

**AIRPORT ADVISORY BOARD AIRSHOW WORKSHOP**  
**Fremont County Airport**  
**October 30, 2014**  
**8:00 am**

**Members Present:** John Marietta, Chairman; Leonard Mino; Jack Slagle; Jim Woolworth

**Members Absent:** Tom Schielf, Greg Tabuteau, Duane Cozadd

**Other Officials Present:** Airport Manager, Richard Baker

**Others Present:** Mark Greksa; John Emmerling; Hans Miesler; Wes Taylor; John McDermott

The meeting was called to order at 8:00 a.m. by Chairman John Marietta. Chairman Marietta welcomed everyone and thanked them for their attendance.

**Purpose:**

The purpose of this meeting was to review “Things gone Right” and “Opportunities for Improvement” during our September 27<sup>th</sup> Fremont County Airshow and discuss next steps in applying that learning to next year’s event.

**Things gone Right:**

- FAA noted that “Crowd control was good”
- The layout and set-up of the ramp area (Static and Movement areas) was safer and much improved over the year before.
- Attendance was very good. 1742 counted but probably closer to 2000 due to people who bypassed the “counter”.
- There were plenty of volunteers for crowd control and aircraft marshalling.
- Securing permission for the extra parking lots worked well. As crowd size grows and vehicles are parked further out ground transportation will have to be provided. Will Colon, Raftmasters, has agreed to provide vans and/or a bus to transport people to the main gate.
- Having 2 areas of the ramp, Static and Movement worked well.
- The vendors and other booths all did a good business.
- Soliciting for sponsors was very productive
- The extra planning meetings at 1 week out and 1 month out helped prepare for the event
- Delegating areas of responsibility worked well
- Static Display area was a big hit. People loved the mix of cars and airplanes.
- Separate Ramp Boss and Staging Boss and personnel for the static display area and the movement area worked well.
- Barrier fence worked well for movement area/performer area.
- Show length was just right. About 2 hrs.
- P51 was a big hit—we need to figure out how to get more commitments from war bird's to come.
- Car parking seemed to go very well this year.
- CAP Cadets did an outstanding job in all areas (parking cars, assisting with balloons, ice sales, gate counts, children’s activities, etc).
- Having a skydiver deploy the American Flag and playing the National Anthem to open the show was very well received. Our timing was off but we can improve on that. We must do that again.
- The addition of our PA system was a big plus. Ed Norton and the other announcers did a great job. The announcers thought the preparation of a book of information about attractions,

performers, aircraft, etc, helped them a lot. The book should be part of the weekly preparation review for 2015 so late changes are picked up and nothing gets overlooked (like EAA).

**Opportunities for Improvement:**

- FAA observer comments:
  - The safety briefing and airshow were scheduled too close together. (Safety Brief was at 9:00am, airshow started at 10:00am) Performers were rushed, allow more time between briefing and airshow.
  - Corner markers were not designated (to assist performers in maintaining required crowd clearance criteria)
- Hand held radios did not work well for communications by the airboss. Performers could not hear, nor understand, transmissions from them (This is a repeat problem from 2013 airshow). A better radio set-up with the ability to monitor dual frequencies is required for the airboss, staging boss and ramp boss.
- Identification and routing of aircraft who wanted to be on display vs transient aircraft who just wanted to park needs to be improved. Perhaps signage can be made and posted along taxiway "A" to direct aircraft to the appropriate parking area.
- Two instances of aircraft taxiing into the non-movement area with crowd in close proximity (Yellow Stearman and another aircraft right behind it). They should have been stopped at the perimeter, shut down and pushed in. Ideas to prevent reoccurrence: position cones at the aircraft entry point to make a clear boundary where engines must be shutdown. Signage to alert pilots that engine shutdown is required to enter. Reinforced procedures with ground handling crews.
- Except for Dick Baker's Fouga, there were no warbirds in the static display area.
- The announcer, Airshow Bob, was an expense we could do without. Ed Norton did a fine job with preshow announcements and could have covered the performances as well.
- We need to have a designated treasurer who is responsible for the "banks and cash drawers" for the 50/50, water and silent auction. We did not assign that task prior to the event. We were able to recover with the help of our volunteers.
- The Staging Boss is responsible for the staging area, marshalling performance aircraft and communicating status of the performing aircraft to the airboss. He should have no other tasking. Aircraft oiling and fueling should be assigned to a separate person.
- We need a dedicated person and crew just for refueling and oiling before, during and after the show.
- Helitours suffered from lost business before the waived airspace due to concerns about attending the 9:00am safety brief when they could have been flying. We should conduct a separate safety brief with Helitours either a day ahead of time or at 07:00 day of event.
- Tape off/cone off, Handicap Parking area the night before event.
- Arrange a golf cart with water/soda for performer's and ramp volunteers. Arrange an appreciation gathering, with refreshments and catered food, in one of the hangers, for the performers and volunteers after the airshow.
- The drive to secure sponsorships is a long term effort. We started 3 months before the event this year and it was not soon enough. Our 2015 sponsorship drive has to start now. Letters need to go out to all potential sponsors before year end advising them that we will be looking for donations for next year's airshow. Mark Greksa suggested we consider a tiered level sponsorship where we would provide different levels of award and recognition for different levels of donation from perspective sponsors.

- We did not approach Canon City Government for a sponsorship this year. We should do that next year emphasizing the importance of the relationship between the airport and the community. The airshow can bring business to the community.
- Printed advertising in 2014 was confined to Canon City thru the Daily Record. They did a good job but our attendance was limited primarily to Canon City residents. We need to expand paper advertising to surrounding communities: Pueblo, Pueblo West and West Cliff.
- Our 2015 Airshow should be promoted as a community event “Make a weekend of it, Take the railroad thru the gorge, enjoy downtown Canon City dining, go to the Airshow on Saturday morning and take in Fall Harvest at the Abbey on Saturday afternoon/evening.” Work with the Chamber of Commerce for the benefit of the community.
- Expand airshow programs to explain the benefits of the airport to the community, the importance of the airport to the areas economic development and to advertise for airshow sponsors.
- A Bounce House was set up and went over really well but we didn’t know it was coming. We need to better coordinate so that such attractions can be fully advertised before the show.
- The Ramp Boss and Staging Boss positions should be assigned weeks before the event and they should be people who will be heavily involved in the planning. They can then organize their team of volunteers and brief them on specific tasks to accomplish overall airshow objectives.
- Parking performance aircraft along the movement area boundary went well for the Renegades. It gave people up close views of the performers and their aircraft. We didn’t get Don Nelson close to the fence until late in the show because we had transient aircraft parked in the way. We need a different plan for handling transient aircraft overflow.
- Our PA system worked great up close but comments from people on the show line near the airboss, were that they couldn’t hear the announcements. We need to consider adding speakers on the south edge of the ramp. There is conduit under the ramp where wire could be pulled to support a speaker(s) on the south ramp edge.
- A food vendor (Lemonade) showed up that was not on the vendor list supplied to the County Health Dept. All food vendor commitments must go thru the food coordinator who interfaces with Sid Darden at County health.
- Display area mix of cars and airplanes went over well however, the display area was heavy on cars and light on airplanes (several display aircraft were trapped in their hangers by our taxiway blocks and ramp layout)
- Planning meetings need to be more frequent (weekly) leading up to the event and they need not include all volunteers but should include the airboss, ramp boss, staging boss and all functional area group leaders/planners (sponsorships, parking, food vendors, non-food vendors, static displays, warbirds, etc). Each leader should report their progress in planning for the group to hear and comment on.
- All volunteers should have their names attached to specific tasks. Volunteers for some tasks need to be in place before the crowd arrives (gate counts).
- Reviews on the beef burrito breakfast were mixed. Many people expressed a preference for the traditional pancake breakfast.

### **Airshow Budget Performance**

Total expense	\$11,348.88
Cash donations	\$5,126.00
In kind donations	\$5,395.00
County expense	\$827.88

### **2015 Planning**

Discussion was held on upgrading our airshow for next year, possibly by bringing in a nationally known performer or by bringing some specialty performers who could add some variety to the show with the same level of excitement. Matt Younkin in his Beech 18 was mentioned as a possible act to go after. The group is in favor of expanding our budget for the 2015 airshow with a target of \$20,000, most of which would go to pay for performers. Sponsorships would have to be determined soon (by January) to enable commitments to selected performers.

**Next Step:**

Fund raising is our #1 priority

A separate meeting of the fund raising committee (John Marietta, Jim Woolworth, John Emmerling, Dick Baker) is scheduled for Tuesday, November 11, 2014 @ 8:00am (Plus anyone else interested in attending). Goal: Identify list of businesses/people who we plan to solicit and estimate the level of sponsorship they would support

There being no further subjects for discussion, Chairman John Marietta adjourned the meeting at 9:25 am.

Minutes taken by Jim Woolworth