



PROPWASH



October
2023

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

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International 2024
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Presidents' Message

By Chris Haven

“I

t's September,

and I'm in the midst of a few career events for school-aged kids - some for girls in aviation and STEM, and one career day at a school. I will surely be calling on some of you who are more qualified than I to talk about a career in aviation. Merely representing is part of attending these events. Showing up in a uniform or company-logo shirt and conversing with school-aged people allows them to better understand who does this work and feel closer to the possibility of doing it themselves.

Some kids show off their knowledge and love of planes and some really seem to be connecting the dots. During a hangar tour this year I was standing on the wing of an A-36 with a girl of approximately 9 years

old when she asked me how much I weighed. Turns out she was thinking about my explanation of why one of the seats in the back of the plane had been pulled out. She and I proceeded to calculate the load for a trip with three or four people, suitcases, and fuel, and then compared that to an approximate useful load. Then we talked about how we could reduce weight. What a star.

For older kids, parents, and other adults seeking concrete advice on how to get started, there are resources on the AAA website. The mentoring, scholarship, safety, and career day programs are well developed thanks to those dedicated volunteers on the scholarship team. In enacting our mission of inspiring kids to flight, the actual interacting with the kids is quite rewarding.

See you at the airport.

Chris Haven



Events

Menu

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

MAIN: A-I

SIDE: J-Q

DESSERT: R-Z



AAA EVENTS

[SAC Monthly Meeting](#)

10/03/2023 5:30 PM
The Barnstormer Room KAUN

[October General Membership Meeting](#)

10/04/2023 6:00 PM
13666 New Airport Rd, Auburn, CA 95602

[SAC Monthly Meeting](#)

10/31/2023 5:30 PM
The Barnstormer Room KAUN

[November General Membership Meeting](#)

11/01/2023 6:00 PM
13666 New Airport Rd, Auburn, CA 95602

[January 27, 2024 CAREER DAY](#)

01/27/2024 12:00 PM
Auburn Municipal Airport 13666 New Airport Rd, Auburn, CA 95602

An Update from the Manager's Desk at KAUN

by Tyghe Richardson

Accident or incident, how do we tell?

Monday 18 September 2023 at approximately 17:30 local time we received a call reporting an aircraft in distress, damaged or disabled at the airport. Per emergency operation policies the Auburn Police dispatch initiated the response of Auburn City Fire, Auburn Police, Cal Fire, and AMR to the airport. It turned out that this was a minor incident that resulted in no injuries but some damage to the aircraft. After performing a runway safety inspection the airport was returned to normal operations. The pilot of the damaged aircraft has expressed their gratitude for the professional and prompt response from all agencies that serve the airport.



FAR 49 830 details the National Transportation Safety Board's (NTSB) authority in these matters. It is the

responsibility of the NTSB to determine accident or incident. The NTSB's call center will quickly connect all parties with an NTSB investigator. The investigator will request a detailed report and pictures. The pictures are usually provided via text messaging. The NTSB investigator can and will make an initial determination of accident or incident and give further direction relatively quickly. Don't hesitate to call 911 or Auburn Police Dispatch at 530.823.4222 for assistance. We all work as a team and are trained to respond to the needs of the airport.

The Master Plan & Pavement Projects update.

The grants for the Comprehensive Airport Master Plan with AGIS and an Obstruction Report with Recommendations, and to Conduct New Pavement Maintenance Management Program to identify need for pavement repairs have been granted! Both projects will start in October. The master plan update will take approximately 14 months to complete. Part of the master plan project requires input from the airport community. This input will assist in focusing the direction of the airport into the future. We are expecting the Pavement Maintenance Management Program to complete in a few short months. This project will be performed by the airports consultant and generate a comprehensive pavement report.

Civil Air Patrol (CAP)

The CAP hosted a training event in September. Multiple CAP aircraft and pilots utilized the field as a base of operations for search and rescue training. The CAP often

provides search and rescue coverage in varying areas and conditions. These types of trainings are often held at the Auburn airport but are overlooked or considered normal activity. Please let us know what special events or training your organization holds at the airport so we can showcase it.

The Placer County Airport Land Use Compatibility Plan Meeting

The Placer County Planning Commission meeting on July 27th voted to move the Airport Land Use Compatibility Plan to the next step. The next step in the process is the Placer County Board of Supervisors review of the plan. The Board of Supervisors meeting that will deal with the plan is scheduled for November 14th. Please make sure your voice is heard on this matter. If you have any questions regarding the process, please contact me.

.....The Squawk Section.....

Minimum Operating Standards and Runups.

Several Pilots have brought up the issue of propwash and the damage it may cause. The current minimum operating standards adopted in 1996 and updated in 2005 deal with this issue. These standards read as follows;

SECTION I. AIRPORT OPERATIONS

K. Starting, Running, and Warming Engines

1. A person shall neither perform run-up nor prolonged test operations of aircraft in any area that would result in a hazard to other aircraft, person, or property. The Airport Manager is authorized to establish and designate engine test areas.

2. Engines shall not be operated in such position that dust, debris, rocks, etc., are blown into other aircraft, into hangars, or upon people.

The airport has designated runup areas at each end of the runway. These areas have been identified as the safest area for runups on the field. Please don't forget even in these areas your propwash could cause damage.

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

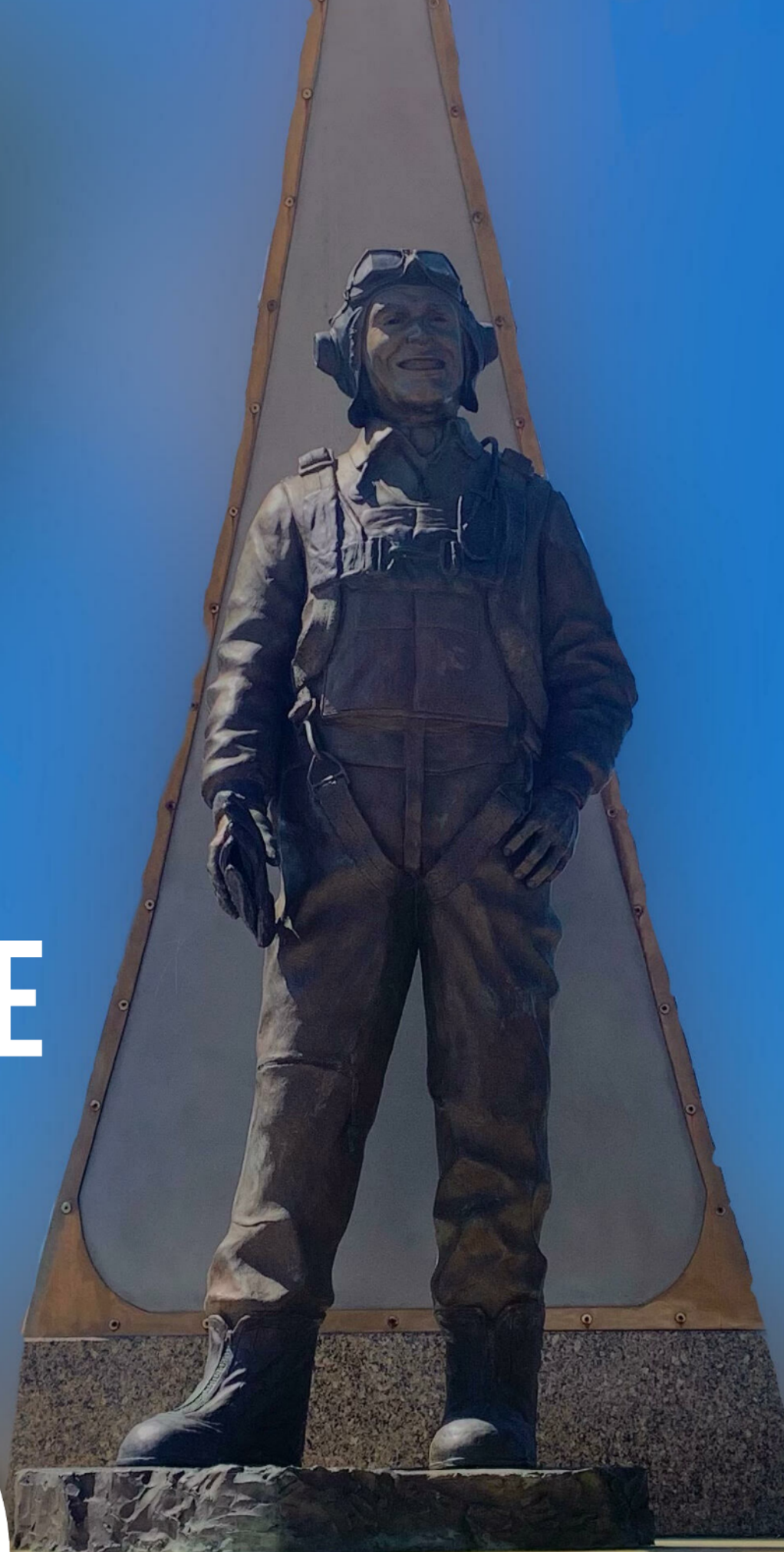
(530) 888-8174

TRichardson@Auburn.ca.gov

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!

As the Prop Turns

by Mike Duncan

The students and instructors have been busy this past month. **Dawn Howerton** earned her Light Sport Rating with **Corbin Kunst** as her instructor and **Paul Hamilton** as her examiner. While working a full time job and having to have her husband fly her to Auburn every weekend for lessons, Dawn completed her task of becoming a pilot. An additional task was to get Mr. Hamilton to come all the way from Carson City to do the check ride.

Private Pilot Holly Brusa and CFII Morgan Yoss



Private Pilot Dan Boutwell and CFII Morgan Yoss



Thank you sir for going through the extra effort for her. DPE **Mark Montague** came down from Truckee and gave three check rides on three separate days. **Holly Brusa** and **Dan Boutwell** both were

recipients of their Private Pilot Licenses from Mark and had **Morgan Yoss** as their instructor.

Helen Dobeck, former Sunshine Flyers CFI and Auburn Aviation Association contributor who earned all of her ratings at KAUN, has just received her 737 type rating. A lot of hard work and dedication from the talented young lady sent her from flying little tin can Cessna 152s to the grand beast that is a 737 airliner. Congratulations Helen!

Sunshine Flyers pretty face, **Matthew Carlson**, earns his commercial certificate after mastering the power off 180 landing. DPE Dave Tranquilla remarks he had never seen so many power off landings logged in one logbook! Last but not least was scholarship winner **Sydney Greene**. Sydney was the winner of several scholarships



from the local EAA Chapter 526.

DPE Mark Montague and Private Pilot Sydney Greene



She made a trip to Oshkosh and won a cash scholarship to help her finish her pilot's certificate.

Additionally she works for the glider operation in Truckee for flight time. Through all of this she had several setbacks that were a bit discouraging for her. Despite that she persevered and accomplished her goal of a Private

Pilot's Rating. Congratulations to all on a job well done.

This past month I had one of my customers take an airplane for the day. A nice day for a trip to Redding to visit some friends. According to the schedule he was supposed to be back about 6:00 pm; after closing hours. So not much thought was given to him when he did not get back before that. The next morning the airplane was still not back. A search of the message machine resulted in a message at 2:00am (eight hours after he was supposed to be back) saying he would not be back until 1:00pm that afternoon. As the day progressed it was 4:00 pm and still no airplane and no phone calls. A quick look at Flight Aware did not make us feel any better because it showed the airplane heading not toward Auburn but the totally wrong

direction, north. The last radar contact was showing the airplane about ten miles north of Lake Shasta.

This is a very mountainous area and not a lot of good places to land. Still no calls from the pilot. We tried his cell phone but no answer. At this point we called Flight Service Station. Because no flight plan had been activated, they were kind enough to file one for us so they could initiate a search for the airplane. Two hours later the pilot called us to let us know that he was on the ground in Weed and that he would call us when leaving there about 7:30 pm. He was asked to call FSS to cancel the search for him. Because it was going to be dark when he was planning to leave, I just said that I would see him in the morning when he got back. I did not want him to take off from an airport surrounded by mountains at night with not a lot of lights and no IFR rating. The airplane, eventually, arrived back in Auburn between 1:00 and 1:30 am in the morning the following day.

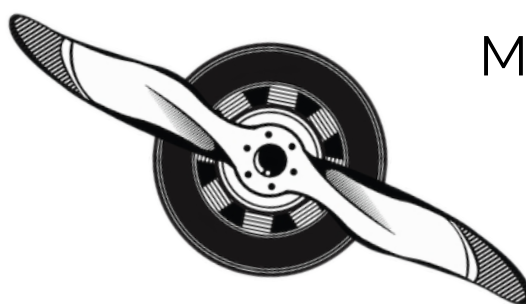
The whole point of the above story is to show the importance of filing flight plans and letting people know where you are and when you will be back. A lot of time and worry was wasted trying to find this person because he was just too busy to let others know where he was at and when he would be back. People today believe having flight following is just as good as a flight

plan. It is not. Besides, they also think it is a big hassle in both opening it and closing a flight plan.

Just because you disappear from radar does not mean a search will be started to look for you, as our intrepid aviator found out. If you fail to close a flight plan a search will begin to look for you within thirty minutes. If you have just reported a missing person to law enforcement, they will wait for twenty four hours before going to look for you. This makes for a big difference in your ability to survive an off airport landing, particularly in the mountains. Filing a flight plan is just as important as fastening your seat belt or having insurance. You don't need them until you need them and then it may be too late. Letting people know when and where you are going and when you will be back is a great comfort to them and perhaps life saving to you.

Well that is about the end of my lecture for this month. Good Night Miss Daisy.

The Prop Turner
Mike Duncan



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](#)

The Final Flag

by Tammy Meredith

As a 99 volunteer I was excited to finally go to my first Reno Air Race this year (I know, sad right?). Knowing it was the last race, I was determined to go.



Three members from our local chapter; myself, Jill Densmore & Shay Eagleheart signed up to help at the RARA/99 Info/Intl booth. I decided I wanted the full experience, so I was able to volunteer several days throughout the week including the days prior to opening. My view out of the tent was the tower, how cool is that?

This year the races were held Wed. Sept. 13th - Sun 17th. The demo teams and Heritage flights were incredible. The Air Force Heritage flight featured an A-10



Thunderbolt II (Warthog) alongside the historic P-51 flown by Steven Hinton. The Navy Legacy Flight was the TAC Demo F/A-18 Super Hornet flying alongside a Korean War F8F Bearcat fighter honoring Naval Aviators past and present. The pilot of the Bearcat is Steve Hinton, 2021's RARA Person of the Year. Steve Hinton and son Steven have both taken multiple Unlimited Gold Championships over the years. I saw "Tinker Toy", The Dwell's T-6, on a static display looking good. There was also an aerobatic display and other flights throughout the week. Unfortunately, there were too many for me to keep track of as I hoped I could.

I was slated to help Monday before opening in the ticket booth selling programs. I was greeted by Kathy Walton, who makes our name badges, from the Reno Area 99s Chapter. They've been working with RARA and supporting the races since 1965! I had a fun day meeting several people from the chapter along with other organizations working in the booth that day. Everyone was so nice and excited to be there.

Tuesday I was off, so I played spectator to get the lay of the land. I went into the pits to check it out. I discovered Steven Couches was there with his P-51, the same one I took a ride in with the statue dedication for Col. Bud Anderson in May 2015. He remembered me, and we had a nice chat. I wished him luck and continued on my

adventure. I had met Dennis Sanders a few years back so, when I saw Dreadnought, I had to say hi. Unfortunately, Dreadnought had lost an engine either that day or prior. Although I'm sure disappointed, he was relieved the pilot brought her in safely. He showed me the metal fragments, what do you say at a time like that? I wanted to give him a hug and buy him a beer. We chatted briefly, I wished him well and let him get back to business.



The P-51 Thunderbird was also in the lineup, this plane was once owned by Jimmy Stewart. Jackie Cochran also owned it and set several world records with it. I cruised down the rows taking in every inch of the pits having fun chatting with people, taking lots of photos and just enjoying the small crowd as I knew it would be a different story starting the next day.



Wednesday was a volunteer day. Another fantastic lady,

Sandy Goetze, with the Reno Area 99s gave me a quick overall for my job and off I went for the rest of my shifts for the week helping everyone with issues from "where do I buy swag?" to "where is the booth that is giving the free prostate exam?" (no lie, the guy said it was on the local news) Sandy made some calls unable to find the booth's location. The guy was pretty cool about it and we all had a good laugh. He asked if his question was the most unusual, we told him yes!

I was able to catch up with friends that were at the event as well. The atmosphere was incredible! I have never experienced such a fun, exciting, feel of an aviation event. I, now, understand why so many people return year after year. Several of the 99s told me this was their family and how much they were going to miss seeing everyone next year. I now get it.



For those that may not know, reps from several other possible future sites for the races were invited to this year's



race to see the logistics of what's needed to help find a new home. At this time, there is no new location. The hope is to find somewhere and be back in business within a couple of years. The rumor that Reno Air Race is going to the Las Vegas Spaceport next year is just that, a rumor.

I had heard a lot of the static military aircraft were coming in at the end of the day. After my shift I headed to



the pits to check it out. I watched a few come in and decided I'd had enough of the sun and started my trek to the opposite end of the event where the volunteer parking lot was located. I had walked all the way out of the

pit area and realized I left my poster somewhere in the pits. I walked all the way back looking for it. I found it leaning up against a concrete barrier where I had been taking pictures. About the time I was going to leave, a C-130 came in from the Reno Air National Guard High Rollers. He flew over and around our heads for a few passes, then landed, taxiing over to the military static displays. Clearly, I needed to stick around.

A Chinook and a very large helicopter also came in. I was so excited to see these incredible aircraft. Thank God I decided I didn't want to spend another \$10 on a poster! With no other aircraft coming in, I decided that was it for the night and once again, started the long trek to the other end of the event where my car was parked. There was a port-a-potty conveniently located at one end of the parking lot next to one of the stations set up to watch the course. I decided to take advantage before I got on the road. Halfway through my business, I heard this very loud rumble. My ears perked up briefly then all of a sudden, it was like something really fast and really loud buzzed the sani-hut! All I could think of was "I'm missing the shot!" I quickly made myself presentable and opened the door to see an F-18 fly by! I couldn't get my phone out fast enough. Of course, by the time I did, he was at the other end looking like he was on final. I waited and waited, finally deciding it was safe to turn and walk towards my car. All of a sudden, he made a low pass AGAIN! I did get one shot off, although, not even close to what I envisioned for the perfect photo, but, I had to be happy with it. He then landed. Now, I'm leaving!

Thursday I was off and treated myself to the "Checkered Flag Club" This pkg. provided breakfast and lunch that day, and dinner Sat. (although I was too tired to attend) along with a reserved outside seating area to watch the races. I

met with more wonderful local ggs working that event. They also had a very special speaker, Erin Miller, whose grandmother, Elaine Danforth Harmon, was a WASP. She talked about her experience writing her book "Final Flight Final Fight" telling the story of how she fought to give her grandmother her final wish to be buried in the Arlington National Cemetery. I came home with a copy.

I also ran into Lorin Ponton and Lisa Kivett-Simpson from Sutter Buttes ggs at the Method Seven booth where they were working.

We got a great pic of us in our floppy hats. The military static displays were phenomenal! C-130, F-18, F-18 Super Hornet, PBY4, Globemaster, 135 refueling plane, so many different types, I couldn't get all of them down. I was walking

around and stopped in the shade to look at my phone. I turned my head and there was Tim Pinkney, past AAA president! We both had a surprised look on our faces while laughing at each other. I hadn't seen Tim since his birthday party last month. He invited me to dinner with his friends from the Rotary Club. They met at a nice, local Italian



Tammy Meredith Sierra Gold gg, Lisa Kivett-Simpson Sutter Buttes gg, Lorin Ponton Sutter Buttes gg

Tammy Meredith, Tim Pinkney, and Shay Eagleheart



restaurant where I was welcomed with open arms. We had a fun evening getting to know each other.

By Friday I learned how precious my wristband and

parking pass were. More valuable than gold at the peak of the Comstock Lode in Virginia City! Shay Eagleheart, from our chapter, and I carpooled. She was working that day with the Hawker Sea Furies for the Getchell Foundation. At the end of the day on our way out, I met up with Tim to get my car charger back. We all snapped a couple fun pics then went our separate ways. Saturday I spent 1 1/2 hrs. driving less than 5 miles from the freeway turnoff to the parking lot. It was CRAZY!! I spent the day with a group of friends playing spectator. Part of our group went early, my friend and I decided to meet them around 11am, ok, it was 12:45 by the time we actually got out of our car and met them. They had set up seats for us in front of the bleachers with a perfect vantage point. Other than leaving my phone in one of the sani-huts & aging 10 yrs. until I picked it up at the ticket booth, it was a great day. We finished our day with a tasty Chinese dinner.

Sunday was the last day of the event and my last day to volunteer. I worked 8-12, so I was hoping to get into the military static display to get a good shot of the 135 refueling without people ruining the shot. The boom out the back looked really cool. The display area didn't open to the public until 8am. I needed to be at my volunteer station at that time. There was an Air Force man unloading ice. I identified myself as a 99 explaining I was writing an article for my airport newsletter. He graciously told me to follow him in, I did and quickly ran over to the aircraft and proceeded to get my photo. Another military man quickly came over in a golf cart advising me they didn't open till 8am. I repeated my speech, he asked for my media credentials. I explained it was for an airport newsletter. He, also, was gracious and told me I could take my picture. I thanked him, finished with the shots and quickly scooted out of the area.

Although very tired, I was sad to see it end. I enjoyed all the great ladies both in the Reno Area 99s and other chapters I met. At shift change at the tent, I rounded up all the 99s and one of the hubbies (a 49 1/2) was sweet enough



L-R: Linda Mae Hivert RA 99, Audrey Topp RA 99, Jan Bishop RA 99, Unnamed Sutter Buttes 99 & Future 99, Shay Eaglehart Sierra Gold 99, Jeanne Pierce RA 99, Susan Harper Idaho 99, Sandy Goetze RA 99, Kathy Walton RA 99, Tammy Meredith Sierra Gold 99,

to take the precious photo for me. I ended up hanging out a bit and helping a lady and her veteran father find their seats and get settled. I was hot and tired and it was time for me to go. I said my goodbyes and left taking a few more pictures on the way out.

Little did I know, within minutes of leaving, at the end of the T-6 Gold race, two pilots collided coming in for a landing, killing both of them. Like everyone, it was so devastating to lose pilots at any race, but, especially, at this final event of 59 years. I'd like to take a moment to mention and honor Nick Macy with "Six-Cat" & Chris Rushing with "Baron's Revenge" Although they've flown west far too soon, may they always cross the finish line.





Photos



Scholarship recipients: Mia McKnight, Shayden Eagleheart, and Claire Delany at the August AAA meeting.

More than 1000 school girls came to a STEM event at the Aerospace Museum of California. At each "table talk," the female hosts identified themselves as scientists, pilots, mathematicians, or engineers and talked about their work. Not sure what the boys did instead on this school day, but it was sure fun for all who attended.





Brandon Dever and the Dever gang
cleaning up the Family Cherokee 6 at
KAUN.



*L-R: Shayden Eagleheart, Kadie
Jacobs, Brett Bickerstaff, Ben Marsh
(EHGF Board Member), Andrew
Chubatenko, & Mia McKnight*

*L-R: Sanders Crew Chief, Kadie Jacobs, Elizabeth Pavel, &
Brett Bickerstaff*



Ellsworth Hovey Getchell Foundation
promoted at 2023 Reno Air Races by
scholarship recipients.



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. 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	\$17.00		
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	\$68.00		
Small Business = 10 Wreaths	\$170.00		
Corporate = 100 Wreaths	\$1,700.00		
		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: _____

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>	
Contact Information Name: <input type="text"/> Phone: <input type="text"/> Email: <input type="text"/>	<i>Make check payable to:</i> 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 Doug Fee with questions: 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 Dickey

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

Fran and Adam Brodel

Brandon Brown

Kelly Bruno

Aaron & Heather Burns

John & Hilary Burns

John Hudek Jr.

Julia Carey

Matthew Carlson

Kristina Carroll

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

Jim and Marilyn Feller

Dan & Susanne Flom

Dan & Karen Foster

Elmer & Mary Ann Frank

Sydney Greene

Akash Guha

Christopher Hale

Diane Hammer

Rick Hammer

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