



AAA Events

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GENERAL MEMBERSHIP MEETING

Wednesday, September 2

6:00 PM This month's speaker is airshow pilot Wayne Handley. with his presentation "Lift is a variable, gravity is a constant."



BOARD MEETING

Wednesday, September 16

6:00 PM AAA Members are welcome to attend board meetings.

5AC MEETING

Thursday, October 15

6:30 PM All interested parties are welcome to attend the 5AC (Auburn Airport Association Airport Advisory Committee). Voting is reserved for AAA members.

President's Message

There is a FLY in my Soup.

Was I the only one or did anyone else learn how to spell while enjoying a nice hot bowl of Alphabet soup? Mine usually ended up cold because of trying to find letters to spell words like airplane, jet, wing, aileron, stick and rudder. And oh ya, did I mention "FLY?" I would dream a little and then my imagination would quickly take over and off I would go, cloud dancing! My favorite airship of choice was the Massey Harris 21 combine that was retired to the back 40.



Look at those controls! They took me to the moon and back in the blink of an eye. As you can see I was well prepared to defend myself against any unfriendly's.

The ole Massey 21 was eventually replaced by a brand new shiny Massey Ferguson 410 with a glass enclosed cockpit.

But she was limited to a 4 mile radius of the farm yard and her job was to bring in the harvest. The Starship Massey Harris had no limits, Pluto, Venus, Jupiter or Mars, or even a pass to see how close I could get to the sun.



continued next page...

But today I am older, some people call me a man, I say the day after tomorrow, I think you'll understand.

Now my FLYing is a little more down to earth.

Cruising 500mph at 41,000 feet delivering a liver to Scottsdale, AZ in a Hawker 900XP; 330 mph at 31,000 feet in a King Air 300; picking up passengers from Redmond, OR to Livermore, CA.; 265 mph to Little River in a King Air C90 to enjoy a sunset on the Pacific coast with our VP Doug McDougal; or at 100 mph in Chris Bennett's Zenith 750 for overnight at Dead Cow Lakebed for some R-N-R.

All thanks to my first grade teacher telling me "Randy, you're not going to get anywhere staring out of a window."

Let your imagination run wild, shoot for the stars! You may end up piloting a Boeing 777 named Venus, an Air Bus 380 called Mars, or how about a Gulf Stream named Jupiter? Sorry, Neptune, it's taken - painted on the side of the Starship Massey Harris.

I leave you with this thought to ponder:

There are no regrets in the future. Life does have a rear view mirror. It has a switch on it. One switch where you see everything. The other switch you see the blessings. I know it's easier said than done, but well worth trying!!

That's my story, eh! I'm sticking to it.

Randy Leys

PS Thx mucho, JR



As The Prop Turns

“Smok’n hot.” This may not be the way you would want to describe the airport, but we are having our share of it. We are surrounded by fires all over Northern California and the temperatures are well over 100 degrees Fahrenheit in many areas. For those who wish to think in terms of a lower number (cooler) we could just call it 40 degrees Centigrade. Still hot.

Despite these condition, we still have some fledgling aeronauts who are still taking to the air.



Jessica Dreschler (see above photo) was able to solo with **Kelly Richard** as her instructor. The day was smoky but good enough to get her in the air and solo before she went off to school in Southern California. For those who do not know her, she was also one of the fuel attendants for Threshold and was paying for her flying by doing that. Additionally, Jessi is a previous AAA scholarship recipient. **Trevor Mincemoyer** was up next to solo in a Cessna 172 with **Peter Hastert** as his instructor. Now on to cross country flying, if only the weather changes. **Phil Vardara** passed his Private Pilot check ride with **Richard Conte** as his Designated Pilot Examiner and Peter Hastert as his instructor. Phil is now looking for his first airplane to continue with his adventure in flying. Not to be outdone, **David Sanborn** also earned his Private Pilot Certificate with **James Duvalle** as his DPE and Kelly Richards as his flight Instructor. **Helen Dobeck** was

also able to complete her Certified Flight Instructor rating which she has added to her single and multi-engine instrument, commercial ratings. Our very own President, **Randy Leys**, was her instructor in this endeavor. Congratulations to all on a job well done.



Shawn McKenzie (see above photo) earned both his single engine and multi engine commercial on July 9th and 10th. **Beau Perry** was his instructor for this and Jim Duvalle was the pilot examiner for the check ride. Shawn had to try and keep up with his son **Carter** in getting ratings. Carter is now a Navy Helicopter pilot.

Next month, I hope to have a story about flying across the United States. **Camile Tricomo** will delight us with her adventures in ferrying a Piper Arrow from Auburn California to Key West Florida. I am looking forward to reading about her trip.

Click here for a positive read on some GOOD NEWS!

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

THE PROP TURNER

Mike Duncan

Mach 5 Musings

Greetings KAUN!

The year 2020 has been quite the wild ride so far but luckily that hasn't dampened our students' spirits! We ended July with **Devin** passing his private check ride and becoming a licensed pilot! His goal was to obtain his PPL before leaving for the University of North Dakota, a goal he was able to achieve with the training provided by his instructors **Mike Richardson** and **Brandon Kane**. We are so proud of Devin and wish him the best of luck at college.

Meghan Rice kept that ball rolling into August by passing her private check ride as well! Meghan is one of the hardest workers we know and it shows. The DPE had said that was one of the easiest check rides! Meghan has certainly set the bar high with the guidance and training from her primary instructor: **Mike Richardson**. We could not be more proud and cannot wait to see what she accomplishes next!

On the 7th of August we had a double hitter! Both **Akhil Shah** and **Harrison Brix** passed their check rides! Akhil was on break from college due to COVID, decided to come to Mach 5 and earn his private license. This young man worked diligently to achieve this goal. At one point he

was flying every day to prepare for his check ride and ensure he was ready to pass. Brandon Kane instilled the knowledge and skill while Akhil supplied the dedication, aptitude, and passion to become a licensed pilot. Akhil has since gone back to Michigan to continue his college education. We wish him the best of luck and hope to cross paths in the future.

Harrison Brix, after having to take a break from training, finally passed his instrument check ride! This was a long time coming and with Harrison's persistence, and with the impeccable training provided by **Tony Pollizzi**, he was able to reach the top of that mountain. His training was conducted in his own plane and mostly offsite, so we were thrilled his check ride was done at KAUN. We loved being able to congratulate him in person!

Seeing the successes of our students is the lifeblood that fuels Mach 5 Aviation. We are so proud of each and every one of our students and wish them all the best of luck.

Hopefully these fires clear up soon and we can all get back to training and flying! Stay safe KAUN.

Blue Skies and Tailwinds.



Photos

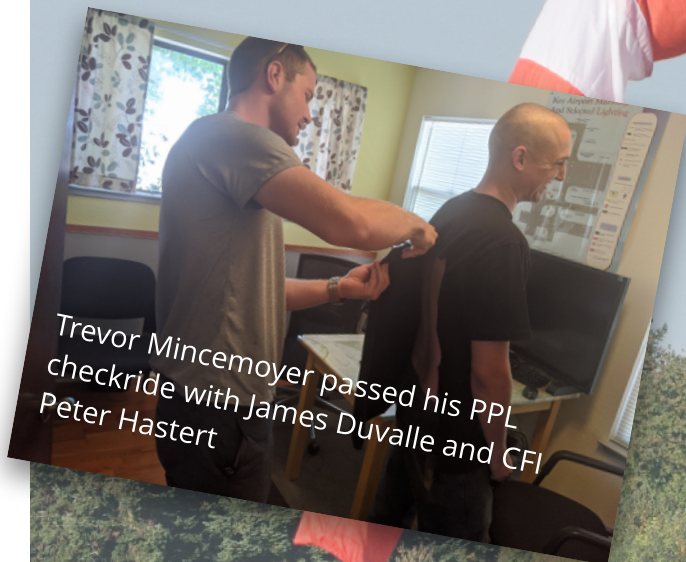
Phil Vardara passed his PPL checkride with Richard Conte and CFI Peter Hastert



Helen Dobeck (on right) passed her CFI checkride with Richard Conte with CFI Randy Leys (pictured), Mike Duncan, and CFI Peter Hastert



Trevor Mincemoyer passed his PPL checkride with James Duvalle and CFI Peter Hastert



AKHIL SHAH
PRIVATE
CHECK RIDE

AUGUST 7
2020

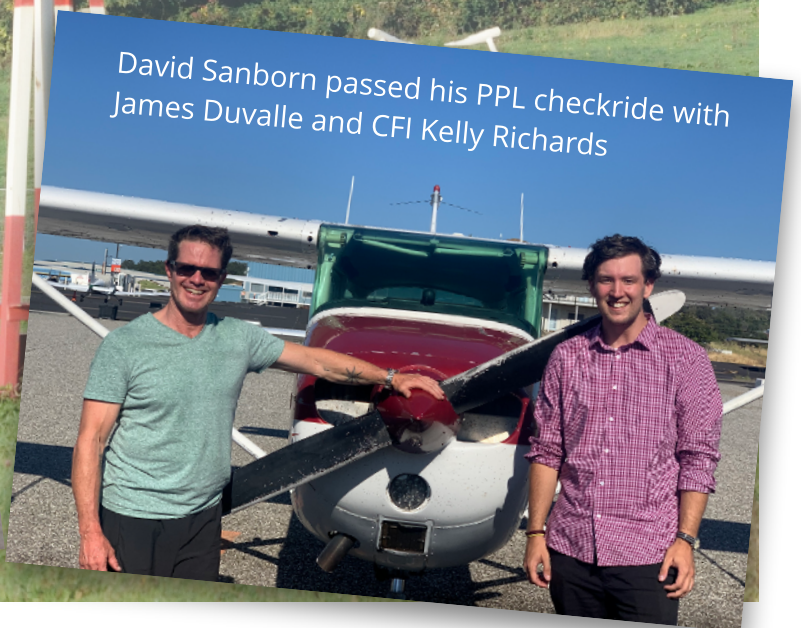


MEGHAN RICE
PRIVATE CHECK RIDE

AUGUST 5
2020



David Sanborn passed his PPL checkride with James Duvalle and CFI Kelly Richards



Jason Randall Leys 2021 Scholarship

As many of you know, AAA President Randy Leys and his wife, Lisa, tragically lost their youngest son, Jason, recently. The loss of a child is one of those calamities that a parent can't be prepared for. In recognition of this sad occurrence, AAA is planning to award a scholarship in Jason's name in Spring of 2021.

Jason was 29 and had worked in the food service industry--mostly in restaurants, but also in catering. He was kindhearted, generous and longed to help people. Two years ago, after a trip to Thailand, he told Lisa that he was interested in missions. As a teenager and early 20s, he had opportunities to experience the life of a missionary in Mexico, Belize and Belarus and found it very rewarding. He decided that he wanted to be a pilot like his father and a missionary pilot like his grandfather.

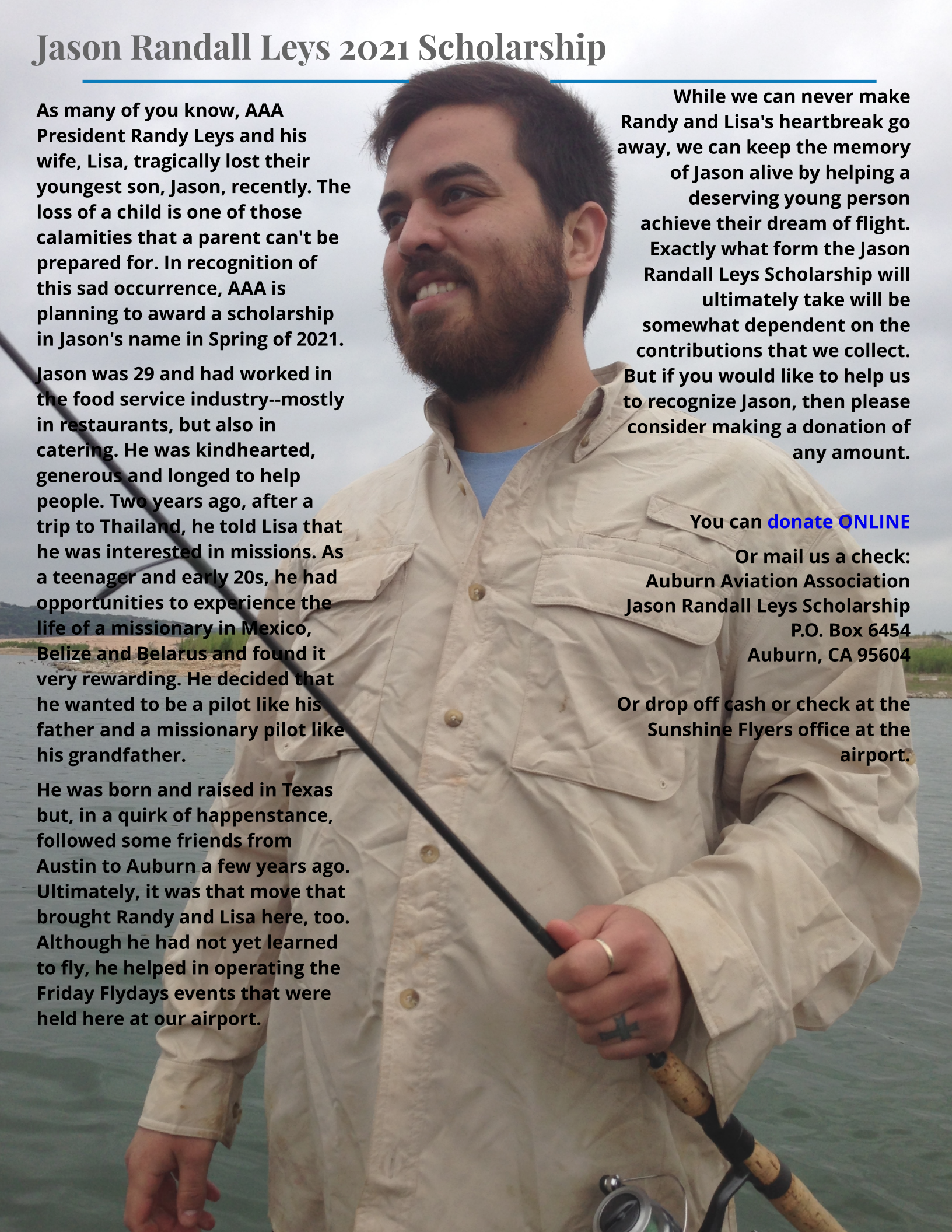
He was born and raised in Texas but, in a quirk of happenstance, followed some friends from Austin to Auburn a few years ago. Ultimately, it was that move that brought Randy and Lisa here, too. Although he had not yet learned to fly, he helped in operating the Friday Flydays events that were held here at our airport.

While we can never make Randy and Lisa's heartbreak go away, we can keep the memory of Jason alive by helping a deserving young person achieve their dream of flight. Exactly what form the Jason Randall Leys Scholarship will ultimately take will be somewhat dependent on the contributions that we collect. But if you would like to help us to recognize Jason, then please consider making a donation of any amount.

You can [donate ONLINE](#)

Or mail us a check:
Auburn Aviation Association
Jason Randall Leys Scholarship
P.O. Box 6454
Auburn, CA 95604

Or drop off cash or check at the
Sunshine Flyers office at the
airport.



Reno

Whirling props
Engines loud
Sunny days
Dusty clouds

Tee-shirts, caps
Tanning faces
Eyes turned up
Watching races

Tiger, Lyle
Lefty, Rick
Who will win?
Take your pick

Alan, Steve
Eddie, Skip
Around the pylons
Let 'er rip!

Tarps and vans
Racing teams
In the pits
Are all the dreams

Air race pilots
Are a breed
Prick and high
Octane they bleed

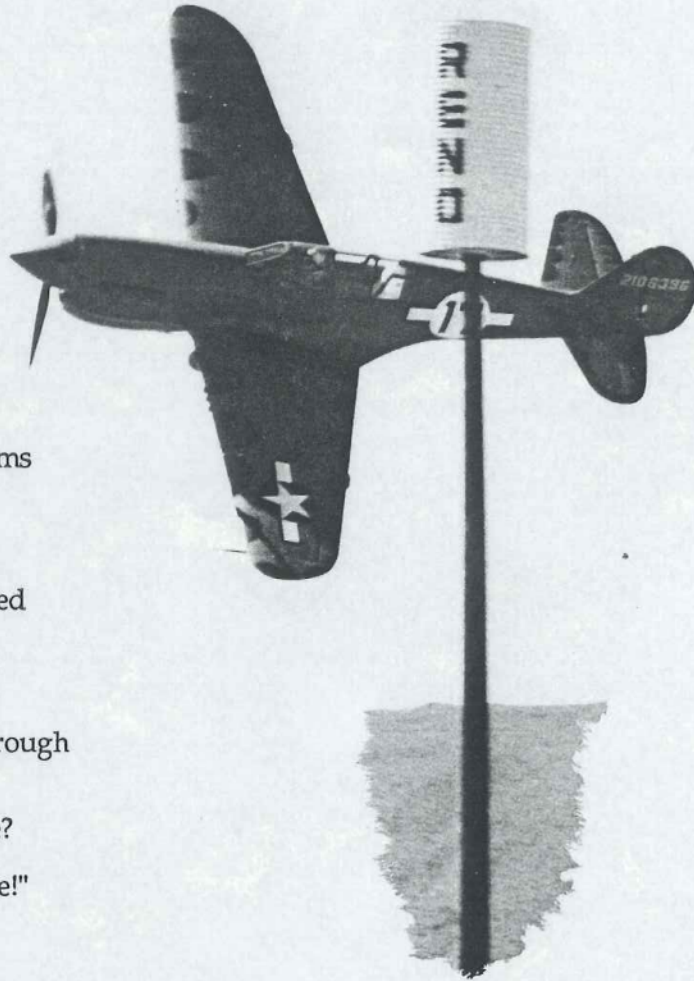
Keep 'em flying
Motto true
If one's in trouble
They'll come through

Why the risks
The frantic pace?
To hear those words
"You have a race!"

We must watch
They must fly
Each compelled
Toward the sky

Daring death
Around the course
Losing some
With brief remorse

And if you ask
They will say
"For us there is
No other way!"



Montana Excursion

by Don Wolfe



Last week I flew from Auburn to my friend Mike Todd's house located at an airpark in 7 Bays WA. The grass runway is located west of Spokane above Lake Roosevelt on a 500' bluff with beautiful views of the lake and mountains. Mike has a cherry 1955 Cessna 180 he's named "The Silver Bullet". We planned to fly to RAF's Ryan Field near Glacier Park for a week of camping. AAA's 5AC Chairman Mac "Banker" McElroy



was there a few weeks ago in his RV-7 and his pictures and stories whet my appetite to go to Ryan. I was anxious to experience the beauty of Montana in the windshield of my 180 as well as from the ground of Mother Earth.

On the flight up to Mike's house, my alternator light came on about 2 hours out. The checklist eventually called for turning off all of the radios and electrical power. Getting to the last step of the list, I switched off the battery and looked around the dark cockpit. I noted that the only things working were the airspeed, altimeter, standby compass and iPad with Foreflight. I wasn't worried about fuel because I knew I had a 1 hour reserve upon

arrival at 7 Bays, but the engine instruments were a different story. The recent addition of a JPI EDM Engine monitor and REMOVAL of the non -electrical oil pressure gauge was quickly noted. What was I thinking when I had that oil fed oil pressure gauge removed? So, I turned on the battery every 20 minutes and noted good oil pressure before "going dark" again. I also dug out my Seattle Sectional and located my position on the chart in case the iPad decided to take a break. I found my standby portable radio in the seat back, too. In the end, it was more fun flying without electricity than it was with all of the modern conveniences.

Upon arrival at 7 Bays, Mike - an A&P - quickly discovered the 41 year old voltage regulator was inop. One would think that a Cessna voltage regulator would last longer than 41 years, eh? UPS delivered a new regulator from Aircraft Spruce 2 days later and we were on our way to Glacier Park.

The flight through eastern Washington, northern Idaho and north western Montana was spectacular as I chased Mike in The Silver Bullet about 1 mile in trail. We stopped in Kalispell, MT for fuel then proceeded along the base of a mountain range to a gap leading towards the grass runway at Ryan field. This airport was donated to The Recreational Aviation Foundation (RAF.org) and is a "poster child" grass airport similar to Johnson Creek, ID. The RAF has constructed outhouses, a pilot shack, and is in the process of building a barn and 2 cabins for RAF members. There is also a courtesy car for members to use. The RAF is an organization dedicated to preserving existing airstrips and creating new public-use recreational airstrips throughout the United States. The RAF also recognizes the need for a unified effort by pilots everywhere to protect public recreational

opportunities. The RAF has over 11,000 members and is well worth joining.

Mike and I spent 3 days camping at Ryan. We flew out to Meadow Creek and Shafer Meadows airports and toured a few of the canyons. We visited with numerous pilots (masks on and 6' apart) at all of the airports and got an excellent tour of a pristine Beechcraft Travelair

continued next page...



Montana Excursion

...continued

6000 at the Meadow Creek mountain strip. On Friday afternoon we watched a formation of 4 new American Champion Scouts and 2 restored Super Cubs circling the Ryan airport. When the pilots landed I noted the "BC" tail numbers on the Scouts as they rolled by. These airplanes were sold by Northwest Backcountry Aircraft in Caldwell, ID. The six pilots approached the pilot shack with none other than Bob "Hurricane" Hannah in the lead. Bob is the co-owner of Backcountry Aircraft and a famous dirt bike motorcycle racer. Hurricane Hannah has 7 National Championships, 70 National Race wins AND he raced the P-51 Voodoo at Reno. Needless to say a very interesting and stimulating visit followed. We also discovered that Bob was traveling with the famous backwoods pilot, author and flight safety advocate Dick Williams. I shared with Dick that I'd watched his videos, read his book and had learned a lot from his work. I also noted that Dick had mentioned in his book that his son was a USAF Academy graduate and F-22 Airshow demonstration pilot. When I asked Dick how his son was doing he replied; "Why don't you ask him? He's standing next to me!" It turns out that Patrick is flying for Delta and the Hawaii ANG in the F-22. NICE....TWICE!



We walked with the group back to their planes and wished them a safe journey. Dick gave me an autographed copy of his new book, "Notes from the Cockpit, A Mountain Pilot's Perspective", and then the six pilots were quickly on their way. As we watched them depart and fly off to the west, Mike and I reflected upon the chance encounter of six

backwoods pilots and two famous individuals out there in the middle of nowhere.

I flew home Sunday with a fuel/stretch stop at Burns, OR. Approaching Susanville, I noted dark skies ahead and rain showers to the west. It sure would have been nice to have this view at 35,000 in



a B-747 with a radar instead of the windshield of my little Cessna at 9500'. I continued down the eastern side of the Sierras and planned to return to Susanville if the weather got worse. I was able to turn westward just south of the Sierra Buttes, avoid the weather and wash the bugs off in some virga rain just east of KAUN. I was happy to be home ahead of the smoke and fires that occurred later in the day.

RAF.org, RAF's Ryan Field, Glacier Park, Montana Flying: Suggest you add these items to your bucket list! Cheers, wm



An Optical Delusion

by Doug Fee

The life of a young, and relatively inexperienced, flight instructor and charter pilot is a never ending opportunity to embarrass yourself and to learn from your mistakes. Of course, in a perfect world, you would learn from the mistakes of others so that you don't have to make them all yourself, but unfortunately, that doesn't always happen. Sometimes you have to be the one from whom others learn.

One summer morning, many years ago, I showed up at the airport early to fly with a student from 8:00 until 10 AM, and then another from 10:00 until noon. The usual stuff. But I knew that a little break, and a taste of variety, was in the works for me. About 2 PM, my three charter passengers showed up, and I shepherded them out the the Cessna 310 that I was going to fly them in that afternoon. It seems that they had some sort of a business dinner to attend in Flagstaff, Arizona. I had the airplane fueled and all ready to go. It took a couple of minutes to get them all settled in and to give them the obligatory--if hurried--safety briefing. Then we were on our way. In the twin-engine 310, Flagstaff would be a bit under two hours away from our little airport in Southern California, and we had a smooth and uneventful flight there.

With the one hour time change, we arrived a little after 5 PM. The passengers were met by someone and were whisked off to attend to their business, with a promise to be back at the airport for the flight home by around 9:00 or so. I refueled the airplane, wiped the bugs off the windshield, cleaned up a few little bits of trash from the floor and settled in to await their return. This was before the days of the nice FBOs that you see today. There was no sleeping room for pilots, no fancy little bottles of mouthwash, no comfortable lounge chairs, no place to eat. My dinner was potato chips and a Coke from a vending machine. Then I took a nap on an old couch that was patched with duct tape to keep the broken springs from sticking you in the back.

I don't recall exactly what time my passengers returned, but it was clearly later than 9 PM, and they had clearly had at least several "adult beverages" with their dinner. Well, no problem, they would be able to sleep all the way home if they wanted to. So, I loaded them up and we launched for home. As I expected, the 2400 RPM thrum of the two big Continental engines put them all to sleep almost immediately after take off. Heading southwest, we flew into a dark, moonless, but clear night.

As we approached the Colorado River and the California state line, we remained VFR, but the sky slowly became partially obscured in a high haze layer. I had ground contact, although there weren't really many lights to see in the desert. Above, the stars were dimly visible through the haze, and I could still see a somewhat indistinct horizon. I had tuned the Thermal VOR and was heading in it's general direction, although I wasn't receiving a signal yet. But I simply kept heading southwest knowing that it would come in range soon.

Life was good. It was quiet, peaceful and smooth at 10,500', and my passengers were asleep. I was flying a twin-engine airplane, and I was earning the princely sum of \$6.25 an hour (not too bad for 1975). After a few minutes, I glanced down at my directional gyro and was surprised to see that it was no longer pointing at 240 degrees. Instead, it indicated that we were headed directly south toward the Mexican border. Well, no big deal, gyros drift and need to be reset periodically. So I glanced up at the whisky compass to reset the gyro, but it too said that we were headed south. What? How did that happen? It had been a long day--did I doze off for a few moments? I shrugged, made a right turn to get myself back on course toward Thermal, and relaxed again. Several minutes later, I glanced down at the directional gyro and, once again, I was heading south toward Mexico at 220 mph and again, the whisky compass confirmed that I was flying off course.

As I began to analyze the situation, I finally realized that the indistinct haze layer that I was utilizing as my visual horizon was not actually quite horizontal. It seemed to have a very subtle "tilt" of two or three degrees to the left. So, as I maintained what I thought was level flight using that visual horizon as a reference, I was actually putting myself into a two or three degree bank to the left, and was very slowly turning toward Mexico. I was turning so slowly that it wasn't really noticeable in the dark sky over the desert. Of course, the solution was simple; ignore the visual horizon and use my instruments to keep myself straight and level. And sure enough, a few minutes later, I started picking up the signal from the Thermal VOR and tracked toward it--and home.

In the end, I didn't blunder into Mexican airspace, I survived to fly another day and, because they were asleep, my passengers were not able to bear witness to my "S" turns through the dark desert sky.

Good News

Veterans Helping Out

Many thanks to the great crew who came out recently to help clean up a disabled Army Veterans yard for him. He is totally bed ridden and cannot get outside. Our crew, Dusty Byer (VFW), Shawn Simmons (VFW), Bart Ruud (Post 84 American Legion), and myself, Larry LaVerne (Post 84) worked hard to get the front, two sides and back yard "fire safe." Lots of dead weeds and grasses to clear. My truck was totally stuffed with yard waste which I took to the Dump.

The enthusiasm of the crew was really an eye opener for me. They all had a super "Can do!" attitude even after seeing all the work that had to be done. I was amazed at how efficiently these veterans organized themselves into an efficient "weed killing" machine! The weeds never had a chance!

Again, many thanks from me and also from our disabled Army Veteran for a job well done.

Larry LaVerne

American Legion Post 84 PSO



Check out the now pristine front yard in the "after" photo when AAA member Larry LeVerne and fellow veterans teamed up to make the home of a local disabled vet fire safe. Standing left to right are Dusty Byer, Larry KaVerne, Bart Ruud, and Shawn Simmons.



AAA Membership Roster Now Online

Download our mobile app to login and see AAA members with contact information. Search for **Wild Apricot** on your smart phone app store and download the member version to get started. Use your AAA website user name and password.

Chris Haven at (530) 401- 6082 can help if you have questions.

Lifetime Member M. A. "Mike" Long

Mike Long earned his Private Pilot License 34 years ago under the watchful eye of the famous local FAA Flight Examiner Karl Harder. Mike has accumulated over 500 hours of flight time to date and recently completed a Tailwheel Endorsement in February 2020. Mike is working towards his Instrument Rating with AAA President/ CFI Randy Leys and plans to add the Multi Engine and Sea Plane Ratings in the future.

Mike Long has owned 4 airplanes over the years: two Cessna 172's and two Cessna 206's. The CessnaU-206-B that Mike owns today has a 300 horsepower IO-550 engine, a new interior and will soon sport a high lift STOL wing (short take off and land) as well as large 8.50 tires for back country flying.

Mike's hobbies include flying, competition sporting clays, fly fishing and equestrian activities with his wife, Cindy. During Mike's tailwheel training, he often related the nose of the Citabria to a sporting clays gun sight by saying; "I keep gun sighting the nose of the aircraft instead of looking at the far end of the runway!" During a very challenging flight at the Marysville airport with a 17 kt crosswind, Mike continued to reference "gun sighting the nose" while fighting to keep the airplane straight. This earned him the nickname of "Gundog" for his skills and tenacity in mastering the tailwheel in the high winds.

Mike is the founder and owner of M.A. Long Construction Inc., a heavy equipment firm specializing in underground work, paving, grading and concrete. Mike has owned the company for 42 years and works side by side with his two sons, daughter and grandson. There are 18 employees in the firm, two of which have more than 30 years of service with the company.



Mike Long is an excellent pilot that believes in flight training, flight safety and proper aircraft maintenance. Mike is a successful businessman, supporter of the Auburn Airport and champion of our scholarship and mentoring programs.

Mike Long, thank you for your commitment to our organization and for your positive, can-do attitude. You set an excellent example for all of us to follow.

Don Wolfe

5AC Meeting Recap

We were happy to welcome new City Manager John Dunlevy to the meeting as well as Alice Dowdin-Calvillo and new Battalion Chief Tony D'Ambrogio. Tony shared news that the contract with a street sweeping firm was in place and the airport would be serviced twice each month at around 9:30PM. He also said one of our priorities was already being worked on, the replacement of the east end windsock.

5AC Meeting Recap

At the August 5AC meeting Mac discussed the following topics:

·5AC Project Prioritization- checking back on 2-year's worth of 5AC meeting minutes, several issues had been raised, some several times, and never resolved. They were added to the current work list and then the top 5 issues were chosen as priorities. Noise Abatement was at the top of the list and is divided into 4 separate tasks; procedure language, coordinating procedure info sources, signage (existing and new) and updating the airport brochure. The other priorities include signage warning about unattended children and dogs, runway light timer replacement, east end windsock replacement and the City reviewing the airport budget and major projects with membership. The entire 5AC Work List was shared with the City Manager, Councilwoman and Airport Manager at their request.

·Occurrence/Complaint Form- the online form is up and running. Access to the form is online at the City's Airport website, <https://www.auburn.ca.gov/204/Auburn-Municipal-Airport>, or it can be accessed by scanning the QR code found on posters in strategic locations around the airport and in the new brochure when printed.

·ELT Alerts, Tie Down Report- the Tie Down report being used by the AFD to locate aircraft broadcasting an ELT signal was shared. It is updated monthly. If anyone would like to volunteer to do the update please contact me. It takes about 15-20 minutes to complete.

·Noise Abatement Procedure- Steve Kendall shared an extensive survey he completed using historical data collected from FlightRadar24. He studied several days before and after the inclusion of the tagline on AWOS. [Please see the link to the slides and data here](#). The committee determined the procedure needs to be updated. Steve has shared a base example of the language. The final version will be approved by the AAA Board then recommended to the Airport Manager to be published.

The next **5AC meeting will be October 15, 6:30PM**. The [Zoom meeting info](#) is accessible on the AAA website in the event listing and will be made available via email as a reminder.

Mac McElroy

5AC Chair





2020 marks the 29th year that Wreaths Across America will provide wreaths to honor and celebrate the lives of our Fallen Heroes in the battles to keep our country free. The wreaths will be placed on graves of the Army, Marine Corps, Navy, Air Force, Merchant Marines, Coast Guard and POW/MIAs. The ceremony to place the wreaths is scheduled for 9:00AM, Saturday, December 19th, 2020, at the New Auburn Cemetery, 1040 Collins Dr., Auburn, CA. The ceremony might be different from past years depending on how we will be affected by the Coronavirus orders - i.e., stay at home restrictions, limits of attendees at social events, etc. However, we have until November 11th to complete our orders and participate in this very special program. A side benefit is that our Association receives funds from the sale of the wreaths thus supplementing our scholarship program. Please take a few minutes and complete the form and mail it in with your check to the address on the form.

Paula Celick
Location Coordinator
crowpaula0211@gmail.com
(530) 885-1428



Order a Wreath Today
 For the National Remembrance Ceremony at the
 New Auburn Cemetery
 1040 Collins Dr., Auburn 95603
 December 19, 2020
 9:00 A.M.

Name: _____

Address: _____

Phone/Email: _____

Levels of Sponsorship (circle one):

Individual = 1 wreath for \$15.00

Family = 4 wreaths for \$60.00

Small Business = 10 wreaths for \$150.00

Corporate = 100 wreaths for \$1,500.00

"CHECKS ONLY" Check# _____

Wreaths Across America is a Non Profit Corp.

"Grave specific request will not be taken."

Group ID# **CA0244P** . Location ID# **CAABCD**

Receipt below:-----

Checks payable to: Wreaths Across America and give to your local Auburn Aviation Assoc. representative along with this order form.

Or, mail to: Paula Celick

12868 Erin Dr., Auburn, CA 95603

Info call 530-885-1428 or crowpaula0211@gmail.com

Order Deadline: Nov. 11, 2020:

Date: _____ Name: _____

Check# _____ Amount of donation \$ _____

Thank you, for your support of this project, from Wreaths Across America a 501(c) 3. Your contributions are fully tax deductible.

Group ID# **CA0244P** Location ID# **CAABCD**

The New Auburn Cemetery at 1040 Collins Dr., Auburn, CA

Auburn Aviation Association

AAA Members List September 2020

LIFETIME MEMBERS

Honorary Lifetime Member: **Clarence "Bud" Anderson**

Gold Lifetime Member: **Doug & Yvonne Fee, Tom Murray, Don Wolfe, Peggy Dwelle, Jerry Severson & Nancy Benjamin, Tom Dwelle**

Silver Lifetime Member: **Mike Duncan , Mike Shoemaker, Mike Long**

Bronze Lifetime Member: **David & Stephanie Holloway, Mike Sullivan, Peter Hastert, Shawn & Juliette Bickford**

Don Anderson	Diane Hammer	Christy Oliveira
Mona Anderson	Tim Harmon	Tom & Louise Palmer
Chris Anselmi	David Harris & Noah (grandson)	Ernie & Janice Peterson
Frank Bell	Chris & David Haven	Carole Pierce
Jack Bell	Joe Hemmer	Tim Pinkney
Margarita Bershova	Robert Hewett	Bill & Nanci Radakovitz
Tierra Bickford	Rose Horsman	Kelly Richards
Shawn & Juliette Bickford	Dennis Huber	Ken Ristuben
Joe Bittaker	Dean Jacobson	Bethany Robarts
Larry & Margot Borchert	Luke Jacobson	Dave Rohlfes & Cathie
Tom & Judy Boucree	James Jacobson	Benjamin Rubash
Darcy Brewer & Greg Gappert	Dennis James	John & Beverly Samp
Brandon Brown	Jaian Jiminez	Mikaela Sawaya
Michael Brown	Lyle & Jane Kelsey	Erik Schenk
Kelly Bruno	Chuck & Maggie Klunker	Martin & Dawn Scheyhing
Aaron & Heather Burns	Doug McDougall &	Bernie & Jay Schroeder
Karin Camilli	Rosemarie La Rocca	Mike Shoemaker
Julia Carey	Keith & Delinda Leafdale	Chris Silva
Kristina Caroll	Randy & Lisa Leys	James D "Loy" & Virginia Sizemore
Paula Celick & Larry LaVerne	Casey Long	David & Caryn Slane
Hugh & Debbie Charles	Ray & Linda Lux	Dug Smith
Bill & Diann Cola	Ken & Karine Lux	Bob & Stephanie Snyder
Rick Confer & Babs Crowell	B M	Robin Staub
Joe & Terry Conyers	Noah Mackenroth	Pierce & Gaylie Stewart
Brice Corcoran	Renata Mackenroth	Chris Stroup & Gavin (son)
Dave & Melissa Cowles	Jeanie Marshall	Caleb Switzer
Andrew Chubatenko	Frank & Debralyn Martinez	Nancy Thym
Beau & Rhonda De Graaf	John Massey	Don Treco
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Joan Fischer	Chase Morgan & Natalie Orr	Walt & Bonnie Wilson
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2020 AAA Board

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Donations Coordinator - Nancy Benjamin - 530-945-7923 - don_benj@pacbell.net

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.



Membership & Scholarship Donation Form

Auburn Aviation Association—Membership and Donation Form

Fill out and return the form payment or log on to www.auburnaviationassociation.org to use PayPal or credit card to join or to pay your annual renewal. Scholarship donations are welcome at any time.

Date: _____

Member Name: _____

eMail: _____

Street Address: _____

City: _____ State: _____ Zip: _____

Phone Number(s): _____

Type of License (Circle One or More): Student Glider Rotorcraft Other _____

Ratings: Private Commercial CFI Instrument Other _____

Aircraft: _____

Annual Individual Membership: \$30.00

Dues:

Annual Family Membership: \$30.00

Dues:

(Up to two contact and email addresses per family membership)

Family Member Name: _____

eMail: _____

Name Badge: \$11.00 each Name on badge: _____ Amount:

Endowment Fund Donation (optional): ___\$20 ___\$70 ___\$120 Amount:

Total Payment:

Mail form plus check payable to:

Auburn Aviation Association

PO Box 6454

Auburn CA 95604-6454

Contact:

Chase Morgan

AAAmemb1539@gmail.com

(530) 263-8550

AAA is a 501(c)3 Corporation. Donations to the Scholarship Fund are deductible using Tax Exempt ID number: 68-0083066