

# PROPWASH



*December*  
*2023*

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

## ARTICLES

- Presidents' Message
- An Update from the Manager's Desk at KAUN
- As the Prop Turns
- Auburn Visiting Snowbird - Michael Beare
- Radio Calls

# In This Issue

*\*click to jump to*

## MISC.

- AAA Events
- Photo Album
- Member List
- Wreaths Across America
- Bricks Fundraiser

## INFO of INTEREST

- Aviation Career Day
- 2024 Aviation Scholarships
- Hon. Brig. Gen. Bud Anderson Brick Fundraiser
- Women In Aviation International 2024 Scholarships





# Presidents' Message

Airport Strong

*By Chris Haven*

“Thank you to all

who showed your support in November at the Placer County Board of Supervisors' meeting. The supervisors did their job, voting to enact combining zoning (meaning that the current zoning does not change, but this new zoning is added on) of **Aircraft Overflight** on a larger area of properties surrounding the airport.

Placer County Supervisor Cindy Gustafson rightly pointed out that the task of the Sups was to ensure accurate zoning so that property owners near the airport are adequately notified of appropriate land use for their property. Nothing else has changed.

Though the usefulness and value of the airport was not the issue on the docket that day, all the speakers in support of the airport illustrated that we who work, play, pay taxes,

and likely live near the airport do care a great deal what happens here. As uncomfortable as it can be to speak up, we collective users will not be shouted down nor effectively rendered silent by loudly complaining individuals.

We are constantly looking to enhance the safety at our airport, and as a non-towered field, radio communications play a key role in that. Don Wolfe's article on the topic of radio communications in this issue is well worth the read. Don tells us how he filed a feedback form for advisory circular 90-66c "Non-Towered Airport Flight Operations", and much to his surprise was invited to a zoom meeting by an FAA representative of the national headquarters to discuss his concerns. Find out more on page 19.

See you at the airport holiday social!

Chris

P.S. Talk with Steve Kendall or other [EAA chapter 526](#) members if you are interested in taking kids on local flights as part of their monthly Young Eagles program. It takes some weeks to get through the security check, so know that now is not too soon to get started.



# Events

## Menu

Here's what you can bring, according to your last name:

SIDE, POTATOES, OR GRAVY: R-Z

SIDE, POTATOES, OR GRAVY: J-Q

DESSERT: A-I



### AAA EVENTS

#### SAC Monthly Meeting

12/05/2023 5:30 PM

The Barnstormer Room KAUN

#### December General Membership Meeting

12/06/2023 6:00 PM

13666 New Airport Rd, Auburn, CA 95602

#### January 27, 2024 CAREER DAY

01/27/2024 12:30 PM

Auburn Municipal Airport 13666 New Airport Rd, Auburn, CA 95602

#### 2024 KAUN Flight Safety Conference

04/30/2024 5:30 PM

The Barnstormer Room KAUN



# An Update from the Manager's Desk at KAUN

*by Tyghe Richardson*

## Master Planning

The Master Plan update has officially started! We kicked off the Master Plan with a 1-hour meeting led by our airport consultant Mead and Hunt. This first meeting of your advisory group was informative and provided great information on how the process will be completed. The Master plan is a working document that will give the airport sponsor a clear direction for the near, mid and far term of the airport. The airport stakeholders and other community members will have several public opportunities to provide guidance for this update. We will publicize these meetings as soon as they are scheduled.



## Wildlife

As with most airports we at AUN are dealing with wildlife of all sizes, shapes and species. The biggest I have seen is a very nice looking well fed deer, and the smallest was a black bird that didn't want to yield the runway centerline. As we are

moving into the fall and winter months this seems like a great time to review some wildlife data and programs offered by the FAA. The FAA has produced an informative video on wildlife interaction with aircraft. This link will take you to that video.



<https://youtu.be/f2nuO4PZKFo?si=AFvaYOfgvKzB-XsS>

Lowering the chances of aircraft interacting with wildlife is one of many goals for keeping the airport safe. Please let me know if you see an area of the airport where wildlife is becoming more prevalent.

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

Tyghe Richardson  
Management Analyst Airport  
City of Auburn, CA  
(530) 888-8174  
[TRichardson@Auburn.ca.gov](mailto:TRichardson@Auburn.ca.gov)

# AVIATION CAREER DAY



**Saturday January 27, 2024**



**Presentation 1:00 PM Sharp!**

Auburn Aviation Association inspires people of all ages to become involved in aviation. In 2024 we'll be hosting the annual Aviation Career Day on Saturday January 27, 2024.

Guests will meet pilots, mentors and educators from the airlines, military, CHP, CALFIRE, Bush flying and local colleges. Attendees from this program have achieved jobs at Regional/ Major Airlines, Corporate Flight Departments and CFI Flight Instructor positions at airports throughout the country. One attendee earned a pilot slot in the USAFR KC-135 Squadron at Beale AFB. and another was hired by RAVN in Alaska as a mechanic. He is now serving as a Captain on



turboprop aircraft at Bering Air.

Our speaker list in 2024 includes F-15 Driver, Captain Anthony “Judge” Tisdale. “Judge” will talk about creating a successful personal “brand” for a career in aviation. Captain Tedd Stiles, former interview Captain at a major airline will be giving pointers on pilot logbooks, flying experience diaries and interview techniques. New to our mentoring team in 2024 is Lt. Col. Josh “Cabo” Gunderson the former F-22 demo pilot at the 2021 Capital City Airshow. “Cabo” will share information on the USAF Academy and life as a fast jet demonstration pilot. Faculty from Sacramento City College and William Jessup University will discuss the Aviation related programs at these universities. The ever popular Jaun Browne, creator of the YouTube Blancolorio channel rounds out the presentations for 2024.

Discover more about exciting career opportunities in aviation. Meet educators and pilot mentors from numerous career fields. Join us at 1:00 PM on Saturday January 27, 2024. Reservations available on the [AAA website by selecting the “Careers” tab](#). NOTE: Target Audience Ages 15 and older. Seating limited. Registration closes when room capacity is reached.



Lt. Col Josh "Cabo"  
Gunderson

F22 Raptor

# SPECIAL GUESTS



Captain Anthony  
"Judge" Tisdale

F-15 Eagle



Captain Tedd Stiles

Retired Airline Captain

We are hosting at a new  
location this year and  
seats are limited. Be sure  
to register on our website  
under [aviation careers!](#)



Casey "CM" Long

"Airventures Alaska" owner and bush  
pilot



# 2024 AVIATION SCHOLARSHIP OPPORTUNITIES



2023 award recipients

## ADMINISTERED BY THE AUBURN AVIATION ASSOCIATION

Over \$75,000 will be awarded to qualified individuals for aviation related scholarships in 2024. The scholarships include: Two (2) reservations at the EAA "Basic" Air Academy Camp and nine (9) flight training scholarships. Applications OPEN on December 6, 2023, and will be available via the "scholarships" tab on the Auburn Aviation Association website. Applications CLOSE on January 31, 2024. Rules, guidelines, and age restrictions may be found at the same location.



MORE INFORMATION AT  
[AAA2.WILDAPRICOT.ORG/SCHOLARSHIPS](http://AAA2.WILDAPRICOT.ORG/SCHOLARSHIPS)



# As the Prop Turns

*by Mike Duncan*

Holidays! Well the holiday season has started. Thanksgiving, Hanuka, Christmas, New Years, and any other reason to take some time off from work. It is also the time to reflect on our past year and look forward to next year. As of this past year, the airport has four new helipads and a new "putting green" as well as moving ahead on the plans for airport improvements. The battles with the local community have continued, but we have been able to fight them to a standstill. Actually, we have been winning because our projects have been moving ahead. Slowly, but moving ahead. The various flight schools have been busy doing their part to minimize the problems.

While on the subject of the flight schools, they have continued turning out new students. This past year the schools have turned out over sixty five new ratings from Private through Commercial, single engine and multi-engine land, fixed wing and helicopter ratings. In addition to new ratings, many pilots have earned endorsements for high performance aircraft, complex aircraft, and (my favorite) tailwheel endorsements. Many of our students have moved

on to flying for the military, airlines, and corporate aircraft. A large portion of these ratings and endorsements have only been made possible because of our scholarship and grant program.

As to the coming of the year, we have many things to look forward to. The biggest thing is the participation of the younger generation. That is due to our continued support and mentoring to them. The growing number of our grants and scholarships is assisting in eliminating some of the financial obstacles associated with learning to fly. More students are in the pipeline for these high demand airline, military, law enforcement, corporate, and fire fighting flying jobs due to our efforts.

The new hangars are now here to help improve the airport population and improve the financial state of the airport. The runway extension is in the works to begin in the coming year. A much needed avionics shop is starting up. The airport is growing and there is much to look forward to.

Here at Sunshine Flyer's, **Travis Oliver** soloed in a Cessna 152 with **Christine Koenigsecker** as his instructor. **Phoenix Belding** caught



*Travis Oliver and CFI Christine Koenigsecker*

up with his dad and earned his Private Pilot License with



*Phoenix Belding*

**Morgan Yoss** as his instructor and **Dave Tranquilla** as the examiner. Both Phoenix and his dad started flying together to get their tickets. His dad finished up last month and Phoenix was not that far behind.

Private Pilot with Morgan Yoss as his instructor. Jordan started flying with us in late June and passed his check ride this past month in only six months: thanks to a cancellation on the examiners schedule. You might remember Jordan because of his article some months ago about his trip to Alaska with **Shawn**

**Bickford**. Next step for him is the instrument rating.



*Jordan Brown*

*Kristen "Kiki" Kopp*



**Kristen "Kiki" Kopp** earned her Commercial License with **Carson Mahanke** as the instructor and **James Duvall** as the pilot examiner. Congratulations to all earning your ratings.

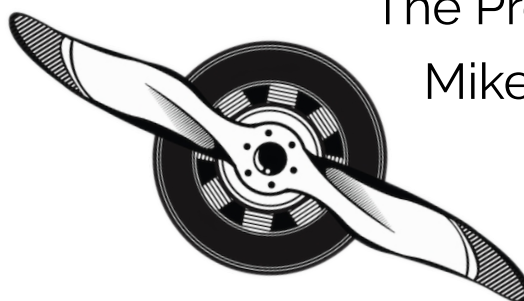


This season, CFI **Steve Schulte** accepted a thrilling new challenge where he was tasked to ferry 802 Air Tractors to Spain to be used as fire bosses. It is fully equipped with every convenience he may require while flying. We expect to hear an exciting report from him upon his return.



Well that is about all for this month. I hope you all had a good Thanksgiving and a Merry Christmas to all and a Happy New Year.

Good Night Miss Daisy,

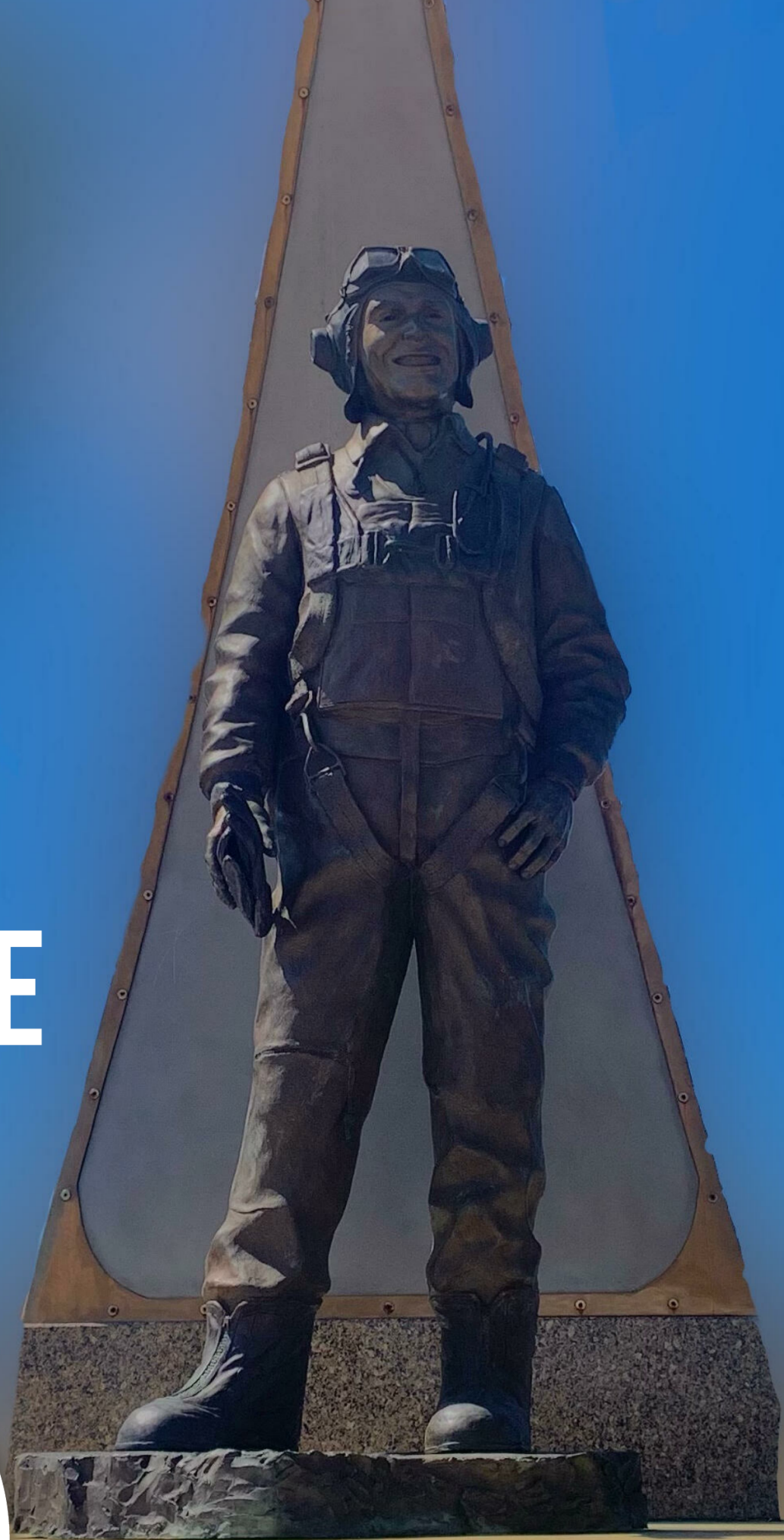


The Prop Turner  
Mike Duncan

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!





## Auburn Visiting Snowbird Pilot - Michael Beare

This winter we have a visiting CFI from the Seattle area, Michael Beare. He will be enjoying the dryer local flying weather til the end of March. He was recently checked out in the Sunshine Flyers Evektor, so you may see him at the airport.

Michael has been instructing at Harvey Airfield (S43), in Snohomish, Washington. The long-time active flight school there since 1945 – [Snohomish Flying Service](#) – is a FAR Part 141 and Part 61 approved training school. They are 25 miles north of Seattle and operate a [fleet of Cessna aircraft](#), including two new G1000 equipped 172S models. Michael has been teaching there for four years, after retiring from a career with a large software





company. He also became a check instructor this year, doing frequent progress checks for students. Additionally, he teaches sport pilots (they have two Evektors currently) and he provides tailwheel transitions in a 1941 J3 Cub.

Michael is not a stranger to this area, as he lived in Reno before moving to Seattle in 2001. There he met his wife Angie, and they have two grown children. A nervous flier over the Sierras, his wife would sometimes prefer to drive down to KAUN. They owned a polished 1947 Beech Bonanza, which they used for visiting family in the Bay Area, for adventures such as camping up at Shelter Cove.

Welcome, Michael!



"Cessna 123 Radio Check"

"Piper 567 Radio Check"

"Hello Earth, Can Anyone Hear Me?"

*By Don Wolfe*

Those of us flying at KAUN know how busy our airport can be, especially on "Wings Restaurant Weekends". We also know that appropriate radio calls can enhance safety in the traffic pattern. During a 45-minute pattern ride this month I heard eight "radio checks" with corresponding "loud and clear" replies. Does the "radio check" and other nonessential radio calls increase flight safety at a non-tower airport like KAUN? Allow me to be the first to admit that I need to clean up my VFR radio calls. Now let's see what the FAA and other sources have to offer.



June 6, 2023, the FAA published Advisory Circular AC 90-66C, "Non-Towered Airport Flight Operations". Here's the link to this AC: [AC 90-66C Non Tower Airport Flight Ops](#). The AC stresses: "Safety is the primary objective of these recommended operations". This document reminds us that airplanes are NOT required to have radios at a non-towered airport and procedures "generally do not require the use of radios". Flight Safety Tip: If you have a radio, use it. Typical of the FAA, the 28-page document leaves the reader researching several other documents to compile a list of

recommended radio calls and procedures at a non-towered airport. I reviewed [AIM- chapter 4](#) , the [Airplane Flying Handbook- chapter 8](#) and peer created works like [“VFR Communications for Idiots”](#) . The AOPA Safety Foundation's; [“Operations at Non Towered Airports”](#) covers it best.

Now back to AC 90-66C. What the...? Page 9.5 of the AC really got my attention: The importance of air-to-air communications cannot be overemphasized. Failure to follow this communication protocol has contributed to near midair collisions (NMAC), and as such could be considered careless and reckless operation of an aircraft. Wow, “Failure to follow this communication protocol could be considered to be reckless and dangerous!” Let's investigate radio calls like; “Departing West Last Call”, “Inbound Bald Hill”, “Cessna 123 Radio Check” and where these transmissions fit in to flight safety. If our “Radio check” blocked a “Base leg “call and is listed as a contributing factor to a midair, can we argue in court that both transmissions are equal in the safety equation?

First let's look at paragraph 8.2.1 of AC-90-66C: “The FAA does NOT regulate traffic pattern entry, only traffic FLOW.” Pilots are expected to observe other aircraft in the pattern and conform to the pattern in use. The FAA offers 4 options for entering the traffic pattern: 45-degree entry to downwind, mid field downwind entry, teardrop entry and the overhead pattern. What, no straight in approach? Nope, the FAA doesn't like the straight in approach at non-towered airports.



Ok, now let's take a look at using that 760 channel VHF radio. Before making any radio calls, make sure you're on the CORRECT frequency, then monitor the radio to get an idea of the current traffic situation. Always remember there may be traffic that is not announcing their position or using a radio.

AOPA SAFETY TIP- CTAF should be used for two reasons only:

- Collision Avoidance
- Airport Advisory

Here's the "elevator briefing" on radio procedures and recommended radio calls at a non-towered airport. The list is compiled from AC-90-66C, AIM and Airplane Flying Handbook:

I. Monitor the VHF frequency 10 minutes prior to taxi and 10 miles out from the airport.

II. Outbound Radio Calls

- A. Prior to taxi
- B. Prior to taxiing on to runway for departure

III. Inbound Radio Calls

- A. 10 miles out with "position, altitude, intentions"
- B. Entering downwind
- C. On downwind
- D. Entering base
- E. Entering final
- F. Leaving the runway

IV. Instrument Approach Call

- A. Position on Final- "5 miles west, on final approach segment inbound, landing \_\_\_?" (YADFY means nothing to a pilot without an Instrument Rating)

## *Footnote*

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*I filed the FAA feedback form for AC 90-66C including this information. Much to my surprise I was invited to a zoom meeting to discuss the feedback with an FAA rep. at national headquarters. These recommendations along with info from other responding pilots will be included in future FAA publication updates. If you have an idea or recommendation to improve aviation safety, I encourage you to send your thoughts to the FAA. Pilots like us experience "the system" every time we fly and often have the solution to many of the issues.*

Have you noticed that most of the student pilots at our airport are making correct and concise radio calls? The CFIs are teaching them how to communicate like professional pilots. How are you doing?

Examples of correct radio calls:

- I. Outbound: "Auburn traffic, Cessna 123 Entering Runway 25, Departing south at 4,500. Auburn"
- II. Inbound: "Auburn Traffic, Cessna 123 Entering downwind Runway 25, full stop, Auburn".

NOTE: All radio calls begin... with "Auburn Traffic", include "airplane model and last 3 alphanumeric of your tail number, "position", sometimes "altitude", include "runway" and end with "Auburn"

Are you still with me? Let's look at some incorrect, improper, and needless radio calls that didn't make the FAA's RECOMMENDED non-tower list. As you review this list and my "cheap seat comments", keep in mind that the radio is used to increase flight safety.

- I. "Any traffic in the area please advise." ("Bad Crew Dog". This one made the FAA never use list)
- II. "Cessna 123 downwind, number 3 for landing". ("Bad Crew Dog Again". While I disagree with the FAA, stating your sequence in the pattern makes their "No-No" list)
- III. "Piper 345, Bald Hill." Where's that? Transient aircraft have no idea. Instead give your direction and distance from KAUN.
- IV. "Mooney 678, 10 West last call." Does anyone really care? If



someone wanted to talk to you, they'd have already chimed in, plus you've just made your "last call" and changed freqs. Remember, the Fed's recommend MONITORING the radio 10 miles out. Better idea: If you are 9 NM. West and an aircraft call's in 10 NM West, it would be a good time to chime in with your position and altitude.

- V. "Commander 789, taxi in to position and hold runway 25" (This radio call belongs to an ATC Control Tower. The AOPA points out that you've placed yourself in a very dangerous position and are unable to see anything happening behind you. Bad idea)
- VI. "Auburn Traffic, Red Maule, Downwind 25 Auburn." (This one comes from the backwoods of Idaho and the Fed's don't like it. If you think flight safety is enhanced by including the color of your plane, consider using; "Red Maule 123 .....")

The "Pro Pilot Radio Check" without transmitting "... Radio Check."

- I. Headset Plugs- BOTH, FULLY IN
- II. Comm Panel- SET
- III. Radio volume- UP
- IV. Radio Frequency- ATIS, AWOS, ASOS. If you can hear the weather your receiver/receiver's work. Arguably hearing other traffic is the most important function of your radio.
- V. Mic Button- PUSH. "T or TX "will display on most radios and you'll hear the "click and side tone" in your headset. You'll also hear yourself transmit when you make a taxi call or call taking the runway.
- VI. Two Radios Available- If you have two radios or a handheld radio, tune both to the Unicom freq. and listen to your first

radio call.

VII. Common Sense Comms: If the radio worked the last time the plane flew, there's nearly a 100% chance it will work this time. If you've listened to AWOS, the worst-case scenario is that you get in the air without a transmitter. Someone will most likely tell you that you're "transmitting carrier only." Switch to the second radio or use your handheld radio. If you deem this to be a "scary operation", return to the airport.

VIII. Cell Phone- you can call ATC by locating the number on Foreflight or your charts. If your radio just came out of the avionics shop by all means, do a "radio check."

IX. FLIGHT SCHOOLS- Consider adopting a procedure whereby a "Radio Check" is accomplished on the FIRST FLIGHT of the Day Only.

AOPA: The way to fly safely at nontowered airports is to REACT.

Radio - Listen to the automated weather observations, if available, and the common traffic advisory

frequency (CTAF) for airport information and traffic advisories.

Eyes - Use them! Look for other traffic. This is the top. priority when operating in the vicinity of a

non-towered airport. Use landing lights so other. Pilots can see you more easily.



Announce - Report your position and intentions using standard phraseology.

Courtesy - A little courtesy will smooth out most problems. The "me first" attitude can be dangerous and rude.

Traffic Pattern - Follow the recommended procedures before you fly. Research the necessary information about your departure and destination airport.

Let's ALL do our part to keep our airport "user friendly" and to increase Flight Safety with proper radio calls. Have a question? Ask your CFI what the book says. Have a comment? Flame away at: [Pointninetwo@gmail.com](mailto:Pointninetwo@gmail.com)





WOMEN IN AVIATION INTERNATIONAL  
**SCHOLARSHIPS  
CHANGE LIVES**

**#IamWAI #IamWAI #IamWAI**

*Scholarship Winner*  
Jessica Maviano, WAI 85270

*Scholarship Winner*  
Manuela Cortes, WAI 56648

*Scholarship Winner*  
Charnell Walls, WAI 79058

Women In Aviation International 2024  
scholarships are now open, click below to learn  
how to apply!

**CLICK HERE**



# Photos

Flying over hills towards  
Lake Almanor

Scholarship director, **Don Wolfe**, on the left,  
with past president **Tim Pinkney**. Tim  
shared photos and stories of his time at  
Bomber Camp, a four day program in  
Stockton that simulates WWII airmen  
training and living conditions







# 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** \_\_\_\_\_

### ----- 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	\$ 5 0 0
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### Brick 2

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

4 " x 8 " brick	\$ 5 0 0
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Payment: <u>   4   </u> "x8" bricks @ \$500 = \$ <u>          </u>	
<b>Contact Information</b> Name: <input type="text"/> Phone: <input type="text"/> Email: <input type="text"/>	<b><i>Make check payable to:</i></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 Diccico

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

Doug McDougall &  
Rosemarie La Rocca

Cameron & Gina Thompson

Mario & Molly Dinucci



# General Members

## Scholarship Winners/Lifetime Members

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

Fran and Adam Brodel

**Brandon Brown**

Kelly Bruno

Aaron & Heather Burns

John & Hilary Burns

John Hudek Jr.

Julia Carey

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Kristina Carroll

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