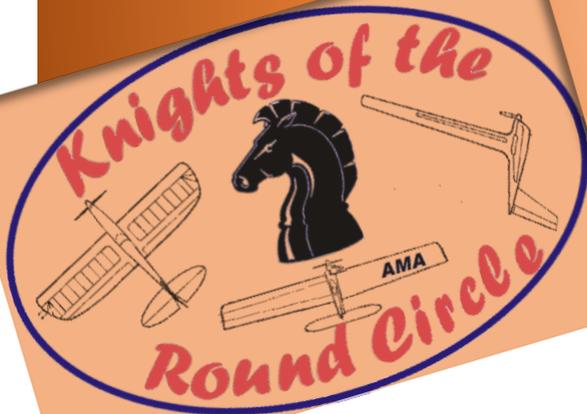


DIRECT CONNECTION

MONTHLY



AMA DISTRICT 10
Club Charter 2389
www.KOTRC.org

April 2019

President's Message

As the recently held 2019 Palmer Memorial wraps up I wanted to take a moment to give thanks all of the participants along with every single person of the support crew that made this contest run like a finely tuned contest. We had a great turn-out and participation with 38 Stunt pilots and another 24 for the weekend in the Combat events. Which included many out of town guests from Arizona, Nevada, Northern and as far South as San Diego. Not to mention other places in-between including all the local pilots. Ron Duly fell ill before the contest and Navy Carrier was run at a limited capacity as a result.

Thank you on behalf of the Knights to the participants, tabulators, judges, runners, pit boss, registration, judges, raffle, lunch chefs, along with our water and drinks coordinator. Additionally; the set-up and tear-down crew. Not to forget the CD and ED's who dedicate their tireless efforts to help host our premier control-line contest. It is volunteer's like these guys and gals along with the rest of you that keep our club roaring at the top of its current glory.

Here's a list of the contest volunteers that I would like to personally thank for their tireless efforts in making our event a great success. Thank you to Warren Walker, Mike Jones, Joe Brownlee, Pat and Gary Akers, Al and Sharon Shorey, Howard Doering, Larry Renger, Eric Rule, Kirk Mullinex, Antone Kephart, Perry Ophal, Stan Tyler, Mike Meadows, Al Heiger, John Wright, Chuck Rudner, Don Jensen and Anna Woolsey. If I have missed anyone, please let me know.

Bringing up the contest participation with our added combat events held at the Palmer for what might only be the first time since 2014 as I recall, combat was

held with 80mph Slow Combat and F2D Fast. These additional events brought back to the Palmer gained an additional 24 entries with 12 Combat pilots on each day battling it out in control-line Combat fun. By the way, at our last regular club meeting on Tuesday May 14th, Randy Heydon confirmed with his first-hand knowledge to all present, that Mr. Bob Palmer did in-fact fly control-line Combat in his control-line days! I sure hope so as we have now over the years graced many a Combat pilot's wall with his picture and awards bearing his name continuing to spread his legacy.

Our club's amazing resident AMA Fellow and CD Warren Walker found time to raffle prizes where we had many fantastic prizes. Prizes included Gas Cards, Engines and Kits, many of which were hosted by the Knights and with others donated from club members Ken Kiser's and Warren Walker's personal collections. A special thank you to those who made donations to our raffle and we hope you all enjoy your raffle winnings! The prizes and gas cards were a big hit!

Also; a special mention of the lunch service is in order as Perry Ophal and Anton Kephart did a fine job creating Warren's Paella dish fit to feed the masses doing a fine job of preparing Saturday's lunch that was enjoyed by all.

Being quite the man Warren is, the fun did not stop on Saturday at the field, but continued with his after-party extravaganza complete with DJ music coming from the neighbor's own backyard party. It was nice to see and meet many new friends and fellow control pilots of all disciplines from stunt to combat and other control-line enthusiasts in-between at the after party hosted by Ramona and Warren Walker Saturday evening. It's always a great time to join in such camaraderie among our control line friends and family hosting events like this to really reinforce our control-line brotherhood.

These gatherings are a great place to get to know fellow control line enthusiasts and mingle among many of the accomplished pilots that have come in from long distances to participate. Thank you to Warren and Ramona Walker for opening up their home and Man Cave for Saturday evening's party to our club's friends and guests.

Now that the Thank You's have been professed, we have a serious issue brewing at Whittier Narrows regarding the flying on the grass circles, specifically the Southwest far corner used for Combat practice and contest events. We have been informed that a small federally endangered Sparrow like bird, the *Least Bells Vireos*, has for many years inhabited the "Jungle" area between the bike trail and riverbed nesting during this time of the year from the months of March through September. Our use of this grass circle area as a result is now presently restricted during these months during nesting season. On this last Weds. May 15th an unnamed gentleman representing himself as an associate of the Army Corps. of Engineers stopped a handful of Combat pilots practicing and removed them from flying. He visited the site this last week and had our local US Team hopefuls

forcibly removed with the threat of calling in law enforcement preventing further practice at the field.

Once informed of this brewing matter, I immediately started dialogue with the park supervisor's office requesting a meeting the following day with David Jallo, the park's supervisor to get formal notification of our restricted use. Secondly to immediately establish an optional grass circle area to fit our practice needs. Many of our club members are right in the midst of the Combat season with the Nats and US Team Trials just around the corner. This could not have come at a worse time! The following day during a teleconference we were met with accommodating arms by park supervisor, David Jallo and his park manager Louie Guerrero. Working together they have at this time granted us use of the Carrier circle during this restricted time of the year. More details are to follow as they develop, so please be patient and let your club officers be the liaison between the club and park officials. When you see these park officials please give them a big thank you for the progress made so far! They truly advocate for our sport and welcome our continued use.

In closing I would like to personally thank each and every valued member of our club for your participation and outstanding efforts in making our club a continued success and wish you to *Keep on Flyin!*

Mike Alurac
2013-14, 2019 President

The Calendar

May 24-26	Northwest Regionals AAA in Roseburg, Oregon
June 10-15	Brodak Annual Fly-in
July 11-20	AMA C/L National Championships in Muncie, Indiana
July 20	Tentative date for the first Collecto gathering at the MECOA Facility 1601 Adelante St., Irwindale, CA. Thank you Joel Chesler for the "heads up".
Aug 9-11	Bladder Grabber 41
Aug. 24	Fun Fly/Swap Meet/Picnic at Whittier Narrows CL area to honor Dale Kirn

Editor's Notes: Help us note events by telling me at the meetings or via email. Thanks to Charles Johnson for sending me the monthly competition newsletter.

**The Bill Nusz Memorial Control Line Speed Contest April 6-7 2019
Whittier Narrows Park, South El Monte California
Joe Brownlee NASS-34**

On Saturday, 6 April, the President of the United States, Donald J. Trump, arrived in Las Vegas. Determining that Vegas was too small to contain both the President and the Vice President of the North American Speed Society, Joey Mathison left town for the annual Bill Nusz Memorial Speed Contest at Whittier Narrows. Joey was accompanied by Holden Hill, a Las Vegas Combat flyer to be introduced to Control Line Speed. The weather was California wonderful.

Our Transitrace was running, but we're still learning to use it. So, with a combination of TT and Stopwatch, Joey's NASS Sport Jet (which won the Nationals) did 153.19 with Howard Doering flying, Howard turned 146.49 (with the inboard-inboard) and Ron Duly did 142.57 (Bolton style ship). Holden Hill's first jet flight, in the pylon, was 122.20 with an upright trainer.

In Northwest Sport Jet, Joey did 152.72, Howie did 145.40 and Joe Brownlee had an attempt.

In 21 Sport Speed, Howie did 135.99 with his Novi Rossi powered 21 Proto; and in 21 Proto with the same airplane, did 130.06.

In D Speed, Jon De Fries did 169.79 with asymmetric ship (Joey flying). Transitrace is great! Not only does it give the official average speed but also the speed for each lap; so if you don't have enough laps for an official timing (as on Holden's flight) you at least know how fast you were going. Gotta learn more about seeing low jets and missed lap computations.

Plan on our September 7-8 contest. We need more people. The weather will be great.

The VCB at the Palmer Memorial (as written by Al Hieger for his Weekly Nag)

The weather for the Bob Palmer Memorial Contest was ideal for the occasion, but perhaps not in the expected way. Both days began under heavy overcast, which held the temperature in the mid- to high-60s for the entire weekend. The skies eventually cleared after 1:00 on Saturday, and on Sunday began to do so around 11:00, only to have the cloud deck re-form an hour later and remain through the end of the contest. At the same time, the breeze remained nearly constant in both

speed and direction, coming from the Northwest in the mid single digits. The upshot was air perfect for clearing wake turbulence which did not in turn pick up uglies while straining through the surrounding trees. With the exception of a single dust devil late Sunday, conditions were about as good as they ever get at Whittier Narrows.

For the first time ever, the Palmer Memorial included Combat and Navy Carrier events, making this contest seem more like the KOTRC's Knights' Joust. There were some unforeseen complications, as will be detailed below..

Precision Aerobatics

Saturday's events were Old Time Stunt, Classic, Profile and Beginner. In a sign of the times, there were no entrants in Beginner. Aside from this, entry levels met or exceeded expectations. All events were flown in two rounds, with a contestant's single best score counting toward placement. In the results which follow, this score is noted in boldface type.

Old Time Stunt

1) Bart Klapinski	486	470
2) Bob Whitely	481	474
3) Jim Hoffman	474.5	455.5
4) Lou Wolgast	474	462.5
5) Stan Tyler	462	472
6) John Wright	455	Pass

If the above scores seem high to you for an OTS event, it's because the 10-40 scoring system was utilized, not the more common 1-10 times K-factor system. The scores of the two systems are in no way comparable, as the 10-40 system weights all maneuvers equally, while the alternative one places greater weight on "more difficult" maneuvers.

It's also notable that contestants from Arizona, who made up two-thirds of the total entry, swept the top four positions. What this might mean is anyone's guess. It's also interesting that, contrary to expectations, all but one of the contestants flew their scoring flight in the first round. With a sample size of only six, these phenomena may not be statistically significant. T-test, anyone?

Classic

1) Steve Harris	589.5	600.5
2) Lou Wolgast	574.5	597
3) Bob Whitely	479	589
4) Bart Klapinski	573	585.5
5) Scott Dinger	553	542

6) Stan Tyler	469.5	551
7) Steven MacBride	512	507
8) Dennis Nunes	504	475.5
9) Charles Carter	503	494.5
10) Pete Cunha	487.5	478
11) Fred Staley	468	458
12) Dave Passannante	92.5	460
13) Bill Barber	102.5	426.5
14) Mark Wasnick	289.5	Pass
15) Gary Akers	DNF	DNF

Based on entry size, which was quite respectable, this was the pre-eminent event of the contest. Local talent Steve Harris prevailed, but the "Tucson Boyz" (Wolgast/Whitely/Klapinski) were also a dominant presence.

Mark Wasnick suffered the biggest heartbreak of the contest when, during his second round flight, the solder connection between ball joint and main pushrod failed, causing his beautifully crafted Thunderbird Mark I to plow into the ground essentially vertically, resulting in the aircraft's near-total destruction.

Dave Passannante ran into problems in Round 1 when his Super Ringmaster flamed out during Inverted Flight, resulting in a grinding slide across the asphalt. Fortunately, the damage was minimal and Dave was able to successfully post a score in the second round. The Super Ringmaster is essentially the familiar Sterling S-1 Ringmaster, but with a full, built-up fuselage. As its aerodynamics are essentially the same as the S-1, its capabilities actually suit it better for the OTS event than the more demanding 1957 pattern. Unfortunately, Sterling waited until the Spring of 1953, more than four years after the introduction of the S-1, to kit the Super Ringmaster, which became its S-6 model, and that makes the design ineligible for OTS competition. As a relatively simple, low-capability design, most Super Ringmaster kits were not particularly carefully built or finished. Dave's model is a conspicuous exception to that rule, so it is hoped that the damage received in the inverted landing will be readily repairable.

Profile

1) Steve Harris	560.5	548.5
2) John Wright	516	527.5
3) Dennis Nunes	499	518
4) Scott Dinger	33.5	506.5
5) Fred Staley	458	477
6) Al Hieger	382	467.5
7) Emil Opffer	462.5	400.5
8) Joe Scuro	392	419
9) Bill Barber	361.5	333.5

Steve Harris was once again dominant.

Sunday's scheduled events were the Intermediate, Advanced and Expert classes. As with Beginner, there were no entries in Intermediate. The lack of influx into the Precision Aerobatics hobby segment of new enthusiasts does not bode well for the longevity of the sport. That said, the turnout level among committed contestants was gratifying.

Advanced

1) Dennis Nunes	527.5	523.5
2) Steven MacBride	507	523*
3) Tim Just	500.5	523*
4) Al Hieger	399.5	477
5) Charles Carter	476	442
6) Al Shorey	309.5	359
7) Fred Staley	DNF	DNF

*Second and third places utilized the lower score to break a higher score tie.

The field broke down into two distinct skill groups. The spread from 1st place to 3rd was just 4.5 points: that between 4th and 5th, just a single point!

Expert

1) Jim Hoffman	567	552
2) Lou Wolgast	565.5	561,5
3) Bob Whitely	564	Pass
4) Bart Klapinski	562	551.5
5) Kestas Dvarvydis	561.5	561.5
6) Steve Harris	560	549.5
7) Stan Tyler	548	531
8) John Wright	490	539.5
9) Scott Dinger	519	452.5*
10) Oswaldo Campos	519	80*
11) Mark Wasnick	510	498

*The tie between Scott Dinger and Oswaldo Campos was broken using the scores from the lower scoring flight. In a sense, Oswaldo came out on the losing end twice, as his low score in the second round reflects the crash of his airplane. Those who saw it say that the plane *rolled* at the top of the Reverse Wingover. It is not certain whether the Cobra was the victim of turbulence, hit its own wake, or both.

This was another event dominated by the Arizona gang, which swept the top four positions. The gauntlet has been thrown down. It's time for Southern California stunt competitors to step up their (our) game. Given his performance in three events, we'll give Steve Harris a pass.

Navy Carrier

As predicted, the core *Nag* staff was too wrapped up in the Precision Aerobatics arena to make it over to the Carrier circle, much less to cover the event. Fortunately, club President Dave Hull was deeply involved in the drama as it developed, and we have been able to impose on him to relate Sunday's story.

Take it away, Dave.

"Field of Dreams Gophers"

This year, the Knights of the Round Circle decided to add carrier events to their traditional Bob Palmer Memorial Contest. Previously a stunt-only affair, or perhaps a stunt and combat deal, the addition of carrier was welcomed by the few tail-hookers in the area. Things were looking good with some out of town entries until our Event Director, and local carrier guru, Ron Duly came down with a bug. A bad bug. When I arrived at the field a bit before 8:00 a.m., I was promptly advised by the contest CD, Mr. Warren Walker, that carrier was cancelled as we had no ED and no equipment. After a half hour of mulling over what to do with the rest of our day, Pete Cunha of the NorCal contingent and I (Divot McSlow) decided that given the CD's approval, we could rig up enough equipment to have some good carrier fun. Maybe not rule book, but still carrier, and therefore rare good stuff. Warren—a Navy man himself-- suggested that MacGyvering the deck was exactly what was needed, so we got right to it.

We pillaged the back of my truck and found that most of my emergency road supplies could be repurposed, and then did the same with Pete's truck. His truck produced the vital tent stakes for the arresting anchors. They even came with handy plastic doodads with a hole perfect for the arresting line. My truck produced some 1/4" polypropylene rope and other rigging necessities. We used one tire chock (ie. a block of 2x6), one short-handled sledgehammer, one 16 ounce carpenter's hammer, and one star-type lug wrench for the set of anchors. We could have used some empty fuel jugs I had, but no one wanted to walk all the way to the water fountain to fill them up. John Wright contributed some fluorescent pink line. We rigged lines in the deck positions for the number 2 and 3 wires and decided that was enough for us. Cans of Fix-A-Flat and Starting Ether were perfect for elevating the arresting lines to the right height over the deck.

A total of four different planes were flown, which exhibited the usual development and durability issues that can occur when you simply take your plane off the wall and head to the contest. Pete had the most success with his Martin MO-1, and immediately got two scores on the board. It is powered by a Webra .32 and behaved nicely. He hooked up on his second flight for a 100 point landing.

*The tie between Scott Dinger and Oswaldo Campos was broken using the scores from the lower scoring flight. In a sense, Oswaldo came out on the losing end twice, as his low score in the second round reflects the crash of his airplane. Those who saw it say that the plane *rolled* at the top of the Reverse Wingover. It is not certain whether the Cobra was the victim of turbulence, hit its own wake, or both.

This was another event dominated by the Arizona gang, which swept the top four positions. The gauntlet has been thrown down. It's time for Southern California stunt competitors to step up their (our) game. Given his performance in three events, we'll give Steve Harris a pass.

Combat

As with the Carrier events, the *Nag* had no staff on-station to report on Combat. In fact, at press time we still don't have the results in-hand to report. We will attempt to acquire them in the coming week and relay them to you in next week's issue.

On Saturday, 80 miles per hour Speed Limit was flown. On Sunday, F2D Fast was on the menu, in which .15-powered ships built to FAI specs are flown to Fast Combat rules.

From the other side of the field, many excellent matches were apparent, particularly on Sunday. Subjectively, it seemed that the carnage level was higher than usual. Did you know that you can tell a crash from a mid-air simply by the sound it makes? Not only that, but it turns out that two engines coming directly together make a different sound than one airplane center-punching another, or of two airframes clacking together. It's kind of like the difference in sound between aluminum and ash baseball bats.

The Bob Palmer Memorial Combat Report

Saturday 80 MPH Combat – Triple Elimination - 12 entries

By Mike Alurac

Pete Athans, Mike Alurac, Don Jensen, Don Repp, Chris Collins, Russ Wilcox, Bill Maywald, Chuck Rudner, Jeffrey Rein, Holden Hill, Greg Hill and Lee Letchworth



KOTRC • Bob Palmer Memorial 80 MPH Slow Combat • Standings														
ROUNDS														
Pilot	State	1	2	3	4	5	6	7	8	9	10	11	12	Final Record
1	PETE A	W	L	L	L									
2	MIKE A	W	W	L	W	L	L							
3	DON J	L	L	L										
4	DON R	L	W	W	W	L	W	L						1st
5	CHRIS C.	L	L	L										
6	RUSS W.	L	W	W	L	W	L	L						
7	BILL M	W	W	W	W	W	W	W						1st
8	CHUCK R.	W	L	W	W	L	W	W	L					3rd
9	JEFFREY R.	W	W	L	W	L	L	L						
10	HOLDEN H.	L	L	L										

KOTRC • Bob Palmer Memorial 80 MPH Slow Combat • Standings														
ROUNDS														
Pilot	State	1	2	3	4	5	6	7	8	9	10	11	12	Final Record
11	GREG H.	W	W	W	L	W	L	W						2nd
12	LEE L.	L	L	W	L									
3														
4														
5														
6														
7														
8														
9														
10														

Saturday's Winners - 1st Bill Maywald, 2nd Greg Hill and 3rd Chuck Rudner

Sunday F2D Fast Combat – 12 Entries
 Jeffrey Rein, Lee Letchworth, Greg Hill, Holden Hill, Don Jensen, Mike Alurac, Chris Jensen, Chris Collins, Russ Wilcox, Don Repp, Bill Maywald and Emil Opher (Not shown)

Sunday's Combat – F2D Fast Combat - Triple Elimination



KOTRC • Bob Palmer Memorial F2D Fast Combat • Standings

ROUND 1

Pilot	State	1	2	3	4	5	6	7	8	9	10	11	12	Final
1. JEFFREY R.	AZ	L	L	W	W	L								
2. LEE L.	OR	W	L	L	L	W	W	W	W	W	W	W	W	3rd
3. GREGG H.	CA	L	W	L	W	W	W	L	W	W	W	W	W	1st
4. HOLDEN H.	NV	W	W	W	L	W	L	W	W	W	W	W	W	2nd
5. DON J.	CA	L	W	L	L									
6. BRUCE A.	CA	W	W	W	L	L								
7. CHRIS C.	CA	W	L	W	L	L								
8. CHRIS C.	CA	W	L	L	W	W	W	W	W	W	W	W	W	2nd
9. PHILIP W.	CA	L	L	L	L									
10. DON R.	CA	L	L	W	L									

ROUND 2

Pilot	State	1	2	3	4	5	6	7	8	9	10	11	12	Final
11. BILL M.	CA	L	W	W	W	W	L	W	L	3rd				
12. CHIL D.	CA	L	L	L										

Sunday's Winners – 1st Holden Hill, 2nd Chris Collins and 3rd Bill Maywald

Guys at the 2019 Palmer waiting for the winner



2019 Palmer winner Steve Harris and his wife Brenda





The Knights wonderful sweatshirt modeled by Larry Renger 2019

Meeting Notes 3-12-2019

Guests: Kelley Crozelle, Frank Kazkowski (I hope I got that right)

Show and Tell:

Mike Alurac – Two Johnson Combat specials. One from Canada for \$140, the other \$60 from Bill Morrel. He also had some laminating film for people to obtain.

John Wright – He showed several types of handles and discussed their relative merits. He called attention to the soft “springiness” of a heavy wire type handle.

Mike Meadows – He had two planes a Magician with a Johnson Stunt Supreme 35, silk covered. The other plane was his Brave, beautifully painted and with fantastic airbrushed décor. It is powered by a Green Head Torpedo 29 S.

Joe Brownlee – Displayed a book produced by Berkeley in 1955 covering all aspects of CL activity at that time. Most of the data is still valid and useful today. (Editor’s note: I don’t know how many of these books were done, but I have a companion one on engines).

Mike Jones – a new setup of his stooge to accommodate tricycle landing gear. It has a panel that stands erect restraining the tail of the model until it is triggered, then it drops down releasing the model. He finds a 10 lb. weight is adequate to restrain anything he owns.

New Business:

Treasurer's report by Mike Jones showed a slightly smaller, but adequate balance. Major expense was \$200 for club AMA charter and field insurance. We now have PayPal deposits operational. Mike Alurac has a card reader that plugs into his phone, or deposits can be made on line.

Prize, raffle, food and park fees for the Palmer were discussed and the proper amounts OK'd.

Clint Brooks - discussed the upcoming Imageology event on April 12 to 14th. At this writing it is history and Clint, Mike Jones and Larry Renger attended. We trained about 100 kids in in 6 hours on Friday and just barely staggered with one "sort of" flyable plane. There were not enough crumbs left to do the next two days. This is the toughest gig on the schedule, and we could sure use more help! I think we need a team to build a couple of new ones and refurbish what we have. The next event will be the Fullerton airport day and we **BETTER GET IT RIGHT THIS YEAR!!!**

We blew it big time last year, and unless you want us meeting at your house, come and participate!

New Business 2:

Taxes are due, but we are non-profit. Still, President Alurac will handle the filing.

Charter and Insurance handled by Secretary Larry Renger.

Joe Brownlee – Discussed a paper being developed by Divot McSlow (Dave hull) on leadout construction. Joe is working on a similar paper on requirements for line terminations. He detailed out the British requirements, and they are strange!

Don't even look that safe. FAI rules, if it passes pull test it is good to go. The USA allows a variety of systems.

Our combat contingent outlined problems with homeless invading and polluting (a polite term for actual activity) their area. Apparently, they have cut the fence to the riverbed encampment and are camping out in the field, not just the parking area. The park doesn't seem to be willing to cope with it. We need to attend the

next park management meeting to bring it up and possible involve the Army Corps of Engineers.

Mike Alurac discussed a Combat event for Toys for Tots. Perhaps a Tee Dee meet in honor of Rich Von Lopez.

Meeting Notes 4-19-19

Guest: Former long-time member Ken Kaiser (Freedom Fighter Extraordinaire)

Show and Tell:

John Wright – Showed his trophy from VSC 31 for 3rd in Super 70 event. I believe he was flying a Twister.

Mike Meadows – Much to his surprise, he was awarded the “Most Unusual” trophy at VSC for his Veco Brave. Metallic light green with amazing airbrushed décor. May it live long and prosper!

Larry Renger – A mesh bag from Daiso that is perfect for storing a handle and set of lines. Cost all of \$1.50. Daiso is a Japanese discount dollar and a half store chain. They are here and there, look it up on the web.

Joe Brownee and Howard Doering – Speed contest results. Joe put in his very first jet flight, and Howard did 10!

Dave Kick – Plans and the start of fuselages for a Banshee model

Warren Walker - discussed progress on his magnificent Red Baron model. It has had various engine problems and the control ratios needed to be modified, which involved cutting into the fuselage and making a couple of access ports. Recent test flights have shown much improvement.

Howard Doering - showed his .21 Proto and discussed problems, progress and recent success in ironing out turning in on launch and hunting. It is now working up to be competitive! 135mph running around 34K in the air with a Nova Rossi engine.

Treasurer’s report as usual showed a satisfactory balance.

Old Business:

The Palmer is mostly buttoned up, though there are a few slots that need to be filled. At least one judge needed. Contact Warren Walker to volunteer! **THIS MEANS YOU!** It is all very nice to pay your dues and attend meetings but get out there and get involved! The “usual suspects” carry the load and it ain’t going to work that way much longer. Either we quit having events or more need to pitch in. (rant!)

New Business:

We need to pick a date for a Picnic and Fun Fly in August. It looks like the 24th falls between other big events.

After the Palmer meet, Warren is having a party at the Man Cave. Y’all come! We are not enthused by the Black Bear Inn and need to research a different venue for the Holiday Party. Suggestions are welcome. The pre-meeting gang has migrated back to Fuddruckers.

The Fullerton Airport day is coming up, and it is a **BIG DEAL** for us to participate. They set up a great site for us last year, and we were badly understaffed and left early. That must not happen again!

