

Auburn Aviation Association

PROP WASH



June 2018

Vice President's Message

MEETINGS



Wednesday, June 6th **General Membership Meeting & Potluck**

Socializing at 5:30 p.m.

Meeting at 6:00 p.m.

Richard Pearl is a flight instructor in gliders with fixed wing experience. He will be talking about his near-fatal motor glider accident, what he learned from the experience, and thoughts for all pilots, especially for those who fly in or near the mountains.

JUNE POTLUCK

Please bring a dish to share:

A-J: Salad/Side Dish

K-U: Main Dish

V-Z: Dessert

As of this publication date, its only about three weeks until the longest day of the year and, here in the foothills, the beginning of the summer flying season is upon us. To me, that brings three things to mind: Heat, VFR weather and AIRSHOWS! **Heat.** Whether you love it or hate it, its coming. And along with that heat come changes in the performance of your air machine. Even at the moderate altitudes of our airports here locally, on a hot day, you can see density altitudes that will result in aircraft performance reminiscent of serious mountain flying. Are you ready? **VFR weather.** Woo hoo! Clear skies almost every day! But keep in mind that, when its hot inland, the typical Northern California weather pattern will often bring low clouds to the coastline. During the summer, AUN can be clear and in the 90s, while Half Moon Bay might have a low overcast, and be in the 60s with drizzle. Also, while we don't get the sort of heavy infusion of thunderstorms that are prevalent in the Midwest and the South, its not uncommon to see some significant afternoon cumulus build-ups over the Sierras. Just enough to keep your flying life interesting! And, finally **Airshows!** We've got some good ones coming up to put on your calendar: [The Truckee-Tahoe Air Show](#) will be held July 14. Just a short, beautiful drive up into the Sierras--or only 49 nm by air. [The California Capitol Air Show](#) will be September 21, 22 & 23 at Mather Field. We are truly fortunate to have one of our state's premier aviation events just a hop, skip and a jump down the road from us. Only 31 miles by car, or 26 nm by air. There's no good reason not to go and rub elbows with some of our Auburn locals who will be there. The USAF Thunderbirds will be performing this year. The [Auburn Air Fair](#) is scheduled for September 29. It is even closer than Mather Field. In fact, its located exactly ZERO miles from us. This year's theme is "Honoring Our First Responders." Come out, join the fun, and help support our aviation community here in Auburn. And finally, [San Francisco Fleet Week Air Show](#) to be held on the waterfront October 6 & 7, a spectacle that will include the USN Blue Angels. Go out there and enjoy all those things that our Northern California aviation community has to offer in family entertainment this season!

Blue skies, smooth air & tailwinds,
Doug Fee

P.S. For more fun family entertainment, don't forget that **Diane Hammer** and **Ben Foss** are spearheading "Fly-Day Fridays" again this year. Third Friday evening each month. Next one will be June 15th.



Spring is waning but not gone yet. Summer is just around the corner. Along with the budding trees and flowers there is a new crop of pilots coming along. 1st solos include **Mike Wyatt** in his own Dova Skylark and **Renata Mackenroth** (C-152) with **Mike Duncan** their instructor. Renata is one of the latest recipients of our scholarship. **Eric Dolan** soloed a C-152 with **Scott Holland** as his instructor. **Greg Pellerin** and **Reuben Meeks** tag teamed **Rory Ondrack** to solo a C-152. **Greg Pellerin** also soloed **Ming Cui** in Ming's own Cirrus SR22 at Lincoln. **Grant Ozdinski** passed his Private Pilot Knowledge test. **Aaron Burns** passed his Private Pilot check ride with **Jim Hinson** as his pilot examiner and **Mike Duncan** as his instructor. **Paul Osterman** passed his Commercial Check ride with **Mike Duncan** as his instructor. Good luck to all on a job well done.

The AAA Scholarship Committee, headed by **Walt and Bonnie Wilson** has awarded the 2018 AAA scholarships. Here are the recipients:

- **Frank Bell**—Bud Anderson Scholarship \$2500.00
- **Renata Mackenroth** — Auburn Aviation Association Scholarship Fund \$2500.00
- **Kelly Bruno** — Auburn Aviation Association Scholarship \$1000.00

There were so many wonderful young applicants, the board voted to add the 3rd \$1000.00 scholarship. Additionally, two scholarships will be awarded to A&P students at Sacramento City College to assist with their A&P certification tests. Each applicant spends about \$1000 to take the test.

The Wreaths Across America program is a way to raise money for our scholarships. Auburn Wreaths volunteer coordinator **Paula Celick** reports that this season is off to a fine start. AAA members worked a booth at the first Auburn Cruise Night and the total sold is now up to 8 wreaths for the December event. Every bit counts.

Well summer vacation is finally here and it is time to plan your summer trip. Hopefully it includes flying somewhere. Maybe a trip to LA, San Diego, the Grand Canyon, or Idaho, or even the San Juan Islands in the Seattle area. Where ever you decide to go, make sure your skills are up to speed. Perhaps a visit to your local flight instructor to brush up on airspace and rules to help keep you out of trouble.

Diane Hammer and **Ben Foss** have brought Friday Flydays back again this year with the first of four evenings. It was kicked off with **Richard Martin** bring back his DC-3 from McClelland and giving rides. **Richard Martin** brought it back for another wonderful evening of free food and music supplied by **Brian Paz** of "On Track

Productions". **Debbie Casner** and her husband **Al** did the cooking. **Al** helped the most by staying out of the way and showing off his AN-2. **Arron Langley** was helping Ben with the aircraft parking and loading and unloading DC-3. **Christian Watt**, **Adam Paulsen**, and **Matt Carlson** all came together to help Diane and Ben to put on another unforgettable event. The beneficiary of the event was the AAA scholarship and the Col. "Bud" Anderson scholarship funds. The next event will be on Friday June 15th.

Also this June, the airport will be closed at night for approximately two weeks from 10:00 p.m. until 5:00 a.m. for replacement of the runway lighting from their current bulbs to LEDs. Stay tuned for those dates.

Movie night at Mach 5 will be coming up this month. It will be the first day of summer (the longest day of the year) June 21. Proceeds benefit local causes, including aviation scholarships.

As a member of AAA, you have a special rate with the Reach Calstar Airmed Care Network. That's the helicopter evacuation service. Representative **Sonja Conklin** will be at the June meeting to give us a quick update on the expanded coverage of service.

The Auburn Air Fair is in need of volunteers for their September 29th biennial event. The time is fast approaching. Check with **Kelly Kreeger** at kkreeger@sbcglobal.net or **Mike Thompson** at wolfpack68@rocketmail.com for exactly what is needed.

Well that is all for now. Good Night Miss Daisy.

The Prop Turner

Michael Duncan



The Prop Turner is pictured here celebrating summer with some fried chicken and talking aviation with Mason, a potential student whose grandparents live under the downwind leg of runway 25.

Achievements



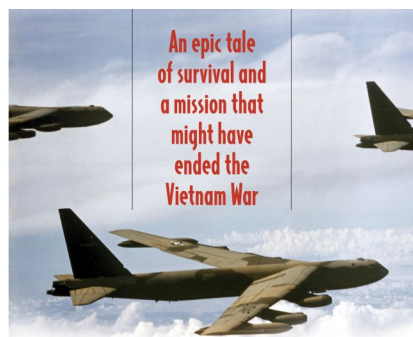
Pictured are at top left, Eric Dolan soloed a C-152 05/02/18 at KAUN with CFI Scott Holland. Upper right shows Mike Wyatt, who soloed 05/17 at KAUN in his Dova Skylark DV1 LS. Mike Duncan is his CFI. Bottom left: Aaron Burns passed his Private Pilot CR 05/05 in his own plane C-172A at KLHM. DPE Jim Hinson. CFI Mike Duncan. Bottom right is Ming Cui, Private Pilot, who soloed his own Cirrus SR22 at KLHM 05/17. Ming's CFI was Greg Pellerin.

Not pictured: Paul Osterman passed his CFI CR Mon 05/14. His CFI was Mike Duncan. Grant Ozdinski passed his written for his Private Pilot's license on 05/14/18.

More Achievements



Pictured at left is Rory Ondracek, who soloed at KLHM 05/19/18 in C-152. CFI Reuben Meeks & Greg Pellerin. Pictured at right is Renata Mackenroth, who soloed a C-152 05/10/18 at KAUN with Mike Duncan as her instructor.



MIDAIR

CRAIG K. COLLINS
Foreword by Charles T. Kamps,
US Air Force Air Command & Staff College

For those of you who wish to purchase a book from our May meeting speaker, **Craig K. Collins**, you can get an autographed copy of *Midair*. Email Craig at sdexec123@gmail.com. The cost is \$29 + \$5 for shipping. These books will be autographed by both Craig and his uncle **Maj. Don Harten**, subject of the book. Please provide the first name of the person whom you'd like the book inscribed to, as well as a shipping address. Your members can pay either electronically through a PayPal link I will email back, or I can provide an old-school, snail-mail address for them to mail a check to.

If you missed the May meeting, here are two very good interviews/stories from the book tour in the fall of '16. One is an hour-long special that [Capital Public Radio](#) ran. The other is from [Fox News in San Diego](#).

Craig K. Collins
619-857-6900

AAA Interview Training Course

By Don Wolfe

I joined the AAA Scholarship Interview Committee a couple of years ago. It was immediately apparent that a few of the applicants were well prepared for the Scholarship interview but most were not. Some of the applicants came dressed "business to business casual" while others were dressed in Levis, baseball hats and T shirts. It was obvious that all of the applicants would benefit from mentoring on how to get a job or apply for a scholarship. We decided to develop an interview training course.

There are several professional interview training programs available for prospective airline pilots. **Captain Mark Mooneyham** attended one of those programs and was very helpful in creating an outline for the AAA course. **Ken Dwelle** offered numerous tips and points for the program. Ken also provided valuable time with two individuals from Flyers Energy's H.R. department. All of this advice was used to create a 40 minute PowerPoint presentation and personal interview workshop. The program represents the core values of the AAA organization and our goal of "Paying it Forward to the Next Generation."

Larry Borchert and I presented the Interview Training course to the AAA Board in March and were approved to launch the program. 7 young adults have attended the program to

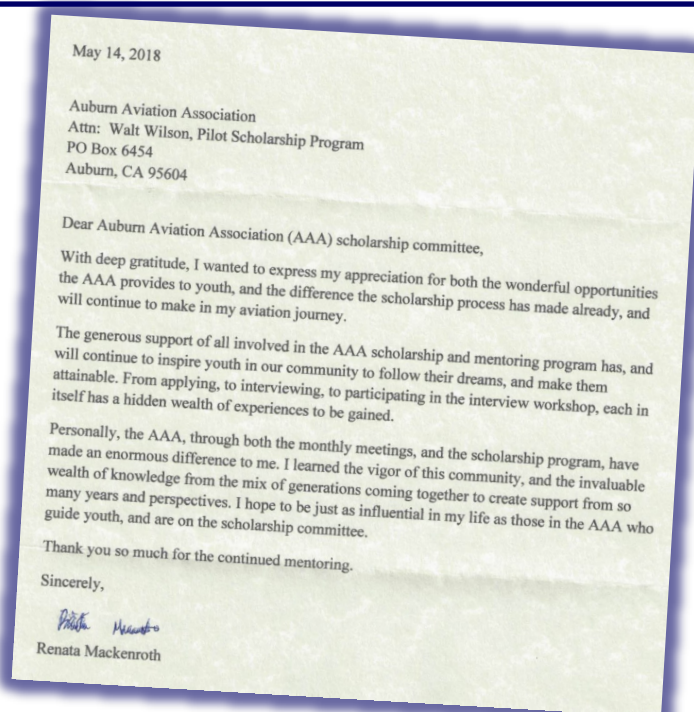
date.

Two individuals received immediate success following the program. **Brice Corcoran** was awarded a pilot training slot with the USAFR KC-135 Squadron at Beale AFB and **Christian Watt** received a mentorship position with Icon Aircraft in Vacaville. Brice and Christian were well qualified for these positions and we're hopeful that our program helped them achieve their success.

We plan to offer the course later in the summer when the college students are home for the summer. The new AAA Website will provide a "link" for attendees to sign up for the course "on line." The date of the next course will be posted in a future Propwash.



Scholarship recipient Renata Mackenroth, pictured here with her Dad, Noah, spent time with two young adult mentors, Tierra Bickford and Brice Corcoran, during the Interview Training program in May.



"What We Got Here is a Failure to Communicate" By Doug Fee

One of the differences between a civilian flight instructor and a military Instructor Pilot is that the military I/P's students are mostly college graduates who are young, and vigorously screened for aptitude. A civilian flight instructor generally flies with almost anyone who walks in the door with money in their hand. That's not to say that a civilian flight instructor doesn't have some excellent students. But they also occasionally have some who, frankly, aren't destined to become Chuck Yeager. In my time as a young CFI, I had a wide variety of students, including one of the more challenging ones. His name was Ralph. He was a nice guy. He was fairly bright. He had a good administrative job. He did well at the book work. But, somehow, he had trouble converting that book knowledge in to real life action in the airplane. I was in my early 20s and, at about 55, he seemed ancient to me, but he was eager and he really wanted to learn how to fly. After about six or so hours of dual, I sat him down and explained that he was progressing a bit slower than the average student, but that I was happy to keep flying with him if he wanted me to. He wanted to continue. Your average student would solo at around a dozen hours if they were working at it diligently. Ralph had nearly twenty hours before he was ready. He was making steady, but rather slow, progress. So we plodded along. He finally soloed, and after a few solo flights, we proceeded into the cross-country phase. One of the little tasks he needed to do in that pre-GPS era was a groundspeed check. The student measured the distance between two obvious landmarks on the Sectional chart and timed how long it took to fly from one to the other. Then, using their E6-B circular slide rule, they could determine exactly how fast they were crossing over the ground. We had gone over this numerous times while sitting back in the office. So, on one of our dual cross-country flights, I had Ralph work out a groundspeed check for me. He worked carefully, timed himself between two points, and determined that our groundspeed was 210 mph. I pointed out to him that that was pretty fast for a Cessna 150. He agreed, and decided that we must have a really strong tailwind. Of course the truth was that our groundspeed was actually 105 mph, and he had used the WAC instead of the sectional scale on his plotter to measure the distance between his two timing points. Those two points were actually 11 miles apart, while he had measured them at 22 miles apart. Hence the 100% error in his calculations. After enough practice, he was finally ready to do his first solo cross-country. To keep it simple, I picked something easy. He would fly from our uncontrolled airport in Orange County to Chino Airport, about thirty miles inland. The usual drill was for the student to land, find someone on the ground to sign their logbook to prove that they had actually gotten there, and then return. I went over his preflight planning with him, and we discussed all the options and what to look out for, and away he flew. About an hour and a half later, he returned with a big smile on his face. All had gone well—except that the airplane had a radio problem. As he approached the

airport he called Chino Tower and they told him to "Make left traffic for runway 21, report downwind." So he entered the traffic pattern and reported as directed. Tower replied, "Roger, not in sight, cleared to land runway 21." He landed and changed to Ground Control frequency for the taxi to the ramp. After several attempts and no response from Ground Control on the radio, he happened to glance at the tower, and noticed a green signal light from them. Ah yes, signal lights—he'd read about that. Green meant "cleared to taxi." So he taxied in, shut down and found someone to sign his logbook. Then he started up again, and called Ground Control for taxi out. Again, no response. From the ramp area, he headed out toward the taxiway and, sure enough, Tower gave him another green "cleared to taxi" signal light, and he taxied out for takeoff. After completing his checklists in the run up area, he changed to Tower frequency for takeoff clearance. But he got no response on Tower frequency, either. Darn radio! Once again, they gave him the green signal. So he departed and headed home with his inoperative radio. As his instructor, I was relieved that it had all gone well. We filled out all the paperwork, made the entry in his logbook, scheduled his next flight, and Ralph went home happy. About twenty minutes later, the phone in the office at the flight school rang. It was Ontario Tower, and they wanted to know why our airplane had flown in and landed without a clearance, taxied in, taxied back out and took off without ever talking to tower or ground control. Ontario Tower?? I looked at Ralph's logbook and, sure enough, he'd had someone sign it for him when he landed at his destination. They had signed it "John Doe, Ontario Airport." It seems that Ralph had mistakenly landed at Ontario instead of Chino, and never realized his mistake. That's why the radio didn't work when he was on the ground. Our VHF communication radios rely on line-of-sight transmission, and when he was sitting on the ground at Ontario, he didn't have line-of-sight with Chino Tower. In his defense, Chino and Ontario airports are only about six miles apart. And they had similar configurations with diagonal crossing runways. Chino had a long runway 21, and a short runway 25, while Ontario had a long runway 25, and a short runway 21. How was I to break the news to Ralph that he had landed at Ontario instead of Chino? His confidence was pretty fragile, but analyzing one's own mistakes is part of learning to question your decisions—and therefore part of learning to make good decisions. In the end, I telephoned him and explained as gently as possible what had happened. He came out to the airport, and we flew a few more lessons, but his heart was just not really in it anymore. He finally drifted away and never finished his getting his pilot's license. Later I heard that he'd taken up sailing. Maybe it's just as well. But today, it still bothers me that I was not able to get him his private license. Would it have been better if I had succeeded in getting him through the program? Or, was it actually better that he not be turned loose on the world of aviation? I still don't know but such is the life of a civilian CFI.

More Achievements



Mach 5 Musings

by Julia Roberts

Blue skies and tailwinds are headed our way for the month of June! Summer is finally here and we are beyond excited for longer days and summer flights with friends and family. Plus, our free weekly BBQ's at noon always seem sweeter in the summer time; everyone is invited, so come on out and join us for some hamburgers and hot dogs!

May has been a wonderful month here at Mach 5 Aviation. We've celebrated our student **Michael Harbison** on earning his commercial pilot rating under the tutelage of his CFI, **Chester Gault**. **Chad Schutze's** student, **David McCready**, became a private pilot. Another student of Chad's, **Roy Hyde**, took his very first solo! Instructors and personnel also had the wonderful opportunity to participate in the California Capital Airshow's (CCA) event, Positive Altitude. More than 60 kids from the San Juan Unified School District and the River Delta Unified School District had the opportunity to experience the magic of the Aviation industry through interactive exhibits and static display aircraft. Students participated in an essay contest, and winners were given an introductory flight in our airplanes with volunteer CFI's. This spectacular community event truly meant a lot to us; we can't wait to participate over and over again and continue to inspire the next generation of aviators!!

Looking forward, June is shaping up to be a BIG month for everyone! CCA's event, "Explore the Drone" will be happening on Sat., June 9th from 11am-2pm at Mather Airport! This unique FREE youth event will educate attendees on the many functions and abilities of drones. Students from across the region are invited to enjoy hands-on instruction, activities and demonstrations by the

leaders in this cutting-edge industry. If you are interested in attending, RSVP by June 1st with the number of attendees at angela@californiacapitalairshow.com. Also happening this month, a group of Mach 5 personnel, friends and family are headed on a trip of a lifetime to Talkeetna, Alaska! There, many will be participating in Alaska Floats and Ski's Bush Pilot or Seaplane Rating courses in order to expand their flying skills, and others are going for the incredible and unforgettable Alaskan experience. There is still training spots open, contact us if you'd like to join us- the more the merrier!

Don't forget that June welcomes two fantastic Auburn Airport events: Friday Flyday on Friday June 15th at 5, and Hangar Movie Night on Saturday June 16th at 6pm. This year's first Hangar Movie Night will feature Pixar's "Planes" and will be a deaf-friendly event, with subtitles and an ASL interpreter on site. Both the Friday Flyday event and Hangar Movie Nights are fundraiser events in order to raise money for community related non-profits and aviation related scholarships here at the Auburn Airport.

Lastly, but certainly not least: Our newly painted Citabria will be joining our line soon! We can't wait to spend the summer flying aerobatics and helping other's earn their tailwheel endorsement. We have moved our free Citabria training event to July 14th in order to accommodate our CFIs, aircraft, and speaker schedules as well as remain in keeping with our motto "safety, integrity, service before self, and excellence in all we do." We look forward to spending the day with all who are interested in taking advantage of tailwheel ground school education. Until next time, we'll see you around KAUN!

HANGAR
AUBURN
MACH 5 AVIATION

CONCESSIONS TO BENEFIT AVIATION SCHOLARSHIPS IN ORDER TO PROMOTE AVIATION TO THE NEXT GENERATION!

PRESENTED BY: **MACH 5 AVIATION**

MOVIE NIGHT

Disney PLANES

FREE MOVIE & PARKING JUNE 16TH 6PM MACH 5 AVIATION HANGAR

MACH 5 AVIATION

INTRODUCTION TO
TAILWHEEL & AEROBATICS
SEMINAR

FREE

NEW DATE
Saturday July 14th
9am to 5pm

@ The Barnstormers Bldg
13698 New Airport Rd,
Auburn, CA 95602

- > Intro to Tailwheel
- > Intro to Aerobatics
- > Upset Recovery
- > Bailout Training
- > Proper Parachute Wear & Care Training

To Register Call Mach 5 Aviation (530) 889-2000 or
Email Mach5Aviation@gmail.com

****Seats are limited**

WWW.MACH5AVIATION.COM



EXPLORE THE DRONE ZONE!

Saturday, June 9, 2018 - 11:00am-2:00pm - Mather Airport

Sacramento Jet Center at Mather Airport

Hangar is located at Macready Ave. & Superfortress Ave.

Drones, aka unmanned aerial vehicles or UAV, have entered the public conscious in a major way in the past few years. This unique event will educate attendees on the many functions and abilities of drones as well as the capacities and benefits of drone technology in a variety of industries. Students from across the region will enjoy hands-on instruction, activities and demonstrations by the leaders in this cutting-edge industry. With an expected \$82 billion market on the horizon and 100,000 U.S. job opportunities within the next 10 years, we hope to inspire the next generation to explore the endless career opportunities as well as rethink, reimagine and reinvent the future of UAV Technology.

Please RSVP by June 1st with the number of attendees at angela@californiacapitalairshow.com



Seen Around KAUN

Pilots N Paws

As a new pilot & co-founder of a small rescue group, I fly or coordinate flights for dogs in need whenever possible. Recently we wanted to quickly move a larger breed female here from the Central Valley. We contacted one of our favorite Pilots N Paws (www.pilotsnpaws.org) pilots, **Bob Glougie**, of Fresno.

Bob & **Patsy Stebens**, in the photograph with Princess, brought her to Auburn on April 12th. Princess was curious when she first came out of the plane. Her tail was wagging the entire time. She quickly noticed a couple of dogs being walked around the airport. She also seemed interested in Tucker (of Full Throttle Aviation) who was being himself running & barking while his human **Ash Vidal** was out towing planes.

If you ever see an animal being loaded or unloaded into an airplane, they just might be a member of a special team of wonderful, animal-loving pilots who offer their time & aircraft to help save animals. We are eternally grateful for these caring pilots who give so much to help animals get a second chance.

I'm happy to report Princess found her furever home on Sunday May, 13th, Mother's Day. **Tammy Meredith**



AAA Communications Director Chris Haven approached a beautifully restored 1954 Beaver to snap a picture for the newsletter and ended up as the subject. Aaron Zeff of Nevada was the pilot and photographer.

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
<div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; width: 30px; height: 30px;"></div> <div style="border: 1px solid black; width: 30px; height: 30px;"></div> <div style="border: 1px solid black; width: 30px; height: 30px;"></div> <div style="border: 1px solid black; width: 30px; height: 30px;"></div> <div style="border: 1px solid black; width: 30px; height: 30px;"></div> <div style="border: 1px solid black; width: 30px; height: 30px;"></div> <div style="border: 1px solid black; width: 30px; height: 30px;"></div> <div style="border: 1px solid black; width: 30px; height: 30px;"></div> <div style="border: 1px solid black; width: 30px; height: 30px;"></div> <div style="border: 1px solid black; width: 30px; height: 30px;"></div> <div style="border: 1px solid black; width: 30px; height: 30px;"></div> <div style="border: 1px solid black; width: 30px; height: 30px;"></div> <div style="border: 1px solid black; width: 30px; height: 30px;"></div> <div style="border: 1px solid black; width: 30px; height: 30px;"></div> <div style="border: 1px solid black; width: 30px; height: 30px;"></div> </div>	
<div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; width: 30px; height: 30px;"></div> <div style="border: 1px solid black; width: 30px; height: 30px;"></div> <div style="border: 1px solid black; width: 30px; height: 30px;"></div> <div style="border: 1px solid black; width: 30px; height: 30px;"></div> <div style="border: 1px solid black; width: 30px; height: 30px;"></div> <div style="border: 1px solid black; width: 30px; height: 30px;"></div> <div style="border: 1px solid black; width: 30px; height: 30px;"></div> <div style="border: 1px solid black; width: 30px; height: 30px;"></div> <div style="border: 1px solid black; width: 30px; height: 30px;"></div> <div style="border: 1px solid black; width: 30px; height: 30px;"></div> <div style="border: 1px solid black; width: 30px; height: 30px;"></div> <div style="border: 1px solid black; width: 30px; height: 30px;"></div> <div style="border: 1px solid black; width: 30px; height: 30px;"></div> <div style="border: 1px solid black; width: 30px; height: 30px;"></div> <div style="border: 1px solid black; width: 30px; height: 30px;"></div> </div>	
<div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; width: 30px; height: 30px;"></div> <div style="border: 1px solid black; width: 30px; height: 30px;"></div> <div style="border: 1px solid black; width: 30px; height: 30px;"></div> <div style="border: 1px solid black; width: 30px; height: 30px;"></div> <div style="border: 1px solid black; width: 30px; height: 30px;"></div> <div style="border: 1px solid black; width: 30px; height: 30px;"></div> <div style="border: 1px solid black; width: 30px; height: 30px;"></div> <div style="border: 1px solid black; width: 30px; height: 30px;"></div> <div style="border: 1px solid black; width: 30px; height: 30px;"></div> <div style="border: 1px solid black; width: 30px; height: 30px;"></div> <div style="border: 1px solid black; width: 30px; height: 30px;"></div> <div style="border: 1px solid black; width: 30px; height: 30px;"></div> <div style="border: 1px solid black; width: 30px; height: 30px;"></div> <div style="border: 1px solid black; width: 30px; height: 30px;"></div> <div style="border: 1px solid black; width: 30px; height: 30px;"></div> </div>	

Brick 2

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

4" x 8" brick	\$ 5 0 0
<div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 2px;"></div> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 2px;"></div> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 2px;"></div> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 2px;"></div> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 2px;"></div> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 2px;"></div> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 2px;"></div> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 2px;"></div> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 2px;"></div> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 2px;"></div> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 2px;"></div> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 2px;"></div> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 2px;"></div> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 2px;"></div> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 2px;"></div> </div>	
<div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 2px;"></div> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 2px;"></div> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 2px;"></div> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 2px;"></div> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 2px;"></div> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 2px;"></div> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 2px;"></div> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 2px;"></div> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 2px;"></div> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 2px;"></div> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 2px;"></div> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 2px;"></div> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 2px;"></div> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 2px;"></div> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 2px;"></div> </div>	
<div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 2px;"></div> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 2px;"></div> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 2px;"></div> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 2px;"></div> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 2px;"></div> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 2px;"></div> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 2px;"></div> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 2px;"></div> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 2px;"></div> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 2px;"></div> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 2px;"></div> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 2px;"></div> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 2px;"></div> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 2px;"></div> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 2px;"></div> </div>	

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

Please mail your check payable to **“Auburn Aviation Association”** to:

Auburn Aviation Association

***P.O. Box 6454
Auburn, CA 95604***

Contact Joanie Mooneyham: (530) 878-0434 or joaniemoon05@gmail.com

Membership and/or Scholarship Donation Form

Auburn Aviation Association—Membership and Donation Form

Fill out and return the form payment or log on to www.auburnaviationassociation.org to use PayPal or credit card to join or to pay your annual renewal. Scholarship donations are welcome at any time.

Date: _____

Member Name:(Please PRINT) _____ Spouse: _____

Street Address: _____

City: _____ State: _____ Zip: _____

eMail: _____

Phone Number(s): _____

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

Ratings: Private Commercial CFI Instrument Other _____

Aircraft: _____

Annual Family Membership: \$30.00 Dues: _____

Name Badge: \$11.00 each Name to be printed: _____ Amount: _____

Scholarship Fund Donation (optional): __ \$20 __ \$70 __ \$120 Amount: _____

Grand Total: _____

Mail form plus check payable to:

Auburn Aviation Association

PO Box 6454

Auburn CA 95604-6454

Contact:

Tammy Meredith

530-613-2963

kittycaver@icloud.com

www.auburnaviationassociation.org

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

AAA 2018 Board Members

Membership	Tammy Meredith—530-613-2963—kittycaver@icloud.com
Scholarship	Walt Wilson—530-878-6640—bonwally@hotmail.com
Development	Don Wolfe — 707-695-2674 — ddwolfe78@aol.com
Past President	Tim Pinkney—916-719-0630—tim.pinkney@mc.com
Board Mbr. At Large	Peggy Dwelle —530-305-9101 —peggydwelle@gmail.com
5AC Chairs	Wayne Mooneyham & Dave Fulton
Ad Hoc Chair	Carol Uhouse—530-906-0863—cuhouse@jps.net
Newsletter Editor	Mike Duncan—916-632-9506—duncan7kcb@sbcglobal.net
Newsletter/PR/Web	Chris Haven—530-401-6082 — origamigirl5@yahoo.com

Send us your news, events, and photos!

AAA 2018 Officers

President —Wayne Mooneyham

530-878-0434 slowflight2@gmail.com

Vice President — Doug Fee

530-305-0924 — douglasfee@gmail.com

Treasurer—Gary Vogt

530-613-6488 TeamGrumman@yahoo.com

Secretary—Joanie Mooneyham

530-878-0434 joaniemoon05@gmail.com