

OH-3047, Ivan Toddy McCann, 6-16-2014, Gillette, WY In Flight

Part 1

JUNGE: [00:00:00] I sure can. OK, for the umpteenth time, your name? But, let me put this on the front of this, Toddy. Today is the 16th of June, 2014. My name is Mark Junge, and I'm at the home of Toddy McCann. We are at 705 Brooks --

McCANN: South Brooks.

JUNGE: South Brooks, in Gillette, here at the kitchen table in his home. And what's your wife's name?

McCANN: Roberta.

JUNGE: Roberta is in the other room talking to a friend. Toddy and I have a little time here to talk a little bit about his career, or he had a little time to talk about his career and his avocation, which I assume is aviation.

McCANN: Well, it was for several years.

JUNGE: OK. Toddy, just to get a little background information on you, when and where were you born.

McCANN: I was born in Creston, Iowa in 1928.

JUNGE: What day, what month?

McCANN: February 19th, [00:01:00] 1928.

JUNGE: Creston?

McCANN: Yes. My father, he had sold out his farm back there because he had been in Wyoming before the war, World War I, and he liked it out here in the Gillette area. So he actually came out ahead of my mother and I, and we moved out here in about April in 1928, so basically I'm Wyoming not born here but basically all my life has been spent here in Wyoming.

JUNGE: And why did he want to come out here?

McCANN: My dad? He was out here in 1914, and he tended bar because he wasn't 21, and he couldn't homestead until he was the age of 21. So at that time, when he turned [00:02:00] 21 in 1915, he did homestead. When World War I came along, and he enlisted in the army and actually went to Casper to do it, and then he was in France and Germany during the war. He didn't know that going into the service was the same as proving up when you're homestead, so when he got back out of the service he didn't bother about coming back to Wyoming until after he found out it was too late then for his homestead. But he always loved the Wyoming, so we moved back out here in 1928 then.

JUNGE: Did he move into a house here in town?

McCANN: No, we were on a farm out in the country, up towards what used to be Wildcat, which was about 25 miles north of town.

JUNGE: Wildcat.

McCANN: Yes. There used to be a little store there by the name of [00:03:00] Wildcat.

JUNGE: Was that a ranching community?

McCANN: Well, it was basically farming and ranching both.

There were several little country stores around the area several years ago, because, you know, transportation to and from town in a Model T was not like it is today.

JUNGE: So was the Wildcat a farming community at all?

McCANN: Well, yes. There are still farms there, and there are still ranches there, but the Wildcat community was actually just a store on the highway that actually went to -- the highway went towards Sheridan at that time. But that was just a place where they didn't have to come clear to town to get a few groceries.

JUNGE: Yeah. I never heard of Wildcat in all my years in Wyoming.

McCANN: Well, have you heard of Spotted Horse?

JUNGE: Sure.

McCANN: Okay, that's about 10 miles on up the road is Spotted Horse. And then Recluse, which is another [00:04:00] small community. Of course, there's a few people who live at Recluse now, but these others were just highway -- some

little stores beside the highway that people frequented when they just needed a few groceries.

JUNGE: Did you live on a homestead then?

McCANN: Well, no. We lived on a rental place then. We were there for two years, and my dad farmed with horses. His wheat made 32 bushels to the acre in 1928.

JUNGE: Is that pretty good?

McCANN: And he got a nickel a bushel for the wheat. So, nevertheless, we eventually starved out, and we had to move to town to survive.

JUNGE: In Gillette?

McCANN: Yes.

JUNGE: So what did he do in town then?

McCANN: Well, he used horses to do various things in town. One thing [00:05:00] the Burlington Ditch, which runs through town, which used to supply the water for the railroad trains, they had cleaned that out. They mostly used four-horse teams, but he only had two, and under the smaller bridges, like main street, the bridge, he cleaned it out with a two-horse team and a slip, you know, where they used [prisonals?] or slips, which if you're familiar with the way they used to move dirt years ago, that's one of the things that he done.

JUNGE: Did he do that as a private contractor then?

McCANN: Well, yes, just a private person. And he also hauled coal from Wyodak during the wintertime, in a team and wagon, Wyodak, which is about five miles east of town.

JUNGE: That was the first open-pit mine in Wyoming, Wyodak.

McCANN: Yeah, I didn't realize that. [00:06:00] There was a Pierce mine, which I think is maybe west of town here. We lived west of town for about two years and then we moved into town. When we moved into town, oh, he used to work some at the icehouse with his team, and then in 1936 he and Red Wearn started the [Elite?] Bar.

JUNGE: Red who?

McCANN: Wearn, W-E-A-R-N. He was an old bachelor that would run the icehouse, and that's where my dad got to know him. Anyway, they were partners in the bar, which started in 1936, shortly after Prohibition was over.

JUNGE: How did that pan out?

McCANN: Well, that worked real well. He was always a farmer at heart, and so they'd run the bar for approximately 10 years. They sold it out in 1946, and then we moved out to just the edge of town here, which was called the [Hardy Place?] [00:07:00], which was 400 acres of land here right at the edge of town. There, like when I was in high school, we milked cows and delivered milk in town for 10 cents a quart.

JUNGE: How many quarts did you normally sell?

McCANN: Not a great lot. We probably had maybe 40, something like that. It varied at different times, but --

JUNGE: And who had to milk the cows?

McCANN: Yes. Yes, I hated -- I don't mind that sitting down, after I sit down and milk the cows, it's not bad, but I just hate the thought I have to be there at six o'clock in the morning and six o'clock at night to milk those cows. But it was money, and in the '40s that was all right.

JUNGE: So how many cows did you have?

McCANN: Oh, we probably milked eight or nine, as a rule.

JUNGE: How long did it take you in the morning to milk those cows? [00:08:00]

McCANN: Oh, it takes about five to eight minutes a cow, and there's about three of us milking, why, so it didn't really take that long.

JUNGE: And you had to bring the milk in in pails?

McCANN: Yes, bring it in and cool the milk and then bottle it. And, of course, you know, when you take the bottles back out you have to wash them and sterilize them and have that. But at that time bottles was all glass bottles, which older people realize what they were, and then all in the wintertime when you delivered milk and set it on somebody's purse, they always just put the empties out and you picked

up the empties and left the full ones right on their porch. Well, sometimes in the winter when it would freeze up, why, the cream would come out of the top and push the cork up, the cardboard cap up three or four inches.

JUNGE: (laughs) But you always have plenty of milk and cream and butter at your house.

McCANN: Yes, we did.

JUNGE: Did your mom bake?

McCANN: Oh, yeah, certainly. [00:09:00] She baked bread. I don't know, you know, before we got gas she baked on just a coal stove, and the bread just turned out perfectly, and here I can't even bake that well with an oven that's controlled by thermostat (phone rings) and they did with the --

JUNGE: Yeah. Your wife has got that. Now how long were you out in the country before you actually moved into town? I mean, what age were you when you moved into town?

McCANN: I was four years old when I moved into town, and my sister, she was about six, and she was starting to grade school, and I was in town like a year before I started to grade school.

JUNGE: Do you have one sister?

McCANN: I had two, but one of them died; the one that was born in 1930 died in [00:10:00] 1936.

JUNGE: What was the occa-- What happened?

McCANN: Oh, she has mastoids, and at that time that was much more serious than it is today with the penicillin and that sort of thing. They took her to Denver, but she didn't make it. She was only like six years old.

JUNGE: You had no brothers?

McCANN: I had two half-brothers, and they were both quite a little older. One was born in '20 and one born in 1922.

JUNGE: From your mother?

McCANN: Yes, from my mother's side, yeah.

JUNGE: So where did you go to school?

McCANN: I went to Gillette all -- the Campbell County High School. The grade school and high school all was in Gillette.

JUNGE: And then you graduated from high school.

McCANN: Yes, I graduated from high school.

JUNGE: And then on to college?

McCANN: No, I didn't make college. I took some night classes in accounting and things like that, after school, but I never [00:11:00] actually got to go to college.

JUNGE: OK. And what's your age again?

McCANN: Eighty-six.

JUNGE: Well, a lot of people your age did not go to college.

McCANN: That's quite right, because back in the '40s it was a little tough getting to college, and if you didn't have enough money to go, you kind of went to work to make ends meet.

JUNGE: Yeah. Did you take, let's see, when did you graduate from high school?

McCANN: Nineteen forty-six.

JUNGE: That was three years after I was born.

McCANN: (laughs)

JUNGE: I'm 71. OK, so you graduated from high school. Then what did you do?

McCANN: Well, I worked for a doodlebug crew drilling shot holes for oil exploration.

JUNGE: Now wait. You're going to have to explain these terms. Doodlebug crew and shot holes, what are they?

McCANN: Well, the doodlebug crew, they take a rig and they drill down [00:12:00] in the ground like 100 feet, and then the recording crew comes by and put out geophones or jugs, they call them, which is an electronic device that records the vibrations in the earth, and they set off the charge in the shot hole and they record all these, from where all these geophones or sitting for maybe a quarter of a mile or something like that. It's for oil exploration; that's what it's for, to see what the formations in the ground is. I

worked for those for about a year and a half, and then I went to work, in 1949 I went to work at the Ford garage as a mechanic.

JUNGE: Were you mechanically inclined?

McCANN: Yes, I was. I still am pretty much. I worked there until 19 -- let's see, '49 to '54, and then I went over to a Dodge Plymouth [00:13:00] dealership and worked there for four years. Then in 1958 I bought the Dodge Plymouth garage, and I run that for several years. In 1975 we built a new building out on the Douglas highway, and I rented the building, and I was service manager for those people for about five years.

JUNGE: This was the Dodge Plymouth dealership?

McCANN: Yes.

JUNGE: What was the name of it?

McCANN: [Banks Sales and Service?].

JUNGE: You worked for them until you retired?

McCANN: No, I worked for them for about five years, and then they moved on, and so then I just stayed there and was an independent garage owner, and I worked, I run the garage until about 1975.

JUNGE: What was your work mainly at that garage?

McCANN: Well, for cars and trucks, and then I did a lot of school bus work. At that time they didn't have their own

mechanics, and we did a lot of school bus work for the
[00:14:00] Campbell County School District. At that time
they had somewhere around 12 buses, now they have 115.

JUNGE: Was that hard to make a living that way?

McCANN: I mean, it makes you a good living. Good mechanics,
they get fairly good wages, and it worked out fine. I
didn't get rich at it, and I got to where I couldn't get
any help, and the coal mines were here, and they could pay
-- the coal mines paid way more than you could pay a
mechanic, and if you got good help they'd go to the coal
mine, which I couldn't blame them. Finally I just got to
where I couldn't hire any mechanics, so I sold the garage
out, and I built some more commercial buildings, so then I
became a commercial builder and I built a shopping center.

JUNGE: Really? When was that?

McCANN: Well, it started in 1975, and I kept [00:15:00] adding
buildings on. I built the two-story building in 1980 and
'81, which is still today -- is still on the [hill?] today.
So I run that and maintain the buildings and built a few
more until 2004 I sold out and basically retired.

JUNGE: Two thousand four? That's just ten years ago.

McCANN: That's right. I was pretty old when I retired.

JUNGE: At 76?

McCANN: Yeah.

JUNGE: Man. Well, so you're not in the -- you were in the landlord business of what, rental -- were these rental units?

McCANN: Yes, I built -- I owned the buildings, and I rented them to several different businesses.

JUNGE: OK. And you told me just a little while ago, before we went on tape, that you were on city council?

McCANN: Yes.

JUNGE: When was that?

McCANN: That was in the early 1970s. I was appointed once and elected once, [00:16:00] so I had a term and a half, you might say, on that.

JUNGE: Why were you appointed?

McCANN: Because the person, somebody -- I had run for it, and I was not elected, and later on, a year later or something, somebody retired from there, so I was kind of in line, because I had run for it, and I was appointed. Then when it came up the next time around, then I was re-elected, you might say, for another term on the city council.

JUNGE: Did you have to do a lot of campaigning?

McCANN: Oh, not a great lot. The town was a lot smaller then, and we really didn't do a great lot of campaigning.

JUNGE: This was in the '70s?

McCANN: Yes.

JUNGE: Well, the town was booming though, right?

McCANN: Yes, it was, absolutely.

JUNGE: And the [rating?] for it?

McCANN: Well, it was mostly the oil activities and the whole -
- in the country they had quite a few rigs around, working
around here, and the housing was short [00:17:00], this
sort of thing.

JUNGE: Did you have a lot of problems to face as a council
member?

McCANN: Oh, just probably the usual problems. Probably not
near as many as they have today though, because of all the
new laws and everything they're changing that I imagine the
council members are -- they got a lot more problems today
than we did back then.

JUNGE: What was your toughest problem?

McCANN: The police chief. (laughs)

JUNGE: In what way? He was crooked?

McCANN: No. No, he wasn't crooked, but the police just
weren't very nice to people, I guess you might say that.
He was from Florida, and he brought up his first hatchet
man, and they just, you know, the police just done kind of
unreasonable things, and finally the mayor fired him
[00:18:00], got rid of him. That was probably one of the
most controversial things that we had. But he really

didn't get any flak about firing him, because I don't think anybody liked him, and they were big city police people, and it just wasn't -- they weren't the kind of people that you kind of liked to associate with.

JUNGE: Who was mayor at the time you served?

McCANN: Cliff Davis. Yeah.

JUNGE: Did you know the Ostlunds?

McCANN: Yes, I knew Ostlunds.

JUNGE: John Ostlund?

McCANN: Yeah, John and -- well, John Ostlund was two years ahead of me in school. He went to the Naval Academy for four years.

JUNGE: But he got diabetes and his vision failed him.

McCANN: Yes, his vision failed him, yes.

JUNGE: He ran on, what, plumbing and --

McCANN: Yes, they had a --

JUNGE: Heating and plumbing?

McCANN: Yeah, plumbing and heating. The other was right on Main Street between Third and Fourth [00:19:00] Streets. Bob Ostlund was a little older. Bob basically probably was more in that. They both went to -- or Bob I think went to the University of Wyoming, but John, like I say, went to the Naval Academy.

JUNGE: Did you have much dealing with those, the Ostlunds?

McCANN: Well, my sister took piano lessons from Mrs. Ostlund, and I knew both the boys well, you know.

JUNGE: This was John's mother that taught piano?

McCANN: Yes.

JUNGE: OK.

McCANN: Yeah, their dad --

JUNGE: Why did you quit the council? Why didn't you run again?

McCANN: Oh, you know, you can only do some of that stuff so long, and you give somebody else a chance, you know. It interferes with your own life. I mean, you know, we didn't get paid for being on the council, it was actually a charitable thing, and it takes time, and you kind of give up on... [00:20:00] I was -- I'd been on the volunteer fire department for 50 years.

JUNGE: Still are?

McCANN: I am still there, yes. I'm not very active now. I do dispatch a little bit. But I went on in 1964, and I tell people I've been from peon to chief, now I'm back to peon.

JUNGE: (laughter) Isn't that the way it should be?

McCANN: Yeah, that's the way it should be. You bet.

(laughter) I still go down to some of the meetings and stuff, and we get -- of course, you know, when I was fire chief our budget was \$8,000 a year. That did not include

capital expenditures, like a new fire truck or something,
and now it's a few million.

JUNGE: Wait a minute. This was a volunteer fire department -

-

McCANN: Yes.

JUNGE: -- that you were the head of?

McCANN: Yes.

JUNGE: Or you were the head of, right?

McCANN: Yes.

JUNGE: OK. They didn't have a paid --

McCANN: [00:21:00] No. No.

JUNGE: -- fire department?

McCANN: We've only had a paid fire department since, actually full-time, paid fire department just the last three or four years. It's like twelve or fourteen years ago, we had a paid chief and maybe four or five paid fire department members. The rest of it was volunteer. We had, you know, several volunteers. Actually when I went on the fire department, the town had 15 volunteers, and [Peanuts?] Dalbey, which was mayor, says "This is not enough firemen, we need some more. You guys go out and recruit 15 more people and get 30," and he said, "I'll buy you all a steak dinner." So the fire department -- my brother-in-law had been on the fire department. He worked for the city, he

was city electrician, and him -- [Dale Johnson?] was his name -- him and [Gene Warlow?], [00:22:00] they kind of recruited a bunch of people at that time. So we had 30 people, and we all got our steak dinner.

JUNGE: Why? (laughs) Why were you interested in volunteerism with the fire department? I don't understand why people go into fire departments.

McCANN: Well, I guess it's you kind of help people out, and it's kind of interesting and all. I guess the fire itself can be good or it can be bad, but anyway, a lot of my friends are on there, and I wanted to join, and so I did.

JUNGE: So it was a social thing?

McCANN: Well, yeah, it was pretty good. We had a meeting like once a month, and we had a training once a month also. It was pretty sociable, [00:23:00] as far as that goes, but still, you got called out at midnight. We didn't get anything for calls for quite a while, and then they got so where we got \$3 a call because we had no fire clothes or anything like that. We wore our own clothes. The first time I went to a fire it was about 10 below, the next morning I went down and bought me a big parka. (laughter)

JUNGE: You have to buy your own clothes?

McCANN: Yes. Yeah, and that was one thing that they started giving us \$3 a call for was because, you know, you'd go in

whatever clothes you were in, you went to a fire, well, maybe you'd ruin them, and so they thought that to help the firemen with their clothing situation they'd give them \$3 a call.

JUNGE: You know, I'm just going to throw this out at you to see how you react, but I feel like some people who are involved in this -- not all -- but some people that are involved in firefighting are addicted to the adrenaline [00:24:00] rush.

McCANN: Well, there is a certain amount when you go to a fire and you see a building that's on fire and you don't know whether there's anybody inside or not, you hope that there isn't. I suppose there is probably an adrenaline rush. It's not a pretty thing when you see a fire.

JUNGE: Did you have some big ones?

McCANN: Well, we had -- sometimes yes, sometimes no. We had a few arsons (laughs) that came to pass, but most of them are honest, you know, just fires that should not have happened, but they did.

JUNGE: Can we talk about your aviation?

McCANN: All right.

JUNGE: OK. When did you first get interested in airplanes?

McCANN: Well, I guess I was always interested in airplanes.

It used to be when I was a little kid, you know, they'd fly

over town, and you'd run outside and look at them and watch them. [00:25:00] I never did think too much about flying until, oh, along in I guess along in the '70s I think of thought, well, maybe I'd kind of like to start flying. So I went out and start taking lessons and soloed. I was moving right along. I was all ready to take my license, but I'd kind of run out of money, you know, as flying gets expensive, and so I just kind of had to quit for a while. So I quit probably for six or seven years. Then in 1980, '81, I decided if I was ever going to get my license I better get it done, because I was getting older all the time, so I went back and got my pilot's license in 1981.

JUNGE: Did you have a plane?

McCANN: No, I didn't, but I bought one shortly after I got my license. I bought it --

JUNGE: What did you get?

McCANN: I bought a Cessna 172RG, [00:26:00] which is a Cutlass with retractable gear and a variable speed prop. It's really a nice airplane.

JUNGE: So this wasn't a tail dragger?

McCANN: No. No, it's a conventional --

JUNGE: They call them tricycles I think.

McCANN: Tricycles, yes, they do.

JUNGE: Yes. Why didn't you just buy a little tail dragger?
Wouldn't it have been cheaper?

McCANN: Well, yeah, they probably would have, but I decided that I'm staking my life on that thing, so I think I would rather have maybe a new airplane than an old one, although most old airplanes are safe. Anyway, that's kind of the thought that goes in your head, you know, if you're going to spend the money for an airplane, maybe you better get something that you think that you can trust.

JUNGE: How much did you have to pay for it?

McCANN: Fifty-two thousand dollars.

JUNGE: Fifty-two thousand?

McCANN: Yes.

JUNGE: Whoosh. That's a lot of money in those days.

McCANN: It was a lot of money in those days, yes.

JUNGE: [00:27:00] So what did you -- were you just a recreational flyer?

McCANN: Yes.

JUNGE: Where did you fly?

McCANN: Well, (laughs) I've flown to Canada and to Wisconsin, Coeur d'Alene, Iowa, to quite a few places. Most of it is local, and then we flew like civil air patrol for them for like 20 some years.

JUNGE: Oh, did you?

McCANN: Yes.

JUNGE: What was the date that you started?

McCANN: Well, I started in -- shortly after I got my airplane in 1981 I started with the civil air patrol. I guess it was probably in '82 by the time we actually started. Ralph Smith started the civil air patrol here in Gillette.

JUNGE: In Gillette?

McCANN: Yes.

JUNGE: What is the civil air patrol? What does it do?

McCANN: Well, it's kind of actually connected to the air force, and it's [00:28:00] people with time with the airplanes, and the civil air patrol has some of their own airplanes. They assist the air force in like looking for down aircrafts or missing people or any kind of emergency-type things like that. That's what it was originally designed for was to kind of help the air force out on the things that ordinarily they would take care of.

JUNGE: The US Air Force?

McCANN: Yes.

JUNGE: Really? So was that a paying job?

McCANN: No. (laughs) It's all free, gratis. They do pay, when you use your airplane they give you an hourly rate on your airplane.

JUNGE: Who did you solo under?

McCANN: The first I don't -- [Gib?] Fulkerson probably, the first time. [00:29:00] I don't remember the last one. I could look at my log book I guess and say who it was. Jim Fulkerson is the one that started the airport out here in 1937. He went over and kind of grubbed the sagebrush out to make a place to land, and so he was pretty active in that he run the airport for years out here.

JUNGE: Where was the airport?

McCANN: Where it is now.

JUNGE: Oh, really.

McCANN: It's present time, yes.

JUNGE: OK. Just north of town.

McCANN: Yes.

JUNGE: North and west of town. What kind of guy was Fulkerson?

McCANN: Oh, he was kind of a fairly crabby, strict person, you know. He taught flying at Spearfish to the air force and army pilots during the World War II, and so he was like a first sergeant. (laughs) I always got along with him pretty good, but a lot of people didn't get along with him too good. But he was strict, you know. [00:30:00] Everything had to be his way or no way. (laughs)

JUNGE: Did you get a good training with him?

McCANN: Yes, you did. Several years later, when Jim was teaching people to fly and stuff, several years later, said, "You know, no one has ever killed himself that took lessons from Jim Fulkerson."

JUNGE: Really.

McCANN: They've never had an airplane wreck. So down deep this may mean something about his strictness. When it comes to aviation, everything was serious. But that's a pretty good saying years later.

JUNGE: Now give me an example of his crabbiness, because I heard this from one other person, but I don't think they really gave me much of an example.

McCANN: Well, like I say, I never really had too much of a problem with him, but somebody, some of the people that he was teaching to fly or something, they'd do something wrong, and he would [00:31:00] really [jump?] on them, "Don't do that! This is done this way, and we're going to do it this way!" you know. That's what they told me. I really didn't have that problem with him, because I had flown some before I ever took a ride with him, but I got along with him all right. But he wanted things done right, and aviation things need to be done right.

JUNGE: Did he die in a plane wreck?

McCANN: No. No, I think he died of old age. He moved to
Arizona.

JUNGE: His wife -- is it Rachel?

McCANN: Rachel, yes.

JUNGE: I think she's still alive.

McCANN: I don't know. She was two or three years ago. I
don't know. She moved -- her children were in Nebraska,
and I think she moved down there with them, and that's kind
of the last I heard. But they did sell their place out
there. You know, they had that little place there by the
airport.

JUNGE: Now you weren't old enough probably to remember him
grubbing out an airport in Gillette, were you?

McCANN: No, that was [00:32:00] 1937.

JUNGE: Yeah. That's OK. You were about nine years old at
the time.

McCANN: Yeah. I don't remember anything about the airport. I
do remember when I was little, why, there was a plane
flying over town one day, and something happened to it and
it crashed and burned over north of here, of the tracks,
and I was always a little bit scared of airplanes after
that.

JUNGE: And yet you still wanted to fly?

McCANN: Yes, I did. I kind of got over it.

JUNGE: Were you a good pilot?

McCANN: I was a careful pilot. I didn't push things, although anything you've got to --

JUNGE: Should I ask him something? Is that a sign that I should ask him something or tell him to quit lying?

R. McCANN: What?

JUNGE: What what?

R. McCANN: OK, fine.

JUNGE: Good.

R. McCANN: If you want to see all the stuff, I've got stuff from EP -- or [00:33:00] [EAA?].

JUNGE: [EAA?]?

R. McCANN: Whatever, what --

McCANN: Civil air patrol.

R. McCANN: [He quit?]. He had two kids and volunteered.

Yeah. I'll show you the certificates about that happening.

R. McCANN: I show you the certificates about that happening.

McCANN: It's her (inaudible) association. Yeah, I have, I've flown over 100 kids on the EAA, which is experimental aircraft. They give kids free rides at the airports.

R. McCANN: At certain ages, that have never flown. So then if they had little brothers or sisters, and they weren't old enough for the program, then afterwards he'd take them out and take them out for a flight. I just wrote a letter

out here. This man was here finishing our wooden floors, and he got a call that his wife was in labor, and their [00:34:00] first child was going to be born. So Toddy took him to the airport, took him to Casper, and my floor went undone so he could -- so he wrote you a thank you note. I just read it.

McCANN: Yeah, I seen that.

R. McCANN: He got to see the birth of his first child, because Toddy took him back over there.

McCANN: Yeah. Well, no, I thought they finished up the job and then I took him back, because --

R. McCANN: They left one, but he left.

McCANN: Yeah, they left one guy here. But they were going to have to go back to Casper, but I said, "Well, I'll just fly you over there, and let's leave the other guy here to finish the job." So that's what they did.

R. McCANN: He (inaudible). Then his daughter got [left off on the horse?], and his wife was terribly afraid of little planes. We were out here at the ER, and they were talking about they were going to airlift her to Casper, and I said, "Well, I don't like to fly with Toddy, but--" and then I looked at [Devon?], "but I've been told he's a very careful pilot, and he takes good care of people." [00:35:00] And Jeff, the husband, had gone with him a lot of times, he

said, "I thought you pedaled that airplane all the way to Casper, and I didn't think we'd ever get there." You know, (inaudible).

McCANN: They had flown this girl over there, and she had a brain -- they'd operated on her skull, and, of course, we were flying over there while this was happening. But he said it just felt like we were pedaling, because it was getting so slow to get to Casper. Of course, it really wasn't.

JUNGE: How fast were you going?

McCANN: Well, the plane flies at 130, you know, and he'd flown with me a lot. It's just that the tension, he tried -- he needed to get there, but it was a lot quicker than them driving over there. And the operation turned out fine. The girl is -- they relieved the pressure in her skull, and she, it turned out fine, everything.

JUNGE: Why couldn't the emergency service just take care of that?

McCANN: [00:36:00] Of flying them over?

JUNGE: Yeah.

McCANN: Well, they probably didn't have enough room in the airplane.

JUNGE: Oh, OK. Do you do things like this very often?

McCANN: Oh, not a great lot, but a few times things have come up like that.

JUNGE: Taking these kids, can you talk about that a little bit?

McCANN: Well, the Experimental Aircraft Association has a program where the people fly children, give them a chance to ride in an airplane. You know, you ride in a big airplane, what do you see? Nothing. You see the seats, and maybe you get to look out the window, you know, but that's it. That's about all you see is just kind of the inside of the airplane. Well, they feel that it's kind of nice to be able to look out the windshield and see where you're going, and do this, so they have a program that flies children between like 12 and 16 or something like that. I belong to [00:37:00] EAA, went back to their fly-in several times. But anyway, I have flown over 100, and they sent me a shirt that says 100 missions, you know, of children, that this is a free deal for the children to do that.

JUNGE: Are you still doing this?

McCANN: No, I'm not flying anymore. I don't have an airplane anymore.

JUNGE: Well, I thought she just said that you flew somebody over to Casper.

McCANN: Oh, that's been -- that was years ago.

JUNGE: Oh, that was years ago.

McCANN: Yeah.

JUNGE: Oh, OK. Why don't you fly anymore?

McCANN: Well, I'm getting too old to fly, for one thing, and then I don't have an airplane anymore, so that's two things.

JUNGE: Are they too expensive to have?

McCANN: Well, they're pretty expensive, and you get to the point where if you don't really have a use for an airplane, you really shouldn't have one, because they're a pretty expensive hobby all right.

JUNGE: And would you have anything to do with you? I mean, would you have any place to go with one?

McCANN: Well, that's it, you know. [00:38:00] Or you get to the point where if you're not going to some other town or something like that you can go out here and you fly around. I used to take people over Devils Tower because that's a really -- it's about an hour's flight, but people who would come visit me and my kids including their family and stuff, and we'd fly from here to Devils Tower and then come back over and fly over the coal mines and come back. It was really a kind of a nice about an hour fight, you know, and

so they saw the country and seeing Devils Tower from the air is something else, yeah.

JUNGE: Is it?

McCANN: Yeah. We used to be able to see -- as you went kind of went by there, once in a while you'd see people climbing on the tower, and a lot of them would wave at you. It was a restricted area. You can't get too close to the tower, so you got to be kind of cautious when you go over the tower or by the tower that --

JUNGE: What's the furthest you've flown [of any flight]?

McCANN: Well, I've flown to Canada and [00:39:00] Oregon, Wisconsin, so there's probably about a thousand miles I guess, in different ways.

JUNGE: Do you have just a regular pilot's license?

McCANN: Well, I have -- I was instrument rated, which I never used my instrument, because -- but I wanted to get instrument rated because every once in a while, you know, you go out and maybe you get socked in with the weather, and maybe if you could climb out, you're fine, or you can go, and so I did, I went for the instrument rating and got it. I had it for a few years, but I never really wanted to fly instruments, because I like to see where I'm going.

JUNGE: (laughs) Did you ever have to use it though?

McCANN: No, I never did, never did have to use it. Before that you notice the clouds -- you'll be someplace, you know, like I flew to Montana one time and watched the clouds and keep thinking [00:40:00], oh, boy, are they going to sock in? Am I going to be able to get home? After I got my instrument rating I didn't have to worry about that. I never did have a chance. I never did have the problem of the clouds coming in.

JUNGE: Well, you were a careful pilot.

McCANN: Yes, I was a careful pilot. A little fear maybe still in me about airplanes and stuff. You don't want to get too complacent with them, and so I always done a pre-flight check and everything just by the book that you should do. Of course, the civil air patrol, you fly for them and you've got rigorous standards like the air force has, and they're good, they make you go through everything that you should go through before you take off.

JUNGE: You know, I ask people this question because I want people to tell me what it feels like to fly a small plane. What's the best experience you've had [00:41:00] or you could have in a small plane?

McCANN: Well, I mean, you can see the country. The country looks a lot different from the air than it does the ground. Just like all the people that come here, my friends and

relatives and stuff and different people, I take them up for a flight over Devils Tower. You get to see the land. There's a lot -- it's different looking up from, looking down there a couple of thousand feet at the terrain and the trees and the whatever. Then, like I say, to see the national monument, the Devils Tower over there and fly around it.

JUNGE: Was that your best moment, or what would you say your best moment was?

McCANN: Oh, I don't know. It's kind of thrilling to do your flying, you know. Of course, then you get to where you're [flying?] around every place around here, and you kind of pretty much [00:42:00] know the country within 50 miles, so that you really don't need any instruments to get back to the airport.

JUNGE: What's the scariest moment you've had?

McCANN: I really don't remember of ever being scared. I've been through a few rainstorms that wasn't too good for a little while, but I knew that I was going to get through them in just a little bit, because I never tried to fly weather. I avoided that if at all possible. It's better to wait and see tomorrow than it is to go into a cloud or something.

JUNGE: Did you ever have any tough situations where you had crosswinds or a snow squall or something?

McCANN: Well, the worst one I ever had was flying a civil air patrol plane, and I was at the Campbell County Airport, [00:43:00] and we were taking -- we were going to go on a mission, and we took off from the north end of the airport to the south. The plane was kind of buffeting, and the airspeed indicator was going back and forth like 20 or 30 miles an hour. We got to the other end of the runway, and we're taking off, and the flag was actually turned around, and we were flying downwind instead of upwind. But we got taking off all right, but the plane would drop like 20 knots, 20 miles an hour. So we got on up a little bit, and I said, "This is nothing to be flying in," so we turned it, come up, went back around and [lift?]. The guy at the controller says, "Well, the flag at one end is pointing south, and the other end is pointing north," so he said, "We got some downdraft here." That was probably about the [00:44:00] scariest moment I ever had, because the airspeed indicator was just flopping in these. We were lucky enough that we still had at enough airspeed to fly.

JUNGE: So you experienced what they call a downdraft?

McCANN: Yes.

JUNGE: What happens then?

McCANN: Well, because the wind started blowing the other way, instead of facing the wind it blowed with us, we lost our airspeed, you might say, and the airplane doesn't like to fly in that. But we did have enough speed that we made it all right, but it was very scary. The plane would buffet some, but it never -- it never dropped, but it could have, because if you get a downdraft or something like that you could lose an airplane. But anyway, we went around and [lift?] again, so we just canceled our mission, because it was just too much turbulence in the air.

JUNGE: Did you know any pioneer aviators?

McCANN: Clyde Ice.

JUNGE: Did you know him?

McCANN: [00:45:00] Yeah, kind of. He was over 100 years old.

He got a -- well, one of the things that he'd done was one time when they had a big snowstorm over there, somebody needed to go to Rapid City, the hospital, and the roads were closed. He flew them from Rapid City to -- from Spearfish to Rapid City. But he taught flying over at Spearfish for several years. I really didn't know him until after basically he'd quit flying, because he was like 101 or something like that, and I went to his funeral. I had visited with him a little bit, personally.

JUNGE: Oh, you went to his funeral?

McCANN: Yes.

JUNGE: Well, first of all, you visited with him a little bit, you say?

McCANN: Well, yeah. You know, his son, I don't know, had come through here or something. Anyway, I know his son had got him, and he --

JUNGE: Was this Howard or Randall?

McCANN: [00:46:00] I don't know which -- I don't really know which one it was. It was just kind of a casual visit, it wasn't really too much. We didn't really talk too much aviation, but I did kind of know him. He was -- quite a few people knew him because of his longevity and the flights that he had done in Spearfish.

JUNGE: How did he impress you? What was your impression of him?

McCANN: Well, he was kind of a nice, [whole?] gentleman I thought, nice and easy to talk to.

JUNGE: You went to his funeral?

McCANN: Yes, I did.

JUNGE: Was that special?

McCANN: Well, what do you mean it was special?

JUNGE: Did they talk about his life? Did people get up and testify to his --

McCANN: You know, I really don't remember. This has been several years ago. I really don't remember too much about it, but they had kind of like a missing man formation, where there are four planes come over and [00:47:00] one of them peels off. They had a flight of a missing man formation. I kind of remember that.

JUNGE: Interesting. They came over the church or over the graveyard?

McCANN: (laughs) I don't remember. They was at the airport, but I don't remember whether the funeral was at the airport or what. But I just kind of remember the missing man formation on there.

JUNGE: At Spearfish?

McCANN: Yes.

JUNGE: Clyde Ice Field.

McCANN: Yes.

JUNGE: Now what is the Wyoming Pilots Association?

McCANN: Well, Fradet started that several years ago. It was trying to be just an organization that helped promote aviation, is what it was. It never did fly too much. The first year we had like 180 members or something like that, but they charged a dollar, and they [00:48:00] had a meeting once in Casper. But it never did really take off

as far as that goes. I think maybe there's another one in Cheyenne or something, but we --

JUNGE: What was this fellow's name?

McCANN: John Fradet.

JUNGE: How do you spell Fradet, do you know?

McCANN: I don't know. F-O-U-R-D-E-T or something like that.

He sold insurance out of Sheridan, but he also taught parachute jumping and stuff to World War II pilots.

JUNGE: Oh, so he was an older guy?

McCANN: Yes, he was, yeah, quite a little older.

JUNGE: Has he gone now?

McCANN: Yes, he died several years ago.

JUNGE: So his attempt there or his founding of this -- I heard that you were the founder of it.

McCANN: No. No. I wasn't the founder of it. I was one of the charter members. I was treasurer of it, but John Fradet, he was the head one. [00:49:00] (laughs) He was the head guy on it, oh, yes, it was his baby. Gillette was more in aviation than Sheridan was, so we all -- quite a lot of the stuff was actually done from here. Like I say, I used to send off letters and stuff that, you know, we had a meeting or something, but it just was kind of before its time I guess.

JUNGE: What was the purpose of the organization?

McCANN: Just to promote aviation.

JUNGE: So you were one of the founding members?

McCANN: Yes.

JUNGE: What did you --

McCANN: See, he was in the civil air patrol, too, and that's the reason, that's where we got kind of to know John Fradet was from civil air patrol, because he was actually a check pilot. In fact, I took a check ride with him one time. This was in Idaho or something where I had to fly in, and I took a check ride with him. But we were [00:50:00] more -- the civil air patrol in Gillette had quite a few members, and this was one reason that he -- and he came down here selling his insurance and stuff, and so that kind of started it down here. There was actually more people down here involved in it than there was people from Sheridan.

JUNGE: I wonder why?

McCANN: Well, I don't know. You know, somebody in -- like he was really for aviation, and everybody doesn't. Just because you love it doesn't mean that somebody else, that everybody else loves it like you do, you know. Yeah, it just kind of -- they really didn't have too much to do and it basically kind of died out.

JUNGE: Oh, they're gone now?

McCANN: Yeah. I think I heard that there was a Cheyenne outfit or something that hadn't maybe, the Wyoming Pilots Association.

JUNGE: But nothing like it in northern Wyoming?

McCANN: No. In fact, I was treasurer of it, and there was no activity on the treasury of it for [00:51:00] several years. So the little money that I had left in there, I gave it to Pilots for Christ. Nobody has ever asked me what I done with it, but that's what happened to it. It wasn't a great lot of money, maybe a couple of hundred dollars or something like that.

JUNGE: Why did you give it to that organization?

McCANN: Well, they are an organization that, like somebody was in the hospital or something, they maybe fly the family or maybe fly the person to the hospital. They do charitable things, and they call it Pilots for Christ. I know Barbara Kidd was one of them that was pretty active in it, and the guy that used to run the hardware store, he's pretty active in it. There's still quite a little of that going on here. There's several people that belong to it from here. Here was an organization that was gone [00:52:00], and so the little bit of money that we had I thought would help them more than anything else.

JUNGE: Had you belonged to Flying Farmers?

McCANN: No.

JUNGE: Because you weren't into farming?

McCANN: I wasn't a farmer. (laughter)

JUNGE: Did you ever go to any fly-ins?

McCANN: Yes, I went to quite a few. I went to Coeur d'Alene, Idaho, and West Yellowstone. That's two of them that I remember going to.

JUNGE: What did they do at these events?

McCANN: Well, they have, oh, like classes and stuff on different things in aviation. A lot of times you can get a check ride, you know, the instructors give the rides free, checking out people. Because a biennial check ride or something like that, you know, costs you money if you don't have something like that. [00:53:00] I know I took one from -- West Yellowstone -- I took one from Fradet. Then I took another one from a guy from Rawlins, was the check pilot on that, too.

JUNGE: What's a check flight?

McCANN: Well, you have to have -- I mean, after you get your license you still have to go back and have a check flight. In other words, the -- and I don't even know how often it is now, but it seemed like that you have to prove that you still are capable of flying and doing the stalls and the turns and the takeoffs and the landings and crosswind

landings and stuff like that that you're faced with all the time. They want to be sure that you're still proficient at it.

JUNGE: And this is usually paid for? You usually have to go to a certified flight instructor?

McCANN: A flight instructor, yes.

JUNGE: Were you ever a certified flight instructor?

McCANN: [00:54:00] No. No, I wasn't.

JUNGE: Did you ever teach anybody how to fly?

McCANN: Well, a guy that used to work for me, basically I let him fly the airplane an awful lot. He could have probably got his pilot's license if he'd -- no, not quite that much, but he did fly my airplane quite a little bit. We went to Canada. I took my young son and his young son. We went to Lac Lagrange; we flew up there and went fishing.

JUNGE: Who is -- what was this Fradet like? What was his first name again?

McCANN: John Fradet.

JUNGE: John Fradet. What was he like?

McCANN: Well, actually he was an insurance salesman, but he was an aviation enthusiast, and he taught the military. He taught parachute rigging and flight, where you're a flight instructor, and for the air force. Actually [00:55:00] it

was the army air force then, now it's just air force I guess.

JUNGE: So when you say the Pilots Association tried to promote aviation, how could they promote it except to say "Why don't you go get yourself a plane and fly."

McCANN: Well, I don't know what all ways, but when you have aviation and people are around it, you know, they're a little bit more aviation minded than if they never see it or anything like that. It was just like a lot of things, you know, they try to promote. If they put it in the news and people talk about it, why, then it's more common than if it's something that's hidden in the back 40.

JUNGE: So did you have your meetings here, or in Sheridan?

McCANN: Most of them were here. One time they had a statewide meeting in Casper, and John took [00:56:00] care of that. But like I say, some people came to it, but I don't even think I made that meeting for some reason. But anyway, it just kind of died out for lack of interest in it.

JUNGE: Really? Is that because aviation, the private aircraft --

McCANN: Well, probably because they probably didn't have the right kind of programs to get people's interest in it, you know. That's been several years ago, I kind of forget about what all they did have.

JUNGE: Well, how has aviation changed since you first got into it?

McCANN: Well, the jets were just starting to come into it when I first got into it. (laughs) Now you figure, well, I'm flying now, 500 miles an hour, you know, in a commercial jet, but then -- [00:57:00] if people, the intellectuals and on up, people would use it for their business, you know, they would fly from here to there or something, and they'd be back home at night or something, they're not interested in having to stay overnight or two or three days or something like that. Speaking of that, I'm one person that rode on the Concorde.

JUNGE: Really?

McCANN: I have a picture out of the front of the Concorde with the two pilots, and I'm out of the windshield. We're at 59,300 feet at Mach 2, which is about 1,350 miles an hour. But I got a picture out of the cockpit of that. That was a fabulous airplane.

JUNGE: What was the occasion?

McCANN: I belong to Ports of Call, which is a travel club out of Denver. They had their own airplanes, they had like seven 707s, which, you know, is too noisy, and they finally had to quit flying them. But they had good prices for traveling [00:58:00] air -- flying vacations, is what it

was, flying to some places. They used to have mystery trips. The first one of those I went on was Korea. But anyway --

JUNGE: Mystery trips? What is this? Why is this (inaudible)?

McCANN: When you pay your money, and you don't know where you're going.

JUNGE: (laughs) It sounds like college.

McCANN: Sounds like what?

JUNGE: College.

McCANN: Yeah. Well, but they were great trips. Like Korea, you know, we have four planeloads going to Korea, and that's eight hundred people. The next day it says, "Americans bring \$10 million to Korea." Korea, a lot of those places like that were, those mystery trips, is places that wasn't too much of a tourist trap and yet they were trying to get some tourists, and they'd give them really good deals to get the people to come there.

JUNGE: How did you like Korea?

McCANN: [00:59:00] Oh, yeah, it was great. I wouldn't have picked that for anything, but it was great. The Korean people were great, and the prices were real reasonable for things that you bought. But anyway, the travel club, when they first started flying the Concorde, they got a deal

where we went from here to Denver, flew to New York City, got on the QE2 and steamed to England, and we were in England for four or five days, and then we got on the Concorde at Heathrow air force base and flew to LAX -- to New York, three hours and 17 minutes. They wouldn't let it land in Denver, so we flew to Colorado Springs and landed in Colorado Springs.

JUNGE: Why?

McCANN: Too noisy. There's quite a few places that didn't allow the Concorde to land.

JUNGE: Now you mentioned the QE2. What's that?

McCANN: [01:00:00] That's Queen Elizabeth II ship. We took the cruise to England on that.

JUNGE: How was that?

McCANN: Well, the QE2, really they had had it -- it had been in a hurricane or something, and it wasn't quite as sanitary first class as you'd think the QE2 should be.

JUNGE: Well, what was the thrill of the Concorde? Just being on the Concorde, or was it the altitude, seeing what you could see?

McCANN: Well, everything, but you see -- talk about when you're over the ocean, you know, you don't see much of an ocean. You could see little bitty old boats down there that looked like a thumbnail or something at 59,000 feet.

But just the thrill of riding on the Concorde, and it was the most luxurious thing. They had big wide seats. But one thing that surprised me is the windows. They were only about four inches square, because everything was so compact and it [01:01:00] flew so fast that they didn't have very big windows.

JUNGE: And they treated you royally?

McCANN: Oh, man, I'd say. You'd start out there, and they had any kind of booze you wanted, and they'd set like a tablecloth and you had a meal, a nice meal. They said that you might be able to feel a ripple on the side, on the airplane, when it went supersonic, but I could never tell any difference on the thing.

JUNGE: I wonder why the Concorde failed. I think I read something about it one day, but I can't remember why they failed.

McCANN: Well, I don't know. They were very expensive to operate, they really burned the fuel with the propulsion that they had.

JUNGE: They didn't make enough money maybe?

McCANN: I really don't know. The only accident they ever had was the one that hit a tire or something on the runway, a piece of a tire or something, and as far as I know that's

the only one that they had any problem with. [01:02:00]

But I think --

JUNGE: I think that pretty much killed it, too.

McCANN: I think it did, too. But like I say, they were expensive to operate.

JUNGE: Have you done anything else in aviation that your wife or you haven't mentioned?

McCANN: Did any what?

JUNGE: Have you done anything else in aviation that maybe I don't know about?

McCANN: (laughs) No, probably not.

JUNGE: Well, tell me a little bit about the civil air patrol. What did you do? Did you see any wrecks or did you have to fly into wrecks? What?

McCANN: Well, only when you're ELT, if an ELT goes off, which is emergency locator transmitter, all airplanes are equipped with those, and if you hit a -- if like you crash land or something or even a real hard landing, it will set this off. It's an electronic signal that's picked up by the satellite, and they try to get you a location where the signal's coming from [01:03:00], like a downed airplane or that. Not all of them work, and that, if they have those signals, they call out the civil air patrol to locate it. Or if they have a missing airplane, like if you file your

flight plan and you do not show up, then there's a missing airplane and one of the first things, people they call is the civil air patrol to help them locate whatever it is.

JUNGE: Is that mainly what you did?

McCANN: Yes.

JUNGE: Did you locate any wrecks?

McCANN: Well, yes, I did. I have a save, which means that we found the airplane before the people died, and one person was saved. One person died, one person was saved.

JUNGE: What was the incident?

McCANN: Well, a Mooney had crashed in the Big Horn Mountains, and the ELT was going off, and so we flew from here and we located it up there and directed the [01:04:00] Johnson County sheriff's office where to go to find the airplane in the mountains. It had crashed in the mountains in the trees.

JUNGE: And you located it?

McCANN: Yes.

JUNGE: Was it you that saw it?

McCANN: Yes.

JUNGE: How could you tell it was a plane?

McCANN: Well, it didn't tear the plane up that much. They told us what color it was, and the color we saw, part of it was a different color. Well, the guy that had lived took

some kind of a blanket and put it over the front of the airplane so that it would show up better. So we found it. I even have -- yeah, I was on this search, too.

JUNGE: You've got a little suitcase [01:05:00] or briefcase here full of stuff. Were you going through things?

McCANN: Well, you know, I haven't even looked at this for eight, nine years, and you called me and I brought that in. It's some of the stuff that I had in there. That's the one where we found the airplane in Montana that had lit, but they had set off their ELT.

JUNGE: OK, this is the 25th of September, 1987. Let's see. At 5:05 p.m. the plane was found by members of the (inaudible) River composite squadron. Private Lieutenant Toddy McCann, Lieutenant (inaudible) and senior member Mary [Pederson?], headquartered in Gillette. Were you -- are you a lieutenant?

McCANN: Am I a what?

JUNGE: A lieutenant?

McCANN: Yes, I was, [01:06:00] in the civil air patrol.

JUNGE: How do you get your rank in the civil air patrol?

McCANN: Well (laughs), just like in the military.

JUNGE: On merit?

McCANN: Yeah, time and merit and this sort of thing. Like that, you go to -- you have schools, and you get military ribbons, and that sort of thing.

JUNGE: Where did you get the nickname Toddy?

McCANN: My dad gave me that when I was merely born, and when he give you a name, it stuck.

JUNGE: (laughs) Oh, yeah, as far as most people are in that boat. (laughter) Yeah. Interesting. Is this all your aviation stuff in here?

McCANN: This is some of the civil, yeah, the civil air patrol stuff.

JUNGE: And these are more articles about your civil air patrol work?

McCANN: Yeah. I was going to show you the one where we found the plane in --

JUNGE: The Big Horn?

McCANN: -- Big Horn. [01:07:00]

JUNGE: Yeah. I see in this article, "The civil air patrol is a volunteer auxiliary of the US Air Force."

McCANN: I don't know where that one is.

JUNGE: It says "Lieutenant requests forward approval of personnel actions." It says "Lieutenant McCann has been an active member and mission pilot, [6/83?], and is deserving

of the red service ribbon," and this thing is dated 17
November '86. So you joined in '83?

McCANN: Yeah, I think it was '83. I believe that's when it
was. That's when it started here.

JUNGE: OK. Richard [Fawcett?] [01:08:00] was the squadron
commander, second (inaudible).

McCANN: No, I think he was the squadron commander.

JUNGE: OK. It says, well, he's got his name signed above the
signature --

McCANN: Yeah.

JUNGE: -- of flight officers, squadron commanders, things
like that. OK. "Lieutenant McCann was pilot in command of
the aircraft that located the wreckage of the light plane
in the Big Horn Mountains, 23rd October, 1986, mission 7-
2330." So do you have to write up -- when you get home do
you have to write up a report on these?

McCANN: Oh, you have to write up a report before you go, and
then when you get home, then you -- yeah, you have to
finish it when you get home.

JUNGE: This is interesting. It says, on the last page,
"previous awards and decorations. [01:09:00] List previous
EAP awards and things below." "A find ribbon?"

McCANN: Yes, that's --

JUNGE: For finding the plane.

McCANN: Yeah.

JUNGE: Nine eighty-six. The red service ribbon, 9-8,
whatever that is.

McCANN: I don't know what that is either.

JUNGE: (laughs) "Commanders Tom and [Nathan?], 9/86, and
membership ribbon, 2/86." OK. Here's your squadron
leadership school. "The national headquarters, civil air
patrol, awards this diploma to Ivan McCann for successfully
completing the civil air patrol squadron leadership school.
Given at Gillette, Wyoming, this 18th day of October, 1987."
OK.

McCANN: Now this is the one though that that plane down in the
Big Horns.

JUNGE: "Drugs linked to plane crash." "A federal
investigator told" -- this is the *News Record*, 12/26/86.

McCANN: [01:10:00] Yeah, that was after the...

JUNGE: "The body of a Billings man who was killed in an
October plane crash near Buffalo tested positive for
several drugs -- cocaine, amphetamines, and a family of
drugs related to valium." Gee. [Shraps?].

McCANN: So they probably shouldn't have been flying.

JUNGE: Yeah. "Terry [Shraps?], 31, was killed the evening of
October 22nd when the small plane he was flying crashed into
a ridge of the Big Horn Mountains 15 miles west of Buffalo.

The plane had taken off from Gillette and was headed for Billings. The wreckage was found the morning of October 23rd. A passenger, Roy [Fee?], 35, of Billings was injured in the crash but survived."

McCANN: Yes.

JUNGE: "He was not tested for drugs," [Scott?] said, "because he was a passenger, not a crew member." Sounds to me -- I'm sure. "Larry [Kirkpatrick?] said a briefcase containing the suspected [01:11:00] drugs was found in the wreckage, and the substances still are at the Wyoming state lab." Yeah. Well, it happens, doesn't it?

McCANN: Yeah. And what are these recordings for? The aeronautics or --

JUNGE: Well, this recording is going to go into the state archives as part of a -- well, it's an archive of Wyoming aviation history. So all the recordings that I'm doing and one other person is doing are going to be put into the archives and then, we hope, that we'll be able to do an online museum, so you'll be able to go to your computer. Do you have a computer?

McCANN: Yeah.

JUNGE: Well, theoretically down the road somewhere, when somebody gets this done, you'll be able to type in your name and see your picture and hear about yourself, as you

said it. Then if there's anything else that you have of interest, like in this briefcase, that might be in the archives someday [01:12:00], too. I don't know what you plan to do with it.

McCANN: I don't either. Throw it away probably. (laughs)

JUNGE: No, no, don't do that. Don't throw it away, no. Give it to the State of Wyoming. When you're done with it, give me a call, and I'll make sure it gets down there. Because I'm retired, I've been retired for 20 years -- I'm 71 -- so I am doing this because I like doing it. I like talking to people like you, and to me it's very interesting to hear people's stories.

McCANN: I know.

JUNGE: So does that explain it a little bit?

McCANN: Yeah.

JUNGE: If you have any questions on this at all, Toddy, let me know.

McCANN: Just one incident, we went looking for an airplane.

These guys were chasing a coyote, and the coyote went down in a ditch like that, and they followed down on the ditch, and the coyote came out of the ditch, and the airplane didn't. (laughs) That was over here towards Buffalo [01:13:00] where there was civil air patrol things all the time.

JUNGE: Were they killed?

McCANN: Yeah. Yeah, they were. I think they were shooting coyotes, see, from an airplane, which wasn't uncommon. But anyway, they followed a rabbit down this hill like that, and the rabbit came up, and they didn't quite make it.

JUNGE: And you saw the wreckage of that one?

McCANN: No, I didn't go to that one, but I know that's what happened while I was in the civil air patrol.

JUNGE: Does the civil air patrol do anything besides just investigate -- not investigate, but locate accidents?

McCANN: That is the main thing. You know, sometimes like they have a lost person or something, they'll activate the civil air patrol. The state commander, they can authorize the activation of it, and it's actually paid for by the air force.

JUNGE: Oh, it is? So you're not paid, are you?

McCANN: No.

JUNGE: [01:14:00] You're a volunteer?

McCANN: Yeah. If you took your own airplane, they paid you an hourly rate on the airplane, but you don't get paid anything yourself. You just get paid kind of like enough to cover your gas and your annual, what it costs to run the airplane basically (inaudible).

JUNGE: So you've served as a city councilman, on the volunteer fire department, civil air patrol. Your wife just came in a while ago and said that you've done all these things for kids. Why do you do things like this?

McCANN: Well, it's kind of, on the aviation, it's kind of promoting aviation. And, you know, kids, you can't go out to the airport, these kids can't go out to the airport and walk up to an airplane and even look at it. If they fly someplace commercially, they fly on the inside of the airplane, and they don't ever get to see anything. But how many airports can you [01:15:00] go out and actually walk up to an airplane? Well, with the EAA, they promote the flying, and so they take kids. Not only do they take them out and show them the airplane, they take them for a ride.

JUNGE: We were just talking about what you've done in aviation. Is there something that maybe we've been -- well, you weren't here to listen to this. What's your first name again?

R. McCANN: My name is Roberta.

JUNGE: Roberta. You weren't here to listen to all this, so you probably don't know it.

R. McCANN: I'm working on a project that I need to get done. That's why my sister showed up in between all this. I didn't know when you called that she was going to come.

JUNGE: Do you want me -- I can take off.

R. McCANN: no, she left. She's going to go to the cemetery.

JUNGE: So what else has he done maybe that he didn't tell me that he's done, and maybe you should? Do you have any remembrances?

R. McCANN: Well, remember, you started with some other people, Wyoming Pilots Association.

McCANN: Yeah.

R. McCANN: He took care of that for several years, and then it just went.

McCANN: Yeah, it just kind of died out.

R. McCANN: [01:16:00] Betty Cash, we were wondering about her. Did he ask her?

JUNGE: Betty Cash?

McCANN: yeah, she lived in Douglas. She was a state commander for a while.

JUNGE: Of the civil air patrol?

McCANN: Yeah.

JUNGE: What about her?

McCANN: I don't know whether she's still alive. You live in Cheyenne?

JUNGE: Yeah. Yeah, I don't know.

R. McCANN: We're curious.

JUNGE: Did you ever go on any flights with him?

R. McCANN: Not civil air patrol, no.

JUNGE: Well, just plain flights though?

R. McCANN: Oh, yeah.

McCANN: Yeah.

R. McCANN: We went to Yellowstone. We flew back from there.

That was a safety deal. Who was that for?

McCANN: What? That was -- we went to West Yellowstone or we went to Oregon.

R. McCANN: Yeah, but West Yellowstone you went to a meeting out there. Was it with that flight deal that you got all those different -- he went out here to schools, you know, and then they gave him -- I found that you got number 10 [01:17:00] on that safety deal from the FAA. You don't remember it?

McCANN: Uh-uh.

R. McCANN: You got little different colored pins with each time that you did a different degree of it.

JUNGE: How many?

R. McCANN: You got up to 10, and I just saw 10. I went through a folder to show him some stuff, before you came. Did you show it to him, that?

McCANN: Oh, we looked at some of that stuff, yeah.

R. McCANN: That accident.

McCANN: Yeah, we looked at some of that stuff.

R. McCANN: Well, I want that back. That's mine. That goes
in my files.

JUNGE: You know what I was telling him was that someday, if
you think this is important to his story, the state
archives would probably love to have this stuff, or some of
it, depending on what you want to do with it. But he was
just flippantly saying that he might just pitch it all, but
I hope you don't do that.

R. McCANN: Well, I'll go through it someday and decide
(inaudible).

JUNGE: OK, good.

R. McCANN: He doesn't even know I've even got his flight
books. [01:18:00] He thinks that his beginning flight
books are gone. They're here.

JUNGE: What's in a flight book?

McCANN: A log book.

JUNGE: The log book.

R. McCANN: The log book.

McCANN: What airplanes you've flown that --

R. McCANN: You don't know? You're not a pilot?

JUNGE: No, I'm not a pilot. I couldn't even name a plane if
you flew it in here on your front lawn.

R. McCANN: Oh, that is bad.

JUNGE: I know it is.

R. McCANN: The day that he got, that his mother died, Cam-Plex opened up out here, and he got to fly his Cessna 172RG out here on [Foxhilder?] Road and taxied it into Cam-Plex and spent the whole day out there.

McCANN: They were having a fair out there.

R. McCANN: An open house.

McCANN: They wanted an airplane to display, so I got permission to land my airplane on the highway, on the street out there. And so we left the airplane out there overnight. But the night I flew that out there my mother died. She was with my mother.

R. McCANN: Well, that afternoon. He didn't take [01:19:00] his shift because he stayed out there the whole time.

McCANN: This is my log book. It looks like this. This is the airplane that you fly, this is the number and whether it's local or where, and just kind of what you've done on that and how long the flight lasted. Here's one that was 4.9 hours. Well, that was Billings. Oh, Billings to pick up air force. We flew to Billings and picked up people that was in the air force that had flown there from Minot, and we flew their bomber out. Their bomber out came from Billings down through the west part of the -- over west of the mountains and then over the mountains. This is the B-1 bombers that fly, and south of town here and back up this

way and turn back up. These bombs, these guys, these air force people that we picked up, most of them were [01:20:00] navigators and stuff, and they had never seen a B-1 in the air, for one thing. But they can't never see where they're going, because they're doing their work inside, and so the air force asked the civil air patrol to fly these guys on the route that they take with their bomber. So there's three or four of us went up there, and we picked up a couple apiece, and then we flew their bomber out so they could see it. We were out here south of town about 40 miles, and here's one of these low B-1s came under us, (shwww), like that, you know. This guy said, "I've never seen one of them in the air," and he flew on one of them for several hours. But they were really surprised about that. But they liked seeing this course because they had never seen the course, even though they had flown it several times.

R. McCANN: Did he show you the picture of his plane?

JUNGE: No. Read it to me real, just briefly, just the various, on the various [01:21:00] flights, what you did on (inaudible).

McCANN: Well, on this one at 12:15 the plane -- well, we picked up the air force people in Billings. OK, I put 4.9 hours. Then we flew the bomber route, bomber route flight,

we took all those, the people down on that, and that took 5.8 hours on that, so this comes over and that's just a total on there. This is civil air patrol, the time that -- 4.9 or 5.8. The civil air patrol is the one that actually -- they had the civil air patrol do it, and I used my own airplane for it. Here's landing crosswinds. I had eight landings on that. It took an hour and a half, that's practicing crosswind landings.

JUNGE: You have to go out at a certain time when you have winds, crosswinds, right?

McCANN: Yeah. Yeah. This is ILS, that's instrument landing system, practice in the ILS. [01:22:00]

JUNGE: Night? Is that what it says, night?

McCANN: Yeah, night. See, if you are flying an hour after sunset you have to have, within the last 90 days you have to have three takeoffs and landings to be proficient and current, to be current at night. That's one of the rules for --

JUNGE: Safety rules.

McCANN: -- this pilot, yeah.

JUNGE: So this is your -- now this is your plane?

McCANN: Yeah.

JUNGE: A picture of your plane. What is that plane?

McCANN: That's a Cessna 172RG, which means RG is retractable gear.

JUNGE: OK. How did you like that plane?

McCANN: Oh, I loved it. (laughs) It was a wonderful airplane.

JUNGE: There you go.

R. McCANN: This was his favorite flight that he took people on.

JUNGE: (laughs) Devils Tower. You know, I climbed about three-quarters of the way up [01:23:00] there.

McCANN: You did?

JUNGE: Yeah. It's right on this route, right, what you were shooting. There was a big rock that kind of angles over here like this, and you can -- that's the only place I could stand going up, and we made it all the way up to this rough stuff before it got to be pretty dark, and the climber that was taking me up there said we shouldn't go any further, you know, we'll get caught in the dark. So we rappelled down off of Devils Tower. But that was a thrill.

McCANN: Yeah, we used to have a lot of people wave at us when we'd go by. Sometimes we'd go by a little closer than legally we probably should have been, but we tried to stay a decent distance away from the tower. The climbers would wave at us, and you'd wave at them.

JUNGE: Yeah. That's a nice picture. What do you think of his flying, Roberta?

McCANN: She's not --

R. McCANN: I was sorry that he lost his plane.

McCANN: She's not much of a flyer.

JUNGE: You lost his plane?

R. McCANN: No, we -- somebody lost it.

JUNGE: [01:24:00] What do you mean?

R. McCANN: He wrecked it.

JUNGE: Tell me about that.

McCANN: (laughs) No. We -- no.

R. McCANN: Just knock on that.

McCANN: Tell her don't put it on there. Somebody --

JUNGE: Is that personal?

McCANN: Well, somebody used it, and then they -- it didn't end up very good.

R. McCANN: They walked away from it. [Had brought a little sand in the brakes?].

JUNGE: Well, did you sell it? I'm just wondering, did you sell it?

R. McCANN: Yeah, after junk.

JUNGE: No, no, I mean, was it -- did you loan it out when the accident occurred?

McCANN: No. No.

JUNGE: Or did you sell it to these people and then --

JUNGE: Roberta is giving me the cross arms, which means no
(inaudible).

McCANN: (laughs)

JUNGE: OK. I got you.

R. McCANN: But we flew back from West Yellowstone in that,
when Yellowstone was on fire.

McCANN: Yeah, it was the year of the fire (inaudible).

JUNGE: In '88?

McCANN: Yeah. We flew back. We were flying across Old
Faithful when it [01:25:00] erupted. From the air we saw
it erupt.

JUNGE: Did you see the fires around Old Faithful?

McCANN: Oh, yeah, yeah. We were so smoky a lot of places.
This is when they had one of the fly-ins over there, that
year, and that's when it was so smoky.

JUNGE: At West Yellowstone?

McCANN: Yeah.

R. McCANN: We used to have a T-shirt about it, but I think
it's not --

JUNGE: What, for the fires?

McCANN: Well, no, the fly-in, a T-shirt showing the year of
the fly-in, Yellowstone 1st Annual Fly-in or something and
the year that was on there.

JUNGE: Now, you're wearing a blue T-shirt that says Alaska bush flying. Is there any significance to that?

McCANN: No, just that I've been to Alaska and I liked the looks of the shirt, so I bought it.

JUNGE: You went with him?

McCANN: Yeah. Yeah, we've been to Alaska three or four times.

R. McCANN: Flew commercially.

McCANN: Yeah, we didn't fly up. We flew commercial and then rented a car and drove around up there. We followed [01:26:00] the pipeline, you know, the whole five hundred miles, that was from --

JUNGE: From Prudhoe to --

McCANN: Well, from Prudhoe Bay to --

JUNGE: -- to Valdez?

McCANN: Yeah.

R. McCANN: You're in the (inaudible), yeah.

McCANN: We took a bus trip on that. At that time they wouldn't allow you to drive your personal car past Coldfoot, and we had the bus trip. We stayed in the places where the workers stayed, and it was a nice bus trip.

JUNGE: This is the year of the Valdez oil spill?

McCANN: No. No, this was afterwards.

R. McCANN: Yes, there was a -- we were on that little boat out of Valdez going into another port, and they wanted us

to sign documents of the damage that we saw. I said, "If you won't take me and I can't see the damage, I'm not signing your petition."

McCANN: I guess it was the same year.

R. McCANN: Well, say you'd seen all this damage that the oil spill did. We didn't see it, so why sign it, if you don't see it. [01:27:00] And they talked about the people, how they would make a bed in the morning who could go out and not do any work that day.

McCANN: Do the least amount of work. The people that were on the cleanup, they had contests to see, between each other, to see who could do the least amount of work that day.

JUNGE: Really? Did you just hear about this or (inaudible)?

McCANN: That's what they told us up there. Then a lot of them say that that was the most profitable thing that ever happened is all the money that they got up there for running the cleanups and this sort of thing, you know.

JUNGE: Yeah, but can you imagine the damage?

R. McCANN: We didn't see it, so how could we -- how can we sign a paper that we saw it --

JUNGE: Oh, of course not.

R. McCANN: -- when they won't even take you, but they want you to sign the paper?

JUNGE: Right, of course not.

R. McCANN: I don't believe it until I see it.

JUNGE: You're from Missouri.

R. McCANN: Well, maybe, but I still won't sign a paper that
I don't --

JUNGE: Roberta, where are you from anyway?

R. McCANN: South Dakota.

JUNGE: OK. South Dakota. Did you know Clyde Ice?

R. McCANN: [01:28:00] I have one of his books. Do you have
that one?

JUNGE: Yeah, by Rhonda Sedgwick.

McCANN: Yeah.

JUNGE: It's called *Sky Trails*. It's a blue book, paperback.

R. McCANN: Yeah, it's a paperback. It's up, in here.

JUNGE: Yeah. Yeah.

R. McCANN: You got to go get it.

JUNGE: OK, well, listen. We've just about talked about. You
guys have to eat your supper.

R. McCANN: Well, maybe we'll eat, and maybe we won't. Clyde
Ice, I knew a niece of his.

JUNGE: A niece of his? I did an interview with him. But I
was going to tell you. I was up in Alaska on a couple of
bike rides from Homer to Anchorage and then from [White
Oak?] --

R. McCANN: We can end this and we can just talk.

McCANN: (laughter)

JUNGE: Yeah, well, let's just talk.

R. McCANN: Well, let's turn off the machine.

JUNGE: Why?

(laughter)

R. McCANN: Because.

JUNGE: OK. Looking at the button. [01:29:00] (laughter) Who
wants to make sure -- [01:29:03]

END OF AUDIO FILE 1

Part 2

JUNGE: [00:00:00] -- about this stuff. All right, now
listen, your voice is going to carry into my mic, so feel
free to say what you want. All right, this is the second
part, part two, of Mark Junge's interview with Toddy
McCann.

R. McCANN: Do you want some coffee or water?

JUNGE: Water would be fine. Sure, thank you.

R. McCANN: Let's give this guy something to drink first.

Water. Get some ice in it. My name's Roberta.

JUNGE: Yes, Roberta. Yes, I know. I just was going to say
that.

R. McCANN: I'll be talking about his (inaudible).

JUNGE: Anyway, this is part two of the interview with Toddy McCann, who was a pilot for years and did a lot of things. There's a couple of things we missed, so we're going to pick those up and see what happens. All right. Thank you.

McCANN: How about yourself?

JUNGE: Can you do it? OK. Now wait, let's do a test.

[00:00:57]

END OF AUDIO FILE 2

Part 3

JUNGE: [00:00:00] All right. Tell me, Toddy, about this other stuff that we totally left out. You were on a CAP board, is that right?

McCANN: No, I was on the airport board, yeah, for 10 years.

JUNGE: You told me, Roberta, that he was also a CAP officer or something.

R. McCANN: Oh, he had a lot to do with the civil air patrol. He was one of the founding fathers of it, ran it for a little while.

McCANN: Of this squadron here, yes. I was on the -- when they originally founded it, why, Ralph Smith, we called him Smitty, he started the civil air patrol about 1983 I think, '82 or '83.

JUNGE: Gillette's version of it?

McCANN: Yes, that's Gillette chapter of it, yes. I was one of the original ones on that. He was my instructor pilot before I got my license.

JUNGE: Ralph was?

McCANN: Yes, before I got my private pilot's license.

[00:01:00] I was also -- you know, you asked about the airport. I was on the airport board for 10 years. I was one of the people that fought to get a new airport hangar, I mean, airport terminal out here, because our old airport, they did mechanical work in the back, and they had a double sheetrock between there and where the passengers come to get on the airline, which is kind of highly illegal I guess you might say. It's not something that they really permit, and the county man said, "You know, if we'd have an accident, they would be sued something terrible," so we just about had to have a new terminal out there. It was met with quite a little controversy because a lot of things was being built around the town at that time, but we finally got it through, and we've got the nice new terminal [00:02:00]. And we had actually a little extra room in it, but now I think most of that has been taken up and used, and it's really doing a fine job and it's a fine looking terminal.

JUNGE: So the controversy was that there were other projects competing with it?

McCANN: Yes, just like you already have an air terminal out there, why do you need a new one? Like most anything, the people that use it, they know you needed one, and actually the insurance people, the county risk agent, you know, he said, "Well, we sure got to get that terminal, so where the people go in it's not in places where they're doing mechanical repair."

JUNGE: What was the final straw or that convinced people to go in and support this?

McCANN: Well, some of the county commissioners, they had to OK it, and there was a couple on the commission that could see that we really [00:03:00] did need a new terminal here for all the airlines and stuff that was coming in and the people that went through there every day. So they agreed to do it. But like I say, the airport board caught a lot of flak over it, and I was one of them that caught a little bit of flak. I happened to be board president at the time that we built the terminal, and I was master of ceremonies at the opening, the dedication of the new terminal.

JUNGE: SO how did you go about convincing these people that this is what you need?

McCANN: I don't know as we convinced them, I think the county commissioners jut kind of forced them. (laughs)

R. McCANN: Years later there's a lot of people that still think that they could have just worked out of a metal building.

JUNGE: When was this?

McCANN: Well, that would have been about, what, '90?

R. McCANN: Two thousand it went [00:04:00] off, 1999 (inaudible).

McCANN: Yeah, 1998, 1999, someplace right along there.

JUNGE: So what you have out there now is what you're responsible for?

McCANN: Well, I was on the board that kind of instigated the building of the terminal, yes.

JUNGE: And it's because the attitude tends to --

McCANN: No, it hasn't been added to. It was built that size, and at the time they had it -- actually they thought they had a little extra room, but now I think they've already filled up the room that they had.

JUNGE: Is this, by comparison with other airports, is this a first-class facility for this town?

McCANN: Oh, I think it is, yes. Yeah. Because if you've been through our airport terminal out there, you know it looks

at the wildlife, what do you call them, the manikins or exhibits or whatever they are.

R. McCANN: Panorama.

McCANN: Panoramas, yeah. I think there was supposed to be five of them. I think maybe they've got the final one now, but they were fairly expensive. That was probably the [00:05:00] only extra lucrative things that we had on the airport. It wasn't the terminal itself.

JUNGE: What was the cost of the building?

McCANN: At that time it was like \$4 million.

JUNGE: OK. Did anybody ever accuse you of conflict of interest, saying, "Well, this guy flies, of course he wants a new airport."

McCANN: (laughs) Well, it doesn't profit me though from what all the flying I've done, it didn't profit me any.

JUNGE: (inaudible)

R. McCANN: This is yours, huh?

JUNGE: Oh, OK. So you're Roberta's (inaudible)?

L: Uh-huh.

JUNGE: What's your name?

L?: Linda.

McCANN: Linda? What's your last name?

B: Bridges.

JUNGE: Oh, nice to meet you. What?

McCANN: You're on tape.

JUNGE: Oh, this is going to the IRS.

McCANN: You get a lot of help from the government. Actually everybody that buys an airline ticket [00:06:00] pays a certain amount that goes to the building, taking care of the airport, like taking care of your runways and this sort of thing. Your terminal's basically not included in that, and the parking lot, if you use federal money on the parking lot, you cannot charge fees for parking.

JUNGE: Really? You know, well, I talked to the guy up in Jackson Hole who ran the airport up there. Bishop is his name, Ray Bishop. He's a former service man who did a lot of flying, but he's a real hustler, and he told me -- I said, "Well, how do you make money in an airport?" Because, you know, the airline companies pay people, I mean, people pay the airlines to fly, they don't pay the airport. He said, "You know, most of our money, and it amounted to millions of dollars, is made off of what we get from rental cars. The agreement with the airport, between the airport and the rental car companies, is such that they get [00:07:00] a certain percentage of money on every rental car. That's how we pay for things."

McCANN: Yeah, that, all the rental cars do pay a good share of it. Every airline ticket, there's like a -- well, it used

to be like a \$2 fee that if they went through your terminal, the first two places that they went each got \$2 on the airline. In other words, if he went from here to Denver, Gillette would get \$2, Denver would get \$2. Once in a while they even got money from planes that lit that they didn't even know about, you know, but they do use a fee like that. Like say the airplane tickets, a lot of this goes to the federal government for tax, and that's what helps you take care of your runway and that sort of thing. You get a lot of federal help to operate your airport.

JUNGE: Does the federal government make more money in fees [00:08:00] than they pay out to the airports?

McCANN: I can't answer that question, but I think they probably do.

JUNGE: OK. Now, Roberta has just given me a copy of the newspaper, the *Gillette News Record*, page two, June 1st, 1967, and here's an ad. "Discover the fun of flying for just \$5. Our special tryout flying lesson will let you see for yourself why so many people these days, young and old, find flying so fascinating and enjoyable, and so useful for business travel. Five dollar introductory flight lessons. Special bonus lesson with an expert government-rated instructor. You'll handle the controls yourself! How

about flying this weekend?" Fulkerson Aviation. That's good.

McCANN: I think when I started flying, I think you could rent a 140 Cherokee for \$10 [00:09:00] an hour, and a 180 Cherokee was \$12 an hour. As I remember, that was the hourly that you paid for the airplane.

JUNGE: So you could really fly to Texas and back for -- I mean, not counting the gas, for 150 bucks.

McCANN: Well, that covered the gas.

JUNGE: Oh, it did.

McCANN: That was the hourly charge for the airplane. I don't remember exactly what year I started flying, but it was either the late '60s or early '70s.

JUNGE: And that was the rate?

McCANN: Ye, that was the rate for the airplanes.

JUNGE: What would it be now, in 2014?

McCANN: Probably \$100 to \$125 an hour for a 172 Cessna, which is a two-place Cessna. A 140 Cherokee is actually two place, and the 180 was a four place. But that's the difference then. But, you know, gas then was [00:10:00] 25 cents a gallon or something like that.

JUNGE: Yeah. That was aviation fuel, you're talking about?

McCANN: Yeah. I don't know just exactly what it was, because you just paid for the plane by the hour, and you didn't

worry about that until you got your own airplane. Then it seemed like the gas started rising.

JUNGE: What does an airport -- you were on the airport board?

McCANN: Yes.

JUNGE: For how many years?

McCANN: Ten.

JUNGE: What does an airport board member generally do, besides your major fight in getting a terminal? What were your duties?

McCANN: Well, you have to, like, the FBOs, three operators there, FBOs, fixed-base operators, you have to approve them, you have to set their rent, make the deal with them. You have hangars. We had hangars that we built, and we paid for the hangars and we leased out the hangars.

JUNGE: [00:11:00] Who paid for the construction of the hangars? Is that a tax?

McCANN: No, that was the airport itself bought the hangars, and then they leased them out.

JUNGE: Then do they have to issue a bond to get the hangars built?

McCANN: No, we didn't issue any bonds. I don't know just how we got the money, I guess just got it from the county, because the county is pretty rich. We built two different batches of hangars out there, because our first ones filled

up. They had some old T hangars and things like that that they just kind of got too old and decrepit, and we tore most of all those out. But then the others, they could have quite a few hangars that they lease, different buildings and stuff. They get a little cut on the gas that is sold at the airport from the fixed-based operators.

JUNGE: So you were pretty rich. We're talking about Campbell County having coal, oil, gas. [00:12:00] Is that what you're saying?

McCANN: Yes. Yes. The county, they have quite a lot of money.

JUNGE: OK. Roberta just gave me a piece of cloth that says 4/27/67. You wondered when you first started flying. "First solo, Toddy McCann, George [Beller?]?"

McCANN: [Bellam?].

JUNGE: Bellam? CFI, certified flight instructor, and then his number, 1671059.

McCANN: Well, see, that was -- what year was that, '67?

JUNGE: On 4/27/67, just a few months before my wife and I came to Wyoming. That's pretty cool. You've got to save some of that.

R. McCANN: I do, you see.

JUNGE: Yeah. So what else have you got here, Roberta?

R. McCANN: Here was this Department of Transportation where you got -- they came in and showed you [00:13:00] movies and --

McCANN: Oh, yeah. That's private pilot, so an efficiency award --

R. McCANN: That was in AEE.

McCANN: Yeah.

R. McCANN: And that was a fun thing. I think --

McCANN: No, that was just a --

R. McCANN: -- when you got that, that was all part of --

McCANN: That was just a federal school that they put on for pilot safety.

JUNGE: Pilot proficiency and board program. This was in '99, issues by the Department of Transportation, Federal Aviation Administration. OK. You know, you were on the board for 10 years. When was your last year? Approximately.

R. McCANN: December 31st, 1999.

JUNGE: December 31st, 1999, Roberta says.

McCANN: That's probably right. So I got to 2000 at the time.

JUNGE: have you heard from anyone whether that situation out there has changed? Do they have a much bigger budget? Do they have the same kinds of problems? How are things?

McCANN: No, I visit with Jay Lundell, the manager at the airport. In fact, I employed a Jay Lundell [00:14:00] when we lost our other airport manager.

R. McCANN: And he still has (inaudible).

McCANN: And Jay is still the airport manager out there now.

JUNGE: What's his name?

McCANN: Jay Lundell.

JUNGE: Lundell, L-U-N-D-E-L-L?

McCANN: Yes.

JUNGE: OK.

McCANN: He was an instructor pilot and then he had worked at the airport. He was kind of one of the paid employees for a while, and then he was eventually appointed airport manager.

JUNGE: And you say you talked to him, and what did he tell you about how the budget is or how things have changed?

McCANN: Well, actually we haven't talked about the budget, so I really am not familiar enough to say --

R. McCANN: In the newspaper now they're advertising for somebody to run the airport to pay, and it's had many people try to make a living at it, and they don't. Then they have to keep [00:15:00] advertising. Because people are only at the airport when it's time to leave on a plane or come on a plane.

JUNGE: It's not like DIA, where you have to be there.

McCANN: Yeah, where you have to be there a while, yeah.

Mm: Well, there was (inaudible).

McCANN: Running to pay out there I think is, you know, you get a few coffees and stuff like that. Years ago when they had to pay over, when it was altogether, you know, a lot of people used to gather there and only visit for coffee and drink -- for coffee for an hour, and then maybe you eat a lunch, and then you've made a little money there. But when they moved over to the new one, why, I think the rent was higher and it was more separated from the old one. The old one, of course, all the workers when they were building the new terminal, they always ate over at the airport café, and it's fairly lucrative there for probably six to eight months while they were building it. But I think it's pretty tough to make it at the airport café out there [00:16:00] now.

R. McCANN: I think lots of airport cafes are like that probably.

JUNGE: Well, I don't know if Cheyenne is in that boat, but we don't have a very Disney airport, let's put it that way. So how do you think Gillette's airport -- you've been around, you've flown this state. How does Gillette's airport compare to other airports in this thing?

McCANN: Well, I think it's really a nice airport. We've got an ILS system, which a lot of the real small airports don't have, but you have to have an ILS for your passenger planes and stuff like that.

JUNGE: What's an ILS?

McCANN: Instrument landing system.

JUNGE: Oh. The Jackson Hole airport is incredible, but as far as the look goes of the airports that I've been in, this Gillette airport is pretty nice. In fact, I even commented today to a lady who was apparently a maintenance woman, [00:17:00] I said, "This is a nice airport," and she said, "Thank you, yeah." They have plants hanging from the ceiling, big model airplanes. I don't know who built those.

McCANN: Actually they're loaners. Somebody wanted to put their airplane up there. As far as I know the airport doesn't own any of those airplanes that are hanging, but the people who built them wanted to display them and that. But the other, the animals and stuff, why, they paid for all that.

JUNGE: So are you, Toddy, are you proud of your work in aviation, what you've done?

McCANN: Oh, well, yeah. I mean, I was, like when doing the terminal out there, it's something that's really needed,

and then you can see here it's 15 years later, and it's really still serving the purpose. They have remodeled it a little bit since then, but basically it's about like it was when we designed it and opened it.

JUNGE: What's the population of Gillette?

McCANN: Well, the last I heard the town was 34,000, [00:18:00] but you know you take a [metropolitan?], you probably add another 15,000 for the outlying areas. But they said that --

JUNGE: It's like Cheyenne at home--well, Cheyenne proper.

McCANN: Yeah. The town they allowed you to [surrender?] a while back was 34,000.

JUNGE: So do you realize that someday somebody's going to call you a pioneer in the development of this airport?

McCANN: Well, I don't know. I guess my name is out there in bronze. (laughs)

JUNGE: Is it?

McCANN: Well, we had a little problem with some of the county commissioners, and they didn't even put a sign up there who was on the airport board. They put the county commissioners up there had built the airport, and they didn't even put a sign up who was on the airport board for five or six years afterwards. But it's up there now.

JUNGE: That says something about county commissioners,
doesn't it?

McCANN: Well, they were having trouble with one of the county
commissioners about that time, and then he had a friend
that he kind of was trying to get done. [00:19:00] Then
they had went down from five to three, and so basically
what he said went, and things didn't work out too well.

JUNGE: What's this? Roberta's got something else here.
"Welcome to the grand opening and dedication ceremony of
the new Gillette Campbell County Airport."

McCANN: Wow. I didn't know you had that.

JUNGE: Gillette. What do you know? It's June 14th, 1997.
Register in time for door prizes. Visit these new
displays, or these displays. Wow. Pretty nice. Well,
this is a used, public facility.

McCANN: Yes, it is.

JUNGE: You know. To get something improved or developed that
serves the public, I see this in the same pattern as your
activities that you've already talked about, your serving
in the CAT and what was this other emergency thing?

R. McCANN: Well, Wyoming Pilots Association, he belonged to.
[00:20:00] He belonged to EEA.

JUNGE: Emergency --

R. McCANN: No, experimental.

McCANN: Experimental aircraft association. That's a nationwide one that's aviation and stuff, and that's the one where we fly children, you know. I have over 100, I've flown over 100.

JUNGE: Is there anybody else in town like you that's done this kind of work?

R. McCANN: Well, [Joe?] has, the civil air patrol. Did he fly some children for EEA?

McCANN: I don't know whether he did or not. Most of the people that had their own airplanes does, you know, you had to have your own airplane basically to kind of to do that. Well, some of them did rent the airplanes and do it, you know, just for the help of doing it.

JUNGE: So what's the greatest satisfaction you have out of all these activities that you've done?

McCANN: Well, you know, flying the kids, they're always wide eyed. [00:21:00] A lot of them, a lot of times it's the first time that they ever flew. It's like, today, you know, you got a commercial airport, you can't walk out and walk next to an airplane. You get on an airplane, you don't even see it. This way, why, they get to walk up out to the airplane and get in and see where they're going, and you tell them a little bit about aviation and flying and stuff while you're giving them a ride over town.

JUNGE: Young Eagles, a program of the Experimental Aircraft Association -- aviation foundation -- EAA aviation foundation, Young Eagles, what's that?

McCANN: Well, that is the --

R. McCANN: Where he flew all the kids.

McCANN: Where you fly the kids. They call them Young Eagles, so that's the designation that they give to the kids that you're flying.

JUNGE: Can I read this? Because I might not get to keep this in the files.

R. McCANN: I can give it to you or you can read, and I'd give it to you.

JUNGE: Well, [00:22:00] let me read it, and then, yeah, I'd love to have a copy. This is addressed to you. "Dear Ivan, Congratulations. Our records indicate that you have flown more than 100 Young Eagles. Welcome to the Young Eagles Century Club. We sincerely appreciate your dedication to the Young Eagles program. The positive aviation experiences you have provided will bring benefits to the sport aviation community for many years to come. I encourage you to share your Young Eagles experiences with other pilots in your area. Encourage them to become involved in this worthwhile program. The more pilots we have participating, the stronger we can make aviation

today. The enclosed information sheet will be used for display in the EAA Air Adventure Museum in Oshkosh."

Wisconsin, I presume.

McCANN: Yes.

JUNGE: "Please answer the questions and return the form with a photo or two of you and some of your Young Eagles. If you need additional materials or have suggestions on making the Young Eagles program better [00:23:00], feel free to contact the Young Eagles office in Oshkosh. It's always nice to hear from our active flight leaders. Ivan, congratulations on accomplishing this milestone in the program. We sincerely appreciate your enthusiasm and continued support of the Young Eagles program." And it's signed Eve [Butt?], executive director, Young Eagles program. Is this the national organization?

McCANN: Yes. Yeah. The fly out at Oshkosh is -- that's the busiest airport in the world for those days that they're flying in. When you fly in there, you do not even answer them on the telephone. They have so many planes coming --

R. McCANN: Intercom.

McCANN: On the intercom, on your radio. They have so many planes coming in there, they tell you what to do, you have a certain path that you follow in there, and they tell you what plane it is, and you don't answer them, you just

wiggle your wings if you understand. They'll have a plane landing far on the runway, one landing close, and they tell them to get off as soon as they can, [00:24:00] and that's the only place in the world where they can have two airplanes or three landing at the same time on the same runway.

JUNGE: I'll be darned. Why is it so busy like that?

McCANN: Well, there's about 10,000 people and 3,000 airplanes or 5,000 airplanes at the end. There are people, they sleep under the wings, and it's just nothing but airplanes on that for the week that it's there.

JUNGE: That's an air show, isn't it?

McCANN: Yeah. Yeah. They have an air show. This is some of the kids that we flew on the...

JUNGE: And you -- are you in this picture?

McCANN: Well, yes, I am.

JUNGE: Are you the one on the left or the right?

McCANN: (laughs) You have your thumb on me.

JUNGE: Oh, I got my thumb on you. (laughter) OK, no wonder I couldn't see you. That's great. That's fantastic. Why is it [00:25:00] that Wyoming's air aviation industry is not that large? What's your thinking on that?

McCANN: Oh, what do you mean, not that large?

JUNGE: Well, excuse me. It's not just the aviation industry. There's not a whole lot of private pilots, is there, or are there?

McCANN: Well, I guess I don't know how to answer that. There's quite a few. There's quite a few ranchers that have airplanes, they have to have their own strip. Some of them fly their ranch and stuff and really, really like it because they can cover the ranch in just a couple of hours and see what's going on. Aviation is, it's expensive, and it takes a lot of time, and going in an airplane is expensive, and some of them it's just probably not worth the [kitch?] to do it.

JUNGE: Yeah. In Alaska the people up there have to have planes in some respects, and there's a lot of [00:26:00] sea planes, and you have to have a sea rating, right.

McCANN: Yes.

JUNGE: So it's a necessary tool in Alaska. But here it seems to me like most of the people who have planes are doing it for fun.

McCANN: Well, they're probably the ranchers, the bigger ranchers or more prosperous ones you might say, they have the finances for an airplane and put the airplane to good use. Speaking of Alaska, we were at a service station up there one time, and here come this airplane taxiing up to

the gas pump. They have a 55-gallon barrel in the back of the airplane, and they filled this 55-gallon barrel in this 172 Cessna (laughs) in Alaska.

JUNGE: (inaudible)

McCANN: Well, I don't know, just gas I guess. It was at the gas station. I think it was just plain gas.

JUNGE: Did you wonder what was going on?

McCANN: Oh, I wondered how they was going to get it off the ground with that 55-gallon [00:27:00] of gas in there, but I guess they did. Of course, Alaska, they have a little kind of like a 10% over factor or something for Alaska because of the low elevation, you know. It's not like flying and taking off at 5,000 feet.

JUNGE: There's more air.

McCANN: But anyway, I thought that looked awful funny. They just pulled the seat forward and filled up the 55-gallon barrel.

JUNGE: Have you seen -- in all your time around planes, have you seen any interesting things like that in Wyoming?

McCANN: Not anything as interesting as that was.

JUNGE: Roberta, what else do you have here?

R. McCANN: Well, I'm going to say that he has always enjoyed flying and hearing stories from his uncle, which he can talk about in a few minutes. But we were somewhere, and I

can't tell you where, and he took a ride on a 1928 antique [Airliner?] Tin Goose, and they gave him a certificate. We were very fortunate. I don't know if he's told you [00:28:00] about this. We flew on the Concorde.

JUNGE: Yes, he did.

R. McCANN: And that was --

McCANN: This is a Ford Trimotor. I got to fly copilot on that. They call it the Tin Goose.

JUNGE: Oh, that's the Tin Goose. That's what Clyde Ice flew, part of the time. Did you know that?

McCANN: No, I didn't know that.

JUNGE: Yeah. He used to fly in New York. He used to take people on -- I think he used it as a commuter flight or else a tour plane, and then I think he talked about flying a Trimotor down by the Mexican border and got shot at by renegades or banditos or insurrectionists, I'm not sure which.

McCANN: You went on this when we was talking about my uncle flying about when his airstrip was right next to the edge of town there, and that's where the church was. His wife - - she went to church all the time, and she was pretty much a churchgoer, but he kind of liked to fly. [00:29:00] When he'd take off he'd go right over the top of the church, and that old airplane, I don't know what model it was, it was

like a 30 -- this was 1932 or something -- and it was terribly noisy, and she would just cringe in there. He said after he'd done that three or four times that one day, he says, "I never flew on Sunday again when church was going on." (laughs)

R. McCANN: Because everybody in church knew who it was.

McCANN: He said, "Yeah, everybody in church knew who it was."

He was also telling about this plane that he stored in an old building. He said when he was up flying, why, he said, "Every once in a while," this was an open cockpit and the slides were open, and he said, "you'd see a rat or a mouse or something like that come out and go over the side, and you'd watch it fall to the ground." He said one day he was flying and he felt something on his foot, he looked down, and there was a snake crawling across there. He said this snake was crawling across his foot. He said, "Boy, when it went over the side, I sure was happy." (laughter)

[00:30:00] See a snake go over the side.

JUNGE: Did you ever fly in an open cockpit?

McCANN: Yes, I have.

JUNGE: What was the occasion?

McCANN: I was at an airport someplace where they were flying gliders.

R. McCANN: In Vegas.

McCANN: Las Vegas. Well, the guy had come up here, and he had actually stayed overnight here, and I had taken him and -- did she go?

R. McCANN: I don't remember.

McCANN: Anyway, I took him and a friend of hers -- this guy stayed here -- and we took them over Devils Towers and stuff, and he says, "You ever come to Vegas," he says, "I'll give you a glider ride. I'm a glider instructor." So we went, when we were in Vegas, why, we went out there where he instructed, flying gliders, and he gave me a ride in a glider. There wasn't hardly -- it wasn't hot enough that day to have much lift, so we didn't stay up very long. But then when they were -- they'd given the ride. Anyway, the copilot asked me if I'd like [00:31:00] to fly with him the next time they took a glider out, and I said sure. He had an open cockpit, big old radial engine on that thing. So we towed this glider, and I got to ride in the backseat and was towing this glider. So then after he got done and we turned the glider loose, he was going like this, and he was diving, and I thought, uh-oh, I know what's coming, and so I just grabbed both sides of my seat. Sure enough, here we done a big old loop. (laughter) The open cockpit, big loop, I was hanging onto the side.

JUNGE: I'll bet that was fun.

McCANN: Yeah, it was, after it was over, and I knew what was coming the way he towed that plane down there. (laughs) It was fun after it was over, but it looks kind of funny to see that sky coming around.

JUNGE: Have you ever done a rollover?

McCANN: No. No. I stay away from those aerobatic airplanes.

JUNGE: But couldn't your plane [00:32:00] have done that?

McCANN: Well, theoretically you're not supposed to do that with those planes.

JUNGE: Why? Because it will rip them apart?

McCANN: Well, yeah. Probably. It wouldn't. It wouldn't, but... If everything was smooth, that's -- like I rode with Jim [Fulkerson?] one time when I was a little bitty kid, and I don't know how come he done it, you know. But he -- this was like a G3 or something. Anyway, he done a loop with me, and I thought, man, that's funny, my cap never even fell off. And I was talking to him about it later on, about telling him that I remember when I was a little bitty kid he gave me a ride and he done a loop with me. I said, "My cap wouldn't fall off," and he said, "Well, if you do a loop right, your cap shouldn't fall off." That was his explanation on it.

JUNGE: So you just took that one ride with Fulkerson?

McCANN: No, I took instruction from Fulkerson, but this was when I was a little kid. [00:33:00] I don't know how come I was even at the airport or how come I got a ride, but that's what I remember is open pit, open top, and he gave me a ride, and we done a loop. Like I say, my cap never even fell off.

JUNGE: Roberta, he was saying that Fulkerson was kind of an ornery guy, strict guy. Did you know that?

R. McCANN: I don't know anything. I never -- I didn't know the man.

JUNGE: The Fulkersons?

R. McCANN: I knew his wife, but I didn't know him.

JUNGE: Did you know Rachel? She's still alive, right?

R. McCANN: I think she's in like Nebraska with her daughter.

JUNGE: Oh, OK.

McCANN: Yeah, I think she moved down there, but I don't know whether she's still alive or not. I know they did sell the place out here at the airport.

JUNGE: Well, wait a minute now. You've done a rollover with Fulkerson.

McCANN: A loop.

JUNGE: Or a loop, rather. You rode -- which is best, the Concorde thing or the loop?

McCANN: Oh, the Concorde. (laughs)

R. McCANN: Concorde. It was just like you got a leather seat, and you just [00:34:00] slipped down in, kind of like a Corvette. Fine china, fine linens, fine silverware.

McCANN: And any kind of booze you wanted to drink.

R. McCANN: And we went from London to New York, and then it took us that long to go from New York to Colorado Springs. They wouldn't allow them to come into Denver because --

McCANN: Go supersonic.

R. McCANN: Too loud. They couldn't go that fast over in the United States.

JUNGE: How long did it take you to get from New York to Colorado Springs?

McCANN: About three hours. Well, I don't know. It took three hours and 17 minutes from Heathrow to New York, JFK.

JUNGE: OK, that's six times. I was right there.

R. McCANN: Yeah.

McCANN: Yeah.

JUNGE: So you went from New York to Colorado Springs, you went two or three times (inaudible).

McCANN: Yeah. I was thinking it took about the same length of time to go from New York to Colorado Springs as it did from Heathrow to JFK.

JUNGE: Well, maybe they didn't fly as fast.

R. McCANN: Oh, they didn't.

McCANN: No, they don't [00:35:00] break the sound barrier over land. Yeah.

R. McCANN: We got a second meal. We got the -- everything we had on the first, we had on the second half of the trip.

JUNGE: What a treat. What does something like that cost?

McCANN: Well.

R. McCANN: It was worth a call out of Denver, and they did a special deal. I don't remember.

McCANN: Yeah, very special. It was like four thousand, wasn't it?

R. McCANN: Came back on--

McCANN: But the whole thing was like four thousand, but somebody rode the Concorde and they said that's about what it cost them to fly the Concorde, and we got the QE2 ship and the London, stay in London for a few days, that all for the same, about \$4,000 or \$4,500.

JUNGE: And that was back -- what year was that?

McCANN: I don't know.

R. McCANN: The year that we went to Korea on a mystery trip with Ports of Call. I can't --

McCANN: It wasn't too long after they started flying the Concorde.

JUNGE: Yeah. I knew a guy that was in on the Concorde.

[00:36:00] He was an announcer for the Denver Nuggets

basketball team. I just got to talking with him one time, and he said he and his wife, Bev, flew to London and went to watch some Shakespearean plays, and they flew back. He was a really brilliant man, I thought, and for him to be impressed by something that must have meant that it was impressive, flying on the Concorde.

R. McCANN: It was.

JUNGE: All right. So where are we at here, Roberta?

R. McCANN: I think we're going to say we're done I think.

JUNGE: We're all done? Don't you want to tell me any secrets?

R. McCANN: No.

McCANN: (laughs)

JUNGE: All right, so we're done. Listen, thank you very much. You've been a lot of fun to talk to.

R. McCANN: Are we off now?

McCANN: Yeah. We're not going to quite --

R. McCANN: See this postcard I have in here.

JUNGE: Let's see.

R. McCANN: His brother sent him that. I mean, that's just typical. [00:37:00]

JUNGE: Be kind and good natured, and you'll always get your reward, and here this guy has got a screw right through his stomach.

R. McCANN: Yeah. But anyhow, we have an extra one of this Tin Goose, if you want that.

JUNGE: Well, I'll tell you what. No, why don't you keep everything --

R. McCANN: Someday what I have, when I have it all, if you want it. And I don't want it anymore.

JUNGE: Well, by me, now be careful, because it's not me, it's the state, and yes, the state --

R. McCANN: You'll get it to the right people.

JUNGE: Yeah. Well, you just let me know, and I will get it to the right people. I used to work there, you know.

R. McCANN: Would you like a copy of this?

JUNGE: That, too, yes. Oh, you mean --

R. McCANN: Well, the dedication of the airport.

JUNGE: No. No, don't --

R. McCANN: Just take it (inaudible).

JUNGE: Yes, yes, I would, as a matter of fact. Let's do that.

R. McCANN: I want you to -- the author is unknown, but Toddy read this, and he puts it on a lot of things, and he believes what this says. And on his little card someday, I'll make sure that this is on it.

McCANN: One of our civil air patrol people was killed in a
[00:38:00] car wreck, and I gave the minister that to read
at the funeral. At least that's what --

JUNGE: Did you write this?

McCANN: No.

R. McCANN: No, we don't know who did. And we don't know
where we got it. We just got it.

JUNGE: OK. It just says a man that never flies during his
lifetime will be as a bird that is reared in captivity, to
live, grow old, and die never to have known it had wings
with which to soar the sky. McCann Enterprises.

R. McCANN: So, I did, I mean, I have it several different
places, because he likes it, and he used to write -- we
used to have it on our stationary at the (inaudible).

JUNGE: That's nice. That's really nice.

R. McCANN: He just likes it. So you talked to him just
about aviation I presume.

JUNGE: No, a little bit about your past, right, growing up.

McCANN: Yeah, well, a little.

JUNGE: You mentioned that your uncle flew.

McCANN: Yeah.

JUNGE: OK. Did [00:39:00] your dad fly?

McCANN: No.

JUNGE: So you're the first one in your family besides your uncle to fly?

McCANN: Yeah. He used to -- they used to fly and land at the edge of town and give people rides for so much money.

R. McCANN: We went, oh, I can't tell you when, in the late '80s, early '90s, his uncle died in -- no, he was an uncle, wasn't he -- in Iowa. And so we flew back there. So after the funeral and everything somebody asked Toddy if they could have a plane ride. One guy went back, came back in the house. I think I was in the house. And he said, "Here," and he gave his wife his billfold. "I'm giving you this in case I don't come back."

McCANN: We had to park the airplane about 30 miles away. I didn't know that we could land right there, at Greenfield, [00:40:00] but we parked 30 miles away and rented a car. SO we were going to go over and get the airplane. This woman, this guy said, "Well, I'll go over and ride back with you." "No," she says, "leave me your billfold in case you don't get back." (laughs)

R. McCANN: Yeah, but anyway, he flew that kid that left his billfold with his wife. That kid flew several times with you that day with other people in the plane. Loved it. And a lot of those people were adults and they had never flown.

McCANN: Yeah.

R. McCANN: And this is his new flight -- I mean, his original that he doesn't know that I even had in there.

JUNGE: What? Log book?

R. McCANN: Yeah, because he said to get rid of it, 3/11/67, and he took his first ride.

JUNGE: Oh, so you -- OK, that's even earlier than --

R. McCANN: Well, we showed you that, that church.

McCANN: Oh, '67. You know, I flew for a while, but I never got my license, and then I didn't fly for a few years, and then I went back and got my license.

JUNGE: All right.

R. McCANN: Yeah, it looks like you flew in '67 and '68.

[00:41:00] These books tell all about you, sweetie. Then it was '79, '80, '81, on. [00:41:07]

END OF AUDIO FILE 3