



November
2022

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

ARTICLES

- Airport Manager Report
- As The Prop Turns
- AOPA Article
"Confessions of a self
centered pilot"
- Mach 5 Musings
- Gone West - Elmer
Frank
- EAA Young Eagle Event
- Veterans Day Flight of a
Lifetime

In This Issue

**click to jump to*

MISC.

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

INFO of INTEREST

- Auburn Aviation
Association
Scholarships
- 2023 AOPA
Foundation
Scholarship Program
- "Pay it Foward"
Student Aviation Fund
in Memory of Richard
Conte



President's Message

By Chase Morgan

“ Earlier this month

I was able to ferry a 172
to Brainerd, Minnesota

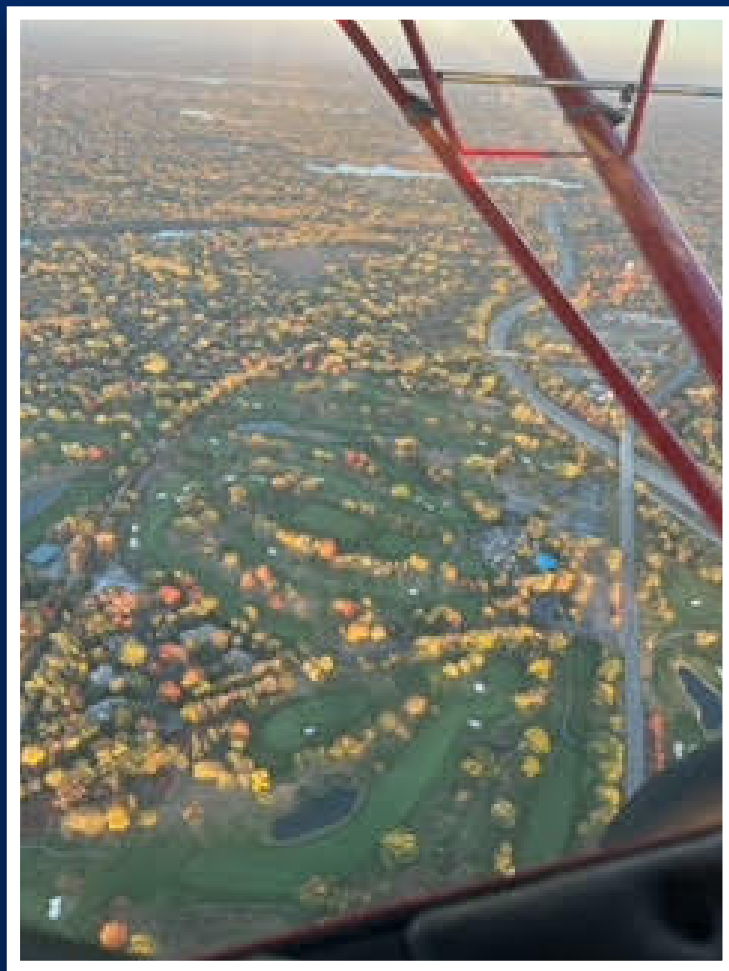
for an annual and
upgrades, and
goodness was that a
cool way to see
some incredible fall
festivities, including
this intricate Corn
Maze!

And beautiful trees!



As a benefit of my work I was enriched

with a solid day and a half of STOL training with techniques from the Patey Brothers out of Spanish Fork, Utah. I practiced canyon flying,



canyon exit turns and performance landings throughout the many grass strips of Northern Iowa and Southern Minnesota. Those of you who have landed on grass should understand in a lot of cases it's more pleasant than landing on

pavement!

On that note, I made the personal discovery that Columbia, CA (O22) has a wonderful grass strip that's easily accessible! I had a chance to spend some time there last week. If you have the

opportunity to check out that airport, do it!

In the business of
KAUN, it's time to
vote! We look
forward to seeing
you next
Wednesday to vote
on and Introduce
our new officers!





I WANT **YOU** TO VOLUNTEER FOR AAA

We're looking for volunteers! There are numerous opportunities to lend a hand at your neighborhood airport; consider offering one of your abilities.

If you're interested in participating, speak up at the following meeting or call Randy Leys at (956) 453-7050...

2023 AAA Board of Directors

by Randy Leys

Every fall, the Past President undertakes the process of putting together a new AAA Board of Directors that will serve to guide our club for the coming year. There's no handbook for this process. The idea is to balance new folks and their fresh ideas with the collective memory of experienced board members.

As you might expect, Past President Randy Leys gave this job much thought and spent a lot of time chatting with AAA members generating a list of possible names. Then, he spent more time talking to prospective board members to gauge their interest.

In the end, a lot of people said "yes" - some to remain on the board, some to take up new positions on the board, and some to be on the board for the first time. they have what it takes to give the AAA another great year

Let's welcome the 2023 AAA Board of Directors:

President: Chris Haven

Vice President: Dan Flom

Secretary: Doug Fee

Treasurer: David Dwelle

Newsletter: Brooklyn Irvine

Publicity: David Sanborn

Membership: Peter Hastert

Suffice it to say, together

Auburn Aviation Association Airport Advisory Committee (lazy people just call it the 5AC): Ken Dwelle

Scholarship: Don Wolfe

Board Member at Large: Joanie Mooneyham

Donations: Nancy Benjamin

Food Managers: Mona Anderson and Bonnie Wilson

We're looking forward to a tremendous year. Join us for our monthly meetings-be an active part of the best small airport in California.



AAA Events

AAA member, Casey Long, and his family are living the dream--a big one. They're building an eco-tourism lodge in the heart of Alaska. Like birds migrating south for the winter, they've recently returned to Auburn. Casey will bring us up to date on their progress at our next AAA meeting on Wednesday, November 2. Come out, enjoy the potluck, and hear about their amazing project.

5AC Meeting

11/1

6-6:30

Potluck Menu

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

MAIN: A-L

SIDES: M-R

DESERT: S-Z

General
Membership
Meeting

11/2

6-8:30

Both meetings will broadcast via ZOOM. Use same [link](#) for both.

Airport Manager Report *by Jonathan Wright*

Dear Auburn Airport Community,

PG&E Contractors have caused quite a commotion at the airport as they ran their helicopter ferrying operation out of Auburn in support of the reconstruction effort resulting from the mosquito fire. The three helicopters ran employee pick up and drop off missions every 20 minutes or so and generated concern for some of the neighbors who felt the activity was disturbing. This mission should be coming to an end with helicopter activity at the airport returning to normal soon.

Speaking of helicopters, the helicopter parking area is finally under construction. Please note that Taxiway Alpha and Delta in the construction area

may be temporarily closed and detoured from time to time during weekdays from now to the end of the year. Transient helicopters are being advised to utilize other airports until the new pads are complete, hopefully just after the first of the new year.

The BIL Terminal Building Replacement grants were opened once again and this time the City applied for \$700,000 in order to do the design and environmental work for the new terminal building. If you read my article last spring, you will recall that the Federal Government is investing \$5 billion into new terminal buildings and towers that are being provided in 5 separate grant cycles, the first being the one last spring. During that grant the City applied for a design-build project for the entire project; however, that project was not selected for funding. This time the City is just going for the money to do the initial steps in the project which include the design of the new terminal and the required CEQA/NEPA assessments. This will hopefully make us more competitive in future grant cycles. Fingers crossed!

While we plan on replacing the terminal building at some point in the future, that day could be next year or 10 years from now and the building continues to be an important part of the airport. Therefore, Public Works staff is actively working to maintain the existing building by replace the old water-stained ceiling tiles with new ones and the old vinyl flooring in the restrooms with new vinyl plank and replace the rotten sheeting below with new plywood so that it will last until we are able to replace the old building.

As always, I appreciate the opportunity to be a part of the Auburn Airport Community!



Auburn Transit Now Offers On-Demand Bus Service

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

Book your trip!
DOWNLOAD THE APP

 **TransLōc®**



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



Aviation Scholarships
administered by
Auburn Aviation Association
Auburn Chapter 526
Experimental Aircraft Association



2023

Auburn Aviation Association is pleased to announce numerous scholarships and grant opportunities available in 2023. Scholarships include: 2 trips to the 2023 EAA Air Academy, 7-8 flight training scholarships, and Airframe & Powerplant Mechanic Grants to Sacramento City College students. The total package is worth over \$95,000!

Applications for the EAA Air Academy will open in early December 2022 and the flight scholarship applications will open on January 1, 2023. Look for more information on the Auburn Aviation Association website, in the ***"Propwash"*** monthly newsletter and on the Auburn Aviation Association Facebook page.

Auburn Aviation Association will be administering the application and interview process again for 2023. The application review and interview team will include previous scholarship recipients as well as members from the sponsor organizations

All of us on the AAA Scholarship team want to thank the Ellsworth Hovey Getchell Foundation, EAA Chapter 526, Mach 5 Aviation and the membership of AAA for contributing funds to support aviation education in 2023. We can all be proud of the fact that our little community of Auburn California promotes aviation on a scale that is second to none. In 2023 we will again pay it forward with scholarships funds to promote the next generation dedicated to aviation.

As The Prop Turns

by Michal Duncan



For those who have not been to the airport in the last few weeks, one of our big attractions is gone. The AN-2 that has been one the most photographed aircraft on the airport flew the coop. Al Casner sold the airplane and the new owner spent about two weeks getting it ready for its flight to Mexico. It was a great day to see it fly but

it was also a sad day because it has left. It will be missed.

Work has been started on the new heli-pads. Be on the lookout for men and equipment on the taxiways between Delta and Echo taxiways. If necessary you may have to use the taxi way between

the hangars to either get to runway seven or taxi back to parking. You may even have to back-taxi on the runway; landing traffic permitting. Take care and be safe.

I have finally done it. "Done what?" you might say... I have taken my balloon ride. It was the fifth try due to various reasons. Too much wind, too much smoke, etc. The day finally came on October 6th. Up at 5:30 am so that we can meet at the marina at 7:00 am along with twenty four other people. The balloon will hold up to sixteen plus a pilot. This morning there will be two flights with twelve passengers each. A short briefing for every one and then on to the barge. The barge is advertised as the world's only hot air balloon aircraft carrier. A short ride out into the lake and then they launched a trial balloon to see about the winds aloft. Contrary to us airplane pilots who only get the winds in 3000 foot increments, the balloonists look for wind changes in 100 foot or less layers. The trial balloon will show them that. Our trial balloon went vertical with no big changes.

Time to inflate the balloon and go fly... It takes about fifteen minutes to get the balloon inflated



which is accomplished with a minimum of four people. Lay the deflated balloon along the deck and lay the basket on its side. A large fan is brought in to start filling the balloon with air and then the burners in the basket to start the hot air into it. Eventually the balloon is up right and is ready for boarding. Twelve passengers and a pilot.

We were the first group to fly. As the pilot hits the burner to induce more hot air into the balloon to increase the lift, the ground crew helps to stabilize the balloon until it is ready for launch.

As the crew releases the balloon we lift off from the barge. Our adventure begins. As we begin the ascent with only the sound of the burner heating the air, the barge falls away and we drift away. At first we drift toward the south toward the shore. The day was clear, giving us a fantastic view of the whole lake at once. It looks smaller from the air. The pilot has the ability to rotate the balloon in order to give everyone a view all around by venting air out one side of the balloon, much like they maneuver the satellites in space. With changes in altitude we climb to ten thousand feet

(four thousand above the lake) as we catch air currents moving in different directions. Eventually we fly in a big circle getting only a couple of miles from the barge. All too soon it is time to go down.

The descent is just a matter of letting the air cool in the balloon or venting some of the hot air depending on how fast you wish to go down. As we reach lake level, the pilot gives the burners numerous blasts on the burns to slow our descent and allow us to hover over the lake. Our recovery is just a matter of descending to lake level as the barge maneuvers underneath. It is a lot like landing on an aircraft carrier as the balloon skims over the one end of the barge, only a lot slower. The ground crew (ok the boat crew) grabs the balloon to stabilize it and then secures it to the barge with straps. We can then unload and the next group can load up. Watching them depart from the barge and ducking below the balloon is almost as exciting as flying it. The whole trip was well worth the many attempts we made to take the flight at Lake Tahoe. I highly recommend it as one of the many unforgettable adventures in aviation.

Not to be forgotten this month are the students who



Aiden Drake



Chris Hale



Lance Toman

have reached their milestones. **Lance Toman** earned a private pilot certificate with Dave Tranquilla as the DPE and Rick Hinds as his instructor. **Aiden Drake** soloed in a C-152 with Steve Bazor as his instructor. **Chris Hale** passed his Instrument rating in his C-182. David Longo is his instructor and James Duvall was his pilot examiner. Chris ended up flying to Silver Springs Nevada to do his check ride.

Silver Springs is located about forty miles east of Reno out in the desert with very little traffic. Plans are afoot to bring in more hangars and businesses for any one looking for an up and coming airport without a lot of neighbors.

Included in this newsletter I have attached an article that I read in the AOPA Pilot magazine. I think it will be interesting reading for all. I hope you take a few minutes to read it.

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



The Prop Turner

Mike Duncan

Confessions of a self-centered pilot

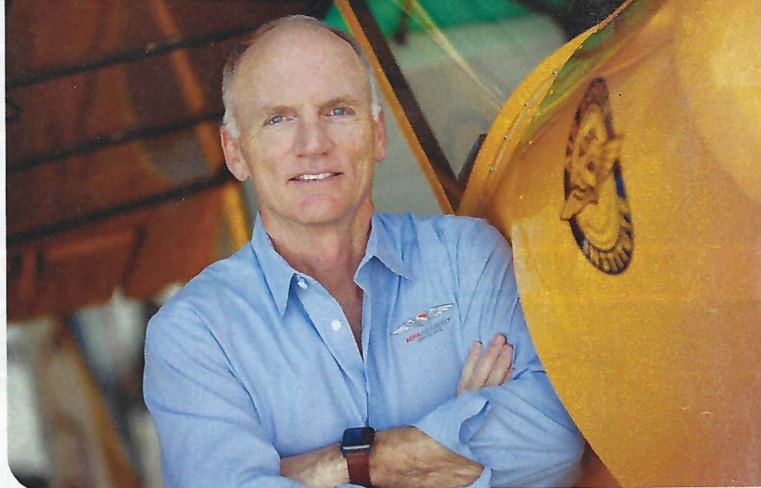
A personal journey to more communal flying

SEVERAL YEARS BACK, I had a more individualistic approach to my flying. I arrived at VFR patterns in whatever fashion suited my personal situation. I'd flow into existing traffic, but also didn't hesitate to fly a straight-in or an unorthodox entry if I thought I could work it in. My approach worked out OK. I don't ever remember conflicts, but I am likely unaware of stress I caused other pilots or events where other pilots modified their patterns to accommodate my custom arrival. I've come to appreciate the value in a more consistent, predictable, and communal approach to my flying. It's a work in progress.

The fundamental problem with my previous approach is that it didn't embrace general aviation's milieu. We're part of a varied collection of hundreds of thousands of individual pilots flying thousands of different airplane types into some 5,000 airports nationally. We conduct more than 20 million operations a year safely by adhering to procedures and protocols that optimize our community. The procedures or guidelines may sub-optimize my personal situation on occasion, but holistically, these guides optimize our community and our overall safety, which in turn comes back to benefit me personally. My fundamental shift—still underway—is to embrace the notion that I'm an individual pilot flying as part of a thriving, friendly, passionate, and concerned GA community. By adhering to basic procedures my actions benefit all of us.

I have the great fortune of flying into several sizeable GA events every year in different types of aircraft. Time and again, impressive volumes of aircraft flown by wide-ranging pilot experience levels flow safely, without professional traffic control. Kitfoxes to Pilatuses, flowing into a pattern and landing on a single runway—and we do it working in unison. Having that same mindset every time we arrive at any airfield—particularly nontowered fields—will help us reduce the number of midair collisions we have in GA, some six every year, 80 percent of which are in or near the VFR traffic pattern.

A couple of tragic midairs this year, each that involved non-standard pattern entry from an airplane in the collision, brought VFR traffic patterns into focus (see "Disastrous Course of Action," p. 78). Our regulations and guidelines in general aviation are broad. It doesn't take much to adhere to them, and when we remember we're acting as participants in a broader community, they seem even less onerous. FAR 91.126 mandates left turns in patterns at nontowered airports in Class G airspace, unless the airport signals



BY RICHARD MCSPADDEN / Senior Vice President, AOPA Air Safety Institute / AOPA Foundation Legacy Society member

otherwise. FAR 91.113 gives right-of-way to the lowest of two aircraft when both are approaching the airport for landing, while an aircraft on final or landing has right-of-way over others in flight or operating on the ground. As if reading pilots' minds, the regulation goes on to prohibit a pilot from taking advantage of these rules to cut another aircraft off or pass them in the pattern.

Other publications offer guidance and techniques in supporting our goal to fly as a community. Predictability in aviation has time and again proven to be an elixir for safety. Guidance in chapter four of The Aeronautical Information Manual (AIM) directs pattern entry from a 45-degree angle that intercepts downwind at midfield, at pattern altitude, and at pattern speed. An accompanying note encourages pilots to use this standard entry, although it acknowledges some pilots will still choose a straight-in approach. AIM guidance is clear that straight-ins should not disrupt the flow of arriving and departing traffic. Both the Airplane Flying Handbook chapter eight, and FAA Advisory Circular 90-66B reinforce the FAA's views on pattern operations by clarifying the 45 cut to downwind as the preferred pattern entry, and clearly stating that IFR arrivals do not have priority over VFR traffic. AC 90-66B specifically warns against the dangers of climbing or descending at downwind entry because of the limits of visibility in both arriving and established pattern traffic.

Guidance for VFR traffic patterns seems appropriately balanced: not too restrictive, and yet enough for all of us to fly anywhere in the country and to be able to predict pattern behavior from pilots we've never met and never flown with.

I still fly straight-ins on occasion. I may choose a straight-in if I'm sure no one else is in the pattern or about to depart. But experience has taught me to be wary of that "surety." ADS-B In helps, but it doesn't paint all traffic; good radios help, but not everyone flies with a radio; I've long since realized the limits of visual scans and "see and avoid" to detect all traffic near me. So, I rarely fly straight-ins, and instead choose to embrace this friendly and supportive GA community I'm a part of and contribute to it by flying predictably.

My name is Richard, and it's been 13 flights since my last nonstandard pattern entry. ■

richard.mcspadden@aopa.org
@ SpadMcSpadden d PropBlast

RICHARD MCSPADDEN
leads the AOPA Air Safety Institute.

Mach 5 Musings

from the Mach 5 Aviation Cluhouse

Mach 5 was well represented at the California Capital Airshow at Mather Airport, the weekend of Oct 1-2. Dozens of visitors stopped by to check out the sleek Diamond DA40, and the Twin Tecnam P2006T, and the prospects of flight training at Mach 5.

Not related to Mach 5, but fun anyway, Dan Flom's Chipmunk was on static display at the Airshow, and featured at the Performers' Reception prior to the Airshow.

Recently Lincoln Airport KLHM sponsored their Open House event, reminiscent of Auburn Air Fairs of several years ago. They had over 40 static display aircraft and at least 4000 visitors. Perhaps KAUN might resurrect the Auburn Air Fair again?





Mach 5 anticipates adding a second Diamond DA40 to the fleet by the end of October. Come check out both of these beautiful aircraft!

This month's accomplishments: **Harison Bennion** soloed on 9/29/22 with Ryan Juba as his instructor. **Jonathan Smith** passed his IFR Checkride; Simon Berman and Jake Heppner were his CFI's. **Edward Fan** accomplished his Multi Engine rating on 10/6/2022, instructed by Jake Heppner. **Kaden Kusick** passed his Private Pilot Checkride on 10/6/2022, instructed by Blake Heauser. **John Wilson** accomplished his Multi-Engine Commercial Add-On rating 10/7/2022; his instructor was Charlie Mellor. **Garrett Lang** passed his PPL Checkride on 10/13/2022; his instructor was Brian Nipper. Our own CFI **Patrick O'Connor** accomplished his CFII Checkride 10/15/2022. And last but not least, **Matthew Benham** passed his IFR Checkride on 10/22/2022. Congratulations to All!!

Gone West - Elmer Frank

by Chris Haven



Although Elmer Frank grew up in North Dakota, in the fall of 1950 he rode to California with a friend, and after crossing the Sierra Mountains said to his friend, "I'm not going back to N.D. with you."

Elmer worked at Turner Hardware in Stockton and at the Cannery before joining the U.S. Navy. His time in the Navy was spent on the U.S.S. Merrick when they transported North Korean prisoners back to Korea. This was known as "Big Switch." His 22 years took him to Midway Island, Athens, Georgia, at which time he got his discharge and spent 18 months on a ranch in Montana. After that it was determined that the Navy was his calling. When reenlisting he got into the intelligence field

spending time on the Admiral's staff at North Island, going aboard the U.S.S. Helena for a trip to Wes Pac & then to another Admiral's staff at the Amphibious Base on the Strand. His language qualification (German) took him to Munich, Germany for 5 years, and he retired in Jacksonville, Florida.

Elmer made his home in Auburn since 1975 working for AT&T and Pac Bell, retiring from these after ten years, then worked with his son Dennis building houses.

Flying had always been a passion and he initially took lessons in Jacksonville. Later he secured his private ticket in Auburn and went on to achieve commercial, instrument, multi engine & instructor ratings, and become a flight instructor out of the Auburn Airport.

Mary Ann, Elmer's wife of 69 years, and Elmer have been quite active with AAA. Both volunteered with the Auburn Air Fair events and Mary Ann served as AAA Secretary in the late 2000's. They have continued to maintain their AAA membership and regularly donate to our scholarship fund.



2023 AOPA FOUNDATION SCHOLARSHIP PROGRAM

Made possible through donations to the AOPA Foundation, the more than \$1 million in scholarships are a major benefit of AOPA membership, helping members reach their aviation goals.

- Scholarship applications **open Sept. 5, 2022**, with awards ranging from \$2,500 to \$14,000 for primary flight training, advanced ratings/certificates, and aviation maintenance.
- Open to AOPA members that are U.S. citizens or U.S. permanent legal residents
- Some scholarships also require applicants to meet additional criteria (see **listings below**)
- Scholarship applications will close **February 10, 2023**, at 11:59 EDT.

You need only submit one application that will be automatically considered for all scholarships for which you are eligible.

FREE AOPA "AV8RS" memberships are available for youth ages 13-18 at the following link:<https://www.aopa.org/membership>. Benefits are the same as regular membership, however the Flight Training magazine is sent digitally. This is a great opportunity to discover more about aviation and to apply for an AOPA scholarship.

The AOPA has opened the application process for their 2023 scholarship program. A link to the application and additional information can be found under the "scholarship" tab of our AAA web site. Applicants must be a member of AOPA.

EEA Young Eagle Event

by Don Wolfe

EAA Chapter 526 flew 46 children ages 8-17 during a flight rally on Saturday, October 15. Flights began with a sign in by parents followed by 15 minute flight briefings conducted by Steve Jahr. EGHF scholarship recipient Tenley Ong brought her beaming positive attitude to the event and escorted the Young Eagles to and from the briefings.

Ramp boss Doug Fee conducted a "Safety Briefing" for the pilots pointing out ramp issues, the nearby TFR area (Temporary Flight Restrictions) and route of flight over Folsom reservoir. 10 pilots and planes were on hand to fly the children and a Cessna 152 flight simulator was available for hands on training while they waited for their rides.

The pilots were: Jim Barrilleaux, Mark Cloverdale, Brandon Dever, Greg Duda, Darren Kendall, Steve Kendall, Mark "Mac" McElroy, Christopher O'Leary, Andy Robinson, Don Wolfe. Ground crew included: Larry Borchert, Doug Fee, Dan Flom, Susanne Flom, Steve Jahr, Frank Kavenik, Tenley Ong, Maynard



Andy Robinson loading up
his "Big Piper 6"



Cessna 152 Simulator



Andy Robinson loading up
his "Big Piper 6"

Smith, Marleen Wekell. Darren Kendall earned "Gold Star" recognition for flying a rented Cessna 172 all the way from San Diego to help out with the event. Good on ya Darren!

It was a beautiful morning in Northern California. Children were treated to cool air and smooth rides for all. The next and last regular Young Eagle Event of the year will be held on Saturday November 12, 2022. More information is available on the EAA 526 website:

<http://www.eaachapter526.net/flights.html>



Mac explains the preflight process

"PAY IT FORWARD" STUDENT AVIATION FUND

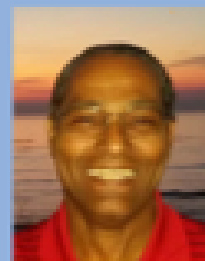
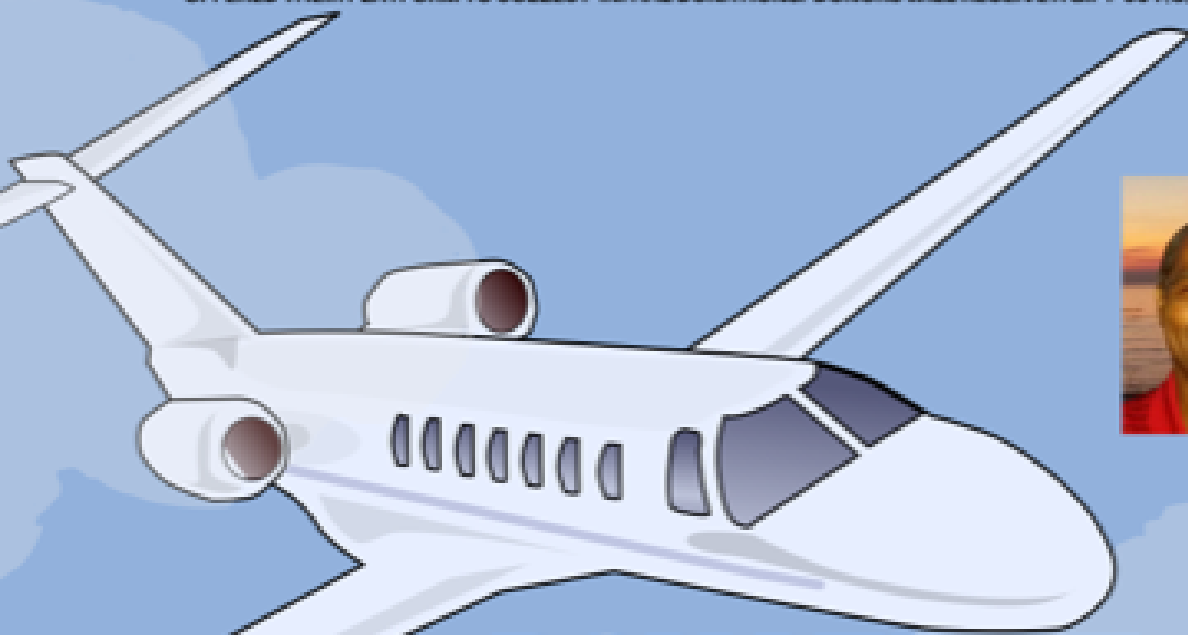
In Memory of Richard Conte

RICHARD JEAN MICHEL CONTE WAS BORN IN PORT AU PRINCE, HAITI ON OCTOBER 7, 1953. HE IMMIGRATED TO THE UNITED STATES AS A YOUNG BOY AND ATTENDED ASCENSION SCHOOL IN NEW YORK FROM JUNE 1966-1968. IN 1972 RICHARD GRADUATED FROM NEW YORK AVIATION HIGH SCHOOL WHERE HE WAS A MEMBER OF THE HONOR SOCIETY AND THE JRL ROTC. RICHARD SERVED IN THE UNITED STATES AIR FORCE FROM 1973-1977 AND LATER SERVED TWELVE YEARS AS A POLICE OFFICER FOR THE CITY OF FOLSOM AND CITY OF OAKLAND (CA) POLICE DEPARTMENTS. RICHARD WORKED FOR TEN YEARS AS A PILOT FOR THE UNITED STATES CUSTOMS SERVICE BEFORE TAKING A POSITION AS A FEDERAL AVIATION ADMINISTRATION FLIGHT SAFETY INSPECTOR. RICHARD WORKED AT THE FAA FLIGHT STANDARDS DISTRICT OFFICE IN SACRAMENTO FOR 33 YEARS WHERE HE WAS DIRECTLY RESPONSIBLE FOR THE ADMINISTRATION, INVESTIGATION, AND ENFORCEMENT OF SAFETY REGULATIONS AND STANDARDS FOR THE PRODUCTION, OPERATION, MAINTENANCE, AND MODIFICATION OF AIRCRAFT. RICHARD SPECIALIZED IN THE OPERATIONS AREA WHERE HE EVALUATED AIRMAN, TRAINING PROGRAMS, EQUIPMENT, AND FACILITIES. RICHARD RETIRED FROM THE FAA IN 2016.

IN RETIREMENT, RICHARD AND HIS WIFE TERRI WERE PARTNERS IN A SUCCESSFUL AIRCRAFT MANAGEMENT AND AVIATION CONSULTING BUSINESS. RICHARD LEVERAGED HIS DECADES OF EXPERIENCE IN THE AVIATION INDUSTRY TO PROVIDE OWNERS WITH A TURNKEY SOLUTION FOR RELIABLE AND DEPENDABLE AIRCRAFT MANAGEMENT.

RICHARD ALSO LOVED TO SHARE HIS AVIATION KNOWLEDGE, EXPERIENCE, AND PASSION WITH YOUNG ADULTS, NEW PILOTS, AND ASPIRING PROFESSIONAL AVIATORS. HE WAS AN ACTIVE FLIGHT INSTRUCTOR AND AN FAA DESIGNATED PILOT EXAMINER. DURING HIS LIFETIME, RICHARD LITERALLY INSPIRED, INSTRUCTED, CERTIFIED, AND TYPE-RATED THOUSANDS OF PILOTS. RICHARD ALWAYS HAD A SPECIAL PLACE IN HIS HEART FOR PUBLIC SAFETY AVIATORS AND GENEROUSLY DONATED HIS TIME AND SERVICES TO LAW ENFORCEMENT AGENCIES, FIRE DEPARTMENTS, AIR AMBULANCE COMPANIES, AND THE UNITED STATES COAST GUARD MAKING SURE THEY WERE PREPARED FOR THEIR CRITICAL MISSIONS. RICHARD VOLUNTEERED AS A RESERVE OFFICER FOR THE SACRAMENTO POLICE DEPARTMENT AND WAS SPECIFICALLY RESPONSIBLE FOR CONDUCTING INITIAL AND RECURRENT TRAINING FOR POLICE OFFICER PILOTS.

TRAGICALLY, ON SEPTEMBER 4TH, 2022 RICHARD DIED DOING WHAT HE LOVED MOST... FLYING AND SHARING HIS PASSION FOR ALL THINGS AVIATION. RICHARD SPENT MOST OF HIS ADULT LIFE SOARING IN THE SKY AMONGST THE CLOUDS. HIS DREAM OF BECOMING A PILOT REQUIRED THAT HE WORK TWO JOBS AND ENDURE A TWO-HOUR ROUND TRIP BUS RIDE TO TAKE FLYING LESSONS. THROUGH HIS DEDICATION, PERSEVERANCE, AND RESOLVE RICHARD EARNED HIS PILOT CERTIFICATIONS AND ALL HIS FLIGHT INSTRUCTOR RATINGS. ON HIS PATH TO FLIGHT EXPERIENCE AND EXPERTISE, RICHARD WITNESSED THE STRUGGLE OF MANY OTHER ASPIRING PILOTS. AS A RESULT, RICHARD HAD A KEEN EYE FOR THOSE WITH THE DEDICATION, DETERMINATION, AND WILL TO BECOME PROFESSIONAL PILOTS. IN LIFE RICHARD PROVIDED THE INSPIRATION, THE OPPORTUNITY, AND THE MEANS FOR MANY YOUNG ADULTS TO ACHIEVE THEIR DREAMS. IN HONOR OF HIS LIFE AND HIS GENEROUS SPIRIT OF GIVING, WE ARE CREATING THE "PAY IT FORWARD" STUDENT AVIATION FUND IN MEMORY OF RICHARD CONTE. THE 501(C)(3) ORGANIZATION WILL ULTIMATELY PROVIDE FINANCIAL SUPPORT FOR YOUNG AVIATORS SO THEY TOO CAN ACHIEVE THEIR DREAMS. UNTIL THE NEW ORGANIZATION IS APPROVED, PLACER COMMUNITY FOUNDATION HAS OFFERED THEIR PLATFORM TO COLLECT INITIAL DONATIONS. DONORS WILL RECEIVE A GIFT 501(C)(3) GIFT RECEIPT.



DONATE AT
[HTTPS://DONATENOW.NETWORKFORGOOD.ORG/PLACERCFGIVING](https://donatenow.networkforgood.org/placercfcgiving)

Veterans Day Flight of a Lifetime

by Tim O'Brien

Grass Valley native and airline pilot Juan Browne, in conjunction with the Golden Empire Flying Association, has laid plans for a most memorable Veterans Day Weekend for those who love aviation and the history of our Greatest Generation.

An authentic and original World War II-vintage Douglas C-47 Dakota, the Military transport version of the DC-3, will arrive at the Nevada County Airport on the morning of Veterans Day, November 11 to offer rides to the public as well as a nostalgic and educational experience of a lifetime, a first of its kind for Nevada County residents on Veterans Day.

Considered by General Dwight D. Eisenhower as one of the most vital tools to success, the Douglas C-47 operated from every continent and

participated in every major battle during the Second World War. While the legendary DC-3's primary achievement was to bring profitability to the airline industry in the mid-1930s, its rugged military version as the C-47 cemented that legacy above the battlefields of World War II. Throughout their long and distinguished career, C-47s were utilized in numerous roles including hauling cargo, transporting troops, dropping paratroops and towing gliders in all-weather and wartime conditions.

The C-47 arriving over Nevada County is named "Betsy's Biscuit Bomber", and is operated by the Estrella Warbird Museum located at the Paso Robles Municipal Airport. In addition to its distinguished military and civilian service since its construction in 1944, the aircraft underwent a complete and authentic 3-year restoration in time to fly across the Atlantic Ocean in 2019 for the 75th Anniversary of the Normandy D-DAY Invasion in commemoration of our victory in World War II.

Four flights per day are scheduled for Friday and Saturday, November 11 and 12, to include a forty-five minute flight path over scenic Western Nevada County. Flight times are available for each day at 9:00 am, 10:30 am 1:30 pm and 3:00 pm.

You can reserve a seat for a \$200 donation to the Golden Empire Flying Association at the Beam Easy-living Center, located at 422 Henderson Street in Grass Valley. You can also reserve a "will call" ticket by calling the Beam Easy-living Center at (530) 273-5166.

Space is limited, so act fast. The proceeds provide youth aviation scholarships through the Golden Empire Flying Association and aircraft preservation through Gooney Bird LLC, both California 501(C)(3) non-profit organizations.

VETERANS DAY FLIGHT OF A LIFETIME

over Western Nevada County in a World War II vintage C-47!

Friday and Saturday, November 11-12

Nevada County Airport

Choose from four
45-Minute Flights per day
with your \$200 donation

9:00am

1:30pm

10:30am

3:00pm



For tickets and information, Visit the

BEAM *Easy Living* CENTER

422 Henderson St. Grass Valley

For will-call reservations

(530) 273-5166

*Hurry!
Limited seats available!*

*Fly a veteran
family member!*

Proceeds provide aviation scholarships
for local youth through the
Golden Empire Flying Association
and aircraft preservation through
Gooney Bird Group, LLC,
both California 501(c)(3) organizations.

Join the Excitement!
(530) 273-5166



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Propwash November 2022



Photos





WREATHS *across* AMERICA

Auburn Aviation
Association

Wreath Sponsorship Form

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

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

Please make checks payable to:

Wreaths Across America

Mail To: PO Box 249
Columbia Falls, ME 04623

Call 877-385-9504 with any questions.
Thank you for your sponsorship and joining us in our mission
to Remember, Honor and Teach!

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

GRAVE SPECIFIC REQUESTS ARE NOT ACCEPTED ON THIS FORM

In Honor of:

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

Email address: _____

Mailing address: _____

In Memory of:

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

Branch of Service: _____

Rank: _____

State: _____

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

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

FOR OFFICE USE ONLY:

Cash: _____ Total: _____ Date Received: _____

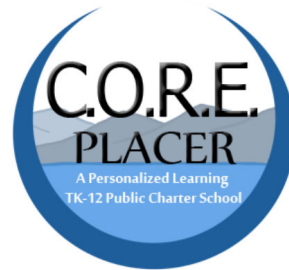
Total No. Checks: _____ Reconciled: _____

MO: _____

Entered: _____

GEN: _____

Endowment Fund Corporate Sponsors





AAA Members List

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**

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

Matt Diccico

Joe & Ann Bittaker

Randy & Lisa Leys

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
Gerry & Kathy Aubrey
Mark & Sharon Bateson
*Frank Bell
*Jack Bell
Jordan Benedict
Margarita Bershova
Brett Bickerstaff
Elen Brandt
Claude & Diana Biddle
Christian Bivens
Tom & Judy Boucree
Christopher Bouley
Adrian Boyer
Darcy Brewer & Greg Gappert
*Brandon Brown
Michael Brown
Kelly Bruno
Aaron & Heather Burns
John & Hilary Burns
John Hudek Jr.
Julia Carey
Matthew Carlson
Kristina Carroll
Paula Celick & Larry LaVerne
*Andrew Chubatenko
Scott & Meg Connelly
Amanda D'Amour
Derek De Oliveira
Brandon Dever
Helen Dobeck

Micah Doe
Eric & Kera Dolan
John & Kathy Donlevy
Will Dougherty
Dallas Drake
*Jessi Dreschler
David M. Dwelle & Jeffrey Roth
Ken & Judy Dwelle
Shayden Eagleheart
Steven Elliott
Kent English
Dan & Susanne Flom
Dan & Karen Foster
Elmer & Mary Ann Frank
Jon & Marcia Friesell
*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
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
Andrew & Isabelle McCourt
Mark "Mac" & Linda McElroy
*Mia McKnight
Tammy Meredith
Calvin Miller
Rob & Teri Miller
Rita 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
Tom & Louise Palmer
Elizabeth Paval
Mike Peters
Bill & Nanci Radakovitz
Tyghe Richardson
Bethany Robarts

Steve Roselle

*Benjamin Rubash
*Ben Samp
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Deborah Sandbank
Mark Sandoval
Mikaela Sawaya
Martin & Dawn Scheyhing
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Don Treco
*Camile Tricomio
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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

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"/>
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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: ___ 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

2022 AAA Board

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Special thanks to Brooklyn Irvine for laying out the newsletter and David Sanborn for managing distribution of the newsletter.

Engraved Bricks for Veterans

Commemorative Bricks are available for sale to be installed around the Monument at Auburn Airport. As many of you know, our Association has taken on the task of ordering the bricks for the amazing Doug Van Howd monument honoring WWII veterans. For those of you who haven't seen it, stop by the grassy area at Wings Restaurant - you'll be awed and amazed. Bricks cost \$500 each. Proceeds, after costs, go to fund the "Col. Bud Anderson Scholarship Fund." See form on the next page for ordering. Questions? See Secretary, Joanie Mooneyham, 530-878-0434.

