



# TAIL WIND TIMES

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**EAA CHAPTER 1246**

JULY 2003  
[www.eaa1246.org](http://www.eaa1246.org)

## **CHAPTER MEETING JULY 10TH 7:00 PM COLLIN COUNTY COMMUNITY COLLEGE**

### **Veteran Dispatcher Dale Foster To Speak At July Meeting**

Dale Foster, a veteran professional flight dispatcher, will speak at our July chapter meeting. Dale sent us the following information on his background:

2000 to Present: Dispatcher Charters where I set up the navigational aids, company notes, hotel, transportation, etc. for our weekly charters. I also taught SWA Pilot's and Dispatcher's for 18 years on regulations, meteorology, aircraft performance, weight and balance, emergency procedures.

1979-2000: I worked as a Dispatcher, SOD, Manager of Training and Standards, and Director of the Flight Dispatch Office at Southwest Airlines.

1967-1979: I worked as a Flight Follower, General Dispatch Clerk, and Assistant Dispatcher at United Airlines at ORD. I have experience flight planning the Viscount, Carevelle, B-737, B-727, B-720, B-747, DC-6, DC-8, and DC-10.

1965-1967: I worked on the ramp and in load planning at United Airlines doing Weight and Balance for the DC-6, Viscount, Carevelle, B-737, B-727, B-720, and DC-8 aircraft.

1960-1965: USAF as a Loadmaster on the C124-C cargo aircraft flying the Pacific area from a base in Tachikawa, Japan.

I hold an Aircraft Dispatcher Certificate. I've received Aircraft Engineering Performance training at Boeing on the B737-200, -300, and -500 aircraft. I completed basic and advanced Meteorology training while at United Airlines. I've been chairman of the Air Transport Association Meteorology Committee. I've served on several government and industry panels and committees, and I've been a guest speaker or panelist for the NBAA Friends of Aviation Weather Forum, the CAAC Operation Control Seminar in Guangzhou, China and the Plano Hot Air Balloon Association.

Be sure to come hear Dale speak. It should be an interesting presentation.

# EAA Chapter 1246 5<sup>th</sup> Annual Poker Run - 6/21/2003

*by Calvin Coffee*

The weather started off a bit murky, but improved steadily for the 5<sup>th</sup> Annual running of the poker, I mean Poker Run. I think everyone found all the remote dealers even though a few had some trouble figuring out the entertaining airport find clue sheet.

This year, Ann Koenig was starter and McKinney dealer; Gary Kirby was the dealer at Grayson County; Dick Flunker was the dealer at Commerce; Larry Spears was the dealer at Sulphur Springs; and David Godber was the dealer at Terrell. We sold 66 hands this year with an estimated 18 airplanes flown including Pete Quortrup's C-45.

This year the festivities were held at the WingsPoint FBO lobby and hangar. WingsPoint graciously supplied a nice lunch of hamburger/hot dog, chips, cookies and drink for the post poker gathering as well as 1<sup>st</sup> and 2<sup>nd</sup> place fuel prizes. I don't think anyone can argue with the fact that Robbie Clark and his mechanics know how to cook a very tasty burger.

The winners of this year's poker run were:

Best Hand Prize – 30 gallons of fuel donated by Wings Point  
– Jeff Ferraro with 3 Aces.

2<sup>nd</sup> Best Hand Prize – 20 gallons of fuel donated by Wings Point  
– Wayne Petrus with 3 Queens.

3<sup>rd</sup> Best Hand Prize – \$25 gift certificate donated by Tex-Air Parts  
– Larry Spears with 3 8's.

Worst Hand Prize – \$25 gift certificate donated by Aircraft Spruce  
– Russell Williamson.

Thank you all that helped make the 5<sup>th</sup> annual poker run a huge success.



*Pick a card - any card!*



*Gary and Judy dealin' at Grayson County*

**Pictures From The Poker Run** from *Chuck Godber and Andy Cowan*  
More pictures are available on the chapter website.



*Pretty nice ride! Pete Quortrup's C-45.*



*Tom and Marilyn at Terrell*



*Dick and Barb Flunker hold down the fort at Commerce*



*Nice RV-8A paint job!*



## The T-38A Talon by Michael Cowan

The T-38A Talon is a twin-engine, high altitude, supersonic jet trainer used primarily by the United States Air Force (USAF) for the training of Joint Specialized Undergraduate Pilot Training (JSUPT) students. Northrop Grumman designed and built the Talon and it began service with the USAF in 1961.



The Talon features a streamlined fuselage and swept wings. Its flight controls are hydraulically powered and irreversible, a design feature critical to supersonic flight, which prevents air loads from moving the control stick or surfaces.

Two J85-GE-5 turbojet engines power the Talon. The engines are capable of producing approximately 2,680 pounds of thrust without afterburner and 3,850 pounds of thrust with full augmentation. Each engine powers an A/C generator, hydraulic pump and various accessories related to engine operation.

The two hydraulic pumps power independent systems. Both systems are responsible for actuating the primary flight control surfaces. The utility hydraulic system also powers landing gear extension and retraction, the speed brake, nosewheel steering and a yaw damper. In the event one hydraulic system fails, the other is fully capable of powering all of the flight controls. Should the utility hydraulic system fail, the landing gear can be lowered with an alternate release mechanism that uses gravity and airflow.

The Talon's two A/C generators power two separate buses that can be connected in the event one generator drops off line or fails. Two separate transformer-rectifiers power a D/C bus that also connects to, and charges, the aircraft battery.

The avionics in the Talon are simple but effective. The flight director system manages the Attitude Director Indicator (ADI) and Horizontal Situation Indicator (HSI). The ADI provides attitude information and is capable of providing steering cues for an ILS approach or designated heading. The HSI displays heading, and can present either TACAN or ILS course guidance as well as ILS glidepath information. The UHF radio and nav aids can be controlled through either cockpit via two transfer switches and an override switch. An Angle of Attack (AOA) gauge and lights provide the pilot with immediate feedback of aircraft performance.

The life support system in the Talon consists of a pressurized, air-conditioned cockpit and anti-g suits. These systems are powered using bleed air from the engines. Each cockpit is also equipped with a rocket-powered ejection seat.

The T-38A is currently undergoing an avionics upgrade that will better prepare student pilots for transition to more complex aircraft. The upgrade installs an improved navigation system along with digital cockpit displays and a Heads-Up Display (HUD). This will allow the Talon to continue to train the world's best military pilots.

*The information in this article was obtained from the Air Force Link website ([www.af.mil](http://www.af.mil)) and other sources. The author has over 1,000 hours in high-performance military jets and over 200 hours in the T-38A.*

The EAA Chapter 1246 monthly board meeting was held on June 19, 2003. Attending the meeting were Larry Spears, Calvin Coffey, David Norman, and Dick Flunker. Following are the minutes from the meeting.

1. Calvin led discussion of the Poker Run event. Calvin has everything under control.
2. Dick confirmed the insurance is filed for the Poker Run. It has also been filed for the July 'Shakedown' fly out to Hilltop Lake on 7/19.
3. A program and fly out destination is needed for August. Several ideas were suggested. Larry will contract Jeff to see if any initial contacts have been made and advise the board. Ideas for several meetings were discussed.
4. Dick will contact the Holiday Inn to initiate the reservation for the Dec 11 Christmas party.
5. Larry reviewed his findings on the polo shirt and T-shirt possibility. It was decided that the information be presented at the next chapter meeting to obtain membership feedback.

## Calendar of Events

(Items in **bold** are chapter events)

- Jul 10 Chapter Meeting 7:00 PM  
CCCC, McKinney**
- Jul 17 Officers Meeting 7:30 PM TKI
- Jul 19 Oshkosh 'Shakedown' Flyout  
Hilltop Ranch 9TA1  
New Braunfels  
Arrive for lunch by 11 AM**
- Jul 29 - Aug 4 EAA AirVenture, Oshkosh, WI  
Wittman Regional (OSH)



- Aug 14 Chapter Meeting 7:00 PM  
CCCC, McKinney**
- Aug 16 Chapter Flyout TBD**
- Aug 21 Officers Meeting 7:30 PM TKI
- Sep 11 Chapter Meeting 7:00 PM  
CCCC, McKinney**
- Sep 18 Officers Meeting 7:30 PM TKI
- Sep 20 Fall Fly In Sulphur Springs**

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ATP/CFI, MD-80 Capt (ret), 7,500 hours  
Military Experience: Instructor Pilot 5 Years,  
T-33/T-37/T-38/F-4/SR-71/U-2/KC-135Q*

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Farmersville TX 75442-6014

972-784-7544

\*

2216 Wisteria Way  
McKinney, TX 75071



McKinney EAA Chapter 1246 Membership Application or Renewal

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: Wk ( \_\_\_\_\_ ) Hm ( \_\_\_\_\_ )

E-Mail Address: \_\_\_\_\_

Pilot/A&P Rating: \_\_\_\_\_ \*EAA # \_\_\_\_\_

Notes/Comments/Projects:

Membership dues are \$20 per year. Make checks payable to EAA Chapter 1246.

Mail applications to:  
David Norman  
2216 Wisteria Way  
McKinney, TX 75071

\*National EAA membership required. National EAA Offices:  
EAA Aviation Center  
P.O.Box 3086  
Oshkosh, WI 54903-3086

**Chapter Officers:**

|                                |              |
|--------------------------------|--------------|
| Larry Spears (President)       | 972-495-7965 |
| LBSpears@attbi.com             |              |
| Calvin Coffey (Vice President) | 972-423-1770 |
| Cfly@airmail.net               |              |
| Dick Flunker (Secretary)       | 972-396-0018 |
| Rflunker@attbi.com             |              |
| David Norman (Treasurer)       | 972-562-3488 |
| dnorman@ticnet.com             |              |

**Chapter Volunteers:**

|                                |              |
|--------------------------------|--------------|
| Andy & Sue Cowan (Newsltr)     | 972-549-1030 |
| Dick Stephens (Flight Advisor) | 972-517-1647 |
| Mike Pollock (Tech Cnslr)      | 972-530-8400 |
| Jeff Ferraro (Program Coord.)  | 972-542-4131 |
| Dave & Susan Wilson            | 972-359-0578 |
| (Pilot Profiles)               |              |