn't last longer, I wish it. But. Then I don't think (inaudible) --

BOGART: Right, and I, everybody in Wyoming wonders why we can't fly from one Wyoming city to another. Yeah.

STREETTER: Yeah, well these people got to make a profit.

[00:50:00]

BOGART: Oh gee. Dang those guys. OK. If you would sign it right here, and then put your mailing address. That would be great.

STREETTER: OK, yeah, you betcha. What is today?

BOGART: It's the middle of the month, (inaudible).

END OF AUDIO FILE