



# North San Diego County Vernon Payne Chapter 286

*President: Bob Wilson Vice President :Mike Talmadge Secretary: Dave Leedom Treasure: George Pruitte*

EAA Meeting, Thursday 05-01-08

The meeting was called to order by President Bob Wilson at 1903 hrs.

Guests:

No guests were present.

Minutes:

The minutes were moved and approved.

Old Business:

Officer Reports:

Bill Ervin reported on the difficulty of getting meeting announcements published in the Union Tribune. Other venues are being pursued.

Olen Porter called for project reports with photos that would be suitable for our web site.

George Pruitte provided an update on the provision of a memorial plaque for the late Norman Miller.

New Business:

Kermit Davison reported that his sister wished to make a generous contribution to the EAA. A discussion regarding the allocation of funds followed. It was concluded that the Young Eagles were most deserving of the grant.

President Wilson discussed the possibility of enhancing the EAA website by including items of general aviation interest, such as aviation

museums and flight schools. In the discussion that followed additional items were suggested. flytolunch.com provides coordinates for airport restaurants and even rates their quality. Another site: preferred places to fly. President Wilson suggested that such web site enhancements might also attract new members.

Glen Snavelly announced that Mike Talmadge would soon be mounting wings on his RV9 and called for volunteers to assist. At least four people would be needed.

President Wilson was contacted by David Payne, the great grandson of the legendary Vernon Payne, namesake of our Chapter 286. David plans to publish a biography of the accomplishments of his great grandfather and is seeking out individuals who were personally acquainted with Vernon. He can be reached at: 801-805-8219.

The topic of icing came up in general conversation and generated a lively debate as to how to cope with this condition. It was concluded that for most general aviation craft the safest procedure was to descend below icing conditions.

Disposal of engine oil has become a problem. Some members have volunteered their disposal facilities to members having small quantities of oil to discard.

Featured Speaker: Greg Butler

Greg Butler began his aviation career roughly a decade after Alan Purdy, our previous speaker, had concluded his. As with Alan Purdy, Greg had manifested a strong passion for aviation from early childhood. Greg was particularly obsessed with modeling components of the F100, in which he was later to spend over 3000 hours.

Greg Butler's Air Force journey spans 21 years. He was born in 1936 at the dawning of World War II. While in college Greg decided on an Air Force career and exchange the drudgery of academic life for the rigors of the pre-cadet at Lakeland Air Force Base.

As in Purdy's case, the fledgling was subjected to an exaggerated ordeal of regimentation by those initiates of slightly advanced status. This even extended to such trivia as manners at the mess table.

Greg learned to fly in T-34s and T-28s. After mastering instrument flight he received training in the T-33, the training version of the F84, and moved on to the F84. Mastery of the fine arts of bombing, strafing, and arial combat followed.

Greg moved on to the F100 and trained over Nevada. He recounted a particularly harrowing incident of inadvertent flight with the afterburner on and realization of the error at the last 200 lbs of fuel. Fortunately he was able to find an alternate field on which to settle.

Greg spent the next four years in Germany as part of the air defense

contingent patrolling the divide between the free world and the Soviets. Greg was too modest to say so, but at that time he was among the very few fighters maintaining the delicate balance between peace and nuclear oblivion.

Greg returned to the U.S. as part of a tactical fighter contingent that roamed the world as needed. Later Greg adopted a more settled existence, got married, and served as a flight instructor at Luke Air Force Base in Phoenix. This period of tranquility was interrupted by a six month tour of duty in Viet Nam and a very close brush with death. Ground fire or mechanical failure created an explosion that inverted his plane shortly after take-off. By very talented piloting Greg was able to right his plane long enough to eject and was recovered by a helicopter rescue mission.

On return to Luke, Greg had the opportunity to participate in the development of a training program for the A7, the first modern air to ground fighter. After being in charge of the training program, Greg retired to a civilian career here in San Diego.

The meeting was adjourned at 2056 hours.