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THE PROFESSIONAL JOURNAL OF THE AIR SHOW INDUSTRY

Convention Preview
Solving Air Show Traffic
Charitable Giving

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Randy Harris



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What Have You Done For Me Lately?

BY: RALPH ROYCE

I know you've heard that question -- or some derivative of it -- a hundred times in your life. I have, mostly in jest. But the times it was not asked in jest, it really annoyed me. It implied that the product of the work was not really necessary or of any value.

So, in the same vein, hearing Association members ask, "What has ICAS ever done for me?" drives me a little bonkers. My immediate answer is, "LOTS, you pinhead," but then I realize that they really don't know about all of the little nit-noid things and all of the huge issues their Association takes on in their behalf.

So, what has ICAS done for me lately? Well:

☞ ICAS is a three-legged stool and -- should any one of those legs fail -- the stool tips over. Likewise, anything done to improve the Association's goals and objectives directly or indirectly affects every member.

☑ Continued to manage, with a staff of four -- yes, you read correctly, four -- the entire national industry central resource and business focus of associated organizations and governmental oversight agencies, and the daily 101 things that keep an association of ~1,000 members moving along;

☑ Successfully led the industry thru the doldrums of sequestration, including an aggressive and ongoing effort to restore military participation in air shows to its pre-sequestration level;

☑ Developed and implemented emergency extraction database designed to provide air show emergency response personnel with specific information on how to approach individual aircraft in the event of an incident or accident and the critical steps in removing the crew and saving their lives;

☑ Worked closely with the United States Air Force to change its air show accident/incident response protocols to a 60 second response time, and.....

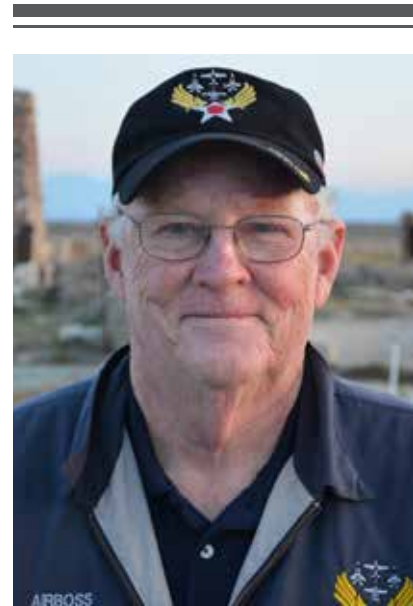
☑ Petitioned the National Fire Protection Association (NFPA) to begin work on a new national

standard for aircraft rescue and firefighting (ARFF) response at air shows that requires a 60 second emergency response, and then coordinated with associations and organizations that might be impacted by the new standard to explain the initiative and generate support for it;

☑ Responded to inconsistencies in federal guidance identified by FAA and Transport Canada (TC) by proposing changes to current guidance; and leading the development and implementation [in 2016] of a "dynamic maneuvering" (formation changes, daisy chains, steep turns, etc.) endorsement that evaluates the ability of non-aerobatic formations to perform these kinds of maneuvers at public air shows;

☑ Responded to numerous requests from the FAA and TC for information regarding the air show arena; air show educational programs; areas of concern and areas that needed "fixin'." One cannot understand the huge chunks of time these requests take unless one has had experience dealing with federal regulatory agencies;

☑ Began a program of regular interaction with key congressional representation and key military asset controllers to ensure availability of assets.



RALPH ROYCE,
Chairman

Message FROM THE CHAIR

☑ Finished the often reviewed Air Boss Recommendation Program [ABRP] which defines the minimum standards to become a recommended air boss, the types of air shows that require a recommended air boss, and the process that an aspiring air boss must go through to become a recommended air boss;

☑ Conceived, developed, and will soon implement a new program, the Certified Air Show Professional (CASP) program. Individuals wishing to use the CASP designation after their name will be required to document a certain amount of air show experience -- knowledge in virtually every area of air show organization and management: budget/finance, air/ground operations, concessions, sponsorship, marketing,

hospitality, logistics, volunteer management and parking/traffic, etc;

☑ Planned the annual convention which by all accounts is one of the least expensive for an industry association of our size and requirements;

☑ Led and partially funded the effort to develop and implement an exemption program for stadium fly-overs that is available to all experimental aircraft;

☑ Created a crisis communication program available to all members for use in an accident/emergency situation;

☑ Conducted several surveys to establish benchmarks for the industry in general, public marketing of the industry, performer

safety devices, and event philanthropic donation levels...all of which are available to the membership.

Some will gripe that "these programs don't benefit me," but that is a short-sighted perspective. As we have said before, ICAS is a three-legged stool and -- should any one of those legs fail -- the stool tips over. Likewise, anything done to improve the Association's goals and objectives directly or indirectly affects every member. So, next time someone whines, "What has ICAS ever done for me?" feel free to respond, "LOTS, you pinhead."

See you at the convention and "Don't Do Nuthin' Dumb."

Ralph Royce, *Chairman*



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Passion *and* Professionalism

BY: JOHN CUDAHY



JOHN CUDAHY,
President

When I reflect on what I've done, the people I've met and the lessons I've learned during my time in the air show business, I am struck by the one thing that, from my perspective, defines our industry: the individual passion that so many ICAS members bring to their involvement in this business.

The people, the excitement, the airplanes, and the crowds are infectious. Not every person exposed to air shows is affected in the same way, but – for those that catch the air show “bug” – the impact is often permanent. In fact, it's not likely that there would BE an air show business were it not for the time and commitment of these people... tens of thousands of them

throughout the United States, Canada and the rest of the world.

I'm thinking of the parking attendant that I met some time ago at the Cleveland National

Air Show. For many years, he has shown up at a particular parking lot to help direct traffic. He doesn't need to be reminded ahead of time. He doesn't need to be told what to do. He just shows up.

Or the crew chief who finds his own way to air shows all over the continent each weekend to help clean the canopy, pump the smoke oil and schlep the performer's “stuff.”

Or the television reporter who produced a news segment on a local air show, got infected by the bug and slowly found herself becoming a permanent, vital part of our community.

The cumulative impact and value of all those people and passion are difficult to quantify. But, intuitively, we know that it is that enthusiasm, energy and dedication that fuels the air show business.

The challenge, of course, is finding the right balance between passion and professionalism.

NASCAR, the National Football League, and rock and roll concert venues are – first and foremost – profit-making businesses. I believe that the difference between air shows and these other entertainment industries reflects well on air shows. But, the spectators who attend and the corporate sponsors who support these other spectator events expect a high level of professionalism. And, like it or not, our events are routinely compared to those events.

Most of the people who consider attending an air show will never know that the organizing committee is comprised of a dozen hardworking people who have sacrificed their nights and weekends to make the event possible. Nobody will ever tell them that the air show pilot they watch today will be commuting to an airport 400 miles away in the morning to fly a 737 for a “major American airline.” When they compare our events to baseball games, Broadway plays and theme parks, they will make their buying decision based on whether the event offers excellent entertainment at a fair price.

Similarly, prospective corporate sponsors are not familiar with how air shows are planned and conducted. And they are not particularly interested. They have come to expect a certain level of performance from the events that they sponsor. Air shows will either meet those expectations and continue to function as useful partners, or they will not, and sponsorship investments will be directed to other events that produce an easier and more reliable return on investment. Prospective sponsors do not share our passion for aviation and air shows. From their perspective, we exist as a tool to meet their marketing goals.

“The cumulative impact and value of all those people and passion are difficult to quantify. But, intuitively, we know that it is that enthusiasm, energy and dedication that fuels the air show business.”



In the events business, competition is fierce for these sponsorship dollars. The NASCAR model – beat up and battered as it might have become during the last several years – is built around showcasing the sport’s many sponsors. Roger Goodell, the commissioner of the National Football League, has had some public relations miscues during the past year, but he is secure in his position largely because of the manner in which he has attracted more fans to the sport and made big money from and for the NFL’s corporate sponsors.

Are these models that the air show community should emulate? I don’t think so. But we don’t have to be like them to learn from them. And, fortunately, there are segments of our industry that are demonstrating that passion and professionalism can coexist peacefully and synergistically. There are ICAS members demonstrating that the enthusiasm of the people who work in this

business – still one of the industry’s most important resources -- can be used to produce excellent events that compete effectively against the often better funded and better staffed events and venues that vie for our customers’ and sponsors’ dollars.

And this, in my opinion, will be the ongoing challenge that we will face during the next decade as the air show industry evolves and matures: maintaining the emotion, commitment and spirit of the individuals involved in the air show community as we work to professionalize the business. They are not mutually exclusive, and getting the balance right will be vital to the continued growth and success of our air show industry.

John Cudahy, *President/CEO*



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ON THE COVER

Randy Ball, who just completed his 25th air show season, goes inverted at 350 knots just a few hundred feet off the ground in the world's only flying MiG-17PF at the 914th Airlift Wing Thunder of Niagara Open House in July.

Ball is the only American to have flown a MiG-17PF, which was the Soviet Union's very first all-weather jet interceptor and fighter. He has plans to take it to

EAA AirVenture next summer and put it in Warbirds in Review, as its level of restoration is incredible. Even though this aircraft is so rare, Ball still flies it "Full Up!" and puts on a full F-16-style demo with lots of afterburner.

"Yes," he says, "I am grinning under that mask!"

1 Message from the Chair: What Have You Done for Me Lately?

You've heard that question -- or some derivative of it -- a hundred times in your life. Let's look at the little things and all of the huge issues the Association takes on in our behalf.

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When I reflect on what I've done, the people I've met and the lessons I've learned during my time in the air show business, I am struck by the one thing that, from my perspective, defines our industry: the individual passion that so many ICAS members bring to their involvement in this business.

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By Deb Mitchell

20 Air Shows a Critical Piece of Local Charitable Giving

In an effort to quantify the contributions that North American air shows make to charities, earlier in 2015 ICAS surveyed event organizers to discover the impact air shows have on charities and other community-based philanthropic organizations. By Matt Warnock

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Former CBS News anchor Dan Rather once observed that Americans will put up with anything provided it doesn't block traffic. And nowhere is that more true than in the traffic lanes coming to an air show. By Mike Berriochoa

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Risk Management in Action - New Formation Rules

BY: DAN HOLLOWELL



DAN HOLLOWELL,
Director of Operations

Since the early spring, ICAS has led a diverse group of industry stakeholders in an effort to assist the Federal Aviation Administration (FAA) in fixing a gap in the FAA's air show guidance on rules and regulations concerning air show performers flying in formation. Members of the ICAS staff joined with representatives from the FAA, EAA Warbirds of America, Formation and Safety Team (FAST), Formation Flying Incorporated (FFI), the Com-

memorative Air Force (CAF) and other air show formation experts to address a potential risk identified earlier in 2015. This exercise is a clinical example of not only safety risk management in action, but of the new standard of intra-organizational problem solving and the ongoing ICAS effort to change the culture of air show safety.

Early in 2015, a pair of events brought to light inconsistent wording in the policy

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that the FAA uses to oversee air shows. First, while preparing for an evaluation of a civilian jet team, ICAS and the FAA found verbiage in the policy that made it impossible for any formation team to point non-aerobatic energy at the primary spectator area at any point during an air show. It quickly became obvious

that this language effectively prohibited any formation team from legally performing at an air show because, at some point, the formation must point non-aerobatic energy toward the crowd in order to enter the display area. Then, a member of a formation team operating under the privileges of a Statement

of Aerobatic Competency (SAC) card was involved in a mid-air collision with a team member operating under the privileges of an FFI card. The subsequent investigation into this accident indicated potentially confusing language involving the interaction between performers flying under different authorizations.

Working together, the FAA and ICAS outlined a path forward that would acknowledge the inconsistent policy, but still allow formation teams to proceed through the 2015 season without a full rewrite of the FAA's policy. This solution was to issue a letter of deviation to pilots holding formation SAC cards and FAST/

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For an organization just beginning to get a firm grasp on the tenants of Safety Management System principles, this is a giant step forward and another indication that the implementation of SMS principles are having a positive impact on air show safety.



FFI cards that allowed them to direct non-aerobatic formation energy toward the crowd while ICAS worked with the FAA to develop a new proposal that addresses the problem verbiage in a more permanent manner. The ICAS proposal would also be required to develop a system for the FAA to identify appropriate interaction between performers operating with different authorizations.

This is the most practical implementation of safety risk management that the industry has seen. It is possible to overlay the textbook flow chart of safety risk management with the actions taken within the industry and see a perfect fit. A hazard was identified as a risk; the risk was analyzed and assessed by industry stakeholders; controls were implemented to manage the risk to acceptable levels; and these controls will be reviewed for effectiveness when implemented. For an organization just beginning to get a firm grasp on the tenants of Safety Management Systems (SMS) principles, this is a giant step forward and another indication that the implementation of SMS principles are having a positive impact on air show safety.

The deviation granted by the FAA expires at the end of this air show season. In its place, under authority granted to it by the FAA, the intra-organizational team has developed a new draft for the FAA's policy. The FAA is responsible for making the decision on the new language proposed by the industry, but a diverse group of performers from within the air show community have worked together to develop the industry's best proposal to control the risk. This control comes in the form of a new endorsement on SAC cards: Dynamic Maneuvering.

Dynamic maneuvering will provide formation performers with an opportunity to perform at air shows without

the more advanced requirements of obtaining a formation aerobatics endorsement on their SAC card. The dynamic maneuvering endorsement will allow performers in formation to fly maneuvers up to 45 degrees of pitch and 75 degrees of bank should they successfully complete an evaluation by an Aerobatic Competency Evaluator (ACE). This endorsement will operate identical to any other endorsement on a SAC card in 2015, and will be subject to the same scrutiny outlined within the ACE Manual. Should a performer already have a formation aerobatics endorsement on his/her SAC card, he/she would not be required to obtain this endorsement because that performer would have previously demonstrated his/her competency in maneuvers beyond the difficulty of a dynamic maneuvering evaluation. To make a short story shorter, performers who currently have a formation aerobatics endorsement on their SAC cards may continue doing what they have always done, and performers looking to gain experience in the air show environment flying less aggressive maneuvers now will have the FAA-approved dynamic maneuvering endorsement.

This will be a topic of discussion in several sessions at the ICAS Convention this year, but it is beneficial for all of us to start on the same sheet of music. This work could not have been done without expeditious and engaged support of the team involved. It is truly rewarding to see the dividends of following safety risk management in real world examples. ✂

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Data Driving Deals?

BY: DEB MITCHELL



DEB MITCHELL

If you've engaged in jovial bar conversation with a group of pilots, eventually the favorite joke, "enough about my plane, let's talk about me," elicits knowing smiles, laughter and easy banter. However, the joke falls flat when it involves the financial success of your air show or act because you crafted it based on your personal preferences rather than your audience.

ICAS has created spectator surveys over the last two decades that consistently report the favorable demographic background of the air show audience, as well as the preferences of an educated, affluent audience.

Preferences? Yes, fans have strong opinions and preferences whether it's a sports team or flight team. Many members post the desirable demographics on their website or marketing material, yet gloss over, or worse, ignore what the data keeps screaming about what people want.

MY EXPERIENCE

An air show fan wants shade, good food, easy parking and a unique experience or access.

"Air shows have such an unbelievable passionate following

with a strong network of events, fans and everything in between, but the focus on the experience has not been as central as it could be," says Ryan Kunkel, Co-CEO of Red Frog Events. "Elevating that experience will have tremendous impact on all aspects like increased attendance and passion for the industry."

Kunkel and his brother-in-law founded the Chicago-based Red Frog Events which produces innovative, fan-focused events including the Warrior Dash obstacle race series, Firefly Music Festival, and American Beer Classic. The Northeast lacked a major musical festival, so Red Frog created Firefly, a four-day event featuring 120 different concerts. Similar to EAA's AirVenture, thousands camp during the event, but Kunkel and team elevated the experience and increased monetization by offering "glamping" where fans paid a thousand dollars for a beautiful air conditioned space with power to charge a phone, rest room trailers, showers, easily accessible ice and concierge service. "Who knows if they would even come to the event if it didn't fit their needs."

GASOLINE GENE

Collecting data from a website, events, social engagement and survey data convinced Aircraft Owners and Pilots Association

(AOPA) Chief Marketing Officer Jiri Marousek the aviation audience shared parallel lifestyle traits with sailing, motocross, travel, cars and adventure.

The gasoline gene.

However, research shows a distinct generational gap where people born before the 1980s are satisfied with being a spectator at a show or game. The millennials want to be involved and engaged first and a spectator second. "Regardless of age, the gasoline gene wants to touch," says Marousek. "However, they are also a lot more critical of what it delivers, so it has to be great."

Consumers want to get close to the action but also want to know it's an authentic, attainable lifestyle. Marousek believes civilian aerobatic pilots have the advantage over the military jet teams because aerobatic pilots have unique personalities and directly engage the audience. "Don't let



Hammock Hangout - Firefly Music Festival. Credit: Red Frog Events

Air shows have such an unbelievable passionate following with a strong network of events, fans and everything in between, but the focus on the experience has not been as central as it could be.



The consumer will trade away privacy if they get something for it...The first time they turn off [their internet browser's] cookies, ultimately they'll turn it back on because the experience dramatically changes. That ad is always going to be there but it's going to be more or less relevant.



them be just spectators. NASCAR would be a really boring sport if all it truly offered was cars running in circles. It's the personalities."

An engaging experience includes parking, gates, restrooms, tickets and all the touch points along the way. For example, at the Firefly music festival, Kunkel bought hundreds of hammocks to hang in the woods as a comfort area for attendees. This simple addition generated an incredibly high impact for fans looking to escape the sun and chill out.

"Our philosophy is, if you don't see a single band at our festival, you'll still have the best day of your life. If you don't see a single airplane, you should still have a great experience," explains Kunkel.

The experience starts with understanding your core audience and working backward from there. With a slightly older audience, shuttle busses may become essential to the experience or accessible options for handicapped fans or parents with strollers.



Woody's Diner - Red Frog Food and Beverage. Credit: Red Frog Events

Other basic experience factors include the buying process for tickets and parking. Many events have a labyrinth of ticket and credential options, which generally creates unnecessary confusion for the user. It should be simple, easy and effective. This can mean having the right number of scanners on site, reliable internet and methods to retrieve tickets for guests who have forgotten to print or bring a physical ticket.

A lack of shade and quality food options always finds itself mentioned in the spectator survey as the items most desired by air show fans. Kunkel believes the enhanced experience evolution can be dramatically impacted by not only the quality of the food but the environment in which it's served. "In Michigan, we tested a custom vintage diner concept with a full breakfast, comfortable seating and an unexpected experience beyond typical fair food." After a successful test program, Kunkel expects to roll out a full food vendor program in 2016.

DATA MINING

Once personal preferences are securely stashed away, it's time to scrape data from sources such as ticket sales, web traffic and social insights. Whether we like it or not, we're constantly being tracked by rights holders and brands to customize the information and ads we see in traditional and digital media.

"The consumer will trade away privacy if they get something for it," says Marousek. "The first time they turn off [their internet browser's] cookies, ultimately they'll turn it back on because the experience dramatically changes. That ad is always going to be there but it's going to be more or less relevant."

More events and brands are creating content, campaigns and sponsorships that resonate with the consumer through targeting. Matt Rogan, CEO of Two Circles, says general and unfocused campaigns are almost a waste of time. "Cookies on a website transform digital data into transactional data for specific messaging to different customer segments." How you segment your audience or customer base creates a more personal experience for them and valuable data for your sponsor.

Transactional data is the information gleaned from ticket sales whether it's tagged online or embedded with a tracking code on the physical ticket. Digging a little deeper, you can start to build a profile of your air show fans based on where they live, gender, age and more.



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Combining transactional data with Google analytics provides an even richer view of your fan base and what drives traffic. However, Jim Snyder, principal with the research and marketing group, Empirical Path, says it's even more valuable if you can assign value to specific attributes.

"There might be eight different ways someone heard about the air show: newspaper, blog post or TV ad for example," says Snyder. "It's tough to credit a specific element with-

out spending money on fancier tools that can provide more detailed attribution." Even with more robust analytics, Snyder encourages clients to still survey people allowing you to gauge data in one place.

The next level is Customer Relationship Marketing (CRM) integration which gives your data a more robust color as to who is doing what and segmenting the audience even more. For example, Snyder executed Search Engine Optimization (SEO) for

graduate schools like Georgetown and The University of North Carolina (UNC) online programs. "They want to understand when people applied to UNC, did they first go to U.S. News World Report? We would attach a lead source to their marketing efforts and identify them through CRM. You can give a little more color as to who is doing what."

"Our digital budget is a testing budget. We can try something for a month and then switch on a dime if we're not seeing results," says Marousek. "Historically, we're guilty of measuring very little but what we're working towards is a much more top to bottom analytics."

Marousek also adds surveys to their data tool box, but has changed the way AOPA approaches them. "We would ask the consumer to marry us on the first date with a 50 page survey," he says. "The only people who answered were already in the aviation lifestyle. Let's not ask them to over-commit. We'll spoon feed and learn more over time in this upper funnel of the relationship. We want it snackable in smaller increments."

Red Frog is also a data heavy organization, capturing who the customer is and how they can interact with them year round. "Post-event surveys tell us how to make the best events even better, and stretching dollars as much as possible, but spending where it matters," says Kunkel.

If you're spending money to market your event or act, use data to direct your path for improving whether it's ticket sales, sponsor Return On Investment, or enhancing the fan experience. Katie Pribyl, AOPA Senior Vice President, Communications, says "Do something memorable. We have to engage and interact with people in a way they expect and want. As an industry we have forgotten about the customer. We lost focus on that." ✂

IS THAT A...
BONANZA?!

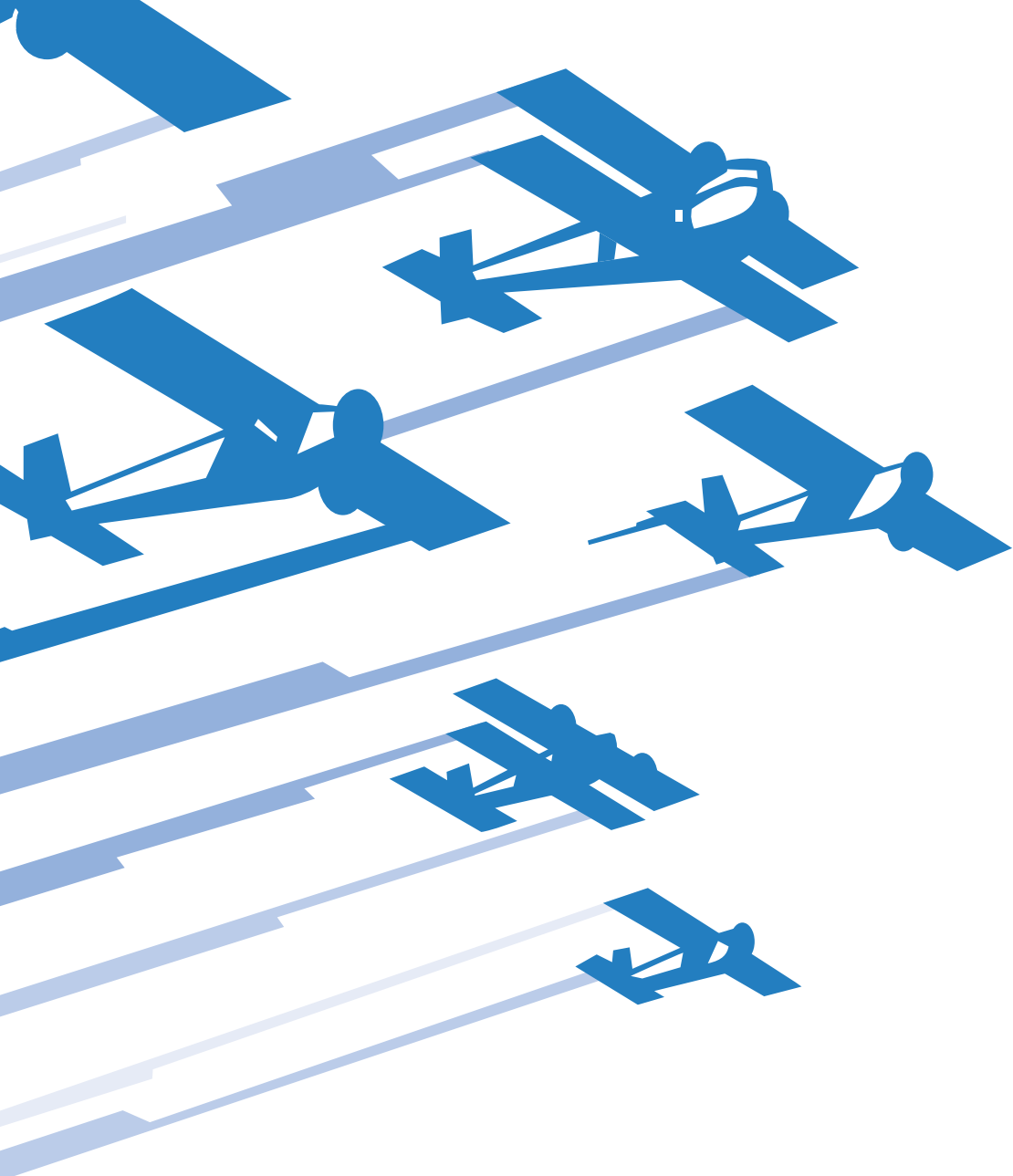
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AIR SHOWS A

Critical Piece

OF LOCAL CHARITABLE

Giving

BY: MATT WARNOCK

The average North American air show gives nearly \$70,000 in direct monetary donations annually back to the communities in which the event takes place with donations, on average, being divided up among 11.1 charitable organizations. Over 2,400 philanthropies each year feel the benefit of an air show taking place in their area.

In a survey of North American air show event organizers conducted February 23 through March 17, 2015, the International Council of Air Shows (ICAS) discovered that 63 percent of air shows make direct financial contributions to local philanthropic organizations; 47.5 percent of which are donations of \$21,000 or more. And, for those organizations such as the Boy Scouts or Rotary Club that provide volunteer manpower during the event, 70 percent of air shows provide payments or contributions to that organization in return for their service.

Based on survey responses from 79 air show organizers, ICAS estimates that air shows make annual, direct contributions of nearly \$10 million each year. If direct contributions, and contributions made to nonprofit organizations providing volunteer manpower for the event are included, that total climbs to \$15.7 million per year contributed to community-based organizations throughout North America.

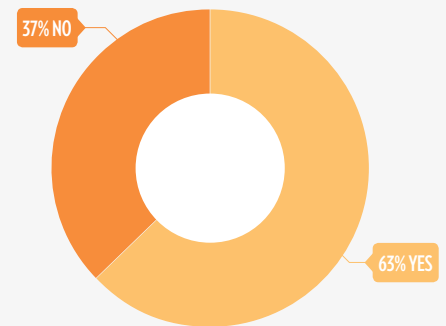
Survey responses indicate that these large annual contributions are a longstanding custom for air shows throughout the United States and Canada. The average air show has contributed to local organizations for 16.1 years, the longest running show having done so for 50 years, and three events say they just began giving last year.

According to the National Philanthropic Trust, in the U.S., corporate giving in 2014 increased 13.7 percent over 2013 to \$17.77 billion. Air show events in 2014 accounted for .1 percent of the total. In May 2015, there were approximately 1,521,052 IRS-registered charitable organizations in the United States.

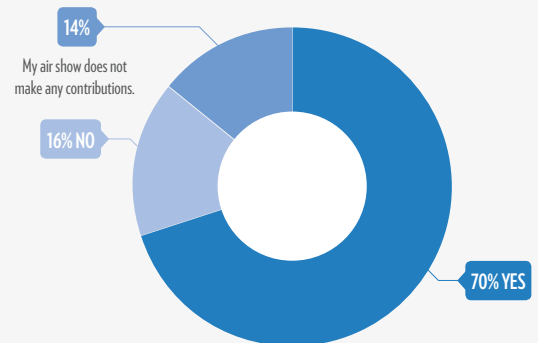
Forty-four percent of air show organizers say their event's primary function is to act as a fundraiser for local charities or organizations. Just under one-third indicate that fundraising is not a priority.

Warbirds Over Monroe, an air show hosted by a municipality, doesn't cite fundraising as the event's primary function, but it still makes a sizable donation to a local nonprofit. They take a two-fold approach by supporting philanthropy: they have partnered with Warriors and Warbirds, based in Monroe, North Carolina, which supports veteran activities and promotes aviation; while also marketing the partnership throughout the community as a whole.

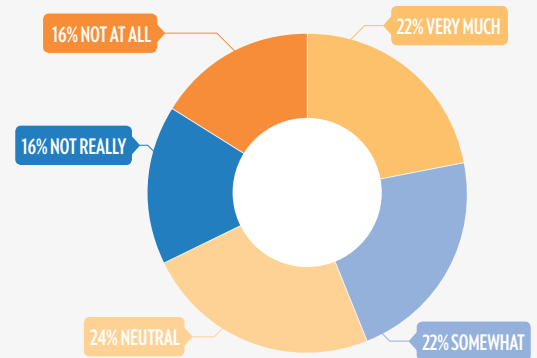
Does your show contribute any portion of the proceeds to local, regional, or national charities and/or philanthropies?



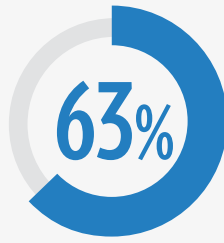
Does your show make payments or contributions to local organizations (Rotary, Boy Scouts, high school clubs, etc.) that contribute manpower or volunteers for certain air show functions (parking, concessions, souvenir program sales, etc.)?



Is your air show's primary function to act as a fundraiser for charities, philanthropies or local organizations?



AIR SHOWS THAT CONTRIBUTE ANY PORTION OF PROCEEDS TO LOCAL, REGIONAL OR NATIONAL CHARITIES AND/OR PHILANTHROPIES



AVERAGE # OF CHARITABLE OR PHILANTHROPIC ORGANIZATIONS TO WHICH INDIVIDUAL AIR SHOWS MAKE CONTRIBUTIONS EACH YEAR

11.1 

2,400 LOCAL PHILANTHROPIES EACH YEAR FEEL THE BENEFIT OF AN AIR SHOW TAKING PLACE IN THEIR AREA

\$9,538,831 IN TOTAL DIRECT MONETARY CONTRIBUTIONS MADE BY AIR SHOWS EACH YEAR TO LOCAL PHILANTHROPIES

\$69,137 IN AVERAGE DIRECT MONETARY DONATIONS ANNUALLY GIVEN TO CHARITIES BY AIR SHOWS

AIR SHOWS THAT MAKE CONTRIBUTIONS IN RETURN FOR VOLUNTEER MANPOWER PROVIDE OVER \$6.2 MILLION TO THOSE COMMUNITY-BASED ORGANIZATIONS AVERAGING \$40,955 PER EVENT ANNUALLY

70% OF AIR SHOWS PROVIDE PAYMENTS OR CONTRIBUTIONS TO THAT ORGANIZATION IN RETURN FOR THEIR SERVICE

THE AVERAGE AIR SHOW HAS MADE CONTRIBUTIONS TO LOCAL ORGANIZATIONS FOR



TOTAL CHARITABLE AND PHILANTHROPIC CONTRIBUTIONS MADE BY AIR SHOWS EACH YEAR

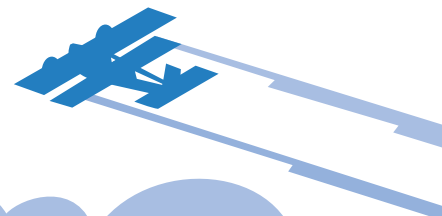
\$15,817,232

...THE LONGEST RUNNING SHOW HAVING DONE SO FOR 50 YEARS

“We’re able to support a worthy cause and help them achieve goals that are in line with why we put on the air show, by donating ten percent of what is collected through ticket sales and sponsorship dollars as a means to give back to the community,” said Pete Hovanec, City of Monroe communications and tourism officer and Warbirds Over Monroe organizer. “By contributing to this organization, it not only helps to sustain their mission, it also allows us to market that partnership to large corporate sponsors.”

Hovanec said that by telling prospective sponsors that they contribute ten percent of sales and sponsorship dollars to Warriors and Warbirds, it gives them another selling point to bring that corporate entity into the fold.

“For a small non-profit like Warriors and Warbirds, the money received truly makes a difference and allows them to do what they do effectively,” said Hovanec. “It’s a great partnership, as they also become more invested in the show by providing volunteers and helping to promote the show through their membership and circles.” ✂



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The Air Show Industry's **Must Attend** Event

What You Need to Know About the 2015 ICAS Convention

- **The exhibit hall floor is the heart of the ICAS Convention.** More than 200 different organizations that provide goods and services to the air show community have reserved booth space in this year's exhibit hall. It's where air show professionals greet new friends and meet new ones. And it's where the detailed work of planning the next air show season gets done.
- ICAS is offering an unusually strong education program at the 2015 ICAS Convention. From pre-convention workshops and seminars to an extensive schedule of one-hour break-out sessions, the convention will include more than 50 speakers making presentations on dozens of different topics.
- You will benefit from a tradition that dates back nearly half a century. ICAS was created in 1967 to give air show professionals an opportunity to meet, get to know one another, and solve TOGETHER those industry problems that they could not solve alone. Forty-eight years later, our convention has evolved slowly and deliberately for the specific purpose of

Rio All-Suite Hotel Dec 6-9, 2015

- meeting your individual information needs. ICAS has changed considerably during those five decades, but our convention is still the single most important thing that we do...and we do it very well.
- **Schedule:** The 2015 ICAS Convention begins on Saturday, December 5 with our Air Force Open House Workshop. It gets going a little faster with Air Shows 101, the Sponsorship for Events Workshop, the first of our break-out education sessions, and exhibitor set-up on Sunday, December 6. We officially get things started on Monday, December 7 with our opening keynote presentation, our first exhibit hall session and more break-out education sessions. We've scheduled still more education programming and exhibit sessions for Tuesday, December 8, along with our Pinnacle Awards Luncheon. The 2015 ICAS Convention will conclude on Wednesday, December 9 with our final exhibit session and education programming, and our traditional Chairman's Banquet.
- ICAS will offer five separate workshops before and during the 2015 ICAS Convention. The Air Force Open House Workshop will be held on



Saturday, December 5. The Air Shows 101: Air/Ground Operations Training Seminar and the Sponsorship for Events Workshop will be held on Sunday, December 6. The Air Shows 102 Business Basics program will be held on Monday, December 7 and Tuesday, December 8. And the Air Boss 201 Training Seminar will be held on Tuesday, December 7.

- ICAS will hold its traditional “Welcome to Las Vegas” reception on the evening of Sunday, December 6. ICAS members look forward to this event as an opportunity to catch up with old friends and meet new ones before the hustle and bustle of the ICAS Convention begins early on Monday morning. Come share a few hors d’oeuvres, a couple of drinks and some air show conversation beginning at 6:00 p.m. on the evening of Sunday, December 6. This year’s reception will have a World War II/USO party theme, so come dressed in period costume to get in the spirit and, perhaps, take home one of several prizes for best costume/outfit.



- On the morning of Monday, December 7, the keynote address for the 2015 ICAS Convention will be delivered by Yvonne Camus, a Canadian adventurer who participated in and finished the Eco-Challenge expedition race on the South Pacific island of Borneo. Racing on foot, zipline, bicycle and

horseback, in kayaks, canoes and sailboats, through jungles, rivers and ocean waters during a race that covered 325 miles over 11 days, Yvonne and her teammates were one of just 34 teams -- and the only rookie team -- to finish the Borneo race. A talented and entertaining speaker, Yvonne will draw on her career as a successful business executive and her experiences in preparing for and competing in the grueling endurance race to discuss teamwork, human achievement and the challenges of living a high performance life. Following Yvonne’s presentation, ICAS expects to present the 2016 and 2017 performance schedules of the U.S. Air Force Thunderbirds and the U.S. Navy Blue Angels and the 2016 performance schedule of the Royal Canadian Air Force Snowbirds.

- The 2015 ICAS Convention will include nearly 40 individual break-out sessions on issues and topics ranging from performer safety, emergency response and maneuver sequence design to media training, aerobatic box design and social media. The education program will also include the traditional briefings and updates from military teams and the FAA.
- As we have at the last several conventions, the space draw for the next ICAS Convention will be held on Tuesday evening, after the afternoon exhibit hall session.
- The 2015 ICAS Convention will conclude with the traditional Chairman’s Banquet on the evening of Wednesday, December 9. In addition to celebrating the conclusion of the 2015 air show season and the beginning of the 2016 season, the Banquet will be an opportunity to recognize this year’s recipients of the ICAS Sword of Excellence, the Art Scholl Memorial Showmanship Award, the Dick Schram Memorial Community Relations Award and the ICAS Special Achievement Award, as well as this year’s inductees into the ICAS Foundation Air Show Hall of Fame: John Mohr, Sonny Everett and the Red Baron Pizza Squadron. And, once again this year, the Banquet will be followed by the ICAS Convention’s newest tradition: the post-Banquet Survivors Party.

Where the Air Show Industry Gets Down to Business

“The ICAS Convention offers air show managers the opportunity to speak face to face with key personnel from every aspect of the industry; there is no other place that offers this opportunity.”

When we survey our members each year, the answer is always the same. If you're serious about the air show business, you need to be in Las Vegas during the first full week of December for the ICAS Convention...the largest and most productive industry meeting in the air show business.

For nearly 50 years, the ICAS Convention has been recognized as the organizational rallying point for the air show community...the one event each year where newcomers and veterans, military and civilian, small shows and large

shows, performers and support service providers gather to discuss industry issues and plan for the upcoming air show season.

Air show professionals know that, wherever else they may go and whatever else they may do, the air show community gets down to business at the ICAS Convention every year.



Who Should Attend?

Whether you're an event organizer, a performer or a support services provider, the ICAS Convention has been and continues to be the single strongest tool available to you for improving your air show business. That's why such a large percentage of air show professionals in North America attend the ICAS Convention every year.

And this year, as the U.S. military continues to increase its involvement in the air show community following sequestration-related cuts and cancellations of 2013 and 2014, ICAS is expecting the highest level of military involvement

in the ICAS Convention in several years. Early indications suggest that overall attendance at the 2015 convention could increase by as much as 20 percent.

The ICAS Convention is scheduled, developed and organized so that anybody with air show-related responsibilities will benefit from the exhibit hall sessions, educational programming and networking/social opportunities that are the foundation of the air show community's single largest and most productive gathering each year.



What Will You Learn?

The ICAS Convention provides air show professionals with the most comprehensive educational program available in the industry. This year, we're offering nearly 40 free education sessions in addition to five full- and half-day seminars designed to give you the essential air show management information you need.

Fine-tuned over five decades to provide you with precisely the right mix of "how to," case history, introductory and panel discussion sessions, the ICAS education program is widely recognized as the single most important tool that air show professionals use to become air show professionals.

This year, we've added some new topics. We'll introduce you to some new perspectives on a number of issues. We've increased the number of audience participation-type sessions. And we'll send you away with dozens of good ideas to help you improve your profitability, productivity and overall success.

But the learning doesn't end in the classroom. The ICAS Convention has a well-deserved reputation for being a giant educational session that exposes veterans and newcomers to new ideas and different perspectives throughout the three days of the convention on the exhibit floor, during social events, and in informal conversations at the bar.

"The ICAS Convention is the one place where performers have the opportunity to meet the people in the business who will potentially hire them. If you're interested in being involved in air shows, attending the ICAS Convention is almost a necessity."



How Will You Benefit?

The ICAS Convention turns volunteers into savvy air show professionals, first-timers and novices into more certain and more knowledgeable air show business persons. That knowledge is power, enabling you to reduce your risks at every level, save money, save time and, ultimately, be more successful.

Whether you're a new show or an established event, a brand new performer or a grizzled veteran, you'll go home with a new perspective. You'll go home smarter. And you'll go home with at least a dozen new ideas.

You Will Do Business

Today, the ICAS Convention is widely recognized as one of the largest and most active booking events in the festivals and entertainment industry with over 200 exhibitors showcasing their products and services on a 60,000 square foot exhibit hall floor. Whether you're buying, selling or just browsing, the ICAS Exhibit Hall is where business gets done. It's the focal point of our annual convention and one of the most important reasons for you to come to Las Vegas this December.

A man with dark hair, wearing a dark blue suit jacket and a dark shirt, is smiling while talking on a black mobile phone held to his left ear. He is also making a peace sign with his right hand, holding a silver pen. He is wearing a metal watch on his left wrist. The background is blurred, suggesting an indoor setting like a convention.

**“Excellent
convention!
ICAS just
keeps
getting
better!”**



You'll Make Contacts

Long before it established a reputation as the premier educational opportunity in the business, ICAS was recognized as the place air show people go to meet and learn from other air show people. Ours is a business that depends on relationships, contacts, personal recommendations and the lively exchange of ideas. There is simply no better place to develop and foster those relationships than at the ICAS Convention.

ICAS members share information willingly, enthusiastically and without reservation. They pass along the same lessons that they learned from their professional colleagues and air show associates to you. It's the ICAS culture...an environment that astounds some and has served the air show industry well since the first ICAS

Convention back in 1967. At that event, less than a dozen concerned air show event organizers met to talk with one another, to coordinate their efforts to improve and expand the business, and to tackle issues of mutual concern. With expected attendance approaching 1,500 for the 2015 ICAS Convention, the size of the event has increased significantly. But the mission and purpose have stayed the same: to help air show professionals meet, get to know and learn from one another.

What's this mean to you? A unique chance to establish important relationships, learn from the most experienced and most knowledgeable people in our business, and get answers to your most difficult and nagging questions.

“The members that join ICAS just to be included on the mailing list are REALLY missing out if they don't attend the convention. Networking in any industry is very important, but especially this one.”



You Will Have Fun

Make no mistake; business gets done at the ICAS Convention. And you have access to an incomparable level of professional education. But, let's face it; we're bringing together 1,500 air show professionals in Vegas for four days. Camaraderie and good times are as much a part of the ICAS Convention as our educational program, exhibit hall sessions and networking opportunities.

“The ICAS Convention is the single most important event at which I can promote my business and network with my present and future clients.”

2015 ICAS Convention Schedule-at-a-Glance

Saturday, December 5th

1:00 p.m. - 6:00 p.m. **Air Force Open House Workshop**

Sunday, December 6th

8:00 a.m. - 5:00 p.m. **Exhibitor Move-in**

8:30 a.m. - 4:30 p.m. **Air Shows 101: Air/Ground Operations**

1:00 p.m. - 5:30 p.m. **Sponsorship for Events Workshop**

1:15 p.m. - 4:45 p.m. **Aerobatic Competency Evaluator Training**

2:00 p.m. - 3:00 p.m. **Breakout Session #1**
 • First Timers Orientation: An Interactive Introduction to the ICAS Convention

3:15 p.m. - 4:15 p.m. **Breakout Session #2**
 • Golden Knights Forum

4:30 p.m. - 5:30 p.m. **Breakout Session #3**
 • FAA Forum
 • Sixty Marketing Tips in Sixty Minutes

6:00 p.m. - 7:30 p.m. **Welcome Reception**

Monday, December 7th

7:00 a.m. - 8:30 a.m. **Continental Breakfast**

8:30 a.m. - 9:45 a.m. **Opening General Session & Keynote Presentation**

10:00 a.m. - 2:15 p.m. **Exhibit Hall Session A**
 (with lunch served in the Exhibit Hall)

2:30 p.m. - 6:00 p.m. **Air Shows 102: Business Basics (Part 1 of 2)**

2:30 p.m. - 3:30 p.m. **Breakout Session #4**

- Sixty Performer Tips in Sixty Minutes
- Advanced Parking and Traffic Management: An Interactive Case History Approach
- Air Boss and Event Organizer Safety Stand Down
- U.S. Navy Blue Angels Forum
- Where Do We Go From Here: Putting Industry Statistics and Benchmarking Research to Work in Charting the Future Direction of Your Air Show Business

3:45 p.m. - 4:45 p.m. **Breakout Session #5**

- Air Show Aircraft Rescue and Firefighting: Changing the Industry Paradigm
- Building Brand Identity: Developing your Image and Reputation as an Air Show Performer
- U.S. Air Force Thunderbirds Forum

4:30 p.m. - 6:00 p.m. **How to Build and Position an Aerobatic Box: An Interactive Workshop**

5:00 p.m. - 6:00 p.m. **Breakout Session #6**

- Building a Better Maneuver Sequence: An Interactive Workshop
- Communicating with Your Key Audiences: A Practical Tutorial on Interacting with the Media
- U.S. Air Force ACC Forum

6:00 p.m. - 7:30 p.m. **Regional Meetings**



Tuesday, December 8th

7:00 a.m. – 8:30 a.m.	Continental Breakfast
7:15 a.m. – 8:15 a.m.	U.S. Air Force Roundtable Discussion
7:30 a.m. – 12:00 noon	Air Boss 201: Advanced Air Boss Workshop
8:30 a.m. – 12:00 p.m.	Air Shows 102: Business Basics (Part 2 of 2)
8:30 a.m. – 9:30 a.m.	Breakout Session #7 <ul style="list-style-type: none"> • Emergency Bail-Out Procedures and Survival Equipment for Pilots • Sixty Social Media Tips in Sixty Minutes • U.S. Marine Corps Forum
9:45 a.m. – 10:45 a.m.	Breakout Session #8 <ul style="list-style-type: none"> • U.S. Navy Forum
9:45 a.m. – 12:00 noon	Air Show Performer Safety Stand-Down
11:00 a.m. – 12:00 p.m.	Breakout Session #9 <ul style="list-style-type: none"> • Crisis Communications in the Air Show Environment: An Interactive Discussion • Royal Canadian Air Force Forum
12:15 p.m. – 2:00 p.m.	Pinnacle Awards Luncheon
2:15 p.m. – 5:15 p.m.	Exhibit Hall Session B
5:30 p.m. – 6:30 p.m.	2016 ICAS Convention Exhibit Space Draw
6:30 p.m. – 8:00 p.m.	Screening, “The Bob Hoover Project: Flying the Feathered Edge” documentary
6:30 p.m. – 8:00 p.m.	United Air Show Grunts Meeting
6:45 p.m. – 7:45 p.m.	Maple Leaf Forum

Wednesday, December 9th

7:30 a.m. – 8:30 a.m.	ICAS Foundation General Membership Meeting
8:30 a.m. – 10:15 a.m.	ICAS Annual Meeting and State of the Industry Address: Timing is Everything
10:30 a.m. – 12:15 p.m.	Exhibit Hall Session C
12:15 p.m. – 5:00 p.m.	Exhibitor Move-Out
12:45 p.m. – 1:45 p.m.	Breakout Session #10 <ul style="list-style-type: none"> • How to Negotiate the Best Possible Hotel Contract
5:30 p.m. – 6:30 p.m.	Chairman’s Reception
6:30 p.m. – 9:30 p.m.	Chairman’s Banquet
9:30 p.m. – 11:00 p.m.	Survivors Party

Many Thanks to our Convention Sponsors

We could not hold the event we have planned without the support of our ICAS Convention sponsors. And, without that support, ICAS would be forced to increase registration fees by nearly 25 percent. Please pass along your thanks when you see them at this year's ICAS Convention.





A Big Thank You!

The ICAS Exhibit Hall: Where Business Gets Done

Every year in post-convention surveys, event organizers attending the ICAS Convention tell us that our Exhibit Hall is the most important reason that they come to the ICAS Convention. More than networking, social events, even educational sessions, the people who actually make the hiring decisions for their air shows come to the convention to do business...with our exhibitors.

And, in yet another indication that the North American air show community is returning to its pre-sequestration vigor, the exhibit hall sold out earlier than at any other time in recent memory. More than 200 exhibitors will be displaying their products and services in the 60,000 square foot Rio Pavilion exhibit hall.

At no time during the year are there more opportunities for event organizers to seek out potential performers and support service providers for their shows, or more opportunities for performers and support service providers to demonstrate to event organizers what they've got. And none of our exhibit sessions conflict with education or social programs, so you won't have to miss a thing.

This year's exhibit hall will include the following organizations:



A

Ace Maker Airshows
ADC Group, Inc.
AEROCARN Group China, Ltd.
AeroShell Aerobatic Team
Air Boss & Advisory, LLC
Air Boss & Consulting International, Inc.
Air Boss Advantage - Rawitzer & Eby
Air Boss Inc. - George Cline
Air Boss One, LLC
Air Boss Solutions, LLC

Air Capital Insurance, LLC
Air Force Global Strike Command
Air Force Heritage Flight Foundation
Air Show Network
Air Show Productions
Air Show Profit Systems
AIR SHOW TEES, etc.
AirPros
Airshow Sound
Airshow Special Effects
AirShow Vendors
Airspace Media

AirSupport, LLC
The Alabama Boys by Greg Koontz Airshows
Will Allen Airshows
American Airpower Museum
Announcer Bob (Voices of the Sky)
Armed Forces Store
AttendStar.com
AV8FX Airshow Pyro
Avsurance Corporation

B

Adam Baker's Playful Airshows
Bearfeat Aerobatics
Vicky Benzing Aerosports
USASOC Parachute Team Black Daggers
Blazing Aviation, LLC
U.S. Navy Blue Angels
Breitling USA
Dan Buchanan Airshows



C

Callaway Transportation, Inc.
Canadian Harvard Aerobatic Team
Cavanaugh Flight Museum
Matt Chapman Airshows
Charlotte-Monroe Executive Airport
Chicago Honey Bear Dancers, Inc.
Civil Air Patrol
Julie Clark Airshows dba American Aerobatics, Inc.
ExtremeTix, Inc./ClicknPrint Tickets
Danny Clisham Award Winning Announcer, LLC
Chuck Coleman Airshows
Kevin Coleman Aerosports
Commemorative Air Force
Complete Ticket Solutions
Greg Connell Airshows
Continental Air Show Productions
Bill Cornick Airshows
Ray Courtman Enterprises

D

Dave Dacy Airshows, Inc.
DAV Flight Team
Keith Davis Airshows
DJ's National Food Service
Dragon Aviation, Inc.
DreamBIG Entertainment, LLC

E

EAA AirVenture Oshkosh
ExtremeFlight

F

FIGHTERJETS, INC.
Firecat Aerial Productions
Firefly Aviation, Ltd
Firewalkers International Pyro, LLC
Jason Flood Airshows
Scott Francis Airshows
Franklin's Flying Circus & Airshow

Freedom Flyers

G

G&M Airshows
Mike 'Spanky' Gallaway - Announcer/Pilot
Gavin Arts
GEICO Skytypers
Herb Gillen Advertising
Golden Age Airshows
US Army Parachute Team Golden Knights
Gordon Bowman-Jones Foundation
Mike Goulian Airshows
Bud Granley Airshows

H

Hafeli and Hildebrandt Air Show Announcers
Hammerhead Aerobatics
Brent Handy Aerobatics
Homeland Fireworks, Inc.

I

Impreciv Systems
In Concert Productions, Inc./Air Show One, Inc.
Indy Boys JET TRUCKS
Insurance Technologies & Programs

J

Jacque B Airshows
Doug Jardine Airshows
JayMatt Aviation, LLC
Jerry's Cherry Lemonade Carts
Matt Jolley, Announcer

K

Larry King Airshows
John Klatt Airshows, Inc./Air National Guard
John Klatt Airshows, Inc./Jack Link's Beef Jerky

L

Ladies for Liberty, LLC
USN Parachute Team Leap Frogs
Bill Leff Airshows
Liberty Jump Team, Inc.
Lima Lima Flight Team
LiveAirShowTV
Lone Star Flight Museum

M

M & M Graphics, LLC
Mach 1 Productions
Mach Point One Aviation Photography

Man vs Jumbo Jet Air Show Plane Pull

Dan Marcotte AirShows

MedPrep Consulting Group LLC

Jon Melby Aerosports, Inc.

Mid-Atlantic Air Museum

MiG Fury Fighters

Misty Blues All Woman Skydiving Team

Mobile Mountain

Mohawk Air Shows

N

National Concession Company
National Event Services
National Warplane Museum
Navy Legacy Flight

O

Christina Olds, Author: Fighter Pilot Robin Olds
Olivers SkyDancer
Lee Oman Airshows
OTTO - Prop & Rotor Aviation, Inc.

P

Marcus Paine - Unusual Attitudes
Patriot Parachute Team, Inc.
The Patriots Jet Team
Jim Peitz Aerosports, Inc.
Pemberton Aerosports

The ICAS Exhibit Hall: Where Business Gets Done

Ric Peterson Announcing

Kent Pietsch Airshows (Pietsch Airshows)

Precision Exotics

Hayden Proffitt Racing, Inc.

Pure White Smoke Oil

Q

Quick Silver P-51 Airshows

R

Radial Rumble

Manfred Radius Airshows

Rag Wings & Radials Vintage Aircraft

Raiders

Red Bull North America

Redline Air Shows

Rob Reider, Air Show Announcer

Rifle Airshows, LLC

Round Canopy Parachuting Team

Rower Airshows

Royal Canadian Air Force

S

San Francisco Puffs & Stuff, Inc.

David Schultz Airshows, LLC

Anna Serbinenko, Sky Dancer

Shannon & Luchs Insurance Agency, Inc.

Greg Shelton Air Shows

SHOCKWAVE & Flash Fire Jet Trucks

Showline Airshow Services, Ltd.

Signature Flight Support

Silver Parachute Sales & Service

Sky Soldiers

SkyHawks, Canadian Forces Parachute Team

Smoke-n-Thunder Jet Shows

Canadian Forces Snowbirds

Solutions Event Services

Gene Soucy Airshows

Special Event Fun

Special Operations Command - The Para-Commandos

Bill Stein Airshows

Stephen Siller Tunnel to Towers Foundation

Skip Stewart Airshows

Spencer Suderman Airshows

T

Steve Tack Aviation Art

Team Rocket

TenFive Productions, LLC

Tennessee Museum of Aviation

Texas T-Cart Airshows

Third Strike Wingwalking

USAF Thunderbirds

Tinstix of Dynamite

Jim Tobul Airshows

Tora Tora Tora

Trojan Horsemen

Trojan Phlyers

Sean D Tucker - Aviation Specialties

Turbo-Shark/Ray Vetsch Air Precision

U

United Site Services

USAF HQ Air Combat Command

USAF Parachute Team/Wings of Blue

USAF Recruiting Service

USA Radio Rentals

V

Valiant Air Command

Valiant Echoes

The Vanguard Squadron

Vertigo Airshows

Viper Airshows

Rick Volker Airshows

W

Walkabout Tigers Aerobatic Team

Gary Ward Airshows

Warrior Chip Challenge Coin

Warrior Flight Team

Billy Werth Airshows, LLC

Wicked Willy Jet Funny Car

Wild Blue Rodeo, LLC

Wild Horse Aviation

Wild Thing Airshows & Announcing

Wise Production Services

Michael Wiskus and Lucas Oil Airshows

Brad Wursten Airshows

Y

Yak Attack Airshows

Yankee Air Force, Inc.

Yellow Thunder

Younkin Airshows, Inc.

A Reminder: No Suitcasing Allowed

A quick reminder on longstanding ICAS policy: if you don't reserve a booth on the ICAS Convention exhibit hall floor, you are prohibited from soliciting business on the exhibit hall floor. Non-exhibiting personnel who are observed selling or soliciting on the exhibit hall floor will be asked to stop. If these non-exhibiting personnel refuse to stop or are observed selling or soliciting at another time during the convention, they will be asked to leave the hall.



Dan Clisby
Flywo



ICAS 2015

Detailed Convention Schedule

Saturday, December 5th

1:00 p.m. - 6:00 p.m.

Air Force Open House Workshop

By any measure, the United States Air Force is the largest air show organization in the world. From the Thunderbirds, single-ship demo teams and static aircraft to the dozens of shows that they hold on its bases each year, the Air Force demonstrates its deep commitment to aviation and air shows every year in impressive fashion.

But the Air Force's involvement in air shows has been undergoing many changes during the last few years. Budget cuts, sequestration and additional budget cuts have caused suspension and cancellation of certain elements of normal Air Force air show activities. And, as the programming ramps back up, the normal pass down of corporate knowledge has been disrupted. In 2014, 2015 and beyond, many bases are starting from scratch in their air show planning. Add to that, the U.S. Air Force Thunderbirds are making a major change to their scheduling; in December of this year, they will announce both their 2016 and 2017 performance schedules.

For that reason, ICAS will once again be offering its Air Force Open House Workshop, a half-day program geared specifically to the needs of Air Force personnel charged with organizing and conducting an open house/air show at a U.S. Air Force base in 2016 or 2017.

On Saturday, December 5, from 1:00 to 6:00 p.m. at the Rio Hotel in Las Vegas, Nevada, ICAS will offer a five-hour program that addresses the most important issues in Air Force open house planning, including contracting, legal issues, public affairs considerations, budgetary concerns, sponsorship and more. For the captain or chief tasked with organizing and conducting a particular show on a particular base, the task can be daunting. Many will learn that they are responsible for organizing and conducting the event in just a few short

months -- or even weeks! -- before the event is scheduled to be held. And the complicated rules governing the funding and execution of open houses at Air Force bases can be confusing and even a bit intimidating. That's why, in 2002, the U.S. Air Force and ICAS cooperated to produce a training seminar specifically organized and structured to provide Air Force personnel with the background information, explanations, direction and tips they need to effectively, efficiently and successfully plan and conduct an open house on an Air Force base.

ICAS offered the program for a full decade before sequestration-related budget cuts prompted the Air Force to cancel all of its open houses in 2013. This five-hour version of that same program will be the first time ICAS has offered the program since December, 2012.

Who Should Attend

Individuals from the highest levels of U.S. Air Force leadership recommend that multiple people from any Air Force base planning an open house should attend this seminar. Whether you're a civilian or active duty, a chief or a captain, if you have responsibilities for organizing and conducting an air show or open house at an Air Force base, this seminar has been specifically developed for you. ICAS encourages air show project officers, contracting specialists, and Services personnel to attend both the Air Force Open House Workshop and the rest of the ICAS Convention on December 6, 7, 8 and 9.

How Will You Benefit

Seldom will you have the opportunity to attend a seminar that is so specifically developed to meet your needs. As the 48-year old trade association serving the needs of the air show community and an organization to which hundreds of Air Force personnel have turned to for advice and direction during the last half century, ICAS is intimately familiar with the challenges you'll be facing over the next several months. As part of a unique partnership designed to provide you with a program

that neither the Air Force nor ICAS could provide to you alone, our two organizations have joined forces to produce a seminar specifically focused on your needs. We won't be able to answer all your questions or solve all your problems, but we're going to take a pretty good shot and we guarantee that you will leave the program significantly better prepared to tackle the challenge of organizing and conducting an open house/air show at your base.

What Will You Learn

The seminar has been refined and improved several times since it was first offered in December of 2002. The seminar addresses the most common questions, problems, challenges and opportunities that you and your colleagues will face as you plan for and conduct your air show/open house with special emphasis on issues related to finance, sponsorship and contracting. Specifically, the seminar will address: Air Force direction, regulations and policies related to air shows and open houses; Organizational structure of the open house/air show planning committee; Contracts and contracting issues; Legal issues; Sponsorship Funding issues; Issues related to working with your base's Force Support Squadron. In addition to the instruction and discussion, each participant will be provided with an instructional manual that includes a detailed funding matrix to help Air Force personnel determine what type of money (APF vs. NAF vs. outside funding) can be used to pay for nearly every open house air show-related expense that the air show project officer may be faced with.

Fee

The fee for the half-day Air Force Open House Workshop is \$165. This fee is not included in your registration fee for the 2015 ICAS Convention.

Sunday, December 6th

8:00 a.m. – 5:00 p.m.
Exhibitor Move-In

8:30 a.m. - 4:30 p.m.
Air Shows 101: Air/Ground Operations



When the FAA or Transport Canada approves your request to organize and conduct an air show, that approval places an enormous responsibility on you. Air Shows 101, the Air/Ground Operations Training Seminar, is designed to provide you with the tools you need to manage that responsibility. Air show event organizers, especially first-timers, face a steep learning curve when standing face-to-face with the myriad of regulations, requirements and recommendations of putting on an air show. Air Shows 101 is a practical, one-day program that features information-packed presentations on the most important air/ground operations issues that you will face as an air show event organizer. Offered by ICAS at its annual convention for more than a quarter century, the program has changed and evolved to ensure that you are provided with the most up-to-date and pertinent information you need in a format that is accessible and useful.

What Will You Learn

The Air Shows 101 program is designed to help you manage the myriad details associated with running the air/ground operations of an air show. This program features presentations on critical air/ground operations issues, including:

- Overview of the business of air shows;
- Air show site layout;
- Air show planning timelines;

- Selecting performers;
- Mitigating air show hazards;
- Emergency planning;
- A summary of pertinent regulations, and how to apply for an air show waiver/SFOC and your responsibilities once it is approved;
- Interacting with regulatory authorities; and
- Parking and traffic.

Past attendees, many of whom have attended this course more than once, will tell you that you shouldn't be in the air show business without having attended Air Shows 101. Military personnel have said that Air Shows 101 has been critical to the success of newly assigned officers and enlisted personnel taking on significant air show operations responsibilities for the first time.

Fee

The fee for this seminar is \$305 until November 1, when it increases to \$320. This seminar is not included in your registration fee.

1:00 p.m. - 5:30 p.m.
Sponsorship for Events Workshop



It is an article of faith within the air show community that sponsorship is the most promising and practical tool for moving our industry to the proverbial 'next level.' But useful, 'how to' information and direction are often hard to come by.

In this four and one-half hour, workshop-style session, your information needs will be specifi-

cally addressed. In response to popular demand and extraordinarily strong evaluation comments, sponsorship consultant Bruce Erley has been invited back to the ICAS Convention to discuss the key sponsorship issues likely to face ICAS members – including members of the military – during the 2016 air show season and beyond.

This workshop will include

- a brief review of sponsorship basics, including terminology;
- a broad look at recent sponsorship trends and how they impact the air show industry generally and your business specifically;
- how to audit your air show to ensure that you are leveraging all of the resources available to give your sponsors maximum return on their investment;
- how to activate the sponsorships you sell and how to help your sponsors do their part in activating their own sponsorships;
- how to assess "sponsorable" assets and assign a dollar value to both the individual assets and the overall sponsorship package; and
- how to assemble a sponsorship package and put it in the hands of the decision makers at prospective sponsoring corporations/ organizations.

This course has been developed for all air show event organizers – small and large, military and civilian – to help them better understand the latest trends and most effective tactics in selling and activating air show sponsorships.

Fee

The fee for this half-day Sponsorship for Events Workshop is \$210 if you register before October 31 and \$225 after October 31.

Detailed Convention Schedule

1:15 p.m. - 4:45 p.m.

Aerobatic Competency Evaluator Training

For the third consecutive year, Aerobatic Competency Evaluators participating in the ICAS-administered ACE program will gather on Sunday afternoon for ACE-specific updates, training and discussion. Aerobatic Competency Evaluators carry a great deal of responsibility for the current and future security and safety of the air show industry each time they conduct an evaluation and recommend a pilot be issued a Statement of Aerobatic Competency card. In this session (open only to current ICAS Aerobatic Competency Evaluators), ACEs will learn about new regulatory and procedural changes and developments, and safety and accident trends. All active ACEs are encouraged to attend and participate in this session.

2:00 p.m. - 3:00 p.m.

Breakout Session #1

First Timers Orientation: An Interactive Introduction to the ICAS Convention



With so many exhibitors, so many education offerings and so many people to get to know, the ICAS Convention can be a little intimidating to a first time participant. If you're joining us for the first time in 2015, plan on attending this brief, interactive introduction to the ins and outs of the ICAS Convention. Learn what not to miss, and how to make the most effective use of your time during the convention. Historically, one of our most popular sessions with first-timers, this presentation combines a short, traditional presentation with an innovative round-robin series of discussions with veteran convention delegates who participate for

the specific purpose of answering your questions and helping you make the most productive use of your time in Las Vegas.

3:15 p.m. - 4:15 p.m.

Breakout Session #2

Golden Knights Forum

In this session, you'll learn what the team looks for in shows it considers supporting, what the team expects from the shows that it supports, and what you can expect from the team if they select your event as a Golden Knight performance site.

4:30 p.m. - 5:30 p.m.

Breakout Session #3

FAA Forum

In the United States, the regulatory environment in which air shows are conducted is changing more than at any other time in the last two decades, including significant changes to FAA guidance, new requirements for certain types of formation performances, and the transition from traditional Statement of Aerobatic Competency cards to the newer Letter of Authorization for aerobatic pilots. In this session, the national aviation events coordinator for the FAA will explain these changes and answer your questions about how they might impact your operation.

Sixty Marketing Tips in Sixty Minutes

In this fast-paced, information-packed session, several of the leading practitioners of air show marketing will provide you with not less than five dozen tips, ideas, and suggestions to improve your marketing efforts. At the deliberately break-neck pace of one new idea every minute, you will be bombarded with tactics that you can employ to promote your event more effectively, less expensively and with better results. You will be able to put some of these ideas to immediate use. Others will spark ideas of your own that could change the way you market your event to prospective spectators.

6:00 p.m. - 7:30 p.m.

Welcome to Las Vegas Reception

The traditional "Welcome to Las Vegas" reception will provide you with an opportunity to catch up with old friends and meet new ones before the hustle and bustle of the ICAS Convention begins early on Monday morning. We'll provide food and your first couple of drinks. This year's reception will have a World War II/USO party theme, so come dressed in period costume to get in the spirit and, perhaps, take home one of several prizes for best costume/outfit.

Monday, December 7th

8:30 a.m. - 9:45 a.m.

Opening General Session & Keynote Presentation



The keynote address for the 2015 ICAS Convention will be delivered by Yvonne Camus, a Canadian adventurer who participated in and finished the Eco-Challenge expedition race on the South Pacific island of Borneo. Racing on foot, zipline, bicycle and horseback, in kayaks, canoes and sailboats, through jungles, rivers and ocean waters during a race that covered 325 miles over 11 days, Yvonne and her teammates were one of just 34 teams -- and the only rookie team -- to finish the Borneo race. A talented and entertaining speaker, Yvonne will draw on her career as a successful business executive and her experiences in preparing for and competing in the grueling endurance race to discuss teamwork, human achievement and the challenges of living a high performance life. Join us at 8:30 on the morning of Monday, December 7 for this exciting kick-off presentation to the 2015 ICAS Convention.

10:00 a.m. - 2:15 p.m.
Exhibit Hall Session A
 (with lunch served in the Exhibit Hall)

2:30 p.m. - 6:00 p.m.
Air Shows 102: Business Basics (Part 1 of 2)



Historically, the aviation-oriented individuals who organize and conduct air shows are relatively well-versed in aviation safety. The bigger challenge is focusing on those much less familiar issues: concessions and ticketing, volunteer management and marketing, finance and sponsorship solicitation, to name a few. This workshop has been developed to address those business issues, and to provide air show event organizers -- both newbies and veterans -- with a thorough introduction to the business issues that have such an out-sized impact on the success of your event.

What Will You Learn

Developed and taught by veteran experts in the field, Air Shows 102 will help you navigate the myriad of business and event planning issues that you will face as an air show event organizer.

Specific topics addressed include:

- Finance (factors that impact the budget and common mistakes to avoid, how to reduce financial risk through insurance and contracts);
- Concession and Vendor Relations (options, how to strike the best deal, negotiating a win-win contract with a master concessionaire, dealing with local charity groups);

- Sponsorship (tailoring your program to a sponsor's specific needs, approaching your sponsorship development process from the prospective sponsor's perspective, maintaining sponsor relations before, during and after your show);
- Volunteer and Staff Management (finding people, developing job descriptions, volunteer training, volunteer retention);
- Ticket management (what types of systems work, developing ticket sales policies, effective inventory control, pricing and accounting procedures);
- Marketing (what you need to attract an audience, how to use television and radio ads, billboards and newspapers, news coverage and media rides, bartering for ad space, negotiating television and radio ad buys, cross promotion); and
- Logistics (site set-up, static lay-out, toilets, trash, parking and traffic management, communications, seating).

Air Shows 102 offers presentations by North America's most respected air show event organizers, sharing business models from small, mid-size and large events to illustrate well-run practices in finance, concession and vendor relations, volunteer management, ticket sales, logistics, marketing and sponsorship.

Air Shows 102 is designed especially for event organizers from new or small shows as well as newly assigned officers and enlisted personnel taking on significant air show business responsibilities for the first time. And because so many of you also have responsibilities for the air/ground operations aspect of your show, we've scheduled this course so as not to conflict with Air Shows 101, giving you an opportunity to attend both.

Fee

The cost of Air Shows 102 is \$305 until November 1, when it increases to \$320. This fee is not included in your convention registration fee.

2:30 p.m. - 3:30 p.m.
Breakout Session #4

Sixty Performer Tips in Sixty Minutes

In an industry where a performer is sometimes still considered a newcomer after ten years in the business, the value and importance of experience cannot be overestimated. To help you benefit from the collective experience of your more established colleagues, ICAS has assembled a panel of performer veterans who will share the lessons that they have learned -- both good and bad -- so that you won't have to learn them yourself through trial and error. Every minute for a full hour, you'll get another tidbit you can put to use in becoming a better, more successful air show performer.

Advanced Parking and Traffic Management: An Interactive Case History Approach

Parking and traffic are, year in and year out, the most challenging problem that faces the air show industry. In surveys, in feedback from spectators and -- on occasion -- on the front pages of local newspapers, customers and prospective customers identify parking and traffic as the thing they liked least about their air show experience or the reason that they opted not to attend the air show at all. But, fortunately, most parking and traffic problems can be corrected or, at least, minimized. In this interactive session, a recognized parking and traffic expert will discuss several specific parking challenges and how those problems were overcome. Even if you don't think you have a parking and traffic problem, you should consider attending this session to learn why parking and traffic problems occur and general steps you can take to eliminate them.

Detailed Convention Schedule

2:30 p.m. - 3:30 p.m.

Breakout Session #4 (Cont'd)

Air Boss and Event Organizer Safety Stand Down



During the Air Boss and Event Organizer Safety Stand Down, air bosses and event organizers will de-brief the just concluded 2015 air show season with special attention to the accidents, incidents and near misses that might prove helpful to air/ground operations personnel eager to avoid similar problems in the future. We will also discuss the latest revision to the ICAS air boss recommendation program and the likely schedule for implementation of this new program. If you are an air boss or an event organizer with air/ground operations responsibility, we encourage you to join us for this instructive and wide-ranging discussion.

U.S. Navy Blue Angels Forum

This year's Blue Angels Forum will offer many updates and changes to the logistical requirements of hosting the team. The session will include an overview of the team's support manual, a discussion on the process the team uses, the rationale behind it and the role that you will play as event organizer. The forum will also include information on the team's overall mission, the reason behind some of the team's logistical requirements, the complications that develop when the terms of the support manual are not followed and how all of that may impact the safety, efficiency and effectiveness of the team. The 2016 support manual has gone through a complete overhaul with help from industry leaders and ICAS representatives. It is imperative that whether you are set to host the team in 2016 or 2017 or are interested in the pos-

sibility of hosting the team, you attend this new and informative session.

Where Do We Go From Here: Putting Industry Statistics and Benchmarking Research to Work in Charting the Future Direction of Your Air Show Business

In this session, we'll take a brief look at two different broad industry surveys and a separate benchmarking research project and then talk about what this data and these observations suggest about the possible short- and mid-term future of the air show business. Data developed by the air show industry clearly indicates what spectators and prospective spectators like about air shows, what they don't like and what attracts them to our events. Meanwhile, a successful event management company recently took an objective look at the air show business and came to similar conclusions about its strengths, and its opportunities for growth and improvement. After a brief review of this information, we'll hold an audience participation conversation to put all of this information into context and explore what it may mean about air show-related programming, planning, marketing, logistics and positioning. We will also discuss tactics and strategies for enhancing the air show spectator experience as well as what air shows can do to increase their appeal to a younger demographic. Come prepared for a wide-ranging, thought-provoking discussion that will help you re-imagine what your event is and may become.

3:45 p.m. - 4:45 p.m.

Breakout Session #5

Air Show Aircraft Rescue and Firefighting: Changing the Industry Paradigm

As the air show community continues to move toward a common standard for response time, tactics and techniques, this session will provide both an update on recent industry efforts to establish an achievable standard that can be implemented at every North American air show to provide fast, effective response in the event of

an aircraft incident or accident. The session will also include case history discussions on different methods that ARFF personnel have used to reduce their emergency response time and suggestions on how to meet these aggressive new standards. Join us for a detailed and specific discussion on this important issue and come prepared with your own suggestions and questions.

Building Brand Identity: Developing your Image and Reputation as an Air Show Performer

In the air show business, your ability to get hired is directly related to how you are perceived by the people doing the hiring. And it is within your power to shape that perception. Your actual performance is just a small part of that reputation; event organizers expect you to be an outstanding and entertaining pilot. But they also expect you to dress like a professional air show pilot, to sign autographs and kiss babies, to show up at the sponsor recognition party and act like the world-class air show star that they have promoted you as, and to seamlessly integrate yourself into the complicated process of conducting an air show. In this session, we'll hear from a panel of event organizers and performers who will provide their perspective on what you can do to establish a brand image that is more likely to get you hired in the first place and then invited back subsequently.

U.S. Air Force Thunderbirds Forum

Beginning this year, the Thunderbirds will move to a two-year scheduling format. On the first day of the convention, they will announce both their 2016 and 2017 performance schedules. Then, later that same day, the team will hold this session to provide important and useful information on what it takes to host the team. Whether you've already secured their participation or hope to in the future, you'll learn what it takes to successfully host the team at your event. From logistics, security and space requirements to hotel rooms, rental cars and smoke oil, find out what you need to know directly from the people who know best. It will be your opportunity to ask your most difficult questions.



4:30 p.m. - 6:00 p.m.

How to Build and Position an Aerobatic Box: An Interactive Workshop

In this interactive, workshop-style, 90-minute session, we will turn the Brasilia Ballroom at the Rio Hotel into a virtual aerobatic box. Convention delegates will participate in a detailed discussion of how a site dictates aerobatic box design and placement. We will discuss the ideal and the realities. We will discuss what accommodations are allowed and common and others that are not. This practical, hands-on, group participation session will help you understand regulatory and safety issues. It will help you understand the impact of your decisions related to the aerobatic box on the various constituencies impacted by your decisions. And it will help you to better design and position the aerobatic box at your event. ICAS encourages event organizers, performers and other stakeholders to attend and participate in this session.

5:00 p.m. - 6:00 p.m.

Breakout Session #6

Building a Better Maneuver Sequence: An Interactive Workshop



A well-conceived and professionally-executed air show maneuver sequence mitigates hazards, manages aircraft energy and provides an entertaining display to the air show audience. But getting that combination right requires objective self-assessment, creativity and showmanship developed with equal amounts of both science and art. And,

as nearly every veteran air show performer will explain, a pilot's maneuver sequence is an organic thing that changes and evolves over time. This session will begin with a brief presentation and then break up into small groups for discussion and cooperative development of a sample maneuver sequence. Whether you're a veteran or a newbie, plan on joining us for an exchange of ideas and perspectives on this critically important topic.

Communicating with Your Key Audiences: A Practical Tutorial on Interacting with the Media

You might not be a media or public relations professional, but anyone with a mobile device or access to the Internet has the power to amplify your brand, your messages, your successes, and especially your failure...whether you want them to or not. Being able to control and influence the message has never been more important than it is now. In this session, we'll look at today's communications realities and how effective media relations principles and techniques can help you gain confidence in front of the camera and gain control during an interview. In this workshop-style session, you will get a tutorial on the fundamentals of media interaction and then you'll see those principles applied in an interview scenario. You will leave the session with the five most important tips for successful media interviews and the skills necessary to interact with reporters confidently and successfully.

U.S. Air Force ACC Forum

U.S. Air Force Air Combat Command (ACC) is the clearinghouse for ACC single-ship demos. As the Air Force and ACC continue to move back to pre-sequestration levels of air show support and participation, this session will explain what ACC assets will be available during the 2016 air show season, how ACC allocates those resources, what your show can do to improve its chances of obtaining ACC support, and what ACC expects of your event once you have been selected to receive support. You'll also get the latest information on the U.S. Air Force Heritage Flight program.

6:00 p.m. - 7:30 p.m.

Regional Meetings

Tuesday, December 8th

7:15 a.m. - 8:15 a.m.

U.S. Air Force Roundtable Discussion

The individuals charged with organizing and conducting an open house on a U.S. Air Force base operate in an unusually difficult and demanding environment. As the Air Force continues to restore its air show/open house activity to pre-sequestration levels, Air Force project officers have been asked to plan and conduct air shows with very little "corporate knowledge" available to them. To help mitigate that particular problem, ICAS is organizing this session as a discussion and exchange of information amongst Air Force colleagues. The conversation will be facilitated by a former Air Force JAG officer familiar with Air Force air show/open house policy. But the principal resources will be the other Air Force personnel in the room. Whether this is your first ICAS Convention or your twenty-first, come prepared to educate and be educated on hints, tips, ideas and suggestions for organizing and conducting air shows/open houses on Air Force bases.

7:30 a.m. - 12:00 noon

Air Boss 201: Advanced Air Boss Workshop

The air boss is the individual who controls the aviation event activities in accordance with the briefed schedule, applicable waiver and federal regulations. In short, they must be prepared to assume responsibility for everything related to safe air and ground operations conducted as part

Detailed Convention Schedule

of the air show: adherence to FAA and Transport Canada regulations, conducting a safe and effective briefing, organizing and conducting an air show, and understanding the show site and the idiosyncrasies of the airspace in which they are working.

As part of a larger effort to develop a comprehensive and multi-faceted training program for air show air bosses, ICAS has re-constructed its Air Boss 201 Workshop. The new course addresses some of the more complex issues in air show air/ground operations, the pre-show safety briefing, changes to air regulations, discussion on air show entertainment techniques and strategies, radio communications and case history discussions on difficult air/ground operations problems and issues. This advanced, half-day course also explains how to assess event preparation and readiness, and how to stay within both the letter and the intent of all applicable regulations, ensuring pilot safety.

By itself, the course will not qualify an individual to become an air boss. But this program is focused on air boss issues and can be used as a useful first step in developing the knowledge base necessary to become an air show air boss.

Who Should Attend

This course has been developed for individuals with air boss responsibilities, aspiring air bosses, air show directors who interact with and/or hire air bosses, and any other air show professional who would benefit by learning more about advanced concepts in air operations and air bossing. It is strongly recommended that any individual taking this course have taken Air Shows 101 or be familiar with all the material taught in Air Shows 101.

Fee

The fee for this half-day Air Boss 201 Workshop is \$210 until November 1, when it increases to \$225. This cost of this workshop is not included in your convention registration fee.

8:30 a.m. - 12:00 p.m.

Air Shows 102: Business Basics (Part 2 of 2)



Historically, the aviation-oriented individuals who organize and conduct air shows are relatively well-versed in aviation safety. The bigger challenge is focusing on those much less familiar issues: concessions and ticketing, volunteer management and marketing, finance and sponsorship solicitation, to name a few. This workshop has been developed to address those business issues, and to provide air show event organizers -- both newbies and veterans -- with a thorough introduction to the business issues that have such an out-sized impact on the success of your event.

What Will You Learn

Developed and taught by veteran experts in the field, Air Shows 102 will help you navigate the myriad of business and event planning issues that you will face as an air show event organizer.

Specific topics addressed include:

- Finance (factors that impact the budget and common mistakes to avoid, how to reduce financial risk through insurance and contracts);
- Concession and Vendor Relations (options, how to strike the best deal, negotiating a win-win contract with a master concessionaire, dealing with local charity groups);
- Sponsorship (tailoring your program to a sponsor's specific needs, approaching your sponsorship development process from the prospective sponsor's perspective, maintaining sponsor relations before, during and after your show);

- Volunteer and Staff Management (finding people, developing job descriptions, volunteer training, volunteer retention);
- Ticket management (what types of systems work, developing ticket sales policies, effective inventory control, pricing and accounting procedures);
- Marketing (what you need to attract an audience, how to use television and radio ads, billboards and newspapers, news coverage and media rides, bartering for ad space, negotiating television and radio ad buys, cross promotion);
- Logistics (site set-up, static lay-out, toilets, trash, parking and traffic management, communications, seating).

Air Shows 102 offers presentations by North America's most respected air show event organizers, sharing business models from small, mid-size and large events to illustrate well-run practices in finance, concession and vendor relations, volunteer management, ticket sales, logistics, marketing and sponsorship. Air Shows 102 is designed especially for event organizers from new or small shows as well as newly assigned officers and enlisted personnel taking on significant air show business responsibilities for the first time. And because so many of you also have responsibilities for the air/ground operations aspect of your show, we've scheduled this course so as not to conflict with Air Shows 101, giving you an opportunity to attend both.

Fee

The cost for Air Shows 102 is \$305 until November 1 when it increases to \$320. This seminar is not included in your convention registration fee.



8:30 a.m. - 9:30 a.m.

Breakout Session #7

Emergency Bail-Out Procedures and Survival Equipment for Pilots

If and when it becomes necessary to leave your aircraft in a hurry, you won't have time to stop and think about it. Almost unanimously, pilots who have survived an emergency bail out say that they made it because they had rehearsed their bail-out procedures. If you're an air show pilot who wears a parachute when you perform, you won't want to miss this session with one of the world's recognized experts on this issue. Silver will provide a thorough, thoughtful, thought provoking review of when and how to exit your aircraft quickly and successfully if circumstances require you to do so. He will also discuss other equipment, tactics and techniques that will maximize your chances of survival in the event of a mid-flight emergency or forced landing.

Sixty Social Media Tips in Sixty Minutes

As social media and other internet-based technology become larger and more important parts of the air show professional's tool kit, the environment often seems to be evolving and advancing from week to week. In this fast-paced session, some of the air show industry's most knowledgeable social media practitioners will provide you with five dozen ideas, hints, tips and suggestions on how you can make better, more efficient, and less expensive use of the capabilities and advantages of this 21st-century tool.

U.S. Marine Corps Forum

From Harriers and Ospreys to static display aircraft and other equipment, the United States Marine Corps can offer your event outstanding support in many different forms. In this session, the Marines will provide you with all the information you need to request their participation and host them at your event if your show is selected for support. You'll also get the latest information on what assets will be available during the 2016 air show season.

9:45 a.m. - 10:45 a.m.

Breakout Session #8

U.S. Navy Forum

In this session, representatives from the U.S. Navy will discuss the process by which an air show requests aviation support from the U.S. Navy, including the participation of F-18 single ship demonstrations, the U.S. Navy Leap Frogs parachute demonstration team and static display aircraft. They'll discuss support requirements for all Navy teams and aircraft.

9:45 a.m. - 12:00 p.m.

Air Show Performer Safety Stand-Down



This two-hour-plus safety review will address a wide variety of safety-related issues specific to air show performers. A perennial favorite and annual opportunity for performers to de-brief at the end of the air show season, this session will include updates on timely regulatory issues and discussions on operational concerns that came up during the just completed 2015 air show season. The session will also include analysis of and discussion on recent accidents -- both here in North America and overseas -- with a special focus on how those accidents are indicative of larger, long-term trends and recurring problems. Although all members are permitted to participate in the first half of this session, the second half of the program will be restricted to air show performers only and that restriction will be actively enforced.

11:00 a.m. - 12:00 p.m.

Breakout Session #9

Crisis Communications in the Air Show Environment: An Interactive Discussion

A well-planned, professionally-executed emergency response will be all for naught if it is not supported and complemented by an equally professional crisis communications plan. Knowing what to say, when to say it and who should be saying it (or not saying it) is critical to clear communications, avoiding panic or disinformation and avoiding the entirely unnecessary mistake of making a bad situation worse. In this session, a diverse panel of subject matter experts will provide brief presentations on specific elements of a world-class crisis communications program. And, for the second half of the program, the panelists and the audience will participate in an interactive discussion that allows participants to ask questions, offer answers and benefit from the collective expertise and experience on the stage and in the room. Come prepared to both learn and offer your own perspective and opinions.

Royal Canadian Air Force Forum

This year, the RCAF Snowbirds, the RCAF CF-18 Hornet demo team, the Canadian Armed Forces SkyHawks parachute team and Canadian military static display assets will once again be coordinated through 1 Canadian Air Division. In this session, you'll get details on how to request Canadian military assets, how to host those military participants if your event is selected for support, and how to ensure that the goals and objectives of your event and the Canadian military are met. Whether you already have been confirmed to receive Canadian military participation at your event or you hope to get that support in the future, plan on joining us for this informative, multi-faceted presentation and discussion.

Detailed Convention Schedule

12:15 p.m. - 2:00 p.m.

Pinnacle Awards Luncheon

2:15 p.m. - 5:15 p.m.

Exhibit Hall Session B

5:30 - 6:30 p.m.

2016 ICAS Convention Exhibit Space Draw

Booth space on the ICAS Convention exhibit hall floor is allocated on a sponsorship/seniority basis. As the 2015 ICAS Convention draws to a close, exhibitors will gather to select their booth space for the 2016 ICAS Convention in a fast-paced, lottery-style selection process that is based on seniority as an ICAS Convention exhibitor. If you want a booth at next year's convention, plan on joining us on Tuesday evening immediately following Exhibit Hall Session B.

6:30 p.m. - 8:00 p.m.

Screening, 'The Bob Hoover Project: Flying the Feathered Edge' documentary

R. A. 'Bob' Hoover is widely recognized as the world's greatest living aviator, has generated generations of pilots with his precision flying and gentlemanly demeanor, and is the air show community's most recognizable personality. In "Flying the Feathered Edge" director and producer Kim Furst captures every nuance of Bob's amazing life by weaving vintage still images, rare historic footage and exclusive testimonials from other aviation legends. Please join us for this exclusive screening that will include opening and closing comments from Kim Furst.

6:30 p.m. - 8:00 p.m.

United Air Show Grunts Meeting

Dedicated to the proposition that it is the "air show grunts" that do all the work and the air show performers (boooo!) that get all the glory, the United Airshow Grunts (UAG) meet just once a year to meet, gripe, scheme and, ultimately, acquiesce. If you are a UAG member, you know the drill and you've already cleared your calendar to attend this

"meeting." If you are not a member and you've spent time cleaning an airplane, lugging equipment, or providing foot massages to a performer (boooo!), then plan on joining us for this once-a-year gathering of the people who really make the air show business happen. Fair warning: if you are a performer (boooo!) and you get within 100 feet of the UAG meeting, ICAS cannot be responsible for your personal safety.

6:45 p.m. - 7:45 p.m.

Maple Leaf Forum

The unique issues, problems, challenges and opportunities of Canadian event organizers and performers will be discussed during this information-packed session. Veteran Canadian ICAS members, Canadian regulatory officials and representatives from the Canadian military will be on hand to answer your questions, provide you with expert guidance on key issues, and direct the discussion.

Wednesday, December 9th

7:30 a.m. - 8:30 a.m.

ICAS Foundation General Membership Meeting

8:30 a.m. - 10:15 a.m.

ICAS Annual Meeting and State of the Industry Address: Timing is Everything

New at this year's ICAS Convention: a Wednesday morning wrap-up keynote address and discussion. To help kick-off the last day of the 2015 ICAS Convention, this presentation will focus on what show business teaches us about timing and why we need re-think the way we're doing things now! Find out what Cirque du Soleil, Red Bull & HBO already know, how some European air shows have already begun, and how three of our industry's players are making changes that make a difference. Air show announcer Ric Peterson will use his comedic, television, radio and air show experience in an entertaining and informative presentation that will help tie your convention experience together and send you home with at least a half-dozen

helpful ideas. The keynote presentation will be followed by the Annual ICAS Membership Meeting.

10:30 a.m. - 12:15 p.m.

Exhibit Hall Session C

12:45 p.m. - 1:45 p.m.

Breakout Session #10

How to Negotiate the Best Possible Hotel Contract

Air shows are comprised of many moving parts. And hotel sleeping room arrangements are neither the largest nor the most difficult challenge that event organizers face, but they may be the easiest to solve. In this session, two meeting professionals will give you practical advice and specific direction on how to negotiate a hotel contract that minimizes your expense and exposure to potential penalties.

5:30 p.m. - 6:30 p.m.

Chairman's Reception

6:30 p.m. - 9:30 p.m.

Chairman's Banquet

The 2015 ICAS Convention will conclude with the traditional Chairman's Banquet. In addition to celebrating the conclusion of the 2015 air show season and the beginning of the 2016 season, the Banquet will be an opportunity to recognize this year's recipients of the ICAS Sword of Excellence, the Art Scholl Memorial Showmanship Award, the Dick Schram Memorial Community Relations Award and the ICAS Special Achievement Award, as well as this year's inductees into the ICAS Foundation Air Show Hall of Fame: John Mohr, Sonny Everett and the Red Baron Pizza Squadron.

9:30 p.m. - 11:00 p.m.

Survivors Party

Once again this year, the Banquet will be followed by the ICAS Convention's newest tradition: the post-Banquet Survivors Party.



The Rio All-Suite Hotel: Host Hotel for the 2015 ICAS Convention

The ICAS Convention will once again be held in the Rio All-Suite Hotel with newly-negotiated rates that are \$10 less per night than the already bargain rates negotiated by ICAS in 2014.

With over 60,000 feet of exhibit hall space, extensive concurrent education session meeting space, and over-sized sleeping rooms, the Rio offers ICAS Convention delegates a comfortable home in which to conduct our business from December 6 through 9.

Make Your Hotel Reservation Soon

For the first time, ICAS is offering a \$100 discount on the standard registration fee to delegates who reserve and occupy a room in the ICAS Convention block of rooms during the convention. Only members who have confirmed reservations at the Rio under the ICAS block are eligible for the discount. The current room rate for the 2015 ICAS Convention is \$89 per night for reservations made by November 11, 2015. ICAS members staying at the Rio under the ICAS block will also be exempt from the \$28-per-day resort fee that is charged to all other hotel guests. And convention delegates will enjoy free wireless internet access and complimentary access to the exercise facilities at the hotel.

To make your reservation, you can book directly with the hotel by visiting <https://resweb.passkey.com/go/SRICS5>. Or call 888-746-6955 and use Group Code SRICS5.

Members who reserve a room within the ICAS block, but cancel their reservation, will not be eligible for the registration discount.

Why It is Important to Stay at the Rio Hotel When You Attend the ICAS Convention

To get the meeting space we need for our annual convention without moving the entire event to a large and expensive stand-alone convention center, ICAS must commit to a substantial block of sleeping rooms at a large hotel like the Rio. Hotel managers allocate meeting space to groups like ours based on the number of rooms we reserve and the percentage of rooms in that block that are actually occupied.

To protect the value of rooms that have been taken off the market and reserved for ICAS Convention delegates, our contract with the hotel includes a clause that provides monetary damages if our group occupies fewer rooms than agreed upon. This “slippage” by the group is referred to as attrition and can cost ICAS tens of thousands of dollars unnecessarily.

Therefore, our preference is that our members and convention delegates reserve and occupy rooms at the host hotel. To help make your decision an easy one, ICAS has negotiated an \$89 per night rate and has relieved delegates of the normal requirement that they pay the usual \$28-per-day resort fee for convention delegates who reserve rooms within the ICAS block by November 11.

“Great education sessions; the class handouts and publications are very useful, year-round tools.”



Book Today

To make your reservation, you can book directly with the hotel by visiting: <https://resweb.passkey.com/go/SRICS5>
Or call 888-746-6955 and use Group Code SRICS5.

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ICAS 2015 REGISTRATION

December 6-9 ✈️ **Rio All-Suite Hotel, Las Vegas, Nevada**

To register online visit: <http://www.airshows.aero/?Page=ConventionRegistration>

For hotel reservations visit <https://resweb.passkey.com/go/SRICCS5>
or call 888.746.6955/Group Code SRICCS5.

Completion of registration and provision of payment indicate that you have read and accepted the accompanying Instructions/Terms and Conditions including, but not limited to, the Refunds and Cancellations policy.

Badge will reflect your member organization's name and address info:

Your Name (As you want it to appear on your badge)

Your Organization ICAS #

Your Personal Mailing Address (Where your Air Shows Magazine should be mailed)

City, State, Zip

E-mail Address

Phone Cell

Special Requests:

Please indicate below (and on arrival at ICAS Registration), if you require vegetarian meals, gluten free meals, or have a food allergy. You will be given a ticket noting those requirements/restrictions to present to the wait staff at the Awards Luncheon and Chairman's Banquet.

Vegetarian meals Gluten Free meals Food allergy: _____

Please indicate below (and on arrival at ICAS Registration), if you require special assistance - at Social Events or otherwise - during the convention.

Require special assistance: _____

Registration Fees

Full Discount Registration*
Full Standard Registration

Sunday, December 6 Only
Monday, December 7 Only
Tuesday, December 8 Only
Wednesday, December 9 Only

Special Seminars

Air Force Open House Workshop, December 5
Air Shows 101: Air/Ground Operations, December 6
Sponsorship for Events Workshop, December 6
Air Shows 102: Business Basics
Part 1, December 7
Part 2, December 8
Air Boss 201: Advanced Air Boss Training, December 8

Membership Dues

New Renewal

Total:

Total Payment: Registration, Special Seminars, Membership Dues

Where to fax, email or mail your registration:

Fax: 703-779-8511 E-mail: icas@airshows.aero
748 Miller Drive SE, Suite G-3
Leesburg, VA 20175 USA
Phone: 703-779-8510 Web: www.airshows.aero

Nov 1 - On-site

- \$565
- \$665
- \$265
- \$315
- \$315
- \$315
- \$165
- \$320
- \$225
- \$320

\$225

\$325

\$ _____

\$ _____

*** NEW POLICY: DISCOUNT ELIGIBILITY**

ICAS Convention delegates who make a reservation under the ICAS room block at the Rio All-Suite Hotel and stay in that room during the convention are eligible for a \$100 discount on the standard, full registration fee. If a delegate takes advantage of the \$100 discount, but later cancels his/her hotel room reservation, he/she will be obligated to pay the \$100 difference before collecting his/her convention credentials.

In submitting payment to join or renew membership in ICAS, I agree to abide by the stipulations and principles of the ICAS Bylaws, ICAS Safety Creed and ICAS Principles of Conduct and Professional Ethics.

Check is enclosed made payable to ICAS Visa MasterCard Amex

Credit Card Number Expiration Date

Name as it appears on card Cardholder Phone

Signature Date

Convention registration fees include a one-year subscription to ICAS Air Shows Magazine (\$30 value). Although this portion of your convention registration fee is non-refundable, you can opt to NOT receive the quarterly magazine, and e-mailed Fast Facts and Operations Bulletin for one year by checking this box:

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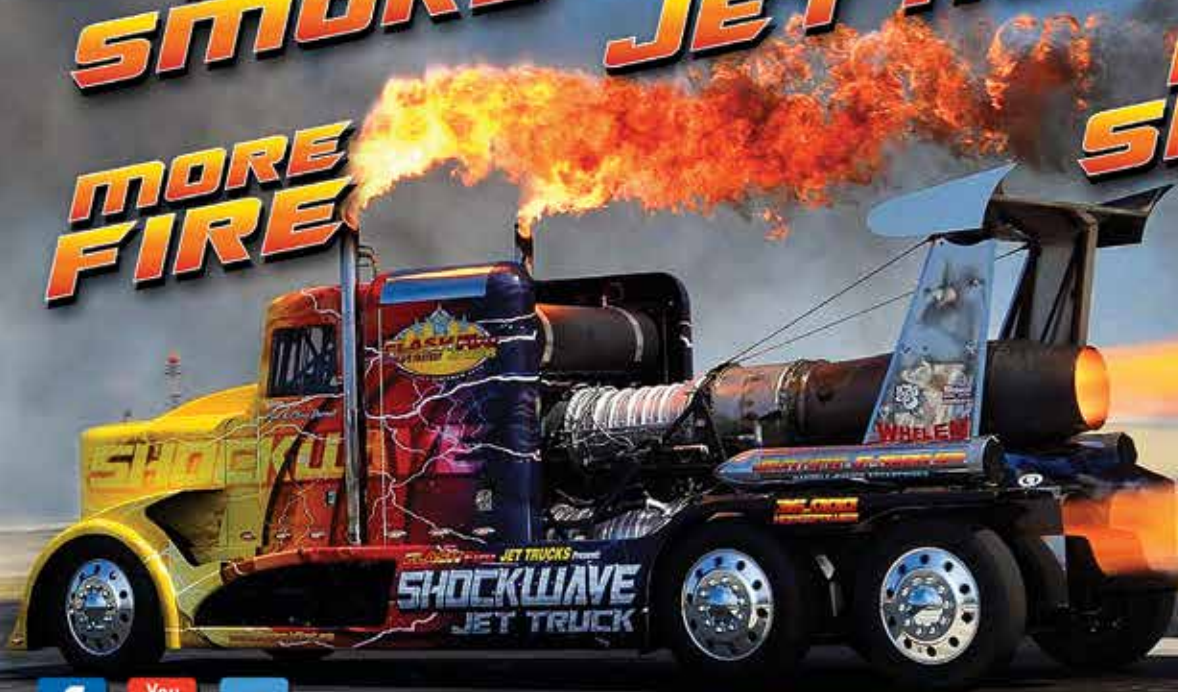
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INSTRUCTIONS/TERMS AND CONDITIONS

REGISTRATION

REGISTER ON-LINE AT

<http://www.airshows.aero/?Page=ConventionRegistration>

ELIGIBILITY

All *delegates* AND *seminar attendees* must be ICAS members in good standing at the time of the convention to be eligible to attend.

BOOTH FEES DO NOT INCLUDE REGISTRATION

Exhibitors and all booth staff must register as delegates. ICAS does not permit spouses or guests to visit or "sit" at booths nor do we provide Exhibit Hall "passes" for workers. Booth staff will not be permitted access to the Exhibit Hall without delegate credentials.

In keeping with the professional character of our exhibit hall, spouses, family members or guests of registered delegates are not permitted inside the Exhibit Hall at any time (*with the exception of Wednesday, 12/9, when the hall is open to guests of registered delegates*) without purchasing a day pass or full convention registration.

INSTRUCTIONS

- All registrations must include payment. Registration forms without payment will not be processed.
- Complete one form per delegate.
- Badges will reflect the name, location and category of the ICAS member organization with which delegates are registered.
- Registration includes all regular Education Sessions, Exhibit Sessions and Social Events.
- Entry to Air Force Open House Workshop, Air Shows 101, Sponsorship for Events, Air Shows 102 or Air Boss 201 requires an additional course fee.
- Completion of registration form and provision of payment indicate that you have read and accepted these Instructions/Terms and Conditions.

SPECIAL SEMINARS

Special Seminars are *not* included in your registration fee:

- Air Force Open House Workshop, Saturday, December 5.
- Air Shows 101: Air/Ground Operations, Sunday, December 6.
- Sponsorship for Events Workshop, Sunday, December 6.
- Air Shows 102: Business Basics
Part 1, Monday December 7
Part 2, Tuesday, December 8
- Air Boss 201: Advanced Air Boss Training, Tuesday, December 8.

SOCIAL EVENT TICKETS

All social events are included in the registration fee.

Registered delegates may purchase tickets for their spouses, family members and guests (on-line), when making seating reservations for the Pinnacle Awards Luncheon and/or Chairman's Banquet.

Delegates may purchase guest tickets for the Welcome Reception (on-site) at ICAS Registration.

SPECIAL REQUESTS

Please indicate on this registration form (and on arrival at ICAS Registration), if you require vegetarian meals, gluten free meals, or have a food allergy. You will be given a ticket indicating those requirements/restrictions to present to the wait staff at the Awards Luncheon and Chairman's Banquet.

Please indicate on this registration form (and on arrival at ICAS Registration), if you require special assistance - at Social Events or otherwise - during the convention.

REFUNDS and CANCELLATIONS

Refunds

- No refunds will be made on any cancellations received *after* October 31, 2015.
- Registration cancellations received *on or prior to* October 31, 2015 are refundable. A \$50 administrative fee will be deducted from your refund.
- Seminar cancellations received *on or prior to* October 31, 2015 are refundable. A \$25 administrative fee will be deducted from your refund.

Cancellations

- All cancellation requests must be received in writing at ICAS headquarters.
- If delivering a cancellation close to the refund deadline, we recommend emailing: icas@airshows.aero

HOTEL RESERVATIONS

ICAS has negotiated a special sleeping room rate of \$89/night plus tax for reservations made at the Rio Hotel in Las Vegas. This rate includes standard internet and NO resort fee. Members should either book their rooms thru this link: <https://resweb.passkey.com/go/SRICS5> or by calling Hotel Reservations at 888.746.6955 and referencing Group Code SRICS5. Should you book outside of our block, you will be charged a mandatory \$25.00/day resort fee.

A limited number of rooms are available at this rate. You are encouraged to make your reservations early to avoid disappointment, hassles or problems.

A cancellation fee will apply if a room reservation is cancelled less than 72 hours prior to the attendee's arrival date. This fee will be the sole responsibility of the member.

»»» **ATTENTION:**

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AIR SHOW

Traffic

REMAINS A

Solvable

PROBLEM

BY: MIKE BERRIOCHOA

One of the accepted definitions of traffic is: *Vehicles Moving on a Road or Highway*. Former CBS News anchor Dan Rather once observed that Americans will put up with anything provided it doesn't block traffic. And nowhere is that more true than in the traffic lanes coming to an air show.

Nothing instills fear and dread in the hearts of air show fans quite like the specter of long traffic lines. And few things can sink a show faster than a history of traffic problems. If fans were asked to choose between being stuck in traffic on a hot air show day and having a tooth filled without Novocain, they may have to think about their answer. And while the Novocain option is not one of the questions on ICAS survey forms, surveys clearly show that one of the things fans dislike most about going to an air show is the fear of traffic snarls. Nearly 25 percent of air show fans say traffic is the one problem most in need of improvement. And when asked, "What are some real or perceived negative aspects related to attending an air show?" 35 percent of responders said traffic.

Clearly long lines of stop and go traffic on a hot summer day are no one's idea of a good time. And with the advent of social media, air show goers are quick to express

their displeasure if they are unhappy. Unlike baseball or football stadiums where ingress and egress routes are designed into the parking lots, airports are not designed for rapid influxes of large volumes of traffic, thus creating the challenges faced by so many shows across the country.

"People will accept long lines but only if those lines keep moving," said air show consultant Mike McCabe of AirSupport. "Walt Disney figured that out more than 50 years ago. It's when those lines come to a complete stop for extended periods that people start getting upset," he said. McCabe works with a number of different shows around the country and resolving traffic problems is one of his biggest concerns. "All too often, if there are traffic problems, it's because show organizers haven't spent enough time planning. This is really the unglamorous part of an air show but it's the first thing customers encounter, and because it's the first thing, it becomes one of the most important aspects of a satisfactory experience," McCabe said.

There are no hard and fast standards for equating the number of people coming to the show to the number of cars to be parked, but there is enough experience in the industry to come close. And planners have to build a

GARY WARD *Airshows*

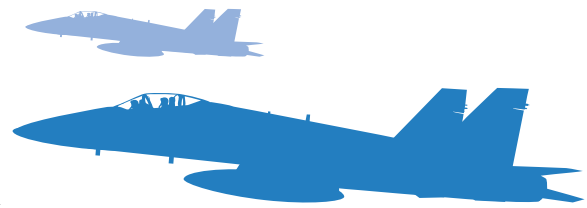
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parking system that allows for a wide degree of variability. He said it starts with a realistic estimate of the size of the crowd, and if new shows are unsure about their planning they can turn to established events in their community, such as county or state fairs, and ask for their input and advice. “It doesn’t take a large crowd to create a world class traffic jam so you want to plan for multiple routes for both access and egress and be able to process as many cars as possible as fast as possible,” McCabe said. Not only does this increase customer satisfaction, it enhances safety. It may mean more people handling vehicles but the results are worth it.

In McCabe’s view, publishing an air show schedule prior to the show is a major mistake that compounds traffic management problems, especially for shows that get a jet team. “We all know that people come to a show to see the jets, and if we tell them in advance when the jets will fly they will all come later to the show and skew the traffic patterns,” he said.

“It doesn’t take a large crowd to create a world class traffic jam so you want to plan for multiple routes for both access and egress and be able to process as many cars as possible as fast as possible.”



McCabe recommends publishing the time the gates will open and, if desired, include a list of performers, but that’s it. Then, he insists, the gates should be staffed and ready to admit fans a full hour early. “Some people always show up early and if you don’t get them onto the field quickly you will begin with a backup that you may not be able to overcome.” Besides, he says, the quicker you get them onto the field the happier they will be and the more money they will spend.

First time shows need to get it right the first time or they will suffer the consequences. Getting it right the first time was a painful

lesson for the California Capital Air Show in Sacramento when it began ten years ago. Organizer Darcy Brewer cringes when she recalls the problems they encountered the first year. “We had the Blue Angels for our first show. Our traffic management plan was inadequate and the freeways around us were blocked for hours. It was a mess that haunted us for the next three years. We fixed the problems after the first year but it took two more years of serious media work to convince a lot of our fans to start coming to the show again,” she said.

The solution was to bring all of the various law enforcement and safety agencies together to talk over the problem and brainstorm solutions. This included seven state, county and city law enforcement agencies, plus four fire departments. It worked so well that the agencies now use the air show as one of their annual tabletop emergency planning exercises.

The show’s public safety director is Sergeant Scott McCartney with the Sacramento County Sheriff’s Office who has worked with the show since its inception. He is also tasked to the California Office of Emergency Services. “Because of earthquake

issues, the possibility for dams above us to fail, along with the potential for other natural disasters, we have become very adept at figuring out how to move 100,000 people or more within a very short time,” he said.

McCartney and Brewer both admit they didn’t anticipate the large crowd when they planned for their first show a decade ago. “We didn’t have enough gates and had issues with our mass transit system,” said McCartney. After the first year of what he described as “major chaos,” he was put in charge of all traffic control around the show. “I believe in collaboration among the surrounding

agencies so I partnered with our city traffic engineer, county transportation officials, state agencies, and brought in the local service clubs that handled parking for the show. With all of their input we developed a traffic and parking plan and set up a central command post with direct communications to all traffic and parking points,” McCartney said.

Social media had yet to emerge as a communications tool so part of the plan included the use of the show’s web site showing all of the gates and the best routes for fans to take depending on the route they used. The show handles about 45,000 people each day. “We designed a mechanism that allowed them to leave the same way they entered. We also developed bus lanes so nothing would hold them back. They were able to enter and leave without interruption,” he said.

After the chaos of the first year, McCartney said things turned around remarkably well. “After our second show we had traffic back to normal around the airport in 55 minutes. After the third show it was down to 48 minutes and has gone down every year. Today traffic around the airport is restored to normal within 30 minutes and has resulted in outstanding ratings from the jet teams and recognition by ICAS as one of the best in the business.

The 2015 Chippewa Valley Air Show in Eau Claire, Wisconsin, was slammed by a larger than expected crowd over the 4th of July that created its own share of issues. The show is a fundraiser for the Chippewa Valley Council of the Boy Scouts of America. It was the first show in several years and, because they had the Blue Angels, they experienced record crowds. They were so caught by surprise that it resulted in long lines, traffic snarls and some very heated and hurtful comments on social media by some of those trapped in the traffic.



All too often, if there are traffic problems, it's because show organizers haven't spent enough time planning. This is really the unglamorous part of an air show but it's the first thing customers encounter, and because it's the first thing, it becomes one of the most important aspects of a satisfactory experience[.]



“We weren’t sure what to expect for attendance. It was a holiday weekend with great weather and about 40,000 people came out on Saturday. Some of our fans were in lines longer than expected but we opened up our overflow parking lots and used busses to get everyone on the field before the Blue Angels flew,” said organizer Matt Hill. He said everyone was off the field within 90 minutes.

Hill said part of the problem for their show is that they are not close to major freeway access points. “We are a small, regional field so access is limited. Our major takeaway from this experience was to recognize traffic problems sooner and open up the overflow parking lots earlier. We had a plan in place but not having faced such a large crowd before we didn’t anticipate the problem,” he said. He praised local law enforcement for working so closely with them which helped minimize the problems. Hill said they had one person dedicated to social media for a week before the show to keep fans updated, including traffic and parking options during the show.

While there were some nasty comments posted on social media, Hill said the vast majority of comments were positive. “Our fans realized we are all volunteers who are working to benefit the Boy Scouts,” he said.

One of the things that slowed traffic for the Eau Claire show was the need to collect money from people as they drove onto the field rather than after they were parked... a practice discouraged by many, but at some airports, such as Eau Claire, there is simply no other choice and it is done successfully at a number of shows around the country.

“If you are going to take money from the cars as they come in you need as many lanes into parking as you can open, and you need as many people as possible taking money,” said Jeffrey Shapiro of Solutions Events Services. He has developed a real-time parking and tracking system using proprietary software. “The most common errors that air shows make in handling traffic are parking one car one or two at a time and using only one parking lot at a time. Some shows collect money from one or two cars at a time when they

should be doing it from 15 cars at a time. It’s no wonder that fans get upset,” he said.

Some shows argue that there is only one way into an airport and only one way out. “There is no such thing as one way in and one way out,” Shapiro said. “To begin with, every road has two lanes so there can be two lanes in and out. Also, shows sometimes fail to look at or explore other options.” Shapiro said there is often private property around an airport that can be used for access or for parking that would be available if someone were to ask. “I can often find four or five ways in and out simply by asking. Sometimes it just takes a different set of eyes to get a different perspective,” he said.

For example, Shapiro recalled a show that had serious problems that created a six mile backup. The show was using a rectangular grass field for parking but the curb cut was in the wrong location. He contacted the city and got them to carve a temporary driveway into the parking lot. This gave them two new lanes and said the backup was eliminated the following year.

Shapiro said much of traffic management is simple math. “The reality is that 35-40 percent of fans show up between 10:30 a.m. and 12:30 p.m. So you should plan for 50 percent. If you are expecting 10,000 cars throughout the day that means you need to be able to receive 5,000 cars during that time. Then you need to determine if your roads will handle the volume. And you need to be able to have enough gates to park 15-20 cars at a time. It’s a statistical numbers game and if you can’t handle the volume you’re stuck before you begin,” he said.

At the Rocky Mountain Air Show in Golden, Colorado, organizers did a remote show this year at a new venue that had limited access as well as infrastructure issues. “We were at a park on the Aurora Reservoir outside of Denver and we put in a lot of effort creating traffic and parking plans, but the demand was greater than predicted and very quickly we became overwhelmed,” said organizer Scott McMillan.

They normally do their show at the nearby Broomfield Airport and they were offered a show by the Thunderbirds, which was the first time a jet team was to appear in the Denver area in 20 years. Unfortunately, the airport wasn't able to handle the team so organizers did their regular show at Broomfield and created a separate event with the Thunderbirds at the remote location on a different date.

The traffic problem they experienced occurred on Saturday. By Sunday they had worked out many of the kinks. "We took a lot of media heat for the problems we encountered and we responded head on. We gave refunds to people who had tickets but couldn't get into the event and that accounted for 20-25 percent of our revenue. This was a huge hit to our budget and represented our profit for the show, but it was important to maintain credibility with our fans," McMillan said.

There were a lot of unkind things said on social media about the problems. "Our Facebook page was hammered. There were a lot of angry people and rightly so. They expressed their anger on Facebook, Twitter, and all of our other social media outlets." McMillan said they responded to these comments as quickly as they could, and overnight were able to revamp their traffic and parking plan and get it on their Facebook page. "A lot of people saw our updates and responded appropriately," he said. The fixes they put in place on Sunday worked well and they were able to get another 10,000 people into the venue.

"We learned that we will no longer take money from cars as they enter the parking lots. That really slowed us down. Next time we will add the price of parking to the price of the tickets which should speed the process," said McMillan. "We changed our traffic plan, worked with law enforcement and park

management and we put our heads together to understand what happened and what we could adjust."

McMillan said they were able to open more gates which made a big difference. They were also able to utilize more space on limited roads. "We also widened the choke points which reduced congestion and made a big difference," he said.

McMillan admits they weren't 100 percent successful on the second day but said the changes turned into an overall big improvement so they could get more vehicles in. "We will do a remote show there again next year and have already identified two new parking areas. The city is willing to do some dirty work to make improvements that will give us access to another 20 acres which we can use. They had already slated that area for improvement, recognizing that if they want large events of any kind in this location in the future they need to make changes," McMillan said.

Another benefit of the problems they experienced was that all of the local law enforcement agencies now understand the benefit of having one traffic management plan in place rather than three plans. "This may seem obvious but, since no one anticipated this becoming an issue, we didn't adequately address it," he said.

One thing still in the works, according to McMillan, is limiting the number of tickets that will be sold. The limit will be determined by the number of cars they can park. They are also considering whether to switch to online ticket sales only. "If we do that we will make it clear that if we are sold out then don't come out," McMillan said.

It can be argued that no one understands traffic and parking issues in the air show business better than the folks at the KC Aviation Expo and Air Show in Kansas City,



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Missouri. Since 1995 they have been holding their show at an urban airport that has almost no parking and from the very beginning have relied on outlying parking lots and city transit busses to get their fans to and from the show. The local metro bus system was economical, efficient and highly experienced. Then federal regulations reared their ugly head and the air show was forced to put the contract out for bid. And that's when the wheels came off.

Because the local transit authority receives federal funds, air show director Ed Noyallis said the Federal Transit Administration has ordered all events that want to use local transit busses to put the bus service out for bid. He said they learned this is a national policy which finally caught up to them. Only if there were no bidders could the local transit system provide the service. But they received bids from numerous companies, both in state and out-of-state. The bus company that won the bid was a highly experienced school bus company, but had never done an air show. And school busses have only single doors unlike transit busses with double doors. This change alone slowed the loading and unloading process considerably. On top of that, Noyallis said the first day of the show the company didn't follow the parking plan that had been used so successfully in the past.

"They thought they knew more than we did and they had to learn the hard way. They got people to the field okay, but when the show was over, we wanted them to load ten busses at a time so the lines would keep moving and we had designed our bus parking areas accordingly. Instead, they chose to load one or two busses at a time. We suddenly found people waiting in line under a hot sun and we had to quickly spool up to provide water to these people because they were dropping like flies from heat and dehydration.

Noyallis said the bus company had poor ground supervision and chose to ignore the

advice and guidance of experienced air show personnel. "They had never done an air show before and didn't believe us when we told them how to do it. Fans weren't used to standing in lines to leave the show and suddenly social media outlets were lighting up with complaints. You name it, they said it," Noyallis said.

After fans were finally returned to their cars after the first day's show, Noyallis said they met with the bus company people and convinced them to rely on the show's experience. "It took almost two hours to get our fans off the field on Saturday. It took less than 45 minutes on Sunday. That was not as good as we would have liked but it was an improvement," he said.

Rapid people movement is a must at the KC show. "The Charles B. Wheeler Downtown Airport is in the middle of downtown Kansas City and we would put the city in gridlock if everyone came downtown to park. Our system works so well because the busses drive looped routes that reach all of the lots," he said. Fans can park in any lot they choose along the published bus route and can get off the busses where they got on. "We use 75 busses and each route only takes about ten minutes," Noyallis said.

Because the lowest bidder was more expensive than what the air show had been paying the local transit system, transportation costs ate into the show's profits considerably. "We were lucky this year. Because we had the Blue Angels there was no red ink. We had a big enough crowd that we actually made money. Some years we don't," Noyallis said.

While it is always tempting to charge fans to ride the busses, Noyallis said that doesn't work. "We tried it one year and the logistics were unbelievably bad. We had to provide volunteers at every bus stop, keep them supplied with change, water, security, etc., and it just wasn't feasible. Now we build the cost into the ticket price," he said.



JEFF SHAPIRO



SCOTT McMILLAN



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No matter whether you are an air show newbie or an old pro, there is no substitute for planning. And the more the better. Unfortunately for the Lynchburg Regional Air Show in Lynchburg, Virginia, they were given just five months to prepare for the Blue Angels. "The show in 2011 was the first show we had done in 29 years so there was not a lot of experience in our community to draw from," said air show president Dave Young. "The Blue Angels called in December 2010 to offer us a show in May 2011. We accepted but we had just five months to pull it off," Young said.

Like the KC air show, the Lynchburg show had to park all attendees off the field and bus them in. That was no small challenge with 32,000 people coming to the show but they were able to use the parking lots of local colleges and universities which



We were able to get people off the roads quickly. We separated cars into eight lanes and processed 36 cars at a time. We knew that the more points of entry we could provide the faster traffic would flow.



eased the stress. But Young said they still had their problems. The airport is in the county but it is owned by the city. Five law enforcement jurisdictions have to come together to make the traffic and parking process efficient. This includes the state police, local sheriff, city police, airport police and campus police

at the colleges where they will be parking cars if needed. And the security force at the local nuclear power plant offered its help. "In 2011, we did not have a good command and control center or an adequate management structure set up for law enforcement and public safety. There was an obvious lack of communication and lack of clear expectations on the role each agency would play. Now, as we go into 2016, we will have the local sheriff in charge. We have built up tremendous cooperation among the agencies and do regular tabletop exercises. We expect everything to go a lot smoother than it did before." And this year, Young said, they will be able to park most of their fans on the airport which will avoid the need for most of the bus transportation.

Another improvement will be the use of an air show app that has been developed to keep fans abreast of conditions, plus electronic signage. "We have designated parking areas which are spelled out when people purchase tickets in advance.

Specific tickets will be assigned to specific parking areas. We have also established multiple entrance and exit points with all lanes coming in early and all lanes going out when the show is over," Young said.

The show will be supported by traditional advertising and news

media coverage, including an airborne traffic reporter from a local radio station giving up-to-the-minute traffic reports as fans drive to the show. An additional tweak to the parking plan includes a graduated price structure for tickets to the show. The cheapest tickets will be sold first, and the closer they get to the show date the more expensive the tickets will be, giving fans an incentive to get their tickets early. "We are optimistic we will have a good flow of traffic into the show and that fans will be able to park and walk without difficulty," Young said.

No matter how comprehensive the planning, however, Mother Nature has often demonstrated she is the one who is really in charge. The air show industry is replete with stories over the years of destructive winds, rain, hail, and a variety of other mayhem, both natural and man-made. This year it was the United States Air and Trade Show's turn to experience such fury.

The annual event in Dayton, Ohio, is held on Father's Day weekend and organizers can usually count on pleasant conditions. This year, however, the heavens opened and dumped eight and a half inches of rain on the city in three days, including the opening day of the show. "With our soil being mostly clay, this made for very ugly conditions," said the show's public safety director, Roger Doctor.

The show normally uses multiple remote lots but most are grass,

which quickly turned to mud, throwing the entire parking plan into a tail spin. "We have a parking plan that has served us well for 30 years, but the rain forced us to completely revamp it in a 12-hour period when the lots became impassable. Cars were getting stuck in the mud and we had to quickly find paved parking areas and notify our fans, all within hours," Doctor said.

As a former police chief, Doctor had a good relationship with local officials. He received great cooperation from all airport divisions including operations, law enforcement and management. But the cooperation went beyond the airport. "The Dayton airport is actually located in the city of Vandalia and their city manager got on the phone and contacted local firms for permission to use their parking lots. The local bus company added extra busses and fans were able to get to the show on time. If everyone involved wasn't eager to help the entire event would have collapsed," Doctor said.

The challenge at Dayton was not only to find adequate parking in short order and get people to the show but, like every other show, they also had to keep cars moving to avoid long lines. With an average attendance of 70,000 they have always been prepared to park up to 35,000 cars. But that was under normal circumstances. "We always talked about having a Plan B and we had some ideas over the years but never formalized it because we never had to," he said. In spite of

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The media only talked about how bad the traffic was going to be. They never talked about the changes we had made to improve traffic flows. This hurt both the air show and the fair. There were no traffic issues that year at all but the perception became reality[.]



all the changes Doctor said nobody missed any of the show. They just had to be patient.

“We were lucky this year that those lots were available to us, but the parking lots we used this year may not be available in the future. It was the first time in more than 30 years that we ever had to face this problem and we will be better prepared in the future,” he said.

No matter how long a show has been running and how well organized it is there is always the potential for problems. The Wings Over Houston show is in its 31st year but organizer Bill Roach says they still encounter problems at times or identify opportunities to improve the fan experience.

“One of the biggest changes we made over the years had to do with collecting money. We used to charge for parking as fans drove in but as we grew we began to back traffic up for five miles. The solution was simple, however. We now have free parking,” he said. Shuttle busses are used to move people from the parking lots to the show and ticket prices have gone up to recover the lost parking revenue.

Parking space on the airport continues to shrink due to airport development and Roach’s team is watching the situation closely. “We had the Blue Angels last year and we were very close to maxing out our parking lots. Last year we were 90 percent full so we will need to plan for the day when more parking is needed,” he said.

The success of the Houston parking plan is, like at other shows, the result of good relationships with local law enforcement and other organizations that handle the traffic. “We contract with the Houston Police Department to help move traffic and we pay a local Rotary Club and ROTC students to park cars. We’ve been working with the same people for many years, have several meetings with them ahead of time, and debrief after the first day to make sure we are all on the same page,” he says.

Roach said they are keeping an eye on the future and often find a need to tweak their routes in and out. He also says they know they will have to do more park-and-ride in the future so they are working now to get more of their fans to ride the busses. “We use three park-and-ride lots now and will have to do more in the future as our parking space is taken over by new buildings, but we are preparing for it and it’s going well,” Roach said.

In Ypsilanti, Michigan, the Thunder Over Michigan show has been going on for 17 years and organizers thought this year would be just like the past...that is, smooth traffic in and out. They believed that until a water main broke two weeks before the show, flooding three primary parking lots with one and a half million gallons of water. “There was no way our lots would dry out in time. We lost 25 percent of our parking and were expecting 75,000 people to see the Blue Angels,” said air show director Kevin Walsh.

The Ypsilanti show was saved because they found enough alternate parking space with multiple entry points, allowing them to bypass the flooded areas. “We were able to get people off the roads quickly. We separated the cars into eight lanes and processed 36 cars at a time. We knew that the more points of entry we could provide the faster traffic would flow.”

And if a show doesn’t have that flexibility, Roach said organizers need to be prepared to cut fences and install new gates, install new roads if necessary and do whatever else is required to get the job done. “We were allowed to put additional gates into our fences which gave us faster ingress and egress. This takes more people power to staff the gates but you will create havoc without them,” he said. In spite of the changes Roach said they did not receive a single complaint about their parking this year.

At the 2013 Oregon International Air Show (OIAS) in Hillsboro they were faced with a unique traffic problem...a problem that never materialized. Local media created a perception that the show just couldn’t overcome.

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The Hillsboro airport, 30 miles west of Portland, is directly across the street from the Washington County fairgrounds. Since the date of the fair remains consistent from year to year, and the air show dates fluctuate with the availability of a jet team, the air show organizers agreed they would do all they could to avoid a conflict. Over the years they did their best to honor this agreement, to the point they even turned down jet team opportunities rather than risk the conflict. But fearing the jet teams would stop calling if they said “no” too many times they had a change in attitude and going into 2013 they accepted a Blue Angels show on the same weekend as the fair.

“Not only was the fair unhappy with us but since the fairgrounds were right across the street we always used their parking lots for our fans,” said then air show president Judy Willey. She said not only did the decision create hard feelings with the fair board but the show lost valuable close-in parking space which the fair needed for its own crowd.

Willey and her staff met with fair organizers several times to discuss traffic management options and had what looked like a workable plan. They went to businesses around the airport for permission to use their parking lots, worked on improving traffic routes from two nearby freeway exits, and added additional signage to show the way. They also worked aggressively with public transportation agencies and encouraged ticket discounts for air show goers. They even provided a shuttle from the nearby lite rail station to the show. “We saw more people than ever before riding the train which was a real help because it cut down on the volume of cars we had to park,” said Willey. They also cross promoted the fair, urging fans to visit the fair one day and the air show the next.

Then, with plans in place, the reality of Sequestration slapped them in the face and

they lost the Blues. And without a jet team or other military support, attendance fell, just as it did for every other show on the jet team schedule. Unfortunately, the news media never got on board. “The media only talked about how bad the traffic was going to be. They never talked about the changes we had made to improve traffic flows. This hurt both the air show and the fair. There were no traffic issues that year at all but the perception became reality,” she said.

Both organizations were upset with the media, blaming negative comments for hurting attendance. But Willey said they learned some important lessons. First, it forced them to identify additional parking areas which helped the show’s bottom line because revenue from parking on fair grounds property always went to the fair. The second lesson was going back to the policy of not holding their show on county fair weekend. “When the Blue Angels called about coming for the 2015 show we felt we could handle the traffic but the issues in the community were just too great. We told them we would only accept them before the fair or after and they made it work for us.

In spite of the problems there were some lasting benefits. “We began selling parking passes ahead of time. When fans bought their tickets in advance they were also able to purchase parking passes for the more desirable lots. It worked well for us,” Willey said.

Current OIAS president, Bill Braack, said the show is maintaining its policy of not staging a show on the county fair weekend. They have reestablished a working relationship with the fair organizers and will again be using fairgrounds lots to park some of their fans. “There are always other lots we can use in the future if necessary but right now it is important to maintain good relationships with the fair and serve our fans the best way possible,” Braack said. ✈



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Greg Koontz and The Alabama Boys Secure American Legend Sponsorship Deal



Greg Koontz and a new, Alabama-based American Legend dealer on October 14 signed a sponsorship deal designed to showcase the Super Legend HP Cub and will include transportation, maintenance and logistics support for Koontz and his Alabama Boys air show team.

“Air shows are a unique marketing tool and companies are not easy to sell on the value,” said Koontz. “Sponsorship is about what you can do for them, not what you want them to do for you. It’s a relationship that needs to be built over time.”

The dealer, C & D Aviation located in Bessemer, Alabama, has agreed to team with The Alabama Boys as the company’s owner, Don Wade, believes air shows

and related publications that follow air shows are a preferred venue to promote the new Legend products. Koontz will fly a new Legend aircraft provided by C & D Aviation as part of the sponsorship terms.

American Champion Aircraft remains Greg Koontz Airshows’ key sponsor. “My key sponsor, American Champion Aircraft, has provided me great support and financial opportunities because I have provided them the market exposure I promised,” Koontz said. “I can only expect the same from Legend.”

Sponsorship is about what you can do for them, not what you want them to do for you. It’s a relationship that needs to be built over time.



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ICAS Member Earns Induction into Minnesota Aviation Hall of Fame

The Minnesota Aviation Hall of Fame, a non-profit organization that honors pioneer and historic Minnesotans for their contributions to aviation, on September 28 announced its 2016 Hall of Fame inductees.

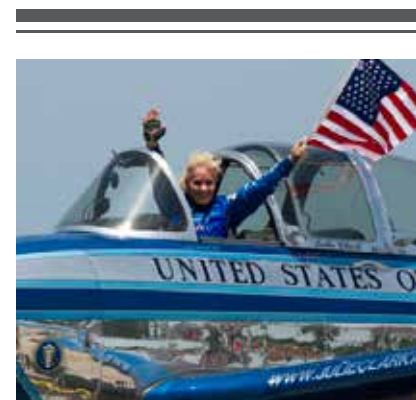
Julie Clark will be among seven individuals recognized at a banquet April 30, 2016, at the

Ramada Mall of America in Bloomington, Minnesota. The inductees represent legislators, pilots, flight instructors and inventors.

Clark was the first female pilot at a major airline, Hughes Air-West. Her storied career from 1976-2004 includes a logbook with 66 aircraft types, 33,000 hours of flying and the restora-

tion of her familiar silver and blue T-34 that she flies at air shows.

Since 1988, 184 individuals have achieved induction into the Minnesota Aviation Hall of Fame. The rest of the 2016 inductees include: Lloyd Alsworth, Edward L. Erickson, Melvin J. Maas, Edward T. Newberg, James L. Oberstar, and Boris Popov.



JULIE CLARK,
Pilot/Inductee

ICAS Member Inducted into Embry-Riddle Alumni Hall of Fame

Melissa Pemberton earned high honors from her alma mater on October 3, as she was inducted into the Embry-Riddle Aeronautical University Chancellor's Alumni Hall of Fame during the institution's 90th anniversary celebration OctoberWest Homecoming event and air show at its Prescott, Arizona campus.

Prescott Chancellor Frank Ayers established the Alumni Hall of Fame in 2012 to recognize the significant contributions of alumni to their profession, the community, the Prescott campus and the

university as a whole. Inductees are selected at the chancellor's discretion.

Pemberton is an award-winning aerobatic pilot, freely skydiver and champion rock climber who is known for her high-energy, action-packed routines in her Edge 540. In 2006-2007, she was the youngest female ever named to the U.S. Unlimited Aerobatic team. Also, with over 300 B.A.S.E. jumps, she is among the best in the world at freeflying and enjoys flying in her wingsuit.

She joins two other inductees: William L. Cusick, Vice Presi-

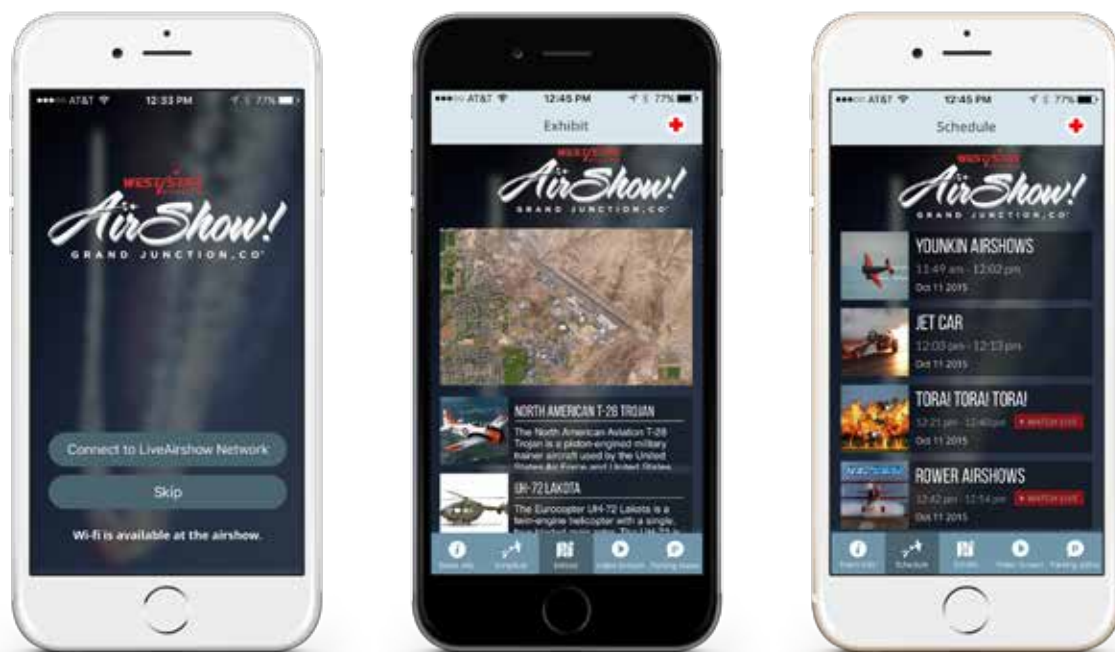
dent for Spares and Customer Support at Zodiac Aerospace, and Gabriel L. Navarrete, President and CEO of Urban Tactical Group, Inc.

Pemberton and her husband, Rex, return to Prescott regularly to perform at the Wings Out West Air Show, a free private show for alumni, current students, staff and their guests, which highlights the annual event. ICAS members were front and center at this year's show including National Aviation Hall of Fame inductee Patty Wagstaff, as well as Matt Chapman and Bill Stein.



MELISSA PEMBERTON,
Pilot/Inductee

New Live AirShow App Takes On-Site Spectators into the Cockpit



Sometimes inspiration comes in a simple, nondescript moment. An unrefined idea that may be in the back of one's mind suddenly becomes clear. In Gary Rower's case, clarity came while walking down a New York City street. The result will change the way spectators experience air shows and it comes in the form of a mobile application on their smartphone. It's called Live Airshow.

"I was walking through Manhattan and everywhere I looked people's faces were in their phones," said Rower, former ICAS board vice chairman, aviation consultant and air show pilot/performer. "I thought to myself, this has to be done."

The app's main feature provides event organizers the power to revolutionize air show spectator experiences. Using a proprietary camera system that feeds video through an on-site network, users literally see what the performers see in real-time. No lag. No delay. Via the app's scheduling information, users can follow

a link to the streaming video of the current performance.

To make this happen, Rower approached Dr. Jonathan Hoggard, who has a Ph.D. in Digital Media, and Kevin Ireland, an ICAS member and event organizer for nearly 20 years, and together they began TenFive Productions and developed the Live Airshow mobile app. The app, which is available in the iPhone's App Store and on Google Play for Android users, provides spectators with live point-of-view (POV) streaming, scheduling, static display and vendor information using state-of-the-art iBeacon technology.

"Once on site, when a spectator approaches, for example, a B-17 on static display, the app automatically provides detailed information about that specific exhibit," explained Rower. "This is a value for sponsors and vendors as well, because we can push timely messages to that customer promoting products or providing other useful information."

It's possible you've used this technology in your daily life. If you've downloaded a retailer's mobile app, such as Starbucks or Walgreens, and you're walking or driving past that store, the company can send you beacon notifications to capture your attention as you go by or as soon as you walk through the door.

Another app feature enables the air show organizer to reach spectators before they leave for the event by providing up-to-the-minute directions, traffic and parking information. By maintaining direct communication with local police departments, organizers are able to push out messages about what incoming roads are congested and which parking lots are full while offering alternate routes.

Recently beta tested at the West Star Aviation Grand Junction Air Show and with no pre-show promotion, over 5,000 spectators

downloaded and used the app during the two-day event. Cameras were installed with five performers: the U.S. Air Force Wings of Blue, Tora Tora Tora, Gary Rower, Buck Roetman, and Barry Hancock.

"We were working out bugs right up until the week of the show so we didn't have any pre-show marketing for the app," said Rower. "We placed about a dozen signs throughout the venue to let people know about it, and Danny Clisham added it to his announcing script every time we were streaming live."

Rower said he watched the crowd as the live streams were occurring and what he saw confirmed his gut feeling. "I saw spectators doing the 'head bob,'" he explained. "They were looking at their phones then looking up and pointing; they were fully engaged with the performance and the performers. The audience loved it, the show's marketing

director loved it, and most importantly the sponsors loved it."

The beta test achieved the intended - it identified problems that needed addressing before go-

ing live at a much larger venue with a much larger crowd at Hill Air Force Base in Utah next June. "We think we can be on as many as 30,000 devices at that show. It will be like having 30,000 individual Jumbotrons in spectators' hands."



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ICAS 2015 CALENDAR OF EVENTS

Dates	Name	Location	Performers	Contact
2015-01-01 2015-01-01	Florida International Airshow	PGD Punta Gorda, FL		Mike Dallenbach 941-627-0407
2015-01-10 2015-01-11	Cable Air Show	Upland, CA		
2015-01-16 2015-01-18	Wings Over Wairarapa 2015	Wairarapa, New Zealand		
2015-02-12 2015-02-15	20th Philippine International Hot Air Balloon Fiesta	Clark Field, Pampanga Philippines		
2015-02-15 2015-02-15	Stars & Stripes Air Show Spectacular	LRD Laredo, TX	Franklin's Flying Circus & Airshow; FIGHTERJETS, INC.; Indy Boys JET TRUCKS; AeroShell Aerobatic Team	Lisa Morales 956-722-0589
2015-02-21 2015-02-22	AIR FIESTA 2015	BRO Brownsville, TX	Mike 'Spanky' Gallaway; Announcer/Pilot; FIGHTERJETS, INC.; Tora Tora Tora; Freedom Flyers; Blastards/CAF	David Hughston 956-541-8585
2015-02-21 2015-02-21	Buckeye Air Fair	Buckeye, AZ		
2015-02-21 2015-02-21	Planes, Trains & Automobiles	Plant City, FL		
2015-02-27 2015-02-28	2015 Yuma Airshow	NYL MCAS Yuma, AZ	USMC AV-8B Harrier; Dan Buchanan Airshows; USMC MV-22 Osprey; Misty Blues All Woman Skydiving Team; SHOCKWAVE & Flash Fire Jet Trucks; Olivers SkyDancer; Gene Soucy Airshows; Chuck Aaron - Red Bull Helicopter	Greg McShane 928-269-3327
2015-03-13 2015-03-15	TICO Warbird Air Show	TIX Titusville, FL	USAF Thunderbirds; Paul Schulten Eagle Airshow; Classic Fighters of America; Wicked Willy Jet Funny Car; Sky Soldiers; Rag Wings & Radials Vintage Aircraft	Bob Boswell 321-268-1941
2015-03-14 2015-03-14	NAF El Centro Air Show	NJK NAF El Centro, CA	USN Blue Angels; Ace Maker Airshows; John Collver Warbird Airshows; Bill Cornick Airshows; Red Eagles Formation Team; Smoke-n-Thunder Jet Shows; Spencer Suderman Airshows; F/A-18 Super Hornet W Demo Team; Explosive Ordnance Detachment/CAF; USAF Parachute Team/Wings of Blue	Michelle Dee 760-339-2519
2015-03-21 2015-03-22	Los Angeles County Air Show	WJF Lancaster, CA	USAF Thunderbirds; USMC AV-8B Harrier; Younkin Airshows, Inc.; Gene Soucy Airshows; Bill Stein Airshows; F/A-18 Super Hornet W Demo Team	Dennis Dunbar 321-543-8837
2015-03-21 2015-03-22	Melbourne Air and Space Show	MLB Melbourne, FL	F-22 Raptor Demonstration Team; F-16 Viper Demo Team; USN Blue Angels; USMC MV-22 Osprey; GEICO Skytypers; USAF Heritage Flight; Mike Goulian Airshows	Bryan Lilley 717-583-0800
2015-03-21 2015-03-22	Thunder in the Valley Air Show	CSG Columbus, GA	Indy Boys JET TRUCKS; Jim Tobul Airshows; Trojan Horsemen; Jacquie B Airshows; Kent Pietsch Airshows (Pietsch Airshows); Sky Soldiers	Phaedra Childers 706-243-8954
2015-03-27 2015-03-29	Wings Over Flagler Rockin' the Runways	Palm Coast, FL		
2015-03-28 2015-03-29	Tuscaloosa Regional Airshow	TCL Tuscaloosa, AL	USN Blue Angels; Michael Wiskus and Lucas Oil Airshows; USMC MV-22 Osprey; Rob Holland Ultimate Airshows, LLC; Younkin Airshows, Inc.; Gary Ward Airshows; CAF/ CenTex Wing; AT-11 Beech; Team AeroDynamix; F-22 Raptor Demonstration Team	Tera Tubbs 205-248-5800
2015-03-28 2015-03-28	Riverside Airshow 2015	RAL Riverside, CA	John Collver Warbird Airshows; Chuck Coleman Airshows; Jon Melby Aerosports, Inc.; Dr D's Old-Time Aerobatics; Smoke-n-Thunder Jet Shows	Tom Miller 951-682-1771
2015-03-28 2015-03-29	Thunder on the Bay Airshow	BIX Keesler AFB, MS	USAF Thunderbirds; Ace Maker Airshows; Rower Airshows; US Army Parachute Team Golden Knights; FIGHTERJETS, INC.	Lt Col Brad Boudreaux 985-635-9127

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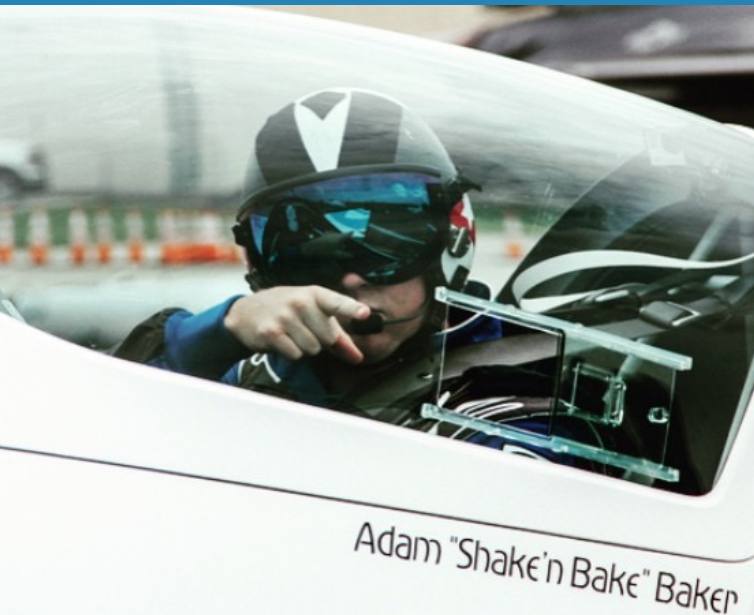


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I C A S 2 0 1 5 C A L E N D A R O F E V E N T S

Dates	Name	Location	Performers	Contact
2015-04-11 2015-04-12	MCAS Beaufort Airshow	NBC Beaufort, SC	USN Blue Angels; Patty Wagstaff Airshows, Inc.; USMC JSF F-35B; Mike Goulian Airshows; Rob Holland Ultimate Airshows, LLC; GEICO Skytypers; Jim Tobul Airshows; Rag Wings & Radials Vintage Aircraft; USMC AV-8B Harrier; Special Operations Command - The Para-Commandos; F-16 Viper Demo Team	Mark Hamilton 843-228-6316
2015-04-11 2015-04-12	Gulf Coast Salute	Tyndall AFB, FL		
2015-04-17 2015-04-19	New Smyrna Beach Balloon and Skyfest	EVB New Smyrna Beach, FL	Patty Wagstaff Airshows, Inc.; AeroShell Aerobatic Team; Aaron Tippin; Telling Airshows; Younkin Airshows, Inc.; Gene Soucy Airshows; Indy Boys JET TRUCKS; Sky Soldiers; Paul Schulten Eagle Airshow; CAF Red Tail Squadron; Jimmy Fordham Airshows	Steve Clegg 386-451-8978
2015-04-18 2015-04-19	American Heroes Air Show	Camp Mabry, Austin, TX		Jim Paules 818-631-8132
2015-04-18 2015-04-19	Wings Over South Texas	NAS Corpus Christi, TX		
2015-04-18 2015-04-18	Thunder Over Louisville	SDF Louisville, KY	Ladies for Liberty, LLC; Canadian Harvard Aerobatic Team; Bill Leff Airshows; Trojan Horsemen; Billy Werth Airshows, LLC; USMC AV-8B Harrier; Ace Maker Airshows; US Army Parachute Team Golden Knights; F/A-18 East Coast Demo Team	Wayne Hettinger 502-767-2255
2015-04-18 2015-04-18	Walterboro Wings-n-Wheels	Walterboro, SC		
2015-04-18 2015-04-19	CAF Dixie Wing WWII Heritage Days	Peachtree City, GA		
2015-04-21 2015-04-26	Sun 'n Fun International Fly-In & Expo	LAL Lakeland, FL	Rower Airshows; USAF Thunderbirds; Franklin's Flying Circus & Airshow; CAF Red Tail Squadron; Redline Air Shows; Ace Maker Airshows; Breitling Jet Team; Wild Blue Rodeo, LLC; Jacquie B Airshows; Raiders; AeroShell Aerobatic Team; Aerostars Formation Aerobatic Team; Bill Stein Airshows; Matt Chapman Airshows	Greg Gibson 863-404-4041
2015-04-25 2015-04-26	Vidalia Onion Festival Air Show	Vidalia, GA		
2015-04-25 2015-04-25	CAF Bluebonnet Air Show	Burnet, TX		
2015-04-25 2015-04-25	Take to the Skies AirFest	DUA Durant, OK	Kate Kyer Aerobatics; FIGHTERJETS, INC.; Trojan Phlyers; Jacquie B Airshows	Debby Standefer 303-862-2869
2015-04-25 2015-04-25	2015 Thomas Air Show and Fly-In	Thomas, OK		
2015-05-01 2015-05-03	Central Texas Airshow	TPL Temple, TX	Texas T-Cart Airshows; Jacquie B Airshows; Vertigo Airshows; Tora Tora Tora; AeroShell Aerobatic Team; Paul Schulten Eagle Airshow	Beth Jenkins 512-869-1759
2015-05-01 2015-05-01	15 Wing Moose Jaw RCAF Snowbirds Home Opener	Moose Jaw, SK		
2015-05-02 2015-05-03	Dyess Big Country Airfest	DYS Abilene, TX	USAF Thunderbirds; US Army Parachute Team Golden Knights; USMC AV-8B Harrier; FIGHTERJETS, INC.	Kevin McGlone 325-696-8834
2015-05-02 2015-05-02	Manassas Open House and Air Show	HEF Manassas, VA	Breitling Jet Team; Scott Francis Airshows; Matt Chapman Airshows; Firebirds XTreme; Nalls Aviation, Inc.; Pamela Marie P-51 Airshows; YakAttack Airshows	Kevin Rychlik 703-368-9599
2015-05-02 2015-05-03	Defenders of Liberty Open House & Airshow	BAD Barksdale AFB, LA	USN Blue Angels; US Army Parachute Team Golden Knights; Ace Maker Airshows; SHOCKWAVE & Flash Fire Jet Trucks; FIGHTERJETS, INC.	Lt Col Scott Bussanmas 318-456-5158

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Dates	Name	Location	Performers	Contact
2015-05-02 2015-05-03	Planes of Fame Airshow 2015	CNO Chino, CA	CF-18 National Demo Team; John Collver Warbird Airshows; Ace Maker Airshows; USAF Heritage Flight; F-22 Raptor Demonstration Team; Clay Lacy Aviation; Sean D Tucker - Aviation Specialties; Harrison Airshows; Planes of Fame Air Museum	Steve Hinton 909-597-4754
2015-05-03 2015-05-03	JMSDF/MCAS Iwakuni Friendship Day 2015 Air Show	JOI MCAS Iwakuni, Japan		Maj Robert Carlson 81-82779-3581
2015-05-08 2015-05-08	Arsenal of Democracy WWII Victory Capitol Flyover	Washington, DC		
2015-05-09 2015-05-10	Quad City Air Show	DVN Davenport, IA	USN Blue Angels; Rifle Airshows, LLC; Dave Dacy Airshows, Inc.; SHOCKWAVE & Flash Fire Jet Trucks; Misty Blues All Woman Skydiving Team; Ace Maker Airshows; G&M Airshows; DreamBIG Entertainment, LLC; Commemorative Air Force; Radial Rumble; Dragon Aviation, Inc.; Mustang Aerobatics	Ken Hopper 563-322-7469
2015-05-09 2015-05-10	Salute America Air Show	PUJ Dallas, GA	US Army Parachute Team Golden Knights; Younkin Airshows, Inc.; Rower Airshows; Gary Ward Airshows; Indy Boys JET TRUCKS; AeroShell Aerobatic Team; Chuck Coleman Airshows; Canadian Forces Snowbirds; CF-18 National Demo Team; Jim Tobul Airshows; Larry King Airshows; Quick Silver P-51 Airshows	Brent Sparks 678-448-8872
2015-05-09 2015-05-09	Estrella Warbirds, Wings & Wheels	Paso Robles, CA		
2015-05-09 2015-05-10	2015 Millville Airshow	Millville, NJ		
2015-05-09 2015-05-10	Valdez May Day Fly-in and Air Show	Valdez, AK		
2015-05-09 2015-05-09	Corsicana Airsho	Corsicana, TX		
2015-05-10 2015-05-11	Joint Base McGuire-Dix- Lakehurst Open House	WRI JB McGuire-Dix- Lakehurst, NJ	Raiders	Angel Lopez 609-754-3894
2015-05-13 2015-05-13	Snowbirds Over Winston Airshow/Carolina Air & Auto Center Open House	Winston-Salem, NC		
2015-05-15 2015-05-17	Warbirds Over the Beach	Virginia Beach, VA	Military Aviation Museum	Chris Vtipil 757-233-6556
2015-05-16 2015-05-17	Wings Over Wayne	GSB Seymour Johnson AFB, NC	USAF Thunderbirds; Ace Maker Airshows; US Army Parachute Team Golden Knights; FIGHTERJETS, INC.; F-22 Raptor Demonstration Team; USAF Heritage Flight; Tora Tora Tora; Patty Wagstaff Airshows, Inc.; Younkin Airshows, Inc.; Matt Chapman Airshows; Stallion 51 Corp	Air Show Office 919-722-2101
2015-05-16 2015-05-17	The Great New England Air Show	CEF Westover ARB/ Chicopee, MA	GEICO Skytypers; F-22 Raptor Demonstration Team; Canadian Forces Snowbirds; US Army Parachute Team Golden Knights; USN Blue Angels; CF-18 National Demo Team; Sean D Tucker - Aviation Specialties; American Airpower Museum; Yankee Air Force, Inc.; Rob Holland Ultimate Airshows, LLC	Alan Chwalek 413-283-7077
2015-05-16 2015-05-17	Warbirds Over Addison - Gathering of Corsairs	Addison, TX	Greg Shelton Air Shows; Jim Tobul Airshows; Cavanaugh Flight Museum	Kevin Raulie 972-380-8800
2015-05-16 2015-05-16	Hangar 24 AirFest and 7th Anniversary Celebration	REI Redlands, CA	John Collver Warbird Airshows; Vicky Benzing Aerosports; Smoke-n-Thunder Jet Shows; Jon Melby Aerosports, Inc.; Pemberton Aerosports; Kent Pietsch Airshows (Pietsch Airshows); Red Eagles Formation Team	Mark Burkholder 909-389-1400 x119

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Dates	Name	Location	Performers	Contact
2015-05-16 2015-05-16	Auburn Opelika Airshow	Auburn, AL		
2015-05-16 2015-05-16	Warbirds Over Hondo - Armed Forces Day	Hondo, TX		
2015-05-19 2015-05-25	Salute to Veterans 27th Annual Celebration	COU Columbia, MO	Trojan Phlyers; Valiant Echoes; Ace Maker Airshows; Commemorative Air Force; US Army Parachute Team Golden Knights; USMC MV-22 Osprey; Canadian Forces Snowbirds; F/A-18 Super Hornet W Demo Team	Mary Posner 573-449-6520
2015-05-20 2015-05-22	U.S. Naval Academy Air Show/Graduation Flyover	Annapolis, MD	USN Blue Angels	
2015-05-23 2015-05-24	Discover Aviation & Airshow Spectacular	Yukon, OK		
2015-05-23 2015-05-24	Bethpage Air Show at Jones Beach	FRG Wantagh, NY	US Army Parachute Team Golden Knights; USAF Thunderbirds; Breitling Jet Team; GEICO Skytypers; Sean D Tucker - Aviation Specialties; American Airpower Museum; Matt Chapman Airshows; John Klatt Airshows, Inc./Air National Guard; John Klatt Airshows, Inc./Jack Link's Beef Jerky	George Gorman Jr. 631-321-3403
2015-05-23 2015-05-24	Rochester International Airshow 2015	ROC Rochester, NY	USN Blue Angels; CF-18 National Demo Team; Wild Blue Rodeo, LLC; Rob Holland Ultimate Airshows, LLC; Quick Silver P-51 Airshows; Jim Tobul Airshows; OTTO - Prop & Rotor Aviation, Inc.; Rag Wings & Radials Vintage Aircraft; Raiders; Michael Wiskus and Lucas Oil Airshows; Bill Leff Airshows	Dave Cooper 585-447-9001
2015-05-27 2015-05-27	Anderson Regional Airshow	Anderson, SC		
2015-05-28 2015-05-28	U.S. Air Force Academy Graduation Flyover	Colorado Springs, CO		
2015-05-30 2015-05-30	Good Neighbor Day Air Show and Open House	PDK Atlanta, GA	Gary Ward Airshows; Greg Connell Airshows; Skip Stewart Airshows; The Alabama Boys by Greg Koontz Airshows; Larry King Airshows; Jim Tobul Airshows; Quick Silver P-51 Airshows; Rower Airshows; Wild Horse Aviation; Wicked Willy Jet Funny Car; Walkabout Tigers Aerobatic Team	Mike Van Wie 770-936-5440
2015-05-30 2015-05-31	Rhode Island National Guard Open House & Air Show	OQU North Kingstown, RI	USN Blue Angels; Canadian Forces Snowbirds; CF-18 National Demo Team; Ace Maker Airshows; SHOCKWAVE & Flash Fire Jet Trucks; Breitling Jet Team; Rob Holland Ultimate Airshows, LLC; GEICO Skytypers; John Klatt Airshows, Inc./Air National Guard; John Klatt Airshows, Inc./Jack Link's Beef Jerky; F-16 Viper Demo Team; USAF Heritage Flight; Sean D Tucker - Aviation Specialties	Capt Mike Martin 401-639-1246
2015-06-03 2015-06-03	North Bay Air Show	North Bay, ON		
2015-06-05 2015-06-07	Rockford AirFest	RFD Rockford, IL	USN Blue Angels; F-22 Raptor Demonstration Team; Firebirds XTreme; AeroShell Aerobatic Team; US Army Parachute Team Golden Knights; Nalls Aviation, Inc.; Dave Dacy Airshows, Inc.; Tora Tora Tora	Airport Administration 815-969-4000
2015-06-05 2015-06-07	Mid-Atlantic Air Museum 25th Annual World War II Weekend	RDG Reading, PA	Yankee Air Force, Inc.; Valiant Echoes; Rag Wings & Radials Vintage Aircraft; Greg Shelton Air Shows; American Airpower Museum; Canadian Warplane Heritage Museum; CAF Red Tail Squadron; Commemorative Air Force	Russ Strine 610-372-7333
2015-06-06 2015-06-06	CAF/Indiana Wing Warbird Expo '15	Fishers, IN		
2015-06-06 2015-06-07	Heart of Texas Airshow	CNW Waco, TX	Trojan Phlyers; Mike 'Spanky' Gallaway - Announcer/Pilot; Kate Kyer Aerobatics; US Army Parachute Team Golden Knights; Kent Pietsch Airshows (Pietsch Airshows); USAF Thunderbirds; Gene Soucy Airshows	Debby Standefer 303-862-2869

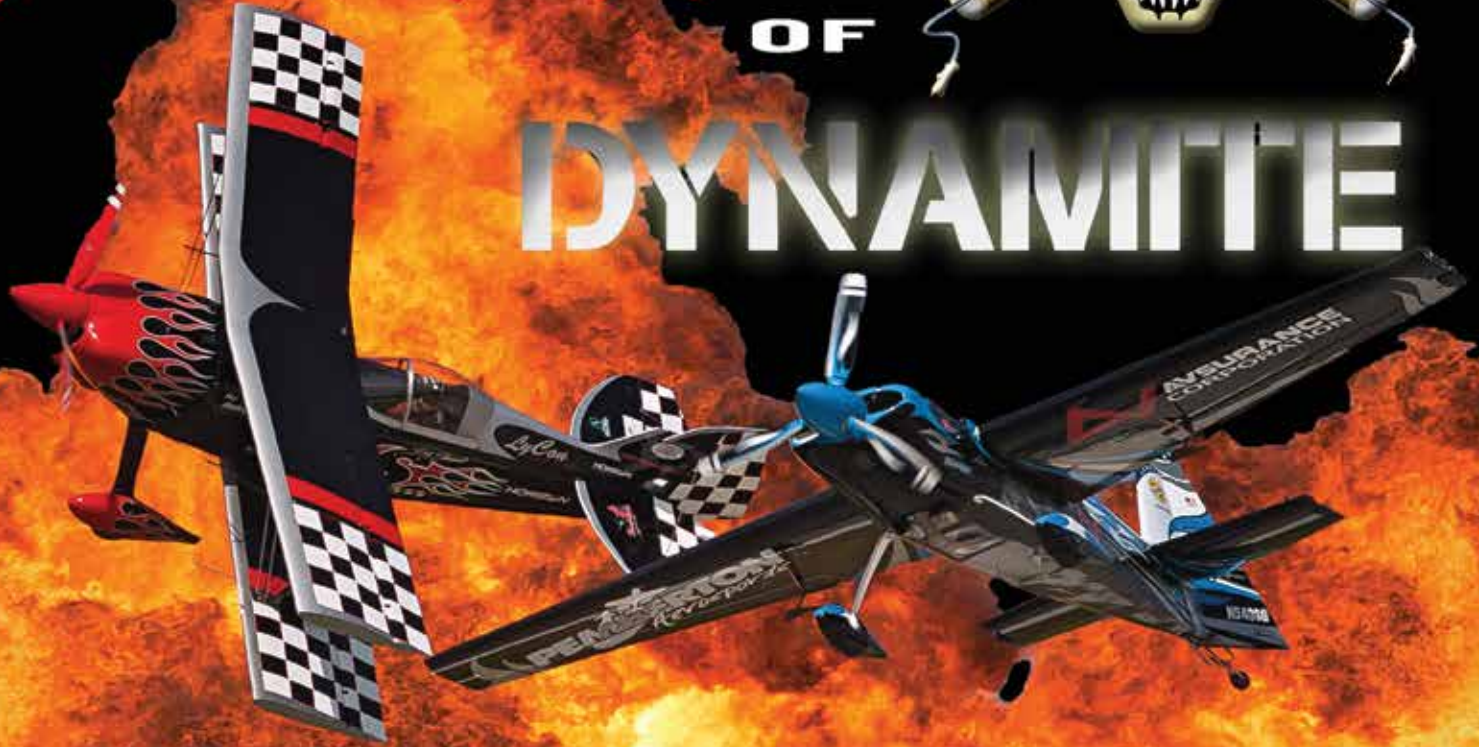
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Dates	Name	Location	Performers	Contact
2015-06-06 2015-06-06	Ada Air Expo	ADH Ada, OK	Manfred Radius Airshows; The Alabama Boys by Greg Koontz Airshows; Curt Richmond Airshows; Adam Baker's Playful Airshows	Bruce Huddleston 580-436-2803
2015-06-06 2015-06-06	Rusk County Fly-In & Airshow	Henderson, TX		
2015-06-07 2015-06-07	Air Race 1 World Cup	Monastir, Tunisia		
2015-06-10 2015-06-10	Fort Francis Air Show	Fort Francis, ON		
2015-06-13 2015-06-14	Wings over Whiteman	SZL Knob Noster, MO	USAF Thunderbirds; US Army Parachute Team Golden Knights; Ace Maker Airshows; SHOCKWAVE & Flash Fire Jet Trucks; FIGHTERJETS, INC.	Cathy Roberts 660-687-2950
2015-06-13 2015-06-14	OC Air Show	WAL Ocean City, MD	USN Blue Angels; Breitling Jet Team; F-22 Raptor Demonstration Team; Michael Wiskus and Lucas Oil Airshows; John Klatt Airshows, Inc./Air National Guard; USAF Heritage Flight	Bryan Lilley 717-583-0800
2015-06-13 2015-06-13	Military Aviation Museum Flying Proms	Virginia Beach, VA	Military Aviation Museum	Chris Vtipil 757-490-3157
2015-06-13 2015-06-14	Spectacle Aerien de Rimouski - Rimouski Air Show	Rimouski, QC		
2015-06-13 2015-06-13	The Highest Show on Earth	DLC Dillon, CO	Rower Airshows; Wild Horse Aviation; Don Nelson Air Shows; Golden Age Airshows	Bob Evans 970-418-3242
2015-06-15 2015-06-21	International Paris Air Show	Paris, France		
2015-06-16 2015-06-16	Lafleur -- Agri-Marche Airshow	Saint-Isidore, QC		
2015-06-19 2015-06-21	Hollister Airshow	CVH Hollister, CA	Dr D's Old-Time Aerobatics; Spencer Suderman Airshows; Vicky Benzing Aerosports; Carl Liepold Airshows	Mike Chambliss 831-636-4365
2015-06-20 2015-06-21	Wings Over Gaylord Air Show	Gaylord, MI		
2015-06-20 2015-06-20	Ray Fagen Memorial WWII Warbird Airshow	GDB Granite Falls, MN	AeroShell Aerobatic Team; Fagen Fighters WWII Museum; Texas Flying Legends Museum; Ole Yeller Air Shows	Evan Fagen 651-485-5640
2015-06-20 2015-06-21	Spectacle Aerien International Bagotville	CYBG Bagotville, QC	Canadian Forces Snowbirds; US Army Parachute Team Golden Knights; CF-18 National Demo Team; SHOCKWAVE & Flash Fire Jet Trucks	Michel Aubin 418-677-4000 x4575
2015-06-20 2015-06-21	Westmoreland County Air Show	LBE Latrobe, PA	USN Blue Angels; Michael Wiskus and Lucas Oil Airshows; GEICO Skytypers; The Alabama Boys by Greg Koontz Airshows; Mike Goulian Airshows; Raiders; John Klatt Airshows, Inc./Air National Guard	Gabe Monzo 724-539-8100
2015-06-20 2015-06-20	American Heroes Air Show	Hansen Dam Complex, Los Angeles, CA		Jim Paules 818-631-8132
2015-06-20 2015-06-20	Denton Airshow	Denton, TX		
2015-06-20 2015-06-21	Vectren Dayton Air Show	DAY Dayton, OH	US Army Parachute Team Golden Knights; USAF Thunderbirds; Breitling Jet Team; John Klatt Airshows, Inc./Jack Link's Beef Jerky; Younkin Airshows, Inc.; Sean D Tucker - Aviation Specialties; SHOCKWAVE & Flash Fire Jet Trucks; F/A-18 East Coast Demo Team; US Coast Guard (SAR)	Terry Grevious 937-898-5901 x135
2015-06-20 2015-06-20	Lee's Summit Airport Open House	Lee's Summit, MO		

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Event Operations /
Military Coordination

ICAS 2015 CALENDAR OF EVENTS

Dates	Name	Location	Performers	Contact
2015-06-20 2015-06-21	AirShow San Diego	SEE El Cajon, CA	John Collver Warbird Airshows; Red Eagles Formation Team; Julie Clark Airshows dba American Aerobatics, Inc.; Planes of Fame Air Museum; Commemorative Air Force; Golden Wings Parachute Team	Christopher Van Stelle 619-871-8061
2015-06-20 2015-06-21	Wings & Wheels Air Show & Expo	Teterboro, NJ		
2015-06-21 2015-06-21	Canby's Father's Day Air Show & Fly-In	Canby, MN		
2015-06-24 2015-06-24	Goderich Air Show	Goderich, ON		
2015-06-26 2015-06-26	Wright-Patterson AFB Open House/AFMC Freedom's Call Tattoo	Wright-Patterson AFB, OH		
2015-06-27 2015-06-28	Cameron Air Show	Cameron, MO		
2015-06-27 2015-06-28	Celebrate Neosho Airshow	Neosho, MO		
2015-06-27 2015-06-28	Minnesota Air Spectacular	MKT Mankato, MN	USAF Thunderbirds; Sean D Tucker - Aviation Specialties; John Klatt Airshows, Inc./Jack Link's Beef Jerky; F/A-18 Super Hornet W Demo Team; Commemorative Air Force; Dave Dacy Airshows, Inc.; John Klatt Airshows, Inc./Air National Guard; US Army Parachute Team Golden Knights; Kent Pietsch Airshows (Pietsch Airshows)	Mark Knoff 507-995-3051
2015-06-27 2015-06-27	Greenwood Aviation Expo 2015	Greenwood, SC		
2015-06-27 2015-06-27	Livingston County Airshow	Howell, MI		
2015-06-27 2015-06-28	Olympic Air Show	OLM Olympia, WA	CAF Red Tail Squadron; Olympic Flight Museum; Bud Granley Airshows; Hammerhead Aerobatics	Teri Thorning 360-705-3925
2015-06-27 2015-06-27	Menomonie Airfest & Autorama	LUM Menomonie, WI	Grant Nielsen Air Shows; Darrel Massman; Erik Edgren Airshows	Grant Nielson 612-987-8567
2015-06-27 2015-06-28	Evansville ShrinersFest and Air Show	EVV Evansville, IN	USN Blue Angels; Billy Werth Airshows, LLC; Jacquie B Airshows; JT Airshows; F-16 Viper Demo Team; Canadian Forces Snowbirds; USAF Heritage Flight; Mustang Aerobatics	Rick Kaskel 812-421-7700
2015-06-28 2015-06-28	Air Race 1 World Cup	Lleida, Catalunya, Spain		
2015-06-30 2015-06-30	Wings Over Ottawa-Gatineau en vol	CYND Gatineau, QC	Canadian Forces Snowbirds; CF-18 National Demo Team	Alison Slack 819-669-9603 x223
2015-07-01 2015-07-01	Canada Day Flyby Over Parliament Hill	Ottawa, ON		
2015-07-01 2015-07-05	Battle Creek Field of Flight Air Show & Balloon Festival	BTL Battle Creek, MI	Matt Chapman Airshows; Rob Holland Ultimate Airshows, LLC; Bill Stein Airshows; OTTO - Prop & Rotor Aviation, Inc.; Skip Stewart Airshows; Dave Dacy Airshows, Inc.; Franklin's Flying Circus & Airshow; F-22 Raptor Demonstration Team; Firewalkers International Pyro, LLC; Indy Boys JET TRUCKS; Firebirds XTreme; USAF Heritage Flight; USAF HQ ACC/A3; Warbird Heritage Foundation; Mustang Aerobatics	Barbara Haluszka 269-962-0592
2015-07-03 2015-07-04	Dubuque Air Show & Fireworks	DBQ Dubuque, IA	US Army Parachute Team Golden Knights; USMC MV-22 Osprey; Aerostars Formation Aerobatic Team; F-16 Viper Demo Team; USAF Heritage Flight; F/A-18 Super Hornet W Demo Team	Perry Mason 563-690-0815

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Dates	Name	Location	Performers	Contact
2015-07-03 2015-07-03	Kaboom Town: Addison Airport Air Show	Addison, TX		
2015-07-04 2015-07-05	National Cherry Festival Airshow	TVC Traverse City, MI	USAF Thunderbirds; KC Aerosports, LLC; John Klatt Airshows, Inc./Air National Guard; F/A-18 East Coast Demo Team	Mandy DePuy 231-947-4230
2015-07-04 2015-07-05	Tacoma Freedom Fair & Air Show	Tacoma, WA		
2015-07-04 2015-07-05	Chippewa Valley Airshow	EAU Eau Claire, WI	USN Blue Angels; Ace Maker Airshows; SHOCKWAVE & Flash Fire Jet Trucks; F-16 Viper Demo Team	Matt Hill 715-832-6671
2015-07-05 2015-07-05	Thunder Over Cedar Creek Lake	TYR Cedar Creek Lake, Tyler, TX	FIGHTERJETS, INC.; Jacquie B Airshows; AeroShell Aerobatic Team	Randy Ball 214-676-0233
2015-07-08 2015-07-08	Winnipegosis Air Show	Winnipegosis, MB		
2015-07-09 2015-07-11	Arlington Fly-In	Arlington, WA		
2015-07-10 2015-07-12	National Warplane Museum Airshow: The Greatest Show on Turf	D52 Geneseo, NY	Greg Shelton Air Shows; Kent Pietsch Airshows (Pietsch Airshows); FIGHTERJETS, INC.; Rob Holland Ultimate Airshows, LLC; JayMatt Aviation, LLC; Quick Silver P-51 Airshows; Mark Murphy; American Airpower Museum; Nalls Aviation, Inc.; YakAttack Airshows; Canadian Warplane Heritage Museum; Pamela Marie P-51 Airshows; Wild Blue Rodeo, LLC	Austin Wadsworth 585-243-2100
2015-07-10 2015-07-11	Pensacola Beach Air Show	Pensacola Beach, FL		
2015-07-11 2015-07-12	AirExpo 2015	Eden Prarie, MN		
2015-07-11 2015-07-11	Qualicum Beach Airport Day & Airshow	Parksville, BC		
2015-07-11 2015-07-12	Gary Air Show	GYG Gary, IN	US Army Parachute Team Golden Knights; USAF Thunderbirds; Aerostars Formation Aerobatic Team; F/A-18 Super Hornet W Demo Team; Bill Stein Airshows; Dave Dacy Airshows, Inc.; Lima Lima Flight Team; Firebirds XTreme; Matt Chapman Airshows	Lori Latham 219-886-7099
2015-07-11 2015-07-12	Canada Remembers Our Heroes	CYXE Saskatoon, SK	CF-18 National Demo Team; Canadian Forces Snowbirds; SkyHawks, Canadian Forces Parachute Team	Brian Swidrovich 306-242-4157
2015-07-11 2015-07-11	12th Annual WingNuts Flying Circus Air Show and Fly-In	K57 Tarkio, MO	Franklin's Flying Circus & Airshow; Michael Wiskus and Lucas Oil Airshows; Valiant Echoes; Chuck Aaron - Red Bull Helicopter; Texas Flying Legends Museum; Rower Airshows; John Klatt Airshows, Inc./Air National Guard; Tora Tora Tora	Brooks Hurst 816-244-6927
2015-07-11 2015-07-12	Wales National Airshow	Swansea Bay, Wales		
2015-07-11 2015-07-12	Flying Legends Airshow	Duxford, Cambridgeshire, UK		
2015-07-11 2015-07-12	Truckee Tahoe Air Show & Family Festival	TRK Truckee, CA	Ace Maker Airshows; Dan Buchanan Airshows; Spencer Suderman Airshows; Anna Serbinenko, Sky Dancer	Tim LoDolce 530-386-3100
2015-07-11 2015-07-15	Prince Albert Air Fair	CYPA Prince Albert, SK	Canadian Forces Snowbirds; CF-18 National Demo Team; Commemorative Air Force; Stefan Trischuk Aerosports, Inc.	Bob Spracklin 306-953-3458 / 306-960-3373
2015-07-11 2015-07-12	Old Fort MacArthur Airshow	San Pedro, CA		
2015-07-13 2015-07-15	Gathering of Eagles XII Air Show at Lost Nation Airport	Willoughby, OH		

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Dates	Name	Location	Performers	Contact
2015-07-17 2015-07-19	Intel Oregon International Air Show	HIO Hillsboro, OR	USN Blue Angels; Ace Maker Airshows; John Klatt Airshows, Inc./Air National Guard; Wild Thing Airshows & Announcing; Jacquie B Airshows; F-16 Viper Demo Team; Vicky Benzing Aerosports	Bill Braack 503-629-0706
2015-07-17 2015-07-19	The Royal International Air Tattoo	GVA RAF Fairford, UK	The Red Arrows; Swiss Air Force	Richard Arquati 011-44-1285-713300
2015-07-18 2015-07-19	Wings over Springbank Airshow	Springbank, AB		
2015-07-18 2015-07-18	Kokomo Wings & Wheels	Kokomo, IN		
2015-07-18 2015-07-19	914th Airlift Wing Thunder of Niagara Open House	IAG Niagara Falls, NY	USAF Thunderbirds; US Army Parachute Team Golden Knights; Trojan Horsemen; The Alabama Boys by Greg Koontz Airshows; USMC AV-8B Harrier; Gary Ward Airshows; American Airpower Museum; FIGHTERJETS, INC.; Wild Blue Rodeo, LLC; Quick Silver P-51 Airshows; Rick Volker Airshows	Maj Ben Canetti 716-236-3232
2015-07-18 2015-07-18	Wings & Wheels Bath County 2015	Hot Springs, VA		
2015-07-18 2015-07-19	Airdrie Airshow	Airdrie, AB		
2015-07-20 2015-07-26	EAA AirVenture Oshkosh 2015	OSH Oshkosh, WI	Breitling Jet Team; Redline Air Shows; USMC AV-8B Harrier; F-22 Raptor Demonstration Team; Gene Soucy Airshows; Sean D Tucker - Aviation Specialties; Mike Goulian Airshows; AeroShell Aerobatic Team; Vertigo Airshows; Rifle Airshows, LLC; Patty Wagstaff Airshows, Inc.; Pemberton Aerosports; Younkin Airshows, Inc.; Franklin's Flying Circus & Airshow; Rob Holland Ultimate Airshows, LLC; Matt Chapman Airshows; Bill Stein Airshows; Skip Stewart Airshows; Jim Peitz Aerosports, Inc.; Vicky Benzing Aerosports; The Alabama Boys by Greg Koontz Airshows; OTTO - Prop & Rotor Aviation, Inc.; Wild Blue Rodeo, LLC	Dennis Dunbar 812-240-4548
2015-07-22 2015-07-22	Frontier Days Airshow	Cheyenne, WY		
2015-07-22 2015-07-22	Rocky Mountain House Airshow	CYRM Rocky Mountain House, AB	Bud Granley Airshows; Kent Pietsch Airshows (Pietsch Airshows); Canadian Forces Snowbirds; CF-18 National Demo Team; Manfred Radius Airshows; Team Rocket; AV8FX Airshow Pyro; Stefan Trischuk Aerosports, Inc.	Wendy Fowler 403-844-1985
2015-07-24 2015-07-26	Tri-City Water Follies HAPO Over the River Airshow	PSC Kennewick, Pasco, WA	The Patriots Jet Team; Anna Serbinnenko, Sky Dancer; F-16 Viper Demo Team; Michael Wiskus and Lucas Oil Airshows; Heritage Flight Museum	Kathy Powell 509-783-4675
2015-07-24 2015-07-25	Alberta International Air Show	YQL Lethbridge, AB	Canadian Forces Snowbirds; CF-18 National Demo Team; Stefan Trischuk Aerosports, Inc.; Brent Handy Aerobatics; Ace Maker Airshows; Yellow Thunder; Team Rocket; Marcus Paine - Unusual Attitudes	Brent Botfield 403-380-4245
2015-07-24 2015-07-26	Milwaukee Air & Water Show	Milwaukee, WI		
2015-07-25 2015-07-25	Boundary Bay AirShow	Delta, BC		
2015-07-25 2015-07-26	Fargo Airsho	FAR Fargo, ND	USN Blue Angels; Skip Stewart Airshows; Kent Pietsch Airshows (Pietsch Airshows); Indy Boys JET TRUCKS; John Klatt Airshows, Inc./Air National Guard; USMC AV-8B Harrier; Franklin's Flying Circus & Airshow	Dick Walstad 701-235-3895

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2015-07-25 2015-07-26	Fly Iowa 2015	MCW Mason City, IA	Younkin Airshows, Inc.; Julie Clark Airshows dba American Aerobatics, Inc.; Mike 'Spanky' Gallaway - Announcer/Pilot; The Vanguard Squadron; Texas Flying Legends Museum; Erik Edgren Airshows	Adam Glowaski 515-229-2986
2015-07-26 2015-07-26	North Fraser Airshow & CYPK Airport Day	Pitts Meadows, BC		
2015-07-26 2015-07-26	Medicine Hat Family Fun & Flight	Medicine Hat, AB		
2015-07-29 2015-07-29	Fort St John Airshow	Fort St John, BC		
2015-08-01 2015-08-02	Seafair Boeing Airshow & Albert Lee Hydroplane Race	BFI Seattle, WA	USN Blue Angels; Breitling Jet Team; USMC AV-8B Harrier; F-22 Raptor Demonstration Team; Sean D Tucker - Aviation Specialties; John Klatt Airshows, Inc./Air National Guard; Matt Chapman Airshows; Flying Heritage Collection	Frank Sebastian 253-261-0034
2015-08-01 2015-08-02	Quesnel SkyFest	CYQZ Quesnel, BC	Canadian Forces Snowbirds; Precision Exotics; SkyHawks, Canadian Forces Parachute Team; CF-18 National Demo Team; SHOCKWAVE & Flash Fire Jet Trucks; AV8FX Airshow Pyro; Manfred Radius Airshows; Kent Pietsch Airshows (Pietsch Airshows); Marcus Paine - Unusual Attitudes; Jon Melby Aerosports, Inc.; Bud Granley Airshows; Stefan Trischuk Aerosports, Inc.	Barb van Halderen 250-249-5151
2015-08-05 2015-08-05	Penticton Air Show	Penicton, BC		
2015-08-07 2015-08-09	Abbotsford International Airshow	CYXX Abbotsford, BC	Heritage Flight Museum; Canadian Forces Snowbirds; CF-18 National Demo Team; Breitling Jet Team; Dan Buchanan Airshows; Gene Soucy Airshows; Kent Pietsch Airshows (Pietsch Airshows); Brent Handy Aerobatics; Smoke-n-Thunder Jet Shows; AV8FX Airshow Pyro; SkyHawks, Canadian Forces Parachute Team; F-22 Raptor Demonstration Team; The Horsemen Flight Team; F/A-18 Super Hornet W Demo Team; Flying Heritage Collection; Historic Flight Foundation	Jim Reith 604-852-8511
2015-08-08 2015-08-08	Wings Over Halls Air Show	M31 Halls, TN	Younkin Airshows, Inc.; Keith Davis Airshows; PFM AeroSports; Fighters & Legends; Valiant Echoes; Lake City Aero	Pat Higdon 731-836-7400
2015-08-08 2015-08-08	Erie Air Fair	Erie, CO		
2015-08-09 2015-08-09	Spirit of '45 Airshow	Long Beach, CA		
2015-08-12 2015-08-12	Victoria Air Show	Victoria, BC		
2015-08-14 2015-08-16	Rocky Mountain Airshow	BJC Broomfield, CO	Dan Buchanan Airshows; CAF Red Tail Squadron; Air Force Heritage Flight Foundation; Rocky Mountain Renegades; Doug Jardine Airshows; Commemorative Air Force; Free Man Ventures; F-16 Viper Demo Team; Kent Pietsch Airshows (Pietsch Airshows); Rower Airshows; Wild Horse Aviation; Don Nelson Air Shows; Airshow Special Effects	Scott McMillan 303-877-7607
2015-08-14 2015-08-15	Air Show of Warsaw	ASW Warsaw, IN	Cliff Robinson/Tom Spielmann/Rolling Thunder; Bob Richards Airshows; Cool Breeze Airshows	Nick King 574-269-1337
2015-08-14 2015-08-16	Greenwood Lake Air Show and Car Show	4N1 West Milford, NJ	American Airpower Museum; The Alabama Boys by Greg Koontz Airshows; Redline Air Shows; Jason Flood Airshows; Raiders; Third Strike Wingwalking; Microjet Airshows; Gary Ward Airshows; Greg Connell Airshows; Wicked Willy Jet Funny Car	Tim Wagner 973-728-7721

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Dates	Name	Location	Performers	Contact
2015-08-15 2015-08-15	Tappahannock-Essex County Airport Open House, Fly-In & Classic Car, Truck, Motorcycle Show	Tappahannock, VA		
2015-08-15 2015-08-15	Big Bear Air Fair 2015	Big Bear, CA		
2015-08-15 2015-08-16	Dakota Thunder Air Show and Open House	Ellsworth AFB, SD		
2015-08-15 2015-08-16	Canadian Warplane Heritage Museum Hamilton Airshow	CYHM Hamilton, ON	Military Aviation Museum; Nalls Aviation, Inc.; YakAttack Airshows; Rick Volker Airshows; Vintage Wings of Canada; Trevor Rafferty Airshows; Danny GW Richer; SHOCKWAVE & Flash Fire Jet Trucks; Canadian Warplane Heritage Museum	David G. Rohrer 905-679-4183 x220
2015-08-15 2015-08-16	Chilliwack Flight Fest	CYCW Chilliwack, BC	Jon Melby Aerosports, Inc.; Bud Granley Airshows; Team Rocket; Yellow Thunder; Erickson Air; Kent Pietsch Airshows (Pietsch Airshows); Will Allen Airshows; CF-18 National Demo Team	Rick Thomas 604703-3564
2015-08-15 2015-08-15	Comox Air Show	CYQQ CFB Comox, BC	Canadian Forces Snowbirds; CF-18 National Demo Team; SkyHawks, Canadian Forces Parachute Team; Anna Serbinenko, Sky Dancer; Brent Handy Aerobatics; Gene Soucy Airshows; Yellow Thunder; Bud Granley Airshows; Geoff Latter Airshows; Manfred Radius Airshows; Will Allen Airshows; Historic Flight Foundation	Maj Mary Lee 250-339-8201
2015-08-15 2015-08-16	City of Chicago Air & Water Show	Chicago, IL	USN Blue Angels; US Army Parachute Team Golden Knights; AeroShell Aerobatic Team; Sean D Tucker - Aviation Specialties; Breitling Jet Team; Firebirds XTreme; F/A-18 East Coast Demo Team; F-16 Viper Demo Team; Matt Chapman Airshows; Dave Dacy Airshows, Inc.; Aerostars Formation Aerobatic Team; Bill Stein Airshows	John Trick 312-744-7431
2015-08-15 2015-08-15	V-J Day 70th Anniversary	Everett, WA		
2015-08-15 2015-08-15	Amy Johnson Memorial Air Show Herne Bay	Herne Bay, Kent, UK		
2015-08-20 2015-08-29	28th FAI World Aerobatic Championships 2015	Châteauroux, France		
2015-08-20 2015-08-23	Bournemouth Air Festival	Bournemouth, Hampshire		
2015-08-21 2015-08-23	Thunder Over the Valley	Santa Maria, CA		
2015-08-22 2015-08-23	Lancaster Airport Community Days	Lititz, PA		
2015-08-22 2015-08-23	Atlantic Canada International Air Show	YHZ Summerside, PE	Canadian Forces Snowbirds; CF-18 National Demo Team; SHOCKWAVE & Flash Fire Jet Trucks; Dan Marcotte AirShows; YakAttack Airshows; Gary Ward Airshows	Colin Stephenson 902-465-2725
2015-08-22 2015-08-23	KC Aviation Expo	MKC Kansas City, MO	USN Blue Angels; Smoke-n-Thunder Jet Shows; Jacquie B Airshows; Mike Goulian Airshows; Trojan Phlyers; Sean D Tucker - Aviation Specialties; US Army Parachute Team Golden Knights; CAF/CenTex Wing; CAF Red Tail Squadron; KC Flight Formation Team	Ed Noyallis 816-289-7218
2015-08-22 2015-08-23	Aviation Roundup	MEV Minden, NV	USAF Thunderbirds; Bill Stein Airshows; Manfred Radius Airshows; Team Rocket; F/A-18 Super Hornet W Demo Team; Franklin's Flying Circus & Airshow; Dan Buchanan Airshows; Younkin Airshows, Inc.; Misty Blues All Woman Skydiving Team	Bobbi Thompson bthompson@douglasnv.us

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Dates	Name	Location	Performers	Contact
2015-08-22 2015-08-23	Wings & Warbirds Over Port Clinton	PCW Port Clinton, OH	KC Aerosports, LLC; Redline Air Shows; Yankee Air Force, Inc.	Brian Dee 440-522-8490 www.rcwarbirdsopc.com/
2015-08-22 2015-08-22	Tazewell Fly-In/Open House	Tazewell, VA		
2015-08-22 2015-08-23	Edmonton Air Show	CYVL Edmonton, AB	Pete McLeod Aerosports; Bill Carter Aerobatics, Ltd; Stefan Trischuk Aerosports, Inc.; Third Strike Wingwalking; Marcus Paine - Unusual Attitudes; San Diego Air & Space Museum	deanh@rweevents.ca 780-732-7213 ext 201
2015-08-22 2015-08-22	Thunder Over Flagstaff	Williams, AZ		
2015-08-22 2015-08-23	Shoreham Airshow	Shoreham, West Sussex		
2015-08-22 2015-08-23	Wings Over Camarillo	CMA Camarillo, CA	Commemorative Air Force; Dr D's Old-Time Aerobatics; Vicky Benzing Aerosports; Chuck Aaron - Red Bull Helicopter; USMC MV-22 Osprey	Keith Moore 805-551-0983
2015-08-23 2015-08-24	New Garden Festival of Flight	Toughkenamon, PA		
2015-08-23 2015-08-23	Oakland County International Airport Open House	Waterford, MI		
2015-08-27 2015-08-28	Clacton Airshow	Clacton-on-Sea, Essex, UK		
2015-08-28 2015-08-30	Drummondville Air Show	Drummondville, QC		
2015-08-28 2015-08-29	The Airshow of the Cascades	S33 Madras, OR	Ace Maker Airshows; Anna Serbinenko, Sky Dancer; Dr D's Old-Time Aerobatics; Hammerhead Aerobatics; Homeland Fireworks, Inc.; Manfred Radius Airshows; Erickson Air	Don Mobley 541-815-5079
2015-08-29 2015-08-30	2015 Thunder Over Michigan	YIP Ypsilanti, MI	USN Blue Angels; Commemorative Air Force; Firewalkers International Pyro, LLC; F-16 Viper Demo Team; F/A-18 East Coast Demo Team; Mike Goulian Airshows; Rick Volker Airshows; CAF Red Tail Squadron; Canadian Warplane Heritage Museum; Mid-Atlantic Air Museum; Cavanaugh Flight Museum; Military Aviation Museum; Warbird Heritage Foundation	Kevin Walsh 734-637-8880
2015-08-29 2015-08-30	Commemorative Air Force AIRSHO 2015	MAF Midland, TX	USAF Thunderbirds; Blastards/CAF; Explosive Ordnance Detachment/CAF; Rifle Airshows, LLC	Gena Linebarger 432-528-0997
2015-08-29 2015-08-30	New York Air Show	SWF New Windsor, NY	F-22 Raptor Demonstration Team; F/A-18 East Coast Demo Team; Michael Wiskus and Lucas Oil Airshows; The Horsemen Flight Team; USAF Heritage Flight; USMC AV-8B Harrier; GEICO Skytypers; American Airpower Museum	Bryan Lilley 717-583-0800
2015-08-29 2015-08-29	Airshow of the Bighorns	SHR Sheridan, WY		Jeff Baum 307-752-1959
2015-09-01 2015-09-02	Rotary Brantford Charity Air Show	CYFD Brantford, ON	Redline Air Shows; CF-18 National Demo Team; Danny GW Richer; Canadian Forces Snowbirds; Rick Volker Airshows; CAF Red Tail Squadron; Trevor Rafferty Airshows; SkyHawks, Canadian Forces Parachute Team	Sherry Kerr 519-753-4317
2015-09-02 2015-09-02	Atlantic City Thunder over the Boardwalk	ACY Atlantic City, NJ	USAF Heritage Flight; Matt Chapman Airshows; Raiders; USN Blue Angels; F-22 Raptor Demonstration Team; GEICO Skytypers; Michael Wiskus and Lucas Oil Airshows	Atlantic City Chamber of Commerce 609-345-4524
2015-09-04 2015-09-06	Duesenberg Thunder Run & Vintage Fly In	Goshen, IN		

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I C A S 2 0 1 5 C A L E N D A R O F E V E N T S

Dates	Name	Location	Performers	Contact
2015-09-04 2015-09-04	In Their Honor Air Show	Colorado Springs, CO		
2015-09-05 2015-09-06	Wild West Air Fest	Steamboat Springs, CO		
2015-09-05 2015-09-06	Great State of Maine Air Show	BXM Brunswick, ME	USN Blue Angels; F-22 Raptor Demonstration Team; Dan Marcotte AirShows; Quick Silver P-51 Airshows; Smoke-n-Thunder Jet Shows; Kent Pietsch Airshows (Pietsch Airshows)	Marty McMahon 207-798-6512
2015-09-05 2015-09-05	Wings Over Watsonville	WVI Watsonville, CA		Rayvon Williams 831-768-3575
2015-09-05 2015-09-07	Cleveland National Air Show	BKL Cleveland, OH	USAF Thunderbirds; US Army Parachute Team Golden Knights; CAF Red Tail Squadron; Sean D Tucker - Aviation Specialties; Rob Holland Ultimate Airshows, LLC; SHOCKWAVE & Flash Fire Jet Trucks; Airshow Special Effects; USMC AV-8B Harrier; F/A-18 East Coast Demo Team	Dan Biggs 216-781-0747
2015-09-05 2015-09-07	Canadian International Air Show	YYZ & YT Toronto, ON	Canadian Forces Snowbirds; CF-18 National Demo Team; Breitling Jet Team; F-16 Viper Demo Team; John Klatt Airshows, Inc./Jack Link's Beef Jerky; F/A-18 East Coast Demo Team; Royal Canadian Air Force; Michael Wiskus and Lucas Oil Airshows; Air Force Heritage Flight Foundation	Jennifer Brown 416-263-3650/416-263-3651
2015-09-08 2015-09-08	Whitby Air Show	Whitby, ON		
2015-09-10 2015-09-10	Jersey International Air Display	Jersey, UK		
2015-09-11 2015-09-13	Owensboro Air Show	OWB Owensboro, KY	USAF Thunderbirds; Younkin Airshows, Inc.; Mike Goulian Airshows; Ace Maker Airshows; Yankee Air Force, Inc.; CF-18 National Demo Team; Gene Soucy Airshows; Rifle Airshows, LLC; John Klatt Airshows, Inc./Air National Guard	Tim Ross 270-687-8350
2015-09-11 2015-09-13	The READING AIR Fest	RDG Reading, PA	Greg Shelton Air Shows; David Schultz Airshows, LLC; US Army Parachute Team Golden Knights; Dan Marcotte AirShows	Thorne Harkin 610-288-2496
2015-09-12 2015-09-12	Lake of the Ozarks Air Show 2015	Camdenton, MO		
2015-09-12 2015-09-13	Fort Worth Alliance Air Show	AFW Fort Worth, TX	USN Blue Angels; Breitling Jet Team; SHOCKWAVE & Flash Fire Jet Trucks; F-22 Raptor Demonstration Team; FIGHTERJETS, INC.; Sean D Tucker - Aviation Specialties; John Klatt Airshows, Inc./Jack Link's Beef Jerky; Kirby Chambliss Aerobatics (Red Bull); Air Force Heritage Flight Foundation	Christina Carey 817-837-4902
2015-09-12 2015-09-12	Wings Over Big South Fork Airshow	SCX Scott County, Oneida, TN	Billy Werth Airshows, LLC; Keith Davis Airshows; Redline Air Shows; Chamberlin Aviation	Darrell Sexton 865-414-7861
2015-09-12 2015-09-12	Heart of Georgia Air Show	Macon, GA		
2015-09-12 2015-09-12	Osceola Wheels & Wings	OEO Osceola, WI	The Vanguard Squadron; Dave Dacy Airshows, Inc.; Dan Buchanan Airshows; Darrel Massman; Erik Edgren Airshows; Grant Nielsen Air Shows	Philip Mattison 715-294-5512
2015-09-12 2015-09-12	Lycoming Balloonfest & Air Show	Hughesville, PA		
2015-09-13 2015-09-13	Roar at the Shore Airshow	Ocean City, NJ		
2015-09-16 2015-09-20	National Championship Air Races	RTS Reno, NV	Wild Thing Airshows & Announcing; Breitling Jet Team; Tora Tora Tora; David Martin Aerobatics; F-16 Viper Demo Team	Mike Crowell 775-972-6663
2015-09-17 2015-09-17	Snowbirds Over Niagara Falls	Niagara Falls, ON		

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I C A S 2 0 1 5 C A L E N D A R O F E V E N T S

Dates	Name	Location	Performers	Contact
2015-09-18 2015-09-20	Shenyang Air Show	SHE Shenyang, Liaoning Province, China		Deng Jun 0086-10-64574881
2015-09-18 2015-09-20	International Sanicole Airshow	Hechtel, Belgium		
2015-09-19 2015-09-19	Joint Base Andrews Air Show	ADW Joint Base Andrews, MD	F-22 Raptor Demonstration Team; USAF Thunderbirds; US Army Parachute Team Golden Knights	Maj Marc Milligan 301-981-5299
2015-09-19 2015-09-19	8th Annual Flights of Our Fathers Terrell Airport Fly-In	TRL Terrell, TX	FIGHTERJETS, INC.; Adam Baker's Playful Airshows	Chet Krushefski 512-947-8321
2015-09-19 2015-09-20	NAS Oceana Air Show	NTU Virginia Beach, VA	USN Blue Angels; Firewalkers International Pyro, LLC; F/A-18 East Coast Demo Team; SHOCKWAVE & Flash Fire Jet Trucks; Gary Ward Airshows; GEICO Skytypers; Kent Pietsch Airshows (Pietsch Airshows); Greg Shelton Air Shows; Vertigo Airshows; Lewis & Clark Performance, LLC; Bill Leff Airshows; Dan Buchanan Airshows	Rich Erie 757-433-2130
2015-09-19 2015-09-19	Virginia Highlands Airport Air Show	VJI Abingdon, VA	Aviators Unlimited / Airshow Johnny White	John White 276-614-0412
2015-09-19 2015-09-20	Winston-Salem Air Show	Winston-Salem, NC		
2015-09-19 2015-09-20	Alpha Air Fest	Joplin, MO		
2015-09-20 2015-09-20	Battle of Britain Anniversary Air Display/ Flyover National War Memorial	Ottawa, ON		
2015-09-20 2015-09-20	NCAR - Air Race 1 World Cup	Reno, NV		Mike Crowell 775-972-6663
2015-09-21 2015-09-23	Great Bend Air Festival & Fly-In	Great Bend, KS		
2015-09-25 2015-09-26	Wings & Wheels at Wendover	ENV Wendover Airfield, UT	Ole Yeller Air Shows; Pilot Maker Airshows	Jim Petersen 801-571-2907
2015-09-26 2015-09-27	Memphis Airshow	NQA Millington, TN	Lake City Aero; USAF Thunderbirds; SHOCKWAVE & Flash Fire Jet Trucks; Gene Soucy Airshows; Skip Stewart Airshows; Manfred Radius Airshows; Younkin Airshows, Inc.; Keith Davis Airshows; Carbon Fiber Airshows; Dragon Aviation, Inc.; Valiant Echoes; F/A-18 Super Hornet W Demo Team; Kent Pietsch Airshows (Pietsch Airshows); John Klatt Airshows, Inc./Air National Guard	John Sumner 901-867-7007
2015-09-26 2015-09-27	Wings Over Wine Country Air Show	STS Santa Rosa, CA	Canadian Forces Snowbirds; Jim Peitz Aerosports, Inc.; Spencer Suderman Airshows; Dr D's Old-Time Aerobatics; Vicky Benzing Aerosports; F-16 Viper Demo Team; USAF Parachute Team/ Wings of Blue; Planes of Fame Air Museum; Bill Cornick Airshows	Nancy Heath 707-477-4307
2015-09-26 2015-09-26	Wings Wheels & Keels	Topping, VA		
2015-09-26 2015-09-26	Leesburg Air Show	Leesburg, VA		
2015-09-26 2015-09-26	17th Annual Corsicana Airsho	Corsicana, TX		

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2015-09-26 2015-09-27	California International Airshow	SNS Salinas, CA	Jacque B Airshows; F-22 Raptor Demonstration Team; Ace Maker Airshows; US Army Parachute Team Golden Knights; CF-18 National Demo Team; The Patriots Jet Team; USAF Heritage Flight	Bruce Adams 831-754-1983
2015-09-26 2015-09-27	NBVC Pt Mugu Airshow	NTD Pt Mugu, CA	USN Blue Angels; Breitling Jet Team; US Army Parachute Team Golden Knights; F/A-18 Super Hornet W Demo Team	Dan Alpern 805-982-5395
2015-10-02 2015-10-04	MCAS Miramar Air Show	NKX San Diego, CA	USN Blue Angels; US Army Parachute Team Golden Knights; USMC MV-22 Osprey; USMC AV-8B Harrier; The Patriots Jet Team; Dan Buchanan Airshows; Sean D Tucker - Aviation Specialties; SHOCKWAVE & Flash Fire Jet Trucks; Chuck Aaron - Red Bull Helicopter; John Collver Warbird Airshows; Wild Thing Airshows & Announcing; Breitling Jet Team	Ed Downum 858-577-4258
2015-10-02 2015-10-04	California Capital Airshow	MHR Sacramento, CA	USAF Thunderbirds; Canadian Forces Snowbirds; Rob Holland Ultimate Airshows, LLC; John Klatt Airshows, Inc./Air National Guard; John Klatt Airshows, Inc./Jack Link's Beef Jerky; Gene Soucy Airshows; OTTO - Prop & Rotor Aviation, Inc.; Younkin Airshows, Inc.; F/A-18 Super Hornet W Demo Team	Darcy Brewer 916-876-7568
2015-10-03 2015-10-04	Wings Over North Georgia	RMG Rome, GA	GEICO Skytypers; Quick Silver P-51 Airshows; Jim Tobul Airshows; Smoke-n-Thunder Jet Shows; Hixson Flight Museum; Michael Wiskus and Lucas Oil Airshows; Sky Soldiers; F-22 Raptor Demonstration Team; Ladies for Liberty, LLC; Vertigo Airshows; Kent Pietsch Airshows (Pietsch Airshows); Air Force Heritage Flight Foundation; B-2 / B-52 Air Force Global Strike Command; F/A-18 East Coast Demo Team; USMC MV-22 Osprey; Special Operations Command - The Para-Commandos; Wild Horse Aviation	jlcairshows@att.net 706-291-0030
2015-10-03 2015-10-04	Biplanes and Triplanes (CANCELED)	42VA Virginia Beach, VA	Canadian Warplane Heritage Museum; Military Aviation Museum	Chris Vtipil 757-233-6556
2015-10-03 2015-10-03	EAA Chapter 186 Fall Fly-In	Warrenton, VA		
2015-10-03 2015-10-03	Livermore Airport Open House & Air Show	LVK Livermore, CA	Dr D's Old-Time Aerobatics; Vicky Benzing Aerosports; Redfox Airshows; Jacque B Airshows	Silvia Kersh 925-960-8220
2015-10-03 2015-10-04	Jasper Air Show & Fly-In	Jasper, TX		
2015-10-09 2015-10-11	San Francisco Fleet Week	OAK San Francisco, CA	USN Blue Angels; Sean D Tucker - Aviation Specialties; US Coast Guard (SAR); The Patriots Jet Team; Michael Wiskus and Lucas Oil Airshows	Steve Teatro 503-819-6480
2015-10-10 2015-10-11	Grand Junction Air Show	GJT Grand Junction, CO	Tora Tora Tora; Younkin Airshows, Inc.; USAF Thunderbirds; Rower Airshows; Rocky Mountain Renegades; Pilot Maker Airshows; Brad Wursten Airshows; Wild Horse Aviation	Wayne Hammack 720-272-5490
2015-10-10 2015-10-10	Apple Valley Airshow	APV Apple Valley, CA	Wild Thing Airshows & Announcing; John Collver Warbird Airshows; Harrison Airshows; Planes of Fame Air Museum; Tim Just	Apple Valley Airport 760-247-2371
2015-10-10 2015-10-11	American Heroes Air Show	Hampton Roads Airport-Chesapeake, VA		Jim Paules 818-631-8132
2015-10-10 2015-10-10	Culpeper Regional Airport Annual Air Fest	CJR Brandy Station, VA	Nalls Aviation, Inc.; Scott Francis Airshows; Pamela Marie P-51 Airshows; Rag Wings & Radials Vintage Aircraft; Clemens Kuhlig	Tanya Woodward 540-825-8280
2015-10-16 2015-10-18	CIGAC 2015 - Air Show & Static Display	Neifu Airport, Pucheng, Shaanxi, China		
2015-10-16 2015-10-18	Kane'ohe Bay Air Show	PHNG MCBH Kane'ohe Bay, HI	USN Blue Angels; Michael Wiskus and Lucas Oil Airshows; Rob Holland Ultimate Airshows, LLC; Dan Buchanan Airshows; Jacque B Airshows; Greg Shelton Air Shows	Jason Boyle 808-230-3195

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2015-10-17 2015-10-18	Wings Over Houston Airshow	EFD Houston, TX	USAF Thunderbirds; Commemorative Air Force; Breitling Jet Team; F/A-18 Super Hornet W Demo Team; David Martin Aerobatics; Deborah Rihn-Harvey; Tora Tora Tora; Kevin Coleman Aerosports	Bill Roach 281-579-1942
2015-10-17 2015-10-17	Golden West Regional Fly-In	MYV Olivehurst, CA	West Coast Ravens	Mary Hansen 530-741-6248
2015-10-17 2015-10-18	Boshears Skyfest 2015	DNL Augusta, GA	Gary Ward Airshows; Greg Connell Airshows	Sherrell Gay 706-554-3654
2015-10-17 2015-10-17	SBD Fest	San Bernardino, CA		
2015-10-19 2015-10-19	Trapani Air Show	Trapani, Italy		
2015-10-24 2015-10-25	Chennault International Air Show	CWF Lake Charles, LA	Skip Stewart Airshows; SHOCKWAVE & Flash Fire Jet Trucks; Younkin Airshows, Inc.; AeroShell Aerobatic Team; Kevin Coleman Aerosports; Pemberton Aerosports; Firewalkers International Pyro, LLC; US Army Parachute Team Golden Knights; USAF Thunderbirds; Ladies for Liberty, LLC; Dan Buchanan Airshows; B-2 / B-52 Air Force Global Strike Command; Precision Exotics; Tinstix of Dynamite	Randy Robb 337-491-9961
2015-10-24 2015-10-24	Greg Koontz Airshows Annual Open House & Fly-in	AL60 Ashville, AL	The Alabama Boys by Greg Koontz Airshows	Greg Koontz 205-616-8176
2015-10-24 2015-10-24	Bonham Festival of Flight	Bonham, TX		
2015-10-24 2015-10-25	Jacksonville Sea & Sky Spectacular	Jacksonville, FL		
2015-10-25 2015-10-25	Wings, Wheels & Rotors Expo	Los Alamitos, CA		
2015-10-30 2015-11-01	Stuart Airshow	SUA Stuart, FL	Redline Air Shows; US Army Parachute Team Golden Knights; AeroShell Aerobatic Team; Jim Tobul Airshows; OTTO - Prop & Rotor Aviation, Inc.; Olivers SkyDancer; Commemorative Air Force; F-16 Viper Demo Team; F/A-18 East Coast Demo Team; John Klatt Airshows, Inc./Air National Guard	Elisabeth Glynn 772-781-4882 x402
2015-10-30 2015-11-01	The Great Georgia Air Show	FFC Peachtree City, GA	USN Blue Angels; SHOCKWAVE & Flash Fire Jet Trucks; Commemorative Air Force; Franklin's Flying Circus & Airshow; John Klatt Airshows, Inc./Jack Link's Beef Jerky; Sean D Tucker - Aviation Specialties; Mike Goulian Airshows	Tony DellaTorre 770-329-3607
2015-10-30 2015-11-01	JB San Antonio Air Show & Open House	RND JB San Antonio, TX	Rob Holland Ultimate Airshows, LLC; Tora Tora Tora; US Army Parachute Team Golden Knights; USAF Parachute Team/ Wings of Blue; Ace Maker Airshows; USAF Thunderbirds; FIGHTERJETS, INC.; Rifle Airshows, LLC; G&M Airshows	David Marshall david.marshall.4@us.af.mil
2015-10-30 2015-11-08	Linyi Air Show	LYI Linyi, Shandong Province, China		Deng Jun 0086-10-64574881
2015-11-06 2015-11-07	NAS Pensacola Blue Angels Homecoming Air Show	NPA NAS Pensacola, FL	USMC MV-22 Osprey; USN Blue Angels; John Klatt Airshows, Inc./Jack Link's Beef Jerky; Mike Goulian Airshows; OTTO - Prop & Rotor Aviation, Inc.; SHOCKWAVE & Flash Fire Jet Trucks; KC Aerosports, LLC; Vertigo Airshows; GEICO Skytypers; Redline Air Shows	Kathy Holmes 850-452-3981
2015-11-07 2015-11-08	Moody AFB Community Appreciation Day	VAD Moody AFB, GA	USAF Thunderbirds; Ace Maker Airshows; SHOCKWAVE & Flash Fire Jet Trucks	Maj Joseph Munci 229-257-4786

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2015-11-07 2015-11-07	French Valley Wings and Wine Air Show	F70 Murrieta, CA	Smoke-n-Thunder Jet Shows; John Collver Warbird Airshows; Jon Melby Aerosports, Inc.; Kent Pietsch Airshows (Pietsch Airshows); Red Eagles Formation Team	Daryl Shippy 951-955-9722
2015-11-07 2015-11-08	Warbirds Over Monroe	EQY Monroe, NC	Walkabout Tigers Aerobatic Team; Warriors and Warbirds, Inc.; Younkin Airshows, Inc.; Quick Silver P-51 Airshows; Mid-Atlantic Air Museum; Military Aviation Museum; Jim Tobul Airshows; Keith Davis Airshows; Clemens Kuhlig; Sky Soldiers	Pete Hovanec 704-282-4542
2015-11-07 2015-11-08	Valkaria AirFest	Grant-Valkaria, FL		
2015-11-14 2015-11-14	Andalusia Airshow	Andalusia, AL		

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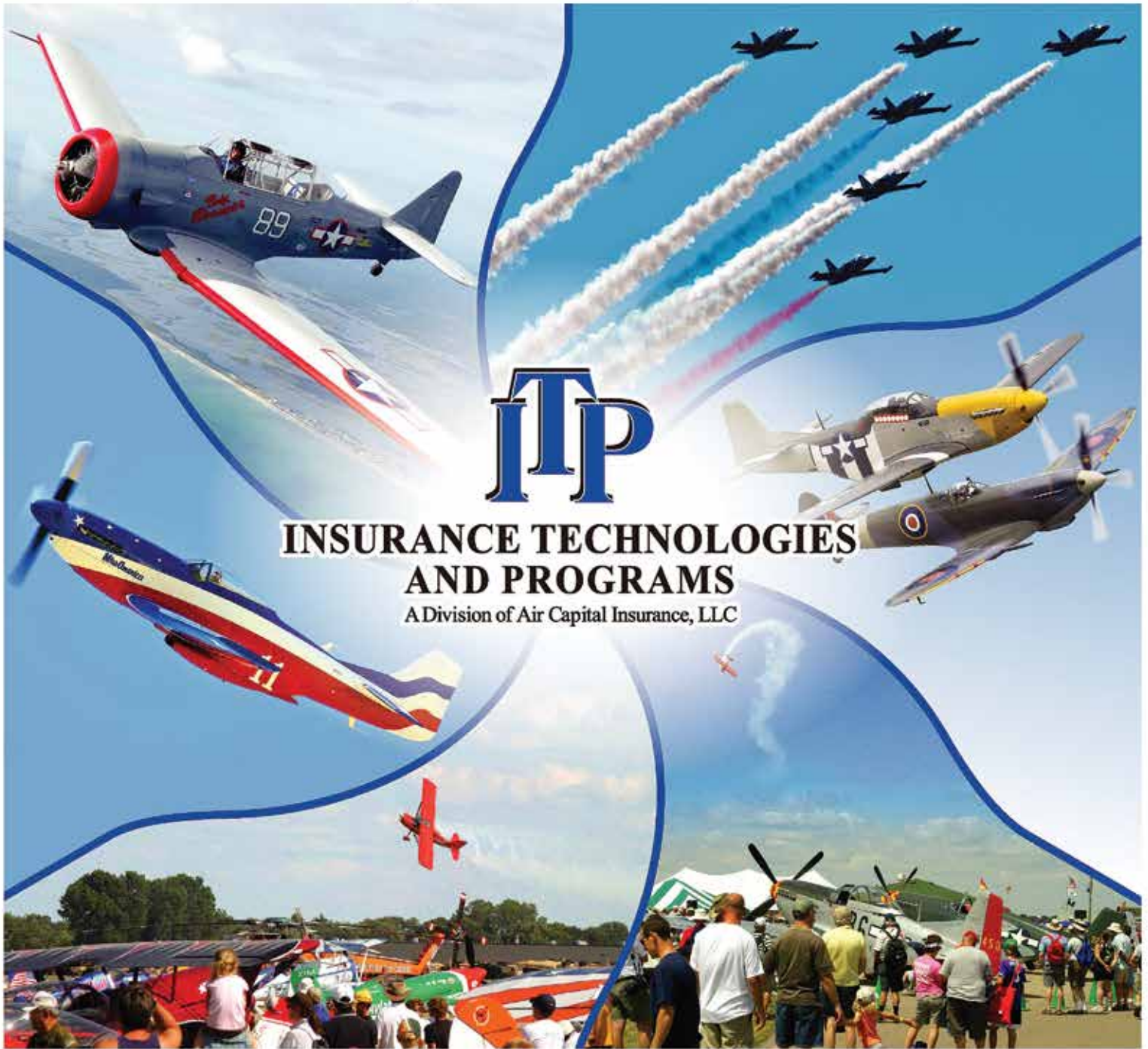
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