



SUPPORT MANUAL

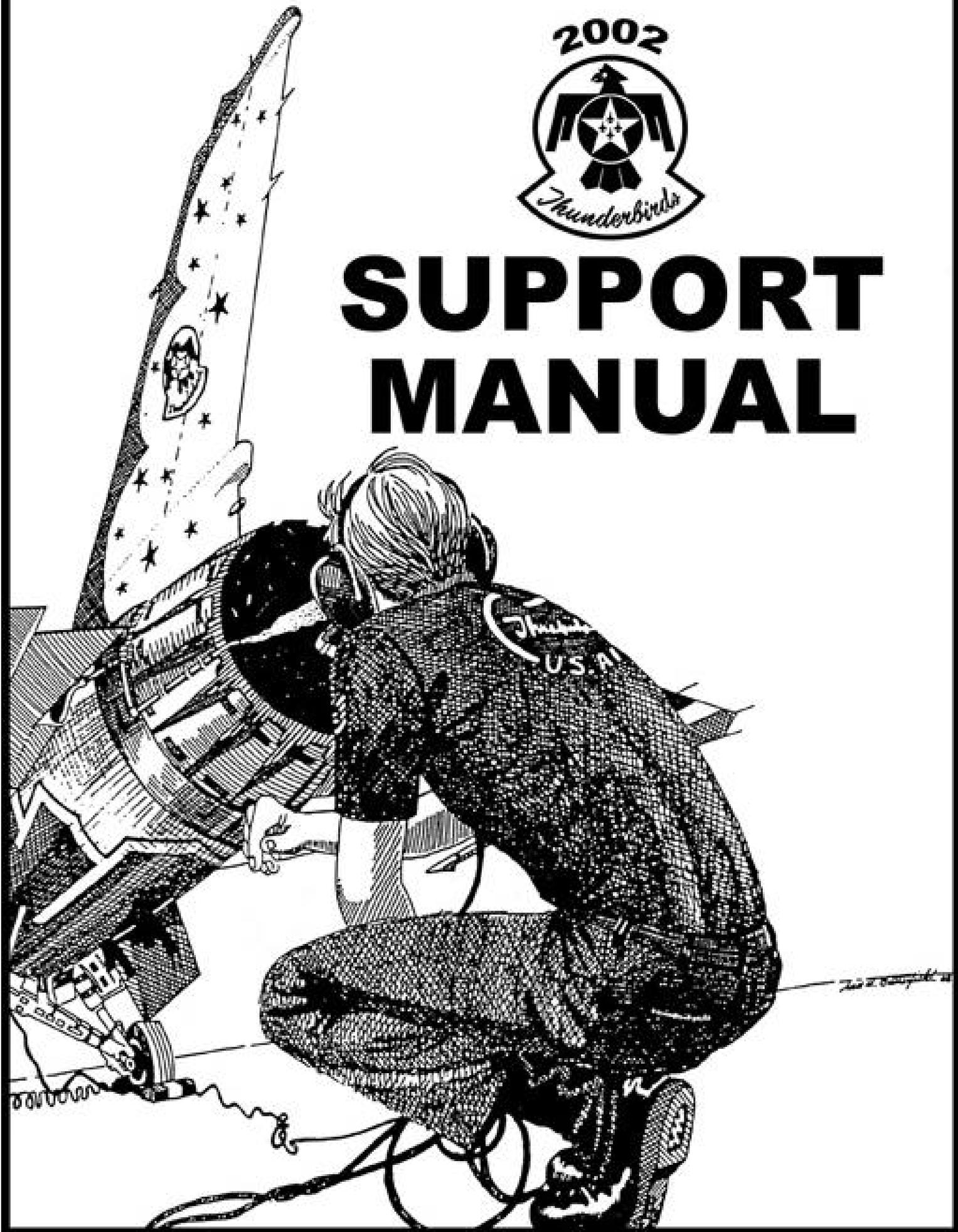


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Glossary

CHAPTER 1 - GETTING STARTED

(THUNDERBIRD POC: Airshow Coordinator)

1. IN GENERAL

a. It takes a lot of time and effort to put on an airshow. One person cannot take care of every detail, which is why you should form a committee, get organized, and begin planning. Planning is the most important factor in the success of your airshow. It is never too early to start planning. We recommend you start when your airshow date is officially announced.

b. Another important factor is communication. The old adage, garbage in--garbage out, runs true to form when planning our itinerary, since we make operational and management decisions based upon the information you provide us. Make sure you let us know your agenda, and inform us of any changes that occur prior to your airshow.

2. OPEN HOUSE/AIRSHOW COMMITTEE MEMBERS

a. **Airshow Director** - In your initial planning stages, you should form an Airshow Committee. An Airshow Director, Open House Project Manager, or Air Boss should head the committee. This individual is the focal point for ensuring all arrangements are made and requirements met prior to our arrival. In addition to overseeing all airshow operational requirements and time lines, the Airshow Director ensures there is coordination for all support activities, to include concessionaire booths, air and ground performances, static displays, public relations events, parking, security, etc. To ensure we integrate smoothly into your airshow agenda, the Airshow Director **must read** every section of this support manual and **fully understand** the contents and requirements.

b. **Thunderbird Project Officer** - Experience has shown that having one focal point for funneling information between the show site and the Thunderbirds reduces the chances of miscommunication. We

recommend naming one individual as your Thunderbird Project Officer,
and allowing him or her to be the sole source of contact with the

Thunderbird Airshow Coordinator. That doesn't mean designated representatives can't call the Thunderbirds directly, but before making any schedule changes, representatives should coordinate with the Thunderbird Project Officer.

(1) The **Thunderbird Project Officer must read this manual** and be acquainted with the respective areas of responsibility. He or she should be able to discuss all details of your airshow and our operational requirements. Details will include, but are not limited to, your schedule of events, FAA Waivers, airfield/show site diagrams, housing and transportation requirements, PR requests, etc. (See Attachment 1-1.)

(2) The Thunderbird Project Officer must be readily available for direct coordination at least **45 days prior to** the airshow. Please **do not** send your project officer on temporary duty (TDY) during this time, or assign additional duties that could conflict with airshow requirements. Leave or vacation time should be taken before or after your airshow.

c. **Air Force Recruiter** - Recruiting quality candidates for military service is the heart of the Thunderbird mission. It is essential that local recruiters take an active role in coordinating activities that enhance recruiting. Recruiters must work closely with your Public Affairs or Publicity Representative for maximum benefit from our visit. Please keep them in the loop during your planning. They are a valuable resource.

d. **Public Affairs Representative** - An effective publicity campaign is crucial to a successful airshow. The Public Affairs Representative should write or distribute all pre-show publicity, arrange for media interviews, PR commitments, and live coverage of the airshow. He or she is also responsible for coordinating with local USAF Recruiting Representatives, facilitating Air Force retention support, and coordinating all receptions, dinners, and public relations visits.

e. **Suggested Additional Committee Members** - Your Airshow Committee should include representatives from the following areas:

- (1) Maintenance
- (2) Disaster Preparedness/Fire Department
- (3) Transportation
- (4) Billeting/Housing

- (5) Law Enforcement
- (6) Base Operations/Airfield Management
- (7) Air Traffic Control/Control Tower
- (8) Ground Communications

CHAPTER 2 - GENERAL INFORMATION

(THUNDERBIRD POC: Airshow Coordinator)

1. MAILING ADDRESS

a. When corresponding with the Thunderbirds, send all letters and packages to the appropriate Thunderbird POC listed at the top of each chapter. The correct mailing address is:

(NAME)
USAFADS "Thunderbirds"
4445 Tyndall Ave
Nellis AFB NV 89191-6079

b. Due to the possibility of mail delays, send important information by priority mail, in sufficient time to reach us before the suspense date. In lieu of priority mail, fax information to the Thunderbird Airshow Coordinator or Logistics Coordinator at (702) 652-4116, or DSN 682-4116.

2. TELEPHONE NUMBERS

a. Airshow Coordinator

DSN 682-9593 Commercial (702) 652-9593 Fax -4116
E-mail: joyce.langston@nellis.af.mil

b. Logistics Coordinator

DSN 682-9980 Commercial (702) 652-9980 Fax -4116
E-mail: ryan.dudgeon@nellis.af.mil

c. Public Affairs

DSN 682-7200 Commercial (702) 652-7200 Fax -6367

d. Administrative Section

DSN 682-9581 Commercial (702) 652-9581 Fax -3277

3. DEMONSTRATION FEE

a. Department of Defense policy states civilian shows must pay \$6,000 per official demonstration. This is a partial reimbursement for expenses. Make checks payable to "Defense Accounting Office," and mail them to the Thunderbirds Airshow Coordinator at:

USAFADS "Thunderbirds"
4445 Tyndall Ave
Nellis AFB NV 89191-6079

b. Checks must arrive at least **30 days** before your airshow. Remember, the fee is \$6,000 for each scheduled, official Thunderbird performance. It does not apply to arrival maneuvers or practices; there is no charge for these. If the show is canceled for any reason after the Thunderbirds arrive, you will not be reimbursed.

4. HELIUM BALLOONS

Please do not allow concessions at your airshow to sell helium-filled balloons; they are a threat to safe-flying operations.

5. HOT-AIR BALLOONS

If hot-air balloons are a part of your airshow, please ensure they are not inflated during the team's arrival, practice, or demonstration.

6. BRIEFING ROOM

a. We will need a room where the pilots can brief and debrief. (At military show sites, we prefer to use local flying squadron facilities.) The briefing room must be air-conditioned, and be large enough to accommodate 20 people with table and chairs. It must have an electrical outlet, trash container, telephone, and restroom facilities. At military sites, the phone should have Class "A" DSN access.

b. We also require a 21" VGA monitor for viewing tapes during debrief, and access to a copy machine and a laser printer (no ink-jet, please).

c. The briefing room must have easy access to show center **without having to drive through the spectator area**. It must have a lockable

door, and be available for **our exclusive use** from the time we arrive until our departure. We also require **12 reserved parking spaces** for Thunderbird vehicles, close to the briefing room.

7. TELEPHONE ACCESS

a. **DSN (Defense Switched Network)** - Make arrangements with the nearest military base telephone operator to authorize Thunderbird team members to make official-business DSN patch calls from our off-base motel. Prior coordination with the base chief operator should ensure this capability is available. (These calls will be kept to a minimum.)

b. **Cellular** - We will need two cellular phones for **all deployed** shows. (A deployed show is when we takeoff from one airport and perform a show at another airport or location.) The phones are necessary in order for the Operations Officer to coordinate with the staging area during the airshow.

8. RESERVED SEATING

a. **VIP Seating** – Since you are putting on an airshow, you will want to have adequate seating reserved for dignitaries, celebrities, and distinguished civilian and military guests. This special VIP seating section should have limited- and controlled-entry access, and be located separately from the main spectator viewing area. Position the VIP seating section opposite show center, but not directly behind our communication trailer.

b. **Media Seating** - Whenever possible, please provide a separate seating area for the media, preferably near the VIP seating section. Please ensure it has unobstructed view of the show line.

c. **Thunderbird Guest Seating** - To accommodate friends and family members, we request 200 reserved seats for Thunderbird guests, opposite show center, if possible. We will issue specific Thunderbird guest and vehicle passes for your show site. These passes are easily recognizable, and are good only on specific dates. (See the example at Attachment 2-1.) Please reserve parking for the 200 Thunderbird guests (50-100 vehicles). Thunderbird parking passes will be displayed on the vehicles.

(1) **The Thunderbird seating area must have a security representative to check tickets or passes and a specific entry-control point.** This will prevent individuals from inappropriately identifying themselves as Thunderbird VIPs.

(2) If it is easier for your show site to locate the Thunderbird VIP seating within your main VIP seating section, please do so. This will alleviate you from having to construct a separate area just for Thunderbirds, and will allow our Thunderbird personnel and their families to enjoy your hospitality.

9. TRAFFIC FLOW

a. Based on our experience with large airshow crowds and corresponding traffic tie-ups, we suggest planning ahead to help VIPs arrive at your show site. You may consider using side gates that are not normally open, or a police escort to bring VIPs across an active runway, etc.

b. For the general public, you may consider opening gates to only inbound traffic (both lanes) the first few hours of your show and the last few hours to outbound traffic only. One problem we have noticed concerns handing out literature at the entrances; this creates unnecessary delays and should be avoided. One alternative is to use scouts, CAP cadets, etc., to distribute this material at specified locations throughout the spectator area.

GENERAL INFORMATION CHECKLIST

Have you:	YES	NO
1. Mailed the \$6,000 per demonstration fee (civilian sites)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Arranged for a suitable briefing room?	<input type="checkbox"/>	<input type="checkbox"/>
3. Ensured there are no helium-filled balloon concessions?	<input type="checkbox"/>	<input type="checkbox"/>
4. Reserved seating and parking for 200 Thunderbird guests?	<input type="checkbox"/>	<input type="checkbox"/>

CHAPTER 3 - THINGS WE NEED TO KNOW

(THUNDERBIRD POC: Airshow Coordinator)

1. AIRSHOW INFORMATION SHEET

a. The Airshow Information Sheet (Attachment 3-1) contains essential information needed to prepare our itinerary. Please send it to us as soon as possible, but no later than **60 days prior to** your airshow.

b. When filling out the information sheet, be sure to include the **full name and rank** (if applicable) of all individuals, and commercial and DSN phone numbers. If you are missing one or two items from the information sheet, please send it anyway. You can call us later and pass on the information.

c. Correct spelling is extremely important, as some individuals will receive lithographs derived from the information sheet. For military members, please verify what the individual's rank will be at the time of our visit. Some lithographs are prepared in advance, and someone promoted just prior to our visit might receive a lithograph with the wrong rank.

d. Please verify all telephone numbers, and notify us immediately if anything on the information sheet changes.

2. SCHEDULE OF EVENTS

As soon as possible, please provide the Airshow Coordinator with a detailed schedule of your airshow. It should list all scheduled events and the times they will perform, from gates open to gates closed. (See Sample Airshow Schedule of Events at Attachment 3-3.) In the event there are discrepancies in our agenda, we want to be able to resolve any conflicts.

3. BILLETING/HOUSING

The Thunderbirds may be housed on or off base, but **should be housed in base billeting whenever possible**. We need to know as soon as possible where the team will be staying. Please fill out the Quarters Checklist at Attachment 3-2 and send it to us at least **60 days prior to** your airshow. Make sure the hotel address and telephone number listed are accurate. (For military show sites, this number must be **at the hotel front desk**, not the billeting office.)

REQUIRED INFORMATION CHECKLIST

Have you:	YES	NO
1. Completely filled out the Airshow Information Sheet?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Verified names and telephone numbers?	<input type="checkbox"/>	<input type="checkbox"/>
3. Compiled a schedule of airshow events?	<input type="checkbox"/>	<input type="checkbox"/>
4. Confirmed billeting arrangements and filled out the Quarters Checklist?	<input type="checkbox"/>	<input type="checkbox"/>

CHAPTER 4 - NARRATOR'S ARRIVAL/MEETING

(THUNDERBIRD POC: Airshow Coordinator)

1. NARRATOR/CREW CHIEF ARRIVAL

a. The Narrator and his Crew Chief will usually arrive at your show site one day before the rest of the team. (Only in extenuating circumstances will we make other arrangements.) The **Show Center marker** and the **Bomb Burst crossover marker**, as well as any **show line markers** (if required), **should be in place prior to his arrival**. Please inform the ATC controlling agency that Thunderbird #8 will survey the entire airfield upon arrival. He is looking for the accuracy of the placement of the Show Center and Bomb Burst markers, as well as any obstructions within 5 miles of the show center. This survey requires an altitude block of surface to 4,000 feet AGL and approximately 15 minutes of time. Before landing, he will make two-to-four passes at low altitude on the show line.

b. **Upon arrival**, the Narrator will park his jet at the location indicated on your airfield diagram. (Please provide a "FOLLOW ME" vehicle or progressive taxi.) This parking spot should be in the same location as our support aircraft. An F-16 ladder or maintenance stand is also required, and we request **one sedan and one full-sized, 15-passenger van** for the Narrator and his Crew Chief. After securing the aircraft, they will complete essential details, to **include physically checking the F-16 parking area, briefing room, maintenance equipment, maintenance hangar, and show markers, (plus the 30 remaining vehicles, if available)**. When completed, they will depart for the hotel/billeting. Please make sure **two single rooms** are available. (See Chapter 5 for additional housing information.)

2. VEHICLE INVENTORY

a. **Two hours prior to the Narrator's Meeting**, the Advance Crew Chief will inventory and inspect the vehicles. (This should occur on

Saturday afternoon for Sunday-only shows.) Your transportation representative must be present during the inspection.

b. All vehicles must be **fully fueled and have the keys in them two hours prior to the Narrator's Meeting.**

c. Following the vehicle inspections, the Advance Crew Chief will re-inspect all maintenance support equipment dedicated for Thunderbird use. (If the vehicles and support equipment are already on location, this inspection may be done the day the Narrator and his Crew Chief arrive.)

3. NARRATOR'S MEETING

a. **Timing** - The Narrator's Meeting is crucial to the success of your airshow. It will begin 2 hours, 45 minutes prior to the arrival of our F-16s or support aircraft, whichever arrives first (this changes depending upon whether you are the first stop or subsequent stop on a trip), and will involve obtaining information from your committee members. Because of a very tight schedule, the Narrator's Meeting must start on time. It is **imperative** that the following individuals be present at the meeting:

- (1) Airshow Director
- (2) Thunderbird Project Manager
- (3) Billeting/Hotel Representative
- (4) Transportation Representative
- (5) Maintenance Representative
- (6) Ground Communications Specialist
- (7) Public Affairs/Protocol Representative
- (8) Recruiter
- (9) Security Representative or local police
- (10) Fire Department Representative
- (11) Base Operations Representative
- (12) Air Traffic Control Tower Representative
- (13) FAA Representative

b. **Agenda** - As a minimum, the Narrator will discuss the following agenda items:

- (1) **FAA Waiver** - The Narrator will sign the FAA waiver.
- (2) **Airshow Schedule** - The Narrator will need **five copies** of your completed schedule of events, to include practice days (gates open to

gates closed) for all airshow dates. He will discuss our schedule and review requirements from this manual. For our mutual benefit, the

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Narrator will review specific items with each individual to double-check our pre-show coordination information.

(3) **Public Affairs Commitments** - The Narrator will review the details of all receptions/parties/dinners, media interviews, school or hospital visits, etc.

(4) **Inspection Party List** - The Airshow Director must provide the Narrator with a typed list (three copies) of the Inspection Party, including full name, rank and title (how they should be introduced), address and zip codes. Please ensure the names are spelled correctly, and provide a phonetic spelling for any name with an unusual pronunciation.

(5) **Lithographs** - We typically try to thank those who assisted with the Thunderbird portion of your airshow by giving them a personalized lithograph. Due to a limited budget and increasing printing costs, personalized lithographs are limited to a maximum of 15 per site.

(a) The 15 personalized lithographs do not include those we routinely bring to the show site. We will bring personalized lithographs for the following:

1. Host Commander
2. Command Chief Master Sergeant
3. Airshow Director
4. Thunderbird Project Officer
5. Maintenance Representative
6. Public Affairs Representative
7. Local U.S. Air Force Recruiter
8. Survey Flight Pilot
9. Briefing Room Host Unit
10. Hotel/Billeting
11. Schools/Hospitals (only those we visit)
12. Air Traffic Control

(b) Please fax your lithograph requests (Attachment 15-2) to Public Affairs **three weeks prior to** your airshow to afford sufficient preparation time. Do not promise any lithograph unless you have coordinated with our Public Affairs Office.

(c) We realize many people have contributed time and money to organizing your airshow, and it is very important to personally recognize

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their contributions. However, please do not depend on personalized lithographs to thank every individual or organization. In an attempt to help you as much as possible, we will provide you with 50 non-personalized lithographs to use as you see fit.

(6) **Police Escorts** - Due to Air Force flight safety regulations for crew rest, briefing requirements, and the likelihood of traffic problems into your show site on the day of the show, we will need a **minimum of three motorized** police escorts for the following:

(a) **Day Shift Personnel** - From the hotel to the show site, departing the hotel 4½ hours prior to takeoff for your airshow.

(b) **Night Shift Personnel/Officers** - From the hotel to the show site 2½ hours prior to takeoff. In the event we schedule a FARKLE (see Glossary for explanation), the escort time will change. (If the officers are transported via helicopter, a police escort is still required for night-shift personnel.)

(1) Police escorts **must stop traffic at intersections and lead our convoy through traffic lights**. Failure to do so could cause us to arrive late and delay your airshow schedule. At worst, we may not be able to perform.

(2) Escorts should not drive at excessive speeds. If additional travel time is required, the departure time can be adjusted. Police escorts are not required when we arrive on airshow day (Fly/Show Sunday).

(c) **PR Events** - From the briefing room to any PR events following the airshow. Due to heavy airshow traffic, this applies even if it is only from the briefing room to an on-base Officers' or NCO Club.

(7) **Unexpected Changes** - Please notify the Narrator of changes upon arrival.

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NARRATOR'S CHECKLIST

Have you:

YES ~~NO~~

1. Obtained the required vehicles and a ladder for deplaning? [] []
2. Notified key personnel of the time of the Narrator's Meeting? [] []
3. Established police escorts? [] []
4. Ensured the show markers and maintenance equipment are in place prior to the Narrator's arrival? [] []
5. Arranged for a suitable briefing room/hangar space/F-16 parking space? [] []
6. Ensured the 30 remaining vehicles will be ready two hours prior to the Narrator's Meeting? [] []
7. Arranged to have practice/show schedules, Inspection Party lists, and two radios available at the Narrator's Meeting? [] []
8. Ensured the FAA Waiver will be available for signing? [] []

CHAPTER 5 – HOUSING/BILLETING

(THUNDERBIRD POC: Airshow Coordinator)

1. LOCATION

a. When considering options for Thunderbirds billeting, please use the following guidelines (in order of preference):

- (1) Billet on base whenever possible.
- (2) Billet in a hotel/motel that does not charge more than the military maximum lodging rate for that location. (The **show site must pay any overage** in charges – no exceptions.)
- (3) Billet a convenient distance from the show site, or aircraft in the case of a deployed show, as well as public relations commitments (30-minute driving time maximum).
- (4) The limited number of vehicles, a tight time schedule, 24-hour shift work, and public relations functions dictate housing the entire team **in one building**. Deviating from this requirement may cause serious logistical problems. (Exceptions are allowed when billeting the team on base where officer and enlisted quarters are separate.)

2. NECESSITIES

a. The hotel we stay in must accept Visa credit cards; Air Force regulations mandate their use for frequent travelers. In addition, all hotel rooms must have air conditioning, telephones, and data connections (normally phone Jacks) for fax and computer equipment, to enable essential information to be transmitted to and from deployed personnel.

b. Your Billeting Representative must coordinate with the hotel concerning local phone and 1-800 number charges. **If the local phone**

and 1-800 number charges cannot be waived, the show sponsor will be required to pay the cost.

c. If the **hotel charges for parking**, arrangements must be made to have the charges waived. If the hotel will not waive the charges, the **show sponsor will be required to cover the cost.**

(1) Please provide a 1-800-telephone number for the hotel front desk (not the sales office).

(2) Dining facilities, athletic facilities, and laundry/dry cleaners should be located nearby. Please send a map of the facility layout to the Thunderbird Airshow Coordinator **21 days prior to** your airshow, and give a map of the facility layout to the Narrator at the Narrator's Meeting.

(3) Pullout, "hide away," and roll-a-way beds or sofas **are not** acceptable for Thunderbird use.

(4) Ensure the hotel is clean and in a quiet location, i.e., not near railroad tracks, heavily traveled thoroughfares, or heavy construction.

3. RESERVATIONS

a. Room reservations are the host Billeting Representative's responsibility. **The Thunderbirds cannot sign any rooming contracts.**

b. Please call the Airshow Coordinator before confirming room reservations. It is especially important to call if any of the requirements cannot be met. Also, from prior experience, we may know of problems with a particular hotel and would prefer not to stay there.

c. Please reserve 35 single and 30 double rooms. This requirement includes billeting for the Thunderbird traveling team and the flight crew of our support aircraft.

(1) If double rooms are not available, our room requirement will be approximately single 90 rooms.

(2) In certain cases, our room requirements may change. If changes do occur, the Thunderbird Administrative Representative will notify the Billeting Representative in advance of the team's arrival.

(3) Two of the single rooms must be reserved for the Narrator and his Crew Chief **one day prior to** the team's arrival.

d. The host Billeting Representative must complete the Quarters Checklist, Attachment 3-2, and submit it to the Thunderbird Airshow Coordinator **60 days prior to** the airshow.

4. CIVILIAN SHOW SPONSORS ONLY

a. The government allows a maximum lodging rate, dependent upon the location. **If housing cannot be obtained at this rate, the Department of Defense requires all show sponsors to pay the difference - no exceptions.** The show sponsor will ensure that team members are charged only the amount for which they are reimbursed by the government. Before confirming rooms, contact the Thunderbird Airshow Coordinator to determine the maximum rate for your area. The rate per room must not exceed the government-allowable rate.

b. Some civilian shows locate their main operation and meetings in hotels/motels. We prefer to stay at these hotel/motel “show headquarters” to simplify communication, transportation, and overall operations.

c. It is Air Force policy to use government facilities whenever possible without jeopardizing the mission. If a military installation is nearby, the show sponsor should contact the installation’s billeting office to see if the Thunderbirds can be accommodated.

5. MILITARY AND CIVILIAN SHOW SPONSORS

a. Please make billeting arrangements as soon as the airshow schedule is announced. Securing 65 rooms just prior to the team’s arrival may be impossible. If there are any billeting changes such as cost, phone charges, etc., after our arrival, contact the Narrator or the Thunderbird Administrative Representative as soon as possible.

b. The billeting representative must:

(1) Be present at the Narrator’s Meeting.

(2) Have sufficient personnel to assist in the timely completion of non-availability certificates (DD Form 1351-5) for the crew of our support aircraft, if applicable. Short turnarounds, Public Affairs commitments, and rigid schedules require us to meet short suspenses; therefore, please be ready to assign rooms promptly.

(3) Upon arrival at the hotel/billeting, the Thunderbird Administrative Representative will provide a rooming list designating single-and double-room occupants by name. Once registration is complete, 65 copies of the rooming list must be reproduced at the **hotel's/billeting's expense**.

(4) At military show sites, when the team is billeted on base, we are considered "aircrew." Once billeted, individuals with extra beds in their rooms **will not** receive roommates.

6. THUNDERBIRD ADMINISTRATIVE SUPPORT

Our Administrative Representative will normally start working rooming issues **21 days prior to** the team's arrival at your show site. All issues before that should be directed to the Thunderbird Airshow Coordinator.

BILLETING REPRESENTATIVE'S CHECKLIST

Have you:	YES	NO
1. Secured the required number of rooms (Attachment 3-2)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Coordinated rooming assignment requirements so they are not near stairs, construction, noisy areas, etc.?	<input type="checkbox"/>	<input type="checkbox"/>
3. Informed the hotel/billeting of our arrival and departure times and our departure-day requirement for receipts?	<input type="checkbox"/>	<input type="checkbox"/>
4. Arranged for sufficient hotel/billeting personnel to check-in and check out in a timely manner?	<input type="checkbox"/>	<input type="checkbox"/>
5. Completed the Quarters Checklist and submitted it to the Thunderbird Airshow Coordinator?	<input type="checkbox"/>	<input type="checkbox"/>
6. Verified the hotel address and telephone number on the Quarters Checklist (Attachment 3-2)?	<input type="checkbox"/>	<input type="checkbox"/>

CHAPTER 6 - TRANSPORTATION

(THUNDERBIRD POC: Logistics Coordinator)

1. GENERAL

a. The host Transportation Representative must ensure vehicle requirements are met. Our Logistics Coordinator needs a **written status report** at least **60 days prior to** your show date. We also recommend contacting the Logistics Coordinator **30 days prior to** your show date. This will ensure there are no unfilled vehicle requirements.

b. Funding for vehicles is the responsibility of the show site. **Insurance for rental or courtesy vehicles used in the line of duty performance is covered by the government.**

c. Thunderbird personnel do not provide rental contract information to show sites. It is the show site's responsibility to provide vehicles for Thunderbird use.

2. VEHICLES

a. The host Transportation Representative must ensure that:

(1) Host personnel are briefed to release all required vehicles. We will ensure our people are qualified to operate rental/courtesy or military vehicles.

(2) All vehicles assigned for our use are available for the duration of our stay, including **a continued stay due to aircraft maintenance problems**. Contact the Logistics Coordinator for exact dates and times.

(3) Officers' vehicles should be in the immediate vicinity of the Thunderbird F-16 arrival-parking area. Vehicles for our support personnel should be placed in the immediate vicinity of the Thunderbird support aircraft arrival-parking area. **Please do not mix our vehicles with any other airshow vehicles.**

(4) All vehicles assigned for Thunderbird use are authorized for the flight line as well as for use on and off base.

(5) All vehicles are in place, **fully serviced and fueled**, with keys in them, **two hours** before the Narrator's Meeting, or on Saturday afternoon for Sunday only airshows.

(6) All vehicles are in good mechanical condition and dependable.

(7) He/she meets with the Thunderbird Transportation Representative upon arrival and just before the support aircraft departs.

3. COURTESY CARS

a. If courtesy cars are used, it is essential the dealer/provider understands the limitations on advertisements. Dealers/providers may not in any way, either before, during, or after the team's visit, advertise that the courtesy cars were provided for Thunderbird use. Some examples of this restriction include: special license plates, writing on the vehicle windows, newspaper ads, radio/television spots, etc.

b. Furthermore, current Air Force directives state the Thunderbird name cannot be used in any type of commercial advertisement (Title 18 of the U.S. Code, Section 709). This may indicate the Thunderbirds promote a particular product. The bottom line is, the U.S. government and its agencies do not endorse commercial products.

4. REQUIRED VEHICLES

a. The host Transportation Representative is responsible for obtaining vehicles.

b. Before renting any vehicles, contact the Thunderbird Logistics Coordinator. All vehicles must have adequate seating/seat belts. Minimum vehicle requirements are:

(1) 16 Sedans

(1) 3 Full-size (15 passenger) vans

(2) 11 Mini-vans

(3) 1 Six-passenger pickup truck w/pintle hook (1 or 1½ ton)

(4) 1 Flat-bed truck (1 or 1½ ton) **(with smoke oil loaded)**

Total vehicles required: 32

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c. The six-passenger pickup (crew cab) must have a Class 3 hitch rating, with the towing capacity to handle an 8,000-pound trailer with an 800-pound tongue weight (no bumper hitches). The vehicle must be equipped with either a **standard-size pintle hook or a 2 5/16-inch ball** (civilian). For deployed-show locations, the pickup must also have a standard 4-wire trailer light connection.

d. Vehicles may be substituted to a limited extent if you cannot meet our requirements, **but only after coordinating with the Thunderbird Logistics Coordinator**. The flatbed truck may be substituted for a trailer with low sides capable of holding six 55-gallon drums of smoke oil.

e. This may seem like a large number of vehicles; however, please understand that the Thunderbirds may be going to many events at different times to support your airshow.

5. MAPS

Since most of our team members are not familiar with your city or base, the host Transportation Representative should:

(1) Provide all vehicles with a map of the base and local community. Please mark the route to the hotel, dining facilities, and briefing room.

(2) **For military sites only:** Mark each map with directions to billeting and the location of the NCO and Officers' Open Mess.

6. FLIGHT LINE ACCESSIBILITY

a. The host Transportation Representative must ensure that all vehicles assigned to the Thunderbird team have access to the flight line. Also, access to and from the support aircraft, Thunderbird jets, and the designated hangar, should be coordinated in advance of the Narrator's arrival.

b. We will place a Thunderbird pass on the dash of each vehicle assigned for our use. Please ensure security and traffic-control personnel are familiar with our pass. There is a facsimile of the pass in the back of this manual (Attachment 2-1).

c. Thunderbird maintenance personnel will perform an **end-of-runway (EOR)** inspection prior to each launch. We normally precede the taxiing aircraft to a predetermined EOR area.

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(1) For an actual airshow launch, we prefer to conduct EOR checks on the active runway. During these instances, the Thunderbird Operations Officer will have control of your airfield, and all coordination will be done through him.

(2) For missions such as media flights, Functional Check Flights, and team departures, the EOR inspection will normally be performed on a taxiway or holding area just short of the active runway.

7. VEHICLE PREPARATION

a. Prior to the Narrator's Meeting, the host Transportation Representative will ensure that:

(1) Each vehicle is thoroughly checked, i.e., oil, water, battery, etc.

(2) Each vehicle has a **full tank of gas** and a map or instructions as to refueling location(s) and procedures.

(3) Each vehicle has the keys in it. (Please leave keys on top of the driver's seat sun visor.)

(4) All vehicles meet or exceed all state and local safety requirements. The host Transportation Representative must replace unsafe or malfunctioning vehicles immediately.

8. VEHICLE SAFETY POLICY

We are aware of the policy governing vehicles with catalytic converters, and comply with Air Force restrictions governing these vehicles.

TRANSPORTATION REPRESENTATIVE'S CHECKLIST

Have you:

YES ~~NO~~

1. Made telephone contact with the Thunderbird Logistics Coordinator? [] []
2. Cleared all Thunderbird vehicles for flight line use? [] []
3. Notified the rental car representative of the time and location of the Narrator's Meeting? [] []
4. Arranged to park the officers' vehicles near the F-16 arrival- parking area? [] []
5. Arranged to park the support personnel vehicles near the support aircraft parking area? [] []
6. Ensured all vehicles will be available for the duration of our stay? [] []
7. Fueled and serviced all vehicles? [] []
8. Prepared two vehicles for the early arrival of the Narrator and his Crew Chief? (Preferably a sedan and nine-passenger van.) [] []
9. Arranged for a 1 or 1½ ton pickup truck with pintle hook and light connections (if required)? [] []

CHAPTER 7 - OPERATIONS

(THUNDERBIRD POC: Airshow Coordinator)

1. AIRFIELD DIAGRAM

a. **Airfield Diagram** - Airshow organizers must provide the Thunderbirds with a diagram of their airfield/show site. The Thunderbird Airshow Coordinator should receive the airfield diagram **60 days prior** your airshow. For demonstrations not flown over an active runway, we need your diagram at least **100 days** prior to your show.

b. For deployed shows, we must have a diagram of the show site as well as the airfield from which the aircraft will deploy.

(1) The host Operations Officer's first concern should be to gather the data required to complete the airfield diagram. Please contact the Thunderbird Airshow Coordinator prior to drawing your diagram. We may have previously flown a show at your site and have information that could help you determine the best location for your crowd line, show center, bomb burst cross point, etc.

(2) Detailed instructions for locating these areas and sample diagrams are at Attachments 7-1 and 7-2.

(3) The geographic coordinates (latitude/longitude) for show center and aircraft parking locations (arrival and show day) **must be included on the diagram.**

(4) As a minimum, your airfield diagram should depict:

(a) The complete aerobatic box from 6,000 feet right of show center to 6,000 feet left of show center, and 1,500 feet on either side of the show line (1,200 feet on secondary crowd line if waived by the FAA). (See Attachment 7-4.)

(b) The Show Line and Crowd Line (with distance to show line), including the ends of both sides and any secondary crowd locations.

- (c) Show Center and Bomb Burst Cross points and latitude-longitude coordinates.
- (d) Parking locations and coordinates for arrival and the show.
- (e) Support aircraft, advance F-16, and spare F-16 parking locations.
- (f) Magnetic (MAG) bearing of the runway, depiction of Magnetic North, and the scale of the diagram.
- (g) Support hangar and briefing room locations, with access routes to show center and the support aircraft.
- (h) VIP and Thunderbird guest seating.

(3) **For military sites**, we recommend using a C-2 map (showing building numbers and ground-relief lines) provided by civil engineering, or a Disaster Preparedness grid map. In either case, we require the entire map. Please include an 8½ X 11-inch copy of the completed airfield diagram.

(4) **For civilian sites**, your Airport Manager should have a diagram of the airfield. The diagram should cover the entire airfield. Ensure the diagram's scale is clearly depicted. If possible, please include an 8½ X 11-inch copy of the completed diagram.

(5) Using your diagram, we mark off detailed checkpoints on air reconnaissance photos. Please ensure your diagrams are **legible and drawn to scale**. Accuracy in this planning phase enables us to fly our maneuvers safely and with precision.

(6) We also need the Jeppesen approach plates for your airfield.

2. SHOW LINE

a. Choosing a show line is possibly the most crucial decision you must make. With that in mind, first select your show line, then place the crowd line next to it.

b. The show line should be an absolute straight path over the ground, located 1,200-1,500 feet in front of the crowd. If the crowd line is other

7-2

than a straight line, the show line must be 1,200-1,500 feet from the closest spectator area. The Thunderbird pilots will use this line as their primary reference during their demonstration. Large vehicles must be used to designate show center and the bomb burst cross point, with the show center marker parked perpendicular, and the bomb burst marker parked parallel to the show line. A surveyor or airborne observer must ensure the artificial show line is absolutely straight. Remember, **the show line must be fully set up before the Narrator arrives** so he can visually check it from the air. **The markers must be in place prior to the arrival of the Narrator.**

c. When selecting an overland show line, you have three potential options. They are listed in order of descending preference:

(1) **Natural Show Line** - The optimum choice is a natural show line that runs along or parallel to and within 200 feet laterally of a runway or taxiway. In this case, only show center and the bomb burst cross points require marking. If using vehicles for markers, the show center marker and the bomb burst marker must be placed along the show line, with the show center marker parked perpendicular to the show line, and the bomb burst marker parked parallel to the show line.

(2) **Aligned Natural Show Line** - The second choice is a natural show line aligned with, or parallel to and within 200 feet laterally of, a clearly visible straight path on the ground. Examples of this might include highways, distinctive tree lines, or pipelines. When using this type of show line, contact the Thunderbird Airshow Coordinator to determine marking requirements.

(3) **Artificial Show Line** - If either of the above two choices is not available, ensure the show center and bomb burst markers are large vehicles with stark color contrast to the surrounding terrain. Positioning an extra vehicle or two on the show line to help define the ground track is appreciated, but not required.

(4) **Over Water Show Line** - For demonstrations flown over water, obviously an artificial show line must be constructed. The artificial show line in this case is defined by two boats, each a minimum of 35 feet in length and preferably white in color. One boat must be anchored at show center and another at the bomb burst cross point.

(a) Please ensure the boats will be in the same exact location each day. This can be accomplished by using a hand-held Global Positioning

7-3

System (GPS), buoy markers, etc. Definition of the show line is critical to the demonstration and the success of your airshow. Without the boats to define the artificial show line, the Thunderbirds would not be able to perform the demonstration.

(b) You will need the assistance of the Coast Guard or Lake Patrol to ensure other boats do not enter the demonstration area and mingle with the two boats that mark the show line. A typical over-water airshow diagram is at Attachment 7-1.

NOTE: The markers must be in place prior to the survey flight.

3. SHOW CENTER

a. Show center is the location the Thunderbirds use to center each maneuver on during their demonstration. If possible, locate show center in a highly visible area such as a taxiway or intersection of a runway. To allow us to accurately draw our aerial photographs, show center should also be aligned, with a building, road, or other identifiable object.

b. Our primary desire is to position show center directly opposite the VIP seating area and centered along the length of the crowd line. The show center marker should be a **large, highly visible vehicle, white, blue, or orange in color**. Any other type of marker must be coordinated with the Thunderbird Airshow Coordinator as soon as possible.

c. Arrange the marker so it **faces perpendicular to the show line** to give our pilots a readily identifiable point that increases comfort levels and ensures the highest degree of safety. **This marker, and all others,**

must be in place prior to the Narrator's arrival, the seven-ship Delta arrival and the survey flight.

(1) Large snowplows, buses, and semi truck trailers all serve well as markers.

(2) If the edge of the runway is the show line, the vehicles should be placed at least 100 feet off the runway so as not to interfere with takeoff or landing.

(3) Please be aware, a NOTAM may be required for placement of these markers if near an active runway. Check with the local airfield manager.

7-4

4. BOMB BURST CROSS POINT

a. The cross point for the bomb burst must be located on the show line, 500 feet past the right end of the crowd line. The best way to envision this is to imagine you are in the crowd viewing the show. The bomb burst cross point would be to your right.

b. The bomb burst cross point must also be marked with a highly visible object (preferably white or orange with high contrast to the surrounding area). If using vehicles, the vehicle must be on, and **facing parallel** to, the show line. If the edge of the runway is the show line, the vehicles should be placed at least 100 feet off the runway.

c. Please contact the Thunderbird Airshow Coordinator for assistance in marking your bomb burst cross point. We may be able to assist you in selecting a location that will prevent over flight of any congested areas, thus reducing possible FAA waiver problems. Like show center, the bomb burst cross point should be located in a highly visible area.

5. CROWD LINE

a. The crowd line is a physical barrier preventing spectators from moving forward during an airshow. **Snow or FOD fencing for the crowd line barrier is a must** (does not apply to deployed shows). This helps to prevent FOD from blowing onto the taxiways.

b. It is extremely important that all portions of the crowd line come no closer than 300 feet from our parked aircraft. The 300-foot distance is necessary because the F-16 engine generates high-pitched, high-volume noise that can seriously damage spectators' hearing. Additionally, you should not plan to taxi other aircraft within 300 feet of our F-16s.

c. The optimum distance for the crowd line is 1,500 feet from the show line. If the only well-defined show line is closer to the crowd than 1,500 feet, and it is not possible to move the crowd line back, it is permissible, with FAA approval, to locate the crowd line a minimum of 1,200 feet from the show line.

(1) The FAA will not allow us to perform an aerial demonstration if any part of the crowd line is closer than 1,200 feet from the show line. Additionally, IAW FAA regulations, only one line may come in to 1,200' from the crowd. The other crowd line must be 1,500'. Coordinate with

7-5

your FAA representative to ensure the proper crowd line is established and waived. If you anticipate problems establishing this 1,200-foot distance, contact the Thunderbird Airshow Coordinator.

(2) Exceeding 1,500 feet for the crowd line is permissible, but distances greater than 1,500 feet progressively reduce the effectiveness of the demonstration.

(3) Show sponsors outside the United States must contact their transportation authority for guidance concerning the minimum distance requirements. Keep in mind, a 1,500-foot show line is still our objective.

d. Attempt to center the spectator area around the VIP seating area. A spectator area close to show center allows spectators to better hear the narration and observe the Thunderbird ground ceremony. The spectator area should be oriented so that it offers an unobstructed view of the show line in both directions. Movable objects, such as vehicles or aircraft, which would obstruct spectators' view of the show line, should be repositioned.

e. All static display aircraft should be positioned well behind the crowd line. Be sure to brief your Commander or Airport Manager on aircraft parking and static aircraft arrangements well in advance of the demonstration. For suggested arrangements of your show line, crowd line, and aircraft parking, see the illustration at Attachment 7-3, or contact the Thunderbird Airshow Coordinator, Operations Officer, or Narrator.

f. The FAA requires that the aerobatic box be void of all people not specifically required for preparation of the demonstration. The aerobatic box is defined as the area from the crowd line to the show line, and 1,200 to 1,500 feet beyond the show line, and 6,000 feet either side of show center. (See Attachment 7-4.)

(1) This prohibition also applies to host maintenance people, Air Traffic Control personnel, Supervisor of Flying, runway supervisory personnel, and anyone else who would normally have access to the runway. The FAA will not permit them in this area during our demonstration. This same prohibition also applies to our practice show.

(2) The strict nature of this FAA guidance means that access to this area must be controlled, and all personnel kept from entering the area. Because the utmost safety of all spectators is essential, the aerial

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demonstration cannot begin, or may possibly be terminated, if personnel access the area.

6. THUNDERBIRD ARRIVAL

a. **Arrival Times** – Thunderbirds #1-7 will arrive in the local traffic pattern approximately 20 minutes prior to the scheduled time on the itinerary. Thunderbird #1, along with Thunderbird #8, will coordinate with the local approach control and tower to work the airspace within 5 miles of the airfield in order to conduct a survey of the airfield. This survey flight is non-aerobatic and does not require an FAA waiver. It is very similar to the survey flight Thunderbird #8 conducted during his arrival, and is **required by Thunderbirds #1-7 before they land at your airfield.**

b. **Communications** - The Thunderbird Narrator will establish contact with the Thunderbird Commander/Leader 15 minutes prior to arrival of the main body of F-16s. We use a discrete frequency that cannot be released to anyone. The Narrator will ask to take control of the airspace and ramp from **5 minutes prior to arrival (15 minutes preferred) until the Thunderbird aircraft have landed**. He will use his own radio, and cannot monitor the tower or ground frequency.

c. **Aerobatic Arrival Maneuvers** - Our pilots need to fly aerobatic arrival maneuvers when possible, so they can familiarize themselves with your show site. These are a **must for Fly/Show Sundays**. Aerobatic arrival maneuvers are contingent upon the weather, last approximately 10 minutes, and generally consist of the following maneuvers:

- (1) Diamond Flat Pass
- (2) Diamond Cloverloop
- (3) Diamond Roll
- (4) Diamond Pitch up
- (5) Calypso Pitch up to Landing

(a) We can only fly aerobatic arrival maneuvers when it takes **less than two hours** to reach your show site. The Airshow Organizer or Thunderbird Project Officer should consult the Thunderbird Airshow Coordinator to determine whether we plan to fly aerobatic arrival maneuvers at your show site. (See related information, Chapter 9.)

7-7

(b) Aerobatic arrival maneuvers provide media opportunities for generating greater awareness and interest in the Air Force, as well as enthusiasm for your airshow.

d. **Non-aerobatic Arrival Fly Over** - In cases where aerobatic arrival maneuvers cannot be flown, the demonstration pilots will fly a non-aerobatic Delta formation arrival. This lasts approximately 5 minutes, and **requires the local traffic pattern to be closed from 10 minutes (minimum) prior to arrival until landing**.

e. **Landing** - The Thunderbird traffic-pattern procedures for landing

begin at a minimum of 250 feet over the approach end of the runway. At mid-field each aircraft pitches up to downwind. Brief control tower personnel that this is a standard Thunderbird pattern; it is non-aerobatic and requires no waiver. While differing from established patterns, the Thunderbirds are authorized to perform this type of pattern and will use it on all VFR flight terminations.

7. AIRCRAFT PARKING (SHOW)

a. Due to high-pitched, high-volume noise generated by the F-16 engine, it is necessary to ensure our aircraft are parked **with the nose wheel positioned no closer than 300 feet** from the crowd for engine start. However, for parking at the completion of the demonstration, we are authorized to park 225 feet from the crowd.

(1) If ramp space is not adequate to allow the 300-foot distance, contact the Airshow Coordinator for assistance in selecting an alternative-parking plan.

(2) On days when we **arrive on the day of the airshow**, the Thunderbird jets should be parked where they will launch from for the demonstration.

b. We require that our F-16s be parked on a taxiway or ramp that is at least 75 feet wide. Our support aircraft should also be parked on the same side of the runway as the F-16s, near our maintenance hangar, if possible. You should select an area that will give Thunderbird pilots and maintenance personnel unrestricted access and movement. This will preclude us from frequently crossing active runways. Ensure both parking areas have proper weight-bearing capacity. If you are in doubt, contact our Logistics Coordinator.

7-8

NOTE: The Thunderbird parking plan (or its mirror image) is shown at Attachment 7-3. This parking plan must be indicated on the airfield diagram (Attachment 7-2).

c. Since our maintenance personnel use the support aircraft as a dressing room, **please park it so the ramp door is facing away from the crowd**, but do not place the aircraft where it blocks spectator view of the show line. Our support aircraft and spare F-16 are **not static display aircraft**, and general **access will not be permitted**.

8. WEIGHT-BEARING WAIVER

A weight-bearing waiver is required when your airfield weight bearing for a twin tandem is less than 325,000 lbs (C-141), or 135,000 lbs for a single tandem (C-130). This is the minimum weight for our support aircraft. See Attachment 7-6 for an example letter. If you are in doubt, please contact the Thunderbird Logistics Coordinator.

9. RUNWAY/TAXIWAY SWEEPERS

a. The parking area and all taxiways and runways we use must be absolutely free of foreign objects which could damage our aircraft engines. Due to the vacuum effect of the F-16 engine, especially significant during formation takeoffs and landings, **it is mandatory that all surfaces (runways, taxiways, and ramps) be thoroughly swept prior to our arrival.**

(1) If your airport maintenance facilities do not possess a vacuum sweeper, it will be necessary to make arrangements to obtain one. We cannot emphasize enough the importance of this requirement.

(2) If a brush-style sweeper is used, ensure the **bristles are not made of steel**, and that a **thorough foreign object damage (FOD) check of the runway is accomplished after its use.**

(3) Please **restrict helicopters and Harriers** from hovering over taxiways, ramps, and runways intended for our use, unless you have a good plan for cleaning up the area afterward. **It is absolutely essential that hovering not be performed over or near our parked aircraft.**

(4) If you plan to use **pyrotechnics** anytime during the airshow, ensure they are exploded far enough away to prevent blowing foreign

objects on our aircraft or the runways and taxiways intended for use by our F-16s. Also, for safety considerations, **we cannot permit pyrotechnic performances closer than 500 feet** from our parked aircraft.

10. THUNDERBIRD AIRSPACE USE

a. Thunderbird aerobatic maneuvers begin and end a maximum of 6,000 feet [1 nautical mile (NM)] left and right of show center. After each maneuver, a clearing turn to the left or right begins, followed by a climb to 1,500-6,000 feet above ground level (AGL). The direction of the turn is then reversed in order to align with the show line for the next maneuver. The repositioning will extend out to 5 NM, hence the requirement for sanitized airspace out to 5 NM.

b. The Diamond and Solos normally enter the run-in corridor wings-level at a point 12,000 feet (2 NM) from show center and at an altitude of 200-500 feet AGL. They proceed inbound to 6,000 feet while descending to 100-400 feet before actually starting the aerobatic maneuver. This run-in, or approach to the maneuver, is required in order to properly stabilize the aircraft, and is absolutely essential to consistently perform safe and precise maneuvers.

c. The airspace diagram at Attachment 7-4 generalizes the airspace requirement for most Thunderbird maneuvers; however, because each maneuver differs slightly, this diagram does not represent the exact airspace required for any particular maneuver.

d. If it appears the requirement for low-altitude run-in airspace will create problems, please contact the Thunderbird Airshow Coordinator.

11. GROUND-RESCUE PROCEDURES

a. **Emergency Vehicles** - Our F-16s have standard F-16 rescue features. You must have all crash equipment in place, in positions that are inconspicuous, **one hour prior** to takeoff. These vehicles should be located behind the 1,500-foot crowd line. (We do not want to imply to the crowd that an emergency situation is imminent; however, emergency vehicles should have immediate access to the flight line.)

b. **Egress Training** - Egress training with the Thunderbird Egress Technician will be scheduled for fire and rescue crews upon arrival of the support aircraft.

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c. **Fire Department** - Please have a Fire Department Representative at the Narrator's Meeting. (See Chapter 4 for related information.)

12. THUNDERBIRD AIRSHOW

a. **Time Period** - The Thunderbird portion of your airshow, ground and flying, lasts 1 hour and 15 minutes (1:15). It is imperative that no other events be scheduled during this time, and that the Thunderbird Narrator has full control of the microphone and public address system **30 minutes prior** to the scheduled takeoff.

(1) Please keep in mind that our takeoff time must be **no later than two hours prior to official sunset**. At least two hours is the minimum time necessary because of potential visual illusions with low sun angles.

(2) The first portion of our show begins with the enlistment of new recruits, the reenlistment of base personnel, **or** the introduction of the Inspection Party 30 minutes prior to takeoff. (We can do enlistments/reenlistments or the Inspection Party, but not both.) Following the ceremony is our precision launch and taxi for takeoff.

(a) If you are planning to use **classic cars** or any other means of transportation to get the pilots from the briefing room to show center, inform the Thunderbird Airshow Coordinator immediately. It takes slightly more time to transport the pilots in this fashion, and their itinerary must be adjusted accordingly.

(b) We are required to perform EOR maintenance checks on our aircraft just prior to takeoff. This consists of our maintenance personnel making a final check of our aircraft while on the runway or in an area near the end of the runway. During these checks, a maintenance vehicle will proceed down the active runway to check for FOD.

(3) The actual flying portion is 40 minutes long. Please allow 10 minutes after our aircraft engines have been shut down and our pilots have deplaned before beginning any other activities.

(4) **Our takeoff is 30 minutes after the Thunderbird Narrator takes control of the microphone and your public address system.** Do not confuse the beginning of our show (ground ceremony) with our takeoff time (wheels up).

(5) The Practice Show will last **1 hour and 45 minutes and requires 90 minutes of waived airspace**. (See Chapter 9 for FAA Waivers.)

b. **Communication** - During the demonstration, our Operations Officer will be in continuous contact with our aircraft and your tower through our Radio Communication Specialist (Thunderbird Control) using radios in our communications trailer.

(1) Control of the airfield will be requested, and is highly desired prior to the F-16s taxiing. The tower must relinquish control before the Thunderbird aircraft will takeoff for the demonstration.

(2) If the tower needs to regain control of the airfield due to an emergency, it may do so only after coordination with our Operations Officer or Thunderbird Control, allowing time to halt the demonstration and advise the aircraft that the tower has control of the field. After the emergency situation has been resolved, our demonstration will not resume until we regain control of the airfield.

(3) We fully recognize that emergency situations must take priority over aerial demonstrations, but positive transfer of control of the field must be accomplished and acknowledged by both parties to prevent further safety complications.

(4) The Thunderbirds monitor "Guard" frequency (243.0).

c. **Weather Limitations** - We will fly one of the following shows, depending on the prevailing weather conditions:

(1) **High Show**: 8,000-foot ceiling, 5-nautical mile visibility. The normal sequence of looping and rolling maneuvers performed by the Diamond formation and the Solo aircraft.

(2) **Low Show**: 3,500-foot ceiling, 5-nautical mile visibility. A series of Diamond rolling maneuvers and Solo rolling maneuvers.

(3) **Flat Show**: 2,000-foot ceiling, 5-nautical mile visibility. A series of Diamond flat passes and Solo rolling maneuvers.

13. POST-SHOW PROCEDURES/AUTOGRAPHS

a. Once the Thunderbird aerial demonstration has ended and all post-performance narration ceased, the Thunderbirds will usually be available for autographs for approximately **30 minutes** (except during inclement

weather). Normally, the Thunderbirds will come forward to the cordoned-off crowd line; however, to prevent undue distraction, **the Thunderbirds will not sign autographs if there are any other acts performing** after the Thunderbird demonstration. This includes narrated fly-bys.

b. Please do not begin cleaning up or tearing down concessions during our autograph session. This often leads to handling of our equipment by individuals who are not familiar with it, and could result in serious damage to our sensitive communication system.

c. If your demonstration is a **deployed show** and you would like the pilots to return to the show site for autographs, you must make arrangements in advance with the Airshow Coordinator. It is up to you to provide transportation, preferably a helicopter, from the deployed site to the show site.

d. Due to our tight schedule, **media interviews with pilots are virtually impossible on airshow day**; however, the Thunderbird Public Affairs Representative and some of our **enlisted personnel should be available for interviews**. There are approximately 55 Thunderbirds traveling to any show site. All of them are capable of describing their experience and answering questions. Pilot interviews are accomplished upon arrival, unless coordinated in advance.

14. GENERAL INFORMATION

a. We will not exceed the speed of sound during our demonstration.

b. With the exception of the U.S. Army Golden Knights, the U.S. Navy Leap Frogs, and the Air Force Academy Jump Team, **all landing zones for parachutist demonstrations must be at least 300 feet** from our aircraft.

c. If **radio-controlled model aircraft** will operate during your show, **they must not come within 300 feet of our aircraft**, laterally or vertically.

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d. If you plan to use a 500-foot show line for civilian performers, our aircraft must be parked at least 300 feet from the 500-foot show line to avoid over flight of our aircraft.

OPERATIONS CHECKLIST

Have you:

YES NO

1. Mailed the completed airfield diagram to the Thunderbird Airshow Coordinator? [] []
2. Built a crowd line straight and parallel to the show line? [] []
3. Ensured the show line is 1,200-1,500 feet from the crowd line? [] []
4. Located the bomb burst cross point on the show line, at least 500 feet off the right end of the crowd line? [] []
5. Situated the VIP stand or bleachers at show center, bordering the crowd line? [] []
6. Positioned show center at the center of your crowd line? [] []
7. Parked all static displays to the rear of the crowd line? [] []
8. Ensured there are no open ropes at the far ends of the crowd line? [] []
9. Placed the crowd line at least 300 feet from the nose gear of our parked F-16s? [] []

10. Briefed tower personnel that we will require control of the [] []
airfield during our demonstration?

11. Informed tower personnel of our landing pattern? [] []

12. Allowed 1 hour and 15 minutes for our demonstration and [] []
1 hour and 45 minutes for our practice?

13. Arranged for two large, distinctive objects/vehicles to mark [] []
show center and the bomb burst cross point?

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14. If your show is over water, arranged for at least two 35-foot [] []
(minimum length) boats to mark show center and the bomb
burst cross point? (In place prior to the survey flight.)

15. Discussed your parking plan with the Airshow Coordinator?[] []

16. Ensured the ramp, runway, and taxiways are free of FOD? [] []

17. Checked the weight-bearing capability of the parking area? [] []
(Adequate for both our support aircraft and F-16s?)

18. Requested a weight-bearing waiver if the ramp, runway, [] []
or taxiways cannot support the weight of our aircraft?

19. Arranged to park the support aircraft with the ramp door [] []
away from the crowd and not blocking the spectators' view?

20. Briefed the crash rescue team on required procedures? [] []

21. Briefed tower personnel on our EOR/runway procedures? [] []

22. Contacted the Coast Guard to contain the aerobatic box? [] []

CHAPTER 8 - SURVEY FLIGHT

(THUNDERBIRD POC: Airshow Coordinator)

1. REQUIREMENTS

Air Combat Command requires the Commander/Leader and the two Solo pilots to conduct an aerial survey of your show line prior to the actual aerial demonstration. You must provide at least a four-place helicopter, military or civilian. Because of the downward visibility requirements during the survey, a high-wing, four-place aircraft is also acceptable.

2. SAFETY

The survey flight should take place under minimum-traffic conditions and must not conflict with other performances or activities (such as radio-controlled model aircraft in the vicinity). The survey flight must not coincide with a training flight, and traffic priority is required.

3. PROFILE AND TIMING

a. We will fly the survey flight at 1,000 feet AGL, parallel to the show line, for four passes. The aircraft then descends to 150 feet above the show line so the Commander/Leader and Solos can survey each checkpoint.

b. The survey flight lasts approximately **45 minutes** and should be scheduled two hours after the team's arrival. **The show line markers must be in place prior to the flight.** Please have the survey pilot meet our pilots at the briefing room 1½ hours after the team's arrival.

(1) When our demonstration is the same day as our arrival, the survey flight must be flown at the pre-coordinated time to preclude a delay or cancellation of our portion of your airshow. However, the Thunderbirds reserve the right to cancel the survey flight at any time.

(2) If a civilian aircraft will be used for the survey flight at a military base, plan ahead. Approval to over fly or land on a military base may take up to 90 days.

5. PARTICIPANTS

a. The following individuals will conduct the survey flight:

(1) Lt. Col. Richard McSpadden, Commander/Leader

(2) Maj Shawn Pederson, Lead Solo

(3) Capt Todd Canterbury, Opposing Solo

SURVEY FLIGHT CHECKLIST

Have you:

YES NO

- 1. Arranged for a helicopter or high-wing, four-place aircraft? [] []
- 2. Coordinated to have the airshow area completely free of any flying or interference? [] []
- 3. Discussed the survey flight with the Thunderbird Airshow Coordinator? [] []
- 4. Briefed the survey pilot on where/when to meet our pilots? [] []
- 5. Arranged to have the show-line markers in place for the survey flight? [] []

CHAPTER 9 - FAA WAIVER/NOTAMS

(THUNDERBIRD POC: Airshow Coordinator)

1. FAA WAIVER

a. A waiver from the Federal Aviation Administration is required for our aerobatic arrival maneuvers, as well as our practice demonstration and airshow. You may submit all waiver requests on the same FAA Form 7711-2, Application for Certificate of Waiver or Authorization. Sample waivers are at Attachments 9-1 and 9-2. You should initiate the waiver at least **90 days** prior to your scheduled show date.

b. Do not issue your request for waiver to the “Thunderbirds.” Please name a representative of your organization in the “issued to” block.

c. Please ask the FAA to send a copy of the approved waiver directly to the Thunderbird Airshow Coordinator. This approved waiver must be received at least **30 days prior to your show** to enable us to ensure times are correct and that all special provisions can be met. We cannot perform any aerobatics without an approved FAA waiver.

d. The waiver must include all times and dates of Thunderbird performances, to include arrival maneuvers times and dates.

2. AEROBATIC ARRIVAL MANEUVERS WAIVER

a. If previously coordinated and fuel, weather, and local conditions permit, the Thunderbirds will fly a short arrival show so the pilots can become familiar with your show site. An FAA waiver is required for our aerobatic arrival maneuvers. You must request waiver of the following FAA regulations and airspace:

(1) 91.117 (a) (b) and (c),

(2) 91.119 (c),

(3) 91.303 (c) and (d),

(4) Radius of 5 NM from show center,

(5) Surface to 9,000 feet AGL (AGL is essential).

b. As a minimum, waiver time for aerobatic arrival maneuvers must extend from **15 minutes prior through 30 minutes after** our scheduled arrival time. **A block of 45 minutes is required.** (See Attachment 9-1.) Additional time, when available, provides added flexibility.

c. The Narrator will sign the aerobatic arrival maneuvers section of the waiver at the Narrator's Meeting. He will also expect control of the airspace from **5 minutes (minimum, 15 minutes desired) prior to our arrival until 15 minutes after our arrival.**

3. DEMONSTRATION AND PRACTICE WAIVERS

a. In order for us to perform at your airshow, you must request waiver to the following FAA regulations:

(1) 91.117 (a) - Aircraft speed in excess of 250 knots below 10,000 feet;

(2) 91.117 (b) - Aircraft speeds in an airport traffic area;

(3) 91.119 (b) - Minimum safe altitudes over congested areas (Military teams with approved maneuvers packages only);

(4) 91.119 (c) - Minimum safe altitudes over other than congested areas, except not closer than 500 feet to persons;

(5) 91.127 - Operating on or in the vicinity of an airport;

(6) 91.129 - Operations at airports with operating control towers (when appropriate)

(7) 91.303 - Definition of aerobatic flight;

(8) 91.303 (c) - Aerobatic flight within a federal airway; and

(9) 91.303 (e) - Aerobatic flight below an altitude of 1,500 feet above the surface.

b. You must also request the following airspace:

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(1) 5 NM radius from show center. [NOTE: This is to keep other aircraft out of our way. The Thunderbirds will, on occasion, extend outside the 5 NM ring for timing corrections. When this occurs, they will conform to visual flight rules (VFR).]

(2) Surface to 15,000 feet AGL (AGL is essential).

c. As a minimum, waiver time for the demonstration and practice must begin **15 minutes prior to scheduled takeoff and extend for 90 minutes**. The waiver must cover a minimum time period of **1 hour and 30 minutes**. The additional time is requested to allow flexibility for possible maintenance problems or weather conditions. (See Attachment 9-2.) Once again, these times are minimums. We may request additional time. Please ensure the waiver request accurately reflects the required time blocks. You could encounter unnecessary delays trying to obtain a new waiver.

d. If the FAA Representative determines that congested areas around the show site will be a problem for maneuver run-in, contact the Thunderbird Airshow Coordinator as soon as possible so the Thunderbirds can assist in obtaining the necessary waivers.

4. NOTICE TO AIRMEN (NOTAMs)

a. Your airfield must be closed for the total time issued on the waiver for aerobatic arrival maneuvers, the practice, and the actual aerial demonstration. This time includes closure to airlines at commercial or joint-use fields. If you anticipate any conflicts, contact the Thunderbird Airshow Coordinator.

b. Ensure a NOTAM is issued at least **48 hours in advance** for both arrival and demonstration waivers. It is of the utmost importance to not only provide a NOTAM closing the airfield, but to include the closure requirements of 5 NM from show center and 9,000 feet AGL for aerobatic arrival maneuvers, and 15,000 feet AGL for a practice or demonstration.

(1) Sample NOTAM (for arrival maneuvers, practices, and demonstrations):

Airspace surface to _____MSL closed within 5 NM of _____
airfield/TACAN from _____ Z to _____ Z on _____ (date).

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5. TEMPORARY FLIGHT RESTRICTION (TFR)

Temporary Flight Restricted (TFR) areas are approved for Thunderbird aerial demonstrations. Please establish your 5 NM airspace ring as a TFR. This can be done through your local Flight Standards District Office (FSDO).

FAA WAIVER/NOTAMs CHECKLIST

Have you:

YES NO

1. Coordinated your airfield closing times if civilian airlines operate from your airfield? [] []
2. Submitted your request for FAA waiver to the local Flight Standard District Office (FSDO) for both arrival and demonstration maneuvers? [] []
3. Issued NOTAMs at least 48 hours prior to your airshow? [] []
4. Received the approved FAA waiver? [] []
5. Verified that the Airshow Coordinator has received the approved FAA waiver? [] []
6. Implemented TFRs for the time of our practice and demonstration? [] []

CHAPTER 10 - AIR TRAFFIC CONTROL

(THUNDERBIRD POC: Airshow Coordinator)

1. GENERAL

a. For coordination procedures involving the control tower, please read the following sections of this support manual:

- (1) Chapter 6, Paragraph 6c;
- (2) Chapter 7, Paragraphs 6, 10, and 12;
- (3) Chapter 9, Paragraph 4.

2. HAZARDS

Please notify the Thunderbird Airshow Coordinator if there are any hazards in the local area that are not readily known to transient aircraft. This information must be provided to the pilots prior to their arrival at your show site.

3. RUNWAY BARRIERS

a. If your show site does not have arresting gear, or a runway length where arresting gear would not be necessary (i.e. 10,000 feet), you will need to install temporary arresting cable equipment on a runway suitable for F-16 use if either of the following conditions exist:

- (1) 7,000' of runway is not available at the operating location.
- (2) A suitable alternate with arresting gear is not located within 80 NM of the airfield.

b. This is a safety requirement which your show site may be required to fund. Requirements/instructions for requesting arresting gear are

contained in AFI 32-1043, Attachment 7. Included in the AFI is information concerning funding responsibilities.

10 c. Show sites should coordinate with local FAA and airport management, as certain types of temporary arresting gear may affect civil and commercial operations.

d. Arresting gear may be activated from the tower or manually positioned. If manually positioned, it must be in place before all Thunderbird practices and demonstrations. The arresting gear should be certified before our aircraft arrive.

4. LOCAL AIRPORTS

Please make sure you contact all airports within a 5 NM radius of your airfield to ensure they are shut down during the time periods specified in the FAA waiver.

AIR TRAFFIC CONTROL CHECKLIST

- | Have you: | YES | NO |
|--|--------------------------|--------------------------|
| 1. Briefed tower personnel on our pitch-up arrival pattern? | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Ensured tower personnel know the Narrator controls the airfield during aerobatic and non-aerobatic arrival maneuvers? | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Briefed tower personnel that the Operations Officer takes control of the airfield during our demonstration? | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Informed the Thunderbird Airshow Coordinator of any hazards in the local area? | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Planned to pre-position manual barriers? | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Identified all runways available for takeoff/landing at the discretion of the Narrator or Operations Officer? | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Contacted all airports within a 5 NM radius to ensure they shut down during the FAA waiver periods? | <input type="checkbox"/> | <input type="checkbox"/> |

CHAPTER 11 - MAINTENANCE

(THUNDERBIRD POC: Logistics Coordinator)

1. GENERAL

a. The host Maintenance Representative holds a key position. This person must perform numerous tasks from the day your airshow request is approved until the day after the airshow. The first task is to carefully read this chapter and be sure that space, equipment, and supply requirements are met.

b. The airshow site is responsible for obtaining and arranging for the required support listed in this manual, and for incurring the costs involved in obtaining and transporting the equipment and materials. Please provide the Thunderbird Logistics Coordinator a **written status report** of all equipment at least **60 days** prior to your show date.

2. FOREIGN OBJECT DAMAGE (FOD) CONTROL

a. FOD refers to damage to aircraft components, i.e., flight controls, tires, or engines, due to foreign objects such as loose gravel, nuts, bolts, etc.

b. F-16s are highly susceptible to FOD. Pieces of ice as small as ¼", or material as soft as cloth, can damage the engines. Because of that, **please make sure all surface areas where we operate are swept and cleaned prior to our arrival**, and that **these areas remain clean during our stay**. Do not use sweepers that have steel bristles.

c. **Snow fencing** will aid in preventing FOD from blowing onto the runways and taxiways when it is erected so that it touches the ground. Orange, nylon FOD fencing is an acceptable alternative to snow fencing along the crowd line. (See Crowd Line, Chapter 7, Paragraph 5a.) Also, please place containers suitable for FOD disposal (two garbage cans) near our support aircraft.

3. AIRCRAFT ENGINE OIL SAMPLES

a. We must take engine oil samples after each flight. These samples must be analyzed and the results returned before our F-16s fly again. We carry a Spectroil Jr. Oil Analysis machine for this purpose. The Thunderbirds **do not normally provide oil analysis support** for non-Thunderbird aircraft.

b. To operate the oil analysis machine, we must have a ground floor area in a building (hangar, fire station, etc.) with a 110/220-volt outlet and a trash can. It is preferable that this building be as close to our support aircraft as possible. Our oil analysis machine is in a trailer measuring 28"x 58"x 60" and weighing 500 lbs. It cannot be lifted over ledges or up stairs.

4. ARRIVAL PARKING COORDINATION

a. On days when our arrival is the same day as the airshow, the Thunderbird aircraft must be parked where they will launch from during the demonstration. Following the demonstration, we prefer our aircraft remain in this location until the team departs.

b. When the team arrives one or two days prior to the airshow, we request our aircraft be parked in a location where they can remain (without being towed) until the day of your show.

(1) We also request our support aircraft be parked on the same side of the runway/show line as our F-16s. Select an area that will give our maintenance personnel unrestricted access and movement between our support aircraft and F-16s.

(2) **The show site is responsible for providing latrine-disposal service for our support aircraft.** As a minimum, a truck used to service portable latrines is sufficient.

c. Please identify the area from where we will launch for our departure and brief the Thunderbird Narrator on its location as soon as he arrives.

d. The host site Maintenance Representative must attend the Narrator's Meeting. He or she should brief the Narrator on parking arrangements and provide a maintenance liaison who can work with the

Narrator's Crew Chief on all pre-show activities. **NOTE:** Please read Chapter 7, Paragraphs 7 and 8, Aircraft Parking.

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5. ENGINE MAINTENANCE RUN

a. All Thunderbird F-16s will be run for 15 minutes, 3½ hours prior to our portion of your airshow. Please ensure we have **30 minutes** of sanitized time for our engine runs.

b. It is **critical that no parachute teams jump or deploy wind-direction streamers** during our engine runs. Also, no other acts should occur during the engine runs. The jet noise will drown out any narration, and we don't want to interfere with other parts of your show.

c. Engine maintenance runs are not conducted on days when our arrival is the same day as the airshow.

d. Please let us know if your show site has the capability to restrain an F-16 aircraft during a high-power engine run, **60 days prior** to the show. The tie-down must be rated at 25,000 lbs.

6. HANGAR SPACE

a. Normally our F-16s will remain outdoors; however, **hangar space must be dedicated and readily available** in case we need to hangar our F-16s for security reasons, inclement weather, or aircraft maintenance. The F-16 is a very valuable aircraft. **If you cannot guarantee hangar space to protect these resources, we will be unable to perform at your site.** Additionally, we need unlimited access to the hangar without traveling through the crowd.

(1) There may not be time to relocate equipment from the hangar, so please ensure the hangar space you select for our aircraft is **empty and dedicated for our exclusive use** throughout the duration of our stay.

(2) The hangar must have a minimum of 15,000 square feet with 20-foot ceiling clearance, or equivalent space with 20-foot ceilings.

(3) The cost of hangar space is the show sponsor's responsibility (civilian sites), to include our extended stay due to maintenance or airlift support problems.

7. FUEL REQUIREMENTS

a. **Fueling/Refueling** - We will need two single-point-refueling trucks and one de-fueling truck available for use during our stay.

11-3

(1) Normally, we will not refuel our F-16s until after our support aircraft arrives and media/flight line activities are concluded.

(2) Fuel trucks should be in place **30 minutes** after our arrival.

b. **Purchasing Fuel** - We will pay for fuel at military show sites using the DOD fuel card for each respective aircraft. Civilian show sites purchasing jet fuel will be reimbursed at the DOD Fuels Contract or into-plane price.

(1) The show site must pay the difference above the into-plane cost.

(2) Cost related to transporting fuel is the responsibility of the show site.

c. **Fuel Quantities** - We will require the following amounts of fuel (contingent upon our schedule at your location):

(1) 7,200 gallons = 1 demonstration with arrival maneuvers (Sunday show),

(2) 12,800 gallons = 1 demonstration plus 1 practice,

(3) 18,400 gallons = 2 demonstrations plus 1 practice,

(4) 900 gallons = 1 media flight.

(5) Additional fuel requirements (check with the Thunderbird Logistics Coordinator before procuring any additional fuel):

(a) 300 gallons may be required for deployed show locations,

(b) 900 gallons for each photo mission,

(c) 6,000 gallons for our support aircraft (the support aircraft crew will pay for their own fuel).

d. **Fuel Specifications** - Thunderbird fuel must be fuel-lab certified and provided by a certified vendor.

(1) JP-8 jet fuel use limits:

(a) Solids - 4.0 MG/Gal maximum,

(b) FSII (deicing additive) - .07-.20% by volume,

11-4

(c) API - (density) 45.0-57.0% by volume,

- (conductivity) 100-700 cu.

(2) Aviation fuels must pass through two separate filtration procedures downstream of bulk storage, with at least one filtration downstream of operating tanks. Aviation gasoline filtration must be through filter separating.

8. SMOKE OIL REQUIREMENTS

a. **Purchasing Smoke Oil** - Smoke oil should be obtained in 55-gallon drums and placed on a 1 ton or 1½ ton truck or trailer with low sides. If all the drums cannot fit, please place a forklift by the remaining drums to assist us in loading them.

NOTE: You should order smoke oil at least **60 days** in advance of your show.

(1) For military show sites, smoke oil should be procured through normal supply channels or from local vendors through your base Procurement Office. Funding the purchase is the responsibility of your base.

(2) For civilian show sites, smoke oil may be obtained from nearby Air Force installations or a local vendor. We will pay for any vendor-supplied smoke oil we use with Air Force Form 15, USAF Invoice.

(a) **The Air Force will absorb the cost of smoke oil only at military-contract prices.** The show site must pay the difference above the military-contract price. Since we pay only for oil consumed, do not make any guarantees to the vendor. If ordering from an Air Force facility, you may have to pay for handling, transportation, and/or storage.

b. **Smoke Oil Quantities** - We will require the following amounts of smoke oil (contingent upon our schedule at your location):

(1) 440 gallons (8 drums) = 1 demonstration with arrival maneuvers (Sunday show),

(2) 605 gallons (11 drums) = 1 demonstration plus 1 practice,

(3) 880 gallons (16 drums) = 2 demonstrations plus one practice,

11-5

(4) 55 gallons (1 drum) = 1 media flight.

(5) Additional smoke oil requirements (check with the Thunderbird Logistics Coordinator before procuring any additional smoke oil):

(a) 110 gallons (2 drums) may be required for deployed locations,

(b) 55 gallons (1 drum) for each photo mission.

9. SMOKE OIL SPECIFICATIONS

a. **Primary** - 1010 MIL-L-6081
- Federal Stock No.: 9150-00-231-6676

b. **Substitutes** - CONOCO Pale Paraffin
- Oil #10
- TEXACO 519 Canopus-13
- GULF Oil #370
- CASTROL 1010
- AMOCO - Amolite
- Shell Carnae-15

10. HYDRAZINE (H-70) SUPPORT

a. **H-70 Response** - The F-16 aircraft has an Emergency Power Unit (EPU) containing 6.8 gallons of hydrazine (H-70). This particular solution is 70% pure hydrazine and 30% water.

(1) Since H-70 and its fumes are both flammable and toxic, disaster response procedures are necessary for any H-70 spill or leak, regardless of quantity or location.

(2) An H-70 leak constitutes a fire, health, and environmental hazard. Thunderbird maintenance personnel will neutralize, contain, and remove all H-70 spills, then contact the appropriate base/area personnel.

b. **Special H-70 Maintenance Area** - In the unlikely event of an EPU activation or H-70 spill, we must have an area for H-70 maintenance designated near the runway. This area must be large enough to accommodate an F-16 aircraft and be located no less than 1,000 feet from any person or inhabited structure. Make sure this area is not near a sewer opening or drainage ditch, so the spill will not enter local water systems.

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11. MAINTENANCE RADIO FREQUENCIES

a. We will utilize our own hand-held FM radios while at your location. Please contact your base frequency manager at least **30 days prior to our arrival** to deconflict any potential frequency problems.

b. Our frequencies are 413.100 and 413.025. We only require one clear channel to operate. If **both** our frequencies conflict with others in your area, the show site must:

(1) Make arrangements to clear one frequency for our use or,

(2) Supply 15 hand-held FM radios and chargers with a clear net.

12. MAINTENANCE EQUIPMENT REQUIREMENTS

a. Exact requirements are listed in the charts at Attachments 11-1 through 11-3. This is the minimum amount of support equipment we

require to guarantee a successful airshow. It should be dedicated to the team for the duration of our stay.

b. If you are planning to co-utilize any of this equipment with anyone else, or make any substitutions, it must be discussed with the Thunderbird Logistics Coordinator at least **30 days prior to our arrival**. Co-utilization may increase the quantities required to support your airshow.

c. Maintenance equipment may be obtained from any nearby military installation; however, you may be responsible for costs incurred in transporting the equipment. Please check all equipment to ensure it is fully serviced and operational.

d. **Maintenance equipment must be in place near the support aircraft parking area before the Narrator arrives.** Placing the equipment in an area where we need local support to get to it is unacceptable.

e. Please have the following equipment available:

(1) Two hand-held radios, one on your Air Boss channel, and one on your airshow maintenance control net. (These radios are used to coordinate fuel and other support needs and should be given to the Narrator's Crew Chief upon arrival.)

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(2) Two portable toilets (placed near our support aircraft),

11 (3) 10 gallons of unleaded MOGAS (for our generators), and

(4) Two 5-gallon Igloo-type coolers filled with ice and water.

MAINTENANCE CHECK LIST

Have you:

YES ~~NO~~

1. Arranged for sweeping and cleaning parking ramps, runways, and taxiways?

[] []

2. Designated facilities for our oil analysis lab?

[] []

3. Ensured the designated parking area has certified grounding points for all eight F-16s? [] []
 4. Coordinated parking spaces for our aircraft upon arrival, the day of the show, and on departure day? [] []
 5. Procured all equipment and hangar space? [] []
 6. Ensured support equipment is serviced and in good operational condition? [] []
 7. Placed all support equipment near our support aircraft? [] []
 8. Procured fuel and smoke oil? [] []
 9. Confirmed that fuel and smoke oil costs will be at or lower than government-contract prices? [] []
 10. Coordinated maintenance-support arrangements with our Logistics Coordinator? [] []
 11. Designated an isolated area for hydrazine (H-70) maintenance? [] []
 12. Placed two portable toilets near our support aircraft? [] []
- 11-8
13. Obtained MOGAS for our Aerospace Ground Equipment? [] []
 14. Contacted the base frequency monitor to de-conflict radio frequencies? [] []

CHAPTER 12 - SECURITY

(THUNDERBIRD POC: Logistics Coordinator)

1. CROWD SECURITY

a. One of the most difficult areas of your airshow is crowd security. Well-organized crowd control is essential to ensure the safety of spectators and to satisfy FAA requirements.

b. For effective crowd security, the security/law enforcement officer must:

(1) Set up a physical barrier, preferably snow fencing or FOD fencing, which acts as a crowd line. All spectators must remain behind this crowd line. Be prepared for spectators, especially children, to start moving forward unless you exercise critical control.

(2) **Position one security/law enforcement person at our communication trailer**, reporting one hour prior to takeoff and remaining until the autograph session has ended. **(This applies to both practices and demonstrations.)** It is very important for this person to have a reliable communication link to other security personnel on the site in order to quickly correct security deficiencies.

(3) Ensure members of the security/law enforcement team are on hand early, and positioned at specific intervals along the crowd line, to ensure the integrity of the intended crowd line is maintained. F-16 engines are extremely noisy, and could cause ear damage if someone without ear protection breaks past the crowd line and moves toward the aircraft.

(4) Brief the airshow security team on all procedures for the airshow.

(5) Coordinate the use of vehicles to bring dignitaries to the seating area. These vehicles should arrive no later than **30 minutes** prior to the beginning of the Thunderbird ground ceremony, and should not return

until the end of the narration (after all F-16s have landed and shut down engines.)

(6) Provide a crowd count estimate to the host Public Affairs Representative prior to the start of the Thunderbird performance.

c. Bona fide photographers desiring to take photographs closer than the crowd line must get approval from, and be escorted by, the Thunderbird Public Affairs Representative. Please do not promise media representatives or photographers access beyond the crowd line during the show. The FAA does not allow anyone other than essential personnel in front of the crowd line.

2. AIRCRAFT SECURITY

a. The Security/Law Enforcement Representative must coordinate all matters of aircraft security. He or she must:

(1) Arrange for around-the-clock protection of all Thunderbird F-16s and the support aircraft, from arrival until departure. **No one is authorized to be on or around our aircraft without a Thunderbird escort.**

(a) The show sponsor is responsible for providing the security force and ensuring the F-16 and support aircraft parking areas are **well lighted at night**.

(b) Throughout all periods when Thunderbird personnel are not present, at least one armed security person must be dedicated to the Thunderbird F-16 aircraft. If our support aircraft is parked such that this same individual cannot provide adequate security for it as well, then additional personnel will be required for security of our support aircraft.

(2) Establish strict access procedures for all Thunderbird aircraft. At no time will our support aircraft be open to the general public. Only personnel with Thunderbird escorts are to be near any of our aircraft.

(3) Ensure Thunderbird members have unimpeded access to the aircraft at all times.

SECURITY CHECKLIST

Have you:

YES ~~NO~~

- 1. Arranged for construction of a fenced crowd line? [] []
- 2. Positioned security personnel along the crowd line and at our communications trailer? [] []
- 3. Arranged around-the-clock security for our aircraft? [] []
- 4. Briefed personnel on our security requirements? [] []
- 5. Arranged to provide a crowd count to your Public Affairs Representative? [] []

CHAPTER 13 - PUBLICITY

(THUNDERBIRD POC: Public Affairs)

1. ADVANCE PUBLICITY

a. Publicity material will be sent to your Public Affairs/Publicity Representative approximately **60 days** prior to your show. Please realize, those shows that occur in the first weeks of the airshow season may experience delays due to our printing timeline; however, we provide our materials only as a starting point for your publicity campaign.

b. All publicity material should be **duplicated and disseminated** to media outlets and civilian organizations immediately upon receiving them. Local Air Force Recruiters usually have a good working relationship with local media outlets, and can be helpful in distributing these materials.

c. Publicity material we will provide includes:

(1) A media guide on CD-ROM containing a variety of news releases, info-graphics, fact sheets, biographies, artwork and dozens of high-resolution images, with accompanying cutlines, will be supplied for color separation for newspapers and other media outlets. People who haven't received their publicity materials and want immediate access to information can find it on the worldwide web at <http://www.airforce.com/thunderbirds/library.htm>.

(2) A media tape in Beta SP format, will be sent to you. The tape should be taken to TV stations for their dubbing or immediate use.

d. Please ensure you use only the 2001 publicity material provided for your show. Using old material could prove embarrassing to your show sponsors and the Thunderbirds.

2. PUBLICITY IDEAS

a. An effective publicity campaign is paramount to a successful airshow. The following ideas are some of the various ways to enhance your publicity campaign.

(1) Since recruiting is at the heart of the Thunderbirds' mission, contact your nearest USAF Recruiter as soon as possible. You will find recruiters can be very helpful in publicizing your airshow, and may give you other insights into successful "blue-suit" promotion techniques.

(2) Invite as many media representatives as possible to be present at our arrival. Inform media representatives that this is the **only time** for planeside **pilot interviews**.

(a) Send advisories announcing our arrival to local media and ask them to respond if they want planeside interviews. Our arrival time is determined for each show site prior to the start of the show season (Chapter 21, Paragraph 1b). Contact the Thunderbird Airshow Coordinator for confirmation of the actual arrival time and whether we will perform aerobatic arrival maneuvers.

(b) We routinely allot 20 minutes for media interviews. We would like you to find out ahead of time if any media have special requests that we may accommodate.

(c) Do not advertise aerobatic arrival maneuvers unless you are prepared to accommodate the crowd. Also, do not advertise arrival maneuvers as an official aerial demonstration. There can be no implication that this is an official demonstration.

(3) If we have scheduled a practice performance, this affords another opportunity to invite the media. If your show site is greater than one hour's drive for media affiliates, please make special arrangements with the Thunderbird Airshow Coordinator and Public Affairs to coordinate media interviews on Friday. Again, do not advertise our practice as an official aerial demonstration.

(4) Practices and aerobatic arrival maneuvers are excellent for hosting groups that would otherwise have difficulty seeing the Thunderbirds (physically challenged, elderly, etc.). In particular, the

Thunderbirds would like to extend an invitation to Make-A-Wish chapters and similar groups to attend the Friday practice. With prior

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arrangements, Make-A-Wish/special-needs guests will have an opportunity to meet the pilots, take photos and receive autographs. Notify the Thunderbird Airshow Coordinator and Public Affairs if you plan for any special groups to attend the arrival or practice. We will allot specific time in our itinerary to meet with these individuals.

(a) If you invite special guests, make sure you have appropriate seating, paved ramps for wheelchair parking, appropriate signs, parking areas, and facilities for physically challenged people. Please consider providing earplugs to further enhance your guests' airshow experience.

(b) You must provide a designated, limited-access secure area for these groups. The Thunderbirds believe it is important to provide autographs to those individuals who cannot make it to a crowded airshow. **Without a security force maintaining the integrity of a sectioned/cordoned-off area, an embarrassing situation could occur that detracts from the individualized attention intended for your special guests.** If this results, we will be forced to terminate the autographs.

(5) Encourage radio and TV coverage of the airshow. Up to four stations can plug into our communications trailer for reception of the narration and music. This method of hook-up ensures better coverage of the narration, and eliminates radio "chatter." Contact the Airshow Coordinator for hook-up details if a station chooses to plug into the Communications Trailer.

(a) Media hooking up to our communication trailer must be accomplished prior to the sound check and remain plugged into the trailer for the duration of the show.

(b) Stations may publicize their intentions to broadcast the airshow narration, so urge spectators to bring small radios to the event.

(c) Point out to TV and radio station operators that they may count this air time against their public-service commitment.

b. Use other advertising outlets as available. Examples are:

(1) Print posters and flyers.

(2) Telephone interviews with our team members prior to your airshow. With advance coordination, there may be an opportunity for Thunderbirds to

13-3

conduct morning TV/radio interviews on Friday. Contact Public Affairs at (702) 652-9902 to arrange for interviews.

(3) Advertising space on billboards, milk cartons, place mats at restaurants, soft drink trucks, TV and radio, Sunday newspaper supplements, company or school newspapers, and local magazines. However, advertisements cannot imply any type of product endorsement by the Department of Defense, the U.S. Air Force, or the Thunderbirds (per Title 18 of the U.S. Code, Section 709). Keep in mind their "lead time" in developing your publicity campaign, and contact us early for support, if needed.

(4) Film promotional spots.

PUBLICITY CHECKLIST

Have you:

YES NO

1. Duplicated and disseminated publicity material to media outlets? (video tape and photo CDs) [] []

2. Arranged for Make-A-Wish and special-needs guests to view the practice show? [] []

3. Invited the media to cover the airshow? [] []

4. Contacted your local USAF Recruiter for publicity support? [] []

CHAPTER 14 - MEDIA/ORIENTATION FLIGHTS

(THUNDERBIRD POC: Public Affairs)

1. MEDIA FLIGHTS

a. The Thunderbirds can usually offer orientation flights for media representatives on the day of our arrival and on our practice day. Orientation flights are only given to bona fide members of the media. Requests are submitted to Thunderbird Public Affairs, and approved by the 57th Wing Commander at Nellis AFB.

b. Please keep in mind that we cannot fly media flights for single-day shows flown on Sunday. We can however, sometimes accommodate media flights at Nellis AFB prior to your airshow, but these are done with the respective organization paying all travel expenses. Contact the Thunderbird Public Affairs Office in regard to possible alternatives for Sunday-only shows.

c. A media orientation flight is an offer from the U.S. Air Force on a mission-availability basis. To prevent an embarrassing situation, clearly inform media representatives that if they are interested and medically qualified, they will be considered for a flight, along with other media candidates. **The Thunderbirds will notify media representatives** if, and when, they are approved.

2. MEDIA FLIGHT NOMINATION PACKAGES

a. For each media flight scheduled, show site Public Affairs representatives must submit a nomination package. The package must contain a Media Flight Information Sheet (Attachment 14-1), and letter of justification for each primary and alternate flyer nominated. **Packages must include two nominations for each flight offered.** Failure to do so may result in your air show losing valuable publicity. Please consider your nominations carefully. If the primary candidate cancels and your alternative can't make the flight, we can make no substitution and your flight will be canceled.

(1) To prepare the nomination package, contact the respective media representatives and obtain the information required to complete the Media Flight Information Sheet. Keep in mind that your contact with media representatives is for the sole purpose of completing the information sheet, **not to commit us to a flight**.

(2) The letter of justification from the designated media outlet must state why the individual should receive the flight. The justification should include the amount and type of coverage offered, as well as why the flight would be beneficial. Information sheets received without justification letters **will not** be considered. When selecting TV/radio stations, try to schedule interviews on their Friday morning/noon shows.

(3) An incomplete package or blank areas on the Media Flight Information Sheet, could cause delays in the approval process. This may result in your request not getting approved.

b. Requests for media flights at military sites should be coordinated through the installation's Thunderbird Project Manager, Public Affairs Representative, and local USAF Recruiting Squadron. Requests should be submitted directly to the Thunderbird Public Affairs Office at Nellis AFB **60 days** prior to the team's scheduled arrival.

c. For civilian demonstration sites, requests for media flights should be coordinated with the assistance of the local USAF Recruiting Advertising and Promotions Officer, and forwarded to the Thunderbird Public Affairs Office. All other guidance still applies.

(1) We strongly suggest nominating outlets that will have the widest reach in your area. If your nomination is a TV station, **a videographer must be present** for the flight to continue. If a newspaper is nominated, **a photographer must be present**. If a radio station is nominated, we would like to be part of their morning show broadcast. (Morning show formats work well for these types of flights.) The station manager must also assure the Thunderbirds and the U.S. Air Force that the coverage

will be handled in a professional, dignified way (**no stories mentioning vomiting or passing out**).

(a) No photography is allowed in the cockpit. The Thunderbirds will provide each flier with a Hi-8 format tape when the flight is completed.

(2) The media flight **cannot be used by the sponsor as “pay back”** to selected individuals for airshow assistance or sponsorship. If it is

14-2

learned at any time throughout the coordination process that “pay back” is occurring, we reserve the right to cancel the flight. For example, we will refuse to fly publishers vs. reporters, and station managers vs. anchors. Also, do not assume that a person with a commercial or private pilot’s license is the best candidate. Usually, novices provide the best, “fresh” look at the flight.

(3) Media flight nominees must not weigh more than 220 lbs., be taller than 6’5”, nor older than age 60. They must have a chest size between 34” and 48”, and wear boots between size 5 and 12 (men’s sizes). Media fliers cannot weigh less than 100 lbs.

(4) Ensure the nominated flier wants the flight, is not prone to airsickness, and is enthusiastic about the flight.

(5) This is a once-in-a-lifetime opportunity; therefore, **do not** nominate anyone who has flown in a fighter aircraft in the past.

2. ORIENTATION FLIGHT APPROVAL

a. If an orientation flight is approved, we will notify you as to who was selected and the date and time of the flight. The Thunderbird Public Affairs Representative will then contact the candidate and coordinate with the selected flier. If for some reason the primary nominee cannot accept, an offer may be made to the alternate nominee.

b. Please make copies of the “Hold Harmless Agreement”(Attachment 14-3) releasing the Air Force from legal liability in case of an accident, and present to each selected flier and alternate. The Hold Harmless Agreement must be signed and given to the Thunderbird Public Affairs Representative prior to the flight.

c. The Media Flight Health Screening questionnaire (Attachment 14-2) must be completed by all primary and alternate fliers. This must be returned to the Thunderbird Public Affairs Office no later than **30 days** prior to our arrival at your show site,

(1) The **show sponsor** is required to obtain suitable airspace (5,000 feet AGL to 18,000 feet MSL) for the media flight, preferably a **Military Operating Area (MOA)** within a 60-mile range, maximum. Airspace

14-3

requirements should be coordinated with the Thunderbird Airshow Coordinator **30 days** prior to the planned visit, and reconfirmed with the Narrator during the Narrator's Meeting.

(2) The show site is also responsible for providing a suitable briefing room (other than the Thunderbird Briefing Room) for the orientation flight. For military locations, the DV Lounge in Base Operations works well. Keep in mind that filming will take place, and the public will view your installation/show site facilities.

(3) Arrangements to get the media representative to the life-support fitting/briefing at the orientation flight briefing room are the responsibility of the show site Public Affairs Representative. **These fittings/briefings begin 2½ hours prior to the scheduled takeoff. Arriving late will delay or cancel the flight.** (Be prepared to accommodate film crews, photographers, and reporters.)

(4) Please let us know early if the flight will take place over water. This could cause briefing times and equipment requirements to change.

MEDIA/ORIENTATION FLIGHT CHECKLIST

Have you:

YES NO

- | | | | |
|---|-------------------------------------|--------------------------|--------------------------|
| 1. Coordinated with Public Affairs for an orientation flight? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Obtained all information for the Media/Orientation Flight | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Information Sheet?

3. Arranged for a suitable briefing room? [] []
(Different from the Thunderbird Briefing Room.)
4. Requested suitable airspace? (Preferably a MOA) [] []
5. Contacted the local USAF Recruiting Advertising and Promotions Office for Media Flight inputs? [] []
6. Made arrangements to get the orientation flier to the briefing/life-support fitting room? [] []
- 14-4
7. Included a commitment letter from your radio station manager if you have nominated radio for an orientation flight? [] []
8. Coordinated an appearance for the Thunderbirds to appear on TV/radio morning show for media flight outlet? [] []

CHAPTER 15 - PUBLIC APPEARANCES

(THUNDERBIRD POC: Airshow Coordinator)

1. COORDINATION

a. All public appearances must be coordinated with the Thunderbird Airshow Coordinator at least **30 days** prior to our scheduled appearance. This allows the Airshow Coordinator and Public Affairs staff sufficient time to coordinate the event and prepare our trip itinerary.

(1) Please realize, for planning purposes, it is best to know that everything we do outside of the aerial demonstration is a public appearance. That includes talk show interviews, hospital visits, receptions, and airshow parties.

(2) Please do not commit us to any other public relations events once our itinerary has been completed (approximately two weeks prior to your show). Our schedule is very compressed, and we probably will not be able to accept it.

b. It is **imperative that every public appearance be documented** on a separate Thunderbird Public Relations Event Information Sheet (Attachment 15-1), **including airshow parties or pre-show/post-show receptions**. This is vital to our planning. Even if you do not have all the details before the deadline, send us a sheet advising us of the proposed event.

c. **Never** commit the team to an activity or event unless it has been approved in advance. If, for some reason, we cannot attend, it could cause an embarrassing situation for everyone concerned.

d. Air Force Recruiting Representatives should be allowed to participate in the planning of all public appearances.

2. AVAILABILITY

a. Thunderbird officers cannot accept any social or public relations engagement ending later than 7 p.m. **This policy is strictly enforced.**

15-1

b. Due to crew rest, briefing requirements, and other mandatory preparations, the Thunderbird officers will not be available for public appearances on the day of your airshow, except for post-show receptions. If scheduling a post-show reception, please remember the team will complete an autograph session **prior to** attending the reception, and must have a one-hour block of time before or after the reception for debrief, all concluding by 7 p.m.

c. Thunderbird enlisted personnel may be available for public relations commitments after the end of the show.

d. Because of duty requirements, we must make the final determination on the number of Thunderbirds able to attend each function.

e. All public relations commitments must be within a maximum of **30 minutes** driving time from the briefing room/hotel.

f. The team has extensive travel commitments and a very busy schedule, which may necessitate scheduling a **down day** at your show site. Please **do not** schedule any activities on down days. We will advise you of any scheduled down days, and may ask your assistance in providing details on recreational activities in your area.

3. REQUIRED INFORMATION

a. Each Public Relations Event Information Sheet must include the following information:

(1) **Name of Event** - Visits to schools (medical schools, universities, high schools), hospitals, golf matches, buffets, dinners, interviews, etc., must be identified by complete name, i.e., St. John Hospital and Medical Center, John Tyler Elementary School, Proud Eagle Boy Scout Summer Camp. It is important to get these names correct, as we will bring a personalized lithograph for presentation at the event.

(a) We like to make as much contact with children as possible. Please explore the schools, summer camps, and youth organizations first.. (Because recruiting is at the heart of our mission, high school visits should receive scheduling priority.)

(2) **Location of Event** - We need a complete street address, to include zip code.

15-2

(3) **Date/Time of Event** - Include the date and time of the event. Keep in mind, we usually will only stay **one hour** at any event, and cannot stay later than 7 p.m.

(4) **Host/Hostess/Sponsor** - Please identify the individual or organization sponsoring the event and include their work, home and cell phone numbers. Example: Reception at Officers' Club, Host: Diamond Jubilee Committee, POC Erin McVeigh, (wk) 555-5555, (hm) 555-5556, (cell) 555-5557.

(5) **Description** - A brief description of what the event sponsor/host would like us to do while at the event, i.e., meet and greet children in pediatric ward, show Thunderbird film, etc. An estimate of **how many will be present** at the event is also required, i.e., 50 patients, 200 elementary school children. Be realistic, if requested to address a school assembly of 1,000 students, we may plan to send more than the standard officer and crew chief.

(6) **VIPs/Dignitaries Attending** - We need to know who is attending any event, such as the mayor, civic dignitaries, military officials, etc.

(7) **Escort** - We need someone who is familiar with the local area, traffic patterns, parking, etc., to escort team members to all events. This could be an airshow committee member, Air Force Recruiter, or someone associated with the event. In some instances, a police escort may be necessary for post-show receptions. [See Chapter 4, Paragraph 3b(6)(c).] Please include full name and rank, if applicable, and a telephone number where we may reach the individual.

(8) **Driving Time** - Because of our tight schedule, we need to know how long it will realistically take us to drive from the briefing room or hotel to the public relations event. Remember, we cannot accept any public relations events that are outside of **30 minutes** driving time. Please err on the liberal side when estimating driving times, allowing for traffic, stop lights, parking, etc.

(9) **Presentos** - While we never solicit presentations, please let us know if the event host/sponsor is making a presentation to the team and what is being presented, so we may reciprocate appropriately.

15-3

4. ADDITIONAL INFORMATION PUBLIC AFFAIRS NEEDS

a. To enable us to add a personal touch to what we do, please compile the following information about your show and your local area and send it to Public Affairs prior to our arrival at your show site:

- (1) Name of your airshow or open house;
- (2) Nickname of the local area (i.e., Emerald Coast);
- (3) Theme of the air show (i.e., Community Appreciation);
- (4) Special stories/mottoes associated with your airshow (who the show is dedicated to, etc.);
- (5) **Biographies of the host commander** (on Air Force installations) or high-level DVs the team will deal with on a regular basis; and
- (6) Lithograph list (see Attachment 15-2) so we can distribute them upon arrival.

b. Once the team has arrived at your show site, but before the aerial demonstration begins, Public Affairs is required to obtain a list of all DVs (general officer and civilian equivalent) attending the airshow. It is not necessary to provide a list of every DV invited, only those present for the demonstration.

c. Prior to the demonstration, Public Affairs also needs a crowd count. We are sensitive to the fact that often this is a rough estimate, but we do need your most accurate crowd count.

5. FILM/TALK REQUESTS

a. We have a 5-minute VHS tape that tells the Thunderbird story. When planning an engagement, try to arrange for this film to be shown. (The host must provide the VCR and television.)

b. For recruiting events, we need a room to show the film. A conference room in the hotel we are staying in may possibly be available for film/talk requests. This could greatly reduce your workload.

PUBLIC APPEARANCE CHECKLIST

Have you:

YES NO

- 1. Coordinated all public appearances with the Thunderbird Airshow Coordinator? []
- 2. Completed a Thunderbird Public Relations Event Information Sheet for each public/social commitment? [] []
- 3. Ensured commitments are within 30 minutes drive time? [] []
- 4. Made arrangements for the necessary equipment if the film is to be shown? [] []
- 5. Ensured our public relations events end by 7 p.m.? [] []
- 6. Kept down days free from commitments? [] []
- 7. Sent Public Affairs all the required information? (Names, stories/mottoes, biographies) [] []
- 8. Included Air Force Recruiting Representatives in planning and escorting public appearances? [] []

CHAPTER 16 - INSPECTION PARTY

(THUNDERBIRD POC: Public Affairs)

1. SELECTION

a. The purpose of the Inspection Party is to honor distinguished civilian or military personnel who best represent your area. These Distinguished Visitors do not inspect the Thunderbirds. The ceremony consists of your DVs being recognized in front of the crowd at show center and having their photo taken with the Thunderbird pilots.

b. We suggest you vary Inspection Party members from year to year. Judges, school board presidents, mayors, and military officials are all suitable Inspection Party candidates.

(1) An Inspection Party will only be held if there are no enlistments being conducted. For shows where we perform on both Saturday and Sunday, we recommend doing enlistments on Saturday, and holding an Inspection Party on Sunday. For a one-day show, **we will only be able to conduct the enlistment/reenlistment ceremony.**

(2) To enhance Recruiting efforts, **the local Recruiter must be allowed to select one individual for the Inspection Party.**

(3) If the airshow is flown over a different location from where we takeoff and land (deployed show), there **will not** be an Inspection Party.

c. Due to the severe time constraints of our ground ceremony, please limit the number in the Inspection Party to **no more than five.**

2. SUBMITTING NAMES

a. If you schedule an Inspection party, we will need the names and titles of those selected to participate. Please check the spelling and

pronunciation of all names, and specify Mr., Mrs., Ms., etc. This is critical to proper recognition of your distinguished guests.

b. At the Narrator's Meeting, please provide the Narrator a typed list (two copies) of Inspection Party members (Attachment 16-1) in precedence order. (Check with your Public Affairs Representative or Protocol Section for proper precedence, or see Attachment 16-2.) If there is an unusual pronunciation, please spell the name phonetically, since we announce the names of the Inspection Party over our public address system.

c. We must have the full address of each Inspection Party member.

d. We understand that in the case of some top government officials, a confirmation of their participation may not be made until shortly before the show. If last-minute confirmation occurs, or there is a last-minute change, please pass the new names and titles to the Narrator and Public Affairs Representative no later than 1½ hours prior to our takeoff.

3. AIRSHOW ACTIVITIES

a. All other airshow activities must end before the Thunderbird portion of the airshow begins. Except for airshows flown from airfields not located at your site (a deployed show), the Thunderbird demonstration begins with the introduction of the Inspection Party (if there are no enlistments). **Members of the Inspection Party or enlistment ceremony must be at the reviewing stand 30 minutes** prior to the start of the ground ceremony. This allows the Inspection Party ceremony to begin 30 minutes prior to takeoff.

(1) Because timing is critical, instruct Inspection Party members to arrive early so they are not delayed by pre-airshow traffic. Any delays with the Inspection Party could possibly affect the takeoff and hence the FAA waiver time for the demonstration.

b. The Thunderbird Public Affairs Representative initially meets and briefs Inspection Party members at a predetermined location **1 hour** prior to takeoff. The Public Affairs Officer will escort the Inspection Party to a predetermined position in front of the crowd line for their introductions and subsequent photo with the Thunderbird pilots.

c. If presentations to the Thunderbirds from attending VIPs are planned, they should be made at post-show receptions. While we

appreciate the courtesy of any presentation to the team, we wish to maintain prompt execution of the aerial demonstration.

(1) Please notify the Thunderbird Airshow Coordinator prior to the team's arrival if you know of any presentations. If you are not aware of any presentation until after the team's arrival, please coordinate your request with the Narrator or Public Affairs Representative as soon as possible.

4. PHOTOGRAPHS

We will take photographs of the Inspection Party with the Thunderbird pilots, and will send a photograph for each individual to the Public Affairs representative about six weeks after the show.

INSPECTION PARTY CHECKLIST

Have you:

YES NO

1. Coordinated with local Recruiting Representatives for his/her Inspection Party nominee? [] []
2. Provided the Narrator, at his meeting, a typed list (two copies)[of Inspection Party members? (] []
3. Double-checked the spelling and pronunciation of names? [] []
4. Provided phonetic spelling of hard-to-pronounce names? [] []
5. Included the individual's mailing address, title, and phone number on the Inspection Party list? [] []
6. Followed the precedence list? (Attachment 16-2) [] []
7. Instructed Inspection Party members to arrive early? [] []
8. Supplied name tags for Inspection Party members, and given specific, detailed instructions as to the location and time to assemble? [] []
9. Identified a way to determine the crowd count and a way to get that number to Public Affairs prior to the Thunderbird demonstration? [] []

CHAPTER 17 - AIR FORCE RECRUITING

(THUNDERBIRD POC: Airshow Coordinator)

1. GENERAL

a. Recruiting is at the heart of the Thunderbird mission. Therefore, it is essential that Airshow Project Officers work closely with local Recruiter Squadron Commanders, Flight Chiefs, and community Recruiters to get the most out of our visit.

b. Recruiting Service should assign a Project Officer/NCO for each airshow. Recruiting Service will contact your Airshow Project Manager and Public Affairs Representative to coordinate their participation.

2. SUPPORT

a. We request you give full support to DOD recruiting efforts. Such support should include, but not necessarily be limited to:

- (1) Coordination with local U.S. Air Force Recruiting personnel,
- (2) Providing prime space for the recruiting display booth,
- (3) Setting up/coordinating public appearances with support from Recruiting Service personnel,
- (4) Inviting Recruiting Service to all official functions in which the Thunderbirds participate,
- (5) Allowing the local Recruiter to appoint one member of the Inspection Party,
- (6) Arranging for **enlistments**. These will take place on show days, in front of the crowd. Please note, we do not conduct retirement ceremonies or award readings.

(a) If you want to conduct an enlistment ceremony at the Thunderbird aircraft, flags and/or honor guards are not required. If inclement weather dictates an indoor ceremony however, a U.S. flag is required. Please inform the Narrator of your plans at the Narrator's Meeting. Enlistees must be in place **30 minutes** before the Thunderbird ground ceremony, and be in proper attire, i.e., no earrings or T-shirts with distasteful or profane graphics or writing.

(b) Families of enlistees and media representatives are encouraged to attend the ceremony, but are not allowed to go in front of the crowd line for the ceremony.

(c) If bands or other than simple enlistments are planned, please notify the team prior to planning the event.

(d) The Thunderbird Commander will sign the enlistment papers following the ceremony. The signature block should read:

Lt Col Richard G. McSpadden, Jr.
Commander/Leader
USAFADS/ACC
Nellis AFB, NB 89191

RECRUITING SUPPORT CHECKLIST

Have you:

YES NO

- | | | |
|---|-------------------------------------|--------------------------|
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 1. Contacted the local U.S. Air Force Recruiting Office to ensure Recruiting involvement? | [] | [] |
| 2. Coordinated the location of the Recruiting display booth? | [] | [] |
| 3. Invited Recruiting Service personnel to all official functions? | [] | [] |
| 4. Arranged for an enlistment ceremony? | [] | [] |
| 5. Invited family members and the media to the ceremony? | [] | [] |
| 6. Informed the Recruiter of the date, time, and location of the Narrator's Meeting? | [] | [] |

CHAPTER 18 - AIR FORCE RETENTION SUPPORT

(THUNDERBIRD POC: Airshow Coordinator)

1. GENERAL

Today, more than ever, retention of quality Air Force people is critical. It is important, therefore, that we schedule events that support efforts to retain our quality people.

2. RETENTION ACTIVITIES

a. There are numerous activities that will help retention efforts. Following are some activities you may consider:

(1) **Reenlistment Ceremony** - We will assist in the reenlistment of your base personnel, with a ceremony at the No. 1 jet. The reenlistment ceremony for small groups of people (less than 10), will take place on Friday, 30 minutes prior to takeoff for the practice show (see Attachment 18-1). Larger groups of reenlistees will be accommodated on the second of two show days. In the case of **a Sunday only show, both enlistments and reenlistments will take place just prior to the ground ceremony.**

(a) As a weather backup, plan to use an indoor facility with adequate space. Be sure to provide an American flag.

(b) This ceremony provides an excellent media opportunity, and exhibits immediate recognition for outstanding enlisted personnel who have chosen to continue military service. It is highly encouraged to invite friends, family, and co-workers to attend the ceremony. For a smooth, efficient paperwork flow, give reenlistment contracts to the Narrator at the Narrator's Meeting. Please have them completely filled out, including the Thunderbird Commander's signature block (see Page 17-2), and signed by the re-enlistee. Oath cards are not required unless the wording is different from standard U.S. Air Force contracts, such as Air National Guard contracts.

(c) We recommend you provide a photographer event for press releases, the base newspaper, and personal copies for the individuals.

(d) The Thunderbird Commander will sign the reenlistment papers following the demonstration. Your local Air Force Recruiter or military personnel office representative should sign the discharge papers.

(2) **Softball Games** - If our schedule permits, our enlisted team would gladly respond to your challenge for a game. This sporting event allows for informal camaraderie, and is also an excellent time for a picnic or other social activity following the game.

(3) **Enlisted Receptions and Dinners** - Our enlisted team members are available to attend receptions and dinners. You may want to restrict attendance to corresponding Air Force Specialties, or you may want a more general audience. These events allow for informal sharing of Air Force experiences, and enhance morale for the host unit as well as for Thunderbird team members.

b. Other retention activities could include:

(1) Commander's Calls,

(2) Photos next to the Thunderbird aircraft.

(a) Time constraints severely limit the taking of photographs; therefore, any requests must be coordinated with the Thunderbird Airshow Coordinator in advance.

(3) ALS Class visits (First Sergeant/Chief).

RETENTION CHECK LIST

Have you:

YES ~~NO~~

1. Circulated information for a retention event?
(military show site)

[] []

2. Coordinated retention activities with the Thunderbird
Airshow Coordinator?

[] []

3. Arranged for a reenlistment ceremony?

[] []

4. Planned an alternate location in case of inclement weather? [] []

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CHAPTER 19 - PUBLIC ADDRESS SYSTEM/COMMUNICATIONS TRAILER

(THUNDERBIRD POC: Airshow Coordinator)

1. GENERAL

a. We will use our own public address system. It covers a 3,000-foot frontal area and contains all amplifiers, speakers, microphones, and radios necessary for required transmission/reception.

b. Commercial radio broadcasts of the narration and Thunderbird airshow music are possible through direct tie-in to our system. To allow your airshow the widest publicity, please coordinate these requests for patch as soon as possible. Previous experience has shown the radio patch will greatly increase show coverage. You should urge people to bring small radios to the show. This allows larger crowds outside the PA system range to hear the airshow music and narration. **Additionally, video tie-ins are also possible. Video footage is real-time cockpit and video camera footage and are optimized for on site replay through such means as big screen television sets or jumbo-trons.**

c. We also have standard patch facilities for radio and video taping.

d. The Thunderbird sound system is **not** available for use as the sole PA system of your site. We may be able to support other military teams; however, in all instances, prior coordination with the Logistics Coordinator is required.

e. For self-sufficiency, we have two portable power generators to provide the power requirements for our communications trailer. Because they support “safety of flight” systems, we cannot make them available for any commercial use. If radio or TV stations need power, the sponsor must provide it.

f. After the sponsor’s PA system is set up and operational, the Thunderbird communications specialist will determine if we will attempt

to tie-in to the sponsor's system. The decision will be based on sound quality,

environmental factors, and technical considerations. Our communications specialists must control all tie-ins. **No unauthorized tie-ins will be allowed.**

2. SPONSOR REQUIREMENTS

a. The sponsor must provide one Ground Communications Specialist to attend the Narrator's Meeting, if a tie-in to your PA system is desired.

b. The sponsor must also provide hangar space with **24-hour access** so we may safely store our communications trailer. (The trailer is 148" long, 80" wide, 70" high, and weighs 8,000 lbs.)

3. PA SYSTEM SET UP

a. The PA system (communications trailer) will normally be set up at show center. To ensure your VIPs have an unobstructed view of the demonstration, place your VIP section slightly to the left or right of show center, not directly behind the communications trailer.

b. Our PA system must be fully operational in order to perform our aerial demonstration. Normally, the system will be operational **3 hours 15 minutes prior** to the Thunderbirds' takeoff for the airshow.

(1) **Military Show Sites** - Our PA system may be used for a limited time only during portions of your open house. This is determined on a case-by-case basis.

(2) **Civilian Show Sites** - We authorize other military demonstration teams (USAF Academy Parachute Team, U.S. Army Golden Knights, etc.) to use our system if your system is not operational. You must coordinate use through the Thunderbird Communications Specialist; however, we reserve the right to make the final decision concerning the use of our equipment.

c. A 5-minute operational test of our PA system, including the tie-in with the sponsor's system, will be performed prior to the start of our portion of the show. This is usually done **3 hours prior** to takeoff. This time is approximate, and our communications specialists will coordinate with the show site narrator or communications person prior to testing

our system. This test is normally performed in conjunction with our engine maintenance run.

19-2

d. Our communications system will be picked up immediately following the demonstration and autograph session. Please ask for Thunderbird communications personnel before handling any Thunderbird PA equipment or moving any static display aircraft.

4. THUNDERBIRD AUDIO OUTUTS

a. The audio signal from our communications trailer is a balanced line level, from an XLR connector. The output will consist of music and narration only.

b. Stations desiring to patch into our system must be prepared to supply the cable for the tie-in. The cable should be long enough to reach our communications trailer (situated at show center near the crowd line), and have three pin XLR female connectors.

c. After the beginning of our ground ceremony (30 minutes prior to takeoff) until the end of our aerial demonstration (a period of 1 hour, 15 minutes), no announcements on other PA systems, engine or APU runs, bands playing, drill teams marching, etc., should be allowed. Please ensure that all announcements, music, and any other programs, stop until our music stops playing, approximately 15 minutes after the shutdown of the F-16s.

d. If you must make an **emergency announcement** during our show, please bring it to the Thunderbird communications trailer.

5. SAFETY

For the safety of all concerned, do not allow spectators to cross the crowd line and come near the communications trailer, the speakers, speaker cable connectors, or other associated equipment.

PUBLIC ADDRESS SYSTEM CHECK LIST

Have you:

YES NO

1. Briefed users of other PA systems to cease announcements [] []

during the pre-show ceremonies and aerial demonstration?

2. Coordinated requests for radio patch-ins or re-broadcasts? [] []

3. Made the channel public as part of your airshow publicity? [] []

CHAPTER 20 - POST-SHOW REPORT

(THUNDERBIRD POC: Public Affairs)

1. PUBLICITY

a. Each show site is required to submit a post-show report to Thunderbird Public Affairs. This report will help us evaluate publicity campaign procedures and assist us with media training for Thunderbird personnel. The Post-Show Report should arrive at Thunderbird Public Affairs **7 days after your airshow**. (See Attachment 20-1.)

b. The Post-Show Report must include:

(1) **Official Crowd Count** - We must have a count of the airshow attendance **per day**. This count helps us determine how we can improve our operation in the future, so please be as accurate as possible. If the crowd count differs from what was originally provided, please indicate.

(a) A good source of information for obtaining an accurate crowd count is your Security/Law Enforcement Representative. [See Chapter 12, Paragraph 1b(6).]

(2) **Media Coverage** - Send all newspaper and magazine articles relating to your airshow. Original copies are preferred, but legible photocopies are acceptable. We also need copies of all taped media coverage.

(3) **Dignitaries** - Please provide a list of names of all general officers from any branch of the armed forces, Senators, Congressional representatives, high-level politicians, business or civil leaders, and foreign military leaders who attended your airshow.

(4) **Recruiting Support** - A brief description of how you worked with the local Armed Forces Recruiter is also beneficial; therefore, please

complete the Recruiting After-Action Report (Attachment 20-2) and return it as part of the Post-Show Report.

(5) **Critique** - Customer satisfaction is very important to the Thunderbirds and the U.S. Air Force, so please critique our operation. We welcome comments and criticism, along with suggestions on how we can improve our overall operation. We will give your remarks careful consideration.

POST-SHOW REPORT CHECKLIST

Have you:

YES NO

- | | | |
|---|-------------------------------------|--------------------------|
| 1. Received an accurate daily attendance count? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. Provided original or legible photocopied newspaper and magazine articles and copies of taped media coverage? | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Included a list of all military and civilian dignitaries who attended your airshow? | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Supplied a description of your interaction with the Recruiter?[] | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Critiqued our operation? | <input type="checkbox"/> | <input type="checkbox"/> |

CHAPTER 21 - TIMETABLES

(Show Sponsor Use Only)

1. SCHEDULE OF EVENTS

a. The following pages of timetables can be used to project the Thunderbirds' schedule of events while at your show site. Individual times may vary after coordination with the Thunderbird Airshow Coordinator.

b. Arrival days and times are determined at the beginning of each year. Normally, for a weekend show (Saturday and Sunday), the Narrator will arrive at your show site on Wednesday (time to be determined); the support aircraft will arrive on Thursday (one hour prior to the F-16s), followed by the F-16s. F-16 arrival times are guidelines only, and may vary according to specific needs. General F-16 arrival times are:

(1) Eastern Time - 3 p.m./2 p.m.

(2) Central Time - 2 p.m./1 p.m.

(3) Mountain Time - 2 p.m./1 p.m.

(4) Pacific Time - 2 p.m./1 p.m.

(a) Arrival times are contingent upon whether sites are the first or subsequent stop on a trip. The first time listed is for the first stop of a trip; the second time listed is for second or subsequent stops.

(b) Keep in mind, circumstances such as weather or maintenance problems and time changes (Daylight Savings Time/Standard Time) may dictate deviation from our pre-determined arrival times. The Thunderbird Airshow Coordinator will inform you of our exact arrival time.

(c) Arrival maneuvers can be flown only on flights of less than 2 hours in duration.

c. Crew Rest requires **12 hours** between the end of the last activity and the beginning of the next day's activity. Be sure you do not schedule any Public Relations activities that would interrupt Crew Rest.

d. Normally, only one Orientation Flight is scheduled per day, with the first taking place Thursday and the second on Friday. However, we may have to fly both Orientation Flights on the same day. If this should happen, keep in mind that we require **3½ hours** from the time the first flight takes off until we can launch the second flight.

e. The Narrator usually arrives **one day prior** to the rest of the team. He will direct the parking of the Thunderbird F-16s. Do not supply a "FOLLOW ME" vehicle for the main body of aircraft. The Narrator and his Crew Chief will chock all Thunderbird aircraft.

f. Our support aircraft may be a C-141 or two C-130s. When we use C-130s, keep in mind that arrival times will vary between the two C-130s. Generally, one C-130 will arrive one hour prior to the F-16s, and the second C-130 will arrive one hour after the F-16s. Be sure to consult the Thunderbird Airshow Coordinator or Logistics Coordinator for exact arrival time of our support aircraft.

ARRIVAL DAY

Clothing on Support Aircraft	Arrival TOT	-Flt time +2+00
Support Aircraft Departs	Arrival TOT	-Flt time +1+00
Officers Brief	Takeoff Time	-1+30
Takeoff Time	Arrival TOT	-Flt Time
Narrators' Meeting	Arrival TOT	-3+45
Support Aircraft Arrival	Arrival TOT	-1+00
Media Life Support Training	Arrival TOT	-0+30
Thunderbird F-16s Arrive	TOT	0+00
[Arrival Maneuvers can be flown on flights of less than 2 hours flight time. (NOTAMS, Waivers, Safety Observer Required)]		
Media Interviews	Arrival TOT	+0+25
Media Flt Brief/Egress Training	Arrival TOT	+0+30
Officers Debrief	Arrival TOT	+1+15
SOF on Duty for Media Flt	Arrival TOT	+1+30
Survey Flight Takeoff	Arrival TOT	+2+00
Takeoff for Media Flt	Arrival TOT	+2+00

All times are based on the arrival of the Thunderbird F-16s (Arrival TOT). This timetable only applies to show sites that are the **first stop** of a multi-stop trip. Please contact the Thunderbird Airshow Coordinator for confirmation of times.

SHOW DAY

Day Shift Police Escort	Takeoff	-4+30
Engine MX Runs (30 minutes) (Must be sterile time)	Takeoff	-3+30
Night Shift Police Escort (w/FARKLE)	Takeoff	-3+15
PA Sound System Check (15 minutes)	Takeoff	-3+15
FARKLE (two people) (Depart Brief Room 10 minutes prior to FARKLE time)	Takeoff	-2+30
Night Shift Police Escort (W/O FARKLES)	Takeoff	-2+30
FARKLE (one person) (Depart Brief Room 10 minutes prior to FARKLE time)	Takeoff	-2+15
Officers Brief	Takeoff	-1+30
Enlistment Ceremony (Show Center)	Takeoff	-0+30
Thunderbird Ground Ceremony	Takeoff	-0+30
Thunderbird Demonstration	Takeoff	0+00
(Takeoff must be at least 2 hours prior to official sunset)		
Land [No later than 1 hour before official sunset or 1730 (5:30 p.m.), whichever comes first.]	Takeoff	+0+45
Autographs (40 minutes)	Takeoff	+0+50

Advance Team Takeoff for Next Show Site	Takeoff	+1+15
Officers Debrief	Takeoff	+1+45

21-5

DEPLOYED SHOW

PA Sound System Setup (approx. 1 hour)	As Required	
Day Shift Police Escort	TOT	-4+30
Engine MX Runs (30 minutes) (Must be sterile time)	TOT	-3+30
Night Shift	TOT	-2+00
Officers Brief	TOT	-1+45
#7/8/9/12 Helicopter Deploy	TOT	-1+30
Takeoff Time	TOT	-Flt time + hold
Land [No later than 1 hour before official sunset or 1730 (5:30 p.m.), whichever comes first.]	TOT	+0+45
#1-6 Helicopter to Show Site for Autographs	TOT	+0+50
#7/8/9/12 Helicopter Redeploy	TOT	+1+00
Officers Debrief (60 minutes)	TOT	+1+45

SHOW/FLY SATURDAY

Day Shift Police Escort	Takeoff	-4+30
Engine MX Runs (30 minutes sterile time)	Takeoff	-3+30
Night Shift Police Escort (w/FARKLE)	Takeoff	-3+15
PA Sound System Check (15 minutes)	Takeoff	-3+15
FARKLE (one person) (Depart Brief Room 10 minutes prior to FARKLE time)	Takeoff	-2+15
Night Shift Police Escort (W/O FARKLES)	Takeoff	-2+00
Officers Brief	Takeoff	-1+30
Enlistment Ceremony	Takeoff	-0+30
Thunderbird Ground Ceremony	Takeoff	-0+30
Thunderbird Demonstration	Takeoff	1400 Local
(Takeoff must be at 1400 to allow deployment to next show site.)		
Land	Takeoff	+0+45
Autographs (40 minutes)	Takeoff	+0+50
Advance Team Takeoff for Next Show Site	Takeoff	+1+15
Officers Debrief/Brief	Takeoff	+1+45
#1-7 Depart for Show Site	Takeoff	+3+15
Support Aircraft Departs for Show Site	Takeoff	+4+15
#1-7 Arrive Show Site Time	Takeoff	+Flight
Media Interviews	Land	0+25

Officers Debrief	Land	0+45
Support Aircraft Arrives Show Site	Land	1+00

21-7

FLY/SHOW SUNDAY

Officers Brief	Thunderbirds Takeoff	-1+30
Thunderbirds Takeoff	Show Site Arrival	-Flt time
Support Aircraft Takeoff	Thunderbirds Takeoff	-1+00
Narrator's Meeting	Show Takeoff	-8+45
Show Site Arrival (jets)	Show Takeoff	-6+00
Media Interviews	Show Takeoff	-5+35
Support Aircraft Arrival	Show Takeoff	-5+00
PA Sound System Check	Show Takeoff	-2+30
FARKLES (-2+00 for two FARKLES) (Depart Brf Rm 10 minutes prior to FARKLE)	Show Takeoff	-1+45
Officers Brief	Show Takeoff	-1+30
Enlistments/Reenlistments	Show Takeoff	-0+30
Thunderbird Ground Ceremony Begins	Show Takeoff	-0+30
Takeoff	Show Takeoff	0+00
Land	Show Takeoff	+0+45
[Must be no later than 1 hour before official sunset or 1730 (5:30 p.m.), whichever comes first.]		
Autographs (40 minutes)	Show Takeoff	+0+50
Debrief	Show Takeoff	+1+45

(Times may vary. Check with the Thunderbird Airshow Coordinator for confirmation.)

21-8

REDEPLOYMENT

Officers Brief	Redeployment Takeoff	-1+30
Thunderbirds Takeoff	As Required	0+00
Support Aircraft Takeoff	Thunderbirds Takeoff	+1+00
#1-8 Nellis Arrival (Typical arrival is planned for 1100 Nellis local time)	Redeployment Takeoff	+Flight Time
Officers Debrief	Nellis Arrival	+2+00

THUNDERBIRD PROJECT MANAGER'S CHECKLIST

<u>ITEM</u>	<u>SUSPENSE</u>	<u>SUSPENSE</u> <u>DATE</u>	<u>DATE</u> <u>ACCOMPLISHED</u>
FAA Waiver Applied for by Site (Pg. 9-1)	90 days	_____	_____
Airfield Diagram to USAFADS (Pg. 7-1)	60 days	_____	_____
Airshow Information Sheet (Atch 3-1)	60 days	_____	_____
Weight-Bearing Waiver (Pg. 7-7)	60 days	_____	_____
Quarters Checklist to USAFADS (Atch 3-2)	60 days	_____	_____
Media Flight Nominations (Atch 14-1)	60 days	_____	_____
Transportation Status Report (Pg. 6-1)	60 days	_____	_____
Maintenance Status Report (Pg. 11-1)	60 days	_____	_____
Check Mailed (Pg. 2-2)	30 days	_____	_____
PR Requests to USAFADS (Atch 15-1)	30 days	_____	_____
Lithograph Requests to USAFADS (Atch 15-2)	21 days	_____	_____
Map and hotel layout to USAFADS (Pg. 5-2)	21 days	_____	_____

Post-Show Report
to USAFADS (**Atch 20-1**)

7 days

Atch 1-1

EXAMPLE VEHICLE/GUEST PASSES



NOTE: Not an actual reproduction. Design may vary slightly.

Atch 2-1

AIRSHOW INFORMATION SHEET
(Provide to Thunderbird Airshow Coordinator 60 Days Prior to Airshow Date)

AIRSHOW TITLE: _____ SITE/LOCATION: _____

CURRENT SHOW DATE AND TAKEOFF TIME: _____

PREVIOUS SHOW DATE/TAKEOFF TIME: _____ CROWD COUNT: _____

(Time/crowd count applies only to previous Thunderbird performance.)

BASE OPERATOR	COMMAND POST	BASE OPERATIONS
DSN: _____	DSN: _____	DSN: _____
CMCL: _____	CMCL: _____	CMCL: _____

WG/CC NAME: _____	GP/CC NAME: _____
DSN: _____	DSN: _____
CMCL: _____	CMCL: _____

COMMAND CMSgt: _____	PA REP: _____
DSN: _____	DSN: _____
CMCL: _____	CMCL: _____

T-BIRD PROJECT OFFICER: _____	MAINT REP: _____
DSN: _____	DSN: _____
CMCL: _____	CMCL: _____
E-MAIL: _____	E-MAIL: _____
FAX: _____	FAX: _____

AIRSHOW DIRECTOR: _____	SECURITY REP: _____
DSN: _____	DSN: _____
CMCL: _____	CMCL: _____

BILLETING/HOUSING REP: _____	TRANS REP: _____
DSN: _____	DSN: _____
CMCL: _____	CMCL: _____
FAX: _____	FAX: _____

BRIEFING ROOM BLDG # _____	BRIEFING ROOM UNIT: _____
DSN: _____	CC NAME: _____
CMCL: _____	DSN: _____

HOST UNIT ADDRESS: _____

LOCAL USAF RECRUITER NAME: _____ PHONE: _____

SURVEY FLIGHT AIRCRAFT: _____ PILOT: _____ PHONE: _____

TRANSIENT ALERT: _____ WEATHER: _____

AIRSHOW CONTROL: _____ MOC: _____

—

AIRSHOW WEB SITE: _____

(NOTE: Please include full name, rank, and title of all individuals listed above, and verify all telephone numbers. Notify us immediately when changes occur.)

Atch 3-1

QUARTERS CHECKLIST

(Provide to Thunderbird Airshow Coordinator 60 days prior to airshow date)

1. NAME OF HOTEL/BILLETING:
STREET ADDRESS:
CITY/STATE/ZIP CODE:
POINT OF CONTACT (at hotel):
HOTEL PHONE: CMCL: _____ DSN: _____
HOTEL FAX: CMCL: _____ DSN: _____
2. DISTANCE FROM SHOW SITE: _____ MILES _____ MINUTES
3. TOTAL SINGLE ROOMS: 35 -- PRICE PER ROOM (INC TAX) _____
(AS MANY FIRST-FLOOR ROOMS AS POSSIBLE)
4. TOTAL DOUBLE ROOMS: 30 -- PRICE PER ROOM (INC TAX) _____
(AS MANY FIRST-FLOOR ROOMS AS POSSIBLE)
5. CHECK-IN DATE: _____ CHECK-OUT DATE: _____
6. CHECK-IN DATE: _____ CHECK-OUT DATE: _____
(2 PERSON ADVANCE CREW)
7. RESTAURANT AVAILABLE: YES NO OPERATING HOURS: _____
8. GYM LOCATED NEAR/OR IN HOTEL: YES NO OPERATING HOURS: _____
9. COIN OPERATED LAUNDRY AVAILABLE: YES NO COST: _____
10. DRY CLEANERS AVAILABLE: YES NO OPERATING HOURS: _____
11. CHECK-CASHING PRIVILEGES: YES NO LIMIT: _____
12. COPIER AVAILABLE: YES NO COST: _____
13. CHARGE FOR CALLING CARD ACCESS: YES NO COST: _____
14. CREDIT CARDS ACCEPTED: DINERS CLUB, VISA, MASTERCARD, DISCOVER CARD,
AMERICAN EXPRESS (CIRCLE THOSE APPLICABLE) **CHARGES FOR LOCAL AND 1-800
CALLS MUST BE WAIVED OR COVERED BY THE SHOW SITE IF HOTEL WILL NOT WAIVE
THE COST. CHARGES FOR PARKING MUST BE WAIVED OR COVERED BY THE SHOW
SITE**

Atch 3-2

- SAMPLE -

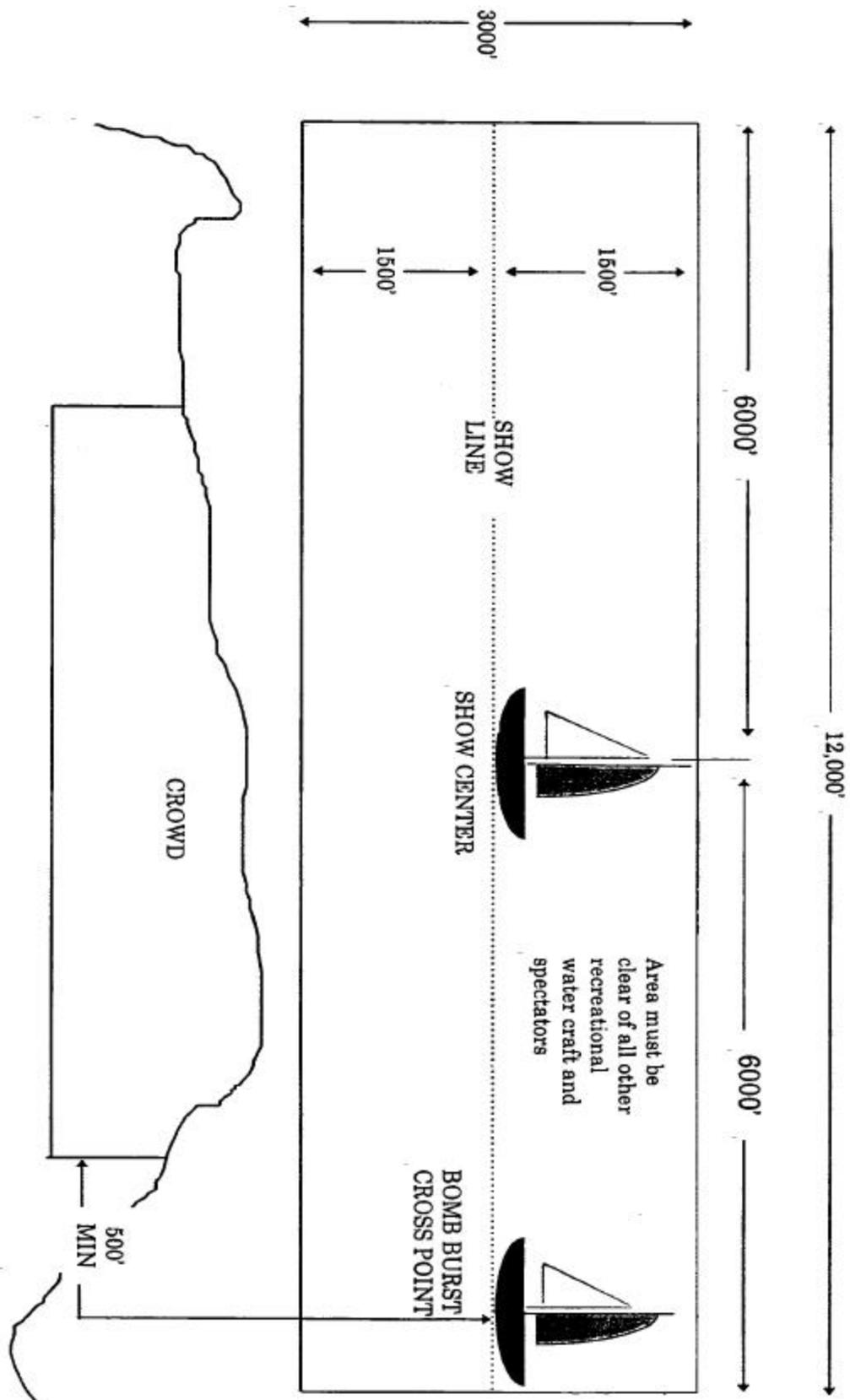
AIRSHOW SCHEDULE OF EVENTS

CASPER, WY

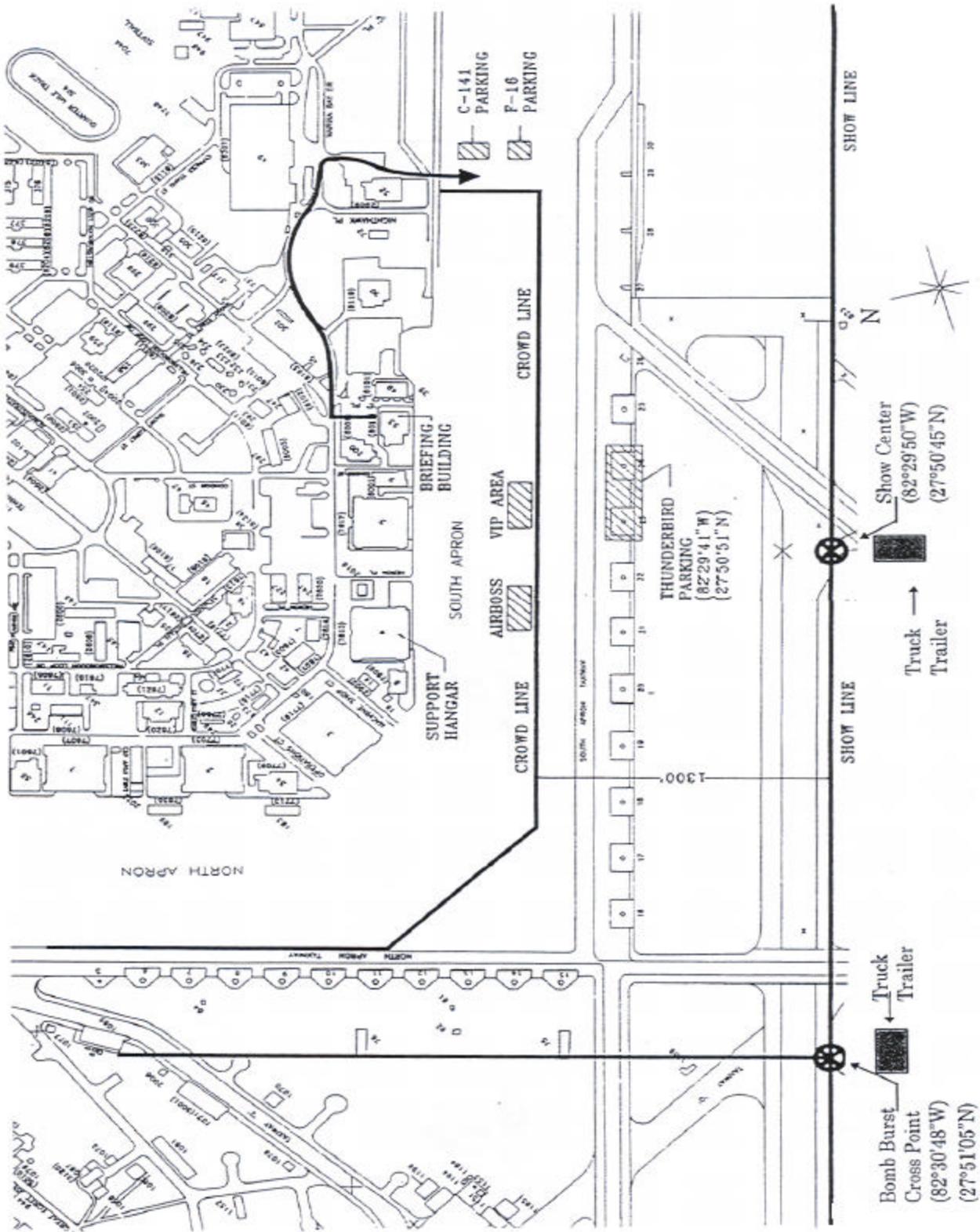
- 1100- Gates Open
- 1230- Support Aircraft Lands
- 1245- Flag Ceremony
- 1300- Casper Skydivers Jump
- 1325- Northern Knights (2 Pitt Specials - Acrobatic Demo)
- 1330- Samson (Pitt - Solo Acrobatic Demo)
- 1355- Pioneer Arrives
- 1356- Jim Good (Great Lakes B-Winged Solo Acrobatic Act)
- 1400- Inspection party in place to meet with Thunderbird PA
- 1408- Frontier Arrives
- 1409- Big Sky Arrives
- 1410- Pioneer Departs
- 1411- Northern Knights (Solo Act)
- 1423- Frontier Departs
- 1424- Big Sky Departs
- 1430- Thunderbird Ground Ceremony
- 1500- Thunderbirds Takeoff (TO)
- 1700- Gates Close

Atch 3-3

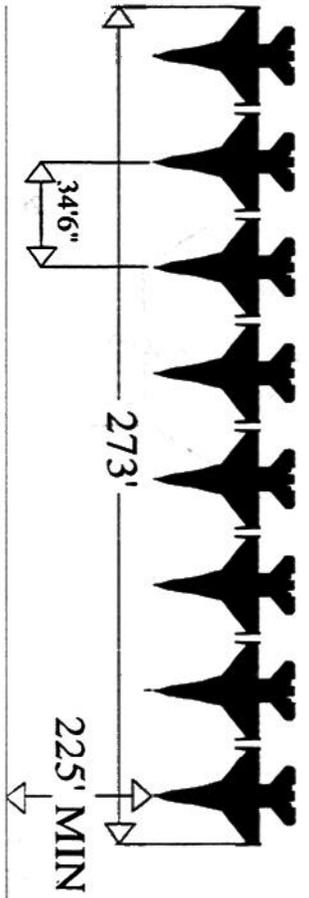
OVERWATER SHOW SITE DIAGRAM



AIRFIELD DIAGRAM

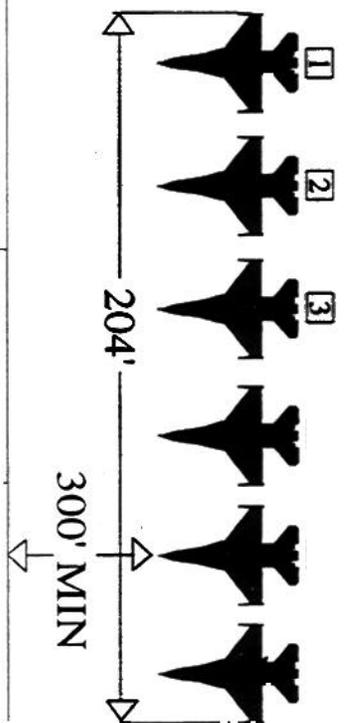


ARRIVAL



CROWD LINE

SHOW



CROWD LINE

VIP's

NOTE: 300 feet between the aircraft and spectators can be obtained by towing after shutdown.. The 300-foot distance is required for engine start. Only 225 feet are required for engine shutdown.

F-16 C	Length 49'	Span 31'	Height 17'	Weight 25,000lbs
--------	------------	----------	------------	------------------

C-141	Length 168'	Span 160'	Height 39'	Weight 325,000lbs
-------	-------------	-----------	------------	-------------------

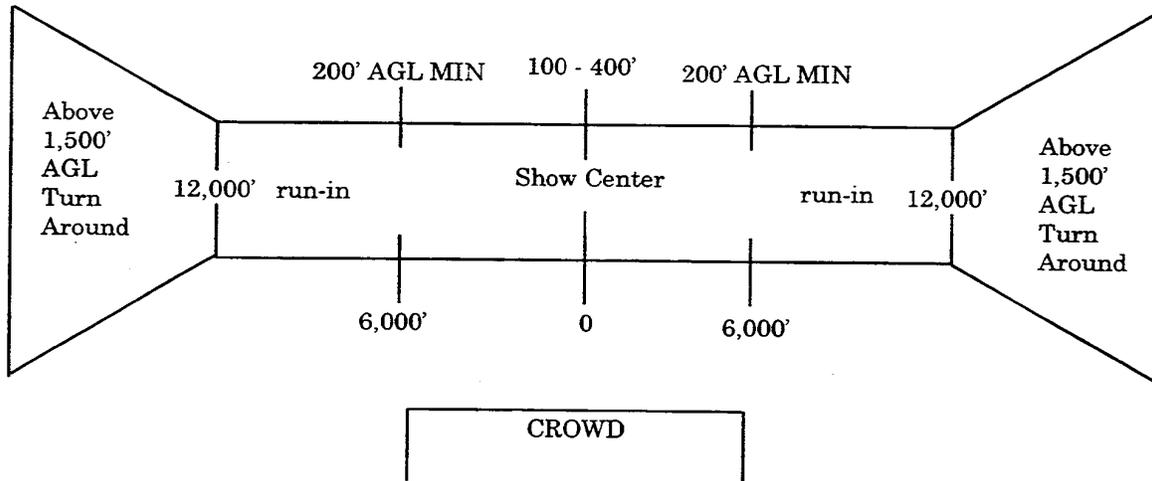
C-17	Length 174'	Span 170'	Height 55'	Weight 585,000lbs
------	-------------	-----------	------------	-------------------

C-130	Length 98'	Span 133'	Height 40'	Weight 160,000lbs
-------	------------	-----------	------------	-------------------

NOTE: Because of their high tails, the C-141/C-130/C-17 should be parked to prevent obstruction of spectators' view. They should be accessible to the runway and on the same side of the runway as the F-16s.

NOTE: If weight bearing is a problem, the site should provide 10 4'x8', 3/4" sheets of plywood to act as footpads for the wheels.

AEROBATIC AREA



Thunderbird aerobatic maneuvers begin and end a maximum of 6,000 feet [1 nautical mile (NM)] left and right of show center. After each maneuver, a clearing turn to the left or right begins, followed by a climb to 1,500-6,000 feet above ground level (AGL).

**WEIGHT BEARING WAIVER
(Provide to Thunderbird Airshow Coordinator 60 Days Prior to Airshow Date)**

FROM: (Your Organization)

SUBJECT: Airfield Weight Waiver

TO: USAF Thunderbirds
4445 Tyndall Ave
Nellis AFB, NV, 89891-6079
ATTN: Airshow Coordinator

Reference your Thunderbird Support Manual, Chapter 7, Paragraph 8. Your support aircraft exceeds our listed airfield weight bearing capacity. Therefore, this letter is a waiver from this office absolving the United States Air Force of any liabilities for damages if any are incurred from your support aircraft while supporting the aerial demonstration at (your site/installation).

(Signed by the Airfield Manager)

NOTE: If any specific areas are to be avoided, please indicate areas on one airfield diagram and forward with the waiver.

Atch 7-5

SAMPLE WAIVER FOR ARRIVAL MANEUVERS

No certificate may be issued unless a completed application form has been received (14 C.F.R. 91, 101, and 105)

U.S. Department of Transportation Federal Aviation Administration APPLICATION FOR CERTIFICATE OF WAIVER OR AUTHORIZATION		<i>Form Approved: O.M.B. No. 2120-0027</i>			
		APPLICANTS – DO NOT USE THESE SPACES			
		Region		Date	
		Action ? Approved ? Disapproved <i>Explain under "Remarks"</i> Signature of authorized FAA representative			
INSTRUCTIONS					
Submit this application in triplicate (3) to any FAA Flight Standards District Office. Applicants requesting a Certificate of Waiver or Authorization for an aviation event must complete all the applicable items on this form and attach a properly marked 7.5 series Topographical Quadrangle Map(s), published by the U.S. Geological Survey (scale 1:24,000), of the proposed operating area. The map(s) must include scale depictions of the flightlines, showlines, race courses, and the location of the air event control point, Police dispatch, ambulance, and fire fighting			equipment. The applicant may also wish to submit photographs and scale diagrams as supplemental material to assist in the FAA's evaluation of a particular site. Application for a Certificate of Waiver or Authorization must be submitted 45 days prior to the requested date of the event. Applicants requesting a Certificate of Waiver or Authorization for activities other than an aviation event will complete items 1 through 8 only and the certification, item 15, on the reverse.		
1. Name of organization			2. Name of responsible person		
343 rd Fighter Wing			Jon J. Doe, Capt., USAF		
3. Permanent mailing address	Home number and street or route number	City	State and Zip Code	Telephone No.	
	1234 Main Street	Anywhere AFB	IA 12345-6789	(555) 123-4567	
4. FAR section and number to be waived					
91.117 (a) (b) 91.119 (b) (c) 91.127 91.129 91.303 (c) (e)					
5. Detailed description of proposed operation (Attach supplement if needed)					
Aerial/aerobatic maneuvers by the USAFADS "Thunderbirds" at Anywhere AFB within the area defined as radius of five (5) nautical miles from show center (60°40'06"N, 147°06'10"W), from the surface up to 15,000 feet AGL.					
6. Area of operation (Location, altitudes, etc.)					
Five (5) nautical miles from show center (60°40'06"N, 147°06'10"W), surface to 9,000 feet AGL.					
7a. Beginning (Date and hour)			7b. Ending (Date and hour)		
26 July 2001 1445L (2145Z)			26 July 2001 1530L (2230Z)		
8. Aircraft make and model (a)	Pilot's Name (a)	Certificate number and rating (c)	Home address (Street, City, State) (d)		
6/F-16C			Nellis AFB, NV		

Atch 9-1

No certificate may be issued unless a completed application form has been received (14 C.F.R. 91, 101, and 105) **SAMPLE WAIVER FOR PRACTICE /DEMONSTRATION**

U.S. Department of Transportation Federal Aviation Administration APPLICATION FOR CERTIFICATE OF WAIVER OR AUTHORIZATION		<i>Form Approved: O.M.B. No. 2120-0027</i>			
		APPLICANTS – DO NOT USE THESE SPACES			
		Region		Date	
		Action ? Approved — ? Disapproved — <i>Explain under "Remarks"</i> Signature of authorized FAA representative			
INSTRUCTIONS					
Submit this application in triplicate (3) to any FAA Flight Standards District Office. Applicants requesting a Certificate of Waiver or Authorization for an aviation event must complete all the applicable items on this form and attach a properly marked 7.5 series Topographical Quadrangle Map(s), published by the U.S. Geological Survey (scale 1:24,000), of the proposed operating area. The map(s) must include scale depictions of the flightlines, showlines, race courses, and the location of the air event control point, Police dispatch, ambulance, and fire fighting			equipment. The applicant may also wish to submit photographs and scale diagrams as supplemental material to assist in the FAA's evaluation of a particular site. Application for a Certificate of Waiver or Authorization must be submitted 45 days prior to the requested date of the event. Applicants requesting a Certificate of Waiver or Authorization for activities other than an aviation event will complete items 1 through 8 only and the certification, item 15, on the reverse.		
1. Name of organization 343 rd Fighter Wing			2. Name of responsible person Jon J. Doe, Capt., USAF		
3. Permanent mailing address	Home number and street or route number	City	State and Zip Code	Telephone No.	
	1234 Main Street	Anywhere AFB	IA 12345-6789	(555) 123-4567	
4. FAR section and number to be waived 91 117 (a) (b) 91 119 (b) (c) 91 127 91 129 91 303 (c) (e)					
5. Detailed description of proposed operation (Attach supplement if needed) Aerial/aerobatic maneuvers by the USAFADS "Thunderbirds" at Anywhere AFB within the area defined as radius of five (5) nautical miles from show center (60°40'06"N, 147°06'10"W), from the surface up to 15,000 feet AGL.					
6. Area of operation (Location, altitudes, etc.) Self explanatory					
7a. Beginning (Date and hour) 15 minutes prior to scheduled aerial demonstration			7b. Ending (Date and hour) 1:15 (one hour-fifteen minutes) after scheduled takeoff for aerial demonstration		
(Block of 90 minutes)		Pilot's Name		Home address	
8. Aircraft make and model	(a)	(a)	Certificate number and rating	(d)	
	(a)		(c)	(d)	
6/F-16C				Nellis AFB, NV	

FAA Form 7711-2 (6-86) Supersedes Previous Edition

Atch 9-2

QUICK REFERENCE TABLE OF MAINTENANCE REQUIREMENTS

NO. OF UNITS	DESCRIPTION	ADDITIONAL INFORMATION
Primary (1 each)	MC-2A Low Pressure Air Compressor	Fully serviced and operational
Primary (3 each)	NF-2 Light Cart or FL1D Light Cart	For night maintenance and security
Substitutes	Civilian portable source and flood lights	Must be portable for movement to remote sites. Must be 115-120 volts AC, 60 cycle, with a current rating of 15 amps
	Portable generator with flood lights	
Primary (1 each)	MJ-2 Hydraulic Test Stand with Hydraulic Fluid #5606 or #83282	Must be a two-system test capable of producing 3,000 psi hydraulic pressure with a flow rate (a 20-25 GPM variable flow rate with minimum reduction in PRM) Connectors #12 and #16 are quick disconnects
Substitutes	MJ-3 Hydraulic Test TU-228E/HU-228/E-1B, MK-3A Electric Mule, MK-2	If electric substitute is used ensure correct source of power is available
Primary (2 each)	Bobtail Tow Tractor with multiple pintle hooks (Must weigh a minimum of 8,000 Lbs. GVW)	For moving AGE and other equipment; upload/download of support aircraft (needs front pintle hook)
Substitute	MB-4 Coleman Tug (large)	
Primary	Hangar Space	15,000 sq. ft. with 20-foot ceiling
Primary (1 each)	5 gal Isopropyl Alcohol Fed Stock # 6810-008556160	Used to clean aircraft canopies
Primary (3 each)	50-gallon Liquid Oxygen Carts	Fully serviced

Atch 11-1

QUICK REFERENCE TABLE OF MAINTENANCE REQUIREMENTS

QUANTITY	DESCRIPTION	ADDITIONAL INFORMATION
Primary (4 each)	M-32A-60A Gas Turbine Generator	Fully serviced with both air and electrical systems operational. Must be 115 volts AC, 400 cycles, three phase.
Substitutes	AM/32A-86 (Hobart)	Note: If AM/32A-86s are used, two MA-1As or two -95s must be provided
Primary (2 each)	AM/32A-86 (Hobart)	Used to provide external power to our support aircraft. The unit must be in place and fully serviced/operational when the support aircraft lands. It must be capable of delivering 120 VAC, 3-phase, 400 cycles
Substitutes	AM/32A-60, NC-5 (Navy) NC-8 (Navy), MD-3	
Primary (1 each)	MD-1 Universal Tow Bar	Must be at least 20-feet long; ensure large towing lugs are positioned inward
Primary (2 each)	AM32C-10C/O Air Conditioner	Fully serviced with all hoses in good condition
Substitutes	AM32C-10A/B; AM32C-4; AM32C-6; AM32C-17; MA-3; MAE-4	Must have an 8 inch air duct
Primary (1 each)	LN-2 Liquid Nitrogen Cart or, AV-04 Liquid Nitrogen Cart (converter) or, SGNCS Self Generating Nitrogen Cart	Aircraft are reserviced with nitrogen capability after each flight, i.e. JFS, EPU, and blow down doors. Each bottle fully serviced to 3,500 psi; ensure pressure regulator is rated 3,500 psi.
Substitutes	12-bottle nitrogen cart (1 ea), or 8-bottle nitrogen cart (2 ea)	

Primary (1 each)	Can of red spray paint Can of white spray paint	To mark F-16 parking spots (provide to Narrator's Crew Chief)
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Atch 11-2

QUICK REFERENCE TABLE OF MAINTENANCE REQUIREMENTS

QUANTITY	DESCRIPTION	ADDITIONAL INFORMATION
Primary (1 each)	C-1 Maintenance Stand	Serviceable condition
Primary (1 each)	B-1 Maintenance Stand	Serviceable condition
Substitute	B-4 Maintenance Stand	
Primary (10 gallons)	MOGAS, unleaded	Used for portable generators and smoke oil trailer
Primary (2 each)	5-gal water coolers (containing ice water)	For maintenance personnel
Primary (6 each)	50 lb HALON Fire Bottles	Must have wheels. Place 4 at F-16 parking area and 2 at support aircraft
Substitute (12 each)	50 lb Carbon Dioxide Fire Extinguisher or 150 gallon Halon Fire Bottles	
	Fire truck (1 each)	Must be on standby during entire stay
Primary (1 each)	1 ton or 1½ ton truck	Must be able to hold six 55 gal barrels of smoke oil
Substitute (1 each)	Trailer	
Primary (1 each)	Forklift	Used for moving smoke oil barrels
Primary (2 each)	Garbage Cans	Place near support aircraft
Primary (8 sets)	Aircraft MLG Chocks	Used by Advance Crew Chief
Primary (1 each)	Fuel Browsers	To dispose of fuel samples
Substitute	55-gallon drums (2 each)	
Primary (2 each)	Portable radio to Job Control/ Airshow Control	To coordinate equipment/fuel needs (provide to Narrator's Crew Chief upon arrival)
Primary (2 each)	Portable toilet	Must be placed near the support aircraft
<p>Position all equipment near the Thunderbird support aircraft. All equipment must be dedicated to the Thunderbirds their entire stay, from the Narrator's arrival to the team's departure. AGE may not be picked up until the agreed-upon release time, previously coordinated with the Thunderbird Logistics Coordinator.</p>		

Atch 11-3

MEDIA FLIGHT INFORMATION SHEET
(Provide to Thunderbird Public Affairs 60 Days Prior to Airshow Date)
(Please fill out entire sheet or nominee will not be considered)

PRIMARY/ALTERNATE (Please circle the appropriate nominee)

Demonstration Site: _____ Date of proposed flight: _____

Full Name: _____ SSAN: _____

“On-Air” Name/Pen Name (if different): _____

—

Age: _____ Height: _____ Weight: _____ Health (circle one): Excellent Good Average
(Note: height and weight must be accurate. If life support equipment doesn't fit properly, the flight may be canceled.)

Date of last physical exam: _____ Have you ever had motion sickness: YES NO

Are you claustrophobic? YES NO

Last time you flew in a fighter aircraft: _____ Type of aircraft: _____

—

When did you last run an Air Force Public Service Announcement? _____

—

Clothing (in men's sizes): Hat: _____ Gloves: _____ Boot: _____
Jacket: _____

Address (include city, state, zip code):

- Office: _____

- Home: _____

Telephone: Office: _____ Home: _____

E-Mail Address: _____ Cost of 1/2 page or :30 add: _____

Call Letters/Affiliation: _____

(i.e., ABC, CBS, NBC, FM, AM, Newspaper, Magazine, other)

Audience (i.e., 10,000 viewers, or 50,000 circulation): _____

—

Please attach a one-page letter (maximum) stating plans for publicizing the flight and justification as to why your affiliate should fly. (Include story idea, length, when released, etc.)

PERSONAL DATA - PRIVACY ACT OF 1974

Atch 14-1

Media Flight Health Screening
(Provide to Orientation Flight Nominee)

All potential Thunderbird media fliers must answer the following questions to determine if they are medically qualified for a flight in a Thunderbird F-16.

1. Do you have any medical conditions that require you to see a doctor on a regular basis?

YES NO If yes, please explain _____

2. Do you take medication on a regular basis? YES NO If yes, please explain _____

3. Are you allergic to any medications that you know of? YES NO If yes, please explain _____

4. Have you ever been hospitalized before? YES NO Date: _____

(Please state diagnosis and length of stay) _____

5. Have you ever had surgery? Yes NO Date: _____
If yes, please explain. _____

6. Do you have any long-standing ear or sinus problems? YES NO

7. Do you have any upper neck or lower back problems? YES NO

8. Have you ever been told that you have a disc problem in your back? YES NO

Do not donate blood or go SCUBA diving within 72 hours of your flight!

If you wish to keep this document confidential, please put form in a sealed envelope and mail to:

USAFADS/SME

Attn: Flight Surgeon
4445 Tyndall Ave
Nellis AFB, NV 89191-6079

Atch 14-2

HOLD HARMLELESS AGREEMENT
(Provide to Orientation Flight Nominee)

The person named below, in consideration of permission granted by the United States Air Force for transportation in high performance jet aircraft, or for transportation in any other military aircraft or military vehicles, acknowledges and agrees:

1. Flight in high performance jet aircraft is a dangerous activity that entails risks, both known and unknown, of death or serious injury. The United States Air Force, by and through its personnel, will make every effort to protect the Passenger's physical safety, but cannot guarantee such safety.

2. Should an event occur during flight which requires initiation of ejection procedures from an aircraft by or on behalf of the Passenger named below, said Passenger acknowledges that ejection is an inherently dangerous activity, which could result in death or serious physical injury. Said Passenger also acknowledges that physical size and weight affect the performance of ejection systems. As weight and/or physical dimensions increase, the probability of successful ejection may be adversely affected.

3. The passenger states that he or she is in good physical condition and health, and there are no medical symptoms, conditions, illnesses, or other ailments which would be aggravated, worsened, or in any way adversely affected by flight in high performance jet aircraft, other types of military aircraft, or transportation in other military vehicles.

4. The Passenger releases forever the United States, its agencies, and United States personnel, from every liability arising out of transportation in high performance jet aircraft, other military aircraft, or military vehicles by the Passenger named below. The Passenger will defend, pay or settle every claim or suit against the United States, its agencies, and United States personnel, by agents or employees of the Passenger or persons claiming through them, or by third parties, and will hold the United States, its agencies, and United States personnel, harmless against every such claim or suit, including attorney fees, costs, and expenses, arising out of transportation in high performance jet aircraft, other military aircraft, or military vehicles by the Passenger.

Exception: Death, injury, damage to persons or property resulting solely from the willful misconduct of United States personnel; and, in addition, any liability from another contract concerning transportation in military aircraft of any type, or other military vehicles, shall not be affected by this Hold Harmless Agreement.

5. The Passenger will pay or settle every claim for death or injury to United States personnel, or for loss or damage to property of or under the control of United States personnel, arising out of transportation in military aircraft of any type, or other military vehicles, by the Passenger, unless the death, injury, loss or damage results solely from the negligence or willful misconduct of United States personnel.

6. For the purpose of this Hold Harmless Agreement, the term "United States personnel shall include:

a. Military personnel and civilian employees of the United States, including non-appropriated fund employees, acting within the scope of their employment, and

b. Heirs, successors, executors, administrators, and assigns of such employees.

7. The Passenger will comply with all pertinent parts of applicable military regulations, policy directives, instructions, or other applicable guidance to include local supplements, directives, and

orders, which are hereby incorporated into this Agreement as if set forth in full within. The Passenger is on military notice that such military regulations, directives, instructions, and orders exist, and has a duty to inquire if questions arise as to the content or effect of such directives, regulations, instructions, or orders.

This agreement replaces any previous Hold Harmless Agreement, if any by the same Passenger, as of the date of this agreement. Termination by the Passenger requires 60 days written notice to the military authority where the agreement was submitted.

Printed Name/SSAN

Affiliate

Signature

Date

PUBLIC RELATIONS EVENT INFORMATION SHEET
(Provide to Thunderbird Airshow Coordinator 30 Days Prior to Airshow Date)

Please circle the appropriate response, where applicable:

Type of Event: school/hospital visit reception/party interview other__

Location of Event: _____

Day and Date of Event: _____

Start/Stop Time of Event: _____ Estimated Attendance: _____

Official Host/Sponsor: _____

Food/Bar Arrangements: _____
(i.e., heavy hors d'oeuvres, dinner, snacks; complimentary; pay-as-you-go)

Who Should Attend: Officers Only Enlisted Only Officers & Enlisted
Other: _____ (please specify)

Name of Escort: _____
(An escort is required for any function you expect the Thunderbirds to attend)

Driving time from (please specify) Hotel/Briefing Room: _____

(Must be within 30 minutes driving time)

Dress: Casual Formal Duty Uniform Show Suit Civilian Equivalent: _____

Will there be **formal** introductions of the team: YES NO

Will the Thunderbirds be giving a "casual" speech: YES NO

Will the Thunderbird promotional film be shown: YES NO Format: 3/4" 1/2"

Will a presentation be made to the team: YES NO

Description of presentation: _____

Will there be VIPs attending: YES NO
(If yes, please list below)

Atch 15-1

LITHOGRAPH REQUEST LIST
(Provide to Thunderbird Public Affairs 30 Days Prior to Show Date)

We will do lithographs for the representatives listed below and a **maximum** of 15 additional lithographs (bottom of page). Please type or print legibly the names and organizations for personalized lithographs.

1. Host Commander _____

2. Command Chief Master Sergeant _____

3. Airshow Director _____

4. Thunderbird Project Officer _____

5. Maintenance Representative _____

6. Public Affairs Representative _____

7. Local Air Force Recruiter _____

8. Survey Pilot _____

9. Briefing Room Host _____

10. Host Hotel _____

11. Air Traffic Control Tower _____

Additional lithographs (**15 Maximum**)

1. _____ 9. _____

2. _____ 10. _____

3. _____

11. _____

4. _____

12. _____

5. _____

13. _____

6. _____

14. _____

7. _____

15. _____

8. _____

Atch 15-2

INSPECTION PARTY MEMBERS

List Inspection Party members **(maximum of five)**, unless larger party request has been coordinated with the Thunderbird Airshow Coordinator or Public Affairs Representative prior to the team's arrival. If the member would like to be called by a different name, i.e., "Bill" instead of "William," please note. Please include the phonetic spelling of difficult-to-pronounce names.

Put members in order of precedence according to Atch 16-2

1. Name: _____
Title: _____
Address: _____
Phone: _____

2. Name: _____
Title: _____
Address: _____
Phone: _____

3. Name: _____
Title: _____
Address: _____
Phone: _____

4. Name: _____
Title: _____
Address: _____
Phone: _____

5. Name: _____
Title: _____
Address: _____
Phone: _____

Atch 16-1

PRECEDENCE LIST FOR INSPECTION PARTY MEMBERS

Governor of a state (in his own state)
Ambassadors of foreign powers
United States Senators
Governors of states when not in their own states
Members of the House of Representatives
Secretary of the Army, Navy, Air Force (in order)
Chairman, Joint Chiefs of Staff
Chiefs of Staff of the Army, Air Force and Navy (by date of appointment)
Commandant of the Marine Corps
Retired Service Chiefs
Commanders-in-Chief of unified and specified commands (four star grade)
Generals and Admirals (four star)
Retired Generals and Admirals (four star)
Assistant Secretaries of the Army, Navy and Air Force (by date of appointment)
Lieutenant Generals and Vice Admirals (three star)
Major Generals and Rear Admirals (two star)
Brigadier Generals and Rear Admirals (one star)
Colonels and Navy Captains

NOTE: For further guidance, contact your Protocol Officer or read AFR 900-6, "Honors and Ceremonies"

Atch 16-2

PUBLIC AFFAIRS POST-SHOW REPORT

(Use reverse if necessary)

Show Site: _____ Date: _____

1. Official crowd count (list both days if two-day show): _____

2. Summary of Air Force Recruiting support: _____

3. Summary of media coverage/support: _____

—

4. Who was your Public Affairs Representative? _____

5. Critique of Thunderbird Public Affairs procedures (problems, suggestions, comments): _____

3 Atch

1. Newspaper Clippings
2. Video Tapes
3. List of Dignitaries

Atch 20-1

RECRUITING AFTER ACTION REPORT

Airshow Information

Date of Show: _____ Base/City: _____ State: _____
—

Thunderbird Project Officer: _____ Airshow Crowd Count: _____

Public Relations Event Information

High Schools: _____ Attendance: _____

Hospitals: _____ Attendance: _____

Radio Interviews: _____ Listening Audience: _____
—

TV Interviews: _____ Viewing Audience: _____
—

Other: _____ Attendance: _____

Recruiter Information

Recruiting Office: _____
—

Recruiter Point of Contact: _____

Phone Number: _____

Recruiter's Nominee for Inspection Party: _____
—

Recruiter's Nominee for Media Flight: _____
—

Recruiter Involvement

Please rate Recruiter involvement in the following areas using a number from 1 to 10, with 10 being extremely effective and 1 being unacceptable.

____ Airshow Meetings ____ Inspection Party ____ Providing Escorts

____ Pre-Show Publicity ____ School Visits ____ Hospital Visits

____ Medical Recruiting ____ Enlistments ____ Recruiting Booth

_____Ease in Contacting

_____Media Flight

_____Other (explain)

Atch 20-2

MASTER CHECKLIST

GENERAL INFORMATION CHECKLIST

Have you:

YES NO


1. Mailed the \$6,000 per demonstration fee (civilian sites)? [] []
2. Arranged for a suitable briefing room? [] []
3. Ensured there are no helium-filled balloon concessions? [] []
4. Made telephone arrangements for off base DSN access? [] []
5. Reserved seating and parking for 200 Thunderbird guests? [] []

REQUIRED INFORMATION CHECKLIST

Have you:

YES NO

1. Completely filled out the Airshow Information Sheet? [] []
2. Verified names and telephone numbers? [] []
2. Compiled a schedule of airshow events? [] []
3. Confirmed billeting arrangements and filled out the Quarters Checklist? [] []

NARRATOR'S CHECKLIST

Have you:

YES NO

1. Obtained the required vehicles and a ladder for deplaning? [] []
2. Notified key personnel of the time of the Narrator's Meeting? [] []
3. Established police escorts? [] []

MC-1

4. Ensured the show markers and maintenance equipment are [] []

in place prior to the Narrator's arrival?

5. Arranged for a suitable briefing room/hangar space/F-16 parking space? [] []

6. Ensured the 30 remaining vehicles will be ready two hours prior to the Narrator's Meeting? [] []

7. Arranged to have practice/show schedules, inspection party lists, and two radios available at the Narrator's Meeting? [] []

8. Ensured the FAA Waiver will be available for signing? [] []

BILLETING REPRESENTATIVE'S CHECKLIST

Have you: YES NO

1. Secured the required number of rooms (Attachment 3-2)? [] []

2. Coordinated rooming assignment requirements so they are not near stairs, construction, noisy areas, etc.? [] []

3. Informed the hotel/billeting of our arrival and departure times and our departure-day requirement for receipts? [] []

4. Arranged for sufficient hotel/billeting personnel to check-in and check out in a timely manner? [] []

5. Completed the Quarters Checklist and submitted it to the Thunderbird Airshow Coordinator? [] []

6. Verified the hotel address and telephone number on the Quarters Checklist (Attachment 3-2)? [] []

MC-2

TRANSPORTATION REPRESENTATIVE'S CHECKLIST

- | Have you: | YES | NO |
|---|-----|-----|
| 1. Made telephone contact with the Thunderbird Logistics Coordinator? | [] | [] |
| 2. Cleared all Thunderbird vehicles for flight line use? | [] | [] |
| 3. Notified the rental car representative of the time and location of the Narrator's Meeting? | [] | [] |
| 4. Arranged to park the officers' vehicles near the F-16 arrival- parking area? | [] | [] |
| 5. Arranged to park the support personnel vehicles near the support aircraft parking area? | [] | [] |
| 6. Ensured all vehicles will be available for the duration of our stay? | [] | [] |
| 7. Fueled and serviced all vehicles? | [] | [] |
| 8. Prepared two vehicles for the early arrival of the Narrator and his Crew Chief? (Preferably a sedan and nine-passenger van.) | [] | [] |
| 9. Arranged for a 1 or 1½ ton pickup truck with pintle hook and light connections (if required)? | [] | [] |

OPERATIONS CHECKLIST

- | Have you: | YES | NO |
|--|-----|-----|
| 1. Mailed the completed airfield diagram to the Thunderbird Airshow Coordinator? | [] | [] |
| 2. Built a crowd line straight and parallel to the show line? | [] | [] |
| 3. Ensured the show line is 1,200-1,500 feet from the crowd line? | [] | [] |

4. Located the bomb burst cross point on the show line, at least 500 feet off the right end of the crowd line? [] []
5. Situated the VIP stand or bleachers at show center, bordering the crowd line? [] []
6. Positioned show center at the center of your crowd line? [] []
7. Parked all static display aircraft to the rear of the crowd line? [] []
8. Ensured there are no open ropes at the far ends of the crowd line? [] []
9. Placed the crowd line at least 300 feet from the nose gear of our parked F-16s? [] []
10. Briefed tower personnel that we will require control of the airfield during our demonstration? [] []
11. Informed tower personnel of our landing pattern? [] []
12. Allowed 1 hour and 15 minutes for our demonstration and 1 hour and 45 minutes for our practice? [] []
13. Arranged for two large, distinctive objects/vehicles to mark show center and the bomb burst cross point? [] []
14. If your show is over water, arranged for at least two 35-foot (minimum length) boats to mark show center and the bomb burst cross point? (In place prior to the survey flight.) [] []
15. Discussed your parking plan with the Airshow Coordinator? [] []
16. Ensured the ramp, runway, and taxiways are free of FOD? [] []
17. Checked the parking area's weight-bearing capability? (Adequate for both our support aircraft and F-16s?) [] []
18. Requested a weight-bearing waiver if the ramp, runway, [] []

or taxiways cannot support the weight of our aircraft?

19. Arranged to park the support aircraft with the ramp door away from the crowd and not blocking the spectators' view? [] []

20. Briefed the crash rescue team on required procedures? [] []

MC-4

21. Briefed tower personnel on our EOR/runway procedures? [] []

22. Contacted the Coast Guard to contain the aerobatic box? [] []

SURVEY FLIGHT CHECKLIST

Have you: YES NO

1. Arranged for a helicopter or high-wing, four-place aircraft? [] []

2. Coordinated to have the airshow area completely free of any flying or interference? [] []

3. Discussed the survey flight with the Thunderbird Airshow Coordinator? [] []

4. Briefed the survey pilot on where and when to meet our pilots? [] []

5. Arranged to have the show-line markers in place for the survey flight? [] []

FAA WAIVER/NOTAMs CHECKLIST

Have you: YES NO

1. Coordinated your airfield closing times if civilian airlines operate from your airfield? [] []

2. Submitted your request for FAA waiver to the local Flight Standard District Office (FSDO) for both arrival and demonstration maneuvers? [] []

- 3. Issued NOTAMs at least 48 hours prior to your airshow? [] []
- 4. Received the approved FAA waiver? [] []
- 5. Verified that the Airshow Coordinator has received the approved FAA waiver? [] []
- 6. Implemented TFRs for the time of our practice and demonstration? [] []

MC-5

AIR TRAFFIC CONTROL CHECKLIST

- Have you: YES NO
- 1. Briefed tower personnel on our pitch-up arrival pattern? [] []
 - 2. Ensured tower personnel know the Narrator controls the airfield during aerobatic and non-aerobatic arrival maneuvers? [] []
 - 3. Briefed tower personnel that the Operations Officer takes control of the airfield during our demonstration? [] []
 - 4. Informed the Thunderbird Airshow Coordinator of any hazards in the local area? [] []
 - 5. Planned to pre-position manual barriers? [] []
 - 6. Identified all runways available for takeoff/landing at the discretion of the Narrator or Operations Officer? [] []
 - 7. Contacted all airports within a 5 NM radius to ensure they shut down during the FAA waiver periods? [] []

MAINTENANCE CHECKLIST

- Have you: YES NO
- 1. Arranged for sweeping and cleaning parking ramps, runways, and taxiways? [] []

2. Designated facilities for our oil analysis lab? [] []
3. Ensured the designated parking area has certified grounding points for all eight F-16s? [] []
4. Coordinated parking spaces for our aircraft upon arrival, the day of the show, and on departure day? [] []
5. Procured all equipment and hangar space? [] []
6. Ensured support equipment is serviced and in good operational condition? [] []
7. Placed all support equipment near our support aircraft? [] []
8. Procured fuel and smoke oil? ^{MC-6} [] []
9. Confirmed that fuel and smoke oil costs will be at or lower than government-contract prices? [] []
10. Coordinated maintenance-support arrangements with our Logistics Coordinator? [] []
11. Designated an isolated area for hydrazine (H-70) maintenance? [] []
12. Placed two portable toilets near our support aircraft? [] []
13. Obtained MOGAS for our Aerospace Ground Equipment? [] []
14. Contacted the base frequency monitor to de-conflict radio frequencies? [] []

SECURITY CHECKLIST

- | Have you: | YES | NO |
|--|-----|-----|
| 1. Arranged for construction of a fenced crowd line? | [] | [] |
| 2. Positioned security personnel along the crowd line and at | [] | [] |

our communications trailer?

3. Arranged around-the-clock security for our aircraft? [] []

4. Briefed personnel on our security requirements? [] []

5. Arranged to provide a crowd count to your PA Representative? [] []

PUBLICITY CHECKLIST

Have you: YES NO

1. Duplicated and disseminated publicity material to media outlets? (video tape and photo CDs) [] []

2. Arranged for Make-A-Wish and special-needs guests to view the practice show? [] []

MC-7

3. Invited the media to cover the airshow? [] []

4. Contacted your local USAF Recruiter for publicity support? [] []

MEDIA/ORIENTATION FLIGHT CHECKLIST

Have you: YES NO

1. Coordinated with Public Affairs for an orientation flight? [] []

2. Obtained all information for the Media Flight Information Sheet? (Attachment 14-1) [] []

3. Arranged for a suitable briefing room? (Different from the Thunderbird Briefing Room.) [] []

4. Requested suitable airspace? (Preferably a MOA) [] []

5. Contacted the local USAF Recruiting Advertising and Promotions Office for Media Flight inputs? [] []

6. Made arrangements to get the orientation flier to the briefing/life-support fitting room?

7. Included a commitment letter from your radio station manager if you have nominated radio for an orientation flight?

PUBLIC APPEARANCE CHECKLIST

Have you: YES NO

1. Coordinated all public appearances with the Thunderbird Airshow Coordinator?

2. Completed a Thunderbird Public Relations Event Information Sheet for each public/social commitment?

3. Ensured commitments are within 30 minutes drive time?

4. Made arrangements for the necessary equipment if the film is to be shown?

5. Ensured our public relations events end by 7 p.m.?

MC-8

6. Kept down days free from commitments?

7. Sent Public Affairs all the required information? (Names, stories/mottoes, biographies)

8. Included Air Force Recruiting Representatives in planning and escorting public appearances?

INSPECTION PARTY CHECKLIST

Have you: YES NO

1. Coordinated with local Recruiting Representatives for Recruiting's Inspection Party nominee?

2. Provided the Narrator, at his meeting, a typed list (two copies) of Inspection Party members?

3. Double-checked the spelling and pronunciation of names? [] []
4. Provided phonetic spelling of hard-to-pronounce names? [] []
5. Included the individual's mailing address, title, and phone number on the Inspection Party list? [] []
6. Followed the precedence list? (Attachment 16-2) [] []
7. Instructed Inspection Party members to arrive early? [] []
8. Supplied name tags for Inspection Party members, and given specific, detailed instructions as to the location and time to assemble? [] []
9. Identified a way to determine the crowd count and a way to get that number to Public Affairs prior to the Thunderbird demonstration? [] []

RECRUITING CHECK LIST

- | Have you: | YES | NO |
|---|-----|-----|
| 1. Contacted the local U.S. Air Force Recruiting Office to ensure Recruiting involvement? | [] | [] |
| MC-9 | | |
| 2. Coordinated the location of the Recruiting display booth? | [] | [] |
| 3. Invited Recruiting Service personnel to all official functions? | [] | [] |
| 4. Arranged for an enlistment ceremony? | [] | [] |
| 5. Invited family members and the media to the ceremony? | [] | [] |
| 6. Informed the Recruiter of the date, time, and location of the Narrator's Meeting? | [] | [] |

RETENTION CHECKLIST

- | Have you: | YES | NO |
|--|-----|-----|
| 1. Circulated information for a retention event?
(military show site) | [] | [] |
| 2. Coordinated retention activities with the Thunderbird
Airshow Coordinator? | [] | [] |
| 3. Arranged for a reenlistment ceremony? | [] | [] |
| 4. Planned an alternate location in case of inclement weather? | [] | [] |

PUBLIC ADDRESS SYSTEM CHECK LIST

- | Have you: | YES | NO |
|---|-----|-----|
| 1. Notified the Airshow Coordinator if you need the PA system
set up earlier than 2½ hours prior to takeoff? | [] | [] |
| 2. Briefed users of other PA systems to cease announcements
during the pre-show ceremonies and aerial demonstration? | [] | [] |
| 3. Coordinated requests for radio patch-ins or re-broadcasts? | [] | [] |
| 4. Made the channel public as part of your publicity? | [] | [] |

MC-10

POST-SHOW REPORT CHECKLIST

- | Have you: | YES | NO |
|--|-----|-----|
| 1. Received an accurate daily attendance count? | [] | [] |
| 2. Provided original or legible photocopied newspaper and
magazine articles and copies of taped media coverage? | [] | [] |

3. Included a list of all military and civilian dignitaries who attended your airshow? [] []

4. Supplied a brief discussion of your interaction with local Recruiters? [] []

5. Critiqued our operation? [] []

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GLOSSARY

AFSC (Air Force Specialty Code) - A numerical system used to identify an Air Force member's particular job and skill level.

AGE (Aerospace Ground Equipment) - Support equipment necessary to maintain U.S. Air Force aircraft.

AGL (Above Ground Level) - Altitude measured in feet above the ground.

DSN (Defense Switched Network) - A military telecommunication which allows military installations to call each other directly.

DV (Distinguished Visitor) - A prominent guest such as a General Officer, U.S. Senator, Congresswoman, Governor, etc.

EOR (End of Runway) - Inspection just prior to takeoff.

FAA (Federal Aviation Administration) - The approving authority for waivers concerning aerobatic demonstrations.

FARKLE - (Friends and Relatives Kinfolk and Everyone else) - A special ceremony performed for members of the team and their families

FOD (Foreign Object Damage) - Damage to aircraft components such as tires or engines caused by loose gravel, nuts, bolts, etc.

GPS (Global Positioning System) - A hand-held system used to determine specific latitude and longitude coordinates.

JOAP (Joint Oil Analysis Program) - Used to test oil for aircraft engine wear.

MOA (Military Operating Area) - A geographical region designated specifically for military aviation use.

MOGAS (Motor Gasoline) - Regular gasoline, the type used in vehicles.

NM (Nautical Miles) - Equivalent to 6,076 feet.

NOTAMs (Notice to Airmen) - Notices that are posted at airports/airfields to inform pilots that a particular airfield will be closed.

ROTC (Reserve Officer Training Corp) - Student oriented military training organization.

TDY - (Temporary Duty) - Duties away from regular place of employment.

TFR - (Temporary Flight Restrictions) - Temporarily restricts flight into designated areas.

UHF (Ultrahigh Frequency) - A band of radio frequencies from 300 to 3,000 megacycles per second.

VHF (Very High Frequency) - A band of radio frequencies between 30 and 300 megahertz.

