

# EAA Chapter 866



July 2011 Smilin Jack Newsletter

## *President's Moment July 2011*

I had the privilege of flying another golden eagle in the Pietenpol this month. My father-in-law Graydon Corn got his pilot's license back in the late 70's, and did his flight training right here at Dunn airpark when Bud Layne had the FBO (It was in the building right across the parking lot from Building 10). He didn't have much trouble climbing into the passenger seat, and with a hand start by Larry Gilbert we were on our way. Unfortunately the visibility was pretty poor, so we didn't stay up long. He said he is anxious to go up with me again, so we'll go again on a better day.

### NOTE

I was finally able to post the filing with the IRS as a tax-exempt organization, so we are legal now!

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The IRS has accepted the e-Postcard described above. Please save this receipt for your records.

Thank you for filing.

We had our first pancake breakfast since February the first Saturday in June, and served 75 or so friends and neighbors. It seemed like a bigger crowd than that to me, but I think that was because people hung around longer than usual after eating. After all the work I did to get the temporary power pole installed, the power wasn't connected to it until 2 PM Saturday afternoon! After a failed attempt to use Larry's generator, we were able to borrow enough power from the big hangar next door to run our coffee pot and a few warmer trays.

The repairs on Building 10 seem to be nearly complete. According to the Airport Authority there are still a few hoops to jump through before we can get power reconnected to the building. You can take a look at the newly painted meeting room this Saturday July 2, at our July pancake breakfast. At this point it looks like we will still be using temporary power, but I'm sure we'll do just fine.

Our next meeting will be July 6. At this point I'm not sure if Building 10 will be available, but just in case, check there before heading to Ray's hangar in row 3. We have another program by the same speaker as last month. For July she will be talking about the proper installation of radio antennas in aircraft. Don't forget breakfast this Saturday too!

Ben

## *June Meeting*

There were 25 members and friends at our June meeting.

President Ben Charvet brought up the fact that FPL as of June one had not yet connected our temporary power at bldg. 10. We were hoping that this would be done by Sat. morning June 4, so we would have power for our monthly breakfast. FPL connected the power some time in the afternoon on June 4 breakfast was from 8:00am to 10:30. Ben said that our breakfast crew should show up early on Sat. to set up for the breakfast.

We had a visitor by the name of Carlin Ellison. Carlin said he is interested in learning to fly.

Project Reports: Kip Anderson and his painting saga continues he said. He has several options to resolve this problem.

1. leave it as it is and live with the orange peel defect.
2. Strip paint and start over.
3. Media blast the paint off and paint again.
4. Apply more paint.

New member Rick ? who owns a Vari EZ that is hangared at Dunn spoke of how he went to Missouri to bring this plane back to Titusville. He had never been in one and had only flown C152s and C172s before. So after a fw circuits around the airport up there he headed home. The flight went well and he is extremely impressed with the performance of this plane. Powered by an O200 Continental it travels at 150mph avg. and burns less than 6 gal per hr. Rick said this plane is fitted with Long EZ wings.

Bob Rychel Started his Zenith 650XL and has rudder assembled already. He drove to Mexico Missouri on May 17 to pickup the materials. Bob is very excited about this and expects to be finished on Tuesday. He has ordered at 2200 Jabiru engine kit.

Ray Thomas reported that he is almost flying. His J3 has been down for brake work and an annual inspection.

Harry Teal said that he has modified his Soneri by moving the radiator out from under nose and inside the cowl now. He said he should pickup 10 mph making this mod.

Jeff Wilde making good progress on the RV 12 and expects to be done by Aug. of this year.

Pete Burris Meyers said he was making a pre buy flight in an RV 8 and the eng. Driven fuel pump failed on take off and the engine quit. There was enough runway to land. He also bagged a Pelican with an RV 6. The hit was on the landing gear and took a wheel pant off and bent the landing gear.

Hats and shirts were distributed by Gil Jones and all seemed to like these. There may be a shirt or two left if anyone is interested.

We had a good presentation on radio noise and how to trouble shoot these problems. Marcia Buckingham did the presentation and provided us with a trouble shooting guide to help solve these problems. Marcia will be back in July to talk about electrical wiring in aircraft.

Loretta provided home made ice cream w/ strawberries, kahlua brownies by Donna, and Deborah surprised us by bringing many mini brownies. A good time was had by all except for one.

### June Breakfast

Our pres. Ben made an heroric effort to make sure we could have electricity for our breakfasat by arranging for temporary power. We hired a contractor to make the installation and get the inspection done two weeks before the breakfast. An order to connect had to be made by the airport authority and Mr. Powell himself personally made a special trip to FPL and the city to connect. In spite of all of these efforts there was no electricity at the site on breakfast morning. After the breakfast and in the afternoon on that Saturday FPL showed up and connected the temp power pole. C'est la vie!

After not being able to hold our monthly breakfast for two months in a row, we decided that even though no progress had been made on our damaged building and we had no electrical power that we would hold the monthly breakfast. Pres. Ben had suggested at our monthly meeting that we show up early to set up so that we could handle any issues that might come up beffore we started to serve. Dream came true! We had a portable generator and it worked good for about 10 minutes and then quit and we couldn't get it running again. A couple of weeks before Loretta had asked the guys at Skydive maint. If we didn't have power by the day of the breakfast, could we borrow enough to run our coffee pot from them. They said we could. Kip started searching for alternate sources of electricity. After running around with a volt meter for a while checking some likely sources for electric Kip went over to Skydive maint. And asked if we could hook up our #16, 100' extension cord in their office to run the coffee pot and they said OK. We probably strained the extension cord but it worked! Deborah, who is wiser than her years knowing how things go when guys try to do this stuff brought chaffing pans and Sterno along to keep the sausage gravy and the grits hot. Good job Deb!

Due to the hard work and dedication by our chapter volunteers, we had good breakfast and served about 80 folks. Good time wuz had by most.....

I know of 4 airplanes for sale presently.

- 1. Pober Pixie 1 place open cockpit C75 Altoona, Pa
- 2. 2 Cherokee 180s, 1 is in Bedford, Pa the other is at Dunn
- 3. 415D Ercoupe 1946 - 85hp Altoona, Pa

Larry Gilbert

Interested in Ground School for Private and Sport Pilot?  
Contact me.. Larry Gilbert 321 385 1908

### July Meeting

Good news! Our meeting room is ready for meetings again and if electric power is restored, we'll be meeting there at building 10 in our air conditioned room.

On tap for this month's program is Marcia Buckingham. Marcia is an expert in aircraft wiring and will explain how and why we use the the materials and methods we do in the electrical systems in our planes. Don't miss this one.

*Besides, there will probably be home made ice cream and stuff there.*

### This Months Flyin

Fancy, our Citabria has been working well and we take her up a couple of times every week. Most of the time there is two of us in the plane, usually another geezer on the controls showing me how to fly (sometimes how not to fly!). One day a week ago Skydive sent a 26 yr old Israeli man over who was interested in a ride. There were a couple of t storms close by so we stayed close to the airport. He enjoyed the ride and we landed just in time to push the plane into the hanger without getting soaked. It was his birthday and his family had purchased a tandem jump for him as a birthday gift.

My glasses are tri focals and I found something interesting about these. If, when preparing for landing I turn the glasses upside down so that I'm looking through the far distance lens when we land I can focus on what I need to focus on and it is easier to land! I'm thinking about having a pair made with the lens installed this way. When I'm working in tight quarters having the close up lens on top could help there too. Any ideas?

I was lucky enough to fly in a Sky Ranger with chapter member Jeff Wilde one morning. The ride was fun and Jeff handles the plane well.

Larry  
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**Chapter Monthly Breakfast**  
**Sat. July 2, 8:00am – 10:30**  
**Dunn Airpark, Bldg. 10**  
**Titusville, Fl 32796**

**Chapter Meeting Weds. July 6**  
**7:00pm Bldg. 10**  
**Dunn Airpark, Titusville, Fl**

***Be sure to read the interesting story on the next page, submitted by Gene Mc Coy.***

*The Following Article was submitted by Gene McCoy*

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**William Lear was the designer of the Lear Jet, the 8-track tape deck and founder of Lear- Siegler Corp. His son, John Lear, was a black sheep, danger junkie and pilot extraordinaire. Here is his recounting of his life. Wow. This guy is the original Soldier of Fortune. What a life. Your couldn't make up a story as wild as he lived it. Must be a real attitude case. But what reading!**

**Gene McCoy**

**John Lear gave this talk on July 9th, 2004 to a group of fellow pilots in Las Vegas at the "Hangar of Quiet Birdmen" or QB meeting. Each month one pilot in the group gives a 15 minute talk on his career.**

**John Lear on John Lear:**

**One of the anguishes of advancing age is losing old friends. The upside of that, though, is that I get to tell the story my way because there is nobody still around to say otherwise.**

**I learned to fly at Clover Field in Santa Monica when I was 14. However before I got to get in an actual airplane Dad made me take 40 hours of**

**Link with Charlie Gress. I can't remember what I did yesterday but I guarantee you I could still shoot a 90 degree, Fade-out or Parallel radio range orientation.**

**When I turned 16 I had endorsements on my student license for an Aero Commander 680E and Cessna 310.**

**I got my private at 17 and instrument rating shortly thereafter. The Lockheed 18 Lodestar was my first type rating at age 18. I went to work for my father and brother flying copilot on a twin beech out of Geneva Switzerland after I got out of high school. Dad was over there trying to peddle radios to the European airlines.**

**However just after I turned 18 and got my Commercial I was showing off my aerobatic talents in a Bucker Jungmann to my friends at a Swiss boarding school I had attended. I managed to start a 3 turn spin from too low an altitude and crashed. I shattered both heels and ankles and broke both legs in 3 places. I crushed my neck, broke both sides of my jaw and lost all of my front teeth. I managed to get gangrene in one of the open wounds in my ankles and was shipped from Switzerland to the Lovelace Clinic in Albuquerque where Randy Lovelace made me well.**

**When I could walk again I worked selling pots and pans door to door in Santa Monica. In late 1962 Dad had moved from Switzerland to Wichita to build the Lear Jet and I went to Wichita to begin work in Public relations until November of 1963 about 2 months after the first flight when I moved to Miami and took over editing an aviation newspaper called Aero News. I moved the newspaper to El Segundo in California and ran it until it failed. I then got a job flight instructing at Progressive Air Service in Hawthorne, California. From there I went to Norman Larson Beechcraft in Van Nuys flight instructing in Ercoupes.**

**In the spring of 1965 I was invited by my Dad back to Wichita to get type rated in the model 23 Learjet. I then went to work for the executive aircraft division of Flying Tigers in Burbank who had secured a dealership for the Lear.**

**In November of 1965 my boss Paul Kelly crashed number 63 into the mountains at Palm Springs killing everybody on board including Bob Prescott's 13 years old son and 4 of the major investors in Tigers. I took over his job as President of Airjet charters a wholly owned subsidiary of FTL and flew charters and sold Lear's. Or rather tried to sell them. It turns out that I never managed to sell one Learjet in my entire life.**

**In March of 1966 2 Lear factory pilots Hank Beaird, Rick King and myself set 17 world speed records including speed around the round the world, 65 hours and 38 minutes in the first Lear Jet 24. Shortly after that flight I got canned from Tigers and moved to Vegas and started the first 3rd level airline in Nevada, Ambassador Airlines. We operated an Aero Commander and Cherokee 6 on 5 stops from Las Vegas to LAX. This was about the time Howard Hughes moved to Las Vegas and I was doing some consulting work for Bob and Peter Maheu.**

**The money man behind Ambassador was Jack Cleveland who I introduced to John Myers in the Hughes organization. Cleveland and Myers tried to peddle the 135 certificate to Hughes without success and Jack ended up selling Howard those phony gold mining claims you all may remember. I went back to Van Nuys and was flying Lear charter part time for Al Paulson and Clay Lacy at California Airmotive, the Learjet distributor.**

**That summer I started a business called Aerospace Flight Research in Van Nuys where I rented aircraft to Teledyne to flight test their Inertial Guidance Systems. We had a B-26, Super Pinto and Twin Beech. I think we lasted about 4 months.**

**I then went to work for World Aviation Services in Ft. Lauderdale ferrying the Cessna O2 FAC airplanes from Wichita, fresh of the assembly line to Nha Trang in Viet Nam with fellow QB Bill Werstlein. We were under the 4440th ADG Langley VA. and hooked up with a lot of other military pilots ferrying all manner and types of aircraft.**

**Our route was Wichita to Hamilton, Hickam, Midway, Wake, Guam, Clark and then in country. The longest leg was Hamilton to Hickam an average of 16 hours, no autopilot, no copilot, and one ADF. We also had 3 piddle packs.**

**Arriving in Nha Trang we would hitch a ride to Saigon and spend 3 days under technical house arrest, each trip, pay a fine for entering the country illegally, that is being civilians and not coming through a port of entry, catch an airline up to Hong Kong for a**

During some off time in 1968 I attempted to ferry a Cessna 320 from Oakland to Australia with the first stop in Honolulu. About 2 hours out from Oakland I lost the right engine and had no provisions for dumping fuel. I went down into ground effect (T effect for you purists) and for 3 hours and 21 minutes flew on one engine about 25 feet above the waves and made it into Hamilton AFB after flying under the Golden Gate and Richmond bridges. An old friend Nick Conte, was officer of the day and gave me the royal treatment. Why did I go into Hamilton instead of Oakland? I knew exactly where the O club was for some much needed refreshment.

In September of 1968 between 0-2 deliveries I raced a Douglas B-26 Invader in the Reno Air Races. It was the largest airplane ever raced at Reno, and I placed 5th in the Bronze passing one Mustang. It was reported to me after the race by XB-70 project pilot Col. Ted Sturmthal that when I passed the P-51, 3 fighter pilots from Nellis committed suicide off the back of the grandstands. In the summer of 1970 I helped Darryl Greenamyer and Adam Robbins put on the California 1000 air race in Mojave California. That's the one where Clay Lacy raced the D7. I flew a B-26 with Wally McDonald.

I then started flying charter in an Aero Commander and Beech Queen Air for Aero Council a charter service out of Burbank. They went belly up about 3 months later and I went up to Reno to work for my Dad as safety pilot on his Lear model 25. After my Dad fired me I was personally escorted to the Nevada/California border by an ex-Los Angeles police detective who worked for Dad and did the muscle work.

I went back down to Van Nuys and was Chief Pilot for Lacy Aviation and was one of the first pilot proficiency examiners for the Lear Jet. In the summer of 1973 I moved to Phnom Penh, Cambodia as Chief Pilot and Director of Operations for Tri Nine Airlines which flew routes throughout Cambodia for Khmer Akas Air.

I flew a Convair 440 an average of 130 hours a month. We had unlimited quantities of 115/145 fuel and ADI and were able to use full CB-17 power (which was 62" for any of you R-2800 aficionados). In November of 1973 I moved to Vientiane, Laos and flew C-46's and Twin Otters for Continental Air Services Inc. delivering guns and ammo to the Gen. Vang Pao and his CIA supported troops.

We got shot down one day and when I say we, Dave Kouba was the captain. We were flying a twin otter and got the right engine shot out. Actually the small arms fire had hit the fuel line in the right strut and fuel was streaming out back around the tail and being sucked into the large cargo opening in the side of the airplane and filling the cockpit with a fine mist of jet fuel.

I held the mike in my hands, "Should I call Cricket and possibly blow us up or...?" (Some of you may remember "Cricket"... "This is Cricket on guard with an air strike warning to all aircraft".) But Davy found us a friendly dirt strip and we were back in the air the next day. When the war came to an end in 1973 I moved back to Van Nuys and started flying Lear's for Lacy again until October when I went up to Seattle and sat in on a Boeing 707 ground school for Air Club International on spec.

3 weeks later I ended up in the left seat of the 707 with a total of 8 hours in type. Air Club begat Aero America and we flew junkets out of Vegas for the Tropicana and Thunderbird Hotels. I left Aero having not been fired and in the summer of 1975 I was Director of Ops for Ambassador Airlines flying 707 junkets also out of Vegas. After that airline collapsed I moved to Beirut, Lebanon in September of 1975 and flew 707's for 2 years for Trans Mediterranean Airways a Lebanese cargo carrier.

It was a very interesting job in that they had 65 stations around the world and you would leave Beirut with a copilot that had maybe 200 hours in airplanes and fortunately a first rate plumber and off you'd go around the world. My favorite run was Dubai to Kabul, Afghanistan with a stop in Kandahar. Kabul is a one way strip, land uphill and take off downhill, it was 6000 foot elevation with no nav aids.

During those 2 years I made many round the world trips and many over the pole trips. In 1977 I moved back to Vegas and was Director of Operations for Nevada Airlines flying DC-3's and Twin Beech's to the Canyon. In September of 77 I was called to Budapest for another CIA operation flying 707's loaded with arms and ammo to Mogadishu.

Leaving Budapest then refueling in Jeddah we flew radio silence down the Red Sea trying to avoid the MiGs based in Aden, whose sole purpose on earth was to force us down. The briefing was simple. If you guys get into trouble DON'T CALL US. Back to Vegas in December of that year I was hired as Chief Pilot for Bonanza Airlines operating DC-3's and a Gulfstream 1 from Vegas to Aspen.

After that airline collapsed I was hired by Hilton Hotels to fly their Lear 35A. In my spare time I flew part time for Dynallectron and the EPA on an underground nuke test monitoring program. I flew their B-26, OV-10, Volpar Beech and Huey helicopter. I also flew the Tri Motor Ford part time for Scenic Airlines. In 1978 my Dad passed away and his will left me with one dollar, which incidentally, I never got.

In 1980 I ran for the Nevada State Senate district 4. I lost miserably only because I was uninformed, unprepared and both of my size 9 triple E's were continually in my mouth.

I got fired from Hilton shortly after that and moved to Cairo, Egypt to fly for Air Trans another CIA cutout. After the Camp David accords were signed in 1979 each country, Egypt and Israel were required to operate 4 flights a week into the others country. Of course, El Al pilots didn't mind flying into Cairo but you could not find an Egyptian pilot that would fly into Tel Aviv. So an Egyptian airline was formed called Nefertiti Airlines with me as chief pilot to fly the 4 flights a week into Tel Aviv. On our off time we flew our real missions which was all kinds

of nefarious gun running throughout Europe and Africa which we did in our spare time.

And now that our beloved 40th president has passed on I can tell you that in fact (with my apologies to Michael Reagan) the October Surprise was true. The October surprise for those of you that don't remember happened during October of 1980 when Reagan and Bush were running against Carter and Mondale. George Bush was flown in a BAC 111 one Saturday night to Paris to meet with the Ayatollah Khomeini. Bush offered the Khomeini a deal whereby if he would delay the release of the hostages held in Tehran until Reagans inauguration, the administration would supply unlimited guns and ammunition to the Iranians.

In order to get Bush back for a Sunday morning brunch so that nobody would be alerted to his absence he was flown back in an SR-71 from Reims field near Paris to McGuire AFB. Of course Reagan won, the hostages were released and one of my jobs in Cairo was to deliver those arms from Tel Aviv to Tehran. Unfortunately, the first airplane in, an Argentinean CL-44 was shot down by the Russians just south of Yerevan and Mossad who was running the operation didn't want to risk sending my 707. The arms were eventually delivered through Dubai, across the Persian Gulf and directly into Terhan.

During the 2 years I was in Cairo I averaged 180 hours a month with a top month of 236 hours in a 31day period. I spent a 6 week tour in Khartoum flying cows to Saana, North Yemen in an old Rolls Royce powered 707.

Back in Las Vegas in December of 1982 I sat on my ass until I was out of money, again, and then went to work for Global Int'l Airlines in Kansas City, another CIA cutout run by Farhad Azima, an Iranian with a bonafide Gold Plated Get Out of Jail Free card flying 707's until they collapsed in October of 83.

During the summer of 1983 the FAA celebrated its 25th Anniversary at the Mike Monroney Aeronautical Center in Oklahoma City. There was much fanfare and speech making and 2 honored guests. Bill Conrad from Miami, Florida who had the most type ratings, I think over 50. And myself. I had the most airman certificates issued of any other airman.

After Global's collapse I went to work for American Trans Air flying 707's. I wrote their international navigation manual as MNPS for North Atlantic operations was just being implemented and became the first FAA designated check airman for MNPS navigation. ATA then added 727's and then Lockheed L-1011's. For a very brief time I was qualified as captain in all three.

After getting fired from ATA in July of 1989 I became a freight dog flying DC-8's for Rosenbalm Aviation which became Flagship Express and after that airline collapsed I was hired as Chief pilot for Patriot Airlines out of Stead Field in Reno, flying cargo 727's from Miami to South America. After getting fired from Patriot I went to work for Connie Kalitta flying DC-8s then the L-1011 on which I was a check airman. Kalitta sold out to Kitty Hawk International which went bankrupt in May of 2000.

I was 57 at the time and nobody is going to hire an old f\*ck for two and a half years except to fly sideways as a FE so I turned in my stripes and ever present flask of Courvoisier. Except for one last fling in March of 2001 where I flew the Hadj for a Cambodian Airline flying L-1011's under contract to Air India. We were based in New Delhi and flew to Jeddah from all throughout India. There was absolutely no paperwork, no FAA, no BS and for 6 weeks we just moved Hadji's back and forth to Saudi Arabia.

One final note, in October of 1999 I had the honor and extreme pleasure to get checked out in a Lockheed CF-104D Starfighter. My instructor was Darryl Greenamyer, the airplane was owned by Mark and Gretchen Sherman of Phoenix. It was the highlight of my aviation career particularly because I survived my first and only SFO in a high performance fighter.

One other thing, somehow I managed to get the following type ratings: Boeing 707/720/727, Convair 240/340/440, DC-3, DC-8, B-26, Gulfstream 1, Lockheed Constellation, Lear Jet series, HS-125, Lockheed L-1011, Lockheed L-18, Lockheed P-38, Martin 202/404, B-17, B-25, Grumman TBM and Ford Trimotor.

I also have single and multi engine sea, rotorcraft helicopter and gyroplane, and lighter than air free balloon. I never got all categories having missed the Airship. And in case you are interested many, many airmen have lots more type ratings.

What I did get, that no other airman got, was most FAA certificates: These are: the ATP, Flight Instructor with airplane single and multi engine, instrument, rotorcraft helicopter and gyroplane and glider. Flight Navigator, Flight Engineer, Senior Parachute Rigger, Control Tower Operator, A&P, Ground Instructor, Advanced and Instrument and Aircraft Dispatcher.

I have 19,488 hours of Total time of which 15,325 hours is in 1,2,3 or 4 engine jet.

I took a total of 181 FAA (or designated check airman) check rides and failed only 2.

Of the thousands of times I knowingly violated a FAA regulation I was only caught once but never charged or prosecuted.

The farthest I have ever been off course was 321 miles to the left over the South China Sea in a 707 on New Year's day 1977 on a flight from Taipei to Singapore. The deviation was not caught by Hong Kong, Manila or Singapore radar and I penetrated six different zero to unlimited restricted areas west of the Philippines. I landed in Singapore 7 minutes late without further incident.

How, you ask, did I get so far off course? The short answer is I was napping at the controls. I have flown just about everywhere except

**I am a senior vice-commander of the American Legion Post No1 Shanghai, China (Generals Ward, Chennault and Helseth) (operating in exile) and a 21 year member of the Special Operations Association.**

**Now some of you may be asking why so many airlines collapsed that I worked for and why I got fired so many times. My excuse is simple. I am not the brightest crayon in the box, I am extremely lazy, I have a smart mouth and a real poor f\*\*king attitude**