

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

May 2021

PROPWASH



AAA MEETINGS

[Click to Events](#)

General Membership

Wed, May 5, 6:00 PM

Our guest speaker for May will be **Tom Jones**, the Executive Director of the Aerospace Museum of California. Tom will talk to us about current happenings at the Museum and about their exciting plans for the future, not only as a museum but also as promoters of STEM education. See [event listing](#) for a Zoom meeting link.

AAA Board Meeting 5:15 PM

General members are welcome to tune in and listen.

5AC

Thurs, June 10, 7:00 PM

All interested in the Auburn Airport are welcome to attend the 5AC (Auburn Airport Association Airport Advisory Committee). **Chief Spencer** will be on hand to discuss land leases. The **City Director of Finance** will go over the airport's financial statements and management of the fund balances.

KAUN.5ac@gmail.com

President's Message

They say a picture is worth a thousand words. If that's the case, then this month's newsletter could very well be a thesis! I'm going to share quite a few pictures of "what was going on" at the Auburn airport this past month.



I had a great opportunity to fly in a de Havilland Chipmunk this month with **Dan Flom**. It was designed and developed in Canada (be still, my heart). As much fun as flying the chipmunk was being involved in the starting process. It is powered by 145hp inline inverted 4 cylinder Rolls Royce engine. The first step is to pull the prop through 4 compression strokes to prevent Hydrolock, as oil has collected at the bottom of each cylinder. If you don't hear the clicks from the magneto, you will need to get out the golden hammer to tap the magneto in an attempt to free up the points. Next step is to open the cowlings to prime 20 to 40 strokes to flood the carburetor. You know it is primed enough when fuel drips from the carburetor. Then you need to pull the prop through 4 more times to suck the fuel up into

President's Letter (cont.)

the cylinders. Now it is ready to start. Our efforts were well rewarded by a 40 minute beautiful flight!



Most rewarding this month was being a part of the Auburn Aviation Association, along with EAA, hosting an airport tour for the Raising Arrows Homeschool group. We started at the **Col. "Bud" Anderson** monument next to



Wings Restaurant. The kids had done some research and told us about Bud Anderson's life and accomplishments. We also learned fun facts about the Wright Brothers, including that they took a trip to Europe to demonstrate their flying machine.



Check out these photos of the tour of three groups of 30 adults and kids. We even had a



surprise visit from a beautiful DC3. It made a fuel stop at Auburn during a trip from Aurora, Oregon to Paso Robles California.



The EAA was able to recruit new members and the Raising Arrows group made a very generous donation to the AAA scholarship fund. The group tour included stops at the fuel pumps, CHP hangar, EAA hangar, the wind tee,



President's Letter (cont.)

and a maintenance facility.

Mucho thanks to **Steven, Dale, Dan, Doug, Greg, Jack, Keith, Mark, Marleen, Philip, Ash, Benjamin, Brandon, Helen, and CHP** for a very successful airport tour!

That's my story and I'm sticking to it! Eh!

Randy

President AAA

P.S. Thx mucho JR.



As The Prop Turns

May flowers are on their way. Now we just need some rain. Although, even as I write this there is some rain on the way - late April showers. I noticed as I fly over the local area that the wild flowers are in bloom already. Get out and enjoy them.

Meanwhile, let's get back to our new pilots.

Michael Mack earned his private pilot rating. **Randy Leys** instructed and **Henry Roberson** was his pilot examiner. **Helen Dobeck** earned her Certified Flight Instructor – Instrument rating to add to other ratings. She did it with a combined effort by Randy Leys and **Mike Duncan** as her instructors and **James Duvall** as her examiner. Anyone looking to get their Instrument Rating, there is an eager new instrument instructor waiting for you. **David Sanborn** passed his Instrument Knowledge test and expect to pass his instrument check ride on May 1. Congratulation to all on their accomplishments and Good Luck to David on his up and coming check ride.

Steve Kendall and Randy Leys have both reported in this issue about a recent visit by some school children. The tour was conducted over two days in several groups. The crowd visited several businesses on the airport along the way and had a good healthy walk about the field. To everyone's surprise, a DC-3 landed and stopped over for a couple of hours. It was a pleasant experience not only for the kids, but everyone at the airport. The airplane is the early forties vintage aircraft used for special events. Known as the Kippie Lee, it has an executive interior for twelve people plus a crew of three; two up front and a flight attendant to take care of the passengers' needs. Thank you to Randy and Steve for your efforts to support the airport and let people know it is not just for a select few people. It is for everyone.

Display days were a big success with many hangars open and airplanes on view. We even had a few airplanes fly in just to display for the three day weekend. For those who do not know about the display days, it started

because of taxes. About thirty years ago the state passed a law about preserving older airplanes similar to what the DMV does for older cars. If your airplane is more than 35 years old and is not used commercially or as a primary means of transportation, and you display it twelve days a year, you can get a personal property tax exemption. As proof of your airplane being on display you just need a form with a signature from the group sponsoring the event with days and time of showings. Many airports have these days in some form and provide a means of displaying your airplane and get the tax exemption. Auburn has its days which are the first and third weekends of April and August for four hours each day. This is also a great time for the public to come out to the airport and see what goes on out here and patronize the various airport businesses. For those of you with older airplanes, look around the area for airports with display days; it is a good excuse to go fly somewhere.

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

The Prop Turner

Mike Duncan



Photos...



EAA Ch 526 Kids Tour

by Steve Kendall

Many thanks to each of you for your help in our airport tours yesterday and today. I think the kids had an educational and fun experience. No doubt we recruited a few Young Eagles, and maybe even a new chapter member and Young Eagles pilot. The unexpected arrival this afternoon of a privately-owned DC-3 was icing on the cake. The kids were impressed. I'm sorry we didn't have time to return to **Dale Flippin's** hangar, but we were already running well behind schedule and the DC-3 was too good an opportunity to pass up. There were a few lessons learned along the way which I expect we will apply to any future tours. The younger siblings were rambunctious, to say the least. Herding cats might have been easier.

Randy Leys owes **Helen Dobeck** big time for ambushing her with a presentation to a group of 30 people with no notice. Helen recovered quickly and did a great show-and-tell of a

C-172 for the group.

At Full Throttle Aviation we had three different presenters. **Ash Vidal**, **Ben Samp**, and **Ron Cowan** each imparted information to the kids. Many thanks to you.

Randy tells me that a donation from the organizer of the tours has been received by the AAA scholarship fund. The donation is a nice surprise. We weren't expecting anything.

CHP Flight Officer Boothe was in charge at the CHP hangar. We appreciate your participation.

I've posted a gallery of photos on the Chapter website. You can view them at link below or by clicking the photo.

Again, thanks for the help!
Steve Kendall

http://www.eaachapter526.net/airport_tours_april_2021.html



Whirlybirds

Hello Fellow Flyers!

As a highlight of the season, it was a privilege to kick off the 2021 Easter event at Trinity Church in Sacramento. With social distance restrictions in place for participants, **Sierra Air Helicopters** flew over the crowd in figure eight form as spectators cheered. The change of our times gives way to modification and creativity.

Join us at the Castle Air Museum Open Cockpit Day **Monday, May 31** for Fun Flights!



We are celebrating with a shout out to **Amory Harris** (above), our PPL student, who started her journey last year. From her first solo in February, to completing her check ride in April,



Amory will be headed to Alaska for a career in tourism where she promotes her adventures on social media.

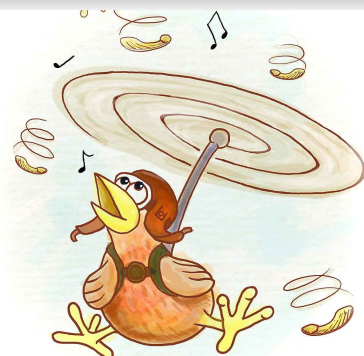
We've been looking forward to this

Sierra Air Aviation

moment. It's official! Our new addition has been our student for years, now he's an Instructor Pilot with **Sierra Air Helicopters**! We are so excited to finally have **Eric Kruger** (bottom left) join our team. The timing is perfect as business grows with new students, events and tours. The sun is up and so are we! Who isn't ready to enjoy this amazing weather! We've brought in a second Robinson R22 to handle the overwhelming customer response!

As our long-time student, **Davis Souza** continues his training, we are fortunate to meet his wonderfully supportive family (below) and are looking forward to seeing both of his fur babies. Davis is scheduled for his check-ride this month!!

There's been a surge of interest in helicopter training and career development. Right now, the possibilities are abundant for men and women entering aeronautic programs. **Sierra Air Helicopters'** flight school and team are ready to give you the road map to success. Until next time, see you in the sky!



Mr. Whirlybird

EAA Chapter 526 Article

The Weinberg PB-3



This is Andy Weinberg's PB-3. The aircraft is "purpose built" and the 3rd aircraft he's constructed. The first airplane Andy built was the Van's side by side RV-6 followed by tandem RV-8. All 3 airplanes have been taildraggers. The RV-6 exceeded Van's Aircraft performance specs, bringing Andy's "first build" significant attention from the aircraft kit manufacturer.

The PB-3 resembles the popular Bellanca Citabria, but a closer look reveals a completely different airplane. Beginning at the front of the aircraft you'll note the high performance Cato propeller. The cowling is from an RV-8 offering lower drag, better performance and good engine cooling. Inside that cowling is an experimental Lycoming O-320 with an estimated 185 HP driving that beautiful composite propeller.

The aircraft stands tall on long aluminum gear legs with large 28"X 10" tires. The gear allows for operations on grass or stone covered runways as well as off airport landings. Note: The brake fluid flows through a tunnel/hole in the aluminum gear legs. There are no long external brake lines that can easily be broken by rocks or stones. The Scott tailwheel is equipped with the new "T-3 tail spring" suspension system and 8" tire. This allows for a smooth touchdown and roll out regardless of the runway surface.

Andy installed vortex generators on the top of the

wing and the bottom of the horizontal tail. A vortex generator keeps the airflow attached to the wing and tail during slow flight allowing the PB-3 to fly even slower. The Citabria 7GCBC takeoff distance is published to be 412' and landing distance is 360'. The PB-3 can easily surpass these distances due to the vortex devices and increased power.

Inside the cockpit, Andy designed an instrument panel that folds down for easy access to the instruments and wiring. Performing avionics work on most aircraft requires the technician to be a contortionist, working in a very uncomfortable prone position. In the PB-3, one sits comfortably in the seat and simply folds down the instrument panel to accomplish the work. The pilot and passenger seat are covered with heavy duty fabric and are very comfortable. The "Hooker Harness" seat belt and shoulder restraints are red and gray matching the overall color scheme of the PB-3. Andy added handmade leather coverings to several of the controls making the interior very personable and attractive.

The PB-3 took 2.5 years of full time work to complete and about 3000 hours of labor. The plane is covered with an experimental lightweight fabric called "Oratex". The fabric is stretched and tightened with a heat gun. There is no need for the added weight of paint because the color is in the fabric.

The navigation system is the Grand Rapids EFIS (glass display) with GPS and a full moving map.





This system incorporates modern ADSB traffic reporting and has a Full Engine Monitor on one of the many screens available.

This airplane was built purely for fun and is used for flying out with friends for "\$100 hamburgers." Andy also enjoys taking the PB-3 to dirt and grass strips and always considers "risk vs reward" when choosing his unimproved airport experience. Andy

remarked that the first flight included a lot of anticipation several days before, but went well, just as expected.

In Andy's words: "The PB-3 is a lot of fun to fly, I went from flying an RV-8 that goes high and fast to flying the PB-3 which I generally fly low and slow. I don't really have a mission other than to have fun, so yes, it's a lot of fun to fly. Although the airplane is an experimental, most of the design and the construction is along the lines of proven designs and methods. I toyed with the name "Cub Scout" because the airplane has many features of both the Piper Cub and the American Champion Scout. I tried to keep the airplane simple safe and light. I also work very hard to build serviceability into the airplanes I have built for simpler maintenance.

I built an early RV-6 that originally flew in 1990. In 2003 I sold the "6" and built an RV-8. Soon after finishing the "8" I spent six weeks flying around the country and up the East Coast. The PB-3 is the third airplane I've built for myself and the first that was not a kit. I have helped complete numerous other airplanes mostly Vans-type aircraft.

Right now I'm pretty content flying the PB-3 and I have no plans to build another airplane. I still enjoy aircraft construction though, so I don't think I would rule it out."

PB-3 Specifications:

Gross weight 1800 lbs.
Empty Weight 1100 lbs.
Useful Load 700 lbs.
Wingspan 33'
Length 23'
Fuel 34 gallons
Top Speed 140 mph
Cruise Speed 125 mph
Stall Speed 40 mph
Range 550 miles



Maintenance Due... AAA Crew!

AAA Members Accomplish Maintenance Inspection on Citabria N702BS.

Wayne Mooneyham
Supervisor (checking Rocket's cylinder
compression readings.)



Steve "Rocket" Fitzgerald
Supervisor

Sean "Yukon" Bickford
Supervisor



Andrew Chubatenko
Supervisor-in-Training

Lifetime Member



Mark Pilkington,
owner of
Skywagons.com
becomes AAA Corp
sponsor and Lifetime
member. Mark & Don
in front of Mark's
beautiful Mooney

Lifetime Members David and Chris Haven

Lifetime members Chris and David Haven came to flying later in life. Chris comes from a family of pilots - fighter and other military pilots, private pilots, airline pilots, a freight pilot, corporate pilots, and air racers, however, when the couple met, she had not achieved her PPL.

She knew when she moved to Auburn in 2007 after a divorce that she didn't want to date a(nother) pilot. So when David's and Chris' two teenage daughters became friends and effectively set their two single parents up to meet, Chris asked him about flying.

She asked, "Are you a pilot?" His answer: "No." RIGHT ANSWER, she thought. She followed up with, "Do you want to learn to fly? His answer: "Doesn't everyone?" RIGHT ANSWER!

The two married in 2013. An airplane came up for sale from Chris' uncle in Visalia - a 1964 Cessna 172. She and David bought the plane in 2016 and started flying with Mike Duncan. Turns out that a great many people have learned to fly in 5314T - with Mike Duncan. One time in the last year or so, David and Chris were on the tarmac at Buchanan Field in Concord, admiring a Cirrus on the next row. The pilot jumped out of the Cirrus and practically ran over to say he had owned and learned to fly in 5314T, as had Mike Bonkowski, another pilot who had just been there at the airport with him. Both had learned from Mike. Chris' brothers Ken and Tom Dwelle and maybe Peggy Dwelle's daughter Jeni Gersbach (now a Jet Blue captain) also had the same program, at least some of them in 14T. In 1987, when Chris came to Auburn for spring break and completed her (first) solo, 5314T must have been down for maintenance. Rather than being able to use 14T for "free," Chris had to pay full rate for a rental and instructor.

| DATE | PILOT | TIME | AMOUNT |
|--------|-----------|-------|---------|
| 8-5-87 | C. Dwelle | 17.00 | \$36.00 |



Chris' training stretched out over 30 years. Mike Duncan points out that she soloed three different times with three different last names. In 2016, David encouraged her to seriously focus on completing her license. David began flying in 2016 with Mike and then both Chris and David worked with Mike Poteet to prepare for and complete their checkrides in 2017.

Once David got his solo endorsement, he flew himself to LeMoore each week to work at the Air Force Base there, building hours all the way. David now works for the Army Corps of Engineers in Concord, CA. For more than a year leading up to the pandemic he flew every weekday to Buchanan Field to go to work at the base nearby. He

This receipt is from Horizon Air on the day that Chris made her solo flight. The plane cost \$36.00 per hour, and Mike Duncan's time was \$17.00 per hour. Chris' dad, Tom, turned 50 on this day in 1987. Nice birthday gift for Dad.

quickly amassed more than 500 hours on his daily commute between Auburn and Concord. Flying the same route every weekday at the same time, in many different conditions, yielded consistent experience. His daily course took him right near SMF airspace, where he learned how to be more efficient on the radio by listening to the commercial traffic chatter and IFR

Lifetime Members, cont.

flight communications for our area. David mostly works from home now, and commutes to Concord once a month or so.

On a summer day in 2019, on the flight home from its annual maintenance, 14T threw a rod through the crankcase on climbout. Though the plane was shaking badly, David kept his head, and with the help of NorCal Approach, made an emergency landing 8 miles away at Travis AFB, after flying directly to the runway at a 90 degree angle. The fire crew came out to greet him, but in the end, they only needed to help push the plane off the runway. Coincidentally, David had worked at Travis AFB, having been the project manager on construction of the crash firehouse on the same runway-03L. Maybe he'll tell the story of his emergency at a AAA membership meeting one day.

In the end, FAA investigated and insurance paid some hull fees. The engine was old. The Havens briefly debated getting a new plane, and then put 14T into repairs for the next 9 months. They replaced the motor with a 4 cylinder Lycoming O-360, 180hp motor, upgraded to an Aspen E5 and a Garmin G5, and redid the upholstery and interior. In addition, Sterling Aviation in Concord, who did the work, added

stabilizers and a new prop. She climbs out really well and runs like a champ. Chris' son River Nobles is learning to fly right now. It's good to have a reliable trainer plane in the family.

David's flight hours are up around 650. He is studying for his instrument test and plans to get a few more hours in the Dwelle family Bonanza 830TD originally purchased by Chris' grandfather Tom W. Dwelle I, whose birthday was August 30, 1911, hence the tail number. Chris is holding at about 200 flight hours. Her next task will be to get current and learn to fly the 1944 L-3 she owns with her two brothers. Her brother Tom W. Dwelle II is currently the family instructor.

Chris and David loved to fly (pre-pandemic) over to Napa and have a late lunch at Angele Restaurant on the river or stay over for some jazz at the Blue Note. They mostly have flown to the coast for vacations - San Luis Obispo, Paso Robles, Little River, Booneville - as well as weekend trips to Sonoma and Napa. David's daughter, son-in-law, and grandchildren live in Vacaville, so Nut Tree is a regular destination. Their next planned trip is for San Diego in September.

Turns out Chris didn't have to date a pilot after all.



Here's David preparing for a commute to Buchanan Field. The approach to runway 19 L/R takes aircraft right over the new pier that is his project for his day job as a civil engineer with the Army Corps of Engineers.



Here's Chris twinning with the 1944 L-3. Chris has been compiling the monthly AAA newsletter with Mike Duncan and since 2008. Diane Hammer has capably taken up the newsletter mission in recent months.

Wreaths Across America Update by Paula Celick

Wreaths Across America is hosting an event on May 2nd with the Mobile Education Exhibit that's coming to Auburn. Each of the groups, like AAA, who sponsor wreath sales as a fundraiser are being given the opportunity to put up a "booth/EZ-Up" to promote their organization and have their Wreath order forms there, as well.

The mobile unit will be open to the public from 9am to at least 4pm. See the flyer for more details.

If any Triple A members are interested in doing this, they should contact the Co-Location Coordinator, Shirley Paris [ph:530-906-1920, or email sparis@auburn.k12.ca.us] who will be overseeing where the booths will be located. The Wreaths program has been a valuable fundraiser for AAA, as a portion of each sale comes back to our scholarship fund.



Did You Know You Can Text for Weather? by Tammy Meredith

I've recently discovered a

handy dandy tool to help get weather. I'm not sure if this is well known. I hope it helps everyone in their travels.

I've tested this on multiple airports.

Here's how it works;

It's not case sensitive

Text to 358782

m kaun pt

Or

mt kaun pt

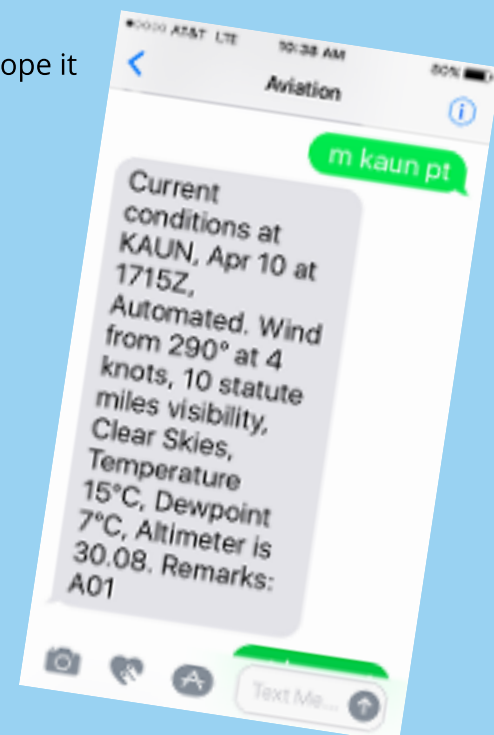
(Space before & after "kaun")

m= metar

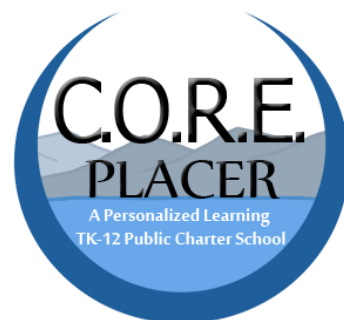
t= taft

pt= plain text

Here's a sample of what the report back will look like.



Corporate Sponsors for Endowment Fund



AAA Members List May 2021

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 Mackenroth

Gold Lifetime Members

Doug & Yvonne Fee

Tom Murray

Don & Lori Wolfe

Peggy Dwelle,

Jerry Severson & Nancy Benjamin

Tom Dwelle

Mike Long

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Casey Long

Ash Vidal

Silver Lifetime Members

Mike Duncan

Mike Shoemaker

Jay Selby

Shawn & Juliette Bickford

Steven Hogge - *New Member*

Bronze Lifetime Members

David & Stephanie Holloway

Mike Sullivan

Peter Hastert

Joanie & Wayne Mooneyham

Chris & David Haven

Kyle Kokoul

Gary & Darlene Mourning

Richard Anderson

Mark Pilkington - *New Member*

Doug & Nancy Van Howd - *New Membership Level*

AAA Members List April 2021

GENERAL MEMBERS

| | | |
|--------------------------------|--------------------------------|-----------------------------------|
| Gavin Alder | Steve Fitzgerald | Christy Oliveira |
| Don & Mona Anderson | Dan & Karen Foster | Rory Ondracek |
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| Paula Celick & Larry LaVerne | Kyle Lehr - <i>New Member</i> | Chris Stroup & Gavin (son) |
| Hugh & Debbie Charles | Randy & Lisa Leys | Ann Sweeney - <i>New Member</i> |
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| Bill & Diann Cola | Ray & Linda Lux | Nancy Thym |
| Rick Confer & Babs Crowell | Ken & Karine Lux | Don Treco |
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| Everton & Karen Edgar | R. Joe & Kathy Manning | |
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| Jon Escalante | Michael Murphy | |
| Joan Fischer | Erin & Cameron Myers | |
| Kenneth & Nancy Fisher | Christopher Nance | |
| | Kenneth & Diana Nielsen | |

**Don't see your name?
Call Chase! 530-263-8550**

2021 AAA Board

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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

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) 401-0595



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



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:
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aaamemb1539@gmail.com

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