ICAS is working hard on your behalf in Washington, DC. We are meeting with members of Congress and communicating with the military’s senior leadership in an effort to educate stakeholders and decision makers on the role that air shows play in the United States, the economic impact of air shows around the country, and the devastating effect that sequestration is having on our business.

“The air show business in the United States can survive without the participation of the military,” says ICAS President John Cudahy. “But our message to this country’s leaders is that this complete shutdown of military involvement is damaging and in nobody’s best interest, including – and perhaps especially – the military.”

In meetings that began last week with key members of the House and Senate Armed Services Committee and House and Senate Defense Appropriations Subcommittees, ICAS representatives have focused on three key issues. First, the air show industry recognizes the need for the entire country to accept a proportional burden of the budget reductions necessary to put the country’s fiscal house in order, but the industry cannot accept the 100 percent reduction in military support that it has suffered through so far this year. Second, that at a comparatively modest expense of approximately $50 million, the military participation in U.S. air shows helps to create an economic impact of more than $1.5 billion – including more than 10,000 jobs – in nearly 300 communities around the country. Third, that in a country with an all-volunteer military, air shows provide an important and accessible tool for the country’s service men and women to “connect” with citizens, taxpayers, voters and prospective recruits, and that -- without the military’s involvement in these events -- the military loses the ability to effectively and regularly interface with the American public.

ICAS has provided members and staffers with fact sheets developed to help illustrate the urgent need to reconsider the cut in military participation in air shows around the country. This one-page fact sheet provides a statistical overview of the air show business, including estimates on economic impact, jobs, philanthropies receiving contributions from air shows, and attendance. This document lists the 41 different military formation aerobatic teams operating around the world and the absolute and relative size of their country’s defense budgets. (The defense budget of the United States is larger than the defense budgets of the next 16 countries combined: China, Russia, France, Great Britain, Japan, Saudi Arabia, India, Germany, Italy, Brazil, South Korea, Canada, Australia, Turkey, United Arab Emirates, and Israel. Of those 16 countries, only two -- Germany and Israel -- do not have military formation aerobatic teams that will perform in 2013. China has three teams and Russia has two. All but the two from the United States will fly a full performance schedule during 2013.) This two-page document provides estimated attendance and economic impact figures for just those 56 shows that had been scheduled to host either the Blue Angels or Thunderbirds in 2013. Of that group, 28 have already cancelled.
The noise on Capitol Hill right now is loud and constant. ICAS is focused on separating our industry’s voice from those of other groups to explain the disproportional impact and short-, mid-, and long-term consequences of the military’s complete cancellation of all air show involvement this year. These efforts are focused on restoring some level of military involvement as soon as possible, but not later than the beginning of the 2014 air show season, with special emphasis on solidifying the military’s plans for air show participation as soon as possible this summer.

“We are making steady progress; Congress seems to understand the plight of our industry and recognize the long-term value of the military’s participation in our events. But it’s also clear that we are being battered by a perfect storm of financial problems and political stalemate,” says Cudahy. “We have some strong headwinds to overcome this spring and early summer, but I’m optimistic that we have a compelling argument that will prevail.”

**OPINION: THE PASSION AND COMMITMENT OF THE AIR SHOW COMMUNITY WILL PREVAIL**

*by John Cudahy, President, ICAS*

As the 2013 air show season moves into its busiest time, there is a fog of gloom hanging over our business. Several dozen shows have cancelled. Many performers and support service providers are doing a fraction of the business that they did last year. And there is a good deal of uncertainty about when the current circumstances will change and if we can expect to go back to something approximating “business as usual.”

Many ICAS members are already experiencing severe hardship. And the threat is sufficiently serious to the entire air show business that it’s important to avoid being too cavalier about the inevitability of better times. But, as it has many times in the past, I believe that the passion and resiliency of the individuals who comprise the air show community will prevail and that we will find a way forward.

Even as we continue to receive news about cancellations and await more definitive word on the future of military participation in our shows, we are already seeing signs of the entrepreneurial spirit that will help guide the industry through its present difficulties; shows and performers are doing what they can — doing what they must, really — to accommodate the unexpected circumstances that we suddenly find ourselves in. And that will continue. Civilian performers WILL step up and fill the gap left in our repertoire of aerial entertainment options. Support service providers WILL find a way to continue providing quality goods and services that help keep the air show business running. Air show event organizers WILL re-adjust, recalibrate, and carry on.

Of course, there is still a strong possibility that the political stand-off will end with a solution that restores something close to the status quo. It’s also possible that all of this chaos in Washington will lead to a “new normal” that pushes our industry onto a different path than it has been on for the last 40 years. The business itself could look fundamentally different than it did just a few months ago, but — with or without the military -- air shows will still provide the American public with inexpensive, family-oriented, world-class entertainment.

These are difficult times. Though we are immersed in uncertainty right now, we can take pride that, come what may, our air show community will continue to entertain, educate and inspire our audiences for the rest of this year and beyond... just as it has for the last 100 years.
SEQUESTRATION UPDATE: LESSONS LEARNED THUS FAR

Under these unprecedented circumstances, air shows around the country are making real-time changes to different aspects of their planning. A few items for you to consider as you develop and adjust your own plans for the 2013 season:

- It’s important that you keep your spectators and prospective spectators informed. Even if you have decided to cancel your event this year, make it clear that you have not gone out of business; you are only taking a year off. For many who are not involved in our business, news reports seem to suggest that the air show business no longer exists. It is important for all of us to help combat that perception. Whether you use advertising or public relations or some other tool, do what is necessary to ensure that this perception does not become ingrained in the minds of your prospective customers.

- Successful shows are being held without military participation. All over the country, including at some of our industry’s largest shows, event organizers are filling the holes left by the military’s absence and providing quality aerial entertainment to enthusiastic, appreciative audiences. Individual shows are responding to these unusual circumstances in different ways, but the most successful events thus far are adding additional civilian performers and refocusing their marketing efforts.

- Some shows are finding that the extensive news coverage on the cancellation of military participation in air shows is undermining and complicating their marketing efforts. Be aware that the prevailing message so far this year is that air shows and/or military participation in air shows has been cancelled. Target your marketing to combat this problem and enlist the support of local media to help ensure that your message gets through.

- Re-evaluate your own perspective on what is and what is not a “headline” act. The air show community has a number of acts around which a resourceful event organizer can build a show. With the military unlikely to reappear at air shows this year, challenge your own pre-conceptions about what may constitute a “big finish.” For years, the military has provided many shows with their “grand finale,” but that will not be the case this year. So, adjust and reposition. ICAS performer members are eager to help and many are demonstrating their own creativity in working with event organizers who find themselves in unfamiliar situations.

- Similarly, re-evaluate what is and what is not acceptable as a static display aircraft. C-5s, C-17s and C-130s take up a lot of room on a ramp. Without them, you may want to consider inviting/accepting less-than-exotic aircraft to position on your ramp so that spectators have aircraft to look at during your show.

- Lack of military statics could create a barren-looking ramp area. Several shows have responded by moving the crowd line deeper onto the ramp so that the crowd area is narrower and the lack of large static display aircraft is not so obvious.

- If you have the latitude, hire more acts. That has been the most common step taken by shows hoping to blunt the impact of sequestration. And, once you have made those decisions, loudly trumpet the additions. Many event organizers are discovering that their local media is
sympathetic to the difficult situation that events are facing. All over the country, shows are getting unprecedented editorial coverage on the addition of new acts...information that would not have generated news coverage in the past.

- If you still have time, consider “non-standard” additions to your show this year. Car shows, marching band competitions, jump rope jump-offs, hot air balloon “glows,” radio-controlled aircraft competitions, 10K running races, World War II battle re-enactments, vintage military vehicle display, and partnering with local major and minor league sports franchises by bringing athletes out to sign autographs and attract fans. Use your imagination. Loosen up on your own definition of what is and what is not acceptable and focus on attracting an audience. Bring the people in however you can to ensure that you are in a position to stay in business and return (we hope) to something like “business as normal” next year. Of course, you will want to be careful about additions that cost money, but produce little additional revenue, so be sure to make objective decisions about relative expense vs. prospective additional revenue.

- Recalculation of the budgetary impact of sequestration is important. Although it is possible to put on a strong show without military participation, most shows are finding that attendance and revenue suffer somewhat. Although many shows have historic information on the impact of not having a jet team, few have experience with the revenue implications of no military participation of any sort. From ticket sales to concessions activity to sponsorship, revenue is likely to be down for those shows that have historically had a significant military presence. Some analysis and “guesstimating” will help you set realistic revenue projections and avoid surprises on show day. In a small, informal survey of veteran air show event organizers, ICAS found that members are expecting 30-50 percent less revenue without military participation. Your experience, of course, will depend on the specifics of your own show.

- The most visible impact of sequestration on the air show industry has been its effect on military participation. But the FAA is also being impacted by sequestration. Although our principal contacts at the national level within the FAA are working hard to help us avoid these kinds of problems, local and regional offices are experiencing furloughs. This may change the manner in which you interface with regulatory authorities. Do not leave anything to chance; double check on even those issues that usually go off without a hitch. Add more time to all regulatory interface. Check back periodically to monitor progress. From FAA participation in completing DD Form 2535s and waiver applications to TFR, radio frequency and airspace requests, assume that the system will not work as it usually does. This type of issue has already been a problem for several event organizers; we encourage you to learn from the difficulties that they have had. One specific concern: if you had an air show TFR because you were hosting a military demo, be sure to check in with air traffic personnel if you expect to keep that TFR. In at least one case, FAA officials cancelled the TFR when they learned that the military participation had been cancelled.

**SEQUESTRATION UPDATE: ICAS OPENS ON-LINE FORUM DISCUSSION**

ICAS has opened this [this on-line forum/message board](#) on-line forum/message board to help members sort through the myriad of issues, challenges, news reports and rumors related to sequestration and the impact that it has had and will have on the North American air show community. (To log in, use the same user name and password that you use to log on to the ICAS website.) This is a service available only to ICAS members and individuals who attended the most recent ICAS Convention. For those who
post here, you can participate with confidence that you are sharing your thoughts with and asking questions of only other ICAS members. We are particularly interested in hearing from ICAS members who have identified tactics for mitigating some of the impact caused by sequestration.

ICAS staff will monitor these discussions periodically and participate when appropriate.

**SEQUESTRATION UPDATE: WHAT SEQUESTRATION CRISIS?**

With virtually no exceptions, our ICAS members from Canada are reporting few disruptions as a result of the sequestration crisis in the U.S. In fact, the late-season appearances of the Royal Canadian Air Force Snowbirds (Memphis, Sacramento and El Paso) are now looking like the only military jet demonstration performances that Americans will see this year. And Canadian events are becoming a reliable source of bookings for some U.S. performers and support service providers who have seen the rest of their 2013 schedules decimated by cancellations. Although the Blue Angels had been scheduled to perform at the Spectacle Aerien International in Bagotville, Quebec, that show will still be held and will feature the Snowbirds, CF-18 demo, SkyHawks, Carol Pilon, Rob Holland, Pete McLeod, and Shockwave.

Cutbacks in some military funding in Canada are having an impact this year that might normally have been seen as a significant hardship, but – given the circumstances in the U.S. – Canadian event organizers are counting themselves very lucky indeed to be looking at a relatively typical year for Canadian air shows from Nova Scotia and New Brunswick to Alberta and British Columbia.

**SEQUESTRATION UPDATE: REQUEST FOR JET TEAM PARTICIPATION IN 2014, 2015**

Despite the cancellation of all U.S. jet team participation in the 2013 air show season, the U.S. Air Force Thunderbirds have asked ICAS to remind members that the team will be building a 2014 schedule and expect to fly a full schedule next year. Similarly, the Blue Angels expect to announce their 2015 schedule at this December’s ICAS Convention in December. The deadline for submitting your request to host the Thunderbirds in 2014 is July 31, 2013. The deadline for submitting your request to host the U.S. Navy Blue Angels in 2015 is July 31, 2013. The deadline for submitting your request to host the Royal Canadian Air Force Snowbirds in 2015 is September 1, 2013.

**SEQUESTRATION UPDATE: 2013 SHOW SCHEDULE CONTINUES TO FIRM UP**

As the 2013 air show season hits full stride, more shows are announcing their intention to either proceed or cancel.

Shows already held this year include: American Heroes Air Show in Ft Myers, Florida; Stars and Stripes Spectacular in Laredo, Texas; MCAS Yuma Air Show in Arizona; NAF El Centro in California; Thunder in the Valley Air Show in Columbus, Georgia; NAS Key West in Florida; TICO Air Show in Titusville, Florida; Florida International Air Show in Punta Gorda; New Smyrna Beach Balloon and Skyfest in Florida; 18th Philippine International Hot Air Balloon Fiesta; Riverside Airshow in California; Caribbean Air Show in the Dominican Republic; Sun ‘n Fun in Lakeland, Florida; Valkaria Airfest in Florida; Lauderdale Air Show in Ft. Lauderdale, Florida; Thunder over Louisville in Kentucky; Cozumel Airshow in Mexico; and the Vidalia Onion Festival Air Show in Georgia.

Other shows that have also indicated that they will hold their events as scheduled in 2013 are the Ada Air Expo in Oklahoma; Air Show ‘13 Mattoon in Illinois; A Gathering of Eagles in Willoughby, Ohio;
Alberta International Air Show in Lethbridge; Arlington Fly-In in Washington; Aviation Roundup in Minden, Nevada; Brantford Airshow in Ontario; California Capital Air Show in Sacramento; Waterloo Air Show in Ontario; Canada Remembers Our Heroes in Ontario; Quarter Century Salute to Veterans Celebration in Columbia, Missouri; Wings of the North Expo in Eden Prairie, Minnesota; Wings Over Halls in Tennessee; Chilliwack Flight Fest in British Columbia; Rocky Mountain Airshow in Broomfield, Colorado; Wings Over Camarillo in California; Greenwood Lake Air Show and Car Show in West Milford, New Jersey; Manassas Open House and Air Show in Virginia; Cape Girardeau Regional Air Festival in Missouri; Catalina Air Show and Festival in California; MCAS Miramar Air Show in San Diego; Pensacola Beach Air Show in Florida; Wing Nuts Flying Circus in Tarkio, Missouri; Chicago Air & Water Show; Central Texas Airshow in Temple; Culepeper Regional Airport Annual Air Fest in Brandy Station, Virginia; South Jersey Regional Air Show; World War II Weekend in Reading, Pennsylvania; Planes of Fame Air Show in Chino, California; Vectren Dayton Air Show in Ohio; California International Air Show in Salinas; Wings over Houston Air Show in Texas; Warbirds over the Beach in Virginia Beach, Virginia; OC Air Show in Ocean City, Maryland; Oregon International Airshow at Hillsboro; National Cherry Festival Airshow in Traverse City, Michigan; Airshow of the Cascades in Madras, Oregon; Vero Beach Air Show in Florida; Stuart Air Show in Florida; Wings Over Waukegan in Illinois; Wings Over Ottawa-Gatineau en vol in Quebec; ShrinersFest Air Show in Evansville, Indiana; Madness over Minter in Shafter, California; Rancho Murieta Airshow in California; Wings Over Waukesha in Wisconsin; Wings of Freedom in Montana; Wings Over Wendover in Utah; Thunder on the Lakeshore Airshow at Manitowoc, Wisconsin; Thunder over the Boardwalk in Atlantic City, New Jersey; Spectacle Aerien International Bagotville in Quebec; Hollister Airshow in California; Wings over North Georgia in Rome; Great Georgia Airshow in Peachtree City; Abbotsford International Air Show in British Columbia; Bethpage Federal Credit Union Air Show at Jones Beach in New York; Quad City Air Show in Davenport, Iowa; Amigo Airshow in El Paso, Texas; Hangar 24 AirFest in Redlands, California; Wings Over Gillespie in El Cajon, California; Wings Over Wine Country Air Show in Santa Rosa, California; Truckee Tahoe AirFair & Family Festival in California; Tri-City Water Follies Over the River Airshow in Washington; Canadian International Air Show in Toronto; Virginia Beach Patriotic Festival in Virginia; Chennault International Air Show in Lake Charles, Louisiana; CAF AIRSHO 2013 in Midland, Texas; Fort Worth Alliance Air Show in Texas; Royal International Air Tattoo in Great Britain; Stars and Stripes Charity Airshow in Warren, Vermont; Owensboro Air Show in Kentucky; Rotorfest – All Helicopter Airshow in West Chester, Pennsylvania; Rocky Mountain House Airshow in Alberta; Battle Creek Field of Flight Air Show and Balloon Festival in Michigan; Golden West Regional Fly-In & Air Show in California; SeaFair in Seattle; Dubuque (Iowa) Air Show and Fireworks; National Championship Air Races in Reno, Nevada; Fly Iowa in Perry; Thunder over the Valley in Santa Maria, California; NAS Pensacola Airshow in Florida; New Garden Festival of Flight in Toughkenamon, Pennsylvania; Memphis Airshow in Tennessee; EAA’s AirVenture in Oshkosh, Wisconsin; Great New England Wings & Wheels in Chicopee, Massachusetts; Warbirds Over the Beach, Flying Proms and Biplanes and Triplanes in Virginia; and Lunken Aviation Days Open House in Ohio. In addition, three shows have changed dates: Olympic Air Show (Washington) has moved from July 13-14 to August 10-11; Thunder Over Michigan near Detroit moved from June 15-16 to August 10-11, and the Rockford AirFest 2013 (Illinois) moved from June 1-2 to Labor Day weekend. If your show has made a decision to proceed this year with or without military support, please let us know and we’ll add your name to the list for the next issue of Fast Facts.

Air shows previously scheduled for the 2013 air show season that have cancelled include Luke AFB in Arizona (March 16-17); Tyndall AFB in Florida (April 6-7); MacDill AFB in Florida (April 6-7); NAS Corpus Christi in Texas (April 13-14); Westmoreland County Air Show in Pennsylvania (April 27-28); MCAS Beaufort Air Show in South Carolina (April 27-28); Langley AFB in Virginia (May 3-5); Sheppard AFB in Texas (May 4-5); Dyess Big Country AirFest in Abilene, Texas (May 4-5); Defenders of Liberty Air Show at
Barksdale AFB in Louisiana (May 4-5); Maxwell AFB in Alabama (May 11-12); Thunder over the Blue Ridge in West Virginia (May 11-12); 50th Anniversary Air Show in Jackson, Mississippi (May 11-12); Seymour-Johnson AFB in North Carolina (May 18-19); Fairchild AFB in Washington (May 18-19); Lynchburg Regional Air Show in Virginia (May 25-26); Rochester International Air Show in New York (June 1-2); Dakota Thunder Air Show at Ellsworth AFB in South Dakota (June 8); Charleston AFB in South Carolina (June 8); Indianapolis Air Show in Indiana (June 14-16); Myrtle Beach Air Show in South Carolina (June 28-30); Rhode Island Air National Guard Air Show (June 29-30); South Shore Air Show in Gary, Indiana (July 12-14); Mountain Madness Air Show in Kalispell, Montana (July 20-21); Great Minnesota Air Show in St. Cloud (July 20-21); Binghamton Airshow in New York (August 9-10); Wings Over Vermont Air Show in Burlington (August 10-11); Fargo Airsho in North Dakota (August 10-11); Dover AFB in Delaware (August 23-25); Offutt AFB in Nebraska (August 24-25); Hickam AFB Open House in Hawaii (August 24-25); KC Aviation Expo in Kansas City (August 24-25); NAS Patuxent River Air Show in Maryland (August 31-September 1); Cleveland National Air Show (September 7-9); Great State of Maine Air Show (September 14-15); NAS Oceana at Virginia Beach, Virginia (September 19-21); Neosho Sound of Madness Airshow in Missouri (September 21-22); Naval Base Ventura County Air Show in California (September 28-29); San Francisco Fleet Week Air Show (October 12-13); NAS Jacksonville in Florida (October 26-27); Joint Base San Antonio in Texas (November 2-3), and Aviation Nation at Nellis AFB in Nevada (November 9-10).

FOUNDATION OPENS NOMINATIONS FOR HALL OF FAME

The ICAS Foundation is looking for nominations for the Air Show Hall of Fame, created in 1995 to recognize those who have made significant contributions to the air show industry. It is currently home to more than 47 heroes and legends representing the pilots, stunt persons, announcers, producers, aircraft designers, builders and other innovators who have changed the face of air shows forever. Past inductees include: Bob Hoover, Curtis Pitts, Patty Wagstaff, Sean D. Tucker and Paul Poberezny.

Submit nominations using the Hall of Fame Nominating Petition, available for download at www.icasfoundation.org. Eligible nominees include pilots, announcers, stunt persons, producers, designers and builders, but are not limited to these categories. Candidates must have made a contribution that had a significant impact upon the air show industry; the contribution may be demonstrated through showmanship, performance or innovation, and may encompass a single accomplishment or a body of work. The candidate must have entered the air show industry a minimum of ten years prior to the year of nomination. The deadline for submissions is July 1, 2013. A selection panel designated by the Foundation Board of Directors will choose this year’s inductees. The induction ceremony will be held during the annual ICAS Convention in December in Las Vegas, Nevada.

NTSB: ODEGAARD ACCIDENT RESULT OF PILOT ERROR

In its final report, the National Transportation Safety Board identified pilot error as the likely cause of Bob Odegaard’s accident on September 7, 2012 at Barnes County Airport in Valley City, North Dakota, about 60 miles west of Fargo. Odegaard was practicing in a Goodyear F2G Super Corsair for an air show at that same airport later in the week when witnesses reported that he initiated a barrel roll and failed to complete it satisfactorily.

THUNDERBIRDS ANNOUNCE NEW TEAM MEMBERS FOR 2014
Earlier this month, the U. S. Air Force Thunderbirds announced new additions to their officer corps for the 2014 air show season.

Lieutenant Colonel Matthew Bradley from the 83rd Fighter Weapons Squadron at Tyndall AFB in Florida will replace Lieutenant Colonel Greg Moseley as Thunderbird Number One, the squadron’s commander and lead pilot. Major Scott Petz, an F-16 pilot stationed at Nellis AFB in Las Vegas, will become Thunderbird Number Three, the team's right wing pilot. Captain Ryan Wick, an F-22 pilot currently stationed at Langley AFB in Virginia, will become Thunderbird Number Six, the team's opposing solo pilot. And Captain Joshua Larsen, an F-16 pilot currently stationed at Shaw AFB in South Carolina, will become Thunderbird Number Eight, the team’s advance pilot and narrator.