

OH-3045, Gary Marquiss, 6-15-2014, WY In Flight

JUNGE: [00:00:00] So, go ahead.

MARQUISS: So, they're going to -- they were broke down. They got a piece of equipment broke down, and Wayne said, "Well, hell," he said, "No problem." He said, "I can drive to town and be back in an hour and a half." He said, "Take that little Thunderbird," and he had one of those new, little, two-seat Thunderbirds, you know? He said, "I'll just run in there and get those parts. I'll be back here in a little bit. You guys hang on," and he's headed out the door, and he asked Fred, he said, "Do you want to ride with me?" And Fred's just a little kid, and he said, "Boy, I wanted to ride in the car." He said -- we got it out, and he said, "We're spooling down the road about 85-90 mile [sic] an hour," and they topped Raw Hide Ridge, and Wayne didn't have it cut through like they do nowadays, you know? And he said, "When we did, here come the highway patrolman, just zipping by, and on the closed rate was fantastic." And old Wayne waves at him, and of course, he's gone, like instantly, and he slams on the brakes and spins that Thunderbird around the road and heads back towards [Reclipse?], and he reached that highway patrolman on the hill [Kent?]. Of course, he's got all the lights on and

stuff now. [00:01:00] Zip by him, and he does the same thing again, spins it around the road, and goes back. And the highway patrolman -- now, they're heading back towards Gillette, waves at him again, just leaves it to the floor, and I said, "What are you doing?" He said, "Oh, hell, he'll wait for us this time."

JUNGE: (laughter)

MARQUISS: Fred said, "I kept looking back," and he said, "He never did ... " (overlapping dialogue; inaudible). He said, "We went and got the parts," and he said, "We took every back road there was getting back to Reclipse." And then, a week later, old Wayne's wife got the car in Gillette and the patrolman nails her, and she's telling Wayne about it, and Wayne's like, "Honey, you don't have to explain this to me. I don't even know what you're talking about." He knew exactly what she was talking about. But she'd have to have a criminal -- who would think of that?

M: Yeah, I mean, you did it on the fly, too.

END OF AUDIO FILE PART 1

MARQUISS: Oh, he's kind of bald-headed now. They came in a black Chevy pickup.

M: (inaudible) point him out, huh?

JUNGE: Yeah, yeah, I don't remember -- recall what he looked like either. I remember that guy Christiansen you were talking about.

MARQUISS: Yeah.

JUNGE: Was he as tall as him?

MARQUISS: No.

JUNGE: Oh, OK.

MARQUISS: No, he was about my size, thinner.

JUNGE: Is Fred a pilot?

MARQUISS: Yeah, he was. Yeah.

JUNGE: I didn't think so. OK. Huh.

MARQUISS: He flew them all, so, I don't know if that's really being a pilot or not.

JUNGE: (laughter) What's the matter with them all?

MARQUISS: Well, I just never liked one. You know, they're -- they're OK, but when you're approaching to land, they're just like that. I don't think you can -- I asked the -- [00:01:00] I was checking a guy out, the one down in Newcastle, come for Leonard [Seeley's] airplane, and I said, "Can you actually wheel land that and you let them go in south?" "Yeah, you can," but, he said, "they don't like it." And I said, "Well, I could kind of understand that."

JUNGE: Yeah, a wheel land? What else would there be?

MARQUISS: Full stall, and that's how they land, full stall,
because you're already set up from that position.

M: Just where do they fly, huh, altitude?

MARQUISS: Yeah.

JUNGE: Well, while you're filling out, let me put something
in the front of this, like I did with Quinn. Today is the
15th of June, 2014. My name's Mark Junge, and I'm with
Marquiss, Gary Marquiss. Gary and Millie Marquiss Ranch,
the Little Buffalo Ranch, and we're in the hangar in Twins
City here, and we're going to talk with Gary Marquiss about
-- a little bit about his flying, his career. Fred, he's
probably told you a lot already, [00:02:00] right? About
his flying?

FRED: Yeah, I haven't heard all the stories. Yeah, quite a
bit, I guess. I don't think I've heard from the beginning,
though

JUNGE: Oh, you mean the factual stuff?

FRED: Well, yeah, right! (laughter) There we go!

JUNGE: (laughter)

FRED: Well, I've heard a lot of flying stories, yeah.
(laughter)

JUNGE: Oh, God. You know, it seems to me like people into
flying are characters to begin with. I mean, they've got
something unique about them. I don't know what it is, but

then, as Don Cooper was saying, he said, "You know, but what's really unique is a Flying Rancher." He said, "Those people are really, really unique." (laughter) I guess that -- I don't know why their perspective would be different, but I -- well, yes, I do, too. It's not like flying from one town in Iowa to the next, 10 miles, it's a little different in Wyoming. I think 98,000 [00:03:00] square miles makes a little bit of a difference. (laughter)

FRED: Yeah.

JUNGE: Have you been to any of the airports? I mean, the regular airports, besides grass landing strips?

FRED: The old (inaudible)?

JUNGE: Yeah.

FRED: I have to! (laughter)

JUNGE: Well, Casper is pretty nice.

MARQUISS: Yeah.

JUNGE: Do you know anything about the Army air base there?

FRED: No. Uh-uh. I know that I've made him drive by those airports all the time. I don't know the story on them, but do you?

JUNGE: A little bit. I mean, I'm learning more and more and more. John Goss, I talked to him early on in this project about -- he runs the Veterans Museum there.

FRED: Oh, OK.

JUNGE: Do you know where the Veterans Museum is?

FRED: Yeah, I do. Mm-hmm.

JUNGE: You might want to stop off and take a look at that and get the tour. You'll be amazed at what you didn't know.

FRED: Really?

JUNGE: Yeah.

FRED: Huh.

JUNGE: Yeah. John is a good -- yeah, he's got a -- he's got a buddy working for him there. I can't think of his name right off-hand, but John is a storyteller and a born teacher, you know, and he'll teach you about [00:04:00] the base, and if there's any questions afterwards, he'll answer every one of your questions.

FRED: Oh, yeah, are we talking about Fort Casper?

JUNGE: No, no, no. I'm talking about the Veterans' Museum, right on the Natrona County International Airport. It was an Army air base.

FRED: Oh, maybe I don't know. Not the -- not the, uh, War Birds? Not the War Birds?

JUNGE: No, that's Jim Good. That's a hangar full of old planes, but you were talking about the base building and all the barracks?

FRED: No, I don't know what you're talking about. I take that back. I have no idea what you're talking about.

JUNGE: OK, well, the Enlisted Men's Club is a museum now.

FRED: OK.

JUNGE: You know, the officers had a club, and then, the brass, the top brass, had their own club, and then, this Enlisted Man's Club was kind of pushed on the officers. They said, "We need one for our enlisted men." So, that's the building that they're in, and there's murals painted on the walls by, let's see, by people -- well, yeah, two guys that were in the -- at that time, it was an Army air base, and they were in the service, [00:05:00] and they were good painters, and they put up the work, and they painted murals of murals to tell the story of Wyoming history, from prehistoric times, all the way up to that time.

FRED: No, I did not -- I know there's an aviation -- a little aviation exhibit down at Fort Casper. I thought that's what you were talking about all of this and that.

JUNGE: No, no.

FRED: But you're talking about -- OK. No, that sounds cool.

JUNGE: Oh, you ought to stop in. You'd love it. I mean, if you're interested in flying at all, that -- you really have to see it. I first found out about it when I started doing oral history interviews with people 25 years ago. And I heard that there was this woman -- I don't know how I found out about her -- Joy [Katy?], who was preaching that the

place should be saved. She was its liberator, its savior, you know, its Mother Cabrini, and she saved that, practically with her own two hands, by putting pressure on people. And the reason why she could was because her -- well, her husband was in the service. [00:06:00] She met him there, and that's why they got married. Also, she worked for the top brass at the base. So, she knew the whole history of the base, from the time it started in '42 until the time it closed up, and even afterwards, and she did not want to see anything lost. She would have loved to have seen everything preserved, but obviously the airport's torn down some things, you know? You can't keep--

FRED: Yeah, for her (overlapping dialogue; inaudible).

JUNGE: Yeah. Yeah. Yeah. Joy is a very strong-minded woman, and she had some stories to tell about the officers and the enlisted men and meeting her husband.

MARQUISS: We've got most of that filled out, so ...

JUNGE: You do? What do you mean, "most of it"?

MARQUISS: Well, I didn't get it all. So, (laughter) there's some of that stuff, but...

JUNGE: Wait a minute, you don't have religious affiliation?

MARQUISS: Mm-mm. Not really. No.

JUNGE: You don't have a political affiliation?

MARQUISS: Well, I don't want to get into that, so... (laughter)

I'm not real happy about the current administration. Let's put it that way.

JUNGE: OK, [00:07:00] so, you're a Republican! (laughter)

MARQUISS: Yeah. (laughter)

JUNGE: OK, and then, political offices held, current. You don't belong to any organizations?

MARQUISS: Not really, no. I was on the airport board in Gillette for seven years, but as far as -- no.

JUNGE: Are you unwilling to say who the most influential person in your life?

MARQUISS: No, I'm not because I don't know who the most influential -- I've had a lot of people that influenced me a bunch, you know? I had a granddad that was a -- had a sixth-grade education and was a fantastic businessman that had a complex because he'd never had a, you know, a super education, and there's been a lot of people that influenced me on a lot of stuff. But as far as having just one person that was most influential, no, not really.

JUNGE: Most people that I've talked to would say their dad. And even a lot of women say their dad.

MARQUISS: Well, see, we lost Dad when I was 19. So, [00:08:00] that was a great guy. That was an airplane wreck in a Super Cub.

JUNGE: Like this one over here?

MARQUISS: Yeah. Exactly like that one. It was --

JUNGE: Here on the ranch?

MARQUISS: It was over here on Durham [Meads]. They were running antelope for a film team, and he pulled out away from them, told them to stand by for a minute. And I don't know whether he gained altitude or what. You could see that airplane's front end from, like, 600 feet.

JUNGE: It was right down?

MARQUISS: Yeah. Yeah, took it by, you know --

JUNGE: What do you suppose the problem was?

MARQUISS: I don't know. Seriously. He was a primary flight instructor in World War II Navy. You know, aerobatics and that stuff. He taught that, you know, and Super Cub is a general airplane. And it's hard to keep a Super Cub in a spin if you're in it by yourself. You know, if you release any back pressure or rudder pressure, it'll be out [00:09:00]. It'll be a spiral, but it's, you know, it's flying. You can feel it, but --

JUNGE: Well Gary, I know you've served all day today your guests, and you're probably a little worn out, but I really appreciate your taking the time here, and I guess, you know, Quinn's here, too, and I appreciate his time. And he just wants to listen to you and me talk a little bit about

some of the things that, maybe, other people, you wouldn't stand around and talk about, and things that are fit for the tape, OK?

MARQUISS: (laughter) Yeah, OK. That's important. Yeah.

JUNGE: When and where were you born?

MARQUISS: I was born in Gillette in 1945, February.

JUNGE: February what?

MARQUISS: Nineteenth.

JUNGE: 1945?

MARQUISS: Mm-hmm.

JUNGE: So, you are 69?

MARQUISS: Yeah.

JUNGE: OK, and I'm 71. So, I've got a lot more experience than you.

MARQUISS: Yeah. Yeah. It's all right. (laughter) It's nice to not be the oldest guy in the room. [00:10:00] You know? (laughter)

JUNGE: OK, well, I would like, you know -- there's a lot of things we could talk about, but I want to know a little bit about your youth and growing up and the history of your family in aviation. So, where did you grow up mainly?

MARQUISS: Right here.

JUNGE: On this ranch?

MARQUISS: On the ranch, yeah.

JUNGE: Was it always called the "Little Buffalo"?

MARQUISS: Since 1922, I think it has been. That's when the buffalo came here.

JUNGE: That long ago?

MARQUISS: Yeah.

JUNGE: What were the circumstances of having buffalo in those days?

MARQUISS: I think Grandpa just wanted them, and he bought three or four head from Scotty Phillips in South Dakota. Scotty Phillips is the guy that kept buffalo from going extinct. He was married to an Indian woman, and I read a lot of books that mentioned him. You know, books that weren't about buffalo even. I read a cowboy book here not too long ago. A South Dakota cowboy, about the Matador Company in Texas bringing cattle up here, like, [00:11:00] at the turn of the century, and it mentions him in there. You know, a lot of that was done on those cattle they brought up here on reservation land. They could get miles of it, and it was pretty cruel work. You know, they were in those line camps in the wintertime, but Scotty Phillips is mentioned in there a couple of times.

JUNGE: But you never -- you never met him?

MARQUISS: No. He was long gone before I ever was born.

JUNGE: And, by the way, Quinn, if you've got a question or if I'm skipping something, and you maybe know a little bit that he knows, and I don't know, would you -- would you ask?

QUINN: I would.

JUNGE: Just say stop for a minute, I want to ask. OK, so, all right, so you were raised here. Your grandfather was raised here. Now, who homesteaded it?

MARQUISS: My grandfather homesteaded here.

JUNGE: What year was that?

MARQUISS: You know, I'm thinking, like, 1910 or in there some -- their old house down here, there's pictures of that in 1912. And, of course, that was [00:12:00] the second house. The first one burned down, and we won't get into that. It's got... (laughter)

JUNGE: Why?

MARQUISS: Well, I guess, we could. He had a cousin that was actually living with him that had a homestead back over somewhere in the area, and of course, you had to live there and prove up on it, and the guy didn't live there. They'd take tin cans and stuff and trash up there once in a while, so it looked like he was living there, but it was pretty lonely, and he was working the place. I mean, it wasn't like he wasn't here, but he was living down here with

Grandpa. They were [batchin'?), and Grandpa brought Grandma out here to show her the place or whatever, and he must have had to go to Gillette and stay overnight and then haul her out the next day, but when he got here, Harley had had the house catch on fire, and it's just probably a one-maybe two-room house, you know? And he had saved the dessert and record player. (laughter) The record player's out there, playing. I don't remember the name of the song. Mother could've have told us. And Gramps said, [00:13:00] "I hated that song ever since." Of course! (laughter) And his grandson's a banker now, and they had a bank tour the ranches, and they were out here looking at -- I was showing them how to sheep shed worked, and, you know, how we sheared down that little stuff, and he said, "Where was the original homestead?" And I said, "Right out there, beyond the gate, about 200 yards." I said, "The original homestead house," I said, "John's grandpa burned my grandpa's house down." John being the banker, "Yeah, I knew you were going to bring that up!" (laughter) A sad day, I suppose the cook stove that created it all didn't melt the deal. I don't know, but --

JUNGE: Well, how could a person make a living, then, in those days? I mean, a homestead was 160 acres? Or was that?

MARQUISS: I think there's -- I think he had 320, but still, in this country, that's, you know, not enough to --

JUNGE: No.

MARQUISS: And he kept buying up -- he had a -- you know, he had outside work most of the time, and then, he kept buying up some of those homesteads, and the sad deal is, those [00:14:00] people over at Woreland that your mom brought over, that old bunkhouse down here at the ranch, sat down here at what they call Three Mile. There's a cottonwood tree there along the county road, and they wanted to come out and look for the, you know, some of the granddaughter. These people just struggled to make it. They finally just gave it up and left, you know, and Grandpa bought that. There's a horizontal oil well they drilled two years ago. They were sitting on a fortune, and of course, it wouldn't have mattered. You couldn't have done anything with it at the time, but it's so sad, you know, that they struggled that damn long and weren't able to hang in there until something came of it, you know?

JUNGE: Now, this is going to sound like a stupid question, but why couldn't they make it?

MARQUISS: Well, if you just looked at the country, I don't know how anybody made it. You know, you couldn't run enough livestock on it to -- it's not farm country. You can't

plow it up and have a crop off of it, and you'd -- if you're running livestock, [00:15:00] there isn't enough -- there's enough to maybe live there, you know, but historically, ranching in this country, you're just making it barely. It kept the family fed. There wasn't any -- and some people got a little further ahead than others, but -- and Grandpa kept buying up most of those homesteads, and that was grandpa on Dad's side, and there was a grandpa on Mother's side that was a pretty sharp operator. He did pretty well, too.

JUNGE: They weren't working together, though?

MARQUISS: No. Grandpa on Mom's side came from down the Belle Fourche River here about 18 miles. We've still got that place or part of it.

JUNGE: When did you come in?

MARQUISS: Probably about the same time and maybe a little later, not much later. He was here, and then, went, World War I. He went to Europe, and he went back again. So, yeah, they were ...

JUNGE: Did those ranchers finally come together as one?
Before you?

MARQUISS: No. Never have, no.

JUNGE: Or are they still apart?

MARQUISS: They're still apart. [00:16:00] It's all kind of one operation, pretty much, you know, it's welded together.

JUNGE: Those must have been disappointed people because, you know, there were several waves of homesteading in Wyoming.

MARQUISS: Oh yeah.

JUNGE: And this was just prior to and during the war, and it seems like they would have come out here and taken a look at this property before they decided to do anything.

MARQUISS: Well, I think they did. You know, Grandpa Marquiss was -- he had a brother-in-law that was here, and W.R. Wright. He worked for him, worked in the bank in Gillette, he herded sheep, he did a lot of stuff. But it was a tough way to -- it was a tough country to get a toehold in, really.

JUNGE: W.R. Wright. Was that the name of the town of -- the name of the town of Wright came from that family?

MARQUISS: Actually, yeah, part of it. [Nolene?] Wright -- actually, I guess, probably, W.R. Wright had land around it, and Nolene's granddad had, [00:17:00] I think, the land. He had the land where Wright is. Actually, I said I don't think that. I know he did. So.

JUNGE: What kind of people were your grandparents, or did you know them?

MARQUISS: Yeah. Well, I'd told somebody I thought Grandpa Marquiss was the orneriest, ugly-looking guy I'd ever seen. Now I see him in the mirror every morning when I'm shaving, you know? (laughter) And I don't know, I just thought he looked that way. He was always good to me, I liked him. (laughter) Boy, he's old and cranky-looking (laughter), kind of an ugly old guy. Now, I told Millie, I said, "You know, I'm looking at that same guy." There's a picture of him in the house. Guess what? (laughter)

JUNGE: Do you have any stories about him?

MARQUISS: Well, yeah. I told you about the aviation deal, where that kid got caught in that balloon.

JUNGE: Oh, tell me about that, yeah, because I want to get that on tape.

MARQUISS: And I think that was -- he was out of Tennessee originally, [00:18:00] and then he was from there to Broken Bow, Nebraska, but he wanted to -- this kid got caught in a rope in the balloon, and of course, the balloon went up, and everybody's screaming and yelling. I think he had a leg caught in the rope, but anyway, they got the balloon down without hurting him, but he was hanging upside-down screaming and hollering. Grandpa said, "I wanted to be that kid so bad." (laughter) He wanted that balloon ride that bad, you know? But anyway. But --

JUNGE: Was he a hard worker?

MARQUISS: Yeah.

JUNGE: I would imagine.

MARQUISS: He was a little guy. He weighed about 130 pounds, you know, wet, but I think I still got a copy of his driver's license or something down there. But he was politically opinionated, and Don Cooper, that he talked to, his father-in-law -- I don't want to get this stretched out too far. His father-in-law was Glen Taylor, and Glen's dad was Bill Taylor, and old Bill Taylor and Grandpa Marquiss were fast friends, [00:19:00] and Glen was with his dad, you know, with Bill, in Casper one day, and they run into Grandpa Marquiss on the street, and they'd get to talking politics, and Glen said, "I thought they were going to start throwing punches." He said, "It got clear out of control." And, finally, one of them said, "Well, we've got to get going." Heads down the sidewalk. Old Bill's going up Grand with him. "God dang," he said, "It was sure good to see Ted again and get to visit a little bit." (laughter) It was the best deal he'd had all day. (laughter) Glen said, "I thought they were going to get in a fist fight right there in the middle of the street." (laughter) The best deal he'd ever been to. It was good to see him, and we'd get to visit a little bit.

JUNGE: What about his wife? What about your Grandma?

MARQUISS: Grandma was a school teacher out of Michigan, and she was a straightforward thinker. She was a nice-looking lady, and she had her -- you know, she was probably pretty tough. She didn't act that way. She was a Sunday School teacher and a bunch of that stuff, but you know, she'd have made it here. [00:20:00] The first year they were out here from Michigan, she was probably in her teens and they spent a year in a tent, you know, through the winter and everything. They lived in that thing before they got a house built and stuff, and I've got a book down there that her brother wrote on that, you know, how they came out. People were tougher then. They didn't, you know --

JUNGE: They had to be.

MARQUISS: Oh, yeah, they did, or they wouldn't have made it, but... [phone ringing] It sounds like some fool's still out there flying.

JUNGE: Dan? Hey, listen, we're in an interview right now. Can I call you back? (inaudible person on speaker phone in the background) Well, thanks. Yeah. I'll catch you a little later before you fly. Bye. Talk about flying, and he's flying out to California. Dan is a filmmaker. He won the Academy Award a couple of years ago [00:21:00] for Documentary Filmmaking, and, so, now, he's with that

pedigree, I guess. He's able to get more work, and he's back and forth to California now. It seems like that's where the industry is.

MARQUISS: Oh, yeah?

JUNGE: You know, if you're going to raise sheep, you come to Wyoming. If you're going to make films, you go out to California. (laughter) Anyway, could you tell which one was the head of the household, your grandma or your grandpa?

MARQUISS: Well, I'm sure Grandpa was, you know? My mother, one time, said, "You know," she said, "If I was going to have to fight the Indians off," she said, "I would have wanted my dad, Fred Wagensen, Grandpa Fred, my dad and Grandma Marquis, they were the tough ones, you know, and that kind of worry, you know." (laughter) But, no, I'd say Grandpa was probably the, yeah, the Alpha Wolf there.

JUNGE: Who is Fred Wagensen?

MARQUISS: That was Grandma -- [00:22:00] her grandfather on Mom's side.

JUNGE: I know you have stories about this guy.

MARQUISS: Well, kind of, yeah. Like I said, he was -- I'm not going to tell that.

JUNGE: (laughter) No listen, let me tell you, anything we have on here, we can cut out.

MARQUISS: OK. Well, I'm driving him one day, and this is getting -- he's probably 80 years old then and maybe not but close to it. We're going down the road in the car, and he's talking about a guy that -- he was on the Board of Directors for First National Bank, helped build the bank, and they had a bank manager. And Grandpa's talking about him, and he was a young guy and, you know, pretty neat guy, but Doug -- well, I'm not going to use names here. Anyway, he was -- Grandpa's talking about him, and he said, "You know," he said, "I like him, but you know what he's up to?" I said, "No." He said, "He's trying to trade wives with the guy up at the phone office." [00:23:00] I said, "You're kidding." He said, "No, I'm not kidding." He said, "And he's not got his mind on loans and stuff." And Grandpa was all-business, of course. He said, "When he's doing that stuff, he's not paying attention to business." He said, "I can't imagine doing that." And he said, "I remember one time, I'm out there by [Alzeta?], there was a -- clear out there, in the middle of nowhere," he said, "there were one of those little ranchers wanted the other rancher's wife." And he said, "I think they finally did trade wives," and he said, "That other guy got 10 cows to boot, but this guy at the bank isn't getting anything to boot." (laughter) I about rolled out of that car, and I

said, "This isn't about the trading wives. It's about him getting something to boot!" (laughter) Not making a good enough deal here. (laughter) See, that's some of the stuff I grew up with, and that's why I don't have any favorite person there. I had a lot of influence from a lot of different directions, most all of it was pretty neat.

JUNGE: Now, this Wagensen was a character, right?

MARQUISS: Well, not -- yeah, kind of. But [00:24:00] you know, not to a real extent. He was focused, and he picked up a lot of ground and stuff, but he just loved doing deals, and he's the one that only had a sixth-grade education, and that bothered him, you know? But there was nothing wrong with his mind. It was just a period of time he grew up in and stuff.

JUNGE: You mean, he was apologetic for not having an education?

MARQUISS: Well, it just bothered him, you know? When he was doing business with people that he wasn't as educated as they were, and -- which it shouldn't have. He did fine with it. And, of course, one of the deals, when this -- Mother was telling him about this, but he sold a ranch to the coal company and made good bucks on it, and they said, "Well, you know, after this deal, Fred, we don't know if we've got enough money to do this." And he said, "Well, if

you boys need money," he said, "I can loan you some."

(laughter) Coal company, he's going to loan them money to buy his ranch. (laughter) [00:25:00] But, no, that's just the kind of guy he was, and he was good to us kids. They had a place down the river on the Belle Fourche, just like this is, and there was an old stage station. It belonged to the Bishop family, and the old house down there -- it was a kids' delight. You know, we'd go down there in the winter or summertime for about a week or ten days, and that house was a bunch of houses shoved together. It had a ballroom in it. It had the old country dances and miles of hallway and just bunk rooms for the hired guys when they were lambing and stuff, and the first indoor bathroom on a ranch in Camel County. I heard they had the old clawfoot tub and stuff, and us kids would go down there, and they'd have five of us in the summertime for about a week, and why they didn't kill us, I don't know. And one night, we were going to sneak out and go to the full moon. You know, summertime, we're going to go down to the barns [00:26:00] and play cowboys and Indians. We had cap guns and all this. We were going to break out and go down there. Well, we couldn't sneak out without going by their bedroom, and there was a big, long hallway, with this window at the end of it. It had a screen on it. So, we'd open the window,

kick the screen out of it. (laughter) Go down and play for two hours. Sneak back in, and next day, Grandpa's back there, mowing, "What in the hell happened to this screen? Did you heathens tear that out of here? That's the most hateful thing I've ever heard of." It was always the most hateful thing he ever heard of but he never, ever laid a hand on us. He should have, you know, (laughter) taken us over his knee and killed all five of us, and we were always doing something like that, and it was always the most -- Mickey and I were the big kids, and the rest of them were the little kids, and they'd chase us, and if they caught us, you know, it was cowboys and Indians. The old ranch buildings were set up for kids. [00:27:00] There were stables and a blacksmith shop and a chicken house, a store room, and a sheep shed, and of course, they caught us and locked us in the sheep shed, and it was locked from the outside, and there was an axe in there, so we'd just take and beat a hole through the back corner of a tin building, you know? (laughter) Grandpa caught us coming out of there. "That's the most hateful damn thing I've ever heard of!" (laughter) It was always the most hateful thing he ever heard of, but... (laughter)

JUNGE: Now, this Wagensen, did he fly?

MARQUISS: No, never did, and I flew him a lot miles, you know?

He rode with me a lot, but -- and one time, we -- it was down at Imperial. We'd been down there overnight, and the next day, you couldn't see the end of the runway. We had that A-36 Bonanza, and I got an Instrument Flight Plan and went ahead and, you know, as soon as the gear came up, we were in that stuff, and it was pretty good up here. You know, we were solid on instruments [00:28:00] for probably about 45 minutes. Now, it broke out between layers, and Grandpa's nodded off. He's asleep, you know, and finally, he sits up, and he's looking around. He's looking at the top of the bottom layer. "My God!" he says, "Is that snow that deep out here?" "Grandpa," I said, "We're between layers of clouds." "Oh, okay." (laughter) And, of course, pretty soon, it all broke up. By the time we got up there, it was clear, but he was a little concerned about that snow being in that deep, but no, he never did fly. Grandpa Marquiss always wanted to, and they built an airplane in Gillette, he and the bank guy. I think his name is Eddie [Paquette?]. They built a airplane out of plans, like, it had some kind of an engine on it, and of course, that book that Grandma Marquiss's brother wrote, there's pictures of that in there, and of course, they're out there with their coveralls, and their leather helmets on, you know, they're

going to -- and they drew straws to see who'd fly, and Eddie got to fly, [00:29:00] and I think it -- I don't know, something went wrong with it. [phone ringing] When he comes in to land, he hit a haystack, and of course, you can picture all of them standing there. (laughter)

JUNGE: Let me talk to you in a little bit. I'm doing an interview, OK? (inaudible person on speaker phone in the background) All right. Goodbye.

MARQUISS: No, that picture -- there's a picture, four I think, they took off, and then one of them with the wreckage of the airplane, they were going to rebuild. I don't think they ever did. Eddie's standing there with a Band-Aid on his head. You know, he bumped that when they hit the haystack and destroyed the airplane. So, Grandpa never got to fly. He only had one eye, and he went blind in one eye, and I don't know which one. He didn't look blind in one eye, you know, but he couldn't get through a flight physical or anything, but he'd like to fly. He owned two or three. He had bought the first airplane that was here, and Rachel Fulkerson, who was my --

JUNGE: Who was Rachel Fulkerson? Who were the Fulkersons?

MARQUISS: OK. [00:30:00] Fulkerson had a -- He owned the FBO in Gillette three years, and Rachel Fulkerson, his wife, was my aunt. It was my dad's sister. And she's the one that

actually worked for [Clyde Eisse?] for a while, but she flew that first airplane they had, and my dad did, too, but that was pre-war. It was late '30s, you know, early '40s. They had a brand-new [Aeronca?] Champ that they kept there at the ranch.

JUNGE: She flew?

MARQUISS: She flew. Yeah. When I was a kid, she was still flying. She'd fly from town out here, and she flew up to about '61 or '62, in there sometime. They got a new Piper Colt, and she never liked the tricycle-gear airplane, couldn't fly it, didn't like it, didn't want to be in it. She always flew an old Aeronca Champ, you know, a pretty nice one, that out here, but she never warmed up to that Colt. She kind of quit at that point. [00:31:00]

JUNGE: Was she one of the earliest women to fly?

MARQUISS: Probably. She would have been around here, yeah, and I don't know. She had to have a pilot's license. She was in the 99s, of course, and she had to have a pilot's license by probably late '30s, early '40s.

JUNGE: How good was she?

MARQUISS: How good was she? I don't know because I never flew with her or anything.

JUNGE: Did you hear any stories about her flying?

MARQUISS: No, not really. I don't think she ever did anything outstanding or bent an airplane or anything. It was a -- I don't know. When I was still out of CFI, I threw with some girls, you know. It always seemed to me they had a gentler touch for an airplane. You know, they didn't have to manhandle it, show it who was boss, and some of them were quite good. You know, I don't want to be a male chauvinist and say guys fly better because they don't. (laughter) Or, at least, that's my observation. [00:32:00]

JUNGE: What was the reason for her flying it in the first place?

MARQUISS: I don't know, it was just an interest in it, I suppose. My dad flew. All three of them -- you know, Grandpa Marquiss and Grandma Marquiss had three kids, and all of them were licensed pilots, but --

JUNGE: OK. So...

MARQUISS: Well, I think probably from Grandpa's interest in it, you know?

JUNGE: OK.

MARQUISS: Just more.

JUNGE: Fulkerson, her husband, flew?

MARQUISS: Yeah, extensively. He was one of those 20,000-hour-plus guys.

QUINN: What's his -- what was his name?

MARQUISS: Jim Fulkerson, and he had an FBO in Gillette for -- he taught me to fly, actually. My dad would pay for it. My dad had been, like I said, Navy flight instructor and was current flight instructor, and I flew with him some, you know, and enjoyed it, always doing it, but he thought it was better if somebody else, you know, [00:33:00] taught me, and I don't mean to tell tales out of school, but Jim Fulkerson was -- he could be pretty abusive when he was giving them. You know, he had been a civilian pilot instructor in the war, and he had a fuse about that long. The night I soloed, that was when I quit. He was on my case, and I thought, boy, this is the last time. I was a kid in high school, you know, a senior in high school, and I thought, that's the end of this. There's got to be something more fun, and he shuts it -- "Just shut this damn thing down!" And I did, but I thought, here comes another chewing out, and he said, "Now, I'm going to get out, and when I do --" of course, he turned me loose, and that isn't what I expected. And later on, I got my commercials pretty much through him and --

JUNGE: So, tell me about that first flight. Were you shocked? You were shocked at what he said. You weren't expecting that.

MARQUISS: No, I wasn't expecting that. I guess I wasn't afraid to go do it [00:34:00] or anything, but I think everybody's a little bit apprehensive at that point, but it's -- you know, you learn, they wouldn't turn you loose if they didn't think you were ready, and, of course, when you get to be a CFI, then you wonder about that sometimes. You know, they're ready, and then, standing there watching somebody solo that you just turned loose is worse than doing it yourself the first time, I think. (laughter) But there's -- you know, you wonder how good you were to get them to that point. But the guy was very talented, and he was quite a pilot, and I later flew for him. You know, as a matter of fact, that's how I got some of that stuff. Got a commercial and then flew for him until I got the CFI and the multi-engine and went that route, and I flew for him long enough to finally figure out that he was trying to make something out of me. He didn't have much to work with, you know? (laughter)

JUNGE: You came to appreciate him --

MARQUISS: Yes, I did. I did.

JUNGE: -- more later on. [00:35:00]

MARQUISS: Yup.

JUNGE: Are you glad he was tough on you?

MARQUISS: Yeah, probably. I'll tell you what I always thought.

I thought he'd make a -- he had no business teaching private pilots, getting them to that -- professional pilots. If he was going to make a living out doing it, he would have been, and was, excellent. You know, if you were going to train a professional pilot, it was going to have to be in the trenches, he did a wonderful job on that. And the only thing I ever regret that I didn't get to spend, you know, 150 hours with him in the right seat of a Navajo or something that really counted. We flew little airplanes. The biggest thing I ever flew for him was an Aztec. No, I shouldn't say that. I got to ride shotgun in a Boeing 247-D, and he owned one of those for a while, the last one in existence. I mean, the last one flying.

JUNGE: What did he use it for?

MARQUISS: He used to haul oil crews, trucking crews, out of Bell Creek, Montana, when they had that Bell Creek oil field going. [00:36:00]

JUNGE: When was that?

MARQUISS: Oh, probably late '60s, early '70s.

JUNGE: What did you do for him exactly?

MARQUISS: What did I do for him? Just fly charter trip, flight instruction, you know?

JUNGE: You were a CFI, a Certified Flying Instructor.

MARQUISS: Yeah, right.

JUNGE: So, you did flight instruction, and then you flew charters?

MARQUISS: Yeah.

JUNGE: Did you fly oil workers out to --

MARQUISS: Oh, yeah.

JUNGE: -- their rigs and so forth?

MARQUISS: Yeah, we did that.

JUNGE: So, you weren't landing at too many airports then, were you?

MARQUISS: No, and I flew -- and this wasn't for Uncle Jim's, I was flying on weekends for Cyclone Drilling because their pilot was off a 206, and they had some really creative places to go in. They'd plow a runway out by the rig, you know, and it was a nice Turbo 206, and it had new paint, new upholstery, nice airplane, you know, in the springtime. By fall, that looked like they'd used it to haul Razorback boards between thunder storms. It was -- [00:37:00] you'd pick up crews to take on, there'd be a four-man crew, and on two or three of those trips, they'd haul a guy out there, just totally glazed over that they'd hauled out of the bar, I guess, summertime, this time of year. He'd pick him up. You know, it'd be dark when he left Gillette and just pulling to get down to Lusk, where the rig was, and

this guy'd have on a pair of Levi's, a pair, he had no shoes, no shirt, no nothing, hair down to about here, and somebody's got to work with him all day. Now, the crew I'd pick up and haul back were -- they had a little, kind of a Mexican guy that was running it, and they were young guys. The three guys he was over, and they were a clean-cut bunch, you know? They'd come up there. Of course, they'd shower when they left the rig and get up there with their ice chest and stuff and load up, and you know, they looked like they'd be all right. In fact, that bunch I'd haul down there looked like something they'd hauled out of the penitentiary. You know, they were a crude bunch.

(laughter) The last trip I flew in that 206 [00:38:00] the seat latch wouldn't hold it. The guy in the back looked like he was fairly stable. I said, "Now, when we're landing and taking off, you put your feet against that, and you'd hold it." And when I was waiting for the crew changes down there at the rig, why, I got out and manually latched the thing, so it couldn't come loose and then crawled over the top seat to get back in there, but those guys were up on an airplane. That was -- it's a --

JUNGE: Those were the boom days too, right?

MARQUISS: Oh, yeah. And I liked flying crews and stuff. That was neat, and the one thing I didn't like doing on there

was flying air ambulance. We were doing that in a Cherokee 6. You know, those people hurt and some of them passed away the same night you got them home and stuff.

JUNGE: So, you were flying for a living?

MARQUISS: No, not really. I made money doing it, I was still here, on the ranch, but if they needed an extra pilot, [00:39:00] I went in. Yeah.

JUNGE: OK. So, how did you get in there? You just flew from here?

MARQUISS: Sometimes, yeah.

JUNGE: What did you buy -- what was your first plane?

MARQUISS: First plane was in a Aeronca Sedan, an old four-place. You know, you could walk faster than it ran. Uncle Jim had some of those, he was an Aeronca dealer, and when I rode in one of those when I was a little kid, I thought, boy, this is -- you know, it had a starter, and lights, and everything, and a radio. It was just like an airliner. And it had antennas strung all over it, you know, for the low-frequency receivers.

JUNGE: Do you remember how much you paid for it?

MARQUISS: Yeah, that one I bought, I think about \$3,500.

JUNGE: What year was that?

MARQUISS: It was a '50 model, and I don't remember when I bought it, probably about '67 or in there some time.

JUNGE: Well, in those days, that would have still been cheap, right?

MARQUISS: Well, they were not real expensive airplanes. A Super Cub could outrun one of them. They only had 145 horse, like a 170 would have. [00:40:00] It would cruise about 100 maybe, you know? They had all kinds of room in them. You know, they were wide across, and they were nice old airplanes, nice to fly, and no flaps on them.

JUNGE: What were the circumstances now? You bought this just on a whim, or somebody had a sale on it or what?

MARQUISS: No, I just bought it because I always wanted one, you know, and finally, there was a guy in Gillette that wanted it worse than I did. I rebuilt it pretty much, recovered it, and repainted it, and it was a nice-looking, old airplane, and an implement dealer in there wanted it, and this airplane right here was for sale. And I think I bought this airplane in 1970, that's what I think. Anyway, I sold that old Aeronca, and bought this and had \$500 left over when the smoke cleared. So -- and I've always loved that airplane. Of course, it's been painted [00:41:00] and re-engined and a whole bunch of stuff since I've bought it, but it was always a good airplane. It just was.

JUNGE: You kept it clean.

MARQUISS: Yeah.

JUNGE: This is the Cessna 170 we're looking at here.

MARQUISS: Yeah, that paint's 40 years old on that airplane.

JUNGE: No way.

MARQUISS: Yeah.

JUNGE: Is it?

MARQUISS: Yeah. It was painted 40 years ago last year. It's a '73 paint job, and interior, and the glass. It's been kept. They told me that metallic gold, they didn't want to do that, that'll fade. And, I said, "Well, put it on there anyway." "Well, will you keep it in the hangar?" I said, "Yeah." And it never has faded. It's still --

JUNGE: In the old days, the '50s, that would have been called two-tone.

MARQUISS: Yeah.

JUNGE: Right? Like cars, two-tone cars. That was a novelty.

MARQUISS: Oh, yeah.

JUNGE: After people got used to the Henry Ford's all-black cars. What horsepower was this plane?

MARQUISS: This was 180 now. It'd been 145 originally.

JUNGE: What do you mean now? Did you change engines?

MARQUISS: Yeah. A lot -- that 170 that was here [00:42:00] today has had an engine conversion in it, too. Most of them in this part of the world have had, it's just a natural -- that's a good engine-airframe combination. And

like Dale Wright told me one time, "Why didn't they build them that way?" And I said, "That engine wasn't there yet." You know, the airframe was, but they didn't have the engine to put in them at the time.

JUNGE: What was the difference between -- in speed, between a 140 and the one -- what'd you say?

MARQUISS: One-eighty and 145.

JUNGE: Right, yeah.

MARQUISS: Uh, not that much, 10 miles an hour, maybe. But the difference is in the takeoff and climb performance. They're just a totally different airplane in that department, and that's got a constant speed prop on it.

JUNGE: Which one? The Super Cub? This here?

MARQUISS: No, this 170.

JUNGE: OK.

MARQUISS: So, the conversion does have a weight panel, it's all in the prop. The engine's actually lighter than the one it replaces, so.

JUNGE: You mentioned Dale Wright. Who was he?

MARQUISS: That Nolene Wright, the one you talked to, the girl that was here today --

JUNGE: [00:43:00] Yeah, and I wanted to talk to her. That's her dad, right?

MARQUISS: That's her dad. Yeah.

JUNGE: And you knew him pretty well?

MARQUISS: I knew him. Yeah, pretty well, and he's one of those guys that flew ever since he was a kid, and Jim Fulkerson and one of Jim's flight instructors taught him to fly. So, there was a flight instructor in there for years that was, his name was Clarence Fickle. A good-looking, little guy, you know, looked like a professional pilot should. I spent time with him when I was going to mechanic's school in Tulsa, Oklahoma. He was flying for Twin Beaks for [Sun Ray DX?] down there then. When I was a kid, he was a flight instructor for Uncle Jim and flew charter. And he was one of those guys that was glad they dropped an atomic bomb on Japan. He flew into Europe. He was just a kid in the right seat of a C-47, you know, when they invaded Europe, when they were -- he said they were going in, [00:44:00] and... Actually, no, Pat got out ahead of the -- his supply lines were running. They were hauling fuel and landing, and actually pumping fuel out of a door of the airplane into tanks, you know, to keep them going, but he said, "You know, that first wave of invaders going into Japan after Europe surrendered," he said, "I was going to be in on that, going in a C-47." He said, "I'd have never survived the war." He said, "I'd have been just a war

casualty." He said, "They'd have shot those C-47s down like flies going in there."

JUNGE: You're not talking about Wright. You're talking about

--

MARQUISS: Wright's flight instructor, yeah.

JUNGE: Flight instructor?

MARQUISS: But he taught Dale to fly when he was just a kid.

This guy's still alive, this --

JUNGE: Really?

MARQUISS: -- Fickle. He called here last summer, and he sounded just like he always did.

JUNGE: He must be 100 years old.

MARQUISS: Well, he's got to be in his 90s and still just sharp as a tack. [00:45:00] But he was a great guy, and he was one of Dale's heroes and, of course, Dale was one of my heroes. That guy was a natural-born pilot, and Dale flew from -- you know, he had airplanes from the time he was out of high school, maybe while he was in high school, I don't know. But he and a friend of his bought an old surplus Aeronca from World War II and had it. They flew it out of Gillette. And so, Dale flew from way back when, and when they put the missile sites in up in North Dakota and Montana, he flew on that, flew 180 Cessnas, flying crews in

and out of the -- you know, they hauled all of those missile-site construction guys out there.

JUNGE: If I talked to Nolene Wright, do you have any stories on him that I should get her to tell me about him?

MARQUISS: Well, Dale was one of them guys -- and, of course, he sometimes had a real short fuse, too, but [00:46:00] his wife was intellectual. Nolene's mom, she was a librarian and one of them people, and she had a sense of humor, too, but anyway, she could figure out anything, and Dale had a 210 Cessna. We took it to Thermopolis or somewhere, I think, and we -- the girls were in the back, and Dale, you fly this. And, so, I'm in the pilot's seat, and he had a digital clock in there, and I'm looking at this, and it don't make much sense to me. I said, "How does this clock work, Dale?" And he's sitting there with his arms folded, and he looks over there, and then, he's looking back out the windshield, and I thought, well, is he ignoring me? And he looks at it again. He said, "Oh, I don't know how that damn thing works, and I gave Marcia the book, and she can't figure it out, and that means you can't make it work, you know?" (laughter) Of course, that's just kind of how he was. Sometimes, after, he didn't think it was too humorous, I've got a large bang out of it. [00:47:00] He had a fairly new 182 one time, and it'd got out and run.

He bought it on a whim. Some lady had it for sale, and he bought it with -- and we flew up to Sheridan one day, and here again, and he's got me driving, and we're letting down, and the top of the glare shield's puffed up, you know. I said, "What's the deal with this glare shield? You can't hardly see over it." "I don't know. When you let down, it gets air under it." And, of course, he's about to short out. He reaches up there and smashes the air out of it, and it pumps up again in a minute or two, and this airplane, I don't really like going on about it. And, of course, we get up there, and it's shelling out an alternator, but we're flying back down here to Wright, and he wants to take it back to the ranch. "Why don't you fly it down to the ranch?" And, here again, he's still sitting in the right seat. He says, "Let's not put it in the hangar here." So, I, you know, turn the key to make the starter go, and it don't have enough juice to -- "I'll get out and start this thing!" And he gets out. He puts a pair of gloves on [00:48:00] and grabs at a prop, and it went to about 10 compression strokes. It had to run. I mean (laughter), he was (inaudible). It started and went. (laughter)

JUNGE: He was a good pilot, huh?

MARQUISS: Oh, he was a great pilot. I watched him land on the -
- you know the road coming in from the mailbox there?

JUNGE: Mm-hmm.

MARQUISS: There's a straight stretch for about an eighth of a mile, and then it turns. He come in there with a 180 one day I was with him, and the runway was muddy, and it rained while we were gone, and "I'll just land on that piece of road going towards the mailbox." And it's this wide, and a 180 isn't the easiest thing to keep on the center line anyway. Lands it in there and visits the whole time he's doing it. I mean, it was a pro job, just whoosh, in there. We tailed it around by hand, and he launched the same way he came back in. There wasn't any wind. I wouldn't think of landing there in a 180. I wouldn't land a Cub there, but I guess I would, but somebody would hold a gun [00:49:00] up to my head while I did it, and...

JUNGE: You could shoot at any time you want to.

FRED: (inaudible)

MARQUISS: Well, he brought a [Laskam?] over here one day, and it was, frankly, a piece of junk.

JUNGE: What was it?

MARQUISS: Laskam, 65-horse Laskam. "Take this out and fly it," and I flew it for about five minutes and brought it back, and I said, "I don't really have time to --" "Hell, I'll

bring it over again one of these days." So, he does about a month later. "You take it out and fly it," and he said, "I'll go out and have coffee with Millie," and I got up to altitude with this deal. I told him, you know, I'm totally amateur, but I thought I'll try rolling this over, and I got a head of steam, and come up and come inverted with it. And when I did, why, the car putting all the dead mice and the dirt and everything else falls to the -- in your face, you know? And I'm trying to fight off the dust storm, and I get it finally right-side-up, and it seemed 90 degrees from where I started. And the other deal is [00:50:00] the engine, I thought, well, through the excitement, now he pulls the power back on. No, the power isn't pulled back. The throttle's still right where it was. It's flamed out, and I had done only two smart things. I got up pretty high, and I was right here over the place. I thought, well, I'll just -- and it was still windmilling, and I tried the throttle. You could pull it idle, you know, you could feel it running, then as you come into power, it'd quit. And I thought, well, you can try everything. I unlocked the primer, and you can make it run with primer with the throttle in, and I thought, well, I'll go to that long runway with it. I can't miss that. And I thought yeah, that's a crosswind runway right now because the wind

is coming out of the west, and you're going to have to walk to the house. So, I thought, well, I'll -- it was coming out of the south, the wind was. I thought, no, I don't want to do that. So, I thought, well, I can nurse it around here and get it on this north-south runway landing south. And then I get it on final -- of course, Laskam's got a stick, and you're flying it with your left hand [00:51:00] and running throttle with the right, which isn't natural when -- and I get it down there, and a lamb runs across the runway. Of course, we're going to have to get across temp, so you're adjusting the power and trying to prime, and I get it past that, and get it on the ground, and then it runs fine, taxing down here at the house. And I went and got Dale, and I said, "I broke your airplane." He thinks this is hilarious. "All you needed was a bunch of sheep running across the runway." And I said, "One did!" And of course, he loved that. And he said, "Well, let's go see what we can do with it." And we got up here, and it would run, and we ran it up, and it'd, you know, run up. And, oh, by God -- he was always by God, "Dale, I think I'll just fly it home." And now, I wouldn't have let anybody else leave town with it, but I thought, well, he'll make it, and if it quits, he'll know what to do with it. And I said, if it quits, I said, "Just prime it, keep it

running with the primer." "Well, I'm going to try it."
So, we propped it, and he launches out of here, and about
10 minutes later, the phone rings, "I got home with it!
And it runs, and Gary, [00:52:00] by God, now the turn and
bank works!" You know? And he said, "I've got Dave coming
to look at it tomorrow."

JUNGE: The turn and bank, what's that?

MARQUISS: Instrument that shows if you're turning, it wasn't
working before. But, anyway, I go over there, and the
mechanic's working on it. He said, "Dale's a little vague
about what's wrong with this. And I said, "Well I'm going
to tell you." I said, "I rolled it over, I shouldn't
have." "No, they're stressed for that, she could've, but
come here and look." He had the carburetor apart, and had
it all laying out there on paper towels, and doing an
autopsy. And he said, "See these little -- they're little,
they look like BB's." And he said, "Put one of those," he
said, "Those come out of the float bowl. That airplane
came out of Arizona." And he's sitting in -- that was the
finest silks you ever saw, you know? And he said, "That's
been forming in that float bowl for a while." And he said
there were a bunch of those in there, and he said,
apparently, one of them got caught under the float, and you
know, started the engine out. And he said that's why it

would [00:53:00] run with the primer. And I said, "Well, that's interesting." "Yeah, you might think about that the next time you think you need to be upside down." So, there's another valuable lesson. I decided, really, it wasn't that important to be upside down. And maybe rolled an airplane over once or twice since then. But it's...

JUNGE: Have you been upside down a couple times, you say?

MARQUISS: Well, yeah. And that kind of a deal, but you know, it's a --

JUNGE: I mean, purposely.

MARQUISS: Mm-hmm.

JUNGE: Just to see if you could do it?

MARQUISS: I think it's good to know how to do it.

JUNGE: Why?

MARQUISS: You get a turbulence -- like, a weight turbulence, roll you upside down, and that can happen off of a bigger plane.

JUNGE: What's a weight turbulence?

MARQUISS: It's weight turbulence, it comes off a wingtip, (inaudible), just a baby tornado that comes in. You can come off an airplane this size. If you're flying two Cubs, and you get in that from a Cub that's ahead of you, it'll roll you hard enough to where you can pull away the throttle, keep it from rolling you over. But, or you could

-- they've lost some [00:54:00] airplanes, Border Patrol has, where they've cut up circles -- an airplane come back and hit their own turbulence at slow speed, and just put the roll to it. And there have been a lot of airplanes rolled over at bigger airports.

JUNGE: Quinn, you've never rolled one over, have you/

QUINN: Not.

MARQUISS: No.

QUINN: (inaudible) no. (laughter)

MARQUISS: No, it doesn't hurt to know what an airplane looks like and feels like inverted.

JUNGE: Does it change the G's a little bit on your body?

MARQUISS: Yeah, well, yeah, you can go to, actually, a negative-G, you know, inverted. But you don't want much of a negative-G there.

JUNGE: Quinn and I were talking, and he doesn't know the meaning of this exactly, and I don't either, but what's flying by the seat of your pants, what does that mean?

MARQUISS: That's just -- I guess that term was brought up, and people who didn't have any instruments or anything else flying, there's a lot of -- Dale Wright was one of them kind of guys that could just feel an airplane [00:55:00] out and know what was going on, and I think that's where the seat of the pants deal came in. And I imagine the guys

that have that the most are probably ag pilots, spraying. You know, they can tell what airplane to do without ever looking, they have to.

JUNGE: Did you ever do that, spray pilot?

MARQUISS: No, I never did. After my dad was killed, they said I could fly, but they didn't want me to ever spray. They didn't say I couldn't knock coyotes. I shouldn't have done that either, but...

JUNGE: You did?

MARQUISS: I did, but not very much of it. I never liked that. That's living on the edge, and I knew a lot of guys that got killed hunting coyotes that thought they were pretty -- they didn't think they were clever or anything, it just happened. But...

JUNGE: Any examples of that?

MARQUISS: There was an example, yeah, an old friend of mine -- or, not a friend, a close friend, an acquaintance, a guy I knew, that they wrecked a Super Cub hunting coyotes, killed he and the gunner. [00:56:00] And it appeared that, you know, they were both looking at the coyote, and it was a floodplain, with a cutback where the river was, flew into that. I mean, the airplane was still in control, just nobody was -- apparently, they were both looking at the coyote when just, you know, five seconds of inattention

will do it, that's what happened there, you know? The pilot was, you know, quite a good pilot.

JUNGE: I was going to ask you too, sooner or later, what does it take to be a good pilot?

MARQUISS: Well, I don't know. There's a -- being a flight instructor, you'd see guys that -- and Quinn was one of these, that you could show them something, you know, of younger people especially, and they could just do it, it came natural to them. And I have flown with guys, and a couple of them were professional pilots, that honest to God, if you spent 20,000 hours, they still wouldn't really know how to -- they [00:57:00] flew and they got away with it, but they weren't necessarily good pilots. They're rougher, you know, they're -- a good pilot is smooth, and a really good pilot, if he's sitting there flying, he can't tell he's doing anything, hardly, you know, it's every move is kind of planned, and smooth, and not a lot of it, it's all small corrections, and...

JUNGE: So, now you're talking about the coordination, hand-eye coordination?

MARQUISS: Right.

JUNGE: But what about the thinking?

MARQUISS: Well, I don't -- I've known some pilots, and let me put it this way, some pilots got more ability than they

have judgment, you know, get into a bind that they shouldn't have, because they weren't thinking. And there was one of those around here that was fantastic at that. You know, and I thought he'd get killed in an airplane wreck. He died in bed at an old age.

JUNGE: Who was that?

MARQUISS: His name was John Thelen, and he was a piece of work, and he had an FBO in Gillette, too. And he and Uncle Jim didn't get along even kind of, and John was a piece of work. He was [00:58:00] -- you couldn't help but like him.

JUNGE: Oh, this guy spells his name T-H-E-L-E-N, Thelen.

MARQUISS: Mm-hmm.

JUNGE: It sounds like Thelen, or Thelen, but it's Thelen?

MARQUISS: Thelen, yeah.

JUNGE: Do you have any story about him?

MARQUISS: Well, yeah. I guess, probably, there were a bunch of stories about him, because I flew with him some when I was a kid, too. But it was -- he was just wild, man, that's all there was to it. Now, I went back to the Champion factory in Osceola, Wisconsin one time to pick up two guys -- three of us went back there, John and a guy that owned a bar at Old Sage, and me to pick up new Champions, bring them home. And John rents a car when we're back there, and I remember, it was a Plymouth convertible, and it had a

hood ornament, 318, you know, the 318 Plymouth. And old John, "Boy, this thing can really run." And he said, "When I was a kid in Ohio, [00:59:00] I raced miniature racecars, or three-quarter scale racecars, whatever. And I'd (inaudible) that one." He said, "I had a race stack that come right out of the side of it. I'd pull up by them other guys and burn the paint off their car, you know?" (laughter) And he was a storyteller too, then. The day we left, we're driving to Minneapolis, and we're going to take this car, and turn it in, and fly home, you know? And it was -- I think it might've been Monday morning, but anyway, they had a four-lane highway, and it cuts down, they're doing -- it was on Sunday, there was nothing going on. This four-lane highway went down to two-lane, and then it was two-way traffic, you know? And they've got all of the signs, don't pass, don't this. And old John is just ready to go into two-lane stuff and this black guy in Volkswagen pulls around him, and old John, "There ain't no nigger in a Volkswagen going to be outrunning me." And they had an island between these four lanes. He jumps that island, (laughter) goes over in the road graters and stuff, [01:00:00] in the dirt, and he drives -- that black guy's looking at him, old John, he's got his old cowboy hat pulled right down on his shoulders, and he passes him. And

we are going about 75 miles an hour, and he jumps that dang concrete divider, (laughter) (inaudible). I'll tell you what, I've never been glad to get out of a car in my life! I haven't seen anything on TV to match that. Of course, that had nothing to do with it, but that's the kind of guy he was.

JUNGE: Now, what was the story you were telling in here about somebody pulling up alongside in a plane, somebody was in a car, and somebody was in a plane, pulling right up alongside? Was that your story?

QUINN: (inaudible) run some guy off the road? He wanted to -
-

MARQUISS: Oh yeah, he pulled up to him, he landed behind him, yeah.

JUNGE: Who is this, now, you were talking about?

MARQUISS: OK, this was a cousin of mine, and we were talking about Fred Wagensen.

JUNGE: Yeah, yeah.

MARQUISS: OK, well, this was my cousin, Grandpa Fred was also his grandpa.

JUNGE: Oh, OK.

MARQUISS: And Grandpa spoiled [01:01:00] him rotten. I don't mean to say that, but Mickey would go through -- he'd get a Cub on, so that was about once every two months. And I am

dead serious, he did. And you'll love this, because he's kind of an outlaw, and a good guy, everybody liked him. But he'd landed behind the hunters that were poaching on him on the road, you know? And he'd fly -- but the wheels are on the road gaining on him. And he said, "I could see that one guy was driving, and the other one was in the back trying to slide the windows shut on the pickup," you know, the back window? (laughter)

QUINN: Oh, really?

MARQUISS: Well, and they turned him in, and the FAA got on him, and they said, you know, this is -- and Mickey said, "That's bogus, the whole deal." He said, that airplane -- he said, "I didn't do that, that's not my number." Yeah it is, and we got it right here. And they'd pick that up off the -- he'd wreck that airplane, I mean, trashed it over there at the [Brander?] place, totaled it, clear out, taking off. And [01:02:00] he was flying a different airplane. He said, "That airplane you guys are trying to accuse me of running that pickup down with," he said, "That was wrecked two years ago," which it was, and they had to let him go. (laughter)

QUINN: (inaudible)

MARQUISS: But he had an old J3 Cub, and he also had a knee that was fused, he was just a year older -- maybe six months

older than I was. We grew up together. Now, knee was fused about like that from a horse wreck. And he was flying this old J3 Cub, he didn't have a license or anything at that time, and he barely ever got one, but he was supposed to be checking rain gauges for sun and oil company. And a thunderstorm rolled through, and of course, Mick gets in, he just flies up there and land in the mud, and check the rain gauge. (laughter) Didn't have to plow mud in the pickup to go look. So, he said, "I landed up there." And he said, "That airplane wasn't hardly idle when I got out of it," so he pushes the throttle up enough to make it idle, and walks away from it on his fused leg. And he's almost over at the rain gauge, and he hears that airplane picking up power. And it had [01:03:00] a load of carburetor ice, and it was getting rid of it, you know? And he turned around, and it's starting to go, so he's on that one leg, (inaudible) up there, and he said, "I just got up there where I could reach inside and pull the throttle back," and it went through a water hole, you know, and the (inaudible) rain. (laughter) Just ironed Mick's face down out there, face in the water, and the airplane keeps going, it turns off and goes off in the pasture, and turns again, comes back across the road perpendicular to it, bounces in the air, comes down in a (inaudible)

(laughter) rolls it out of the water in the mud,
straightened the prop up as best he can, and flies it home.

(laughter)

JUNGE: (laughter) He flew it home?

MARQUISS: Oh yeah. And he'd do something like that, I mean, you know, it's not nice to talk about your cousin that way, but Lord. And there's a real short place out here in the pasture, [01:04:00] on the side of the hill, it's an old sheep bed ground, and I have always wanted to land on that, it's super -- and it's steep out there, you could land and get shot down. And it'd have to be a no-wind deal, because you're going to have to turn it around and launch back down the draw. And I told Twister one day, I said, "You know," I said, "If Mickey was still alive," I said, "We could have," I said, "I'd tell him I'd been landing there, and then he'd have to try it, and we'd know if you could." Yeah, he said he'd either come back saying, "Yeah, you can do that," or, "Grandpa needs to buy me a new airplane."
(laughter) And that's what he'd done, you know, Grandpa needs to -- you know, he's 45 years old, and Grandpa's still supporting him. But, he was a piece of work.

JUNGE: Now, your dad flew?

MARQUISS: Oh yeah.

JUNGE: How about, any stories about his flights? Did you --
when you first flew, you flew with your dad, I assume.

MARQUISS: Mm-hmm.

JUNGE: Yeah. Did he have any experiences?

MARQUISS: My dad was so cool under fire, that it was
unbelievable. And he was one of them [01:05:00] laid back
people, and a really good guy, but he and Uncle Jim focused
-- and had a 180 [Comanche?] together, a fairly new one.
And I was going to mechanic's school at Spartan in Tulsa.
And at Christmas time, he flew down there to pick me up.
And it was cold, it was wintertime, and we're going to come
home in this airplane, and we left it idling for, you know,
a couple -- three or four minutes, and got back in it, and
took off. And we got just past the threshold, you know,
the departure end of the runway, and there's a park in
Tulsa, or was at that time, big cottonwood trees, and
picnic benches, and everything off the end of that runway.
And that airplane backfired about three or four times, and
then just quit, you know? Sounded like a machine gun. And
the gear was up and stuff, the deceleration was fierce, you
know? I couldn't believe an airplane would decelerate like
that. And at that point, I promised God, if we [01:06:00]
could get out of there, I'd never get in another airplane.
And he adjusted mixture, and changing mags -- this thing

isn't running right, hell no, it isn't running at all, you know? And then it did run, and it'd run for about 10 seconds, and then repeated the whole deal. And he'd nurse it around out there, you know, he felt it out. He was flying the airplane, got it turned around, coming back kind of on downwind. And Tulsa had parallel runways and a diagonal between. And of course, back then, they had those old -- a lot of executive stuff going in and out of the oil business, out of Tulsa. There was a Lockheed Loadstar on that diagonal runway. And Dad called the tower, and we got a problem, and we got to land now, and nothing happened. And then the tower come back, that Loadstar had turned off that diagonal runway, so you can land on any runway you want. Not that we're looking at that thing, it's going to be downwind, not much downwind, but it's plenty long too, you know? I think we can [01:07:00] get it clear on around. No. And we rode that thing clear on around the pattern, landed it. And what had happened, it got a chunk of hot carbon on a spark plug, and that would get hot, and then a valve had opened, we had fired everything out to the intake manifold, and then it didn't have anything to run on, you know? And you'd bang and pop a couple of times, and get rid of everything in there. And of course, what had happened is that carbon would get cool, and it'd quit

running, then it'd go again. Yeah, and we got plugged changed on it. And go back in, and got as far as somewhere in Kansas, "Does this thing feel like it's running smooth to you?" And I said, "It hasn't felt like it was running smooth since." "I don't think so, it's getting dark, let's stop, you know?" We spent the night, flew it on home, and there wasn't anything wrong with it. But, you know, I'd have lost my cool right there, and probably bent an airplane or killed myself. But he just was that -- you know, stuff didn't bother him much. Somebody [01:08:00] said one time, he had no nerves. (laughter) But they were building this house up here that Quinn's mom got. And they were -- we had a guy that's still around. He worked for -- seemed to be just a kid then, he was putting the concrete block basement, and still, they hadn't pushed dirt in yet, they were putting the tar on the concrete blocks, and Dad was working on a picture window, there was a frame for it, and it had bode, and he was cutting that out of there, so they put a new one in. And Bob, he said, "Would you come around here for a few minutes, or come around here?" And Bob said, "Just give me a minute," he says, "I'll be right there." And he said, "I went around there, and his coveralls are on fire, you know?" (laughter) Bob said, "Why in the hell didn't you say something?" "Well, I

wasn't burning very fast." It was all that important. Speed wasn't an option. You know, and it probably made him, when he was a [01:09:00] flight instructor, he had steermen in Chicago doing primary. And this thing caught fire. And of course, he's got a student with him. And he got out on the wing to leave it, and that kid was froze up in there, wouldn't go. And I think I'd have let him just - - you know, fire scares me to death. In an airplane, that's got to be unbelievable. He crawls back in the thing, and just names it straight down, you know? And it blew the fire out, and they stuck it in a field down there somewhere. But, you know, I'd have been gone. But that kind of stuff, he just knew how to keep his cool when everybody else would've lost it.

JUNGE: Did you retain any of that?

MARQUISS: I don't think so. (laughter) No, I didn't -- I don't think I retained any of that, maybe some of it, but now a whole bunch. [01:10:00]

M: See, that's making sure (inaudible) minding their manners down here.

MARQUISS: Yeah, we still are.

M: OK.

MARQUISS: You probably needed overshoes to come in here, but we're...

M: That's what I thought (inaudible).

MARQUISS: Yeah. We're telling tales out of school.

(inaudible background discussion)

JUNGE: Yeah, we're just doing an interview with Gary, a little bit about some of his experiences in flying, and some of the people he knew in flying, and his dad, and his grandfather who flew before him.

M: Yeah. Well, that'll take you back a ways.

JUNGE: Oh yeah. How many total years?

MARQUISS: Well, I'm not sure. You know, if you go back when Grandpa built his airplane, I guess we're looking at 70 years, or probably more.

JUNGE: He built that in the '30s, right?

MARQUISS: Yeah, maybe even before that time, late '20s, '30s, yeah, in there some time.

JUNGE: You know, Campbell -- this is Campbell County, right?

MARQUISS: Yeah. [01:11:00]

JUNGE: OK. Sometimes I don't know what county I'm in, Converse, Campbell, Weston.

MARQUISS: Yeah.

JUNGE: And Campbell County's got an interesting history in aviation. I mean, the first aviation class in this state, ever, at a high school, was in Gillette.

MARQUISS: Is that right?

JUNGE: Yeah.

MARQUISS: See, I didn't know that.

JUNGE: A man by the name of Bud Maher.

MARQUISS: Oh yeah.

JUNGE: M-A-H-E-R, did you know him?

MARQUISS: I had him for a math teacher when I was in school,
yeah.

JUNGE: You do?

MARQUISS: Yeah.

JUNGE: What kind of a guy was he?

MARQUISS: Neat guy, he was a wrestling coach and stuff, of
course, I wasn't into any of that. But he was a good
teacher. I think everybody liked him, you know?

JUNGE: You didn't take the aeronautics class from him?

MARQUISS: I don't think he -- no, I didn't, I would have, but I
don't think he had that until after I was out of high
school.

JUNGE: When were you out?

MARQUISS: Sixty-three.

JUNGE: Oh yeah, he started it in '66.

MARQUISS: Yeah, no, I didn't know that, but I knew Bud real
well. And as a matter of fact --

M: See ya.

JUNGE: OK.

MARQUISS: -- I did his [Malta?] engine recommendation ride before he got his Malta engine rating. [01:12:00] You've got to have a -- I didn't actually teach him, but you know, Jim Fulkerson taught him everything he needed to know about his twin, but Jim said, "I hate to be the examiner, and write him off as a wreck." He said, "I can't do that." He said, "If you'll fly with him and recommend him, I would appreciate it," so I did. But yeah, he was a great guy. I think every kid liked him, he did everything. He was a good guy.

JUNGE: I think he was killed in a plane wreck.

MARQUISS: He was, Super Cub hit a power line.

JUNGE: Yeah. Yeah, it seems like power lines are the bane of pilots.

MARQUISS: Yeah.

JUNGE: Do you know Bob Eisley? Bighorn Airways?

MARQUISS: Oh, Bob Eisley, yeah.

JUNGE: Yeah.

MARQUISS: Yeah, I know him.

JUNGE: You know, I tried talking with him, and he just -- I said, "I want you to talk about some of the accidents you've had," because I knew damn well he'd been in accidents. And he said, "Nah, I don't want to [01:13:00] talk about that." I said, "All right," I said, "Let me

tell you a story I heard about you, and you can tell me if it's true or not." And he says, "All right." And he just kind of, "OK, what is the story?" And I said, "Well, I just heard that one of the wrecks you were in -- and I'd heard you'd been in two or three wrecks, was you were spraying, and you were making regular passes under a power line, but it was an S-curve power line, and you had forgotten where that S was, and you caught a tip of your wing, and drove you right into the ground." He says, "Is that right?" He says, "Well, it's not right." He said it was right-angle power line.

MARQUISS: (laughter) OK! (laughter) Pretty close, huh?

(laughter)

JUNGE: Yeah! (laughter)

MARQUISS: Yeah, no, he's a -- he's flown some top airplanes, I mean, stuff.

JUNGE: Well, he threw it -- when I was working -- I worked for him one summer in '69, he was flying Aero, or Snow Commanders, [01:14:00] is that --

MARQUISS: Mm-hmm, yeah, Snow Commander.

JUNGE: Snow Commander?

MARQUISS: Yeah, snow.

JUNGE: It was what they call a radio engine?

MARQUISS: Yeah.

JUNGE: It had, like, 600-horsepower, and those guys could make those things do what -- it looked like they could do whatever they wanted to.

MARQUISS: Oh yeah, yeah.

JUNGE: You've never flown anything that powerful, though?

MARQUISS: Mm-mm. No. No, I never flew anything bigger than an Aztec or a Baron. I take that back, they let me, out in California one time. Hunters we had, had a 421 that they wanted me to go out and fly. They'd had it in here, you know, in that long runway. But that old guy that owned it came out here to hunt, since I was just a little guy, you know, early fifties. And he said, "I want you to go out and fly that." He said, "Oh, I'm a pilot," and I can't think of that pilot's name right off hand. Jim Reed. He said, "Well, I'll have Jim go with you and fly that 421, you'll like it." And we go out to the airport and get this airplane out. And of course, there's no sense in even doing this, [01:15:00] and we get in it, and Jim said, "You get in the left seat." And I said, "No." I said, "I'll be in the right seat." "No, he wants you in the left seat of this thing." And I said, "He's not along, but I'll tell him." So, he said, "You get in there." We went out and flew that, and I just loved the airplane. Come back and (inaudible) and go with that, with those gear engines, that

had to be just murder on him. And I'm talking about taxing back, and go again. And they had an angle of attack indicator on the top of the panel, which that's coming back into style. But you just put the -- instead of looking at the airspeed on short and final, while you looked at that, and the landings were coming out beautiful. You know, and it was the airplane and Jim Reed, "You're trying to get my job." I don't know, but I love this. And I flew it out of here. They put a Robertson kit on it, and landed it here in front of the house, which was pushing this. But he said I was in the right seat that day. We were going to Casper, and he said, "You fly it down there, and when it gets to 80 knots," [01:16:00] he said, "You can rotate." And it felt like a big 182, it just wanted to float out of here. But I loved that. It was -- and then Hugh, the old guy that owned it, called me one day, and he said -- you know, he said, "I'll have a," he got a new pilot, visited over and went to some south sea island, on a little airline, a commuter airline. And Jim Reed did, and he finally came back here again, he and old Hugh were good friends. But he said, "I'll have CJ bring that 421 up and take you for a ride in it again," and he said, "We can roll it over." And I said, "I don't think so." "Well, I'll just have him fly up there, and he can fly by the house and roll it over, and

you can watch. It makes you really proud to be an American." (laughter)

JUNGE: (laughter)

MARQUISS: And I've got a picture of that airplane down below tree line out here. And of course, I was in it when that happened, and that was a Jim Reed deal. But anyway, later on, he got a Cessna Conquest, you know, the turbo prop. [01:17:00] And they left the airplane over here on this runway. They were hunting over (inaudible) John Christensen's place. But they got their pickups here to drive over. And I came home from town, and that airplane's parked there, and CJ the pilot's still here, and I said, "What's the deal?" And I said, "Didn't they want to haul you over to the buttes?" "I got a deal for you," I said, "If you'll give me a ride over to the buttes, and let me off there at that camp there on that road," he said, "I'll -- in the Super Cub," he said, "I'll give you a ride in that Conquest." And I said, "That sounds like a deal to me." I said, "Let me get Millie, she'll like this." And we go out in this thing, and flew it around, and feathered the prop on it. And of course, I don't know a whole lot about PT-6 turbines. The engine's still running, but the prop isn't going, you know? And he gets that going again, and he said, go ahead -- and he said to do a lazy eight

with it. And I did, and did one steeper than I thought he wanted to do. And this pilot flew, you know, air races for quite a few years, [01:18:00] and was doing it then. And he said, "You can do them steeper." And I said, "Well, you show me one." And so, he does one. And then coming out of the bottom, he said, "They roll nice, too." Well, that's a nice observation. Pulls the nose up like that, and tucks this deal over. And when it's inverted, he pulls that nose down just enough. If he'd had a cup of coffee, it'd have stayed put, you know, there was no -- and we get back and land, and I put him in the Cub, and haul him to buttes. And I get home, and Millie's at the house, and she said, "That made me airsick." She didn't appreciate that. And I said, "Well, that's more talent than you're ever going to see." I said, "That was perfectly executed." I said, "If you'd had your eyes shut, you wouldn't know it rolled over." And she said, "I want to tell you something," and I said, "What's that?" And she said, "Any airplane with a bar in it is not supposed to be upside down." (laughter) And I thought, well, yeah, that's true. He spill anything out of the bar? No, it all stayed where it was!

(laughter)

JUNGE: Wow!

MARQUISS: I said, "Well, I rest my case, [01:19:00] too." But that was a pretty good observation. I didn't ever thought of that. You know, that's typical Millie thinking, and straightforward, here's how it should've been. But...

JUNGE: Now, you'd talked about -- I don't know if you even want to talk about this, do you talk about your dad's accident?

MARQUISS: Mm-hmm.

JUNGE: You did?

MARQUISS: Well, no, I guess we haven't.

JUNGE: How do you feel about that? Rather not talk about it?

MARQUISS: Well, no, I don't have a problem talking about it. I guess it was kind of -- you know, at 19, that's a pretty big event. You know, I got to go over there with Uncle Jim and help all of that mess out of there, you know, the airplane. That was two days after the accident. But I don't know, I don't know why, you know, why it happened. And there's -- you don't know whether it's medical or what, an autopsy didn't show anything. But then I read a deal about a guy that damn near lost a twin beech full of fuel on takeoff at two in the morning in Las Vegas, New Mexico. [01:20:00] And the guy that wrote the article was in the right seat, and he said the airplane just kept running off, and finally this guy's screaming at him to take it. And he

shuts it down, gets it back on the center line, and taxis back. And he said, "What's the deal?" And that guy's hanging on to his leg, and he got tears in eyes, he had a Charlie horse in his leg. And he said, you know, he said, "If I hadn't been along," he said, "That'd have gone off into that ditch along the runway," and he said, "it was clear full of fuel, it'd have burned." He said, "No autopsy would've ever shown that."

JUNGE: Yeah.

MARQUISS: And they'd have just said he lost control of it.

JUNGE: Probably.

MARQUISS: And he said, he was -- he said, "We were clear back to California," that was a night charter deal, and before he could fly the airplane again. And, you know, some of them little quirks, you don't know. It can be -- it can be anything. But I never get in an airplane, I don't remember they can kill you. And I had a kid with a biennial flight review here about four years ago, or five, and he said, "There's no way I can get killed in a Super Cub." And I said, "Trust me, [01:21:00] you can. You know, better guys have." And I don't know, you can get killed -- Uncle Jim pointed out to me, he said, "Anything that moves can hurt you." Jim Fulkerson, that's true, you know? It'll -- it

don't matter whether it's a horse, or a car, or a go-kart,
or a four-wheeler, or a...

JUNGE: Did you know what happened to your -- I mean, do you
have any idea?

MARQUISS: No.

JUNGE: In your own mind?

MARQUISS: No, I don't, no. I don't have a conclusion to that,
it's still a mystery.

JUNGE: Yeah.

MARQUISS: But I can't think he just went out there -- and, of
course, he'd been in a car accident about -- he went
through an intersection, a guy T-boned him, and the town
drunk, Gillette, about a week before that, you know? And
everybody, "You all right?" "Yeah, it didn't do anything
to me." And it was in a borrowed car. You know, he was
having a pickup (inaudible) Fort Dodge, and they gave him a
loaner to go downtown to get his errands run. And this guy
come through a stop sign and hit him, and but [01:22:00] I
think come out of an alley, actually. Wasn't even an
intersection, but you don't know, it could be -- it can be
anything.

JUNGE: He was a tough son of a gun, wasn't he?

MARQUISS: Yeah. I never blamed the airplane for it, you know?

It's a -- and they never found any reason to. And we

don't, obviously, have it against Super Cubs, there's still two of them in the family. (laughter)

JUNGE: Well, obviously not.

MARQUISS: Well, you know, if somebody got killed in a pickup wreck, you don't say, well, I'm not going to buy anymore pickups.

JUNGE: Yeah.

MARQUISS: And so...

JUNGE: Yeah. Well, so, you've got a long, proud lineage I understand.

MARQUISS: Yeah, let's put it this way, the accident didn't shut aviation down here. (laughter)

JUNGE: No,.

MARQUISS: We're still having the...

JUNGE: Now, you've got kids, right?

MARQUISS: What's that?

JUNGE: You have kids?

MARQUISS: Mm-hmm.

JUNGE: How many fly?

MARQUISS: I've got two sons, and then Millie, of course, has got three kids, [01:23:00] but both of them -- or both of my boys have private licenses. One of them doesn't fly. I got him through his private, and here again, this is a strange deal, he was one of those kids that just picked

that up, you could show him how to do it. And I soloed him from scratch in a Super Cub in less time than it took me to check a professional pilot out in a 170. A guy that didn't have a -- hadn't flown tail with us, but he was a flight instructor. And I worked with him for a lot longer, and I worked with my son, getting him going in the Cub. The younger son had to work for every bit of it, and he's the one that owns this 170, and he loves it, he loves to fly. But, you know, it's not necessarily that one of them's a natural at it, and the other one loves it. So, it's...

JUNGE: You've got to have a passion for it?

MARQUISS: I think you do, to be -- the one that really had the talent for it is about half scared of it. You know, he don't really like to fly very bad. [01:24:00] And the younger one is -- you know, when they were kids, if I couldn't find my flying magazine, it was under his bed. And so, (laughter) he's always really liked it. And he's good at it, too, but he had to work at it to be good.

JUNGE: He ever fly out here to the ranch?

MARQUISS: Well, it's his airplane, and yeah, he flies it out of here, and he's in Arkansas right now, but he's trying to get work back up here. He didn't want this airplane in Arkansas. And I was kind of glad he didn't. He said

everything down here rots through mold, and he said, "I don't want it down there."

JUNGE: Yeah.

MARQUISS: When he's home, he flies it quite a little.

JUNGE: OK.

MARQUISS: So, yeah, I guess the tradition goes on, you know, from...

FRED: Did you fly with Grandpa Marquiss, Ted? Did you fly with (inaudible)?

MARQUISS: He was in there, he owned part of a 170, like this one. He and my dad did when I was a kid, but he died in '57 or so. I was 12, so no, not really. [01:25:00] But he loved airplanes. And -- obviously.

JUNGE: Did you know Clyde [Ice?]?

MARQUISS: Yeah.

JUNGE: Do you remember anything about him?

MARQUISS: Not really. I told you about meeting him, Aunt Rachel, going over there any time the --

JUNGE: Yeah, we weren't on tape, but tell me again, so I can bring --

MARQUISS: Well, he was 98 years old when I met him, and I took Aunt Rachel and flew over -- Rachel Fulkerson, to Rapid City one day. We were in this airplane, and had lunch over there, and she said, "Well, I'd like to stop in Spearfish

and see if Clyde Ice is there." Of course, he wasn't at the airport at that time. But the kid at the airport, well, he had eye surgery, cataracts surgery, and he's not supposed to be out of the house at all. And Rachel said, "Well, can I call him?" And this kid said, "Yeah, you can call him." So, he calls, and, "Where are you guys at?" And she says, "We're at the airport." "I'll be over there in about 10 minutes." And he got in his El Camino pickup, and drove over there. And, [01:26:00] you know, he had the big old sunglasses on and stuff, but he was getting out of the house. And he said, "That cataracts surgery was just rolling off a log. Nothing to it." And he said, "I'll have 20/20 vision again without glasses, you know, at that age." And he said, "If they can fix my hearing," he said, "I'd be good for another 100 years." (laughter) And that's the first time I'd ever met him, and he's talking about going to Reno air races with these kids in the Navajo. And he's sitting in (inaudible) ice coming home. "Those kids don't have to show me that stuff, I'm not impressed, I don't want to be in it." (laughter)

JUNGE: (laughter)

MARQUISS: Of course, he had, probably, 30,000 hours of flying. Naturally, he wasn't impressed, and didn't need to be in it.

JUNGE: For some reason, 100,000 stuck in my brain, but maybe I'm just thinking of his age.

MARQUISS: Yeah.

JUNGE: You couldn't possibly have 100,000 hours, could you?

MARQUISS: No.

JUNGE: So, maybe 30,000?

MARQUISS: Well, I imagine he did have 30,000. You know, there's people that have, like, 35 or 40.

JUNGE: He flew Ford Tri-motors --

MARQUISS: Yeah. [01:27:00]

JUNGE: -- for God sakes. And he even flew these things over -- he flew over the Mexican border, got shot at by banditos.

FRED: Wow.

JUNGE: Yeah. You know, they couldn't hit him.

MARQUISS: Yeah.

JUNGE: They didn't have enough powder in their cartridges, or something. But, yeah, he had some hellacious adventures.

MARQUISS: No, he had to be the most legendary pilot in this area, period. There's nothing -- you know? He did a lot of stuff, a lot of history with that old fellow.

JUNGE: Well, you've done a lot, too.

MARQUISS: Yeah, but it's all kind of -- I'll tell you what, I was never really -- I was a jack of all trades in that deal

where I didn't have a person I most looked up to. You know, I was never one of the guys, you know, I rode a billion miles horseback, following sheep, and cows, and stuff too, but I was never part of the roping club, I was never really part of the professional pilot group [01:28:00] that that's all they did for a living. I was -- but I got to mix with all of those guys, and it's been great, they were all neat people, you know? They were either neat -- or, they were all interesting, let's put it that way.

JUNGE: What's your best moment in flying?

MARQUISS: You know, I really don't know. There's -- and I know people have them, because -- and I don't mean to get off trail here, but I've got a cousin that flies for ConAgra, and he called one night, on the phone, he said, "Can you see us?" And I said, "I don't think so." And he said, "We're south of you." They're flying a Lear, and I don't remember which Lear model, just him and the pilot, or, you know, I don't know which one -- a two-man crew, I don't know who was actually in the left seat. But they were deadheading from Omaha back to Boise. And there was a full moon. And I never could see a con trail. And they went to -- I don't know what altitude coming back, but it was unbelievable. And he was telling me, he said, "You know,

[01:29:00] it was up there high enough, you could see the curvature of the Earth. And he said, "The sky is pitch black." And he said, "The stars, and the moon, he said, I have never in my life seen anything that cool." You know? It's... But, no, I don't know. I've had some emotional times. As far as the best moment, no, there's been quite a few of them. [phone ringing] We'll let that go to voicemail, it's probably Millie telling me I need to be home in a few minutes.

JUNGE: Yeah.

MARQUISS: Anyway, I took a family one time, Cherokee 6 again, the (inaudible), they had gone north of Gillette towards [Reclud?] in the summertime, vacation. And a drunk rodeo cowboy run into them, and killed two or three family members. And I mean, they are a broken up bunch of people, broken suitcases and stuff. And, you know, they finally got casts on them and stuff, this is a week and a half or two weeks [01:30:00] after the accident. I gathered them all up and flew them back to Green Bay, and that was a -- that's the kind of stuff I can't talk about. You know, that family was so glad to be home that -- unbelievable, you know? We got to Green Bay, and they are -- you can't imagine the emotion that goes with a deal like that. You

know, they're getting home, and of course, they're short people and stuff. But...

JUNGE: You've got a good heart for -- you've got a good heart.

MARQUISS: Well, yeah, and maybe I shouldn't have on some of that stuff, but it'd be better if you didn't have. But, you know, I had several of those deals. It's...

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

MARQUISS: Well, I don't know. That's, I guess, probably the worst moment, or the one that I had plenty of time to think about, was putting a load of ice on an A36 Bonanza on the west side of the Rockies down north of Grand Junction one afternoon. [01:31:00] It had been picking up ice, but not much. You know, I can see a (inaudible) windshield on there was getting green blotches on it with freezing rain. You know, and I thought, you idiot, you're -- and I turned around, without calling sooner. Of course, that's a cardinal sin.

JUNGE: (inaudible)

MARQUISS: Calling center up and telling them I was doing it, Denver center, they're watching all of that stuff.

JUNGE: Oh yeah, yeah.

MARQUISS: And I told them, I said, "I'm turning around." "Well, do you think you're in light or moderate ice?" And I said,

"I don't know what it is," but I said, "It's going to bring a Bonanza to its knees in about 15 minutes." And I don't know how quick that comes on, but that came on -- you know, it went from just a little film of ice on the windshield to having the windshield covered. But that thing took on, probably, a half or three-quarters of an inch of ice in about 10 minutes, and I mean, I was -- I got turned around and headed back towards Grand Junction. And I had ground speed you wouldn't believe going outbound coming north, it took me all afternoon to get back [01:32:00] to the instrument approach, and I broke out of the bottom of the overcast, and of course, the windshield's covered up on the approach, and I touched -- you don't want to slow down, I kept the speed up, and probably about a half mile up, that thing started shedding ice, and it sounded like somebody shooting at you with a 30/30. And probably, a quarter of a mile from the end of the runway, that windshield just cleaned off like you had pulled a blind up on it. Just zip, and it was gone. And when I started to flare, that outboard ice on the left wing, about half of it had come flying off there, and I thought it should've rolled. You know, it wasn't touched down, it didn't, it behaved itself. And we pulled up in front of Monarch Aviation that had their new terminal down there. It's a big plate glass

window, I (inaudible) there, but they parked that airplane, hang dried out, and the line guy throws the chalk under it, and reaches out, and pulls the ice out of the air intake, and brings [01:33:00] it around. I've got the door open, "You want this?" And I said, "I didn't want it to start with." (laughter) "I can get you the other half." "No." So, I went up to tell Flight Services what I thought about their weather report. And went back and that's when I was married to Janie, and we got a ride down the Holiday Inn, and the guy comes out, "Can you wait a minute or two? We've got some other guys who want to go down there." We were in the van, here comes three guys. And I said, "Where were you going?" "We were going to Rangely, Colorado, but he said, you wouldn't believe this, they pulled a Bonanza up out of here a while ago, and that thing is covered in ice. He said we're not going anywhere." And I said, "I know a little about that," I said, "If you want to talk about it, I'll be in the bar in about 30 minutes." (laughter) I'll go reflect on what a nice afternoon I've had. But no, you've got time to think about a deal like that one, the deals that just happens to you and then it's over with in two seconds, you know, don't make that much impression on you.

FRED: (inaudible)

MARQUISS: Yeah.

FRED: [01:34:00] OK.

MARQUISS: Yeah, it knocked 10 mile an hour, 20, out of that thing, just that quick. You know, that airspeed just -- it flew fine, it wasn't to that point yet, but if the guy had stayed with that, he wouldn't have made it much further. And you wonder how many guys don't, you know, retreat. You know, it's flying fine, let's keep going, right?

JUNGE: Yeah.

MARQUISS: And...

JUNGE: Well, Gary, have you had any close calls, or any problems flying in this kind of country?

MARQUISS: No, not really, uh-uh. I've...

JUNGE: What's it like to fly here in this country?

MARQUISS: Oh, I love it. There's not a lot of airplanes around, and you know, you can still fly like you did well off this grass runway. I had a KC-135 pilot, and Indian, from India, and he's as far up in the food chain as he can go without being nailed to a desk. He seems like, you know, a pretty young guy, and compared to me, he is. And he was here with his mother-in-law, and his wife, and said would [01:35:00] you like to ride in that Cub? And he'd learned to fly on a 150. He said, "I'd love it." He said, "We can go out now," I mean, this guy is a class act guy. He's a

Colonel, or whatever. And we get in, and we're taxing out. And he said, "I'm going to have to tell you something." He said, "I have never, ever flown off a runway this short." (laughter) And I said, "It isn't all that short." No, he said, "I think short's about 8,000 feet." (laughter) I said, "Not even in the 150?" "No, that was in California, we had runways." When we got back and he said, "I just love this." He said, "I envy you being able to do that, you know?" I had an old flying magazine one time, and a guy named -- I can't even think now. He was -- a lot of humor, he was from Louisiana, or the Gulf Coast down there in Texas somewhere, he's radioing out, and he wrote a column every month, Baxter.

JUNGE: Baxter Black?

MARQUISS: No, not Baxter Black. I met this guy -- his last name was Baxter. [01:36:00] Gordon Baxter? And he had a bunch of definitions one time, you know, lean was six guys that would fit inside a 210 Cessna. And rich was a house in the country, a hangar -- and a Cub in a hangar, and a 2,000-foot runway. And I thought, yeah, he's right, you know? (laughter) I thought, I've got that. (laughter) Turbine engine was a hot tin can full of expensive razor blades. (laughter) Oh, they were great, all of them were. And he was trying to get his instrument ready, and there's

pictures of him smiling. He was flying a [Malonka?]. And the monument down there where Houston put the stop on Mexicans after the Alamo, you know, they got a big monument. And he said he was flying past that every day to go to Houston to get his instrument rating. He said he knew one day in the rain and stuff, he was going to hit it. He said, "I wanted [01:37:00] that instrument rating so bad, and I hoped I lived long enough to get it!"

(laughter)

JUNGE: (laughter)

MARQUISS: The stuff he wrote was fantastic. And...

JUNGE: What's the length of these runways here?

MARQUISS: The one right straight out here is 2,000. And then 2,200, and that one everybody's using today is 1,800, it's not very long.

JUNGE: But it was plenty of room for most people.

MARQUISS: There was, that one girl had problems getting in here, and when she did it, she did a fantastic job of it. There was a lot of girl pilots here today, three of them.

JUNGE: I liked your comment about, you know, how women would make a good --

MARQUISS: Well, no, they'll finesse an airplane better than a guy will. You know, they'll sit there, and I've noticed that, they just can. And do, most of them. I don't know

if they're all that way, but most of them I've worked with have been.

JUNGE: Well, I think we're just about at the end of our ropes, aren't we?

MARQUISS: Well, yeah, I think so.

JUNGE: Your [01:38:00] wife's probably anxious for you to get home. You're going to eat supper yet?

MARQUISS: What's that?

JUNGE: You have to eat supper yet, right?

MARQUISS: Well, I don't eat supper tonight, I'll have a snack and something to drink, it'll be good enough, so...

JUNGE: A beer with Quinn?

MARQUISS: Yeah, I'll probably get a mixed drink. And I'll tell you what, I'll tell you another story about this. Millie is always good about having it -- and this is my oldest son said you are a redneck. And I said, "Why is that?" And he said, "You always have a drink in a pint jar." And I said, "Well, that may be, but that's how I like it." So, I said, "You know, maybe it'd be better if I had the brands, or something, etched on the jar, give it a little class." Quinn's mother brought me a whole case of mason pint jars that has six brands etched in them. (laughter) Anyway, Millie's always good about -- you come in the evening, she mixes you a drink. And one day, I had been a real jerk,

frankly, you know, it hadn't been one of my better days. I come in, and she's got this drink -- "I've got your drink mixed, it's sitting on the counter." And I said, "I don't really need it tonight." [01:39:00] "No? I'm sure you don't, but I do. You drink it." (laughter) So, maybe I better clean up my act at this point. And no, you don't, but I do. Now, drink it.

JUNGE: Here, I got to say something to you, and I said pretty much a similar thing to Quinn, it seems like you've got it made here. You've got a ranch, the grass is green, you've got plenty of moisture, you've got planes, you've got, I don't know, maybe you even have oil, I don't know. But this seems like, you know, a special thing. Do you feel like it's a special thing?

MARQUISS: I definitely do. And you talk about the oil, that's one of the reasons we can do this. And you can hear people on a ranch bitch about the oil company. There's damn few successful ranches in this part of the world that don't have some mineral income with it. And I deal with a lot of oil people, they're good people, most of them. There's once in a while a jerk, and [01:40:00] I've got a brother that's a little tough on oil companies, and he doesn't spend that much time helping with this deal, but my mother, one time, she said, "How are these people to work with?"

And I said, you know, I said, "Most of them are great, most of them are friends of mine at this point." But the ones I've worked with for years. And I said, "Once in a while, there's a bad apple in the bunch." But I said, "Once in a while," I said, "There's some ranchers that are just abusive to an oil company." Yeah, she said, "I think your brother's one of them." (laughter) I couldn't imagine Mom saying that about him! (laughter) The deal is, I get to be in the trenches most of the time, he doesn't. So, it's...

JUNGE: Are you still ranching, actually --

MARQUISS: No.

JUNGE: -- as a rancher?

MARQUISS: No, we sold the sheep about six years ago. No, we're pasture and cattle, and we still run buffalo. We're doing -- we still hunt buffalo all the time.

JUNGE: So, that's been continued all the way back since World War I, practically, right?

MARQUISS: Almost. Yeah, we're coming...

JUNGE: Is that how far back it goes?

MARQUISS: Well, back to 1922. See, [01:41:00] we're coming up damn near 100 years on that buffalo deal. And we're still doing that. So no, we're active, kind of, we're still pasture and cattle in here and stuff. But I spent way more

time working with oil companies than I do the ranch part of it.

JUNGE: Really?

MARQUISS: Well, yesterday, I'm trying to clean up here, and they call to see if they can be seismocraft crew, and I thought they were working down the river on Grandpa Fred's old place. And is it too wet, I said, "I'm not even there, I can't tell you." You know? Millie brings the phone up here, she said, "He's supposed to call you." And I said, "You know, it's Saturday, and I'm trying to get ready for this." I said, "I hate to." The guy shows up here in a four-wheeler about 20 minutes later, and is it too (inaudible)? I said, "You're working down here?" "Yeah, we've been working down here since yesterday." He said, "We were working into the night, and it started raining," and he said, "We don't know if we can start back to work or not." And I said, "Well, I haven't..." "Well, do you mind coming down?" [01:42:00] Well, right there is an hour and a half shot out of your day." And then the geologist down there has got to explain to you for 35 minutes how it works. And it's interesting, you know, you're just kind of like, day off from it. Like, today, I got a day off, I guess they're all...

JUNGE: What's your ambition? I mean, do you want to see people as -- you know, your kids, people like Quinn, continue this tradition you've got here?

MARQUISS: Yeah. I think we're the luckiest people in the world, I really do. And, you know, I look at -- I've got a friend that was a stuntman in Hollywood, and he was in 14 John Wayne movies, bit parts, his name is Jerry Gatlin, and he lives up in Astoria, and we've got a house up there, and we've known Jerry for a long time, he was a friend of my brother's. And he called one morning. And I said, "Jerry, where are you going?" I said, "I've got to go, I think, to the accountant's office." There's three places I had to go, the dentist, the accountant, or the attorney. And I've got good people in all three [01:43:00] of them places that are entertaining, you know? (laughter) And I said, "And they've all got *People Magazine*, all except the attorney, he's too tight to buy a *People Magazine*. They've all got *People Magazine* laying out on the coffee table while you're waiting to see them." And old Jerry said, "Well, there's a reason for that." And I said, "What's that?" And he said, "If you go through that *People Magazine*," he said, "If you go into that thing about four or five pages," he said, "You'll find somebody that's got it way worse than you do." And I thought, well, that's probably true. The next time I

picked up a *People Magazine*, I went clear through it.

There's nobody in there you want to be, you know? It looks pretty... (laughter)

JUNGE: (laughter)

MARQUISS: Which one of these guys, he's got a drug problem, or their wife just divorced him for \$60 million, or they got -
- I mean, every one of them has got a problem, you don't want to be even the ones that really look like they got it made.

JUNGE: I've -- go ahead.

MARQUISS: Well, that's kind of an outlet. Makes you understand that you're not, you know, too bad off.

JUNGE: Have you done a lot of traveling to see a little bit of the world?

MARQUISS: Well, not really, no. No, and I started [01:44:00] (inaudible) I like here, I've gone -- you know, Millie's from Florida, we go down there once in a while, and back. She said, "We could retire down there." And I said, "No, honey, we couldn't." I said, "You can retire there, I'll fly down and see you once in a while." And now she hates going down there. She said, "I was down there, it was so damned hot, I could never move back there again."

JUNGE: Well, but she must suffer up here in the wintertime.

MARQUISS: No, she adopted this like a duck does to water. And she's always liked it here. And of course, she was kind of an Alabama farm girl, being out in the country don't bother her. No, she's been -- if I'd have had her first, I'd be a success today, you know? She's been good for me.

JUNGE: What do you mean you'd be a success today?

MARQUISS: Well...

JUNGE: (laughter) You're not a success today?

MARQUISS: Yeah, I guess probably.

JUNGE: (laughter)

MARQUISS: She's been all right.

JUNGE: Well...

MARQUISS: She's older than I am, see, I needed adult supervision, that's the deal. (laughter)

JUNGE: (laughter) Most guys do.

MARQUISS: [01:45:00] The only time that gets brought up is when we're having an argument, when she would say, "I'm older and smarter than you are." (laughter) And I can't argue with either one of those points, the end of the deal. At that point, you have to call it quits and say OK.

JUNGE: How long are you going to keep flying?

MARQUISS: Just as long as I can. I still like it. I love it every time I go. I would -- you know, if I had a little more time to devote to it, I'd fly every day. It's a...

JUNGE: Really?

MARQUISS: Yeah, I would. Yeah.

JUNGE: That's good to hear.

MARQUISS: Yeah.

JUNGE: That's good to hear. Well, let's see, how old are you
now?

MARQUISS: I'm 69, and of course, next time is the big seven-oh.

JUNGE: That's it.

MARQUISS: And one of these --

JUNGE: (overlapping dialogue; inaudible)

MARQUISS: Well, I guess, OK, you know?

JUNGE: Heart, knees, everything's OK? Boy, you're lucky
there, too. How'd you get so much luck?

MARQUISS: I don't know. I put a lot of faith in that deal, the
good die young, I figure if I go [01:46:00] at 120, it'll
be before my time. (laughter) That's how you do it.
(laughter)

JUNGE: That's pretty cagey!

MARQUISS: Yeah.

JUNGE: Yeah, well, you know, you're -- I'd say it's luck, you
know, but you've got to work for these things.

MARQUISS: Well...

JUNGE: You don't just fall into these things, you know...

MARQUISS: I read here the other day that anybody who says it's luck, you know, there's always somebody who knew what they were doing somewhere. But trust me, a bunch of it is luck, and a bunch of these people -- I've made it on my own, you never make it on your own. And we wouldn't have this if Grandpa Ted Marquiss, and Grandpa Fred Wagensen hadn't have been shrewd enough to acquire some minerals in the ground and everything else. It's -- you know, it's not like we did all of this ourselves. I mean, we have, but it's been over three generations, and working on four now. Any guy that comes on that says yeah, I did all of this, seldom, uh-uh, it's...

JUNGE: [01:47:00] Even if you have a bad background, a tough background, and I wouldn't say my background was bad, but there were some things that were pretty tough between my parents. But those all work into the equation, too.

MARQUISS: Oh yeah.

JUNGE: Somehow or other. So, I'm getting to think that, OK, all of these things are coming together, who's controlling all of this stuff, you know?

MARQUISS: Well, you do wonder, you know? And you know, I think there's a reason for everything, and I didn't put any religious deal on there, but I'm not an atheist, there's got to be -- you know, there's power bigger than us.

JUNGE: You're just not a member of a denomination.

MARQUISS: Right.

JUNGE: Yeah, I understand that. Well, OK. I think we --
what have we talked for, damn near two hours?

QUINN: Have we?

JUNGE: Yeah. Quinn, is there anything you wanted to ask your
uncle?

QUINN: No.

JUNGE: You're not even curious?

QUINN: I think we got it all out, I don't know, I'm sure
there's (inaudible).

JUNGE: I'm sure there's more.

QUINN: Oh yeah.

MARQUISS: When he was a little kid, I loaded him [01:48:00] for
much of his stuff, you know, that I have a hard time
getting him to believe me when I'm serious nowadays, you
know? (laughter)

JUNGE: You have these stories about him!

MARQUISS: (laughter)

JUNGE: You remember him when he was a little kid?

MARQUISS: Oh yeah, yeah! (laughter) Great little kid, he was
Aunt Millie's favorite!

JUNGE: Really?

MARQUISS: Yeah! No, I remember when they were down here one time, he and his little outlaw cousin, my brother's son, he's a -- well, he's done some hard time, let's put it that way. And he's got a wife and kids, and cleaned up his act now, one kid, and he -- but they were little guys, and they were staying down here, and we were still living in their old house, and you know, we got them all hyped up on the monsters and stuff that are around. And Millie goes outside and tapes on their window, they're in bed, and they were getting ready to go to bed, and they're scared of the monster. And Millie goes out and taps on the window, and shines a red light in there, and they come flying into the [01:49:00] porch out there, we had a fireplace fire going in it, and, "Monsters out there!" And I said, "No, I don't think it's a monster." Millie comes up -- she comes back in the house, goes downstairs, and gets a load of towels out of the dryer, and she comes up there with these hot towels, and well, "Boys, I've been down doing the laundry." She got a chunk of lilac bush in her hair, they didn't notice that, I did. And finally, I said, "You little guys," I said, "It's time to get to bed now." "No, we're not going. If you'll tell us it was Millie, then we'll go." I said, "OK, it was Millie." "It was not!" (laughter) I said, "Time to get in bed." So, finally

they're in bed, I go in, they've got a baseball bat and a BB gun in bed with them there, to take the monster out if he shows up. (laughter) Millie and I go to bed, and we were sleeping upstairs in the old house. We get up in the morning, I told Millie, I said, "You're going to feel terrible." I opened the bedroom door. "What?" I said, "Come here, look at this." Those two little guys got a blanket about the size of this, and they're rolled up on the floor out there, it's cold, they're asleep. (laughter) [01:50:00] Sleeping at the door so the monster won't get them!

JUNGE: Do you remember this?

QUINN: Yeah, the red-eye monster (inaudible).

MARQUISS: Millie, she said, "You're right, I do feel bad, and we'd better..."

QUINN: (inaudible)

MARQUISS: Oh yeah.

JUNGE: OK.

QUINN: The monster running.

MARQUISS: But anyway, no, it's been fun.

JUNGE: Thank you.

MARQUISS: Yeah.

JUNGE: Thank you, Gary. Thank you, Quinn.

QUINN: Thank you, Mark.

JUNGE: Here, let me take that.

MARQUISS: Get rid of that guy.

JUNGE: And, you know what, I haven't tapped you out, you've got about -- I heard you out there, you've got about 1,400 more stories here.

MARQUISS: Well, yeah. There's some, yeah.

JUNGE: Huh?

MARQUISS: OK. You need help getting this stuff?

JUNGE: No, hell no.

MARQUISS: (inaudible) back door.

JUNGE: Can we?

MARQUISS: Sure.

JUNGE: Oh, that would be a big help, yeah.

MARQUISS: (inaudible) don't have to...

JUNGE: Well, let me do that. You've got -- you've got things to do. And you guys got to eat your dinner or something.

MARQUISS: (overlapping dialogue; inaudible)

JUNGE: Oh yeah, I'm OK. [01:51:00]

(multiple conversations; inaudible)

JUNGE: Yeah, I have been. And I'm getting a little tired, but I love it.

END OF AUDIO FILE