

# 2013 Fremont County Airshow After Action Report

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**October 4, 2013**

**OVERVIEW:** This was the first “Airshow” conducted at Fremont County. The Event was well attended and crowd reaction was very positive. The event was open to the public for 6 hours (7:00AM to 1:00pm). The airport was closed from 10:00am to Noon for the airshow portion of the event. Closure was NOTAM’ed and announced on AWOS. The airshow performance , four separate routines, took less than one hour total. This report is intended to capture the”things gone right” (TGR) and “things gone wrong (TGW)” in the preparation and execution of the event and to apply lessons learned to next years’ event.

**EVENT LOCATION** Fremont County Airport  
7:00am to 1:00pm  
Saturday, September 28, 2013

**ATTENDANCE** Estimated at between 1200 and 1500 people. (Actual headcount not taken )

**PERFORMERS:** Renegades (RV Formation/Aerobatics)  
Hans Miesler  
Steve Bergiven  
Don Nelson (Sukoi Aerobatics)

**SUPPORT OF PERFORMANCE AIRCRAFT/AIRCREW:**

- Support for performing aircraft was good (TGR):
  - Aircraft parking worked well
  - Marshalls did a good job of keeping crowd clear of operating aircraft
  - Supply of fuel and oil to performing aircraft was timely
- Aircraft need better protection from onlookers before, after and between performances (TGW)

**Recommend:**

1. Find additional people to provide aircraft security (perhaps CAP?).
2. Use pylons and tape to cordon off area .

**NARRATION & PA SYSTEM:**

- PA system was weak. Not enough speakers to reach the extremities of the show line, not enough volume to overcome the ambient noise level of operating aircraft. Narration was infrequent before and after performances. PA systems w/narrators are expensive (typically \$3000-\$5000). We need to find a less expensive option. (TGW)

**Recommend:**

1. Look for a more extensive, more powerful PA system. Need narrator who is comfortable talking and interviewing on aviation related topics
2. Consider buying speakers that provide more amplification at lower quality (less expense).
3. Ask Ed Norton to donate his talent as an narrator.

### SECURITY:

- FAA requires that the performing aircraft be physically separated from the crowd. We did not do that. (TGW)

#### **Recommend:**

1. Consider parking performing aircraft in area separated from onlookers
2. Use cones and tape to cordon off the area where performing aircraft are parked. (We should provide the same “separation” courtesy/protection for all warbirds and static display aircraft.)

### CAR PARKING

- Due to good attendance we had cars parked all the way out to memorial park. We filled our available parking space. With higher attendance we will need greater parking capacity. (TGR)

#### **Recommend:**

1. Identify more area for car parking, possibly off the east perimeter road.
  2. Consider providing transport from parking to the show entrance. (Borrow a bus from the rafting companies to transport people)
- The area designated for handicapped parking was not well utilized. People with handicaps were not always directed to that area. People with walkers were parked out some distance and had to walk a long way to the display area. Possibly, again, a miscommunication with the CAP. (TGW)

#### **Recommend:**

1. Clear briefing with all CAP parking cadets, before the event, on who gets parked where. Clearly mark the handicap parking area.
- Classic Car Display - Classic Car people got parked on the back fence line near the west gate (Outside the main show area). They were upset at the remote location for their display. They should have been parked on the ramp in front of the “snack shack”. Possible a miscommunication with the CAP who were parking cars.

#### **Recommend:**

1. Clear briefing with all CAP parking cadets, before the event, on who gets parked where.

### FOOD SERVICE:

- Long line developed during peak period of the event. (TGW)
  - Delays in supplying breakfasts were due to lack of help and time required to cook sausages (precooked sausages were not used).
  - Needs better preparation, more volunteers (for the duration of the event).
  - Electrical service in the hanger is marginal to support demands.

#### **Recommend:**

1. Get commitment from more volunteers for the entire duration of the event (set-up thru clean-up). If help is still a problem ask another organization to put on breakfast (either to supplement the EAA Breakfast or to replace it).
2. Use precooked sausages.
3. Provide for upgraded electrical service in the hanger.
4. Better anticipation of breakfast/coffee consumption rates and subsequent production.
5. More food vendors should be considered outside the breakfast (we only had two: Gail’s coffee shop and T Lemonade)

**ADVERTISING:**

- Event was advertised extensively (wide distribution of the flyer to other EAA groups around the state, Ad ran in the local paper 3 times, on the radio for 10 days, facebook invite, posted on five different calendars (AOPA, EAA, flyin.com, CDOT) but still there were people who said they did not know the event was being held.

**Recommend:**

1. Add posters of the event to be placed around town (and collected afterwards)
2. Place 4' x 8' banners on airport property along Hwy 50 a month before the event

**SCHEDULED EVENT DATE:**

- Pretty well deconflicts with other events scheduled around the area. Next year will keep the same scheduled date (last Saturday in September).

**AIRCRAFT PARKING/MARSHALLING:**

- Ramp space was close to being maxed out. We could have accommodated another 10 aircraft. Marshalls generally did a good job of directing aircraft to parking and controlling crowds. (TGR)
- One incident occurred where Skip, taxied his pump plane thru the parking area, at higher than a prudent speed, in the vicinity of spectators, with little regard for marshalls directions and/or no marshalls present. (TGW)

**Recommend:**

1. The incident, and it's safety implications, will be debriefed with Skip by an Airport Board member.
2. Aircraft must be stopped from entering the ramp area unless they are taxiing at a prudent speed and following marshaller's directions. Any willfull safety violation should be documented, with names of witnesses, and reported to the FAA.
3. Move aircraft, giving rides, to outside the parking area.
4. Brief all local flyers, before the event, on the rules for entering and operating within the ramp area (and implications of not following them).
5. Consider renting barrier panels to block entrance to ramp area until marshalls determine aircraft is safe to enter.

**NEXT YEARS' PERFORMERS:**

- We need to determine, contact and commit soon (they get booked early)

**PROGRAMS:**

- Many people asked if there was a program of events/attractions.

**Recommend:**

1. Publish a program and distribute it to spectators at the entrance. Use it to get an accurate count of attendees and as a means of recognizing sponsors for the event.

**SPONSORS:**

- This years' airshow cost over \$8000. Some of that was paid for thru sponsorships (Armstrong Consultants paid for Don Nelson's Sukoi performance, Fuel vendor offered a price break on fuel and donated \$500 of fuel, True Value Hardware loaned a trailer for PA Narrator).

**Recommend:**

1. More sponsorships must be sought in future years to offset costs. Advertising thru flyers, posters and programs should be used to attract sponsors.

**INSURANCE:**

- An insurance premium of \$1725 was paid, thru an insurance broker, for this' years airshow. A subsequent quote directly from the insurance company was significantly less that what was paid thru the broker.

**Recommend:**

1. Check premium pricing with the insurance company directly next year.

**ATTRACTIONS:**

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**Recommend:**

1. Consider adding other attractions: SEATs (Single Engine Air Tanker), UPS Metroliner, Military (Helicopter, Osprey), Local field aircraft.
2. As ramp space fills consider parking additional display aircraft on taxiway "C" and hanger aprons along "C" taxiway.
3. Pedal car in one of the hangers was a popular attraction for the small children, Consider expanding.

**AIRPORT SIGNAGE:**

**Recommend:**

1. Adding temporary signage showing where EAA Breakfast and other activities are located and handicap parking (and perhaps a map on the back of a program that can be handed out).

**SHOW ENTRY:**

**Recommend:**

1. Gate Check-in for accurate headcount, give out programs and tickets for a free raffle (get sponsors for raffle gifts). Check rules to see if EAA could do a 50/50 raffle to make some money.

**PLANNING COMMITTEE:**

- Planning has to start well in advance of the event (at least 6 months). This year's event was largely a two man effort requiring an extraordinary commitment of their time. Next year will be too big to be planned by one or two people. An airshow committee comprised of a Chairperson, Airport Manager and leaders for several key functional areas will be required. In shifting to a committee, there's a danger that we will regress rather than advance in preparing for the event ("Death by Committee" as John calls it). To insure success, this committee must be staffed by

people who really want to be there and will commit their time and resources to developing plans for their area and attending and reporting out on their areas' preparations at each planning meeting.

### **Recommend:**

1. First committee meeting should be devoted to defining the scope of each key functional area and selecting a leader for planning all aspects of that functional area. Key functional areas, subject to change or approval by the committee, should include:
  - ✓ **Airshow:** Performers, Airspace Waiver, Air Boss, Show Area, Aircraft Support
  - ✓ **Advertising** (Radio, Newspaper, Internet, Posters, ets)
  - ✓ **Sponsors**
  - ✓ **Food Service:** Breakfast/Food Vendors
  - ✓ **Airport Set-Up** (Signage, Fire Equip, Programs, Show entry, Trash, Porta-potties, etc)
  - ✓ **Ground Handling** (Aircraft Marshalling, Vehicle Parking/ Overall Airport parking plan (vehicles & aircraft))
  - ✓ **Static Displays** (Warbirds, SEATs, UPS Metroliner, Military, Local Aircraft, Classic Cars)
  - ✓ **Public Address** (PA System, Narration)

### **PERFORMER COMPENSATION:**

- Compensation to performers for costs incurred:
  - Don Nelson was paid \$2500 (thru contribution from Armstrong Consultants). He was also provided gas and oil by the Airport.
  - The Renegades were provided gas and oil for their trip and performance but not paid anything to defray their expenses. Next year, they will seek compensation, estimated at \$1500.
  - The warbirds flown in for display and fly-by were provided gas for their trip.

### **REQUEST FOR WAIVERED AIRSPACE:**

- A "Request for Waivered Airspace" (7711) must be processed for the airshow. It is required to be submitted to the FAA 45 days before the event. The following items are required to back up the request for waivered airspace:
  - Pilots certificates, cards & medical of airshow performers
  - Aircraft log book entries & operating procedures to document maneuvers
  - Location of the event: Radial & DME from PUB (272 degrees @ 32 NM, 3 NM radius)
  - Accurate schedule of events
  - "X" placed on closed runways
  - Markings, either natural or man-made, to mark the aerobatic box panel markers
  - Comm procedures, to include radio failure and airport closed signals
  - Emergency plan with fire truck and first responders
  - Accurate map with diagram of entire event layout to include aerobatic box

John Marietta  
Dick Baker  
Wes Brandt  
Hans Miesler  
Randy White  
Wes Taylor  
Len Mino  
Gail Claremont

