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“TINS” Tales

Memoirs of a Naval Aviator -- Marle Hewett decorated Navy pilot and Air Force test pilot

Continuing our popular “Tales from the Log Book” series, Marle Hewett is our speaker for April. Marle and his wife Judy have been PML residents since 1998. You can see him flying his Lancair 360 around PML most mornings. Marle retired from NASA Dryden, as a Senior Flight Controls Research Engineer in 2002. Judy is a career English teacher, currently teaching part-time at Columbia College.



Marle has an undergraduate degree in aeronautical engineering from Rensselaer Polytechnic and an M.S. and Ph.D. in Aeronautics from the Naval Postgraduate School in Monterey.

After graduation, he was commissioned in the Navy where he spent the next 20 years, retiring in 1980 as a Commander. He also taught at the Naval Academy in Annapolis and served as chairman of the aerospace engineering department.



Marle served three tours in the Western Pacific – two aboard the USS Oriskany as a member of the VA-163 “Saints” before the Viet Nam War, and one during the war aboard the USS America with

the VA-82 “Marauders.” Between WestPac tours, he attended test pilot school at Edwards AFB and served as a test pilot on the A-7 flight test program at Point Mugu.

Marle flew 100 missions off the USS America during the war, earning the Distinguished Flying Cross, 13 Air Medals, the Navy Commendation Medal with combat “V”, and the



Navy Unit Commendation Medal.

After the Navy, Marle started his career in industry. After stints as a research engineer in flight controls with Northrop, HR Textron, and Sparta, Marle founded an engineering consulting company specializing in flight test planning. The company provided consulting services in flight test planning for the F-22 program (Lockheed-US), the JAS-39 Gripen program (Saab-Sweden), the LCA program (HAL-India), and the T-50 Golden Eagle program. (KAI-Korea).

Marle will tell us about some amazing flights he’s had over the years – both as a Navy pilot in Viet Nam and later in flight test. He plans to cover his tours in the Pacific on the USS Oriskany flying A-4s with “The Saints” and the USS America flying A-7s with “The Marauders.” The presentation also includes experiences from his test pilot days with the USAF at Edwards AFB and the Naval Air Test Center in Patuxent River, MD.

Mark your calendars and come join us at the Peebles hangar on April 7th.

President's Message
-- by Allen Craig

As with many of us, my love of flying started as a young child. My mother tells how I was kicked out of a Little League baseball game because I was paying more attention to the jets landing at a nearby Marine base than the "fly balls" I was suppose to catch. As a kid, I lived in a neighborhood with many Marine pilots. Most were just transitioning to jets after flying fighters in WWII. They were truly my heroes and aviation was in my blood.

At college I met a young Air Force T-38 instructor who lived in the same apartment complex. He was just a few years older and we became good buddies because of our common love of aviation. He was another hero (a real jet pilot) and I felt lucky to be his friend. Later when Linda and I were married, he was in our ceremony.

Anyhow, that was 38 years ago and we hadn't seen each other until last month when he flew his Thorp (the plane he built and has flown for 31 years) into PML. We had a great reunion and found that aviation had continued to be the focus of our professional lives over all those years. We discovered we had attended the same air shows and aviation events, yet our paths had never crossed, and that we have many flying friends in common (airline and military), including some here at PML. When we visited the Blankenburgs, I didn't think they'd ever stop talking about mutual friends. The aviation world is truly small.

Sadly, that world is a little smaller as we lost one of our PMLAA members last month. Nance Deardorff was a longtime active member of our association; she was a licensed pilot, and she left us too early. I extend the association's condolences to Art.

The June Community Airport Day is looking great. The aerobatic pilots and sky divers are signing up and Jim Meide, our wonderful announcer last year, has agreed to return. Because the airport day requires so many hours and volunteers, we decided not to have a formal meeting that evening. We will be hungry after a long day so we're thinking of a barbeque where we can just relax and socialize. We need to house approximately 24 visiting performers. If you have a spare bedroom and can host a visiting pilot, please call Linda Craig at 962-6757.

The Columbia Airport's Father's Day fly-in takes place a couple of weeks after our own airport day; I have asked representatives of that event to brief us on their program at a future meeting.

Many thanks to Ken Orloff for another fascinating presentation and to the Benzings for their hangar hospitality. Congratulations to Vicky and Jeff on winning the "Prop of Appreciation" for this year too.

Don't miss Marle Hewett's program next month. We'll find out how a Navy jet jock gets to go to the Air Force Test Pilot School!

Member News



Allen thanks Ken Orloff for his excellent presentation at the March meeting



Rose Heuer enjoyed aerobatic flying with Wayne Handley



Our fond memories of Nance Deardorff, a great friend, longtime PMLAA member, and Warrior pilot.

Safety Corner
-- by *Linda Monahan, DPE*

Snakes in the Cockpit

Recently, I was given the wonderful opportunity to go to SIMCOM for F90 King Air training with Suzanne McGowan. She and her husband, Mel, just bought a really nice King Air. I have never had the chance to go to a world renowned flight training school like SIMCOM and I looked forward to it for weeks.

As an instructor, I have used simulators extensively for instrument training for my students. I love all the "failure" buttons. When we arrived at SIMCOM, we registered and then met our instructor, John Bumpus. He showed us around the facility and then took us into the simulator room. Here was the carcass of a real live, formerly flying King Air. The airframe had 20,000 hours of flight time and could no longer be pressurized. So it was cut up and now was a first class simulator.

The next morning our training began. I have had three flights in turbo-prop airplanes and knew very little about jet engines. I was more than a little worried about understanding the inner workings of compressors, pressurization and such, but John made it all very understandable and I was relieved. Poor Suzanne awoke that morning with the beginnings of a very BAD cold and she had a teacher for her crewmate who wanted "the long answer" on how stuff worked!

Most of flying a high performance/complex airplane is procedures. The pilot and/or crew need to understand the functions and potential problems of the systems of the aircraft they are flying. So the simulator was the perfect place to learn what can go wrong, identify it and how to deal with it. Procedures!!!

We had five days of training. Each day brought new systems and procedures. We learned that one does not use the brakes when backing up a King Air with the props in the "Beta" position. It's amazing how real they made the effects of the tail hitting the ground, the nose going up skyward and the noise of crunching metal!!! Both of us grabbed for something to hang on to!

My last flight was "snakes loose in the cockpit: Engine failure because I didn't notice the oil pressure dropping, being vectored too high above the glide slope for a single engine ILS and having to do a go around (yes the King Air can actually do it!), "Why is your airspeed getting so slow?" I turned on the light for the temp gauge and it was 30 degrees. I looked out on the wing and a 'Post It' said, "Lots of ice!" Now boots had to be operated. On and on it went! Whew, I asked for it. But I learned! One thing, I have always left my hand on the gear handle until I got the indications that the gear was safe. I got the chance to experience a split flap operation. I now leave my hand on the flap handle because there is not enough rudder to keep the airplane from flipping over on its back.

So much to learn! A good pilot is always learning!

From the Director
-- by *Jim Thomas, Airports Director*

New PML Airport Projects

Maintaining the airports is an ongoing process that is limited by money and resources. As I'm sure all our residents know, we are not a very wealthy County nor are our airports well funded. The Airports Department is the smallest in the County with a staff of only four people. I am amazed at how many pilots and airport supporters volunteer their time to help improve our airports; their labor is very much appreciated.

The Aviation Association approached me earlier this year, offering to organize a work party to replace the roof on the pilot's lounge and to replace the Pine Mountain Lake Airport Sign on Elderberry Way. I think that these two projects are very worth while and badly needed. Upgrading the sign would be a fairly easy project that would certainly improve the looks of our airport. It has been suggested that the PMLA logo be put on the sign along with the County logo. The Airports Committee and I support this idea; I'll be working with the Aviation Association and PMLA to design the sign.

Replacing the roof on the pilot's lounge building presents a dilemma because the roof is very weathered, but it is not leaking. The building is identified for replacement in the Pine Mountain Lake Airport Master Plan. One of the recommendations for hangar development at the airport is to replace the pilot's lounge building with a FBO/commercial hangar. Like at many airports, the FBO would provide the pilot's lounge and maintain the public restrooms. This approach has several advantages in that a new facility would be built, more services may be available to pilots, and regular servicing of the facilities would be provided. As you can see, putting money and volunteer time into a structure that may be replaced in the 12 to 18 months may not be the best use of money and resources.

An area that received good support from the Aviation Association last year was the donation of funds to control the noxious weeds at the airport. As has been previously explained, this is a multi-year project since spraying the weeds only one year will not eliminate the weeds over the long term. It will take at least three years of spraying to do the job. Some money remains from last year's donations, but additional money will be needed to continue the program. If you can help, please contact me.

Another project that the Aviation Association could support is the installation of a deer fence along the southeast boundary of the airport. This is one area that the deer cross during their daily commute. There will be expenses associated with the purchase of the materials, and we already know that it takes a small army to install fence posts in the lava cap.

Anyone wishing to donate their time or resources to these or other airport projects should contact me or Al Craig. We really appreciate your support in helping improve the Pine Mountain Lake Airport.



Mark your calendar:

April 7	Marle Hewett, TINS – “Tales from the Logbook” Decorated Navy pilot and Air Force test pilot	6:00pm Potluck Dinner at Peebles’ Hangar
May 5	Ed Roziak, President California Pilots’ Association “Keeping your Airport Open”	6:00pm Potluck Dinner at Gais’ hangar, Woodside Way
June 2	Community Aviation Day and Air Show	Afternoon events at PML Airport; Evening barbecue

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Marle Hewett
 April 7 at 6:00pm
 Peebles' Hangar
 Potluck dinner