

OH-3043, Don Cooper & Don Cooksey, 6-15-2014, WY In Flight

JUNGE: [00:00:00] You guys.

COOPER: Any rate, I'm running out of space so I'll just put three more. (laughter)

JUNGE: Let's see. That's interesting with that gap. [All right?]. Don -- while he's filling this out, let's get a little preliminary stuff out of the way. Today is the 15<sup>th</sup> of June, 2014. My name is Mark Junge and I'm on the Little Buffalo Ranch at the Marquis Ranch in a hanger here with a couple of planes [and a?] Mercedes Benz, I guess. And I'm talking to two gentlemen, Don Cooper and Cooksey. While Don Cooper is filling this out, Don Cooksey, give me your full name.

COOKSEY: [00:01:00] Donald Ray, that's what my mother called me.

JUNGE: R-A-Y?

COOKSEY: Mm-hmm.

JUNGE: When and where were you born?

COOKSEY: September 10<sup>th</sup>, 1954 in Rock Springs, Wyoming, is what my paperwork says.

JUNGE: So I'm trying to figure out your age. You're 60?

COOKSEY: Fifty-nine.

JUNGE: Fifty-nine, oh.

COOKSEY: Yeah, you want to step outside and talk about that?

(laughter)

JUNGE: I'm sorry. I'm sorry. You don't look that.

COOKSEY: Thank you.

JUNGE: I mean, I don't -- I say that to some people and I even say it on tape, it's probably is going to be [less than like somebody I heard him say a year?], just blowing smoke up somebody's butt, but you don't look 60 -- close to 60.

COOKSEY: I appreciate that. I paid for that when I was younger.

JUNGE: Did you?

COOKSEY: Yeah.

JUNGE: I did too. I looked young when I was younger.

COOKSEY: But I'm very thankful for it now.

JUNGE: When you look in the mirror in the morning and you say, I look the same as I've always looked. Right?

[00:02:00]

COOKSEY: Pretty much. But I don't. The youthful appearance is handy at this point.

JUNGE: Yeah. Nobody checks you for your ID though, right?

COOKSEY: Not anymore.

JUNGE: They finally quit a year or two ago?

COOKSEY: Mm-hmm. [More than a little while?].

JUNGE: So you were born where? In Rock Springs?

COOKSEY: Yeah.

JUNGE: OK, thanks --

COOKSEY: I was the Halliburton baby. My dad was working for --  
in the oil field for Halliburton in Rock Springs.

JUNGE: OK. And Don Cooper.

COOPER: This'll be easier. I'm generally known as Don and  
he's usually referred to as Donny.

JUNGE: Let's do it that way.

COOPER: Yeah.

JUNGE: It's easier. OK. First of all, when and where were  
you born?

COOPER: I was born in Casper, Wyoming in July of 1943.

JUNGE: What day?

COOPER: The 21<sup>st</sup>.

JUNGE: So I'm older than you are.

COOPER: Really?

JUNGE: Yes.

COOPER: Few people [00:03:00] are. (laughs)

JUNGE: June fifth, 1943. So I want you to respect your  
elder.

COOPER: Yes, I will. It makes a big difference.

JUNGE: OK, I want to get down your occupations. Don Cooper,  
what do you do?

COOPER: Well, I'm currently retired, but I'm also a farmer and I am also a -- work as a petroleum land man and as a uranium land man. And I'm involved in various business operations.

JUNGE: So is farming for you an avocation rather than a vocation?

COOPER: It has been both. And I was raised on a sheep and cattle ranch in Natrona and Converse County. And all I wanted to do was to learn how to fly, to use the flying in [00:04:00] connection with livestock operations. And so it ended up then that -- that circumstances being what they were, I ended up being away from the ranch and I ended up...doing a lot of what I call button down flying, where you wear a neck tie and try not to scare your passengers and do that sort of thing.

JUNGE: You mean you were an executive pilot?

COOPER: Well, not exactly. It was all part 91 flying and one of the things that I did a lot of flying in connection with is in petroleum land work, you can send the airplane in the pilot and they'd sit out in the airport and through cards in the [half?] waiting for the land man to do what he needed to do downtown, or I could fly -- perform the services when I got there and then fly home, and I did quite a lot of that. [00:05:00] And then the folks that I

was involved with, the Taylor family, they had a lot of interest in Arizona and other places and so I did all the running back and forth and the flying around in connection with that sort of thing.

JUNGE: When did you get your license?

COOPER: Oh boy, I'm -- I'm trying to remember because I had kind of a colorful career as a student pilot and wore out a couple of student pilot's licenses before I got mine. I'd say it was around 1970 when I finally got legal. But I was flying all the time in the meantime so it didn't make any difference.

JUNGE: So Don Cooksey, what -- what's your occupation?

COOKSEY: I'm retired. (laughter)

COOPER: No he's not.

COOKSEY: In a [gruesome kind?] of way, I'm retired. I have a ranch in Northern Niobrara County. [00:06:00] I do -- I fly the Life Flight airplane in Casper about 10 days a month. Wyoming Life Flight, it's the air ambulance thing.

JUNGE: Life Flight.

COOKSEY: Yeah. And I'm an airplane mechanic. I dabble a little bit with that and I just kind of puttsy around and enjoy life.

JUNGE: Well when you say Northern Niobrara, what town are you talking about?

COOKSEY: Mule Creek Junction, near Mule Creek Junction.

JUNGE: Oh, that's right, because we were talking about some people that we knew --

COOKSEY: Yeah, the -- I'm pretty much across the river from Renard's, across the river and a bit to the north.

JUNGE: And I told you that I had interviewed Elmer Schneider and Renard. They're both gone [I see?].

COOKSEY: Mm-hmm. Yes.

JUNGE: Yeah. You were raised there at Mule Creek Junction?

COOKSEY: No, I actually grew up on the airport in Casper. My -- my grandparents had their ranch at Mule Creek Junction. Grandpa homesteaded -- grandma and grandpa homesteaded that [00:07:00] in 1918, something like that. I'm not -- that's within three years, one way or the other. And so when we went to grandma and grandpa's, we went to the place over by Mule Creek. And I was born in Rock Springs and my parents took me when I was a little bundle of trouble and hauled me to Casper. And oh, dad worked for the state of Wyoming gas commission for a while and then he had a '66 station and then he went to airport in about '64 I think. And he had been -- he'd been a pilot before he got married and had his only child. I didn't know anything about that previous life. They sheltered that from an innocent child. So he went back to the airport [00:08:00] and had a colorful

career as a -- primarily a flight instructor until about 1972 there at the Casper Airport. Then he moved to -- about 1970 at the Casper Airport and then he moved to Douglas till about '74, at which time my grandpa passed on and dad moved back to the ranch to push grandma's wheelchair around.

JUNGE: This was in -- out there in the Rock Springs area or up in Niobrara?

COOKSEY: Up in Niobrara County.

JUNGE: OK. All right. So you became -- you're a pilot?

COOKSEY: Yes.

JUNGE: What -- are you a certified -- besides a certified pilot, do you have a commercial license?

COOKSEY: I have a commercial, a airline transport pilot's rating, I'm type rated in west wind jets and heavy King Air 200's.

JUNGE: How about helicopters?

COOKSEY: No, my dad told [00:09:00] helicopters were not real airplanes and I didn't want to know about them. You press this, you -- he'd explain how any airport you go to, you look around, there's always some old airplanes in the back of the hangar or tied down off in the corner or behind the hangar. There was always some old airplane sitting around

somewhere. He said you never see any old helicopters.

(laughter)

JUNGE: Well they don't really fly, do they?

COOKSEY: No.

JUNGE: They just --

COOKSEY: It's evident that if you have enough money, you can  
make anything work. (laughter)

JUNGE: For a while.

COOKSEY: For a while, yeah.

JUNGE: And so you grew up under the influence of flying --

COOKSEY: Yes, yes.

JUNGE: And that's -- is that why you went into it?

COOKSEY: Actually, my dad -- just running around with dad, I  
learned to fly at a very early age. I soloed on my 16<sup>th</sup>  
birthday, got my private license on my 17<sup>th</sup> [00:10:00]  
birthday. And he deterred me from being a professional  
pilot.

JUNGE: Why?

COOKSEY: He wouldn't even -- he thought that was terrible. But  
he wanted -- he thought I should be a mechanic. And one of  
the things with that was in Casper, there were a lot of  
airplanes running around, but there were very few mechanics  
and it was hard to get scheduled into a shop and dad was  
paying mechanics to come in after work and go down into



dad's hangar and perform maintenance in the evening. And dad was doing a lot of his own work, which he wasn't supposed to be doing but he was doing it anyway. So I went to airplane mechanic school out of high school. And --

JUNGE: Where at?

COOKSEY: Sydney, Nebraska. Then got my commercial license when I was 18, not on my eighteenth birthday but during [00:11:00] my eighteenth year of age. Pursued that mechanic thing for a while, took my first job in Chadron, Nebraska as an airplane mechanic. That worked for about two weeks until the -- till the guy I was working for figured out I could fly, and they had more flying to do than they had mechanic-ing today. Or, it was more pressing anyway, so I started flying charter and we had a 182 Cessna, a 182 -- 170 -- 177 RG. The queen of the fleet was a Cessna Skymaster. Old Jim wouldn't let anybody else fly that hardly. (laughs)

JUNGE: How do you guys know each other? I mean . . .

COOPER: Well, to begin with, when John Cooksey came down here from Newcastle, he came [00:12:00] to begin his flying operation, his father --

JUNGE: OK.

COOPER: Yeah...At any rate, to make a long story short in that regard is I started in with John as my flight instructor

and he was also a designated examiner for the FAA and pretty much Mr. Aviation around every way. And the airport at Casper, like so many other airports around, was sort of like that little drop of pond scum that you put under the microscope and you see all the little wiggly things there. And the airport was a very interesting place and I got acquainted with Donny around -- around the airport there. [00:13:00] And then we knew each other off and on, you know, through the years. And when he came to Casper to fly for Life Flight, we got reacquainted.

JUNGE: And do you still do any work together?

COOPER: Oh yeah. Yeah.

JUNGE: In what way?

COOPER: Well, he does the maintenance and one thing and another on the airplane and we get involved. I go down to Mule Creek and...we're engaged in all those sorts of things, you know, the projects that we're involved in together.

JUNGE: Now is there any story you're afraid to tell me on tape?

COOPER: (laughs) Yes. There's many stories I'm afraid to tell you on tape.

COOKSEY: He could -- next he's going to ask what it is.

JUNGE:     What -- yes, that's exactly what I'm going to do, is,  
          what is it?

COOPER:     [00:14:00] Well, I will tell you a little bit about  
          how I got involved and interested in aviation after World  
          War Two with the -- was the big aviation boom.  And that  
          was going to be an airplane in every garage.  And there was  
          a fellow, came to central Wyoming named Roy Lamero and he -  
          - I believe he was originally from Lander and he came and  
          put in a fixed base operation flight school and he was the  
          Cessna dealer for the airport in Evansville, Wyoming.  And  
          he had for some reason or another -- and I've heard various  
          versions of this -- that he had all of his airplanes  
          equipped for Arctic operation.  He had skis and oil  
          dilution and all those things that you needed, engine  
          [00:15:00] covers.  So when the 1949 blizzard came along,  
          he was in a prime position to do all of that.  And my  
          father had gotten interested in aviation.  And he and Roy  
          Lamero had had a paper out where they flew around central  
          Wyoming and throughout Rocky Mountain news on ranch's front  
          porches.

JUNGE:     Really?

COOPER:     Yeah.

JUNGE:     Are you serious?  I've never heard of such a thing.

COOPER: And yeah, well it -- it didn't catch on and it didn't last for very long.

JUNGE: So did the paper always land on the front porch?

COOPER: Well no, but neither does your paper, so. (laughter)  
So anyhow -- so father -- Lamero was trying to get my father -- trying to teach him how to fly and trying to sell him an airplane and that was kind of lost cause. But at any rate, I was around and I was [00:16:00] impressed with Lamero and the way he was always clean and sharp and interesting. And he sold airplanes to a lot of other people around the country. And he sold airplanes to our neighbors in the country to the [Nicolatians?] and they ended up with a Cessna 170. And he sold another 170 to Howard Strand and he sold a lot of airplanes. And he sold -- unfortunately, he sold about 500% of his business to various jumps and had to leave the country.

JUNGE: So [the things says mister?] bury his feet.

COOPER: Yes. Yes, it was a -- you know, he was into the new math and he was always selling 25% to somebody and he just sold it too many times. And so I was always interested in that and I was always interested in the utility that [00:17:00] -- that went with the -- with doing the ranch type flying and --

JUNGE: The utility?

COOPER: Yeah, so one of the things that was real common in the time that I was first flying Cubs was that people sheared after lambing and so the sheep had a years supply of wool on there and they were pregnant and when the first hot day came along, they'd try to roll and like a tortoise, they'd get on their back. And you could go out and fly and in short order, you'd find sheep on their back and you'd find a place to land and roll them up on their feet --

JUNGE: Are you serious?

COOPER: If you got there quick enough.

JUNGE: I've never heard of this.

COOPER: If you got there quick enough, you could roll them right on their feet and steady them a little bit and they'd walk off. If you didn't get there quick enough, you'd have to haul them into the ranch and they'd die there or if you were way too late, [00:18:00] you got to skin them. And so the Cubs were used a lot for that and they were used a lot for patrolling fences and for doing all those other kind of things and for locating livestock in big pasture and that's what --

COOKSEY: Four wheelers hadn't been invented yet.

COOPER: Yeah, that's what my -- what my original interested had been. And so that's why I wanted to -- to go fly with John Cooksey because he had a Piper Pacer and I thought

that was what I wanted to be in. As things worked out, I didn't get to fly the Pacer, but I did do my primary training with him. Well, I did my original training with a fellow named Bob Walkenshaw, who was an old-time pilot who was a teacher at Casper College.

JUNGE: Now how do these three relate to each other, Cooksey, Walkenshaw, and Lamero?

COOPER: Well, they did not. There were -- there was no connection amongst [00:19:00] the --

JUNGE: These are people that you just knew?

COOPER: Yeah, separately. But -- but at the time, the guy who was running one of the fixed base operations in Casper, there was always -- in these airports like that, there was always two operations. There was Casper Air Service and there was Brand X, which kept changing all the time. The best title for that was "Under New Management."

COOKSEY: Managed by -- the new management was the latest Casper employees who'd got mad and quit or had gotten in trouble and got fired and thought they were going to put Casper Air out of business.

COOPER: And a lot of them, they said that they were successful if they went out of business after they gave all their caps away, but a lot of them didn't make that --

JUNGE: Their caps. (laughter)

COOPER: Yeah, you know, they had the cap with their name on it, you know? And (laughter) -- [00:20:00] and so this fellow came down from Newcastle and his name was Tom Seeley and he moved Seeley Flying Service to Casper. And he was affiliated in some ways with my father-in-law and I said, "I want to learn to fly," and he said...that -- he said, "I'm bringing in John Cooksey to do the flight school and you want to go with him." And that's how I got started with John Cooksey.

JUNGE: Now you mentioned something earlier today in the hangar about Evansville Airport?

COOPER: Yes. Yes, it -- when I was -- when I was a kid, there was Wardwell Field, which was the civilian field, [00:21:00] which was out at what's now Bar Nunn. And then there was the US Army air base, which became later on Natrona County International Airport. And the third -- and the general aviation airport was the Evansville Airport.

JUNGE: Wardwell Field, wasn't it a general aviation airport?

COOPER: Wardwell Field was a commercial aviation; that's where the airliners went in and out of and that's where the oil company executives flew in in their Cessna 195's. But the people who --

JUNGE: [Can we adjust a little bit?] --

COOPER: No, but that was the equivalent of the jet. And the guys who were flying the ragwing Pipers and the -- and Cessna 120s and all of that stuff were out of Evansville. And the airport has pretty much vanished out there, although some of the facilities [00:22:00] -- some of the hangars and stuff had survived in -- in -- in -- that were put to other uses. But they used that and then if the -- if conditions were wrong, they -- like in the '49 blizzard, they -- if they couldn't land on the runway because of the snow, they landed on the highway there. They'd just use --

JUNGE: You're kidding.

COOPER: No.

JUNGE: Highway 26?

COOPER: Well yeah, it'd be 20, 26. Yeah.

JUNGE: Unbelievable. Did you know this?

COOKSEY: Mm-hmm.

COOPER: But --

COOKSEY: Well I knew it mostly because he told me. You know, it's --

COOPER: But --

COOKSEY: I don't know about landing on highways, but the Evansville Airport, I learned from Don.

COOPER: But the -- at any rate, the -- Seeley liked so many of those other people in aviation, was an interesting fellow



and he operated the Seeley Flying Service [00:23:00] which did charter and fixed base operation and repair. And then he also operated Air Tankers Incorporated, which was a forest fire fighting operation that used [Drummond?] TBMs to drop the retardant on fires. And he -- he provided an awful lot of entertainment around the --

JUNGE: Why is that?

COOPER: -- the airport. I went out there one day and he had -  
- he was in competition with YE Dutch [Winter?], Casper Air Service, and Winter had come there because Brinkerhoff Drilling wanted a place to take care of their airplanes and they brought him up from Denver. Dutch was the unusual thing in -- in general [00:24:00] aviation, which, he was a very sharp businessman and he never let a dime get past him. And he -- he was competing with Seeley and there was a lot of commotion going on. I went in there one more and Seeley was in front of his line hems; he had, you know, the guys that service the airplanes, and he was walking back and forth doing this general patent-type speech. And he wound up by saying, "We've got \$1,000,000 worth of liability insurance. Get out there and use some of it."  
(laughter)

JUNGE: Oh God. It sounds like I could talk to this guy for about two hours and keep this up.

COOKSEY: You probably could.

JUNGE: Yeah.

COOKSEY: I think Seeley was a con man.

COOPER: Oh he was, from end to end.

COOKSEY: Yeah, and everybody -- he could sell jail time to ex-cons, iceboxes to Eskimos. And everybody liked him anyway. Seeley would -- you'd see Seeley and he'd have his arm around somebody's neck and his [00:25:00] hand would be normally like this. He'd be screwing them. I mean, he literally -- (laughter)

JUNGE: Seriously?

COOKSEY: Seriously, yeah. Talking them into something they don't want to be doing. (laughter)

JUNGE: Oh God. Well you don't go back that far, but do you have any --

COOKSEY: Oh yeah.

JUNGE: You do?

COOKSEY: I remember most of that, yeah.

JUNGE: This Dutch Warner, was that where the Warner Wildlife Museum --

COOKSEY: No, no, that was Herman Warner --

JUNGE: Herman Warner.

COOKSEY: -- a different scoundrel.

JUNGE: Yeah. (laughter)

COOKSEY: Warner was a -- he was a mechanic and he could make his operation work because he was there all the time. The problem with pilots and business is they get in the airplane and leave everything in the hand -- and, you know, there's no management. And Warner was a mechanic and like Don said, he -- he knew which side of the nickel to pick up [00:26:00] and he always was very ruthless with competition. He didn't want any competition whatsoever. So there was a war on between Casper Air Service, which was Warner's operation, and whoever had decided to be in competition with him. There was a couple hangars on the Casper Airport that Brand X would be going -- what would you call -- management, whoever it was. And these operations lasted a short period of time. It was colorful. And they had -- gas sales was -- was very competitive and they'd get girls in miniskirts driving cars that said "follow me" on the back of them. They'd be out there doing a little dance in front of the airplane and -- and --

COOPER: Let me just --

JUNGE: To sell gas.

COOKSEY: To sell gas.

COOPER: Let me just tell you about that old -- Dutch Warner had two Falcon pickups on there that said [00:27:00] "follow me to Casper Air Service." And Seeley had a Jeep

that said, "Seeley Flying Service, free parking."

(laughter) He had -- there was quite a lot of trouble over that. And Seeley went out and he bought an F85 convertible when they were still the little convertibles. And he had it all painted up. And he had checkered flags on the back of it. And he had -- Mike Sandborn and I worked on this thing and we put a bumper around the front and around the back and you could still open the door partway, but this bumper was very unobtrusive and it was made out of six by six by three quarter inch [angling?]. And then Seeley went out to the stock car races and he said I want to hire the orneriest girl driver [00:28:00] that you have on the track. And they said, "We know who you want but she's not here because she's been banned from getting into too many wrecks." (laughter) And he put her in the car with a little miniskirt on and -- and called up Dutch and said, "I got this new follow me car and I don't want you guys roughing it up and I've hired a girl to drive it." And so the first time she went out there, they came at her with both Ford Falcon pickups and one of them ended up smoking through the hole in the radiator and the other one ended up on its side and she just pulled up out there and got out these two paddles and waved in the real surprised [trantions?] coming to the fuel [their?] airplane.

JUNGE: This is unbelievable.

COOPER: That's absolutely the truth.

COOKSEY: Believe it. It happened. (laughter)

JUNGE: But you guys, [00:29:00] I want to know a little bit about your own experiences in flying. You fly the Life Flight. Life Flight?

COOPER: Mm-hmm. Tell him what you did before that.

JUNGE: Yeah, tell me what you did.

COOKSEY: With the University of Wyoming? I was with the Department of Atmospheric Science at the University of Wyoming and we did a storm chaser kind of thing.

JUNGE: Was that the building out there by the territorial pen?

COOKSEY: Farther on -- farther on down the road. It's on the - - it's on the -- it's on the airport itself.

JUNGE: Breeze Field?

COOKSEY: Yeah. Well, yeah -- Laramie Regional Airport. It's the same place. Anyway, it's called the Don Veal National Research Flight Observation Facility or something. Don Veal was the flight -- was the director there 30 years ago and they dedicated the whole place to him a while back.

JUNGE: Well, he was a pilot.

COOKSEY: Don Veal? Yeah, yeah. And the president of the university for a while.

JUNGE: Did [00:30:00] you know him?

COOKSEY: I did.

JUNGE: And did you work for him?

COOKSEY: No, no. He was -- he was gone by the time I arrived on the scene. He had retired.

JUNGE: OK. What did -- what was your job?

COOKSEY: To fly that weather research King Air into whatever -- whatever kind of weather phenomena he decided he wanted to study, it's a flying laboratory.

JUNGE: Including storms? (laughter)

COOKSEY: Yeah. They were all storms. They were all storms, yeah. We did a variety of things. The day of actually needing or wanting to fly into live weather, which would be a thunderstorm, which makes -- you know, you get yourself on the news, that's been so done. We were doing things like going out to the 300 miles off the shore of California, low level surveying something they called the Asian Brown Cloud. [00:31:00] Because they have no pollution in Asia, you know. They'll just -- no pollution. They have pollution because they have no restrictions. Well that smoke comes over here and when the moisture clings to it, it affects the weather. So they were -- they were figuring that out. We went to Juneau, Alaska to fly - - have you been up to Juneau by chance?

JUNGE: Not Juneau, no.

COOKSEY: Well, there's a -- we did the Juneau Wind Study. The airport sits in a very, very unique place in a canyon and the wind blows up there. I mean, you have the normal frontal wind; you're on the seashore so you get the coastal winds and then glaciers make their own winds. So there's a lot of windy activity going on. It gets very bumpy. So they had us in there studying it because they were trying to identify -- they were trying to forecast when it was going to be bumpy. These different mountaintops, [00:32:00] they had -- oh, what's those things on top of the barn that spin around and tell you how --

JUNGE: [What are their names?].

COOKSEY: Yeah, there's a name for them.

COOPER: Anemometers.

COOKSEY: That's it.

JUNGE: Anemometers.

COOKSEY: They had those (laughs) made out of cement. And they're electrically heated by cable about that big around. (laughter) Yeah.

JUNGE: OK.

COOKSEY: So we spent all winter flying up and down the channel, messing around with these winds.

JUNGE: With the -- they were crosswinds then?

COOKSEY: Yeah. Yeah, usually. But they make turbulence is the problem. It's not the crosswind, it's these winds all in there arguing with each other.

JUNGE: Wouldn't they have the same -- [electerius?] effect I guess you'd call it on ships, I mean boats?

COOKSEY: Not so much because the boats are lower to the water.

JUNGE: OK.

COOKSEY: They get down under that. And inversely, take the science out of it and talk to those old float plane pilots and you'll find them going about 20 feet off the water [00:33:00] against one shore. And that's the way they get in and out of there. (laughter) They don't go up there into the breeze.

JUNGE: Wait a minute; wait a minute. Explain this. What is this? What do they do?

COOKSEY: They fly low to the water along one -- one shoreline.

JUNGE: To take off and land?

COOKSEY: No, to get out of there. To -- you know, there's the harbor where they land the airplane but then they want to - - they've got to get down to this canyon which is about 15 miles long in order to go anywhere else.

JUNGE: But --



COOPER: The closer you get to the surface, the -- the more ground friction there is that -- that -- that slows down the wind.

JUNGE: So it's easier?

COOPER: Right.

JUNGE: Yeah, OK.

COOPER: And that's what -- that's the old pilot's trick. In this country, if you've got a tailwind, fly high and if you've got a headwind, fly [nap?] to the earth and [00:34:00] -- and that reduces the amount of headwind component you have.

JUNGE: Mmm. And what else did you do on that job? You flew to Juneau; you flew to...

COOKSEY: Let's see, we did Juneau; we did the -- the [Bishop?] California thing, which was a router cloud experiment. The -- you've got to realize, a lot of these -- boy, they'd just shoot me if they knew I was saying this -- but a lot of the scientists, they're basically just trying to get their name in the paper. They're trying to get published.

JUNGE: OK.

COOKSEY: So they're. But --

JUNGE: You have to come up with something new.

COOKSEY: You have to come up with something new; you have to come up with something show boat-y. But over the Sierra

Nevada's in the Owens Valley of California, the wind comes off the Sierra Nevada's and it just rolls. And it will make a cloud, or you can have turbulence there without the cloud associated with it, which they were kind of surprised to find out. But --

COOPER: Yeah, I imagine a lot of people are just surprised [00:35:00] to find that out.

COOKSEY: Yeah, yeah. So we -- we studied that. Whatever happens with all this documentation, I do not know. When I first got there, I thought we were really doing something for humanity and then I discovered later, I think we were laundering money. (laughter)

JUNGE: And then -- OK, so after you worked -- you must have done a lot of other things, in [job?], right, besides just those three places? I mean, you were flying in -- (overlapping dialogue; inaudible) --

COOPER: Didn't you used to fly the governor?

COOKSEY: Well, we also, we had two airplanes. One was this research airplane we talked about. And then we had an out-of-the-box King Air 200 that we used to fly the University of Wyoming officials around in and the governor and occasionally when his own flight -- own flight department let him down, we flew some elected officials around -- Simpson around, Barrasso around.

JUNGE: How'd you like that? [00:36:00]

COOKSEY: Oh that's -- it's fine. Doesn't matter.

JUNGE: Did you like meeting those politicians?

COOKSEY: For the most part, yeah. Yeah, I really enjoyed most of them. I really enjoyed Al Simpson, even though I don't agree with everything that he promotes. I spent a lot of time with Craig Thomas, who I really enjoyed.

JUNGE: Who's gone now.

COOKSEY: Yeah, who's gone now. I enjoyed Mike Sullivan. And these people are all unique in their own way and you can see how they -- you can see how they -- how they come to office. You can also see how they get influenced into doing things that you -- they didn't intend to do when they threw their hat in the ring.

JUNGE: Sure. So after you did this job, then what?

COOKSEY: After I did the University of Wyoming thing?

JUNGE: Yeah.

COOKSEY: Oh, then I ended up at Wyoming Life Flight. I quit the university because my mom was going through what [00:37:00] ha-- what turned out to be her last cancer event. And the Life Flight thing was available and I took that. It's really intrusive of my day-to-day time and there was an opening. They don't come open very often and

I thought, well, if I don't like it, I can quit. I decided two years, I wish I had taken the job; it'll be gone.

JUNGE: When was this that you took the job?

COOKSEY: Six, seven years ago I think.

JUNGE: So you like the job?

COOKSEY: I do. I do.

JUNGE: What's good about it?

COOKSEY: Truth or a lie? (laughter) Passengers don't have a lot of complaints. They're already sick, you know?

JUNGE: Yeah.

COOKSEY: It's a 12-hour shift and when we do fly, a lot of times we're doing something important for humanity. And I do enjoy that; that's more rewarding than [00:38:00] hauling some drunks to Las Vegas because they've -- somebody lost a bet and they're all going -- all going gambling. It's important to do something for humanity and you fly the airplane helps somebody out. It's --

JUNGE: Have you had any difficult situations in that job?

COOKSEY: No, not really. The -- oh, and I'm really not supposed to talk about this, but --

JUNGE: I mean, just --

COOKSEY: We've been involved in some situations that I actually think saved somebody's life?

JUNGE: Really?

COOKSEY: Mm-hmm, mm-hmm

JUNGE: Why can't you talk about it?

COOKSEY: Because there's a HIPAA thing.

JUNGE: Can you talk about the event without talking about the names?

COOKSEY: I can give you examples.

JUNGE: Yeah, give me some examples.

COOKSEY: Somebody get hurts in an automobile accident and Casper gets -- their bicycle gets smucked. [00:39:00] They need to go to a higher level of care right away. Hospital is funny because when I was a kid, you know, hos-- you got to the hospital, that was it. Anymore, that ain't the same. If you have -- if you get -- it this building falls in on us, Gary's going to drag us up to Gillette and then somebody's going to come and get you with the airplane and take you to Denver or Salt Lake or Minneapolis. And that's just --

JUNGE: To a specialist?

COOKSEY: Yeah, yeah. That's the way that hooks up. Burn victims here around the oil patch, we do quite a bit of that, and when somebody gets burned real bad, they've got to get to a burn center right away.

JUNGE: Where is it?

COOKSEY: There's one in Greeley and there's one in Salt Lake.

JUNGE: OK. So you do take people that have been hurt here in the oil field?

COOKSEY: Mm-hmm, mm-hmm.

JUNGE: So what's your geographic area? What're you work --

COOKSEY: The continental United States. We will -- I mean, gosh, we've gone to -- I didn't do it, but we went to somewhere in Kansas [00:40:00] and picked somebody up and took them to Tulsa. And we didn't understand that; we just did it. I guess everybody in Kansas was busy. But --

JUNGE: OK.

COOPER: In -- in the -- in the olden days, they used to fly air ambulance flights by taking a four place airplane, taking out the two right hand seats, putting a litter in there, putting the patient in there with the patient's seat next to the pilot, and if they were real lucky, they had a nurse sitting in the back seat next to the patient's head and that was Life Flight. And of course, they were non-pressurized airplanes and the only medical --

COOKSEY: Looked like that, there.

COOPER: Yup.

JUNGE: What is that one?

COOKSEY: Cessna 170.

COOPER: The -- the only patient care they had was what the nurse could -- could administer. And of course now, the

Life Flight airplanes, they're all designed [00:41:00] and they're all equipped and pressurized so they can get people sea level atmosphere inside the airplane to all altitudes. And they've got all the bell and whistles and all the machinery that they need and they've got some really competent expert people on board, so --

JUNGE: Are they jet?

COOPER: You're way better off being inside of that Life Flight airplane or that Life Flight helicopter than you would have been 30 years ago inside of an emergency room at a hospital.

JUNGE: Interesting. Did you fly jets too?

COOKSEY: Did I?

JUNGE: Yeah.

COOKSEY: I have, yeah.

JUNGE: So you're licensed to fly --

COOKSEY: Yeah, that's what that west -- that [Typewriting?] and the West Wind, that's a jet.

JUNGE: OK. Tell me about your job.

COOPER: Oh. (laughter) Well, I've always just managed to somehow or another [00:42:00] have an airplane around pretty close and I -- I married a girl who grew up in the backseat of a Super Cub. And her mom is -- was related to [Dude?] Marquis.

JUNGE: Oh really?

COOPER: And her father was the best friend of Quentin Marquis,  
Gary's dad.

JUNGE: Now who's the other one you mentioned? Toots? Is  
that -- was that --

COOPER: That's -- Gary's mom --

JUNGE: Quentin, right?

COOPER: Yeah, Quentin -- Quentin. And not many people know  
this, but her name was Opal but they called her Toots. And  
-- and --

JUNGE: Not too many people named Opal.

COOPER: So any rate, she was quite a critter, in case anyone  
should ask. But any rate, so my wife grew up around Super  
Cubs and airplanes and one thing and another and she's --  
so it was a [00:43:00] natural and normal thing for her [if  
it?], my interest in airplanes. And I...I was raised on  
the -- on the family ranch in -- and did all of the things  
with sheep and cattle. We ran a sheep and cattle  
operation.

JUNGE: Where about?

COOPER: In Natrona and Converse counties, northeast of Casper.  
And my grandfather started the ranch there before the turn  
of the century. And any rate, I had my differences with  
the family, and I left a management job on the ranch and



went to work as a laborer on the tank gang for Pepper Tank Company in Casper. [00:44:00] Fortunately, they never paid me very much, so it wasn't a big drop in salary. And (laughter) so then I went on and moved up through the shop and ended up as a shop foreman on the nightshift in the shop and then I went out on my own and started my own oil field welding operation and then I bought out my wife's uncle. He owned half of Taylor Construction Company. And we did oil field construction and built roads and stuff and I integrated that with the welding that I did. And --

JUNGE: And your flying wasn't part of that?

COOPER: Well, yes. It seemed that one of the things that -- one of the real compelling reasons for buying out uncle Don was that the construction company owned a Piper Super Cub, [PA] 18. (laughs) And -- [00:45:00] -- and so I didn't -- I did quite a little flying in connection with -- with the -- with the construction company. I hauled parts and pieces out to machinery and supported welders in the field down around northern Colorado and all of that. And I found a lot of excuses to get the airplane out and fly it.

JUNGE: So you were landing mainly on rural strips. Roads?

COOPER: No, I preferred not to land on roads. I always tried to avoid landing on roads because if you land on the road and you screw up, anybody can tell you that you did that.

If you land on a ridge someplace, you can say gee, it looked a lot smoother from the air. (laughter) Roads -- nobody knows whether you landed -- whether you -- on the -- intended to or not. But roads always have road signs and if you run off into the ditch, you know, you'll stub a wingtip and [00:46:00] and one thing and another.

JUNGE: Yeah. But you don't run rural roads and ridgelines --

COOPER: Oh no, he's got a very sophisticated airport. It's WY44.

COOKSEY: Yeah, yeah WY44. As opposed to this is WY13.

JUNGE: I don't know what a WY --

COOKSEY: That's Wyoming Airport number 13.

JUNGE: Oh, OK. You fly out of where?

COOKSEY: Mule Creek Junction, over there behind right -- out Renard's back doorways.

JUNGE: OK, so how do you get to work?

COOKSEY: Fly that little airplane over to Casper.

JUNGE: Every day?

COOKSEY: No, I go over about once -- it's a week shift in Casper, so I -- I fly from Casper -- or from the ranch to Casper and --

COOPER: In a Piper Pacer, which is a tail wheel airplane.

JUNGE: Yeah, how long does that take you?

COOKSEY: An hour.

JUNGE: To go -- and by car, that would be quite a bit more.

COOKSEY: Forty-five minutes. (laughter) [00:47:00] Yeah, at least. It's a two hour and 20 minute drive if I stay in the truck.

JUNGE: But 45 minutes in a Cub. Would you call it a Super -- is it a Super Cub?

COOKSEY: It's a Piper Pacer. Looks like that right there.

JUNGE: On your hat.

COOPER: A lot of [move?] stations.

JUNGE: OK. Oh, I see.

COOKSEY: We had both intended to fly up here this morning, but the winds in Casper, they were flyable, we could have left there this morning, but coming back this afternoon, the winds were supposed to be high and we didn't want to do --

COOPER: He's got a -- he's got his wife with him and I've got my daughter with me and -- and --

JUNGE: So you drove up?

COOPER: Yeah, we drive to fly-ins --

JUNGE: What's the purpose of these fly-ins we're here at?

COOPER: The -- there was in the olden days, [00:48:00] there was an organization called the Wyoming Flying Farmers, and they stretch -- stressed the social aspects of aviation and they had all kinds of get together and dances and spot landing contests. And they had all sorts of things and

assembled all these people from far-flung ranches. And originally, that was quite a deal because these people had the airplane because they were a long ways from town and never saw each other. And it was a big deal. And all of that's gone by the wayside and all of the cell phones and satellite dishes and, you know, all of these other things that all these people living in town and driving to work. And this is about the only place I know of that's a classic fly-in.

JUNGE: This ranch.

COOPER: This -- this -- the -- we're here today. And it's [00:49:00] remarkable that an awful lot of people will have an entire general aviation flying career and they'll never land on anything but an asphalt runway. And so this is a unique situation for a lot of these people to come here and land at a -- on a -- on a grass strip out in the boonies and that's -- yeah, it's pretty much of a privilege to be there. This is kind of outgrown in the old days when the ragwings and the coyote hunters would get together to tell lies and swap parts. And they -- they -- to receive an invitation to the little buffalo fly-ins, you know, I'm [00:50:00] thinking I'm pretty much teetering on the edge. If I don't actually fly into one of these fly-ins, they're going to drop my name from the list. (laughter)

JUNGE: OK. What was [there here today?], like 12 planes?  
Something like that.

COOKSEY: I suppose.

JUNGE: About a dozen and a helicopter. Somebody flew in in a  
helicopter.

COOPER: Yeah, well we don't count that. But --

COOKSEY: He owns two airplanes so we let him off with the one  
helicopter.

COOPER: But I've flown in and out of here in a two-engine  
airplane in -- when we had a Piper Aztec. I've used this  
trip a lot in --

JUNGE: These are all single-engine airplane?

COOPER: Yes.

JUNGE: And you had a twin engine?

COOPER: Yeah, and then Gary at various times has had (laughs)  
the Sky King edition of the Cessla 310. And --

JUNGE: Gary Marquis?

COOPER: Yeah. And he also flew a Beech Barn out of here  
[00:51:00] and flies a Bonanza out of here all the time.

JUNGE: You guys, before you [would quit?] and it's been  
almost an hour --

COOPER: (inaudible)

JUNGE: Yeah, we could go on forever with you two. I'm enjoying this. Tell me about your -- I want to know your worst and your best experiences flying.

COOKSEY: My best experience?

JUNGE: Yeah, I mean, some people wax eloquent; other people just say, well, just -- just doing it.

COOKSEY: It'd be my first solo, would be my better -- my best experience. It was an airplane just like this and it was on my 16<sup>th</sup> birthday. And the wind was blowing just about as hard as it could blow and still do it. And dad went out there with me and we went around the patch a couple times and then he got out in the middle of the runway and away I went a couple times by myself. And I was just surprised how much better the airplane perform. Dad had weighed what, 200 and something?

COOPER: Yeah.

COOKSEY: And -- the small side of 200. Maybe [00:52:00] 205, 220, I don't know. But it was amazing to me how much better that performed than with him out of it and how much room there was in it. (laughter) And --

JUNGE: But flying alone had something to do with that too, right?

COOKSEY: Oh yeah, yeah. Yes, because there's nobody in there. There's -- now you get -- there's somebody else in your

little airplane, you're all crowded up. It's like having a family reunion in your trailer. (laughter)

JUNGE: Well, I'm kind of curious on the solo. I just wonder how I would react if I was up in the air by myself. Do you -- is it a feeling of liberation? Is it a feeling of panic?

COOKSEY: It's a feeling of apprehension.

JUNGE: OK.

COOKSEY: It's a la-- you know, you're laden because, you know, you're a big boy now. But on the other hand, you don't want to mess nothing up. And you won't because you're sitting up on the edge of the seat paying attention.

[00:53:00] (laughter)

JUNGE: OK, your worst experience.

COOKSEY: The worst experience. The worst experience would be, I was down there in Chadron flying a charter [first ring?] and we were doing that air ambulance thing, you know, where they load the [Indian?] in there. (laughter) Give him a shot. And say, OK go. Hurry up. And we take them to Denver and they go to Fitzsimons Army Hospital. Anyway, I was back in this Cessna 182, tricycle geared version of that thing, into this carousel hangar, hangar with the door. And then it's kind of like the spokes of a wheel and you put the airplane inside it and then you can -- it all

turned like a carousel at the merry-go-round, it turns [00:54:00] and puts another one by the door so everybody's always at the door and you don't have to un-stack the hangar to get -- anyway, so all these wheels go on a rail; there's three rails. And I pushed that -- got that airplane over too far and I pushed it off the rail and down in the hole it went. This whole carousel thing sits off the floor of the hangar about four or five feet, and there this thing is off the trail.

JUNGE: How'd you get it off?

COOKSEY: Jacks, timbers, patience, a lot of unusual words that I'd never heard before at my ripe young age. And then the tail was banged up so I stayed up all night fixing the tail so I could fly it the next morning.

JUNGE: So this was when you first started flying?

COOKSEY: No. Well, let's see. No, when I first started flying professionally. [00:55:00] Remember I said I took the work -- the job as a mechanic and then they found out I can fly? It was during that episode, which actually only hap-- that was one summer. I started that in the spring of the year and then I think I was home helping dad build a house at Thanksgiving time.

JUNGE: Do you consider yourself a pretty good pilot?

COOKSEY: Sure.



JUNGE: What does it take?

COOKSEY: What does it take? Patience. You know, I don't know how to describe that really. It's...it's an art form. It's like learning to play the piano or the -- or the fiddle or something. It's an art form. And it's just kind of getting the -- getting the feeling for the knack of it. And there's a lot of people tried to make a science out of it [00:56:00] and they have. You can teach a science to somebody, but you can't teach-- if somebody can't hear the music, if they can't understand the way the music works, you can't teach them to play the piano.

JUNGE: Really?

COOKSEY: Yup. Do you play musical instrument?

JUNGE: No.

COOKSEY: Well, they make a science out of that too. They wrote notes and they deal with these keys so you press this one and then this one and then this one. And you can do that and make the piano make noise, but you're not playing it like an accomplished musician who that all makes sense to them.

JUNGE: So there's like high school football players, college football players, and professional players and these guys progressively are better and better, is that what you're

saying a pilot becomes better and better at this thing? Or  
is it intuitive?

COOKSEY: It's intuitive.

JUNGE: OK.

COOKSEY: With what you said with the football, they're just  
weeding them out, you know? When you're eight-years-old,  
everybody can play football. When you're 40, you've got  
[00:57:00] three in the (laughs) --

JUNGE: So are you -- were you born to be a pilot?

COOKSEY: Oh, I think so. I was very interested in it. I was  
playing airplane before I knew dad -- before I knew my dad  
was a pilot.

JUNGE: But I mean, is there anything in you that somebody  
else doesn't have, like, myself for example, that's --  
that's unique?

COOKSEY: As much as I'd like to say, yeah, it's a big gift from  
God, no. Anybody can do this.

JUNGE: How much does luck play a part in flying? I mean, I'm  
thinking to myself, OK, they're -- the saying is there's  
old pilots and bold pilots, there's no old, old pilots,  
right?

COOPER: No, but there is...one of the things that I'd say  
about -- about knowing how to fly and all of that is  
[00:58:00] that -- is that the thing that I learned, and it

started with [Walkenshaw?], and I learned a lot of -- and I didn't realize this until Donny and I got to reminiscing after he got here working for Life Flight. There were so many things that I learned from his father that we attitudinal things, that were the way of looking at things, that you better think about what you're going to do about landing before you take off. You better be thinking ahead of the airplane. And the moving the controls and doing all of that, that's pretty simple -- that's pretty simple stuff. But having the right attitude and -- and the trick is to not get in trouble with the airplane and a remarkable number of people that I have known down through the [00:59:00] years and from my 70 years perspective on things, a lot of times, it's -- it's really very difficult to understand how this person got in trouble and how they got killed in that airplane after they had all the experience and all the skills and all the qualifications. And they were doing something -- a lot of times it was really, really very simple. And everybody just shakes their head and say, you know, what happened to old Vince? Or what happened to Jack? And you know, how in the world did he let that happen to him? And so there's a lot of element of that, but the thought process that you better be thinking ahead of the airplane and you better be thinking

about what you're going to do and what you're going do if and what your alternatives are, and you better be planning and trying to stay ahead of the airplane. And if you don't, you can -- people get in bad habits and -- and they do something they shouldn't and get away with it.

[01:00:00] And pretty soon, it becomes a part of their ordinary drill. And sooner or later, it --

JUNGE: Catches up --

COOPER: -- it catches up to them. And that is -- the trick is staying alive long enough, you know.

JUNGE: [You don't put interesting?] on both of you guys. I appreciate that insight. Now before we quit, go ahead and add what you wanted to add.

COOPER: No, I was going to -- I was going to -- I was going to say, it's -- a lot of times in -- in flying, you'll have different kinds of events. You'll have some little moment that is -- that is just glorious. And you hang on to that. You did something that was really right, felt right. You see a lot of things that are really pretty. And a lot of what I enjoyed in flying [01:01:00] I -- a lot of times flying to Arizona, I'd be leaving here and -- in -- late in the day and I'd be climbing into the sunset and flying south and climbing. The sunset'd just go on for on and on and on and on. And those were the kind of things. When

you would fly down across the Indian reservation in Arizona and the whole country is dark and not a light anywhere and then when you came over the Mazatzal's Mountains, it was like two big zippers. All the lights would appear all the way from [cast?] the Grand to New River, Phoenix and all of that would just explode out there. There were a lot of things like that that I really enjoyed and I had people that I flew that I liked. And they made the flights enjoyable. And some of the flying, I did [01:02:00] a lot of maneuvering and a lot of that sort of thing and that was a lot of fun. I enjoyed those kind of things. And sometimes, I can't -- I can't shrink it down to one moment. And I was thinking about the miserable flight and I was thinking, of well...coming back to Casper with Bill Brock and we were in the mountains and in the weather and had a load of ice on the airplane and the props were slinging ice and it was hitting the nose and it was a real desperate situation. And there wasn't a lot of good alternatives. And I'm thinking, if I do by some strange freak of nature get out of this alive, I still have to ride in from the airport with Bill Brock in his [01:03:00] Volkswagen. (laughter) And so I said, there is no winning in this situation, you know? Either way, it's going to be bad. And -- and so you have -- I've had -- I've had trips that I

didn't want to make and I have been fortunate that -- that -- that the Taylor's, particularly Glen Taylor, had a real good understanding of airplanes and operations and he made it very, very easy to reject a flight for weather considerations or for other considerations. And -- and so I didn't ever have to -- that's always a problem for guys like Donny and for other people, they tell you, well, reject this flight if you don't find it to be safe. And then they say, we notice you're rejecting a lot of flights and we think you're not [01:04:00] doing what you ought to. And the people who general get in trouble in weather with airplanes are people who construct a circumstance to where they have to fly someplace and, you know, it's just like --

JUNGE: Well, Jessica [Dobroth?] --

COOPER: Well, John Kennedy, who, you know, promised his wife and her sister or whatever he'd take them to the wedding, you know.

JUNGE: I see.

COOPER: You know what I'm saying. And --

JUNGE: How could a guy like Ricky Nelson or John Denver, you know, torch up and -- how does a plane go down --

COOPER: Two entirely, entirely, entirely different situations. Ricky Nelson was in a DC3 and the pilot there, [Coop?], kept punching the circuit breakers. When they popped up,

they kept punching them back in. John Denver's father was a general aviation pilot and John was, and a pretty good hand at it too, and he bought that goofy home-built [01:05:00] airplane and it was not rigged right and the fuel selector, you had to stand on your head and look in the mirror and twist it to get it to work. And he just...that's what got him is the fuel starvation and the inability to switch tanks on that.

JUNGE: You guys [grip?] -- you know, we're sitting here in this hangar on a nice June -- middle of June day and the meadow larks are singing, planes around, people around. I mean, this is -- this is a wonderful situation. Do you guys realize how wonderful it is to be in Wyoming or from a pilot's point of view, do you say, my God, I could fly anywhere from here? (laughter)

COOKSEY: Well I'll tell you what, when you're -- when you're making your living as a pilot and trying to support a family, Wyoming is a pretty -- pretty desolate place. I mean, you're lucky if you can find one job per town around. So we work [01:06:00] pretty hard to stay here. I mean, I, in times of looking for a job, I've had offers to move to Van Nuys, to Wilmington, Delaware, to Los Angeles. I'd just rather stay here.

JUNGE: You say you're feeling -- you feel lucky?

COOKSEY: Yeah, oh yeah. Yeah, very blessed to be here.

JUNGE: And the flying conditions?

COOKSEY: Mm-hmm. Yup.

COOPER: Usually -- usually in this part of Wyoming and flying type of equipment that I have and that he runs around in in his Pacer, is you have two kinds of weather, you have good weather and you have bad weather. And the amount of marginal weather in between is pretty small because -- like in that Super Cub of mine, if you don't have fairly calm winds and you don't have pretty good ceilings and no visible moisture and all that, if you don't have a real nice day, you've got to stay home. You don't have any option.

JUNGE: Fits kind of like horse shoes, right?

COOKSEY: Kind of.

COOPER: And -- [01:07:00] and if -- and what's bad is when you have this [mission?] in equipment that, yeah, I've got to go look at it and see if I can do it. And maybe I can and maybe I can't. And -- and --

JUNGE: You better be thinking about it.

COOPER: Yeah.

COOKSEY: Well it's just real disappointing to not be able to fly up here today. We've been looking forward to this for quite some time.



COOPER: I actually went up and practiced my landings because if you talk about the worst thing in the world, is to come scooting in here and bounce your airplane a couple of times. You know, that -- you know --

JUNGE: It's not good?

COOPER: You -- no, no, you just pull to a stop, open a vain, you know, and (laughter) --

COOKSEY: You might as well leave because all they're going to do is talk about you. (laughter)

JUNGE: Well you guys, I've really enjoyed this. Thank you so much.

COOPER: Yup.

COOKSEY: Well.

JUNGE: Both Don's.

COOKSEY: You're welcome.

JUNGE: Cooksey and Cooper, thank you guys. Have fun.

COOPER: Well, hope you enjoyed it as much as me. I --

COOKSEY: Oh yeah. [01:08:00]

JUNGE: What's that -- (inaudible voice) Well, who knows? You guys have -- have siblings or kids or -- you got a kid, don't you?

COOKSEY: Two.

COOPER: Yeah, he's got two. One of them's here. [Old?] Gary and I [and a character?] if you ever get anybody to tell

him stories of a Mickey D. [Waggonson?]. He was -- his name was Gary [or something?]. We took those three airplanes and went to [Airville?]. And he put on an impromptu airshow at the Grand Canyon. Didn't mean to.  
(laughter)

JUNGE: Does that mean that you did something you weren't supposed to do?

COOPER: Well, it was quite a (inaudible). We -- Gary was talking to the tower. He was in charge of our flight. And [01:09:00] the gal in the tower, she was auditioning for a role in -- at O'Hare or one of -- DIA or whatever. And she kept talking faster and faster and that made Gary Marquis talk slower and slower. (laughter) Gary, [although?] and he said, "Grand Canyon tower (inaudible), 0-0-6 was the flight. [Three cubs worked in?] (inaudible). We'd like to land." (laughter) And she says, "0-0-6 and flight la, la, la, la, la." And then Gary kept talking slower and it ended up with all three of us being on the runway at once and me and Mickey were kind of doing this [worm?] race.  
(laughter) Gary said every -- every [captain?] was turned. [01:10:00] -- picture frames up on the wall, but he couldn't get (inaudible)...

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