



September
2023

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

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Presidents' Message

What does the Auburn Airport mean to you?

By Chris Haven

“**T**he airport is an

economic crown jewel for the City of Auburn and for the region. By my count, we have at least 22 businesses on the Auburn Airport Business Park that are either dependent on the airport or owned by pilots, who selected the location intentionally, and around 200 people employed at these locations.

Having said that, the airport story is really about people and their love of aviation. When you ask someone why they moved to wherever they live, they will often say, “for a man,” or “for a woman.” Contrast that with those who frequent the Auburn airport. They have settled or spent time here intentionally because the Auburn airport is important to them.

So will you help us tell the story? [Click here and submit your story.](#)

The August meeting was productive. A charming couple from Granite Bay signed up at the meeting, Michelle White offered her marketing skills to help put together messaging about the airport that we can take into the community, and Dan Flom got leads on three future meeting presenters.

Many thanks for Tammy Meredith, who provided a Spruce Goose gift basket for our monthly raffle. So many people come together to make all of this happen. Bonnie Wilson manages the kitchen and the food service, often with the help of other attendees, but Bonnie does the shopping, washes up the serving dishes, and takes out the trash at the end of the evening. Bonnie, and all of the volunteers who make this organization run, we thank you.

See you at the airport!

Chris



Events

Potluck Menu

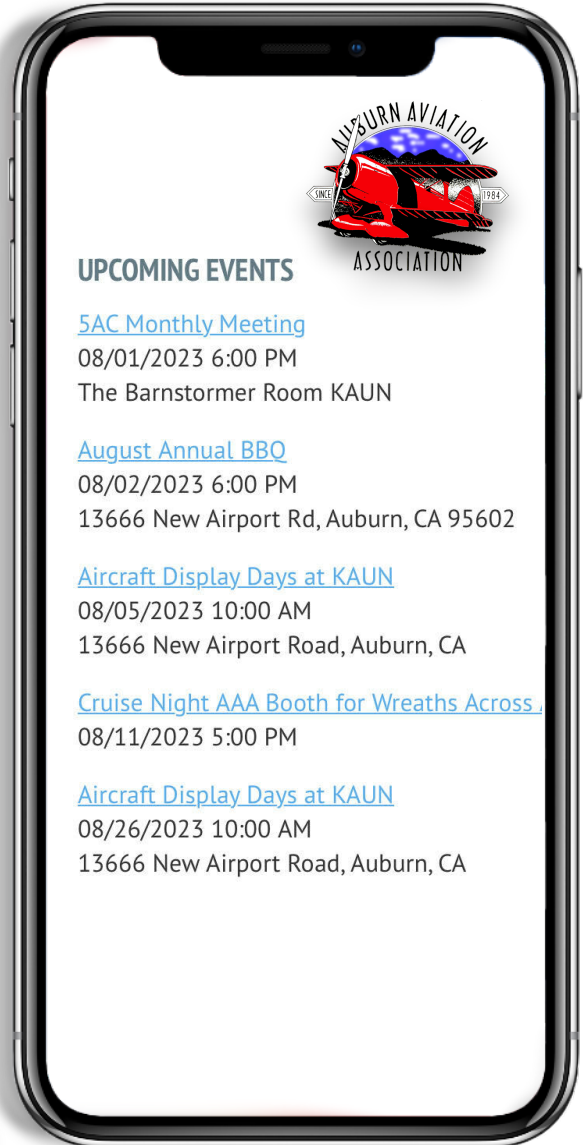
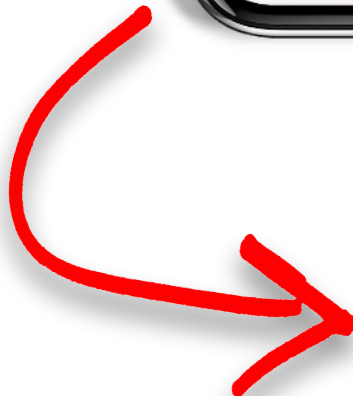
Please bring
additional potluck
items according to
this menu:

MAIN: R-Z

SIDES: J-Q

DESERT: A-I

ADD EVENTS
TO YOUR
CALENDAR!



AIRPORT DAY

2023

Wings & Wheels

**FREE
ADMISSION**

**LIVE
MUSIC**



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



**COME
ENJOY**

**FREE
PARKING**



088

**SEPT
9TH**

RIO VISTA AIRPORT

**10AM
4PM**



3000 BAUMANN RD

*There will be
NO DOGS ALLOWED
at this event*

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

GIRLS ^{IN} AVIATION DAY



GIRLS (AGES 8-18), WITH A PARENT, ARE
INVITED TO LEARN MORE ABOUT WHAT
THEIR FUTURE MAY LOOK LIKE IN
AVIATION, AEROSPACE, OR RELATED
CAREER FIELDS.

Saturday,
**SEPTEMBER
23RD**

**9:30AM -
1:00PM**

**MATHER
AIRPORT**

Admission
FREE!

Tours with women leaders include:

- ✓ Travis Air Force Base
- ✓ UPS
- ✓ CA National Guard
- ✓ Beale Air Force Base
- ✓ Mach 5, William Jessup University & Aerospace Museum



Girls 
IN AVIATION DAY
A Women in Aviation International® Event

Registration is **REQUIRED** at <https://bit.ly/CCAGIAD>



An Update from the Managers Desk of KAUN

by Tyghe Richardson

"If You See Something. Say Something!"

You may have noticed the bucket truck on the field over the last few months. We have been updating upgrading and repairing our security cameras. I am happy to report that we have been able to salvage most of the old system and add to the system in a few strategic locations. We now have several working Pan Tilt Zoom cameras operating on the field. We expect that over the next few years the funding will be available to place additional cameras on the field. Currently we have the Pan Tilt Zoom cameras tasked to automatically follow "objects". These same cameras are available to be concentrated on a specific area or point of interest if needed. The entire system is monitored 24/7 by the Auburn Police dispatch next to City Hall.



If you have an incident on the field that needs to be investigated or a concern of suspicious activity, please let me know. If it is after hours, please call Auburn Police Dispatch 530.823.4222. We all work as a team! If you are interested in seeing how the cameras view the field, please join us at the next AAA meeting. I will have them running on the monitor in the Barnstormers room until the presentation starts.

Emergency Contact for Our Based Aircraft.

On 9 August one of the planes based at the field was struck on its 3 bladed propeller by another plane. This was reported to my office by the individual that struck the plane. Upon review of the security cameras, I was able to determine the aircraft that was struck. Upon identifying the affected aircraft, I was able to immediately notify the emergency contact for the affected aircraft. After the aircraft operator and their AMP reviewed the video footage the aircraft is now grounded and will be receiving all the appropriate inspections before being returned to service.

Since I was able to contact the plane's operator, a major engine failure in flight might have just been avoided. If you have not updated your emergency contact information for your; aircraft, hangar, or business on the field please do so ASAP. See form at end of article.

Airport inspection!

On 18 August the hazardous material inspection of our fuel and waste oil systems was performed. This inspection was completed by the Placer County Department of Environmental Health. I am happy to report that the facilities passed the inspection.

On 16 & 21 August the AWOS received a yearly FAA inspection. This inspection is in accordance with FAA regulations and verifies our bi-monthly inspections and monthly cleaning cycles. All weather is our contractor for the AWSO maintenance. This is much like an annual on an aircraft. Everything is inspected, measured, and verified. The output power of the transmitters and standing wave ratio of all the antennas are checked and verified to be in standards. I am happy to report that the AWOS passed the inspection and is signed off for another year of service!

Clean up.

We are continuing to clean up the areas that have been utilized by the un-housed population at our airport. The Camp mentioned in last month's update has been cleaned up. This month we are working on an area at the west end of the field that was used in the past. This area shows signs of limited activity. The Auburn Police Department will be performing increased patrols in this area to assess the situation and provide a safe airport environment.

The Placer County Airport Land Use Compatibility Plan meeting.

The Placer County Planning Commission meeting on July 27th turned into a very heated discussion with many public comments regarding the airport and surrounding land. I expect that the Board of Supervisors meeting will also be heated. Being on this side of the government has shown me that it is very important for our elected officials to hear the voice of all their constituencies. We do not have a date for the board of supervisors meeting yet but expect one soon. Please keep following this topic as it is important to the future of our field and aviation in general.

The Master Plan & Pavement Projects.

We are currently working on the final paperwork to get the Pavement indexing project underway! The FAA awarded the funding in the July funding cycle. In the next few months, we should be able to generate this report. I will keep you all posted as I have more information to share.

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

CLOSE YOUR FLIGHT PLAN!

Several Pilots have forgotten to close their flight plans this month. It is very easy to close a plan, and even easier to forget. One of the first calls looking for an overdue aircraft is to the airport manager. I am not sure what the next call is, but I do know that Leidos Flight Service will send search and rescue to look for a plane that is overdue.

If you set up an account with Leidos Flight Service, you can text them to close out a VFR plan. You can also text to receive the weather and more "free" services from Flight Service's. More information on the services offered by Flight Service can be found at this link <https://www.1800wxbrief.com/>.

RUNUPS, WARMING UP, AND TAXIING OUT!!!

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

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

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

Yearly information update for 2023

Location identification number (hangar or tiedown) or Address _____

Name(s): _____

Email: _____

Phone Number(s): _____

Aircraft information: _____

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

Name: _____

Mobile Phone Number: _____

DESCRIPTION OF ADDITIONAL AIRCRAFT STORED IN THIS LOCATION

Make _____

Model _____

Year Manufactured _____

Registration Number _____

Owner _____

Address _____

Phone Number _____

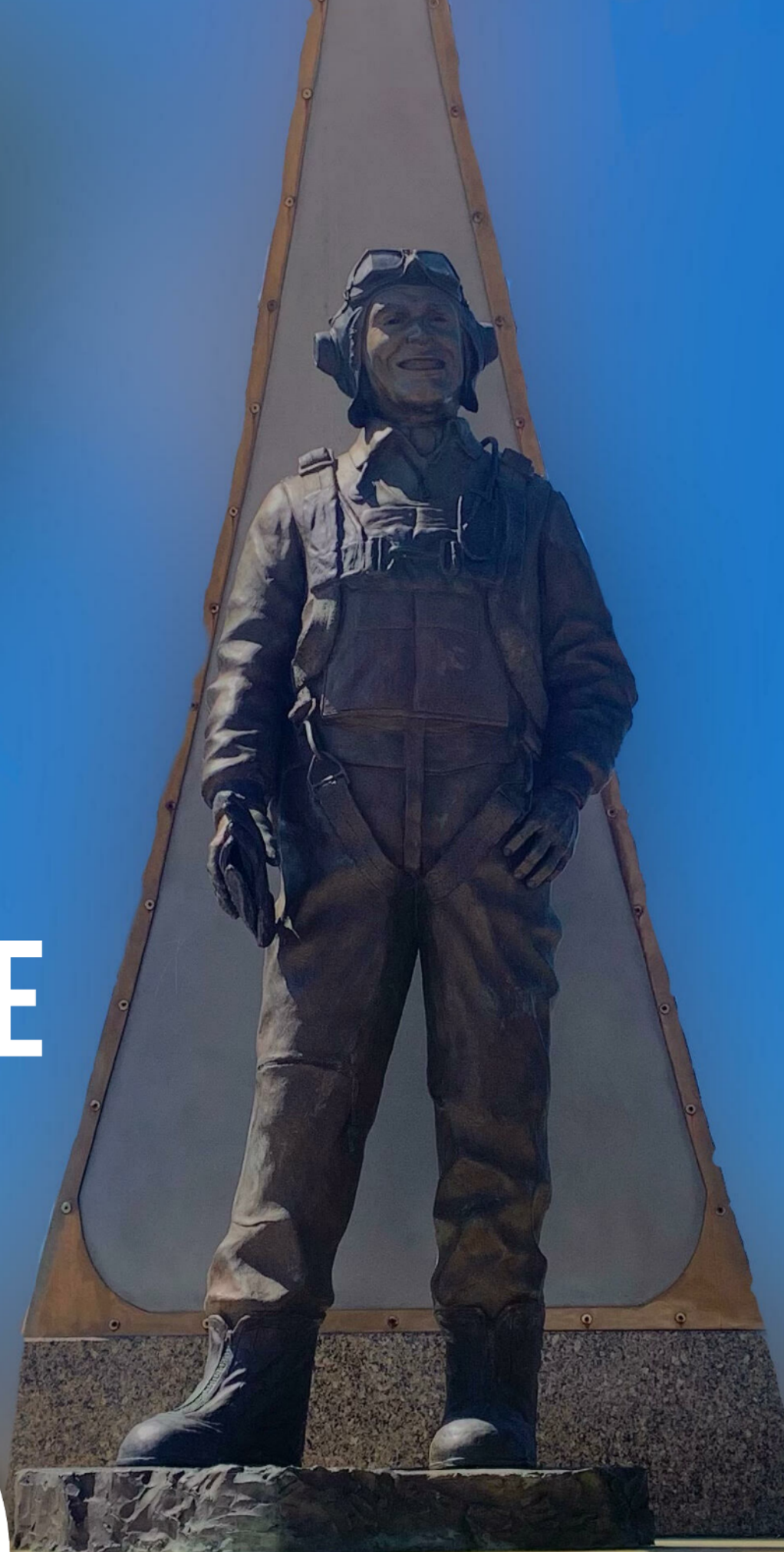
If more space is needed, please use an additional sheet of paper.

If a question is not applicable, please indicate that with an N/A

HONOR A
VETERAN.

HONOR OUR
PAST.

SUPPORT THE
FUTURE.



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



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

As the Prop Turns

by Mike Duncan

September is here already and Labor Day weekend is upon us. I do not know about you but I hate crowds, so I will be staying home as much as possible. For those of you going somewhere, fly safe, enjoy, and don't get too mad at the crowds. For me, I am going to enjoy the still good weather and the lesser crowds and take my vacation after the holidays and smaller crowds.

While I am on the subject of crowds, Lincoln airport had their open house this past weekend. It was a great event with crowd estimates of 6000 – 7000 people in attendance. The day started with a launch of six hot air balloons around seven in the morning. In addition, they had a tethered balloon for the crowd to go up in. Many local groups had organized fly by's with the Air Force showing up every one by having two T-38's come by. Airplane rides were going all day long in a Stearman and a T-6. The ramp was full of many static displays from classic aircraft to home built aircraft, to Warbirds. There was something for everybody including free admission

for everyone. It was a great aviation sponsored show and community event in Lincoln. I am looking forward to next year.

At the same time Lincoln had their open house, Auburn had its aircraft display day this past weekend. This is a great way to get the community out to see their airport and what goes on out here. Like Lincoln, our admission is free also. About a dozen airplanes flew in for the display along with the many local aircraft. It made for a good day of being at the airport. The sky was clear, the winds were pleasant, and the temperatures were mild.

For those folks with an airplane over 35 years old, they can get an exemption for their property taxes. All they have to do is fill out a form as proof that the airplane is displayed twelve days a year for four hours a day at a publicly advertised event and get a signature from the sponsors of that event. Here at Auburn we advertise the event in the local paper once a year as well as our monthly newsletter. The time and dates can also be found on our website. The days are the first and third weekends of April and August, Saturday thru Monday. If you own an airplane that is old enough you should look into it. These savings amount to \$500 or more a year depending on the value of your airplane. It also gives you the opportunity to meet new people and talk about airplanes.

As I mentioned last month the new helipads are completed. We now have four spots as opposed three and they are all west of the wind "Tee". A nice addition to the helipads I noticed that a new putting green has been added to the ramp. I am not sure why the green was put where it is at, but be careful when taxiing in the vicinity of the mid-field taxi way and ramp area.

Our students are still pretty active. Several students were able to solo, starting with **Alistair Berkley** soloing in a Cessna 152 and **David Longo** as his instructor. As a competition continues to grow, **Carson Mahanke** soloed his student **Julien Dufresne**, also in the C-152. Not to be out done, is **River Nobles** solo in the Cessna 152 with **Corbin Kunst** as his instructor. The 152 is getting a good work out. **Chris O'Brien** was able to pass the Sport Pilot test with flying colors with Corbin Kunst as his instructor and **Dave Tranquilla** as the pilot examiner. **Jonathan Fiamor** came to us from the Bay area to take his instrument check ride here in Auburn. He apparently had a problem getting an airplane at his home airport to come here (some people in the Bay Area look at Auburn as a mountain airport and dangerous – I guess it helps to keep the flatlanders away). It was great fun to



*Julien Dufresne
and CFI Carson
Mahanke*



*Chris O'Brien and
CFI Corbin Kunst*

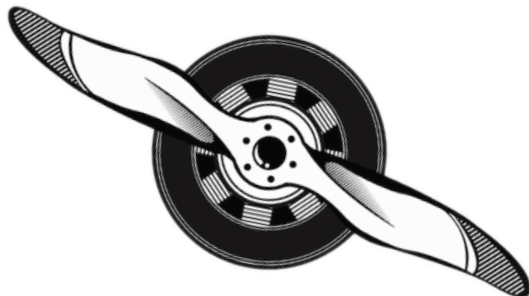
be able to help him with his endeavors. He passed with **James Duvall** as his examiner. Jim Duvall was not through yet; he flew with **Christine Koenigsecker** who earned her Instrument Flight

Instructor Rating and **Alex Dunbar** for his Commercial Rating. Alex passed his test with Christine Koenigsecker as his instructor. Congratulations to all on a job well done.

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

The Prop Turner,

Michael Duncan



Jonathan Fiamor

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](#)

Tim Pinkney's 75th Birthday

by Tammy Meredith

Our own member & past president celebrated his 75th birthday Sat. Aug. 19th at the Aerospace Museum of California at McClellan. There's nothing better than spending an afternoon in the middle of an aviation museum surrounded by beautiful aircraft and people coming together for a common purpose. The eclectic group of friends was a clear indication of Tim's vast interests and adventures through the years. The delicious spread was compliments of Chad Wells family.



There was a lifetime of photos playing in a loop giving a rare glimpse into Tim's early days, marriage years and military time as a naval aviator landing on carriers. Tim told me he made more than 100 landings getting a "centurion" patch for his jacket. What a milestone!



Ken Lux did a great job as emcee for the day introducing a variety of guests who spoke about their work & friendship with Tim over the years. Our own Don Wolfe spoke on the work he and Tim did on the existing AAA Scholarship

program. Richard Pearl also had kind words about Tim.

Dale Terry with the Sacramento County Sheriff's Air Squadron spoke about his professional time with Tim along with others friends. Tom Jones & Karen Jones, Executive Director & Development Director of the Museum respectively, presented Tim with an award for his work with the Top Gun Tim Space Camp Scholarship which helps sponsor kids going to summer camp at the museum.



Tim has served as a Board Member at the museum and

helped with many projects including getting an actual Blue Angels A-4 jet on static display at the museum. The jet served as a beautiful backdrop for most of the photos (it doesn't get any better than that!) He still volunteers and presents as a NASA Ambassador at the museum. After singing happy birthday to Tim and witnessing a lifetime tradition of him taking the first bite out of his cake (you read that right) we moved the party outside among more beautiful and rare aircraft displays to watch Rick Launey in his RV-8 "Miss America" with a happy birthday fly-by with smoke.

I enjoyed staying to the end of the party visiting with his close friends along with getting a few minutes with Tim and wife Nancy. Once all the photos were taken and the cleanup crew arrived, I helped load Tim's car and headed out. I felt honored to be invited to such an important celebration.

If you haven't been to the Aerospace Museum of California lately, you're in for a nice surprise. For anyone who wants to see a Blue Angels aircraft close up & personal, head down to the museum and don't forget to thank Tim for that beautiful bird.



My Trip to Alaska, A Quick Summary

by Jordan Brown

As far back as I can remember I have had an interest in the world of aviation. I simply love the idea of flight! So how fitting was it that my friend Shawn Bickford asked me in March of this year to accompany him on his long flight north to Alaska in his Cessna 180k? That is an offer no one can refuse, an opportunity of a lifetime.



A selfie I took with Shawn's plane shortly before our departure. Our first stop would be Bellingham, Washington.

On the start day of our trip, I was over the moon with excitement! I just couldn't stop thinking of all the awesome experiences I'd see on our way up to Alaska. I'm just going to let the photos speak for themselves with maybe a small caption or story for each one.



*Mount Shasta,
California*



Mount Lassen, California



Three Sisters Mountains, Oregon



Crater Lake, Oregon

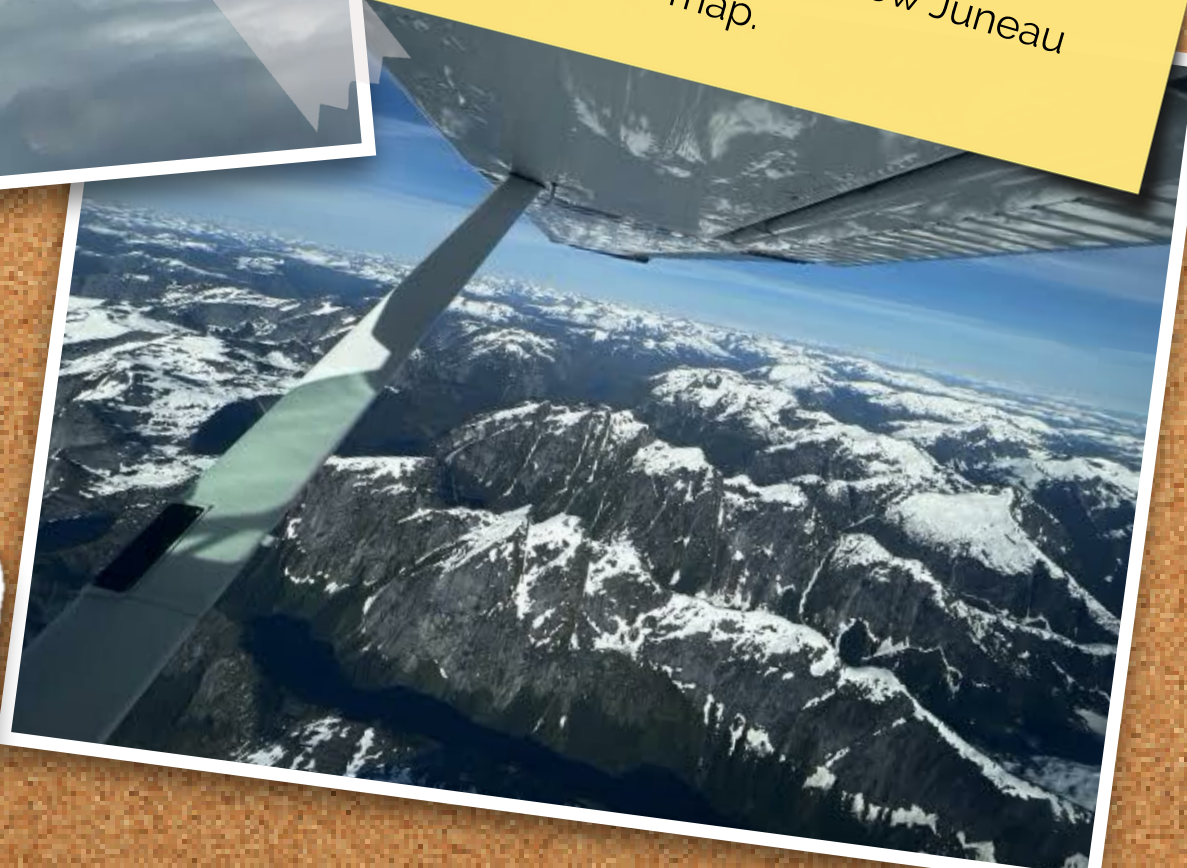


*Mount Saint Helen's shrouded in
clouds, Washington*



Canadian wilderness! After stopping at Bellingham International (BLI) for fuel, our destination for the day was Petersburg, AK. Petersburg is a quaint Norwegian fishing town in Southern Alaska, just below Juneau on the map.

Incredible photo of Mount Rainer under our wingtip, Washington





Petersberg
in sight!
Petersberg,
AK



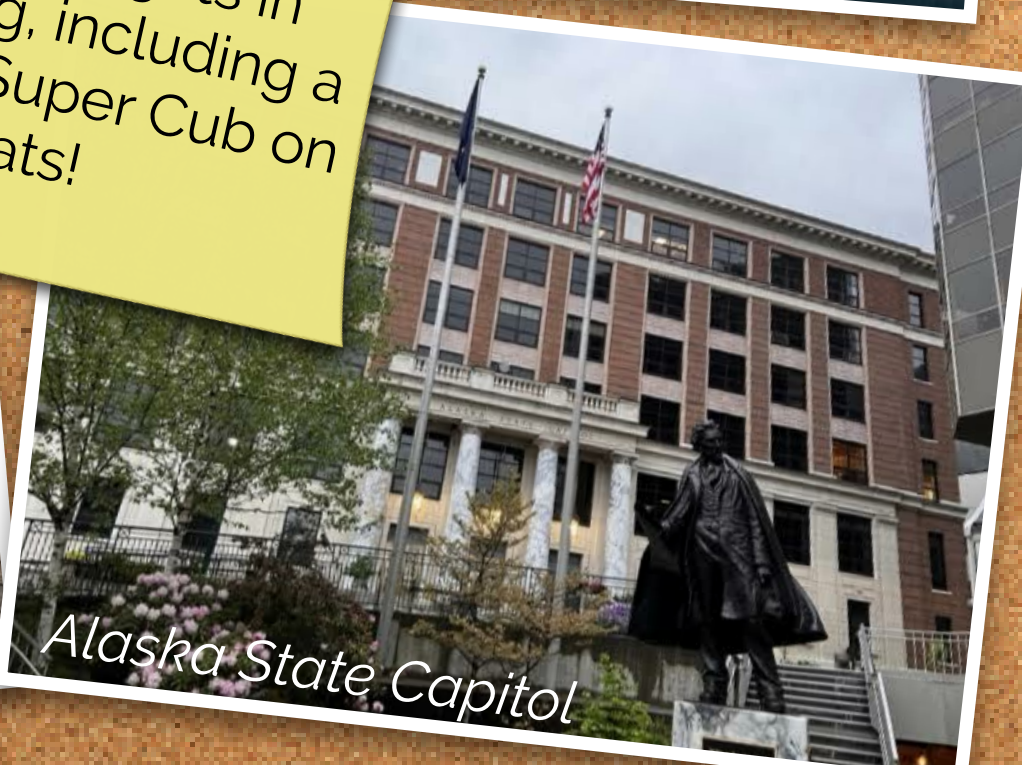
An airliner landing right in front of us after
we refueled at Bellingham International
Airport, Washington





*On the way to
Juneau...*

Some neat sights in
Pertersberg, including a
really cool Super Cub on
floats!



Alaska State Capitol



This is me attempting to take a selfie before my numb hands drop my phone! Also no, my Vans were NOT waterproof!



Shawn on the edge of Glory Hole at the end of Glory Hole trail. By the time we'd gotten to the lookout we were both totally soaked, and quite cold! It was still high 30s, but there was a breeze and as a wet Californian it felt COLD! Oh, and did I forget to mention the snow and streams we walked through too? It was actually a ton of fun, and I am really glad we did this hike!

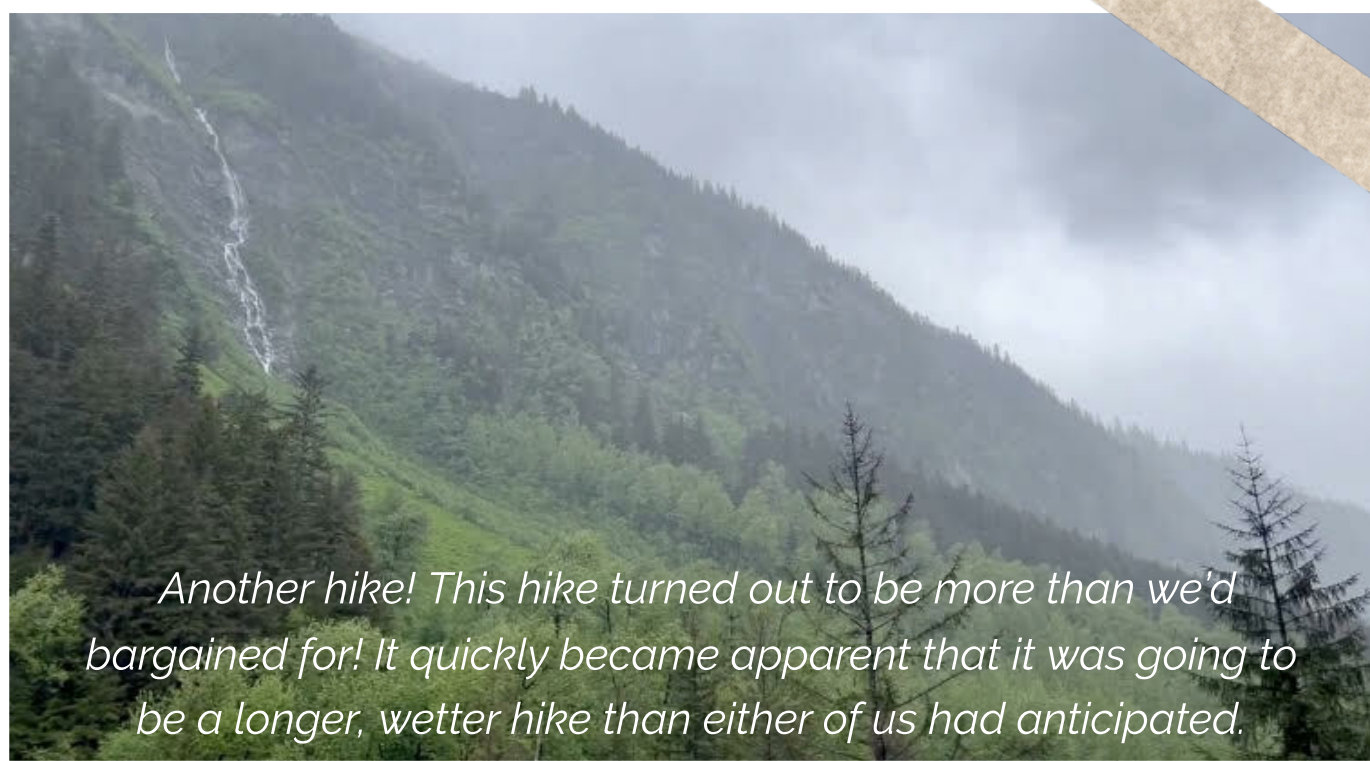




Fairbanks, AK



Eagle River, AK



Another hike! This hike turned out to be more than we'd bargained for! It quickly became apparent that it was going to be a longer, wetter hike than either of us had anticipated.

After Shawn and I traveled into Anchorage we split ways. He introduced me to some awesome mechanics working up in Big Lake, AK. The awesome guys he introduced me to help work on missionary planes all across the state of Alaska, and they even allowed me to tag along in the work! I bounced around Big Lake and Eagle River areas working in their shop and visiting for about a week before flying back home commercially.

I cannot even begin to word how grateful I am for this opportunity provided by Shawn Bickford. As a student pilot I have begun to realize very quickly that this industry requires an undying determination to succeed. Beyond just the financial burden of paying for flight instruction, there is also the mental strain of learning all of the necessary skills and terminology in flying.

Shawn provided me with an experience and learning opportunity that very few pilots will have the chance to do. For that, I am so beyond grateful to God in answering prayers of success, and for Shawn's

unending generosity.

Following my trip with Shawn I spent a couple weeks back home before heading back up to Alaska for a mission's trip! This story isn't about that trip to Alaska, but here is just one photo from the bush flight that I wanted to share:



What a runway! There's a massive hump halfway down the runway, with no go-around procedures, and a river on the other side! Believe it or not, Caravans can land here too!

That's all folks! Thanks for reading!

1979 EAA AirVenture Adventure - The Eipper Quicksilver

by Don Wolfe

Ohio buddy, Myron Ashcraft, and I were new hire airline pilots based in Chicago in 1979. It was late July and time to attend EAA AirVenture in Oshkosh. We grabbed another Ohio pal Joe Crites, loaded up the camping gear and headed north for the big event.



Even in 1979, the show was huge. Display after display, airplane after airplane, one's aviation addiction was fully stimulated. One evening following the air show we heard sounds coming from the south end of the airport that sounded like weed eaters and chainsaws. Looking in that direction we saw things flying around that needed closer examination. Myron, Joe, and I strolled down there, took a seat in the grass and watched the "contraptions" buzzing around in the hot evening air like

big insects. This was the first year for powered ultralights at Oshkosh. The Eipper Quicksilver drew our attention because it looked a bit like an airplane and seemed to be the best performer. As I recall, the Quicksilver cost about \$3975.00.

Joe piped up; "Hmmm, only \$3975.00? We can afford to buy one of those things even on first year airline pay."

A plan began to take shape for the 1980 hometown County Fair in Coshocton, Ohio. We could take off in front of the grandstands in our mighty Quicksilvers and fly a formation pass over the U.S. Flagpole prior to the demolition derby. That seemed like a great idea at the time but.... read on.

I've known Myron Ashcraft since high school. He was always at the head of the line, first to volunteer and usually in a leadership position in every organization he belonged to. Myron flew the F-100 before me, was hired at the airline before



Myron Ashcraft

me, retired before me, and was a B777 Captain as well as a 1 Star General in the Air Guard. The Century Series F-100 seemed to fuel Myron's desire to win and be first even more. The fact that he transitioned to the multi crew, multi engine C-130 had zero impact on him. I think he viewed the C-130 as number 30 in the line of Century Series fighter planes. Somewhere in his Air Guard career he earned the nickname: "Trashcan Ashcraft." It came as no surprise to Joe or me that Myron would be first to fly the Quicksilver. He would also come to be the last.

Later that summer in 1979 Myron arrived at the apartment in Chicago with 2 swollen thumbs and a few cuts and bruises on his face and arms. It took a while to get it out of him, but Myron finally forked over the story.

Shaking his head, he began; "Unfortunately, I found a Quicksilver at the Mansfield airport. The owner allowed me to take a demo flight with the understanding that I would pay for anything that I broke. We pulled it out to the grassy area near the Air Guard ramp. To put it mildly, there was extraordinarily little dual instruction given or received. You can see where this is going."

Myron was smart enough to wear his Nomex flight suit in case the thing caught on fire, his combat boots in the event of a hard landing and his jet helmet just to look cool. As the weed wacker engine burped and barked overhead, Myron grabbed the control bar and “chair flew” for a moment practicing the weight shifting technique required to control the creature. But enough was enough. Gritting his teeth, Myron tilted his head, leaned into it, and opened the throttle to full afterburner. The engine came to life with a mighty roar and the “not so quick” Quicksilver began to roll. Rejected Takeoff never crossed his mind.

“National Finals Rodeo Fans Vegas, coming out of chute number 1 is Trashcan riding Quicksilver!”

The ultralight owner, a small audience of Guard buddies and of course the control tower operator had a front row view of the show. To the casual observer the Quicksilver



looked like a fat bumblebee swatted to the ground, bouncing across the field in an attempt to recover while

its engine wailed like a banshee. A contrail of dust billowed behind the accelerating machine as it arced towards an active runway.

On board it was a much different story. Myron was dealing with numerous issues that cropped up immediately upon power up. First and foremost was the fact his head was turned sideways on the wrong side of the support strap located just above his helmet. This happened when he'd "leaned into it" at light off. Myron's peripheral view of the horizon with his tilted head made it difficult to analyze how to fly the machine. Besides that, it was problematic keeping the control bar centered twisted up like a pretzel in there. As the thingamajig became airborne, thoughts of "P-factor, gyroscopic precession, ground effect, gross weight and density altitude" were all dancing in his head. That's when he noticed the Britt Airways Beech 99 commuter on final approach to the runway he was headed towards.

This brought "midair" into the equation. Even at 30 mph, things were happening really fast now. Hanging on to the control bar Myron shifted his body in the seat in attempt to pull his head back and get the howling nylon

beast under control AND: The rudder deflected, the wingtip hit, the plane cartwheeled, the tower rolled the crash trucks (really), and the star witnesses ran to the scene of impact. Shortly after the “yard sale” of ultralight parts stopped tumbling across the infield, Myron crawled out of the wreckage and emerged from the dust cloud knowing that he’d spent some serious money in the last 45 seconds.

“Cash? Yes, but Sir!”

Joe and I admire Myron for being the first one to man up and fly the Quicksilver, however the ultralight program was no longer in our future. The firsthand account of Myron's accident and the final financial report was more than our budget could manage. Over the years I've seen every imaginable flying machine at Oshkosh from airplanes to flying cars to helicopters and jetpacks. But in 1979, the Eipper Quicksilver was an affordable flying machine, even for an airline pilot on probationary pay. Ya just had to pay with cash.



Photos

Don Wolfe's mighty, mighty
180 looking proud in a
summer sunrise.





KAUN's "putting green"



Pilot Andrew Chubatenko flying the "camo" version of the OMC Schockwave Sprint tree shaker.

First Officer Peter Hastert training on the Boeing 737 at Southwest Airlines!





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

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



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We thank our lifetime members for
their donations to the AAA
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Silver \$1500

Bronze \$750

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