**Speaker-1**

Water for the race

So you get caught out in the lake and Live strong.

**Speaker-2**

Was that a filter?

**Speaker-1**

Yes It's a, like a water bottle that has a filter inside.

**Speaker-2**

No kidding.

**Speaker-1**

No, you don't have to care all that extra water.

**Speaker-2**

No I get a water will filter and this one is fabulous.

**Speaker-1**

And it's cool

**Speaker-3**

To do but I like what I'm hearing there. So that's an actual water bottle.

**Speaker-1**

Everybody has their own water bottle that has it. On the inside you know water well has a little spout on it. This way you bring up the spout that's connected to a filter.

Filter cartridges.

So long about that why? When you so kind it you're bringing the water from the lake through that filter and that's what you drink.

**Speaker-4**

Is called Life straws

**Speaker-2**

Life straw has them online Amazon unlimited supply of water with no deficit.

**Speaker-5**

What do you do about other stuff other food?

**Speaker-2**

Well, we go through whole gamut. First we had to freeze dried food. Then you go eat the water. That takes a while so now we just kind of snack just a beef jerky, peanut butter and jelly sandwiches, bananas and oranges. I probably don't eat that much when I'm racing with soon as much as you think you know.

That seems to work.

**Speaker-1**

We'll have coffee, instant coffee eat the water up for that. Hopefully, we'll do some of the same water bottles we use just for hitting water for coffee. We won't use a lot of will bring extra water to heat up freeze dried food. Plenty you can eat beef jerky or nuts, fruit no formal meal.

**Speaker-1**

One thing that is nice to have is a pretty good, efficient thermos down below. Good size typically and most of mine that'll be full of hot water. So, the off wise to have that full for the online, so you can always pursue either coffee or sometimes you just find out you need something hot and warm thermos is full. He services a long time. That's an excellent idea. in shock court it in so because it really helps because

**Speaker-1**

You're coming on watch me spend 10 minutes or 15 minutes getting up the water.

**Speaker-2**

I know. So that's always watch going down. That's their responsibility because of new mines is getting calculated and everything, once they go down knowing that water is there one at a time for everyone to get whatever they need. Because you're wasting a lot of time they'll blow. If the watershed is going down to get the water higher. There you guys figure out how you want to work but it's good to have that sounds great. So tell me what you do for a watch system.

**Speaker-1**

So we have started with the rubber meter ratio two, three and six hours a day, six hours watch night it's three hours. So starting Monday, 9pm. Monday, midnight, midnight to three, three to six, six to 9am, 9am to 3pm during the day 3pm to 9pm. Try that seems a simple workout. Did the two hour watch before and the four hour watch and the flowers seem like a long time back.

**Speaker-2**

I like that in most normal sailing condition unless you need ready moments, right people on the rails and the only change I've made to the split squad system is if you need ready moment we do three teams. Two hours down four hours. So every two hours another couple hours rest is plenty for me and the reason for that is they're not that long and four hours off isn't that long either. So that's the only change I can notice today if you weren't going down when you're going up buddy beyond the rail when you can't mistake we've made on all the books I say I'll give credit for your burnout. I think you feel silly when you get to your boss doors. You've got to have some rotation even when you need the way file Point is if you need to wait, think about three things every two to three hours four hours. Tell me about information. Now how do you gather information for offshore **bad sound from 5:00 to 5:30**

**Speaker-1**

So we'll look at predict when and then with our feedback and expedition we'll download the grib files and then run through a routing through expedition.

**Speaker-2**

Did you tell let a few grib files an each hours European, I mean, where do you just take what's predict when it's given you

**Speaker-1**

Can you can click on predicting which model you want to download.

**Speaker-2**

Again, I love that. So he's got a great

**Speaker-3**

**Suggestion**:- All the books, I've raced on that information that are probably ours and never take that verbatim. So what I like to start the week before the race and start running routes every day different models and looked at the Internet, whether it's Friday or Sunday, just write it down and just kind of look for patterns. You know, so that comes Saturday we've got several different sources of information, you've got your route and everything and you're just looking for some consistency and that just sort of triggers a light bulb in my head. Maybe there's something to that and then.

**Speaker-1**

I'm give Ben a call, because his father's a weatherman.

**Speaker-3**

Give me that number two

**Speaker-2**

No more, we have serious weather. So, we can see it's hard to see we can see the clouds and storms ahead on the series.

**Speaker-4**

Particularly those schools come in terms of time and then of course, use your eyes because he gets so much connection that happens with see cold water. The cloud activity really tells you a lot in this race, you know this you're that short later in the race and so on and so forth. So collectively, those are all just clues that should help reinforce your game plan. Again, I'm I talked about the circle concept, where every 50 miles, I'd like to put in a circle in the drum line 15 miles, let's lay there my mouth is heavier or 10 miles, it has medium error and always thinking about how to intersect that circle first. Primarily, I'm using that reference to baseball as Tom. I like to go into a long offshore race or like a beginning of a baseball game and get on the scoreboard with a couple singles that aren't good base ready and instead of swinging for the fences, because when you swing for the fences early a lot of times you strike out. So that means instead of going way off to the edges, these circles kind of keep you in the game. But what's really cool about these races now with yellow brick is you can access how you're doing relatively frequently. So maybe every four hours or maybe every shift, check the yellow version, what I do with yellow brick, is I bring a separate chart laminated like that with one of those pins and every yellow for greeting, I'll write exactly where that boat is, with invest my best information but you know you can see it on yellow brick, so you know where you are right where the boats are and then I'll even look at a fleet maybe I had reasonable distance up to par But reasonable to see if there's any patterns there. I always like knowing where the bumps are embracing some kind of like a buoy race, you can visualize and then from each session, you can either assess your plan, it's working, it's not working, how do we make it better or let's keep doing it well.

**Speaker-1**

How do we do that when we change our watches?

**Speaker-4**

Well, that's a great question. Because when you change your watch there should be one person responsible for doing that do have is Sarah IV navigator on the boat is that someone's job role.

**Speaker-5**

There should be did you split up? I mean, he should have one person responsible for information, either internet. Yellow Brick, that should be the same person on each watch doing that.

**Speaker-1**

So, one person each watch?

**Speaker-5**

* So YouTube during the day can collaborate how are things going?
* How's the plant
* What's it going be like?

**Speaker-2**

* Are we where are we from our circle?

**Speaker-4**

How are we doing and we like what we're doing, who's doing better, who's doing worse doesn't make sense. We got all this information. Now, we just got to kind of somehow To make sense out of it so that we can get the best opportunities without thinking that you're going to find this miracle direction, who was the goal to offshore racing is first and foremost, sell your pole. Star well sell your home fast and sell with a plan. Again, within reason you've got 13 goals to race against. How lucky are you? Yeah, what does it offer so you got all these bullets around you there's no reason to take long for them, to stay with them unless you've got a better idea to leverage the side you want but I'd love to stay with the group. When I first started sailing, I didn't know goddamn thing about where to go on the racecourse but I knew how to sell. I knew how to make a Bunco cast. So what I did is I always start to learn on the best job and I just sort of stay with him and when he tacked on some of the pieces in the front and so, I turned in terms of priorities, always lists, food speed, what food handling.

1. You got to know how to tag chipset sales, Dallas, all of the above the fold speech right there right next to us. So Birmingham, boats, the starting and then tactics, tactics is really down there its way down on the pyramid. Because when you're going well, and you're selling you can look pretty smart because you don't have to do anything genius, because you're going well, if the group tackle has a go with unless we know something a little bit better.

I think you guys are well prepared for that and then just like anything, just clearly think about what you need for the race but nothing more, again the cool thing about offer sealing is he gets a little a little bit different than you do at home meaning it's okay to be a little bit uncomfortable, maybe not eat as well as you do at home, maybe not get as much rest as you do at home but if weight is just down below two inn polis, it's using nothing good.

On the west coast we can stack everything and everything on the phone can stack and days, you can't do that in this race and technically you can't really move weight around even though people do in certain ways but surely. So think about what you need and then keeping the weight as low as possible and depending on the breeze either in the middle of the boat or back in here, if it's windy today, out of all the sails back in here and if it was normal race they all be on the floor by the mass keep us bunks open the sleek.

**Speaker-1**

Look and use that level is called a trim meter on the spoon for now.

**Speaker-5**

Its most value is in an offshore race. Most boat sails stern down in an offshore race because they bring so much crap. So, really look at that make sure first and foremost you get off the boat and you see where zero is. See if zero really is on your line. When the tramps is out of the water the waterline looks like and see if that's what zero is. If it's something different than zero, it's calibrated or just adjusted and then when you're sailing off the wind you never wanted more positive than zero sometimes later you want a negative one.

**Speaker-3**

That's your bow down.

**Speaker-5**

That's an important gauge in Offshore Sailing and that way, you can look at that before you leave the dock basin, all your stuff down below and just say hey, you know, this is where we're at. Now again back to the system of stuff of sailing with any race, just get out there early enough to just be not only comfortable with your sell choice with the way you're going to trim the sells but also you got to get out there in these offshore races early enough to really get decent pings. It's hard you know because there are so many classes starting. So you got to do everything. NICO from the outside you can't get in this box until it's your box. You got to get outside but you can usually do a pretty good job with that but you want to check that because the pinging which gets us all working the way it should work, will give you really good information on time to the ends, and then offshore. Isn't this helpful much more helpful because I talked to Dan about an offshore start, where you control the bullets but you need to know that time to get to that pin. I mean if you're good with your gut feel that's fine too but that's a reinforcement to get accelerated.

So again, Like I mentioned before we go out every time you have these little talk amongst yourself, setting a goal for the day, making sure you're prepared as little as possible and talking about what worked and what didn't work but you do the same thing every time you come in like we're doing now and what we're doing now and what we're going to do now is what I would suggest you do each time as well, which is you let everybody just not only talk about what they thought about the day, what they think, would be important to do to make this system work for your boats a future,

How can we develop a playbook?

Is really the question or the answer I'd like to walk away with before I go on is how to really, really start that process.

**Speaker-3**

So we started first before anybody remembers picking somebody. It doesn't matter. I'll pick on you. Start with you. What do you think of the day and by the way, I thought you did a really good with the screws. You know, I thought he did a great job. Welcome back.

**Speaker-2**

Obviously, I really liked we got the timing down on the job, she really well. I really liked him and I was I was he probably has more importance than like around the movies race but still you want to make sure like, again, the process is the same either way. So thank you, I thought it was really good just to let you have, when you can't dedicate this content to this and just keep using the numbers and just keep thinking about what your role is relative to those numbers, it could be moving weight it could be pushing the broom, it could be released, it's going be a variety of different roles and the more comfortable you get with that, the smoother it's going to be. There shouldn't be any surprises I talked a little bit about given the cooler heads up, like 10 seconds when you get good at this, it'll be five and in three to one, you won't need the 10 seconds, attack or die like you do now just saw them long enough to see. So things can come when you find comfortable and trust that they'll be really tough. Thanks. Well,

**Speaker-4**

It was a good day you know, it shows that practice really is essential to getting that down. Almost good without you have a practice that you're getting better, it's a little bit of practice. To continue and then you know I think the thing I'd like to emphasize is that communication has got to be there. You know we all got to help each other all the time particularly when there's just four of us up here, we're going to talk through things before I mean, you might say, Well, you know, no big deal. Let's talk we're shorthanded, which is talk through who's going to do what you know how we're going to do this. Before we do it or we won't have problems now.

**Speaker-3**

No, this is super common. I got a couple of responses one. What I like to do with teams like this down the road is break up into three groups, you've got a speed group, you got an inflammation group, you got a mechanical group and ideally those three groups are talking amongst themselves such as in a way ever steering the boat, it doesn't even have to look the wrong but knows really what's going around in the racecourse information groups talking about the boats. When the water moves, doing what speeds talking about relative to targets means at the middle traveler vaccines and fly made sheets here on and the mechanicals talking about look at the wind 15 right guys, we got to be set up for a giant, you know, we might have to be driving for children who just fly. It's okay to have those conversations because it shouldn't really affect and how you sell the boat but back to your comment about Offshore Sailing, like five years ago or so the Cabo racing, there were six of us on this four to six quarter spins went out Thursday. Nothing other than a GPS watch and it was windy was like this and plus just stripping down when and if we're tired, we're doing the three on three off when we weren't getting good for us because it was all in the mail, super wet and we just got done and we overstayed Cabo my 40 miles and the point. The point is right now what we do is we have this checklist that we all have to read verbally before we come up on deck.

* What's our course?
* Where are we what sales?
* Where are the books?

We read it out loud, to so it ignites a thought process or B triggers the thought process in your head because we can't just like drunk from a lack of rest and he gets stupid and I've seen it on so many books. So you got to have these little triggers say hello

**Speaker-1**

Thought checklist is important

**Speaker-3**

It pilots medical industry I was so many people use it to help eliminate mistakes and blunders that you wouldn't make other. Great thing that.

**Speaker-5**

Like the sequence of what we're supposed to be doing whenever we roll with the boat because I've never really known what we tack into, I don't know where I'm supposed to be on from. Like, you have to be zero momentum to actually turn it as we go.

**Speaker-2**

So on that point, remember those three sets of uploads you need power hours, perfect, too much power, when most of the day today we have too much power, that's attacking it too, you want to use gravity to get across. In for in medium air which we have a little bit of that today you sort of delay that a bit before you cross but in that light air attack in 321 you really want to wait as a crew until the fall tax sales fall to come across as in Danny would say rocking in 321 is a lighter. So each mode has a different use of the numbers when you're moving. So, that's great. I'm glad you caught on to that and you just to get comfortable with that. You just got to keep doing it and doing it doing it but use that rocking thing and also in this class in this book you'll find after the start, if you and at Lord Marks if you over heal the boat. The boat pivots, meaning it turns off, so a lot of times at a start when you lay off you know 15 seconds to go. Even down the line, I have the whole crew lean in really tipped the boat. So that would turn them up and it doesn't go forward. It just pivots and the same thing at the leeward mark it just pivots and then you hike out the same idea practice just want to really over heal and pull the rig to windward anybody want a laser and thumb that was pretty fast. So that's how you're trying to do as this boat reacts to the thruway. Probably better than any boat I've sailed.

**Speaker-5**

Really really well thanks Okay, Nikko I don't have much to say I think that really thankful to be here. I really can't wait to make this boat sail fast and I think we're doing pretty good up in the bow of the takedown line was interesting and really fantastic and magical. I'm going to trust it and you know the takedown line. It shows but when you're talking about mechanics, it's like I'm looking at this thing and I'm like is this in the right place and I'm always you know sometimes I may talk a little bit too much about like, making sure that everything is right but I'm just trying to make sure that everything is set for you guys in the back.

**Speaker-2**

And I think you know, Nikko Dean, and Jeremy wherever you're at, right there. That trio up there I think could be really good and the interesting thing is the sign of really good Bauer password didn't work at that because when you can't remember a damn thing to do remember when you know but if you can't remember what you do today was a pretty good day. That's going to be. So I was actually I was very impressed the way that kind of went down and then you just got to practice more we didn't have a perfect condition of the sets. You get that go through that process where you know the gym is ease now the pool gets out and then the hatches open you got to make sure we trigger the height all that stuff you got to work in unison.

**Speaker-5**

And that's and john was doing a great job and you know that's just such a blessing when you're up there and things are doing and I'm trying to make it happen and stuff is going exactly the way it should be Sofia I like it. Thanks, john.

**Speaker-2**

I really like the morning that dragon will do this, and I'm going to do that.

Now and I'm going do this you know

* What I'm going do it?
* And what in what order?
* And I really hope that we continue to do that and helped me a lot.

No, I hope you do too and I hope that you individually sort of take responsibility for your role and think about how you would describe that and maybe put that down on paper and send to Dan just so that's a good way to start this playbook. If you can kind of describe what the job of the main trimmer is that home smith the chip Chairman Spinnaker trimmer if you can put it down in words and just kind of massage it so that like I said people come and go you just don't want the system to break down. You someone could get all that information beforehand how it works on score crackers be a big house. So that's great.

**Speaker-6**

I'm I was really impressed that everybody came together today and I thought that was pretty cool. For me the systems the numbers boil it down into a simple way to communicate and then you were able to kind of talk to people on an aside like wherever my hat like, you know like advanced stuff but like we all had a pretty universal language and you could always refer to that three to one where everybody should go. I thought that was really cool and I just think there's an excitement for you guys and an excitement in the air I know he's excited get everybody in racing fun. You know racing fast is fun and you guys are going kick ass Mac just absolutely kick ass. That's great. It's great to have him here today. Thank you CFS. Probably well. So I like that name by the way.

Was a very Lightning Experience I learned a lot about moving the weight around and worked out really good today was to 10 count and then the basic three was we move nice and smoothly. The transition was nice because that's always been a real problem.

You know I mean it was like ready set job communication is key we need to get good. Until we get you know a three count.

**Speaker-**

Some teams to use five some teams to use 10 I like that whatever you're system is.

Everybody ready dealing with doesn't matter the cockpit can get kind of crowded at times and then finding positioning for myself where I'm not a detriment because at 240 pounds. I like the idea of a checklist on coming off and you know especially you guys during the Mac race, what the other guys have a nice list. what do they have it's said that everything is gauged now, so you can run, you know the numbers watch your numbers because I will be on the yellow brick watching your 230 in the morning, I'll be able to come in and break it down and Larry had it on j 35 and I mean, it was broken down and Milan was kept perfectly. So we count on mistakes just watch your weight because this phone is very reactive.

And on make sure we have a checklist.

**Speaker-8**

I thought I was nervous and apprehensive about driving takedowns and I've got a lot more confidence complements the countdown and it's not only me knowing I need to do what I do on these numbers but I also had a sense from what everybody else is doing at different times and I think Kevin maybe just some written summary before the match. This is what because we're going play different roles. It's going to be we're going to be moving around I think it's important everybody knows what he's role dogs in that countdown. I'd like to see a thriving get to where you use confidence is the ultimate goal. I mean every athlete in the world that's what they're trying to achieve you know and it's not like you wake up one morning said I'm going to be confident you got to earn it it's got to be an earn experience and in your when you have a system and more importantly we have a team that believes in each other and really supports each other once each other to really do wrong the confidence does come quickly and nothing intimidate you to win the competition nothing. Is that ultimate confidence but you earn it by doing what you're doing.

**Speaker-7**

Get some bullets underneath team's belt. We start winning and start kicking ass on some of these local boats here.

**Speaker-8**

Do you well, we will. It's just one step at a time. Helms man Lance comes in like Oh, man, I feel thank you guys all did a really good job working together to make things happen.

**Speaker**

I think also we're pretty proud of you. And I thought despite being crowded, I think

We will even do better when we're pushing this problem.

**Speaker-8**

Everyone working together like Jeff said especially there was a lot of us here everyone did their role. I know you guys switched off trimming which is good. That way, they won't kind of get to experience that especially if you've been new to folks who take down takedowns i thought was pretty well. Considering on that last one we had like 20 knots. Isn't that strong we've had worse than 20 knots. A big player that is that center takedown really describes us in the middle and just kind of collapses on itself. I think that was a key part of what helped us with that today. As far as being on the helm learning that the peeling away your air just watching anyone posts feed rather than anything else other than Telcos and then when the wind starts lighting up continue to watch more retail sales. You always want 10 degrees of heal

**Speaker-2**

10 degrees of healing light here is the number and again, if you could in light air it's really nice to have heal up and trim off meaning 10 degrees of heal and at least zero to negative one in trim because in light and you won't wait for the forward that helps to keep the ball in the water and keeps the boat on the wind if the weights in the transform and the power just kind of slides. So yeah 10 is the number that starts getting the 12 you start moving weight out I love by the way your instrumentation is one of the better I've seen in terms of accuracy and just the information up there is really good.

No, I thought it would be great for you to again be in how to steer and all these different modes, light air, medium air and heavier what I write down here write it down because in the macro race you're going hear four or five, six sounds and just having you all kind of be on the same page would be a big help because when it gets tough and you all know this when KFC folks either do a good job or a bad job, you know, so you got to have all the references that can help you flashlights to an angle I even use a pair one angle at night a one apparent window. I do I keep to engage keeps me in check with really where the wind is relative to the boat appeared keeps you in check how you're steering relative to your apparent wind and because their parent will change a lot in light air. You'll get a puff and all sudden hoping for and then all sudden reasonable slight it goes way out. So you want to be able to react to that only on light air. I don't use it to what angle it's always but again checking in with your flashlights on keeps you awake telltale so they actually can see you know anything that you can use to help give you a better perspective on how to trim sales at night is going to be.

**Speaker-2**

Seen as putting a little light on the bow he doesn't that light on about shine applying a flashlight.

**Speaker-7**

A fishing pole holder and shine a flashlight put like a regular flashlight on the mask

**Speaker-2**

You can do on Friday things like these little these LED lights now you've seen the tiny skinny ones they put their foot in this thing really shine a bright beam direct to a point you know mind everybody which I hope you guys have they have make sure you have red ones.

**Speaker-7**

I saw the last night kids are about a midnight and they're a flashlight on the front of the boat and about 20 yards off shore on them.

Hitting another boat no knight in shining right in the captain's face

Think about how you can be as good as you are during the day at night. That should be one of the goals you know definitely.

**Speaker-3**

I don't know if it'll be possible to do before the manifests but I have seen like you can get in a draft stripes on your sells.

**Speaker-2**

We do glow stripes and all that. Again some of that stuff is good. You just got to find out what is comfortable for you in terms of just think about it again. That should be one of those goals. What do we do to make sure we can sell as accurate as we do during the day at night. I'm Tony I was on a 50 to two weeks ago in the Queen's scarf was foggy was light air was really hard to see it was a Holly how bad we were at night staring. I'm hauling, hauling in and these are some of the best sailors in the world. It was awful.

Cracker beat, TP 52 in the 100 Boat Race. I'm just saying that just because like all of a sudden they lose, they lose you and lose your equilibrium is gone. Do you have no horizon and if you just focus on the numbers all the time you get goofy in the head, you're good. Of course, you stayed up all night, you know, no one's getting any rest. So anyway just think about it and it's a warning. It does and I mentioned in light air, it helps them to look looking at the middle Telltales with a light on helps a lot because those are the important tells in light air the wind and light air twists, it's further forward of high than it is down low the water sort of drags the wind out. So in light air, you want to move up a set and steer on those even though that those bottoms one will be a little bit too positive for all the energies coming from the men and then in this race to share mix as a factor too, if you ever detect shear which we've seen a lot in the Great Lakes and when the actual wind angle is different on one tap than the other. Not only do you trim different potential always some indication whether new winds coming from because when a law is eventually going to be the new wind direction down the road. You're up, Sir.

**Speaker-1**

Well, I thought it was a great day, I thought we learned a lot today what struck me is all of these pearls that you have.

* How to set that out?
* I said what are you sailing for?

What is your misty is because I have all these nice instruments but what good does it do me if I'm looking at the wrong one or concentrating on something that I shouldn't be concentrating on, we'll look at the feeling lands put in the healing or things we can monitor the healing on our speed through one direction through an angle. So I thought was very useful, very helpful. You solve a lot of more questions actually learn a little bit. Now I have 100 more questions on how to how to get the boat going and then when we get that figured out, we'll have another 100 questions. So we'll always have questions and things that are of interest to work on but that was a very good, I thought we got a lot accomplished today and we were really fortunate with the wound beautiful day numbers.

**Speaker-2**

And know your comments exactly right just as humans. They are nature of humans. We just want to kind of solve everything like right now and it's uncomfortable not having all the answers but what's cool is starting this framework, like I talked about and then seeing it develop at a nice rate. It’d be great to go out tomorrow and win every race you sail but it's unrealistic. So now it's nice just to see it improved at a constant, steady rate and you do it with not only questions because I'm around for a long time and what have been these meetings assessment talking about it relating to numbers and just saying hey, how can we do it better? And never ever make it if someone's fault that's when you leave never been off but you always make it everybody's contribution for success. My pleasure being here today. I'd love to more anything I could do to help just keep me in the loop. That's all you know. It's not a onetime shot.

Thank you Molly.

My pleasure

Grateful flight back you know where to go guys. Thanks for coming. Over the Northwest Indiana

**Speaker-1**

Local so harbor Jeff and then got to go to the airport. There's a J111. King the traffic. Eagle well I only wear my flight. I am still going to wear my old trucker hats. Three I mean, well, one to make sure the crew has a first and forgive me, I've got a box.

Thank you.

This is bad as normal size and I call it our sale numbers 111 I didn't notice that see the bone or did you get this no that's what they were the 111 No kidding. That's going to be meaning something. It's going be all the numbers on your shelf sales. So the only thing that sets the macros because they're sailboard they said they couldn't read our sailboard Well, it's just three bars maybe they want to see I don't know it just the rule for the snowboard is just why reflective letters on black penalize you did it. Before we probably knew cuz he's let me sell on to you know, we're starting to sell them the debut Mac before we even knew they didn't. It's too late to protest. I'll show you the software does this 3131 but this is a one. This is a wonderful one a lot of fancy ones just grammar.

Boy you guys going to fly and we got to drive back Airports are jammed. Yeah, we'll get out of here. I've traveled a lot like mid pandemic. Airports for polarize yourself, like 10 people on a plane traveling is great the snowbirds down there. I got my license when I going Friday.