

OH-3044, Quinn Clark, 6-15-2014, WY In Flight

MARK: [00:00:00] OK. I'm going to put something on the front of this. Today is the 15<sup>th</sup> of June, 2014. My name is Mark [Youngie?], and I'm at the Fly-In at the Marquiss, the Gary and Millie Marquiss Ranch here at Little Buffalo Ranch. And we're in the hangar where he's got a couple of -- what are these planes? One's a 182, right?

QUINN: No, that's a Cessna 170, right here. And they call "Alfie," he's nicknamed Alfie. And yeah, a Piper Super Cub.

MARK: And a Piper Super Cub, and a Mercedes on the other side. And I'm talking to -- give me your full name, Quinn.

QUINN: Quinn Soren Clark. Quinn Clark. Yeah.

MARK: Soren, S-O-R-E-N?

QUINN: That's correct. Yeah.

MARK: OK. Soren sounds Scandinavian.

QUINN: Yeah. Denmark. Danish.

MARK: Is that your background?

QUINN: Yeah. And the Marquisses, yes. That's -- yeah, that's where they come from. Because I'm a -- I'm a nephew. Gary's nephew. Gary Marquiss's nephew, and --

MARK: That's right. That's right, I forgot.

QUINN: His sister is my mo--

MARK: OK. When were you born?

QUINN: I was born in 1981. [00:01:00]

MARK: What date?

QUINN: March 20<sup>th</sup>. Sorry, March 20<sup>th</sup>, 1981.

MARK: So you're just now 20-- let's see, 33?

QUINN: I'm 33, yeah.

MARK: OK. And where were you born?

QUINN: Nebraska.

MARK: Whereabouts?

QUINN: Grant. Big city of Grant, Nebraska. Now, that's in Eastern Nebraska. So just over the border. Yeah. Yeah. But I'm raised in Worland. I gave my parents a hard time about not driving over the border into Wyoming before they had me. But they lived in Nebraska for a few years.

(laughter)

MARK: You wanted to be a Wyoming native?

QUINN: Well sure, yeah. (inaudible) It's where I was living my whole life, but I was born over the border, so --

MARK: So where -- why did you come to Wyoming, then?

QUINN: Well, I mean, that's where my mom's family is from.

That's where my dad's family is from. He -- they were in Nebraska for work, so -- and he got a new job when I was three, and we moved to Worland, and that's where we've been since, really.

MARK: So where'd you go to school?

QUINN: Laramie. Yeah. University of Wyoming, so --

MARK: What -- well, your -- elementary school, [00:02:00] junior high, high school?

QUINN: Oh, sorry. Worland. All that. Yeah, did all the K through 12.

MARK: OK. And then you went to the University of Wyoming?

QUINN: I did. Mm-hmm.

MARK: Did you graduate then?

QUINN: Mm-hmm. Yeah.

MARK: With a degree in what?

QUINN: Finance and accounting, and other stuff. Yeah.

MARK: OK. What -- with what intent? What were you intending to be?

QUINN: Not necessarily any -- just a businessman. My dad's an entrepreneur, so anything -- and that's kind of how I've used it, is sort of loosely just to allow me to do other things entrepreneurially, so --

MARK: Well, what is your job?

QUINN: Right now, I'm running a senior care business in Casper. Non-medical, in home service for the elderly.

MARK: What's the name of the place?

QUINN: Caring Hands of Wyoming, so --

MARK:OK. Did you -- that's a little bit -- well, it's not out of your -- your major field, because your major field was business. So you're the business head of it.

QUINN: Right. Yeah. Mm-hmm.

MARK:You run the place.

QUINN: That's correct. I do. Yeah. I manage caregivers, and -- yeah.

MARK:You know, I'd like to talk to you about that, but -- well, let me just ask you this. What do you think of that business?

QUINN: I mean, it's great. For the -- [00:03:00] we help a lot of families, and it's a blessing to a lot of families. I know that, especially folks that are primary caregivers for a loved one, because I mean, it makes a world of difference, because I mean, it gives them respite care, and it allows some folks to stay home that would not necessarily be able to if they didn't have our help. So it's --

MARK:But isn't this -- I guess what I'm talking about isn't the system sort of interesting, that, you know, in tribal societies they took care of their elderly? They were a part of the family? They wouldn't think of doing anything with them, putting them out -- unless they put them out on an ice floe when they were too old, you know?

QUINN: True. Yeah.

MARK: You've heard of that?

QUINN: Yeah.

MARK: OK. But our system is such that everybody's so busy trying to make a living in order to compete as entrepreneurs, for example, that they have no time for taking care of their elderly.

QUINN: Taking care of their own. That's true. That is an interesting -- yeah.

MARK: Did you ever get into the ethics of it?

QUINN: No, never thought about -- well, I think about it daily, because there are some families that are heavily involved with their loved ones, and we provide just sort of additional care so they can't have a [00:04:00] break. And it's not that they're not taking care of their loved one, but sometimes, depending on the ailments, it's -- it's a heavy job, so --

MARK: Right.

QUINN: And then there are families that aren't involved at all. They call from Texas, and say "My mom needs help, will you help her?" And nobody ever comes to see them, and we -- so yeah, I do think about the ethics of it from that side, on a family dynamic, but not necessarily whether our

service, I suppose is ethical or not. I've never thought about that.

MARK: No, I never questioned whether it was.

QUINN: Yeah, no, no. I know, I --

MARK: I was questioning the -- the -- you know, not the morality of it, but the appropriateness of it. I guess what you're doing is you're in a field that's appropriate to our times, right?

QUINN: Yep. Agreed. Yeah, and that was the reason we got into it, was because -- well, started because of my grandmother, Toots Marquiss. And that's -- that's why we got into it, because they were --

MARK: Toots was her name?

QUINN: Well, Opal was her real name, but she went by Toots.

MARK: And that's why you got into it?

QUINN: Yeah, because we had caregivers for her for 15 years, 24-hour daycare [00:05:00] for over 15 years. And then, you know, the last three or four years, my mom was managing those caregivers, and schedules, and payroll. And it was just -- it was cumbersome, and she was getting a little tired. So I said, "There's got to be somebody that can help -- help us do this." And, I mean, it didn't really exist, especially in Worland. It did to some degree in Casper, where I am now, but it was not -- not very well

serviced. And even now, there are, I think, three outfits in Casper that do what we do. And good luck keeping up. I mean, there's too many baby boomers and too many World War II vets that are coming of age. I mean, the system's going to be taxed.

MARK: And who's going to pay for it?

QUINN: Right.

MARK: Do you guys have a lot of money coming in from Social Security, then?

QUINN: Well, I mean, the government doesn't pay for anything we do because it's non-medical. So we're doing cooking and cleaning, and running errands, and companionship, that kind of thing. Safety stuff. It's not a medical service. So Medicare, Medicaid, Social Security, they don't reimburse for any of those. So...

MARK: OK. Well, where my dad was at Point Frontier in Cheyenne. You know where that is?

QUINN: Uh-uh. Is that an assisted living kind of thing? Or --

MARK: Yeah. It's -- [00:06:00] well, there's three different kinds of living. There's independent living for seniors, there's assisted living for people who need help. And then there's life care, which is almost like a hospice, where

they just -- I hate to say it, but basically, people go to die.

QUINN: Skilled nursing, and yeah.

MARK: Yeah. And yours is not that.

QUINN: No, no. A long ways from that. Although there are some people that choose to do hospice or [palliative?] care in their home, and we will help with some of that stuff.

MARK: With that.

QUINN: Yeah. Uh-huh. The non-medical end of it.

MARK: And how long have you been working at that job?

QUINN: Three years. We just got into our -- yeah. A little over three.

MARK: (inaudible)

QUINN: Most days, I enjoy it. Sometimes it's -- I mean, managing people is not always the most fun. And --

MARK: Wait a minute. You're an entrepreneur now.

QUINN: I am. Well, no, no. And that's fine, that's fine. But I feel really obligated to a lot of these families, and there's not -- you know, if we say we're going to be there, we're going to be there. And if that means the caregiver that we hired is sick or she decided she doesn't want to work today -- although I try to be really diligent when we're taking -- hiring people, you can't always see everything coming. So [00:07:00] when they call and say,



"Well, I'm not going to go today" for whatever reason, then we're scrambling, usually to find somebody to go if I'm already working. Or, you know, it's just difficult to -- because it's not one of those things where you say, "You know, we're not going to come today. We're not -- provide service." No, I mean, somebody's going. Yeah. So it's tough.

MARK: Yeah. So what do you do when you're shorthanded  
(inaudible)?

QUINN: Yeah. I have a gal that's -- I just sort of pay to be on call, and then we started an on-call system where we -- everybody takes a turn where you're on-call all day in case something comes up, so --

MARK: Do you plan to stay in that field?

QUINN: I don't know that I can keep it up. (laughter) I'm about maxed, honestly. And --

MARK: Emotionally?

QUINN: Yeah, yeah. I think that's what it is. I could hire somebody to be another manager with me, but I'm not sure -- I mean, the headaches -- if you want to grow that business, you just take on more headache. Not that there isn't headache in any business, but this one seems -- I just feel really obligated to those families, and I don't -- I don't

know. I don't want to do a bad job. Not at a any job, but especially this one. And it's taken a lot for me.

MARK: Oh, [00:08:00] I thought that the emotional attachment or the emotional drain was coming from administering the people you have to administer.

QUINN: Well, yeah. And that happens too, yep. Because we do lose them. You know, there's people we've lost that had to pass on. So, I mean, yeah, from that aspect too, I guess I've gotten a little more callous to that. Not that I don't have feelings, but that's going to happen, right? But --

MARK: Right. So what do you plan to do?

QUINN: I don't know. I'm trying to figure out what the next one is. But Casper's booming, so there's a lot of options, I think.

MARK: Yeah. What are your inclinations? Let's put it that way.

QUINN: That's a good question. We've gone through a few. (laughter) And we haven't landed on that one, but that's -- that's how we got into this one, too, is we went through a few. And I'm not sure, honestly, right now, Mark. I've thought about just even doing some ranching, because, you know, Gary's not really doing any ranching anymore out here. This land's kind of -- I mean, he's leasing the grass outside the little buffalo herd that's here.

MARK: There's nobody here in the family that's taken care of this  
(inaudible)?

QUINN: Well, Gary's here all the time. Yeah, but he's --

MARK: Well, he could take over for him. I'm sorry. [00:09:00]

QUINN: No, I would be the next. I and my sister. He has two  
sons, but they're older than I am, and one -- yeah, they --  
they're just not really interested in it, and I would be  
kind of the only one that is, I think.

MARK: Or you -- but you weren't raised in a rural situation, were  
you?

QUINN: Well, no, but I spent my summers over here. So I  
lived in Worland with my parents. Not that it's a booming  
metropolis. And then summers, I was -- and even during the  
year, we'd come over and help work sheep and kill buffalo.

MARK: Really?

QUINN: Yeah.

MARK: Did you dock sheep?

QUINN: Oh yeah. Mm-hmm.

MARK: You've done all that?

QUINN: Oh yeah. Built fence, dock sheep.

MARK: You don't do it the old way, do you?

QUINN: No. I've seen that done, but no. (laughter) Not me.

Unh-unh. I've even seen the --

MARK: I was invited to do that once. But there was just no way I could do it. I have -- but there was -- I wish I would have had a picture of myself, because I would have had a shirt on --

QUINN: Yeah?

MARK: -- and the blood spots were all over the place.

QUINN: Yeah.

MARK: But they said, "Come on, the -- try it. You know, it's not that hard." Now, I don't want -- (laughter)

QUINN: (laughter) So you didn't do it, huh?

MARK: No, and they just -- and then they dock the tails off and throw them in a pile down -- down this hillside, and there was a huge stack of [00:10:00] tails.

QUINN: Yeah.

MARK: And just, what the hell am I doing?

QUINN: What are we doing here? (laughter)

MARK: You know? But I know it's necessarily. You know, sheep dipping. I know that shearing is necessary. I know docking is necessary. But I don't know. Is this a sheep ranch?

QUINN: It used to be. They -- Gary sent -- sold the sheep during the drought, and he got tired of running them. So it's just buffalo right now, and -- yeah.

MARK: He does have buffalo?

QUINN: There are, yeah, some buffalo.

F: I want to ask you --

MARK: How many buffalo he's got here? I didn't see a single buffalo.

QUINN: Seventy-five or eighty. He's got it dwindled down, that's kind of -- yeah.

MARK: Isn't there a [derm?] ranch out here that's --

QUINN: Neighbors on the corner, actually.

MARK: They run buffalo too, right?

QUINN: A whole bunch of them. Yeah.

MARK: Yeah. Well, this is, like, the buffalo commons. I mean --

QUINN: It is, yeah.

MARK: This is a wonderful area for buffalo.

QUINN: Which is interesting, because Ted Marquiss is -- my great-grandfather was the one -- the first one to bring buffalo into the Powder River Basin this area. He bought some from South Dakota, three or four, and he was the first one to bring -- and it is -- I mean, now it's buffalo country.

MARK: Your grandfather or great-grandfather?

QUINN: Great-grandfather. Yeah.

MARK: So he'd be Gary's grandfather?

QUINN: [00:11:00] Yeah.

MARK: Yeah. Yeah, OK.

QUINN: Ted.

MARK: All right. Let's get -- let's get into the aviation thing.

When -- when did you first get interested in flying?

QUINN: Well, it's been in my family since, yeah, forever, all right? I'm a fourth generation pilot. So Ted Marquiss, my great-grandfather, was a pilot, of course, the first one, I think of our family. And then Quentin Marquiss, my grandfather, and then of course Gary, my uncle, and my dad, [Cary Clark?], who's a pilot too. So I'm -- I'm fourth generation. But I didn't really get into it until my late twenties. We always took family trips in the airplane. We'd go to, I mean, wherever. Idaho, or Yellowstone. And in the summers, in the back of a 182, it gets turbulent, and you bounce around back there, and it's hot, and you get kind of -- I got airsick a lot, and I did not really like being in there. So there are a few -- (laughter) for quite a while, my dad was trying to get me into it, and I just didn't -- I wasn't having any of it, because I -- I don't know, I didn't have a passion for it. And then slowly, I guess, as I aged a little bit and I got to ride in the front seat a lot, [00:12:00] which makes a difference. (laughter) [Then it became a lot more enjoyable, so --

MARK: (overlapping dialogue; inaudible) If you want a kid to learn how to fly a plane, don't put him in the ba--

QUINN: In the backseat. Well, yeah, and that's -- I mean, it's a great way to grow up, I'm not complaining, but it just kind of got me turned off to flying for quite a while. So I didn't get into in the last -- I've only been a pilot for three years, so I began in my late twenties.

MARK: (overlapping dialogue; inaudible) back into it. And if you didn't think it was such a hot deal.

QUINN: I don't know. It was just fun, riding in the front seat with Dad, and seeing country. And yeah, the going to Idaho, and doing back country trips, and camping under a wing, and that kind of stuff. It's just -- it's a lot of fun. It's neat.

MARK: Are you going -- you've been flying three years?

QUINN: Mm-hmm. That's it. As a -- well, I've been a licensed pilot for three years, that's it.

MARK: Who taught you how to fly?

QUINN: First Gary Marquiss. So, yeah, great. Here, and this little guy.

MARK: What is this little guy?

QUINN: Oh yeah, it's a Piper Super Cub 150, a PAAT 150. That's what it is.

MARK: Is it -- is it an easy plane to learn how to fly?

QUINN: It is, yeah. And I think that's what the military used to churn out pilots for World War T-- it's fun. It's -- yeah. [00:13:00] It's a lot of fun.

MARK: It's a small plane. It's -- it's what they call a "tail dragger."

QUINN: Yeah.

MARK: Yeah. So you essentially had free lessons.

QUINN: Yeah, yeah. Which makes a difference, because it is kind of an expensive thing to get into. So --

MARK: Yeah. I was asking how much it was, and -- and yeah, I don't know how a person -- a young person could afford it.

QUINN: Yeah. You --

MARK: Especially if you're, like, going to school and you have bills to pay.

QUINN: Yeah.

MARK: So he taught you everything you needed to know prior to your test?

QUINN: No, because some of it has to be done by a licensed instructure -- instructor, excuse me. And at the time, Gary did not -- he previously has, but he didn't have his instructor's permit anymore. So really, those hours weren't legally helpful, as far as the FAA was concerned. So he taught me a lot, so I got a good base before I went



to a paid instructor that had a certificate that we could -

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MARK: Did you solo under the certified instructor?

QUINN: I did. How did that all work? No, that's not true.

That's not true. [00:14:00] Gary did have his CFI at the time. He did have an instructor, because I soloed out here in that plane in this little Piper under Gary, and he signed off under his license. But we didn't have some of the radios that are required to get your private certificate in this airplane, and we couldn't do some of the night landings, and there's things that we couldn't do to get all the way through the certificate. And so we did part of it here. And I soloed out here.

MARK: You soloed out here?

QUINN: Mm-hmm.

MARK: At this strip?

QUINN: Yep, yep, three years ago.

MARK: Is it easier on grass?

QUINN: It is, yeah. Yeah. It's a lot more forgiving.

Softer. I don't know, the wheels don't grip as well so you can kind of slide around in it, and it doesn't -- it's a lot more forgiving. (laughter) It's easier.

MARK: So tell me about your -- your solo flight.

QUINN: Yeah, that was -- it was June, kind of like this. It was June 11<sup>th</sup>, I think. I don't know, about this time. Middle of June 2011, out here in the green grass. And I didn't know it was coming, and I think maybe they do that on purpose. I don't know. The -- you know, the instructors [00:15:00] in the backseat. Yeah.

MARK: (overlapping dialogue; inaudible)

QUINN: (laughter) And we'd been doing -- just shooting touch and gos for a while, and then we'd stop and he said, "I think I'm going to get out here." (laughter) I said, "OK." And so the plane was still running out here on this runway, and he climbed out. He said, "Just keep doing what you're doing a few times." I said, "OK." And, you know, that's (inaudible).

MARK: So when you first took off, you were by yourself. How'd that feel?

QUINN: Yeah. That's nerve-wracking. It was, yeah, scary kind of thing. Yeah, and the same time, sort of -- I mean, finally, you feel like you've reached this goal that you get to fly a plane by yourself. So --

MARK: Yeah, yeah.

QUINN: But it was funny. I did look in backseat to -- to make myself realize that nobody was in there. (laughter) Just, you kind of -- as a student, I think you always feel

like, "Oh, I've got this safety net behind me." But then when you look back and realize that it's not there, it's --

MARK: You didn't panic?

QUINN: No. Unh-unh. No. I was actually excited about, it so --

(inaudible background dialogue from child)

MARK: That's OK. You can tell her.

QUINN: (laughter) We're doing our recording about flying.

[00:16:00]

MARK: This is your niece?

QUINN: Yeah, this is my niece [Josie?]. (laughter)

MARK: Thanks. We'll talk to you later.

QUINN: We'll visit with you after a while OK?

JOSIE: OK.

MARK: OK. (laughter) How old is she?

QUINN: Eight. My God, she's cute. She's fun.

MARK: Yeah. So anyway, you had -- this was a mixture of fear and loathing, and elation at the same time.

QUINN: Yeah. That sounds about right. Uh-huh.

MARK: I mean, am I using the right words?

QUINN: Uh-huh. Yeah.

MARK: But -- but when you were coming around and you were going to land, how -- how were you -- were you getting nervous? Or were you getting more in control?

QUINN: I don't know. Yeah, probably sweatier palms. But just trying to stay focused, I guess, and yeah, I don't know that it was much different. Definitely nervous, yeah. But not -- I don't know, not fear, really, I guess. Just nerves more than anything, and --

MARK: If you could talk to other people about flying, what would you tell them is required? You know, I mean, should they look introspectively at themselves and say, you know, "Maybe -- should I be flying [00:17:00] or not flying?" Or should -- would you just say, "No, you just go out and take lessons like anybody else?"

QUINN: (laughter) Oh, I'd like to think it's that way for everybody. But no, yeah, you do have to have a little nerve, if you like. Not that most people can't be pilots, because I think a lot of people can that wouldn't think that they could. It's not that technically difficult.

MARK: But the math? Isn't there -- is there (inaudible)?

QUINN: There is some math to it, yeah. But I don't think it's probably as in-depth as most people think. It's not calculus. I mean, it's -- it's pretty basic math, and a little bit of navigation. So yeah, you have to have some abilities with a map and spatial -- sort of, I guess they call it spatial intelligence where you realize where you are, and whether you're up or down, or not. So --

MARK: Isn't that part of just -- it's -- yeah, the intelligence.

So it's a feeling you have in your body?

QUINN: Yeah. Uh-huh. Well, you have that, too. Yeah.

Inner ear balance, so you know, you know, which -- if you're skidding or sliding in the plane, which they say you can tell by the seat of your pants, but not everybody can.

You should be able to feel it.

MARK: Where does that saying come from?

QUINN: I don't know. [00:18:00] Old pilots, I guess. I don't know.

MARK: Flying by the seat of your pants/

QUINN: Right. Yeah. Uh-huh.

MARK: That's intuitive flying?

QUINN: Yes. Exactly. That it is what it is. Uh-huh.

MARK: OK.

QUINN: Yeah, which seems interesting in -- when you think about it in terms of the saying. That doesn't seem like it fits. Because you fly by the seat of your pants, literally, to feel -- feel whether you're sliding or slipping, as they say.

MARK: Have you had any rough moments?

QUINN: None of them that weren't manageable yet, no. Unh-unh. I mean, we got a radio go out once going into Casper last year, and that was entertaining, but it wasn't --

wasn't bad. And we've been able to avoid most weather by good planning. This morning, we had -- had to prop start the plane, which I've never done before, but I've been told how to do it. And the battery didn't want to kick it all the way over, so we had to prop start it. So --

MARK: Tell me -- and tell me what you do on that. Just, if anybody listens to this, they'll understand what a prop start is.

QUINN: Well, you -- it's, you have to turn it by hand. You have to [00:19:00] put the gas to it, and then grab a hold of the prop, and crank it around, literally, yeah, start it by hand. And --

MARK: But there's a trick to it, right?

QUINN: Well, yeah, but the -- the brakes need to be on. That's the trick. (laughter) So either you have one guy in the cockpit with the brakes on, or you have the brakes locked.

MARK: No, but I mean, it just -- actually, grabbing the prop and pulling it down, I was told -- because I propped the plane once, and I --

QUINN: Did you?

MARK: -- I propped it wrong.

QUINN: Oh. OK. Well, I mean --

MARK: Did anybody ever tell you how to -- how to -- what to be careful for?

QUINN: Where you -- (laughter) you fall away from it, I guess, is what I've been told, yeah. You essentially want to fall through it and away -- away from the rotation.

MARK: Yeah. (overlapping dialogue; inaudible) into your hands.

QUINN: But I -- yes. Uh-huh.

MARK: That's where I got dinged.

QUINN: Oh, did you?

MARK: Yeah, I thought I lost a -- a digit for a while.

QUINN: Wow, Mark.

MARK: It hurt so much. But it was just because -- and I was told, pull down and away, and I didn't pull away far enough. But yeah, I propped the plane. It was at least, like, (overlapping dialogue; inaudible).

QUINN: Yeah. Like this. OK.

MARK: Yeah. So you really haven't had any problems yet?

QUINN: Not really. Nothing -- I haven't had an engine failure. [00:20:00] I mean, we've done simulated, that kind of stuff. You definitely simulate him, and engine failure, and stalls, and --

MARK: Well, how do you do that?

QUINN: You shut her down. You -- and just the instructor, Gary, or we even do it just as practice. You'll be flying

over, and somebody just pulled the throttle back and say,  
"OK, the engine quit. Now what are you going to do?" And  
--

MARK: And the prop stops turning?

QUINN: Well, no, it's still feathering. Yeah. And the  
engine's still running, but it's not pulling you anywhere.  
I mean, you're -- you're floating, so you're gliding at  
that point. But the engine is still running, because  
you're only going to simulate it so far. Typically. I  
mean, so you can do off strip or off runway landings, I  
guess, if you want. But usually, they just simulate all  
the way until you're about to touch the ground, and say,  
"OK, pour it on and go around." But --

MARK: So you prepare yourself for these things?

QUINN: Mm-hmm. Yeah. But no, I never had any of that  
happen, thankfully. Just a radio go out, and (laughter) --  
you know, we've stalled at low altitude a few times on --  
on approach, which is no good. But of course, you have to  
prepare yourself for that, too, so -- [00:21:00]

MARK: Quinn, what's the best thing to you about flying?

QUINN: Hmm. There are so many aspects of it that are  
enjoyable that I've found. But honestly, just the -- well,  
and I think what every pilot likes is sort of the freedom  
of -- of flying, of being in the air. It's an interesting



-- I don't know. It's -- it's just neat to be able to actually fly. Today, there was a helicopter here at this fly-in, which I've actually never ridden it. I'd love to. But just to see that kind of lift straight up off the ground and hover there. I mean, that's amazing that that can happen. And yeah, flying in today over this morning, you know, over green prairie, and just floating along, is it's -- it's a neat feeling. It's cool.

MARK: Did you fly yourself?

QUINN: I did. Yeah. (inaudible)

MARK: [But you didn't?] bring anybody else?

QUINN: Yeah, my girlfriend was in the backseat.

MARK: OK. I guess one of my very first flights -- and, well, it might have been the first flight I had in the small plane, was when I worked for [Big Horn?] Airways, I had a similar [00:22:00] feeling where we were flying over -- well, I guess you'd call it the Powder River Basin, but really the edge toward the Big Horns near Sheraton.

QUINN: OK.

MARK: And it was just rolling grassland. And it seemed to me like if we -- if you jumped out, you would just bounce. And -- and like a carpet.

QUINN: Just land softly. Yeah.

MARK: Yeah. And if you were -- and you don't worry about crashing because you think, you know, if we land, it's going to be really soft.

QUINN: It looks super (inaudible). (laughter) Right.

MARK: But that's -- that must have been how you felt -- I mean, how you viewed everything from -- above from today, because --

QUINN: Yeah. And that is the way.

MARK: It's just gorgeous out here.

QUINN: It's beautiful, yeah, this time of year.

MARK: Now, are you going to fly back?

QUINN: Yeah. Tomorrow morning. I'll go back for work, so get up early, and...

MARK: OK. What -- what are your plans with an airplane? Do you have your own plane?

QUINN: No. I borrow right now. I plan to, but it's not a cheap hobby, as we talked about. So yeah. And the initial cost is not really the biggest part of it, because then you have the fuel, [00:23:00] and the -- the maintenance part of it. So it's an ongoing -- you don't just buy it and say, "OK, now I'm set." You got to plan on how you're going to pay to have that hobby and keep it going. So, no, I'm -- I'm lucky enough that I can borrow during the summer

months, which are the good flying months, and then give it back. (laughter)

MARK: Yeah. Who do you borrow from?

QUINN: My dad. I'm borrowing a Super Cub right now, and I'm getting some hours in a 180, which his fun. A bigger -- Cessna 180, a bigger tail dragger. Yeah. It's like this, but a little more engine in it.

MARK: This isn't the 180?

QUINN: No, it's the 170. Same basic plane, but a little bigger.

MARK: Do you have any ambition to be a commercial pilot?

QUINN: No. Unh-unh.

MARK: No?

QUINN: None whatsoever. No, just hobby, recreational travel. Yeah. It's just fun. And I -- yep. And nobody in my family, I don't think, ever has been a commercial -- well, no, that's not true. Gary's done some commercial work, but not in a jet. Just, you know, transporting, and --

MARK: Now, your dad did -- does what?

QUINN: Well, he's [00:24:00] retired. He used to own a Chevy dealer in Worland. So that was his --

MARK: What was (inaudible)?

QUINN: Well, originally, it was Western Motors, but then it was Big West Autoplex, (inaudible) Chevy and GMC, and --

MARK: Did he want to see you go into the business?

QUINN: He kind of got out of it by chance. His partner wanted out, and he said, "Well you either buy it or I'll buy you out. And it just ended that way, that his partner bought out from him. He didn't want to get out of it, but it was --

MARK: Are you glad it worked out that way?

QUINN: That's -- yeah, that's fantastic. And it was right before the crash, in what was it, summer of '07? Is that when it was, that GM went --

MARK: (overlapping dialogue; inaudible)

QUINN: Yeah. So it was -- it was a blessing that it happened, yeah, about eight months before that came. And so --

MARK: Well, it's interesting to fly in Wyoming, isn't it? I mean, you don't have much competition here.

QUINN: No, that's nice. Not traffic, air traffic. You don't really have to worry about that. Yeah. And the weather's perfect. High altitude is actually preferable, unless it's a really hot day, and then getting off the ground's a little harder. But [00:25:00] yeah, it's neat. And big open spaces, you don't have to worry about -- the engine quits in most places in Wyoming, you just put it down on the prairie. Not a big deal. (laughter) Mountain flying

is a little different, but, you know, you know when you're going over those, you got to be ready.

MARK: And it's (inaudible) mountains?

QUINN: Yeah. Quite a bit. Going to Worland from Casper or from here, and Big Horns. So --

MARK: Oh, I see. The Big Horns.

QUINN: Mm-hmm.

MARK: Yeah. Have you been out of the state in your travel?

QUINN: Only to South Dakota. So I haven't flown long distance as much. So over to Black Hills a few times. Other than that, no. Unh-unh.

MARK: Does your dad fly with you?

QUINN: he does. Yeah, quite a bit when we do together.

MARK: And -- but does he fly, or do you fly?

QUINN: I don't know. We take turns. Usually, he wants me to build ours. So he'll -- he wants me to fly, and he sits in the right seat. That's, like -- that's his preference, but, yeah.

MARK: How many hours do you have?

QUINN: I have to look. I think we just broke 100 not very long ago. So I'm only maybe 110 power pilot. Not a lot.

MARK: (inaudible) [00:26:00] The guys -- some of the guys I've talked to have flown thousands.

QUINN: Oh yeah. Yeah.

MARK: Thousands of hours.

QUINN: Yeah. Yeah. And I -- I think, for my dad's sixtieth, we calculated how many -- and I can't remember how many, it was, like, 13,000 or maybe more. And he could have flown around the world seven times. We did the math. It's a lot. And Gary has, I think, probably, yeah, more on top of that.

MARK: (inaudible) I think you're sort of lucky to be raised in the family you're raised in.

QUINN: Absolutely. Yeah.

MARK: I mean, and not just because you got a good education, but, you know, you're around this ranching business, you're flying. What could be more perfect?

QUINN: No. I'm not complaining whatsoever. (laughter) I literally thank God for that daily. Yes.

MARK: Good for you! Good for you. You know -- you know what a privilege it is. And to live in Wyoming.

QUINN: Yep. Mm-hmm. It's a good (inaudible).

MARK: And to fly in Wyoming.

QUINN: True. Yeah.

MARK: Absolutely.

QUINN: Yeah.

MARK: Well, do you think you're going to -- you think you're going to settle down in a -- in a ranch situation? Or would you like to? Or is that --

QUINN: Yeah. I mean, it wouldn't be bad. [00:27:00] I don't know, we'll have to see how the family -- and there's always family dynamics that are involved --

MARK: Oh yeah.

QUINN: -- so I don't want to step on anybody's toes if we were to do that, so we'd have to talk to a lot of people. But it wouldn't be all bad. Yeah, it's a good -- it's a neat lifestyle.

MARK: Do you think you'd be doing more flying if you did?

QUINN: Yeah. Mm-hmm. I think I would. Especially out here, and getting back and forth to town, and, you know, just doing daily stuff, checking -- checking livestock from the air. It's pretty handy.

MARK: I think I asked you what your best experience was. Your worst experience was just running out of radio.

QUINN: Yeah. Haven't been many of those, thankfully.  
There's --

MARK: Yeah. But, you know, just, I'd love to be able to fly by myself. It must be just a thrill, you know?

QUINN: It is. Yeah. Yeah. And I didn't know that until, yeah, a few years ago. But it is a thrill, and it's been -

- been neat to -- to be able to sort of carry on the tradition with my family, because I know my dad gets a kick out of flying with me, and I do too. So...

MARK: What -- what did -- what type of flying did your dad do?

QUINN: Again, just recreational and for travel. He did use it [00:28:00] for business, but only -- only to get to car auctions and things, not truly as a commercial pilot, sort of -- yeah.

MARK: It was recreational and work-related?

QUINN: Yeah. Mm-hmm. Yeah. Not truly as a commercial pilot, but to fly to Denver to a car auction. And it was a lot cheaper to do it as a private pilot than to pay those tickets all the time, or to drive, eight, ten, twelve hours, whatever it is.

MARK: Yeah. That's nice. How long did it take you to get over here today?

QUINN: Oh. Forty-five minutes from Casper. Which is (inaudible) Super Club slow. I think we were doing 110. And that was with a good tailwind. (laughter)

MARK: Did you see anything from the air that you thought was interesting?

QUINN: No, there are -- we've seen now quite a few times on that pine ridge, which you -- people wouldn't think that there are elk out there. We've even seen elk on these



pumpkin buttes right over here, and you wouldn't think there'd be elk. Last year when we were coming over, we saw two coyotes chasing each other down a ravine about this time a year too, and they're just -- you know, you're from the air, and they're kind of dancing along down the ravine. It's -- it's pretty cool.

MARK: Who was -- who was chasing the animal?

QUINN: [00:29:00] Well, today?

MARK: Yeah.

QUINN: We -- we were, but not on purpose. (laughter)

MARK: Tell me about that.

QUINN: Oh, we were on short final, and he decided, like they always do, that they needed to cross -- cross in front of you. And so we had to pour the power on, and go around, because he was going to be -- he was going to eat that prop up. He was getting awful close. So...

MARK: Well, you -- you couldn't have avoided him if he decided to just run in front of you.

QUINN: I don't -- I think if we would have carried out the landing, he would have been in the prop. He was -- he was headed for that -- that collision course.

MARK: One of the pilots told me, I said -- I said, "What do you -- what do you do in a -- in a crash?" And he said, "You

fly through it." And I went, "What does that mean?" He says --

QUINN: What does that mean?

MARK: "You don't panic. You just -- you keep your head, and just fly."

QUINN: Fly through it. Huh.

MARK: Whether it's through trees, or whatever. Are you ready?

M: Yeah. (inaudible)

MARK: Everybody's gone?

M: Yeah. Well, (inaudible).

QUINN: (laughter) That's good news. [00:30:00]

MARK: Quinn, this is great. I appreciate your taking time.

QUINN: You too.

MARK: You know, I think you're going to -- you're going to have a lot more experiences.

QUINN: I hope so.

MARK: You're only 33.

QUINN: Right. Yeah. We're planning for more.

MARK: Yeah. OK.

QUINN: Thank you, Mark.

MARK: Well, thank you. Appreciate it. OK, let's stop this thing, and your uncle --

END OF AUDIO FILE