

Dedicated to Aviation, Safety, Friendship, Community Involvement, and Education since 1984.

PROPWASH

January 2022



AAA Events **[Click for more](#)**

GENERAL MEMBERSHIP MEETING

Wed, Jan 5th 6:00 PM

Our speakers this month will be Micheal St-Denis and Greg Schaefer, two pilots who recently experienced an engine-out in their Cirrus. They're going to give us a tag-team presentation of an all-too-real scenario that will have everyone glued to their seats.

This is a ZOOM Meeting. See the event listing or the reminder email on the day of for the meeting link.

5AC MEETING

Mon, Jan 31st 6:00 PM

All interested parties are welcome to attend to talk with our liaison with the city. So far, 5AC is scheduled to meet in-person.

President's Message

Happy New Year, AAA! We are so excited for what this new year will bring us as an organization. There are some incredible things coming so please stay tuned!

If you haven't already heard, our hometown Triple Ace, Col. Bud Anderson, is turning 100 on January 13th. He is pleased to be accepting donations to a scholarship in his honor. Follow this link to make a donation. Be sure to include a birthday note to Bud (He's looking forward to reading them!)

<https://tinyurl.com/budscholarship>.

A little about me - I am a Gold Country native, having grown up in Grass Valley and now happily living in Auburn. I am currently working on my IFR rating, as well as entry to the Air Force Reserve at Beale AFB. I am also starting a business building Off-Road accessibility systems.

While spending time in Mason City Iowa (KMCW) this summer, I had many wonderful opportunities to attend several Burger Burn Fly-Ins. I plan on adding a couple of these to the AAA agenda the summer. We will be inviting both the local community and pilots from surrounding airports to come together to enjoy aircraft and learn more about our aviation community.

Thank you all for giving me this opportunity to be your President!

Chase Morgan, President



As The Prop Turns

Another year has passed, and despite the COVID virus, inflation, politics and the world seeming to go to H.... I still have my health and friends. That is, after all, what counts. My wish to every one is that you stay healthy and make many more new friends for the New Year.

The students are still making us proud at the airport. **Dave Dwelle** earned his instrument rating in the family Bonanza. Yes, our very own Dave Dwelle who is our treasurer for AAA. His examiner was **Dave Tranquil** out of Truckee. **Dylan Galiotto** earned his Private Pilot Certificate with Sunshine Flyers' **Rory Ondracek** as his instructor. Dylan had several delays in getting his license with the weather and aircraft maintenance issues but he finally did it. **Mario Dinnuci** passed his Private Pilot knowledge test with flying colors and is one step closer to his certificate. Mario is also making it a little harder on himself by learning from scratch in **David Holloway's** Citabria with Sunshine's **Kelly Richards** as his instructor. While on the subject of the Citabria, **Matt Carlson** earned his tail wheel endorsement, also with Kelly Richards as his instructor, and got checked out in the Citabria.

Matt started flying and got his certificate in LSA and then moved on to his Private Pilot's certificate and now on to the tail wheel aircraft. Matt flies for the enjoyment of flying and he is not sure whether he likes the Sports Star LSA or the Citabria better. They are both so much fun to fly. Two new students have come to Sunshine this month from Sacramento State University AFROTC (Air Force Reserve Officer Training Candidate). **Jacquelyn Sereni** and **Garet Smolik**. Both have received scholarships from the AOPA "You Can Fly Scholarship" program. I know we have a wonderful program but for many deserving people who have not been lucky enough to get one of our AAA scholarships, there are many more scholarships out there for them to apply for. Congratulations to all on a job well done.

For those who wonder what happens to our former scholarship winners, **Brandon Brown** had a great write up in the River Valley Times out of Anchor Murieta / Sloughhouse/ Wilton area. Brandon was one of the scholarship winners locally and has gone on to earn his Commercial Single and Multi Engine Ratings. Additionally he has Flight Instructor Certificate with Single and Multi Engine Land, and Single Engine Sea Plane, and Instrument Privileges. In his spare time he has earned a bachelors degree and is working on a masters degree while waiting to get into the California Air National Guard. Brandon has been a great example of what our scholarship program is capable of doing.

Great job, AAA.



*Above: Matt Carlson with the Citabria
Right: Dylan Galiotto holding his Private
Pilot certificate*



As The Prop Turns, cont.

While sitting in the fog the other day, I was able to watch the CHP helicopter come into land. I was pretty amazed he did because I could barely see the runway from my office. Knowing that their minimums are much less than the fix wing standards, it was interesting. After he landed I went up to talk to him to get a pilot report from him. The weather was clear everywhere but Auburn. On his trip down from Grass Valley airport he said he could see the airport a long way off but as soon as he tried to land he started to lose sight of the runway as he descended into the fog at about 75 to 100ft agl. The advantage of the helicopter is that their special minimums are to fly at a speed that will allow them to see and avoid. So he slowed to about 10 KTS. and followed the center line to parking, something you could never do in an airplane.

During our conversation he told me about a new piece of equipment they have onboard to help find avalanche victims. It works similar to a sonar system in that it reflects a radio signal back to a transmitter/receiver suspended from the helicopter. The pilot and or observer then listens for the signal strength to determine whether they are getting further or closer to the person trapped. The strongest signal comes when they are directly over them. For those of you old enough to know about the old AN radio navigation system, it works similarly. The system works best when the person is wearing special reflective clothing which can be purchase at many stores. The unit in the helicopter

is the first of it's kind with the CHP so they may end up going all over the state where it is needed. The Auburn Unit seems to be the unit the CHP uses to test new equipment. It is nice to know that it is available for those of you who enjoy the winter sports.

By the time you read this the days will be getting longer, which means more flying. More time to brush up on your winter flying techniques. Cold engine starts, warming up the engine before flying, the encountering of induction icing and the use of carburetor heat or alternate air for the engine, the use of cabin heat and the possibility of carbon monoxide poisoning, air frame icing, and the big one-winter weather. After flying from Maine to California one winter, I have a new found respect for those who have flown in those conditions day to day. Aircraft preheating (both engine and cabin), deicing of the air frame before starting, cleaning snow from around your airplane or hanger before you can taxi, snow removal from the runway before you can take off or land; all of this makes for up to a 1 - 2 hour preflight. Crosswinds on an icy runway are my least favorite condition. For those of us here in California, be thankful for our relatively mild winter conditions.

Well that is about all for this month. Merry Christmas and Happy New Year to all and Good Night Miss Daisy.

The Prop Turner

Mike Duncan

*A zero/zero December morning at
the Auburn Airport*



Trip of a Lifetime



Story By Dean Jacobson

Al and Debbie Casner, along with their beautiful red Stearman, are well known to all who frequent the Auburn, California airport. It's an airplane that he finished in 2001 that took 12 years to build out of an old crop sprayer. Over the last few years he hadn't been flying it. Since we all know that it isn't good to leave an airplane sitting in a hangar, Al, on occasion, asked me to give it some exercise. However, as time went by, they decided to sell the airplane.

A prospective buyer named **Emmitt** flew in from Virginia Beach, Virginia to take a look at it and get a demo flight. Emmitt had relayed to me that his father had a Stearman that they flew together with great joy. After his father passed away, the family was no longer able to keep the airplane. Emmitt's dream was to one day own another Stearman. This was the one! He had found his dream plane!

Now, the challenge was to get it home to Virginia. He asked me if I would ferry the plane. I said of course. My thoughts were, "Who wouldn't fly an 80 year old, open cockpit airplane across the United States in late November?" I told my buddy, **Doug Fee**, of the flight. He said it would be fun to help with the flight plan, so we worked on the route and Doug fine tuned it to perfection.

The route had to be flown south of the Sierra and Rocky Mountains to fly at warmer low altitudes. The flight brought us down the valley, west of the Sierra's, crossing them at Tehachapi, then on to TwentyNine Palms, and then settling at Blythe for the night. We continued across southern Arizona, New Mexico and Texas, north of Dallas, south of Memphis, north of Atlanta, south of the Smoky Mountains, north of Charlotte and into Norfolk. The flight plan was 2460 nautical miles or 2830 statute miles. It would be difficult flying 500 to 600

A Trip of a Lifetime, cont.

miles per day with cold mornings and short days, as well as losing an hour a day due to time zone changes. Another flight planning parameter was the fuel range or the lack of it. The Stearman was designed as a World War II primary trainer with a 225 hp engine, so a large fuel quantity was not needed. This Stearman was retrofitted with a Pratt and Whitney R985 450 hp engine that burns almost double the fuel. It has a 46 gallon tank and would need to be refueled about every 150 miles.

I asked Doug if he would like to come along and after some thought, he agreed but with the caveat that his tolerance would be a couple of days in an open cockpit airplane in November! His jumping off point was Las Cruces, New Mexico.

The day before the flight, I was having a conversation about our plans with **Mike Sullivan**, an Auburn airport local. He said it was a "trip of a lifetime." I told him there would be an open seat in Las Cruces. Without hesitation, he told me he would be there!

On November 27th, with great fanfare, we were ready to depart the Auburn airport. Al, Debbie and a dozen airport locals were there to send us off. Al got to play with his baby one more time as he started the engine and warmed the six gallons of oil. Doug and I had on everything we owned to make the 46 degrees, cold morning flight. I had on long underwear, two ski jackets, ski gloves, a balaclava and ski goggles. I also had on battery powered socks and vest, but with all the layers I was unable to get to the switches to turn them on. We looked like lumbering Michelin men approaching the plane. It turned out to be quite a task to get into the cockpit and strap in but luckily, Aaron Langley, saved the day by placing and fixing the straps for us - like a couple of Apollo astronauts.

We took off about 8:15 AM, made a flyby and turned on course. The first day proved to be a good learning experience. Although we were in an open cockpit, exposed to the elements, we had overdressed. During fuel stops we shed layers making it much easier to fly the plane. We made 3 fuel stops before retiring in Blythe, CA. The second day consisted of three legs across southern Arizona

and New Mexico with a stop in Las Cruces for the night. On the morning of the third day, Doug helped us launch with Mike in the front seat. Once we flew into west Texas the flying became simpler. There were more airports and the high terrain was behind us. Most of the flying, from that point on, was 1000-2000 feet AGL (above ground level). The days were getting shorter as we headed east, meaning we had to land and go with minimal time on the ground to make it to our planned destinations. That sounds easy, however, when you show up in a Stearman you get a lot of admirers wanting to know where you are coming from, where are you going, plus great stories shared from the old guys about their experiences. Once airborne again, we pushed hard and made the fourth leg of the day into Paris, Texas as the sun was setting. The next day, Mike got off after the



Doug Fee with the author, Dean Jacobson

A Trip of a Lifetime, cont.

second leg, south of Memphis. We said our goodbyes and I was on my own.

During the fourth day I landed at a small airport, surrounded by lush trees, in Arkansas. As I pulled off the runway I saw an old Ag Cat spray plane. I started my aviation career flying crop sprayers in North Dakota and have always had a soft spot for those stinky planes. As I pulled up to the fuel pump I was met by an old dog limping to greet me with his tail wagging, he was followed by three locals. Like all pilots, we started talking and telling stories that have only gotten better with time. I could have stayed there all day but needed to press on.

During the fifth day, I started north of Atlanta. It was a cold morning with high overcast, the first clouds of the trip. There were three legs to go - fly south of the Smoky Mountains, north of Charlotte,

and bring the Stearman to its new home in

Norfolk, Virginia. The arrival airport was Hampton Roads (PVG). Emmitt watched me touch down in excitement to have his dream machine home, and I was happy to be at the end of a long trip.

Looking back at the flight, 5 days, 25 hours, 2830 statute miles, 18 legs, 540 gallons of fuel, and 2 gallons of oil in an 80 year old biplane that ran flawlessly!

Even with the Stearmans relentless noise and buffeting wind, it was amazing to see our beautiful country up close through the wings of an old biplane. Mike was spot on - It was a trip of a lifetime. I have been asked if I would do it again. Absolutely.

But I'll wait until Spring!

-Dean Jacobson



Al & Debbie Casner

Mach 5 Musings

...from the Mach 5 Aviation Clubhouse

Howdy! It's been a while since Mach 5 Aviation has had a page in the Propwash, but that's not for a lack of news to share! First, after five years of service our dear friend, **John Herndon**, has now officially retired from Mach 5 Aviation to spend more time with his son, Max, and two wonderful dogs. Owners **Dennis Pearson** and **Darcy Brewer** will be around more often to fill his shoes. Blue skies, John - we will miss you!

Mach 5 has been busy this year welcoming in new students, pilots seeking to polish their skills, endless FAA PSI written testers, and friends that stop by for a chat or hot coffee. Listing all the licenses and ratings

accomplished would take too many pages, but here's a few special shout-outs: **Gavin A. (CFI: Javier Sainz)** and **Tess S. (CFI: Tony Pollizzi)** both obtained their Private Pilot Licenses as part of Mach 5's William Jessup University aviation program partnership. For 2022, William Jessup University students will now be vying for the new, structured intern program that will not only enhance their resumes but add school credits and hands-on business and aviation management skills. Join us in welcoming them and providing your wisdom and mentorship when you see them around the airport!



Patrick O'Connor and his CFI Moiz Syed - Commercial Checkride Passed!



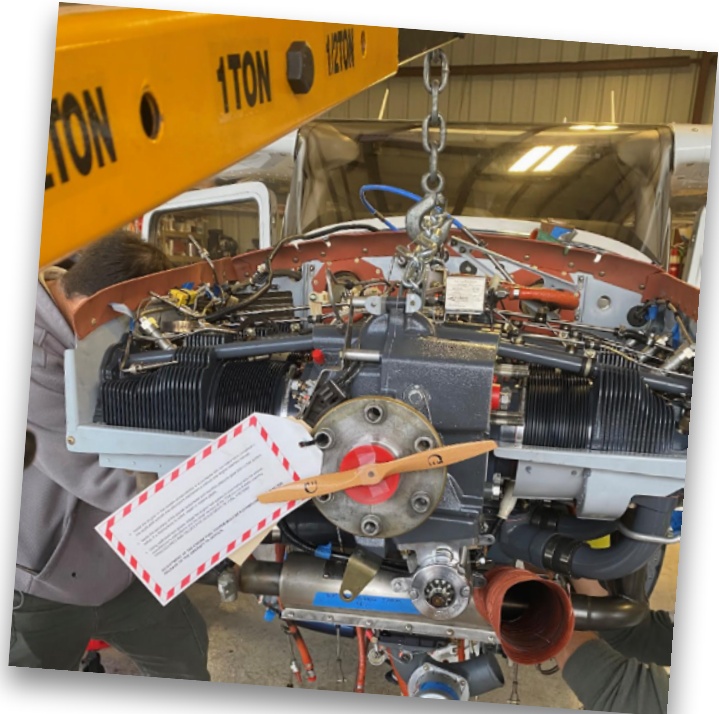
Susanne Flom, Ready for action!

Mach 5 Musings, cont.

Kudos also to Mach 5 staffers, **Matthew Behnam** and **Shayden Eagleheart**, who earned their Private Pilot Licenses (PPL) and **Patrick "Cubby" O'Connor** from our maintenance hangar wrapping up his Instrument and Commercial ratings, all under **CFI, Moiz Syed**. The most recent student PPL ratings include **Anthony P., Lucas T. (CFI: Javier Sainz), Miles G. (CFI: Bennett Carlson),** and **Ruvim A. (CFI: Moiz Syed)**.

We said farewell (for now) to our CFIs **Mike Richardson, Josh Landry,** and **Hailey Truax** as they left to advance in their aviation careers, but we are pleased to welcome **Charles Mellor** as the newest member of our instructor team! We're excited to have Charles join us; it's not often that CFIs commute to KAUN from KPVF in a Beechcraft Sundowner.

We're also excited to introduce Susanne Flom as our new Event & Student Programs Coordinator. Susanne not only plays a leadership role at the mission-driven California Capital Airshow each year but is eager to lead Mach 5's community engagement team to bring back our youth education projects, including internships, mentorship & school programs, as well as gatherings, fly outs and other group activities. You



N5148Y - with a brand new "prop"!

are likely to see her at AAA meetings, EAA meetings, and around KAUN. Please introduce yourself when you see her and buckle up for some fun gatherings in 2022! Patrick O'Connor and his CFI Moiz Syed - Commercial Checkride Passed! And last but not least, our Cessna 182T, N5148Y returns to the beautiful NorCal skies, and we are adding a new Cessna 172 in January – our fleet is always growing!

For those of you kind and caring folks asking about Javier. Thank you so much!! He is doing well and expected to be released from the hospital this week to begin his recovery.

IFR Simulator and Accelerated Flight School at KAUN

by Mike Poteet

Being in Auburn is like coming home and setting up a flight training facility feels like a really good fit. As with any young business, we are putting together the pieces of a puzzle that when together will connect the business with the community.

A puzzle piece I am very excited about is an AATD simulator, which greatly benefits students but is also available for local pilots to stay IFR current, and even more important, IFR proficient. The simulator will be available for public use and the generosity of the Auburn community is why Blue Canyon Aviation will be donating a percentage of every hour of use to the Auburn Airport Association's Scholarship Fund.

Hello 2022, [Blue Canyon Aviation at 2422 Lindbergh St. Auburn CA 95602](#) is what I think of as an evolution in flight training.

Our instructors have considerable collective experience in several educational platforms from Military training, FAA Part 141, college course development and presentation. Accelerated programs and traditional FAA Part 61 training will be offered by **Gregg Pellerin** and **Mike Poteet**. Training at BCA is designed to be efficient, which is why BCA will continue to keep a low student to instructor ratio. Comprehension and understanding will be emphasized, not just memorization. It should also be enjoyable, because if you're not enjoying it, why are you doing it?

Visit or call 530-524-8472. We'd love to chat about BCA, our commitment to quality training and how we can help you accomplish your goals. If we don't answer leave a message because chances are we were flying...we love to fly..we love to teach.



Photo credit: Rory Ondracek

Changing of the Guard by Jonathan Wright



For those who have not met me yet, my name is Jonathan Wright, and I am the current (Interim) Auburn Airport Manager for the Auburn Municipal Airport. I was hired by the City of Auburn last August as the Economic and Planning Manager and was provided this current opportunity following the Bridge Fire last September at which point Chief Dave Spencer, Auburn Fire Chief and then acting Interim Airport Manager, was tasked with development of a proactive fire safety program requiring 100% of his department's focus. I think we all can agree that fire safety should be a top priority for Auburn and being a small City with limited resources his assignment is a challenging one, even with his undivided attention.

I come to this position with more than 15 years of experience in local government; however, this is my first experience managing an airport. While this position is challenging, I have spent over seven years as a City

Manager for a full-service City in Oregon and have spent my entire career managing planning operations, including around municipal airports, so this assignment is an exciting opportunity for me to put my skills and knowledge to use. In the few weeks that I have been Interim Airport Manager, I have spent extensive time with the local personnel from the FAA, reviewed and familiarized myself with the Code of Federal Regulations and FAA policy documents for airports, joined a network of other airport managers, taken responsibility for the airport municipal operating budget and engaged the airport community through a series of stakeholder meetings. From there, I structured a work plan to address the priority concerns for the airport community and will be updating it regularly starting after the new year.

While this position is only part time for me, I am not alone and have an assistant, Amber Carrell who will be helping me with day-to-day management responsibilities. Despite only being part time, we are here to serve the airport on an as needed basis and will be available to address concerns, respond to stakeholder needs and provide you with a transparent and informative government experience. Our contact information as well as other relevant information is now posted on the door of the terminal building and in the Pilot's Lounge. This information, as well as a bunch of new content, will be posted on the Auburn Airport website soon.

I would like to thank the Auburn Aviation Association for providing me with this venue and look forward to being a regular contributor to its content and I look forward to working with you all.

Happy New Year!

Jonathan Wright

Economic & Planning Manager

City of Auburn, CA

Ellsworth Hovey Getchel Foundation

The Ellsworth Hovey Getchell Foundation (EHGF) was created to ensure that Getchell's legacy lives on. Ellsworth endorsed the development of a foundation in his name to support the continued operation of his Hawker Sea Fury and to sponsor educational grants and scholarships. "Getch" was a forward-thinking man, who understood the importance of inspiring young people to get involved with aviation.

In mid-December the EHGF awarded \$1500 grants to three students working on their Airframe and Powerplant mechanic's license (A&P) at Sacramento City College. The award ceremony was conducted via Zoom meeting with AAA's Don Wolfe moderating. Ken Dwelle, President of EHGF Foundation offered words of encouragement to all of the students in the classroom. It was noted that Ken holds an A&P license as well. Ken then proceeded to announce the grant awards. As each name was called, the class applauded and cheered. It was obvious that everyone was happy for the success of their fellow classmates.

Grant recipient Sophia Myachin is from a family where both of her grandfathers worked in aviation. Her father and brother are also graduates of the Sac City College A&P program. Sophia's proudest moment was learning how to perform oxyacetylene welding. Intimidated at first, she finally overcame the challenges and completed the daunting task. After beginning the A&P program Sophia had the privilege of working at the same aircraft company as her father. One of her many goals is to become an FAA chief inspector.

Christian Monasterio enrolled in the Sac City A&P program because of his lifelong passion for aviation. Christian enjoyed the well-rounded curriculum and found his instructors to be some of the best in the industry. Christian's favorite part of the program was overhauling a Lycoming O-290 engine and then using a test stand to verify that his group's work was performed to airworthy standards. Christian plans to pursue employment as an A&P mechanic on turbine aircraft and airliners.

Srey Noch Ros came to America from Cambodia in search of a career that would spark her joy of life. A picture in a magazine of a young Asian female introducing herself as an aircraft mechanic "shocked her world." Amazed that such a career existed for a

woman, she found her way to enrolling in the A&P program at Sac City College. Srey is very proud of her accomplishments in the A&P program. Her future goals include earning FAA Inspector Authority (I.A.) and working on airliners. She also plans to gain a 4 year degree in aerospace engineering and to become a private pilot.

The Zoom meeting concluded with closing remarks from AAA's Doug Fee and Sacramento City College Professor Kevin Goehring. Graduates of this A&P program have achieved a 100% pass rate for A&P certification - a remarkable record. Grants from the Ellsworth Hovey Getchell Foundation will be used to pay for the FAA written exams and the 8 hour practical and oral exam with an FAA Designated Mechanic Examiner.





Aviation Scholarships
administered by
Auburn Aviation Association
Auburn Chapter 526
Experimental Aircraft Association



Auburn Aviation Association (AAA), Auburn Chapter 526 of the Experimental Aircraft Association (EAA), The Ellsworth Hovey Getchell Foundation (EHGF) and Mach 5 Aviation are offering flight scholarships to individuals residing in Placer, Nevada, Sacramento, El Dorado, or Amador Counties

2022 Flight Scholarships Available

Private Pilot License Intro (EAA Chapter 526) – (1) applicant who will be age 16 to 19 may receive training towards a private pilot certificate. Funds available will be based upon approval of the EAA Ray Aviation Scholarship program. Minimum amount will be \$2,500

Private Pilot License Intro (Mach 5 Aviation) – (1) applicant who will be age 16 to 25 may receive up to 10 hours of flight instruction (airplane and CFI) and ground instruction. This award is credit hours not cash

Private Pilot License (AAA) – (1) applicant who will be age 16 to 25 may receive training for a private pilot certificate to a maximum value of \$10,000

Private Pilot License (EHGF) – (2) applicants who will be age 16 to 25 may receive training for a private pilot certificate to a maximum value of \$10,000

Instrument Rating (EHGF) – (2) applicants who will be age 17 to 25 may receive training for an instrument rating to a maximum value of \$10,000. Applicant must hold a Private Pilot License at the time of application. Recipient must have 20 hours of PIC Cross-country time prior to commencing training under this scholarship.

Commercial Pilot License (EHGF) – (1) applicant who will be age 18 as of February 28, 2022 through age 25 may receive training to a maximum value of \$10,000 for completion of the Commercial Pilot License. Applicant must hold a Private Pilot License and Instrument Rating at the time of application. Recipient must be within 40 hours of the flight time requirement for the CPL to receive funding

Applications will be accepted January 1, 2022 through February 28, 2022. Rules, Guidelines and the Application can be found online by using the QR Code or at: <https://aaa2.wildapricot.org/Scholarships>

Questions about these scholarship programs may be directed to:

Don Wolfe, flyfund1539@gmail.com (A.A.A. Flight Training)
Steve Kendall, sgkendall@wavecable.com (E.A.A. Chapter 526)



Photos



No its not broken! This altimeter is showing a -115' field elevation taken on the ground in Thermal CA. Photo Credit: Rory Ondracek

Through the AAA scholarship program, the Ellsworth Hovey Getchell Foundation awarded scholarships to three A&P students from Sac City College. They are, from left, Christian Monasterio, Srey Noch, and Sophia Myachin.



*City lights over Los Angeles
Photo credit: Rory Ondracek*

Corporate Sponsors for Endowment Fund

Endowment Fund Corporate Sponsors



AAA Members List January 2022

LIFETIME MEMBERS

We thank our lifetime members for their donations to the [AAA endowment](#)

Gold \$2500

Silver \$1500

Bronze \$750

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Joe & Ann Bittaker **NEW LIFETIME MEMBERS**

AAA Member List January 2022

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AAA Member List January 2022

GENERAL MEMBERS

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Christopher Nance
Kenneth & Diana Nielsen
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Pierce & Gaylie Stewart
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Stewart & Roxana Wells
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Scott & Sharon Woodland

**Don't see your name?
Call Helen! 916-248-6171**

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Donations Coordinator - Nancy Benjamin - (530) 368-0118 - don_benj@pacbell.net

Engraved Bricks for Veterans

Commemorative Bricks are available for sale to be installed around the Monument at Auburn Airport. As many of you know, our Association has taken on the task of ordering the bricks for the amazing Doug Van Howd monument honoring WWII veterans. For those of you who haven't seen it, stop by the grassy area at Wings Restaurant - you'll be awed and amazed. Bricks cost \$500 each. Proceeds, after costs, go to fund the "Col. Bud Anderson Scholarship Fund." See form on the next page for ordering. Questions? See Secretary, Joanie Mooneyham, 530-878-0434.



Col. C.E. 'Bud' Anderson Fundraiser BRICK ORDER FORM

Bronze monument of Col. Bud Anderson and his P-51 Mustang "Old Crow" created by Douglas Van Howd and installed at the Auburn Airport

Create an engraved brick!

Honor a loved one – Advertise a business – Share another message

Your inscription must fit into the white boxes below, 1 character per box. Each brick can have a maximum of 16 characters per line. A character is defined as a letter or number, a space or punctuation mark. Please do not use special characters. Text will automatically be centered.

Brick 1

4" x 8" brick	\$ 5 0 0
<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>
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Brick 2

(If you would like to order a second brick.)

4" x 8" brick	\$ 5 0 0
<input type="text"/>	<input type="text"/>
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<input type="text"/>	<input type="text"/>

Payment: <u> 4 </u> "x 8" bricks @ \$500 = \$ <u> </u>	
Contact Information Name: <input type="text"/> Phone: <input type="text"/> Email: <input type="text"/>	<i>Make check payable to:</i> Auburn Aviation Association 501 (c) 3 Tax ID# EIN 68-0083066

Please mail your check payable to "Auburn Aviation Association" to:
Auburn Aviation Association
P.O. Box 6454
Auburn, CA 95604

Contact Joanie Mooneyham with questions: (530) 401-0595 joaniemoon05@gmail.com



Membership and Donation Form

Visit www.auburnaviationassociation.org (allow pop-ups) to join or to pay your annual renewal online. Scholarship donations are welcome at any time. Please select your membership type and optional donation amounts below.

Item	Price	
Aviator Membership —One-time fee until age 25	\$10.00	
Individual Membership —renewable annually	\$30.00	
Family Membership —annual, includes one additional family member	\$30.00	
Bronze Lifetime Membership —includes one additional family member	\$750.00	
Silver Lifetime Membership —includes one additional family member	\$1,500.00	
Gold Lifetime Membership —includes one additional family member	\$2,500.00	
Engraved Name Badge	\$13.00	
Donation to AAA Educational Endowment	\$	
Donation to General Fund	\$	
TOTAL		\$

Date: _____

Member Name: _____ Spouse: _____

Street Address: _____

City: _____ State: _____ Zip: _____

eMail: _____

Phone Number(s): _____

Type of License (Circle One or More): Student Glider Rotorcraft Other _____

Aircraft: _____

Contact:
Helen Dobeck
(916) 248-6171
aaamemb1539@gmail.com

Mail form plus check payable to:

Auburn Aviation Association
PO Box 6454
Auburn CA 95604-6454

AAA is a 501(c)3 Corporation. Donations to the Scholarship Fund are deductible using Tax Exempt ID number: 68-0083066