



Skywriter



Monthly Newsletter of the Calgary Ultralight Flying Club

January 1997

President's Message

by Ed D'Antoni

1996 was a very successful year for the local ultralight flying community. Transport Canada has recognized our accomplishments in safety and training and are allowing aircraft weights of up to 1200 pounds. Transport is also working on licencing which will allow passenger carrying.

This last year saw our members participating in a number of fly-ins, and the Springbank Air Show. There seems to be quite a move to cross-country flying by our members. Group flights have been made to High River, Drumheller, Three Hills, Trochu, Linden, Beiseker, Rocky Mountain House, Olds/Didsbury, Hanna and Turner Valley. These are just the locations I know of.

1996 wasn't without tragedy, though. Club member Zoltan Rudolf died in late August when he crashed in his miniMAX. Let us not forget him.

Our Club held a successful "January Bash" and fall fly in. We had excellent guest speakers at 8 of our 10 Monthly meetings. I believe the success of our meetings lies in the informal nature of them. The format continues to be the introduction of new guests, safety, a review of the building scene, local events and happenings, coffee break, guest speaker, then chat and video time. A major factor in the success of our meetings is that we only have a "business session" when absolutely necessary. I never fully realized how important this is until I attended meetings at other clubs, including the radio controlled model club and the RAA. I had forgotten the frustration of long drawn out business meetings that

go over the same things every month.

Sadly, 1996 saw the closing of the local RCAF wing. This ended our long association with the wing and the wonderful hosting we enjoyed by the Hills. Hopefully, we can build a similar relationship with the Museum of the

Regiments.

I wish all of you a successful and safe 1997, and with 50+ new ultralight pilots trained in Calgary in 1996 I am sure the Calgary Ultralight Flying Club will continue to be not only the largest, but the best in Canada. Cheers!

Calgary Ultralight Flying Club Balance Sheet as of December 31, 1996

Assets	
Bank Balance Total Assets	3,347.79
Fund Balance	
Opening Balance January 1, 1996	3,116.94
Excess of Receipts over Disbursements	230.85
Closing Balance December 31, 1996	3,347.79
Receipts	
Bank Interest	6.72
Membership Dues (96 & 97)	1,885.00
RCAF Membership	120.00
Raffle Receipts	428.43
Skywriter Ads	125.00
Silent Auction	0.00
Donations & Bank Interest	48.27
Fun Fly	25.85
Cap and Crest sales	30.89
Less cheques recorded but not deposited	150.00-
Items deposited but not recorded	470.14
Total Receipts	2,990.30
Disbursements	
Printing and Postage	947.30
RCAF Association (Dues)	120.00
RCAF Association (Rent)	694.00
VCR Purchase	70.00
Fun Fly	203.55
New Years Party	18.00
Door Prizes	58.46
Alberta Registry and Bank Charges	8.00
Caps and Crests	640.14
Total Disbursements	2,759.45
Excess of Receipts over Disbursements	230.85

Prepared by Brian Vasseur

Member Profile

by Wilf Stark

This month, we're profiling one of our newer members. Kim Skulksy has been with the CUFC just under 2 years. He joined after gaining his ultralight licence.

Kim is a Calgary high-school teacher (shop, mechanical, etc.), who has been working on a Fisher Youngster with his students for the past 3 years. This wood & fabric bi-plane will take a 2-stroke or a 4 cylinder VW engine. Kim has scrounged both a Hirth 2-stroke (from a BD-5) and a VW (from a Beetle), and will decide which engine to use as he gets nearer to project completion.

An interesting aspect of this project is Kim's access to enthusiastic students who work on this plane as part of their studies. He also has a 15-foot fibreglass sailboat on the go as part of his student's curriculum. Incidentally, this has yielded a fibreglass turtledeck for the Youngster, as part of the learning and cross-pollination process.

Two of the Youngster's four wing panels are complete, as well as the tail feathers. The fuselage is being worked on now. At the current rate of progress, Kim figures at least 2 more years are needed to complete the plane. Although he has willing helpers, the privilege of buying and paying for parts remains entirely with him.

As part of this article, I asked Kim to recall anything in his flying career that might make an interesting anecdote. He relayed the following: When Kim had about 20 hours UL time, his instructor, Wayne Winters, teased him just prior to him taking his Transport Canada written exam. Winters suggested that it would be hilarious if Kim, as a teacher, flunked the exam. This psyched Kim out sufficiently, that although he knew all the questions forward and backwards, he flunked his first exam. To add to the ignominy, when he went to his car to get his manual after the exam (so he could go over the failed questions with Lenore Crane of Transport Canada), he managed to lock his keys in his car. After 1/2 hour of unsuccessfully trying to jimmy a window, it was Lenore who offered to get his car open. It took her less than 3 minutes.

The way I figure it, there are 3 noteworthy observations here: 1) Kim, you didn't need to be this candid, when I asked for an anecdote. 2)

Wayne, you owe Kim big-time for psyching him out like that. 3) Lenore, you have an interesting career alternative should you ever be affected by a TC cutback.

Kim can be reached at home at 288-5802 if you would like to chat with him further about his project.

Next month we'll feature a member who is a firm believer in having multiple projects on the go all the time. Stay tuned.

Calling All AirHeads

Where we ask who knows what in the world of airplanes. If you don't know, the answers are elsewhere in this issue.

1. What was U.S. Marine Corps squadron VMF-214 better known as during World War II? Who was the squadron's first commander, and where did he score his first six kills?

2. In the Canada Flight Supplement what do the following abbreviations mean: RCO, MF, TWY, RCR, and PATWAS?

3. What airplane do the RAF's Red Arrows fly? What was their previous mount?

4. In uncontrolled airspace, excluding ATZs, what are the VFR weather minimums?

5. How are fur farmers advised to warn low-flying aircraft to stay away?

Classified

Wanted - Any information and/or parts for doors on a single-seat Chinook. Ron Garnett 202-0638. (1/97)

Beaver RX550 - 70 hrs on new 503 Dual CDI, brakes, wheel pants, intercom with 2 headsets, ballistic chute, spare prop, wing covers, beautiful shape, full instruments, at Invermere BC, \$8500. Jim Miller 250-342-9006. (11/96)

Trade - for 2-place enclosed U/L or AULA - custom built Western Star 1-ton, Dual Wheels, good 5th wheel hauler, trophy winner, show condition, too much to list, appraised value \$38900. Jim Miller 250-342-9006. (11/96)

T-Hangar - for rental at Kirkby Field, fully enclosed, accommodates 30-ft wingspan, \$60/month. Bob Kirkby 569-9541. (11/96)

Jodel - Single-seat, open-cockpit, VW 1600cc 40hp, 700 Lbs. gross, \$7000. Butch Foster 248-6533. (10/96)

Classified ads are free to CUFC members. Call Bob Kirkby, 569-9541 to place your ad.



Executive

- President: Ed D'Antoni 247-6621
- Vice-President: Wilf Stark 271-4435
- Treasurer: Brian Vasseur 948-0688
- Secretary: Bernie Kespe 255-7419
- Director: Jim Creasser 226-0180

Skywriter Staff

- Editor: Bob Kirkby 569-9541
- Assistant Editor: Stu Simpson 255-6998

Skywriter is the official publication of the Calgary Ultralight Flying Club and is published 12 times per year. Opinions expressed by our writers are not necessarily those of the club. Articles and letters to the editor are very welcome from any readers. Address correspondence to: Bob Kirkby, RR 7, Calgary, AB T2P 2G7 or Fax to 403-291-1112.

Meetings of the Calgary Ultralight Flying Club are held the first Wednesday of every month at 7:30pm at

R.C.A.F. Association
5430 - 11 Street N.E.
Calgary, Alberta

Election Results

Wilf Stark presided over the annual election of officers at the December meeting.

The positions of Vice-President and Secretary were open. Wilf volunteered for the position of VP and was elected to that position, unopposed. He then resigned as Director leaving this position free.

Jim Creasser volunteered for the Director position and was also elected without opposition.

No volunteers or nominations were put forth for the position of Secretary. Bernie Kespe, who would really prefer to retire, agreed to carry on temporarily in that position.

Around The Patch

by Stu Simpson

Things To Do In The Sky When You're All Alone

Now don't take this the wrong way, but I was really disappointed to see Wilf Stark drive up to my hangar at Kirkby Field. Disappointed, you see, because he was supposed to have flown in. But the field where Stark hangs his Rans S-12 was snowed under.

Wilf wasn't coming flying today, I realized somberly. His Super Koala was in pieces undergoing minor repairs and his FP-303 wasn't quite ready yet for its first flight. I guess our jaunt to Okotoks would have to wait for another day. How ironic that Wilf owns, or co-owns, three airplanes but would still be grounded. I knew I'd miss him up there.

Stark watched by the runway as me and the Himax lifted into a perfect winter sky. We left runway 34 behind after what seemed an awfully long run. Climb-out was sluggish, too - only about half the normal rate. But the revs were good, so was acceleration. Wondering the problem, I figured I'd best get what altitude I could, stay close to the strip, and sort things out.

I perched the 'Max at 700 feet on the airfield perimeter and made a couple of north-south runs. With an incredible grasp of the obvious, I realized that my runs northward were much quicker than those going the other way. Yup, I'd taken off downwind.

A downwind take-off, imagine that. Oh, the shame and embarrassment. I won't waste your time with excuses (though they're certainly quality ones - some of my best, in fact).

Instead of dwelling on my fate at the next CUFC meeting, I concentrated on flying. There'd been a month of bad weather since me and the 'Max had the sky beneath us, so our reunion was a joyous one. I flung us gleefully through the air in tight turns; first one way,



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then the other, each entry and roll-out tight and precise. The airplane was solid and pure. Together we were masters of the air, invincible.

I spotted a train as it coursed along the tracks south of Kirkby's. Suddenly, it was 1920. I was an air-mail pilot flying my Jenny to prove that airplanes could move the mail faster than the rails. I nosed over into a shallow dive, fiercely racing the train, and soon came up beside the locomotive. The engineer sat with his back to me, probably didn't even know I was there. I pulled ahead a few seconds later though, and banked arrogantly in front him.

Would that engineer think me a fool and a daredevil for flying such a crate? Or would he look at me as a beggar looks at a rich man? Either way, he was stuck down there, a slave to the

clock, while I was up here chasing sunbeams through the wind.

Finished with the train, I made Indus my next destination. Maybe something was going on down there. Too bad, I reflected again, that Wilf wasn't up. I'd really been looking forward to honing my formation flying skills with him.

A woman's voice was in my ears suddenly, telling the world she was landing at Three Hills. Was she a student? An instructor, maybe? Or was she just someone else out for fun?

Indus was a bust. The only activity there was Winters finishing up a flight with a student. I did a touch and go, just for the practice, and headed back north.

(continued on page 4)



Simpson and friend at Kirkby Field.

Photo by Bob Kirkby

(Around -
continued from page 3)


Over Kirkby's again, I saw Wilf meandering around his hangar and the taxi-way. I decided to head to Stefanivic's (where the Rans hangars) just on the off-chance that Ben had gotten the runway cleared. If so, maybe Stark could still make it into the air. But it was not to be. Ben had his Bobcat working away as I flew over, but the runway remained untouched.

So what should I do now? Some nap-of-the-earth stuff, I decided. I made for the large field a half-mile away where I usually do my low flying. There are no wires or buildings or fences there, and it's nice and flat - a perfect spot.

I crossed the road at the north end of the field at about 75'. A movement ahead caught my eye - a coyote that had seen and heard me a long time ago. He took off running at full speed, but he was no match for me and my airplane.


Suddenly, it was 1944. I was a Typhoon pilot strafing the enemy. I drew closer with each passing second, his image flickering through the spinning prop as he snatched quick glances back at me. There could be no escape. All I had to do was line him up with my front spark plug cap and press the firing button. Just a couple more seconds.... NOW! I mashed a non-existent trigger and imagined tracers tearing up the snow around him, blowing him to little bits. The coyote flashed beneath my left wing. Safe and sound, he was more than a little pissed off as he suddenly reared up and clawed the air in my direction. I guess I'd be mad too, if I'd just been strafed.

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Some truck tracks made their way through the field, so I decided to follow them. From ten feet up I curved the 'Max around each bend and turn, staying directly above the trail until it disappeared into a small stand of trees near the irrigation canal. Next, I buzzed some grain bins and then found a snow-bound tractor, frozen and desolate, abandoned for the season. Then I decided some touch-and-goes at Kirkby's were in order.

I turned the 'Max southward and began a gentle climb to circuit height. The home 'drome came into view as I made for the downwind (I was absolutely certain of the wind direction this time). I figured it'd be a good plan to practice my short-field technique because I've yet to see a runway that's too long.

Turning final a bit higher than usual, I throttled back and let the 'Max settle into its descent. The plane rocked gently as we slipped through the inversion layer and its inherent light turbulence. How would this landing turn out? Would I nail the 'Max to the button in a sterling three-pointer? Or would I be too fast and float along in ground-effect before dropping in with a thud? I smiled at the challenge ahead.

Every landing, I think, is a moment of truth for a pilot. Because on each landing gravity and a hundred other laws of physics will act without mercy or favour. And the airplane will ask of its pilot, "Can you bring me back to earth correctly? Can you put us down gently, under control? Or are you going to turn us both into a pile of rubbish in the middle of the runway? Well, what's your answer?" Anyone who's been there knows what I mean.

I answered correctly seven times straight, which isn't to say all my landings were great. A couple of them were too fast and resulted in thuds. One was too slow, one was absolute crap, and three were pretty good. But my last landing, number seven, was exquisite; a soothing three-point greaser that was so slick I questioned for a second if I was really down. In my little tail-dragger, that's something to cherish.

Wilf and I did get up flying together later that week, and we got to Okotoks, too. But on this flight, from out of the blue, fate did me a favour. It reminded me, in the very best way, that there are plenty of things to do in the sky when you're all alone.



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Report Card

Murphy's Renegade

by Bob Kirkby

This month I am reporting on my favourite subject - my aeroplane. Back in 1986 I first saw a picture of Darryl Murphy's new bi-plane, the Renegade. I have always been a great fan of bi-planes and this was no exception. From the moment I saw the Renegade Spirit I wanted one.

I elected to order the "quick-build" version of the kit since I had limited building experience at the time. Murphy offers 6 different kit levels from quick-build down to plans. I started on the kit in December 1988 and completed it in April 1989 after spending 750 hours including painting and upholstery work. It had been suggested that it would only take about 450 hours - typical of most manufacturers.

Only a few items were short-shipped in the kit and these were received three weeks later. The apparent completeness of the kit was deceptive, as I was to discover. Although most materials were supplied I found I frequently had to buy extra AN hardware because the sizes specified in the manual were not correct. I was also disappointed to discover that many parts had to be fabricated from aluminum stock supplied. It turned out to be a much bigger job than I expected, but overall the project was very enjoyable and a tremendous learning experience.

The Renegade is very solidly designed with only a few small areas for improvement, most of which have been attended to in kit changes since I bought mine. The entire structure is aluminum tubing held together with custom aluminum extruded joiners and 6000 pop rivets. Fiberglass is used for the cowl and turtle deck with optional fiberglass wing-tips becoming available in later years. A considerable amount of fabric work is required due to the 4 wing pieces and fully covered fuselage. I used the Hipec process, although any standard covering method will do. Some upholstery work is also required in order to properly finish off the open cockpits.

I bought the Rotax 532 with my kit, but today most people use the 582. Some kits have been completed with



The Renegade takes to the air.

Picture by Paul Hemingson

the Rotax 912 or 914. Engine mounts are also available for a variety of other power plants. I first flew my Renegade with a 2-blade 68 inch GSC prop but later switched to a 3-blade 64 inch IVO which I have been extremely happy with. I have it set a little coarse for better cruise speed and get 1000 fpm climb with 75-80 mph cruise. That's all the performance I need.

Flying the Renegade is nothing short of fantastic. I first flew it with the Murphy factory pilot on board and was amazed at how well it handled. Having no previous tail-dragger experience I definitely needed some instruction, but the incredible agility of the Renegade made taming the tail-dragger relatively easy. When I ordered the kit I wisely chose the upper-wing aileron option. With two sets of ailerons roll authority is superb and coupled with the large rudder landings become very controllable. With my IVO prop I cruise quite comfortably at 78 mph and 5700 rpm. The Rotax 532 loves to run at that speed.

For me nothing is more enjoyable than slithering over the country-side at 500 feet on a warm summer day in my open-cockpit bi-plane. Winter flying, however, is a different story. With limited protection from the front windshield the wind becomes uncomfortably cold at 5C. No matter how well I dress anything below 5 degrees is too cold for sustained flight.

In 1988 I purchased my kit for \$17,500. With paint, instruments and extra pieces my total cost came to approximately \$21,000. Today this would total out at about \$28,000. I bought the following options which I consider essential: upper wing ailerons, steerable tail wheel, wheel pants and brakes. As mentioned,

fibreglass wing-tips are available but I prefer the nostalgic look of the fabric-covered hoop tips.

But don't be fooled by the two seats in the Renegade. Although the plane will perform well with a 170 lb. person in the front seat, I don't recommend it. The front seat is extremely difficult to get in and out of and with someone up front the airflow over the windshield gets bent over the passenger's helmet and slams into the pilot's face. Ok for a demo flight but very uncomfortable for longer rides.

For bi-plane lovers it's hard to beat the Renegade. If you really want a Waco like I do, but can't afford one, the Renegade Spirit is the next best thing.

AirHeads Answers

1. VMF-214 was known as the Black Sheep. They were led by Major Greg Boyington, who scored his first six kills with the Flying Tigers over China.

2. RCO means Remote Communications Outlet, MF means Mandatory Frequency, TWY means Taxiway, RCR means Runway Condition Report, and PATWAS means Pilot's Automated Telephone Weather Answering Service.

3. The Red Arrows fly the BAe Hawk trainer. Their last mount was the Folland Gnat.

4. VFR minimums: When 700' AGL or higher; 1 mile visibility, clear of cloud by 2000' horizontally and 500' vertically. Below 700' 1 mile visibility and clear of cloud.

5. They are to mark their farms with bright yellow and black stripes on roofs or pylons. A red flag may be flown during whelpling season (February to May).

News... ...from the Blue

Winters Buys Merlin & Easy Flyer Rights

CUFC member Wayne Winters has bought the rights to the Merlin GT and Easy Flyer homebuilt aircraft. The deal gives Winters manufacturing and distribution rights for the Merlin in Canada, and all rights for the Easy Flyer, both single and two-place. Winters now has the jigs and tooling for the Easy Flyers and plans to manufacture them as kits and completed aircraft. As for the Merlin GT, Winters will, upon receiving an order, assemble a kit from a number of sources (most parts are still made by the previous contract machine shop in Michigan), and ship it to the customer. Winters also hopes to be able to supply various AN parts, tubing and fabric supplies on a retail basis beginning later in the year.

Pulsar Sold To Skystar

Skystar Aircraft, manufacturer of the popular line of Kitfox homebuilts, has bought the rights to the Aero Designs Pulsar II. Skystar will manufacture the composite two-seater and Pulsar designer Mark Brown will assist with engineering support. Skystar hopes to ship it's first Pulsar kit this month.

February's Guest Speaker

Club member Bernie Kespe has arranged for an aircraft nose-artist to speak at the CUFC's February meeting. Clarence Simonsen is a specialist in

aircraft nose and tail art. He plans a slide presentation at the meeting and he'll have samples of original nose art and many photos and clippings for club members to view.

Is There A Future For The Airship?

The Dutch ministry of transport recently conducted a poll of vacationers travelling by bus. Those polled indicated they'd very much enjoy taking an airship. Dutch planners envision blimps that carry 400 passengers and cruise at 70 kts. The airships are a possible solution to overcrowded highways, especially during the summer season.

World Air Games Air Race

A Frenchman is organizing an air race in conjunction with September's first annual World Air Games in Turkey. The race will start in Iceland and have compulsory stop-over points at various European cities, before winding up at Antalya, Turkey. The entry fee is \$4200 per plane and \$3600 per crew member. The race is open to piston and turbine aircraft in three different categories.

Taking The High Road

A man was out walking in the English country-side recently when he saw a large bundle drop from a light plane. The bundle turned out to be nearly 150 lbs of marijuana, worth nearly half a million dollars on the street. The plane was thought to have flown from Holland and British authorities later arrested two men.

Laptops Lead To Lost 'Liners'?

A study by the U.S. FAA suggests

Annual CUFC New Years Party

Our 4th annual New Years party will be held on Saturday, February 15 this year. (It can double as a Valentine's party.)

The location is Heritage Park, Millerville Ranchers' Hall. Dinner will be a buffet with a cash bar. As in the past there will be music, dancing, silent auction and lots more.

The exact price has not yet been established. The phone committee will be contacting all members with details of this event.

devices such as laptop computers may cause airliner nav systems to go a bit wonky. The study reports that damaged, modified, or aging laptops may produce electromagnetic interference (EMI) that affects aircraft navigation systems. The FAA advises airlines to prohibit passengers from operating such devices during taxiing, take-off, or landing.

Drugs Found On Colombian President's Plane

Colombian drug-sniffer dogs found fourteen packets of heroin on President Ernesto Samper's Boeing 707. Colombian authorities believe the drugs were an attempt to discredit the president, who came to power financed by \$6 million in contributions from drug barons. Oh, by the way, Samper was headed to New York to deliver an anti-drug speech.

You Know You're Having A Bad Day...

...when the airline loses your luggage. That's what happened to a man travelling British Airways from San Francisco to London. What makes this incident so special, you ask? Simple. The man was a manager with BA returning home after a two-year stint in San Francisco. Who says there's no justice?



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Throttle Quadrants for Ultralights

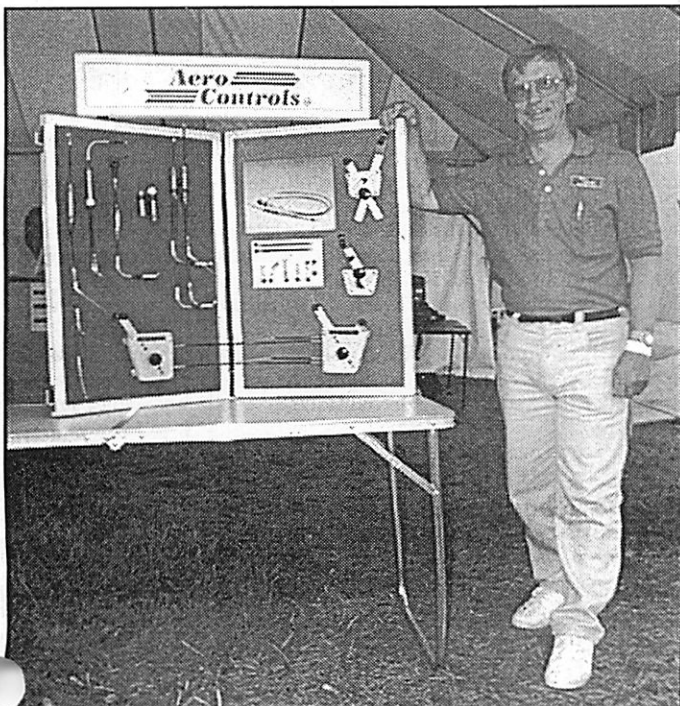
An Edmonton company called Aero Controls is now offering a line of throttle cables and quadrants to the ultralight market. Bob Robertson believes he has come up with what might be called "a better mousetrap."

Bob, also a partner in Light Engine Services, says, "We had some engines come in that had ingested throttle cables, the little brass caps on the ends. The owners hadn't soldered them on properly. All our soldering is done with silver solder."

The throttle quadrants and cables are available for all Rotax models.

"We have our own cable housing made," Robertson says. "It has a special liner in it that's nylon. They really are friction free. We anodize all of the barrels in the splitters for corrosion. We know a lot of ultralights are being used on floats, or being used in corrosive environments. What we've tried to do is make these assemblies so there is no metal to metal contact. Everything is nylon lined. In the 3 to 4 years we've been doing this we've never had a cable failure.

What happens with a lot of the older throttle quadrants is that when the choke is in the 'off' position, the throttle sits right next to it. If, in and



Owner Bob Robertson shows off a few of his new throttle quadrants and cables he's developed for ultralight aircraft.

emergency, the pilot adds power for a go-around without looking at the throttle, the choke lever can accidentally be pushed forward at the same time, thus killing the engine. I have designed our quadrants so that the choke works in the opposite direction to the throttle. So that if such a mistake is made the choke will be turned on when the throttle is pulled back to idle rather than when it is pushed forward because power is needed.

The system is custom built to the customer's specified length and fully assembled and tested before shipping.

That way the customer only has to bolt it to the airframe and route the cables.

"We've tried to keep the pricing at about the same level as if the builder was to go out and buy components and assemble his own set. And we feel it's a lot safer to buy a professionally built completed unit," Robertson concludes.

For more info contact Aero Controls, 17 Geneva Cres., Dept. UF, St. Albert, Alberta, T8N 0Z3. Tel: 403-460-2075.



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News... ...from the Blue

Simulation For Sale

An Irish company that operates flight simulators for professional aviators is offering sim-time to the general public. The company will allow anyone time in their many simulators, including a Boeing 737 and a Sikorsky S-61N helicopter. The 737 costs about \$200 per hour, and the Sikorsky goes for \$240 an hour, which includes a simulated landing on a North Sea oil rig.

A Sad State Of Affairs

Ohio state governor George Voinovich has paid a \$1500 fine for violating U.S. aviation law. Seems the governor ordered his flight crew to take-off last year while an airspace restriction was in effect. The reason for the restriction? President Clinton's Air Force One was in the area, though it had been on the ground for more than an hour. Voinovich, upset by the delay, grabbed the radio mic and told the tower he was taking off and they could shoot him down if they didn't like it.

NASA's In The Engine Game

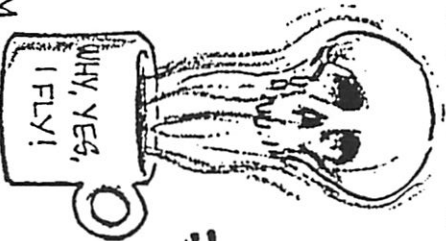
NASA is at work developing two new engines for the general aviation market. One is a 200 hp diesel-cycle piston design that will run on Jet-A and will offer high reliability. The other is a turbofan unit capable of powering a six-seat single-engined airplane. NASA hopes to offer the piston powerplant at about half the cost of current engines, and to sell the jet for only about 10% of current costs.

FLIGHT FATIGUE IS INSIDIOUS. IT CAN CAUSE ERRORS IN JUDGEMENT AND IMPAIR OUR PHYSICAL RESPONSES. MANY ACCIDENT REPORTS LIST FATIGUE AS A CONTRIBUTING CAUSE. THERE ARE MANY PILOTS WHO FIGHT FATIGUE WITH COFFEE... BUT, DID YOU KNOW?

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2. SWITCH TO DECAF
3. GET MORE REST
4. EAT SENSIBLY (AS IF YOU HAVEN'T HEARD THAT BEFORE!)



YOU'LL ALSO MAKE MORE 'PIT STOPS' (IT'S A DIURETIC, Y'KNOW)

MEANWHILE, BACK AT THE HANGAR...



MY DAD FLEW A GRUMMAN DUCK DURING THE WAR.

OH REALLY? MINE FLEW A BREWSTER BUFFALO

MINE FLEW A NAVY BLIMP. —HEY TINY, WHAT'D YOUR DAD FLY?

DEHAVILLAND MOSQUITO.

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