

PROPWASH

July 2022



AAA Events
[Click for links](#)

SAC MEETING

TUES July 5th, 6:00 PM
Barnstormer Room

All airport interested parties are welcome to attend. Voting on issues is restricted to AAA members in good standing. In person meeting. Past meeting minutes are posted here.

GENERAL MEMBERSHIP MEETING

WED July 6th 6:00 PM
Under the tent at WINGS

This month we will have our annual in-person summer BBQ in lieu of our regular monthly meeting, so there will not be a guest speaker.

JULY POTLUCK MENU

The City of Auburn
will provide burgers,
hotdogs and chips.

You might bring
Side Dish/Salad: M-Z
Dessert: A-L

President's Message

We welcome July and as Rob Thomas says "Man, It's a hot one!"

I'm absolutely thrilled for our July BBQ under the tent at Wings that the city has generously offered to put on for the members of AAA and their guests. If you know of anyone at other local airports who would like to share in the fun and fly in, Please invite them!

Last week I spent some time getting checked out in an old 172C with only 145 horsepower. Personally, I have not spent much time at KGOO where the plane is based and had never landed there as PIC. With the hot days and high density altitudes, KGOO becomes a challenging mountain airport. It took me a few laps to get used to the thermal that is common on final for runway 25. That has inspired me to do some more study on mountain flying, which is critical in our local area especially in the summertime, so I encourage you to do the same!

Anyhow, wishing this wonderful group a Happy and Safe Fourth of July Holiday and a tremendous July!

Chase Morgan,
President



As The Prop Turns By Michael Duncan

The 4th of July is just around the corner. Hot weather (climate change!!!), bar-b-q's, picnics, fireworks, the start of summer vacation from school, and the official start of summer. With the long days it makes for some great flying in the early morning (for those who can get up at 4:30am. (Yes, there is a 4:30am) or later in the day (sunset at 8:30pm). Come on out and enjoy the longer days.

The following students are enjoying their new found freedoms. **Tom Fuller** made his first solo in a Cessna 172 with **Steven Bazor** as his instructor. **Rick Hinds** was not to be out done and soloed two students. Both **Philip Acierto** and **Dale Lusby** were able to solo in a Cessna 172. Rick's accomplishment did not end there, he also had **Jim Carrol** earn his Instrument rating with **James Duvall** as the pilot examiner. **Rory Ondracek** is not to be forgotten. Rory's student **Mario Dinucci** passed his Private Pilot Certificate with **David Tranquilla** in a Cessna 172. Mario can now move on to the Cessna 182 that he purchased. **Will Sharpe** is not to be left out. He earned his commercial rating, also, with Rory, and James Duvall as his examiner. Rory topped off this month by earning his Advanced Ground Instructor Rating and qualifying as a Gold Seal Flight Instructor. He should receive the official recognition from the FAA with a new certificate with a gold FAA seal on it.



As The Prop Turns, cont.



For those of you looking for some continuing education in aviation you might try some of the webinars that are out there. The FAA Safety Team (FAAST) manager came by my office again this month. Paul Koscheka is his name and you can get a hold of him via email: paul.koscheka@faa.gov or call him at 916-719-6808. Paul conducts a zoom meeting every Thursday at 6:00 on various subjects. Additionally you can get on a list for receiving notification of

other webinars on many subjects from flying into the Bay area, to flying at a non towered airport, to inadvertent entry into IMC conditions, etc. Most of these webinars last about 45 minutes. One of the nice things about attending any of these webinars is that they count toward the ground time for your Wings Program or the ground portion of your Flight Review (that is Biennial Flight Review – BFR for those of us who remember that far back). Paul can help you get registered with FAAST. For those of you who own your airplane, attending these meetings might help you on your insurance rates. All of this continuing education is free to you.

So sit back in the comfort of your home and enjoy.



One of the great joys of hanging out at the Auburn airport is all of the unusual airplanes that come by. A Republic Seabee came by and spent the night while on the way to the Columbia river for a week of flying and fishing. Getting to sit in the cockpit and imagine cruising along at 80kts or landing in a remote lake or river was great fun. A Hawker Sea Fury coming out of the hangar and getting

As The Prop Turns, cont.

ready for the annual. The sound of a four thousand horse engine starting. The noise, the smoke and flame. The arrival of a P-51 that flew halfway across the country just to meet Col. "Bud" Anderson. An all original 7AC with no electrical or radio, that cruises along at 60 mph. Three gyrocopters that fly in for lunch at Wings. The arrival of a N3N or Stearman that always manages to gather a crowd. A powered parachute that is racing south to San Diego from Seattle. I just can't imagine sitting in a powered parachute that long. At the other end of the spectrum is The Millennium Phenom jet, that cruises at 500 plus mph, coming in to celebrate Col. Anderson's birthday. I think that all of this makes Auburn airport one of the greatest little airports out there and I hope everyone appreciates it as much as I do.

Well that is about all for this month, so Good Night Miss Daisy.

The Prop Turner

Micheal Duncan



Mach 5 Musings

...from the Mach 5 Aviation Clubhouse



We hope pilots all over have been taking advantage of the beautiful summer weather in Auburn to go fly! Here at Mach 5 Aviation, the school has been busier than ever with our students and renters. We just welcomed a new plane to the fleet – a C-152 Sparrowhawk, N714UD. Keep an eye out for this economical trainer!

Our Tecnam P2006T has been proving itself to be a worthwhile training plane for pilots looking to get their multi-engine rating with

us. With our students averaging around 10 hours of received dual instruction, our first checkride in the Tecnam was **Daniel R.** on May 21st, with his CFI being **Tony Pollizzi!** Others that have earned their multi-engine ratings include **Angelo G.** and **Christopher N.**, both of them trained by **Charlie Mellor!** Our C-310R also carried **Lou D.** into achieving his multi-engine rating under **Chester Gault** and Charlie Mellor's instruction!

In addition, we've seen two of our students from our Part 141 program with William Jessup University achieve their own significant milestones: **Gavin A.**, trained by **Jake Heppner**, passed his instrument checkride on June 9th, and **Rogelio L.**, trained by **Ryan Juba**, passed his private pilot checkride on June 15th. Throughout the month, we've had more causes of celebration, such as **James H.** completing his first solo on June 2nd



Mach 5 Musings *...from the Mach 5 Aviation Clubhouse*

under **Jake Heppner, Drew M.** and **Diana R.** completing their private pilot checkride with the help of **Michelle Ruggiero** (June 3rd and 18th, respectively), and **Mia M.** passed her private pilot check ride on June 6th!

Mia's checkride is a special one to Mach 5 Aviation. After a discontinuance due to weather, she and her CFI; **Charlie Mellor**, once more flew down to O22 in Columbia, to meet with Ken Cobb. While Charlie and Ken chatted, Mia's pre-flight of our N20268 was interrupted by an FAA agent for a surprise ramp check! We got to interview Mia on the experience:

"Given that I was on my checkride, I had this idea that it was kind of a routine or common thing. Apparently not, since he seemed pretty surprised to find out that I was about to fly for my private pilot checkride! The whole thing was pretty straightforward – the agent was nice, and because I had already studied what to expect from a ramp check, I felt prepared for the situation. Everything that he needed for the airplane was in easy access for him to inspect, and he said that he was very impressed by how well-kept our maintenance logs were. All-in-all, it was pretty chill!"



Mach 5 Musings

...from the Mach 5 Aviation Clubhouse

Mia flew back with Charlie as one of Mach 5's newest-minted private pilots. She can now be found working at the front desk of our clubhouse alongside **Paige**, our summer intern!

As seen with Mia, part of the great success of the students of Mach 5's check rides has been due to the excellent maintenance upkeep and organization of our aircraft. Under our IA Mike Town and our mechanics, *Mach 5 Aviation is back* to maintain not just our fleet, but perform *outside maintenance* too! Already, we have serviced several planes in the local area. Anyone due for an inspection for their aircraft – whether it's a pre-buy, 100 hour, annual, or general service call – just has to give us a call to get yourself scheduled with our team!





I apologize to all for not participating in last weeks Propwash but it snuck up on me before I had time to provide anything.

The Auburn Airport is a happening place and there are many things to report on but I will try and keep it brief. As most all of you have seen the NTSB report came out on Mayor Bill Kirby's fatal crash that took place in April of 2020. While it was rumored by some that the

City's fuel was the culprit, the NTSB found that the water in fuel, found to be the cause, was from his aircraft's leaky fuel tank caps. While this is a truly tragic reason that someone lost their life it should serve to all as a reminder that the little things are sometimes the most important.

The East End Hangar Project is moving along swimmingly on the City's site. There are a few "F" words that you never want to hear during the development of a project and the one that snuck up on us was "FERC" or the Federal Energy Regulatory Commission. It seems the canal that runs under the east end of the airport serves a hydro electric plant somewhere down stream and in working towards developing a waterline that would travers the canal some 45 feet

Continues next page...

An advertisement for Auburn Transit's On-Demand Bus Service. It features a white bus with a colorful mural of a person on a globe. The text includes the service name, operating hours (6AM-8PM Mon-Wed, 6AM-11PM Thur-Sat), fare (\$3.50 per ride), a QR code to download the TransLōc app, and a call to action to book a trip.

Auburn Transit Now Offers On-Demand Bus Service

6AM-8PM Mon-Wed 6AM-11PM Thur-Sat \$3.50 per ride

Book your trip!
DOWNLOAD THE APP

TransLōc®

Auburn On-Demand is a city provided ride-share service. Through an App you are able to request a pickup at a location and destination of your choice. Our bus will then pick you up and take you to your requested destination.

above we had to go through FERC review. A process we were told would take no less than 9 months to “possibly” complete before we were able to move forward with the installation of the waterline. This was simply unacceptable so, working with PG&E (the canal owner), we were able to find an exemption in federal regulations for crossing made for municipal water services. All that to say we are going to the City Council for permission to bid the waterline at the first meeting in July with a contract to be issued sometime in August.

The Helicopter Parking Area project continues to creep forward. We have issued a contract to Gabe Mendez Construction but due to long lead times to get materials and supplies for this project, it looks like the new start date for construction will be in August.

Amber Carrell, Airport Administrative Assistant, has recently conducted an audit of the over 100 tie-down spaces at the airport and has come up with a handful of spaces that will help us shorten our growing list for tie-down space. This is something

that will be done more frequently from here on out as we start to build our management capacity up at the Airport. Amber is our newest member of the Airport team and I am especially appreciative for initiative in tackling this long overdue project and her willingness to work with our clients to find the best possible outcomes. Anyone who has had the pleasure to talk with her knows what I am talking about.

I would like to thank Ken Ristuben taking it upon himself to have a stencil made that says “Transient” so that we can better mark our transient tie-down spots for our visiting guests. Ken, we will get those spots marked as soon as I can schedule it.

As always, thank you for allowing me to be a part of this amazing airport community.

Jonathan Wright

Economic & Planning Manager

City of Auburn, CA

(530) 823-4211 Ext 144

The annual EAA Air Venture Convention and Air Show will be held in Oshkosh, WI on July 25 through July 31, 2022. This year promises to be an outstanding event with daily flight demonstrations and every imaginable flying machine from planet earth on display.

Flash back to 1979. Ohio buddy Myron Ashcraft and I were new hire airline pilots based in Chicago. We grabbed another Buckeye pal AMR pilot Joe Crites, loaded up my white Caddy with camping gear and headed north for Oshkosh. One evening following the air show we heard sounds coming from the south end of the airport that reminded us of weed-eaters and chainsaws. Looking in that direction we saw things flying around that obviously needed closer examination by us 3 intrepid aviators. They were powered ultralights. Myron, Joe and I took a seat in the grass, popped a cold drink and watched those things buzzing around in the hot evening air like big insects. The Eipper Quick Silver drew our attention because it sort of looked like an airplane and it seemed to be the best performer. As I recall, the 1979 Quick Silver cost about \$3975.00.

Joe piped up; "Hmmm, we can afford to buy one of those things even on first year airline pay." Popping a second cold drink a plan began to emerge for the 1980 hometown County Fair in Coshocton, Ohio. We could take off in front of the grandstands in our mighty Quick Silvers and fly a formation pass over the U.S. Flag pole prior to the demolition derby. That seemed like a great idea at the time, but read on.

I've known Myron Ashcraft since high school. He was always at the head of the line, first to volunteer and usually in a leadership position in every organization he's belonged to. Myron was hired at the airline before me, retired before me, and was a B777 Captain

as well as a 1 Star General in the Air Guard. Myron flew the Century Series F-100 which fueled his desire to win and be to "first" even more. The fact that he transitioned to the multi crew, multiengine C-130 had zero impact on him. I think he viewed the C-130 as number 30 in the line of Century Series fighter planes. Somewhere in his Air Guard career he'd earned the nickname of "Trashcan Ashcraft." It came as no surprise to Joe or me that Myron would be first to fly the Quick Silver. He would also come to be the last.

Later that summer Myron arrived at the crash pad in Chicago with 2 swollen thumbs and cuts bruises on his face and arms. It took a while to get it out of him, but Myron finally forked over the story. Shaking his head, he began; "Unfortunately, I located a Quick Silver at the Mansfield airport. The owner allowed me to take a demo flight with the understanding that I would pay for anything that I broke. We pulled it out to the grassy area near the Air Guard ramp. To put it mildly, there was very little dual instruction given or received. You can see where this is going."

Myron was smart enough to wear his Nomex flight suit in case the thing caught on fire, his combat boots in the event of a hard landing and his jet helmet just to look cool. As the weed whacker engine barked overhead, Myron grabbed the control bar and "chair flew" for a moment practicing the weight shifting technique required to control the creature. But enough was enough, Myron "leaned in to it", opened the throttle and the engine spooled up with a mighty roar. Rejected Takeoff was not an option.

"National Finals Rodeo Fans Vegas, Coming out of chute number 1 is Trashcan riding Quick Silver!"

EAA "Air Adventures" 1979, cont.

The owner, a small audience of Guard buddies and of course the control tower operator had a front seat view of the show. To the casual observer the Quick Silver looked like a fat bumblebee swatted to the ground, buzzing and bouncing across the field with its engine shrieking in an attempt to recover. A contrail of dust billowed behind the accelerating machine as it arced towards an active runway.

On board it was a much different story. Myron was dealing with numerous issues that cropped up immediately upon power up. First and foremost was the fact his head was turned sideways on the wrong side of the support strap located just above his helmet. Myron's peripheral view of the horizon made it difficult to analyze how to fly the thing. Besides that, it was problematic keeping the control bar centered while twisted up like a pretzel in there. As the machine became airborne, things like "P-factor, gyroscopic precession, ground affect, gross weight and density altitude" were all dancing in his head. That's when he noticed the Britt Airways commuter on final approach to the runway he was headed towards. This brought "Midair" in to the equation.

Even at 35 mph, things were happening really fast now. Hanging on to the control bar Myron shifted his body in the seat in attempt to pull his head back and get the howling nylon beast under control AND: the rudder deflected, the wingtip hit, the contraption cartwheeled, the

tower rolled the crash trucks (really), and the star witnesses ran to the scene of impact. Shortly after the "yard sale" of ultralight parts stopped tumbling across the infield Myron crawled out of the wreckage and emerged from the dust cloud knowing that he'd spent some serious money in the last 45 seconds. "Cash? Yes, but Sir!"



Joe and I admire Myron for being the first one to man up and fly the Quick Silver, however the ultralight program was no longer in our future following Trashcan's flight. Over the years I've seen every imaginable flying machine at Oshkosh from airplanes, to flying cars, to helicopters and jetpacks. But in 1979, the Eipper Quick Silver was affordable, even for an airline pilot on first year pay. Ya just had to pay with cash.

Don Wolfe

Photos



*In front of the mighty Swamp Fox,
Colonel Bud Anderson and Pilot RT
Dickson pose for a photo*

That's Why It's Called Potluck *by* Chris Haven

"Why are there so many desserts?" "Have you gone through the list of members to make sure we don't get too many of one category?" "Why did I have to bring a main dish two months in a row?" "This spread is terrible." These are some of the comments made to me about the potluck. I usually respond by inviting the person to take over the planning. No one has taken me up on it yet.

When I first came on to lay out the AAA newsletter with Mike Duncan in 2008, Dixie Munoz would provide me with the menu every month. Alas, Dixie retired, and I was on my own at newsletter time. Dividing the list of members into thirds - and even going through a list of all members to select only those who regularly attend - showed that the members divided pretty evenly into three groups across the alphabet. Still, it's potluck. Who attends, whether they looked at the list, whether they brought anything at all, and whether I made a typo in the publishing are all factors that make this game hard to predict. Sometimes the potluck spread is excellent. And sometimes desserts are too plentiful and/or there is nary a main dish in sight.

So we are trying something new. Half of the alphabet is tasked with bringing a main dish on any given month. The other half is split between sides and desserts. Let's say we have 32 families in attendance



(accounting for some couples/families, who bring one item), then we should have 16 mains, 8 desserts, and 8 sides or salads.

If you have a better system - or would like to take on planning our menus - speak up! Either way, I want to recognize **Bonnie Wilson, Mona Anderson and Joanie Mooneyham** for faithfully preparing the room and the table to receive us and whatever we care to bring for dinner.

Photos



Casey Long at his Alaskan Lodge "LoliOli" in Shirley Lake



Following the receipt of his tailwheel endorsement, Andrew Chubatenko is shown posing with pride

Photos



*Dan Hutchison visits Auburn
to show off his magnificent
Seabee*

Photos



*Doug McDougal and Col. Jim Barilleaux
at last month's meeting*



Photos

Dear Mr. Dan Wolfe + AAA,

Huge thank you, for not only this wonderful scholarship but introducing me to the wonderful people at AAA! You have adopted me and can't wait to give back and be apart of all the GREAT things you are doing. From the bottom of my heart... thank you all!

-Christopher Morales

(Col. E. "Ed" Anderson Scholarship Winner)



To the members of Auburn Aviation Association

Thank you very much for providing myself (and others) with the opportunity to receive the \$10,000 scholarship for an Instrument Rating. This is a huge turning point for me!

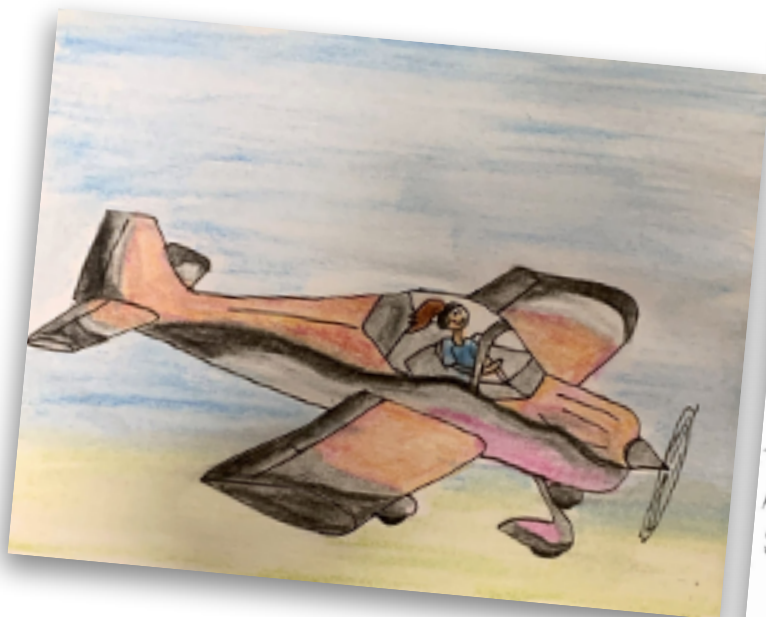
These funds will allow me to rapidly pursue my IFR (and then commercial) ratings. My goal is to become a CFI, and pay it forward by teaching and inspiring others to fly. 😊

The aviation community has been so welcoming to me in my journey. As I further delve into my pilot career (maybe corporate, airline, or sustainable aviation), I hope to be as supportive to others as those have been to me. ♥

Thank you again for this incredible opportunity. I'm looking forward to my training and supporting Auburn Aviation Association in any way that I can in the future. ♥ 😊

Sincerely,

Tenley Ong 😊



Thank you cards to the AAA from scholarship recipients Tenley Ong and Christopher Morales

It's Not Too Early For Your Wreaths Order



WREATHS *across* AMERICA

Auburn Aviation
Association

Wreath Sponsorship Form

Sponsored wreaths are placed on grave markers at state and national veterans' cemeteries, as well as at local, community cemeteries each December. Wreaths may also be sponsored online at www.WreathsAcrossAmerica.org. If you wish to make your sponsorship with a credit card, please visit our website for a secure online transaction.

Name: _____
Address: _____
City: _____
State: _____ Zip: _____
Phone: _____
Email: _____

Please make checks payable to:

Wreaths Across America

Mail To: PO Box 249

Columbia Falls, ME 04623

Call 877-385-9504 with any questions.

Thank you for your sponsorship and joining us in our mission
to Remember, Honor and Teach!

Sponsorship Type	Price	Quantity	Total
Individual = 1 Wreath	\$15.00		
Mailed "In Honor" card = If you wish to send a physical honor card telling someone of your sponsorship, please see "In Honor" section below. The \$2 fee is required for this mailing.	\$2.00		
Family - 4 Wreaths	\$60.00		
Small Business = 10 Wreaths	\$150.00		
Corporate = 100 Wreaths	\$1,500.00		
		Grand Total	

GRAVE SPECIFIC REQUESTS ARE NOT ACCEPTED ON THIS FORM

In Honor of:

Below, please provide email or mailing address of "In Honor of" recipient so we can notify them of your sponsorship in their honor. If you have a specific message please write it on the back of this sheet.

Email address: _____

Mailing address: _____

In Memory of:

This name will be listed on our online memory wall. Below, please provide name, rank, branch of service and state resided.

Branch of Service: _____

Rank: _____

State: _____

Please note, ALL sponsored wreaths are shipped directly to the location and NO wreaths are sent to the individuals purchasing sponsorships.

Location ID: **CAABCD** _____ Fundraising Group ID: **CA0244P** _____

FOR OFFICE USE ONLY:

Cash: _____ Total: _____ Date Received: _____

Total No. Checks: _____ Reconciled: _____

MO: _____

Entered: _____

GEN: _____

Corporate Sponsors for Endowment Fund

Endowment Fund Corporate Sponsors



AAA Members List June 2022

LIFETIME MEMBERS

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

Gold \$2500

Silver \$1500

Bronze \$750

Honorary Lifetime Members

Clarence "Bud" Anderson
Noah & Renata Mackenroth

Gold Lifetime Members

Doug & Yvonne Fee
Tom Murray
Don & Lori Wolfe
Peggy Dwelle
Jerry Severson & Nancy Benjamin
Tom Dwelle
Mike Long
Tim Pinkney
Casey Long
Ash Vidal
Patricia & Neil Munro

Silver Lifetime Members

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Mike Shoemaker
Jay Selby
Shawn & Juliette Bickford
Steven Hogge
Keenan Kokoul & Leah Kokoul
Andy Anderson

Bronze Lifetime Members

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Peter Hastert
Joanie & Wayne Mooneyham
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Richard Anderson
Mark Pilkington
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Matt Diccico
Joe & Ann Bittaker
Randy & Lisa Leys

AAA Member List June 2022

GENERAL MEMBERS

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Aaron & Shasta Adam
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Mark & Sharon Bateson
*Frank Bell
*Jack Bell
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Margarita Bershova
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Christian Bivens
Tom & Judy Boucree
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Adrian Boyer
Darcy Brewer & Greg Gappert
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Michael Brown
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John & Hilary Burns
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Matthew Carlson
Kristina Carroll
Paula Celick & Larry LaVerne
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Scott & Meg Connelly
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Micah Doe

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Will Dougherty
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Jeanie Marshall

AAA Member List June 2022

GENERAL MEMBERS

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Doug McDougall &
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Rob & Teri Miller
Rita Miller
*Nick Moore
*Christopher Morales
Chase Morgan & Natalie Orr
Karsten Murphy
Michael Murphy
Aaron Murray
Justin Nedley
Kenneth & Diana Nielsen
Nathaniel Olchefske
Rory Ondracek
*Tenley Ong
Adriel Palaia
Tom & Louise Palmer
Bill & Nanci Radakovitz
Tyghe Richardson
Ken Ristuben
Bethany Robarts
*Benjamin Rubash
*Ben Samp

John & Beverly Samp
David Sanborn
Deborah Sandbank
Mark Sandoval
Mikaela Sawaya
Martin & Dawn Scheyhing
Bernie & Jay Schroeder
Bob & Stephanie Snyder
Michael St. Denis
Pierce & Gaylie Stewart
Sydney Sunseri-Robertson
Ann Sweeney
*Caleb Switzer
Don Treco
*Camile Tricomio
Larry Uzelac
Doug & Nancy Van Howd
Philip Vardara
Gary & Clytie Vogt
Vaclav Vyvoda & Ingrid Westin
*Christian Watt
Marleen Wekell & Steve Kendall
Randy Winn
Stewart & Roxana Wells
Walt & Bonnie Wilson
Scott & Sharon Woodland

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

2022 AAA Board

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Vice President - Doug McDougall (530) 306-4110 - aaavp1539@gmail.com

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Board Member at Large - Peggy Dwelle - (530) 305-9101 - peggydwelle@gmail.com

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

Special thanks to Rory Ondracek for laying out the newsletter and David Sanborn for managing distribution of the newsletter.

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"/>

Brick 2

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

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"/>

Payment: 4" x 8" bricks @ \$500 = \$	
Contact Information Name: _____ Phone: _____ Email: _____	Make check payable to: 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