



# PROPWASH



*August*  
*2023*

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

## ARTICLES

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- An Update from the Manager's Desk of KAUN
- As the Prop Turns
- Spokes and Wings
- A Visit Up North w/Kelly Richards
- Tammy's Excellent Adventure

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## INFO of INTEREST

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- Rio Vista Fly-In
- Brig. Gen. Bud Anderson Brick Fundraiser
- North Cascades Smokejumpers Seattle Times Article feat. Kelly Richards
- LoliOli Lodge Update Woodland Mills Article



# Presidents' Message

"How KAUN is Addressing the Pilot Shortage"

*By Chris Haven*

“**A**

h, the joys of

summertime commercial air travel. “Pack your patience. Your flight has been delayed.” “Never check a bag.” Also this: “We are gate checking ALL the remaining bags as there is no more room in the cabin,” after you've already hauled your carry-on bags through two airports.

The pandemic all-but-shutdown of commercial flights only hastened a long-predicted shortage of pilots and mechanics. Management consulting firm Oliver Wyman estimates a deficit in 2023-2024 of 17,000 pilots. Having said this, over the last couple of years conditions for pilots have improved, including better pay, shorter career progression timelines, an emphasis on quality of life, as well as recruitment of more female and minority candidates as the population wave of baby boomers subsides.

At KAUN, we have created our own aviation training pipeline. Here's how:

- For elementary-aged kids and younger, we host school field trips on request. The younger kids get to sit at the controls of a plane, meet pilots, and picture themselves piloting aircraft.
- Starting with kids at age 8, our local [EAA Chapter 526](#) has taken more than 1800 young people up in an airplane, for free, through Young Eagles, a national EAA program.
- When these young people reach flying age, basically 16, they can apply for AAA managed scholarships. This amounted to more than \$100,000 disseminated in 2022 for direct flight training, for STEM education at Oshkosh science camp, and in test fees for A&P candidates. Along the way, candidates participate in mentoring, interviewing and safety programs, and start to attend our monthly meetings, many with their parents.
- For adult students of any age, our flight schools provide a structure for learning to fly or gaining flight hours as instructors.
- Members of the general public are welcomed at the airport during April and August for twelve aircraft display days each year, where hangars are opened and vintage aircraft are available to see. At our planned fall KAUN open house event we will welcome the whole community to engage at KAUN with each other, with local businesses, and with aviation.

See you at the airport!

Chris Haven



# Events

## Potluck Menu

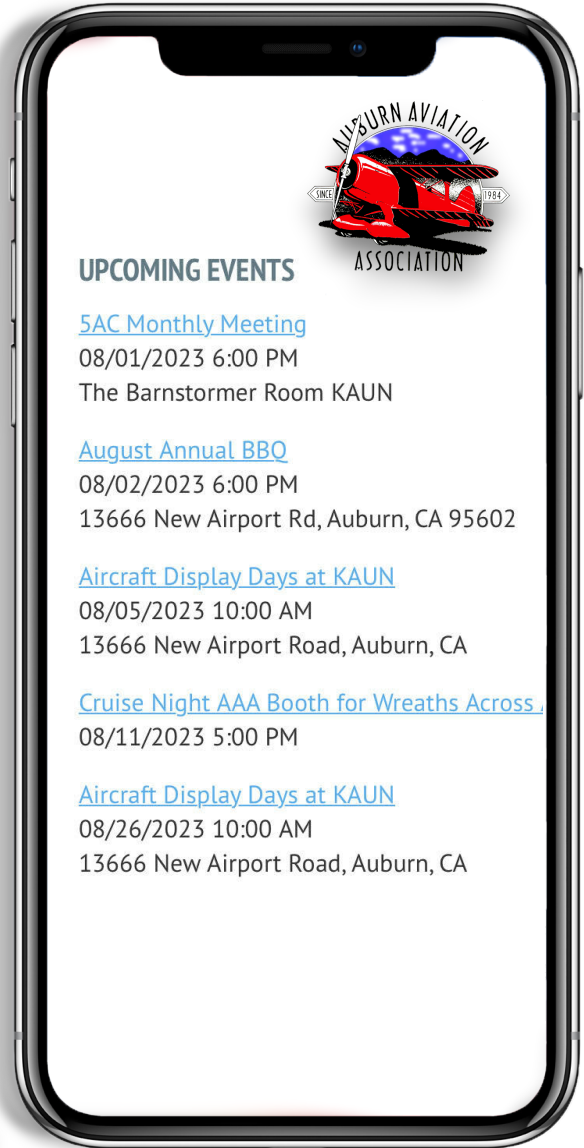
### July BBQ Potluck!

Please bring additional potluck items according to this menu:

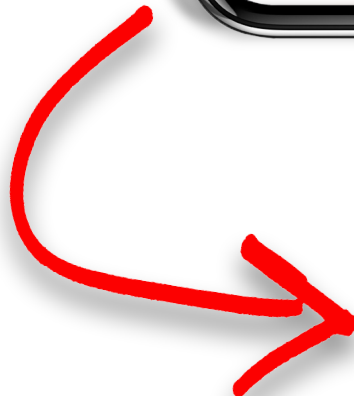
SALAD: A-I

DESERT: J-Q

SIDES: R-Z



ADD EVENTS  
TO YOUR  
CALENDAR!



# 2023 LINCOLN AIRPORT OPEN HOUSE

The City of Lincoln sponsored  
Airport

Open House is coming up quickly. It is set for **Saturday, August 26**. It was hugely successful last year with nearly 5000 guests, and reminds us of the Auburn Air Fairs in years past.

The Lincoln sponsors are seeking:

- Aircraft from AUN to display on the flight line.

Volunteers for the:

- Simulator,
- Cooking,
- Booths,
- Ramp Control,
- Set Up/Take Down
- Classic Cars/Hot Rods to display



If you'd like to  
volunteer or  
display, contact:  
[eea1541@gmail.com](mailto:eea1541@gmail.com)

# AIRPORT DAY

2023

## Wings & Wheels

**FREE  
ADMISSION**

**LIVE  
MUSIC**



**FOOD  
TRUCKS  
KIDS  
AREA  
PANCAKE  
BREAKFAST**  
9AM AT THE  
LARGE HANGERS

**COME  
ENJOY**

**FREE  
PARKING**



088

**SEPT  
9TH**

**RIO VISTA AIRPORT**

**10AM  
4PM**



**3000 BAUMANN RD**

*There will be  
NO DOGS ALLOWED  
at this event*

**CONTACT BETH BROBERTS@CI.RIO-VISTA.CA.US**

# An Update from the Managers Desk of KAUN *by Tyghe Richardson*

## “If You See Something, Say Something”!

You may have noticed that an unhoused person setup camp on the airport property this month. As our unhoused population keeps moving around the area, our Problem Oriented Policing (POP) team keeps working with them to provide assistance and relocation to appropriate unhoused gathering locations. Placer County has several appropriate gathering locations one is located at the Dewitt center and now operated by The Gathering Inn. The Gathering Inn provides a low barrier shelter and many services to the unhoused. More information on this program can be viewed at The Gathering Inn | Reaching Out to End Homelessness <https://www.thegatheringinn.com>. If you see a camp setup or being setup, please call me or Auburn Police Dispatch as soon as possible. The sooner the POP team can contact the unhoused the sooner we can direct them to a safe location.





## The Letter & Our Based Aircraft

Every plane owner and Airport stockholder should have received the airport update letter and form. These letters went out in mid-July. This letter is intended to gather information that will help us with many things, including securing FAA grant funding and projecting the future of the airfield. Just a few months ago we only showed 97 based aircraft in the **National Based Aircraft Inventory Program**. Today we indicate 255 in that database. By updating this list, the FAA can effectively program the funding that we need to make the airfield function safely for years to come. If you have not received a copy of the update letter, please find a copy attached after this article.

## Emergency Locator Transmitter.

July was Emergency Locator Transmitter month! We regularly have an Emergency Locator Transmitter (ELT) go off every few months. In July we received several reports of Emergency Locator Transmitter activations. The Air Force Rescue Coordination Center (AFRCC) keeps a very sensitive and trained ear open for Emergency Locator Transmitter traffic. If the Emergency Locator Transmitter is triggered, the Air Force can quickly triangulate the approximate location. If that location appears to be an airport, that airport receives a call within a few minutes of activation. The airport then is asked to verify that all aircraft are accounted for, and that the runway is not fouled. Sometimes we do not have the personnel available to accomplish this quickly. If this happens during instrument meteorological conditions NorCal cannot clear an

aircraft for an approach until the runway is verified to be safe. If an ELT is triggered, please let the Air Force Rescue Coordination Center know you're safe and secure. They might have a few questions but certainly know the ELTs are sometimes triggered and are only concerned with our safety. AFRCC can be reached at 1-800-851-3051. For more detailed information on ELT's please view the AOPA article on them at Emergency Locator Transmitters - AOPA. Please remember to check your ELT by listening on 121.5 if you think it might have been triggered.

### **Upcoming Topics and Updated Topics**

#### **Lincoln Fly-in**

The organizer of the Lincoln Fly-in has saved a row for a group of pilots from Auburn. Please let me know if you are interested in joining fellow KAUN based aircraft at KLHM August 26th.

#### **Placer County Airport Land Use Compatibility Plan**

The Placer County Planning Commission meeting on July 27th is scheduled to review the Airport Land Use Compatibility Plan (ALUCP). This should trigger an agenda item for an upcoming Placer County Board of Supervisors meeting. This is an ongoing process and a great opportunity for you to be involved in the future of the airport. Please consider attending these meetings.

#### **The Master Plan & Pavement Projects**

We are currently waiting for the FAA to fund the grants for the Pavement Project and the Master Plan update. We are expecting to receive the grant funding authorization in August. Once this process starts, we expect it to move quickly. Meetings for stakeholder and community input will be held soon after the

Master Plan update starts, these will be a great venue to voice your suggestions. Your help in shaping the near middle and long term of the airport will be greatly appreciated!

### .....**The Squawk Section**.....

#### **RUNUPS, WARMING UP, AND TAXIING OUT!!!**

Several Pilots have brought up the issue of propwash and the damage it may cause. This is an ongoing issue on the field. FAR 91.3(a) makes a very open statement regarding a pilot's responsibility for the operation of the aircraft. Most of us feel this includes propwash or damage it may cause. Please be cautious of your propwash and what is behind you. Selecting the proper location and even direction of the propwash blast can be the difference between a good day or damaging property.

As always, please feel free to contact me with all questions. The door is always open!

Tyghe Richardson  
Management Analyst Airport  
Community & Economic Development  
City of Auburn, CA  
(530) 888-8174  
TRichardson@Auburn.ca.gov



# SARSAT BEACON ACCIDENTAL ACTIVATION PREVENTION INITIATIVE



Help SARSAT prevent 406 MHz ELT *false alerts*

## What is a false alert?

A false alert is a non-distress activation of a 406 MHz emergency beacon (ELT, PLB, or EPIRB). It can be caused by accidental activation during testing, mishandling, improper installation, or unfamiliarity with beacon operation. **8,786 False Alerts were generated by ELTs in the US in 2017.**

## What happens when an ELT is activated?

Search and Rescue (SAR) personnel begin responding immediately to every activation of a 406 MHz SARSAT beacon. That response will only stop when it has been proven that the activation was a false alert. *Every false alert has the potential to put rescuers in harm's way and waste valuable resources.*

## What can I do to help prevent false alerts?

- **Always** ensure you are conducting **self-tests** and **annual tests** according to the **manufacturer's instructions** for your ELT. Each year the majority of 406 MHz ELT false alerts occur during testing and maintenance.
- **Register your ELT** at [www.beaconregistration.noaa.gov](http://www.beaconregistration.noaa.gov)  
The simplest and quickest way for SAR forces to confirm a false alert and confirm that you are not in distress is to talk via phone to the person who accidentally set off the ELT. They do this using the information provided by the beacon owner in the NOAA SARSAT Beacon Registration Database system. **Please register today and keep your contact information up-to-date once you register.**
- If you realize you have accidentally activated your beacon, call the **US Air Force Rescue Coordination Center** at **1-800-851-3051** or your nearest FAA Air Traffic facility with your beacon's hex ID ready to cancel the false alert. This helps protect Search and Rescue personnel who would otherwise be out looking for you during an actual emergency.



[www.beaconregistration.noaa.gov](http://www.beaconregistration.noaa.gov) | [www.sarsat.noaa.gov](http://www.sarsat.noaa.gov)





## **CITY OF AUBURN**

Community & Economic Development

1225 LINCOLN WAY • AUBURN, CA 95603 • PHONE (530) 823-4211 • FAX (530) 885-5508

Dear Aircraft owner

In a continued effort to keep the Auburn Airport, safe, secure, user friendly, running efficiently, and funded, we are asking that all airport users update their information. This updated information will be used in several ways. In the event of an emergency or disaster involving the airport, this information will be used to verify rights/need to allow access during or after such event. This information will also be used in our continued efforts to secure funding for the airport. This office secures funding from many sources including the FAA, Caltrans and local City revenue. A full and well used airport with data to support the usage greatly improve our chances of securing the funding needed to maintain and ensure the safety of the airfield.

In addition, if we have not already received a copy of your current insurance policy naming the City of Auburn and Auburn Airport as a name insured, please include a copy.

Please use the attached form to verify your contact information and emergency point of contact. You can either email it to [sharris@auburn.ca.gov](mailto:sharris@auburn.ca.gov) or mail it to the address above.

Please don't hesitate to call with any questions or concerns.

Respectfully,

Tyghe Richardson  
Management Analyst Airport  
Community & Economic Development  
City of Auburn, CA  
(530) 888-8174  
[trichardson@auburn.ca.gov](mailto:trichardson@auburn.ca.gov)

Yearly information update for 2023

Location identification number (hangar or tiedown) or Address \_\_\_\_\_

Name(s): \_\_\_\_\_  
\_\_\_\_\_

Email: \_\_\_\_\_

Phone Number(s): \_\_\_\_\_

Aircraft information: \_\_\_\_\_  
\_\_\_\_\_

Emergency point of Contact (If same as above please indicate same)

Name: \_\_\_\_\_

Mobile Phone Number: \_\_\_\_\_

**DESCRIPTION OF ADDITIONAL AIRCRAFT STORED IN THIS LOCATION**

Make \_\_\_\_\_

Model \_\_\_\_\_

Year Manufactured \_\_\_\_\_

Registration Number \_\_\_\_\_

Owner \_\_\_\_\_

Address \_\_\_\_\_

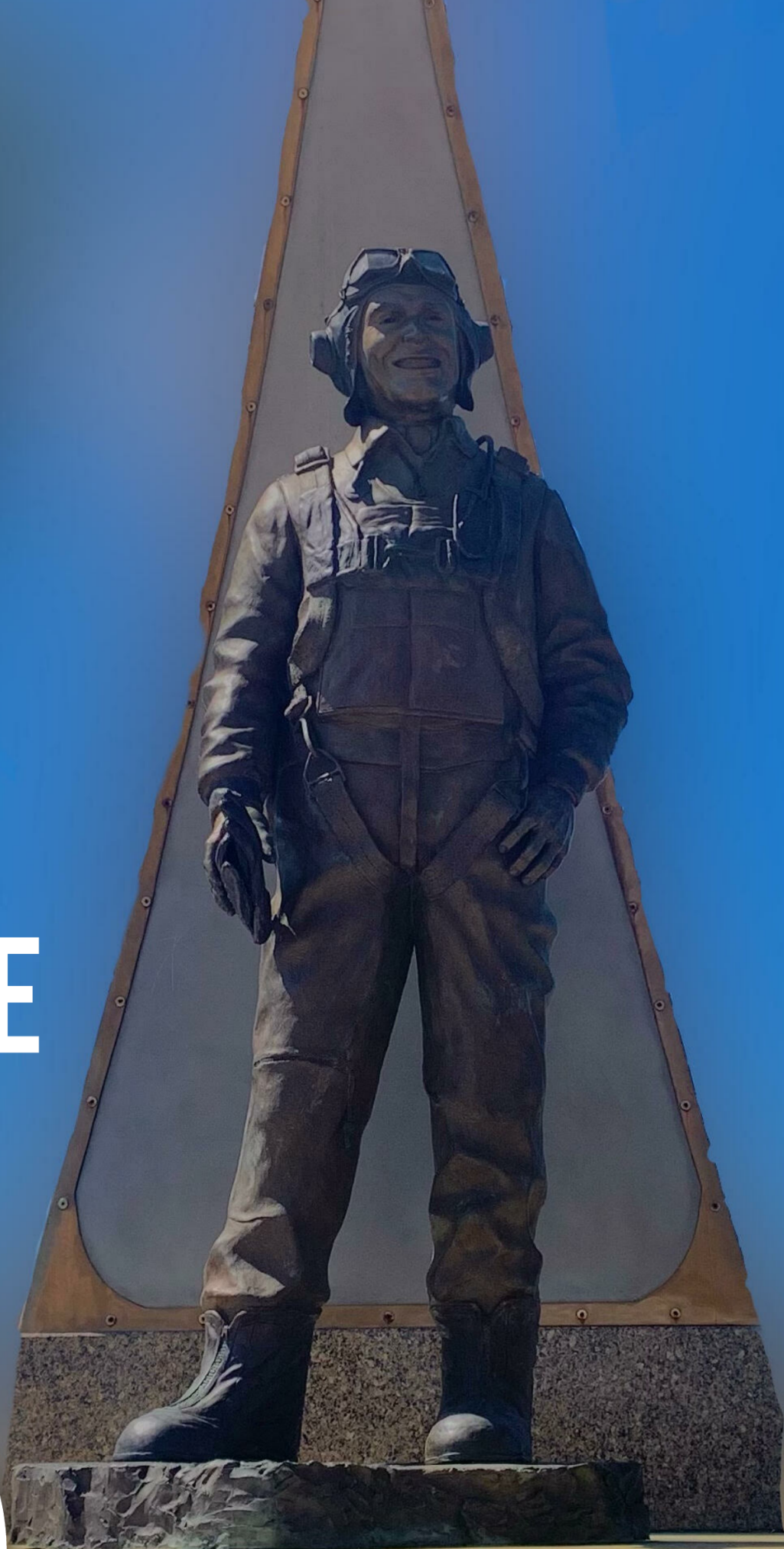
Phone Number \_\_\_\_\_

\_\_\_\_\_  
If more space is needed, please use an additional sheet of paper.  
If a question is not applicable, please indicate that with an N/A

**HONOR A  
VETERAN.**

**HONOR OUR  
PAST.**

**SUPPORT THE  
FUTURE.**



***Brig. Gen. "Bud"  
Anderson Engraved  
Brick Fundraiser***

Create a personalized engraved brick for your veteran while donating to the Brig. Gen. "Bud" Anderson Fundraiser, which directly supports the **Auburn Aviation Association Scholarship Fund** for the future of aviation!





Casa C-212 mid jump



North Cascade Smoke Jumper base



First officer **Kelly Richards** & his steed: the Casa C-212

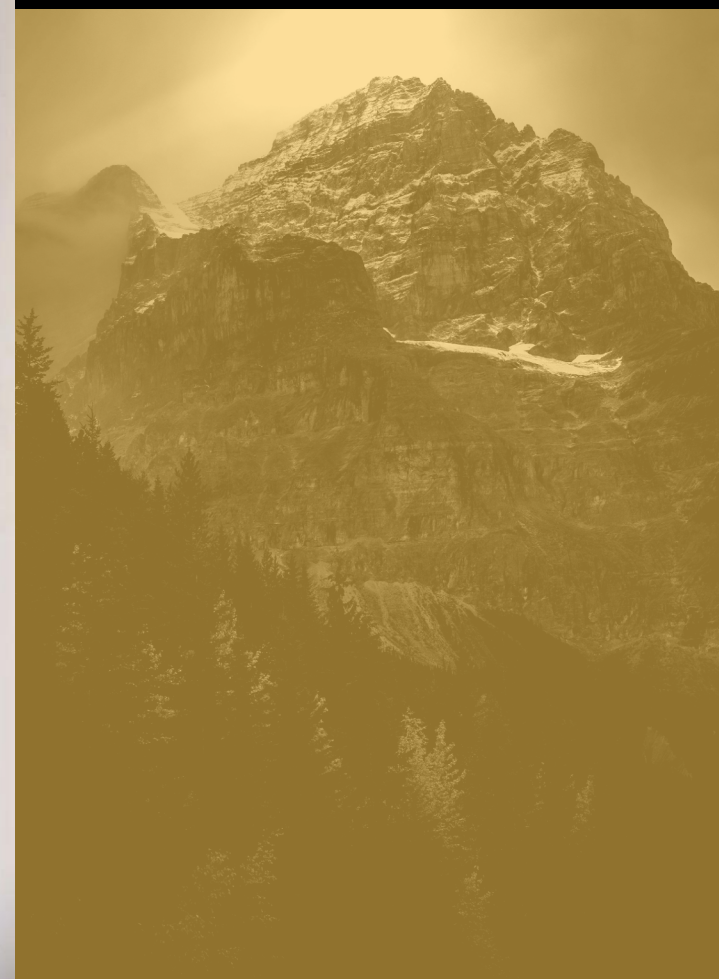


NORTH CASCADES

SMOKEJUMPERS

Click the link below to read up on an interesting aspect of aviation: Smokejumper Operations. Featuring KAUN based, First Officer, **Kelly Richards!**

[Learn More!](#)



Photos courtesy of, Gregory Scruggs, reporter of Seattle Times



# As the Prop Turns

*by Mike Duncan*

The weather has been excellent and the fires and smoke have been kept to a minimum. The temperatures have been hot. Great time of the year to get some good training with density altitude. On a hot day, Auburn can have a density altitude of over 4,500 feet. Have you ever taken off at 4,500 feet? For those who are new to flying, Auburn is a great place



*Corbin Kunst, tailwheel  
endmorsement*

to learn about mountain flying and the effects of density altitude because we are at the gate way to the Sierra's. Airports like Chester (Rodgers), Quincy, Truckee, South Lake Tahoe, Minden, Carson City, Alpine, are only thirty minutes flight time away. A little further out, to the Southeast, in the Owens Valley, there is Mammoth, Bridgeport, Bishop, and Independence. All of these airports provide some great adventures in flying. Try it,

*Ralph Lagas and CFI Corbin Kunst,  
Private Pilot Certificate*



you might like it.

And the students just keep on coming. **Tim Glissman** completed his first solo in a Cessna 172 here at Auburn, with **Corbin Kunst** as his instructor. Meanwhile, while Corbin was not a busy soloing students, he earned his tailwheel endorsement

and helped **Ralph Lagas** to complete his Private Pilots Certificate. **Steve Schulte** was also kept pretty busy by getting **Morgan Yoss** and **Phoenix Torres** their tailwheel endorsements. Now they are real pilots. Ok I am a little bias about flying tailwheel airplanes...

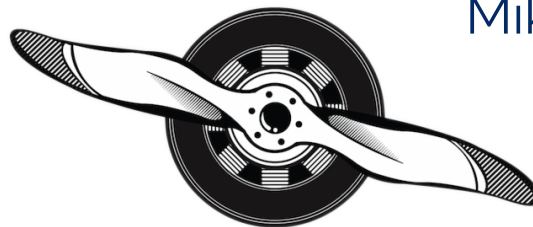
Are any pilots interested in working with the local HAM radio club in Auburn? Ben Foss has been around the airport for many years and also has been working with the folks putting on the Tevis Cup and other endurance events. One of his other interests is HAM radio. While combining these two things he is in charge of communications along these 100 mile routes. Due to the very rough terrain there are numerous areas where communication does not work. Now you might ask how we, as pilots, can help. One of the ideas is to have an aircraft circling some of these areas with a HAM repeater

radio on board. Over the years of these events there have been several incidents that could have used better communications to expedite rescue of participants. Feel free to call Ben Foss at 1-530-305-7721 if you are interested in helping out.

The airport planning for some wider and longer runways is underway. This past Thursday there was a meeting with the country about the airport, the airport plans and the expansion of the overflight area. As of this writing I am not sure of the outcome, but I can be sure that some of the local residents will be there to complain about airplanes. They moved in and nobody told them about the airplanes and now it is our fault. That is what we are facing. The main reason for telling everyone is that we need to be aware of them and for us to comply with our noise abate procedures at the airport. Please try to help ourselves in preventing complaints.

Well that is about all for this month. Good night Miss Daisy.

The Prop Turner  
Mike Duncan





Click the link to read up on an exclusive update on Casey Longs' LoliOli Lodge homestead and how they plan to make a getaway oasis for others to enjoy as well!



*are come to see me.*

# Spokes and Wings

*by Doug Fee*

In late June, I took the opportunity to simultaneously indulge in two of my favorite activities; flying and bicycling. I loaded my bike into the airplane and launched out of Auburn early one morning for Kellogg, Idaho. The distance that I'd be traveling was such that I could have made the flight in one leg, but three and a half non-stop hours of sitting in a small airplane was longer than I really wanted to volunteer for. It was much more comfortable to split the flight into two legs of less than two hours each.



So, I made a fuel, bathroom and leg-stretch stop in Burns, Oregon on both the north and southbound flights. Burns has a very nice little airport that sits in the middle of a relatively large and pastoral agricultural valley in east central Oregon. Aside from friendly people and reasonably affordable fuel, a significant attraction to a stop in Burns is their airport cat. Charlie has got to be the friendliest cat I have ever encountered. On arrival, he very purposefully

trotted over to meet me at the door to the pilot lounge as if we were long-lost buddies. He followed me in and immediately jumped on my lap as I sat down on the couch. He was really quite insistent that I pay attention to him while I was attempting to get a new weather briefing. Yeah, he might have been a bit of a distraction, but who can resist a friendly, happily purring cat?

Reluctantly leaving Charlie behind, I launched on the second leg that would take me to Kellogg. One of the reasons that I chose to leave Auburn early in the day was to attempt to avoid the worst of the afternoon weather over the mountains. I was partially successful in that regard; there were no thunderstorms. But there was a large broken layer of clouds that I needed to navigate over, under and around in order to stay VFR. Part of the time I could sashay left or right of course to stay clear. And part of the time it took some climbing or descending to avoid the cloud layer. My cruise altitude ranged from a low of about 6,000' to a high of over 12,000' at various times. In the end, I was able to remain VFR, and route myself into Kellogg without having to resort to anything that I would describe as "scud running". But it was close at times.

Shoshone County Airport in Kellogg is a quiet, pleasant little airport that sits at an elevation of 2,227' in an attractive, and slightly



narrow river valley. The airport was deserted when I arrived and, after getting fuel, it was not obvious where overnight parking might be. On a foot search I discovered a construction crew working on one of the hangars, but they didn't know anything about the airport. Continuing around the airport, I finally found a ramp area that looked like it might be a suitable spot for transient parking. But, while it had tie down rings in the concrete, there were no ropes or chains to tie the airplane to them. Fortunately, this is a scenario I'd encountered before, and I knew to carry my own tie down ropes. After securing the airplane, I loaded my bags onto my bike and pedaled a few miles to the Silver Mountain Resort--where I would spend the night.

For me, the attraction to the City of Kellogg in the first



place, was that it has the only airport located along the length of the Trail of the Coeur d'Alene--a beautiful, 73 mile-long rail trail that roughly follows the Coeur d'Alene River. My brother and sister-in-law met me there, and the three of us spent three fairly idyllic days pedaling an out-and-back trip that would take in the majority of the trail. Each day we would have a leisurely breakfast and then would be riding by about 10 AM. Riding moderate distances at

moderate speeds, we would be at our next night's destination by mid-afternoon. Our plan was to take the ride

at an easy pace so that we could enjoy the scenery and the wildlife. Along the way, we spotted moose, deer, beaver, turtles, osprey, geese, egrets, wild turkeys and pelicans. The area reputedly has bears, but we never saw any sign of them. We were very fortunate with the weather. Although there were a few rain showers in the area, we never felt a single drop while riding. The days were marked by scattered clouds and temperatures that ranged from about 60 degrees in the morning to 75 degrees in the afternoon. Perfect riding weather.



Two of our nights were spent in the small hamlet of Harrison, Idaho, located on the eastern shore of Coeur d'Alene Lake. Harrison, in years gone by, had a lumber mill that was the mainstay of the town. But today, it appears to survive the short tourist season that brings

in cyclists from the bike trail, and boaters from the lake. Knowing that the tourists were their lifeblood, the locals did a very good job of making us feel welcome. The town has the Lakefront Lodge--where we stayed--, a couple of restaurants, and a very nice public dock and beach area.



But, all good things must come to an end, and soon we were back in Kellogg for another night before heading back home. Wanting to have one more pleasant farewell breakfast with my brother and sister-in-law the next morning, I delayed my departure out of Kellogg until about 10 AM. And then on the way home, of course, another visit with Charlie the airport cat in Burns was obligatory. But, not getting airborne until later in the morning put me over the northern Nevada desert during the heat--and the bumps--of the afternoon.

Over the years, I've ridden quite a few bike trails, and the Trail of the Coeur d'Alene is one of the best I've seen. It's generally relatively flat to gently rolling, the pavement is quite good, it has restrooms and water available every few miles, and the scenery and wildlife viewing is great. I highly recommend it, and my brother and I are already talking about a repeat trip.



## A Visit Up North w/ Kelly Richards *by Don Wolfe*

In late June I stopped by Methow State airport (S52) in northern WA to see our beloved **CFI Kelly Richards**. Kelly's summer job is flying the Casa C-212 in the Pacific NW in support of fire fighting efforts. Kelly is stationed in a beautiful valley where many tourists visit throughout the year. The surrounding mountains offer snow skiing in the winter and favorable conditions for the large glider operation located at S52. I could tell that Kelly was itching to bag some taildragger time in those Pawnee's used to pull the gliders while sitting standby on the C-212. We're hoping for a detailed report from Kelly in the near future. Until then, you can read more about his work in this recent article in the <Seattle Times.>



# Tammy's Excellent Adventure

*by Tammy Meredith*

My overdue vacation to Oregon with my longtime friend, Carol, was finally here. Brooklyn, my co-worker from Sunshine Flyers, offered to fly me to Medford dropping me off for 2 weeks then flying back to pick me up. We discussed weather and route planning to fly alongside Mt. Shasta for a bird's eye view of the beautiful mountain.

The morning of July 1st, we lifted off around 8am. climbing to 10,500ft for a 2 hour flight to KMFR. It was hazy to the south, but calm. I took controls up over the small mountain range dropping into the beautiful Rogue River Valley coming into Medford. The tower gave us clearance to land, we had the runway to ourselves. Now, I haven't flown in a while and apparently forgot to engage my brain. I started to line up at the wrong end, so, we did a 360



and I gave controls back to Brooklyn.

After landing, we taxied to the Million Air FBO where we were greeted by a smiling face after being guided into a parking spot. After a brief visit with Carol, we waved goodbye to Brooklyn & went on our way. The only two places I wanted to see were the coast, of course, and the Evergreen Aviation and Space Museum in McMinnville just south of Portland. The Spruce Goose is on static display there.



Carol surprised me with a Jetboat ride on the Rogue River out of Grants Pass. Our pilot did a wonderful job making sure we had plenty of spin time on the river while getting the first several rows of riders wet repeatedly. Guess where we sat? The 4 hr. ride included a brunch, we enjoyed a tasty



meal & conversation with the other passengers. And we spent the next few days driving around the area, seeing beautiful overlooks of the valley (watching commercial flights

out of the airport) and getting some fun photographs.





July 4th had a parade in Eagle Point along with an F15 fly-over. We were able to watch the fireworks from Carol's backyard in our jammies. On Wednesday we headed to the coast for a



couple days then, up to McMinnville to the museum. We stayed in Bandon at a friend of Carol's while doing some local shopping and finding that "perfect" coastal shot. I hadn't been to the Oregon coast in forever, it was incredibly relaxing. Carol knew of some really beautiful locations for photography (as if there's any bad places to photograph on the coast).

We got up early Friday and headed NE to McMinnville - finally, some serious aviation!! We settled into our hotel planning for a good night's sleep since the museum was only open for 8 hours! The museum opened at gam, we were there promptly at 8:30. We knew we had arrived when we saw a 747 on top of a building to greet us. I had read online the earlier you get to the museum, the better chance of getting a Spruce Goose tour ticket before they sell out for the day. (I didn't travel all this way to be told they're sold

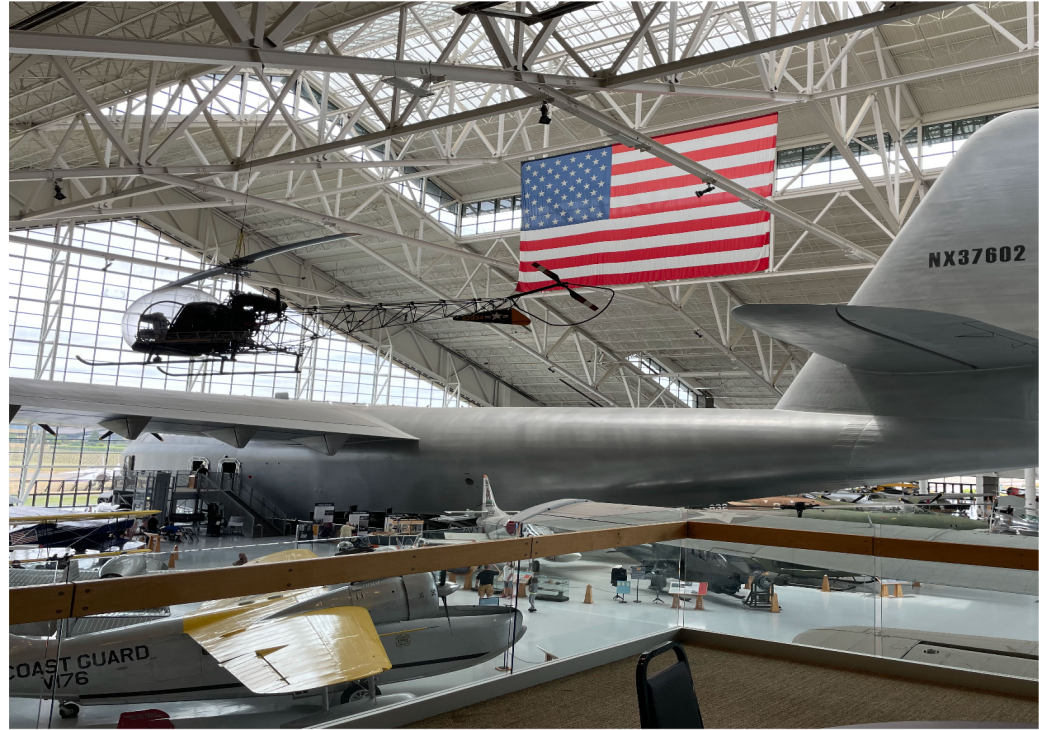
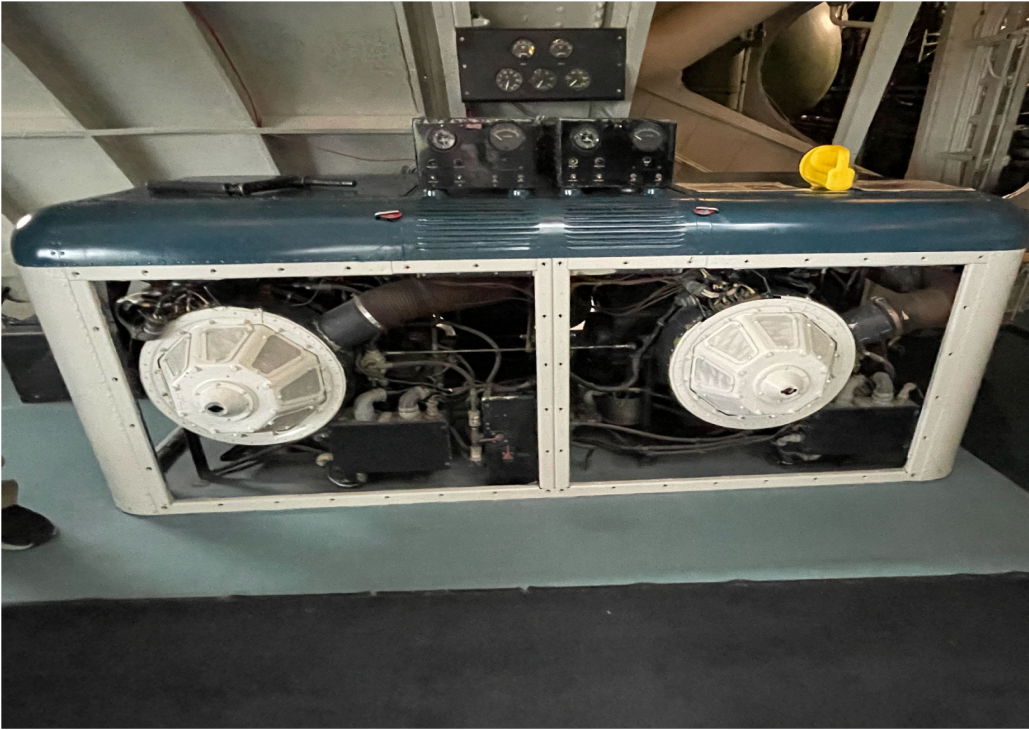
out!!) We were able to get a private tour to ourselves at 10a. I could now breathe a sigh of relief!

The tour was fantastic! The tour guide was well informed. It took a crew of 4 besides the pilot to fly the plane. Each wing had 4 engines which were 3,000 hp each for a total of 24,000 hp. Trying to start those 8 engines would have drained the batteries, so, there was a separate engine to start the 8 engines! Howard Hughes had fresh air pumped into the cockpit by a pipe next to his left seat, he also had coffee machines on the plane. To help keep the wings afloat, he filled them with beach balls.



The big moment was when I finally got to sit in the left seat, put my hands on the yoke & feet on the rudders. For a couple of minutes, I felt like it was just me and the airplane in the world, it was truly magical. The tour guide finally had to kick me out, I wasn't in a hurry to leave. We spent the rest of the day enjoying all the other aircrafts and the space portion





of the museum along with eating lunch at their restaurant, which was in the same room as the museum. I also spent some time in the gift shop...oh, the gift shop! After almost 8 hours, we had to say goodbye to the museum & head back to Carol's home in Eagle Point.

The remaining week was spent with some well deserved downtime, then, a fun day driving around shooting waterfalls & visiting Crater Lake. Then, finally, my 2 weeks came to an end and it was time to get back home. Originally, Brooklyn was going to pick me up around 6pm in Redding, which was forecasted for 114 degrees that Sunday. We decided it was much safer to pick me up early in the morning in Medford. Our flight back was cool and comfortable at 9,500ft. We started to descend past Oroville and it quickly got very warm in the plane. When we landed, it was downright hot. My Dad picked me up, we went to breakfast & I quickly headed home to unpack & lay down for a nap or two.

If you're ever close to Portland, you won't be disappointed, make the trek to McMinnville & check out lots of cool aircraft and sit in the Spruce Goose.



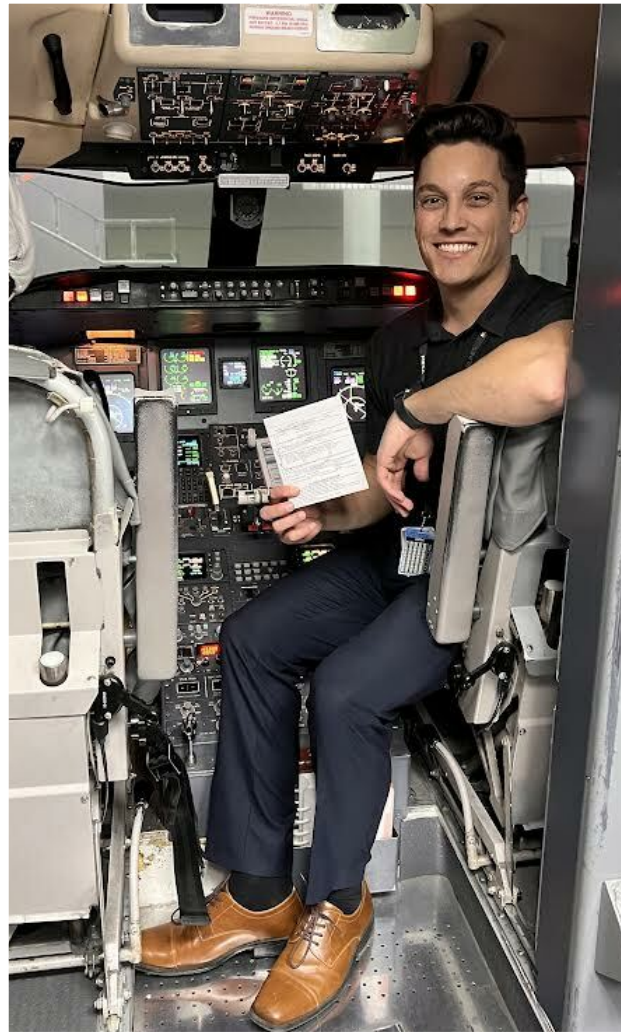
Photos



**Casey Long** and **Shawn Bickford** at the LoliOli Lodge, Alaska.

**Tenley Ong** earns Instrument Rating!





AAA lifetime member, **Keenan Koukol**, ATP and CL-65 rating!



**Lois**, a 90-year old woman who flew out of Auburn in the 60's, returns for an Introductory Flight!



# WREATHS *across* AMERICA

**Auburn Aviation Association  
December 16, 2023  
9am Auburn New Cemetery**

## 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](http://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
<b>Individual</b> = 1 Wreath	\$17.00		
<b>Mailed "In Honor" card</b> = 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		
<b>Family</b> = 4 Wreaths	\$68.00		
<b>Small Business</b> = 10 Wreaths	\$170.00		
<b>Corporate</b> = 100 Wreaths	\$1,700.00		
		<b>Grand Total</b>	

**\*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** \_\_\_\_\_

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**FOR OFFICE USE ONLY:**

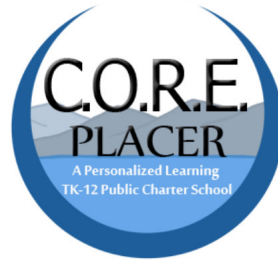
Cash: \_\_\_\_\_ Total: \_\_\_\_\_ Date Received: \_\_\_\_\_

Total No. Checks: \_\_\_\_\_ Reconciled: \_\_\_\_\_

MO: \_\_\_\_\_ GEN: \_\_\_\_\_

Entered: \_\_\_\_\_

# Endowment Fund Corporate Sponsors



# 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																\$ 500
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<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																\$ 500
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	

Payment: ___ 4" x 8" bricks @ \$500 = \$ _____	
<b>Contact Information</b> Name: _____ Phone: _____ Email: _____	<b>Make check payable to:</b> <b>Auburn Aviation Association</b> 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 Doug Fee with questions: [secretary@auburnaviationassociation.org](mailto:secretary@auburnaviationassociation.org)



AAA Members

# 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

Bob & Allison Dobransky

Randy & Lisa Leys

Aaron Murray

Matt Diccicco

Tim Nilsen

## *Silver Lifetime Members*

Mike Duncan

Mike Shoemaker

Jay Selby

Shawn & Juliette Bickford

Steven Hogge

Keenan Kokoul & Leah Kokoul

Andy Anderson

David & Stephanie Holloway

## *Bronze Lifetime Members*

Mike Sullivan

Peter Hastert

Joanie & Wayne Mooneyham

Chris & David Haven

Kyle Kokoul

Gary & Darlene Mourning

Richard Anderson

Mark Pilkington

Doug & Nancy Van Howd

Joe & Ann Bittaker

Chris Luvara

Ken Ristuben

# General Members

## Lifetime Scholarship Winners

Aaron & Shasta Adam

Gavin Alder

Andy Anderson

Don & Mona Anderson

Bob Andosca

Chris Anselmi

Tom Arbogast

Mark & Sharon Bateson

Frank Bell

Jack Bell

Jordan Benedict

Elen Brandt

Christian Bivens

Tom & Judy Boucree

Christopher Bouley

Adrian Boyer

Darcy Brewer & Greg Gappert

Brandon Brown

Kelly Bruno

Aaron & Heather Burns

John & Hilary Burns

John Hudek Jr.

Julia Carey

Matthew Carlson

Kristina Caroll

Paula Celick & Larry LaVerne

Andrew Chubatenko

Amanda D'Amour

Derek De Oliveira

Brandon Dever

Helen Dobeck

Micah Doe

Eric & Kera Dolan

John & Kathy Donlevy

Will Dougherty

Jessi Dreschler

David M. Dwelle & Jeffrey Roth

Ken & Judy Dwelle

Steven Elliott

Kent English

Dan & Susanne Flom

Dan & Karen Foster

Elmer & Mary Ann Frank

Sydney Greene

Akash Guha

Christopher Hale

Diane Hammer

Rick Hammer

Robert Hewett

Rose Horsman

Brooklyn Irvine

Kadie Jacobs

James Jacobson

Jake Jensen

Jaian Jiminez

Lyle & Jane Kelsey

Christine Koenigsecker

Erik & Diksha Knierim

Cade Lawley

Steven Lease

Kyle Lehr

Rogelio Leon

Casey Long

Dion Louthan

Ray & Linda Lux

B M

Renata Mackenroth

Samuel Mach

Christian Madsen

Patrick Marquina

Jeanie Marshall

Frank & Debralyn Martinez

Shane McAlister

Doug McDougall &  
Rosemarie La Rocca

Mia McKnight

Tammy Meredith

Calvin Miller

Rob & Teri Miller

\*Nick Moore

Christopher Morales

Chase & Natalie Morgan

Karsten Murphy

Michael Murphy

Aaron Murray

Justin Nedley

Kenneth & Diana Nielsen

Nathaniel Olchefske

Rory Ondracek

\*Tenley Ong

Adriel Palaia

Elizabeth Paval

Mike Peters

Bonnie Potter

Bill & Nanci Radakovitz

Tyghe Richardson

Bethany Robarts

Steve Roselle

Benjamin Rubash

Ben Samp

John & Beverly Samp

David Sanborn

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

Camile Tricomo

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

# 2023 AAA Board

## OFFICERS

President - Chris Haven - [president@auburnaviationassociation.org](mailto:president@auburnaviationassociation.org)

Vice President - Dan Flom - [vp@auburnaviationassociation.org](mailto:vp@auburnaviationassociation.org)

Secretary - Doug Fee - [secretary@auburnaviationassociation.org](mailto:secretary@auburnaviationassociation.org)

Treasurer - David Dwelle - [treasurer@auburnaviationassociation.org](mailto:treasurer@auburnaviationassociation.org)

## BOARD MEMBERS

Past President - Chase Morgan - [pastpres@auburnaviationassociation.org](mailto:pastpres@auburnaviationassociation.org)

Scholarship Director - Don Wolfe -  
[scholarship@auburnaviationassociation.org](mailto:scholarship@auburnaviationassociation.org)

Assistant Scholarship - James Jacobson - [skyfund1539@gmail.com](mailto:skyfund1539@gmail.com)

Membership Director - Peter Hastert -  
[membership@auburnaviationassociation.org](mailto:membership@auburnaviationassociation.org)

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Propwash Editor - Mike Duncan - [duncan7kcab@sbcglobal.net](mailto:duncan7kcab@sbcglobal.net)

5AC Chair - Ken Dwelle - [5ac@auburnaviationassociation.org](mailto:5ac@auburnaviationassociation.org)

Board Member at Large - Joanie Mooneyham - [joaniemoon05@gmail.com](mailto:joaniemoon05@gmail.com)

Donations Coordinator - Nancy Benjamin - [don\\_benj@pacbell.net](mailto:don_benj@pacbell.net)

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