City of Twin Falls Idaho – Application for Special Event Permit
Prepared by Omega Point Productions, LLC

Friday, November 08, 2013
OPP
By: Scott Record

Friday, November 08, 2013

Mission Statement: To recreate an historic event in an award-winning way, that promotes ethics and values and sheds a positive, lasting light on the State of Idaho and the City of Twin Falls.
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Background
On September 8, 1974 the world’s greatest daredevil, Evel Knievel attempted the most famous stunt of all time: a rocket propelled jump over the Snake River Canyon in a vehicle dubbed the X-2 Skycycle. Though unsuccessful, it was watched by more people that year than the Super Bowl and solidified Knievel’s place in history as *King of the Daredevils*. It’s been nearly 40 years and the time has come to Return to Snake River...

In an undisclosed location in Twin Falls, a new ‘X-2 Skycycle’ is being built by the son of the engineer who built Knievel’s original rocket as well as his team of engineers and fabricators.

Omega Point Productions is an Idaho Limited Liability Corporation in good standing, founded by Scott Record and Scott Truax in January of 2012, for the expressed purpose of recreating a jump over the Snake River Canyon.

Scott Record is a Twin Falls businessman familiar with the various entities (landowners, key business people, City officials, etc.) necessary to navigate the logistical complexities of this endeavor.

Scott Truax is the son of Robert Truax, the man that designed and built the X-2 Skycycle vehicle Evel Knievel used for the stunt.

Armed with the knowledge of what failed, and with a new plan, we are recreating this historic event, but this time landing the vehicle successfully, and in the process curing history, and fulfilling the legacy.
1) **Event Description:**

We are constructing from original drawings and calculations a rocket nearly identical to the one built for Evel Knievel.

Our intention is to launch from the same ramp (now owned by the City of Twin Falls) or, in the alternate, build a new ramp on property West of the original ramp, and recover it on the North Rim Endowment Lands. This contingency depends on who the City awards the land lease to.

The area will be staged with camera crews to film the Event, for broadcast nationally and internationally.

We have secured permission to utilize 370 (+/-) acres of farm land owned by Gary Storrer for an Event to host a number of people (to be determined). Site plans are being developed.

This location has several advantages that cannot be overlooked, including:

- 2 Entrances along Pole Line Road to facilitate ingress and egress to the Event, essentially eliminating the requirement for traffic on Hankins Road.

- Gated access to the West side of Evel Knievel Park to facilitate repair and/or improvements to the dirt ramp infrastructure that may not be feasible from Hankins Road due to ongoing construction in the area as well as residential conflicts.

- Ample space for parking of all spectators, emergency vehicles, tents, stages, filming scaffolds/platforms, helicopter landing zones, concessions, portable toilets, bleachers, handicap access, etc., all on the same property, unmolested and insulated by surrounding land owners.

- Electricity and sewage

The size of this event has been purposefully limited because of the following:

- Access to the Jump Site through residential areas will problematic. It will be difficult to mitigate residential impacts no matter what the plan without the use of property owned by Mr. Storrer.

- The logistics of a large event will heavily impact Twin Falls infrastructure, including hotels, restaurants, and roads not to mention security concerns.

- Potential impacts to newly constructed or under construction residences is unknown and must be weighed.
OPP does not underestimate the level of interest this event will bring to bear to our area. OPP is keen to point out that this plan will deter undesirable elements and will curtail uninvited spectators. This plan has been well laid out in our previously filed RFQ.

Seating will be assigned in bleachers leased from Twin Falls County Fair.

Due to the competitive nature of this Event, we request that we have exclusivity from June 2014 through September 20, 2014, though we need to access the land with the exception of improvements to the dirt ramp and construction of a steel ramp, to be removed following the Event.

2) Proposed Location:

We request a Special Event Permit for a festival to be held on or about September 5th 2014, at the original dirt ramp/jump site, located at the end of Hankins Road, as well as 370 (+/-) acres of property owned by Gary Storrer to the West of the historic jump site.

As a part of this Request, we shall require the following authorizations:

1. Build a compacted gravel road from the end of Hankins Road to the dirt ramp;
2. Widen the existing ramp 8 feet to the East, and build a retaining wall around the ramp to prevent further erosion;
3. Reinforce/replace existing concrete footings;
4. Erect a steel ramp nearly identical to the original;
5. Either Leave or dismantle this steel ramp following the event (depending on the desire of the public and City);
6. Erect temporary grandstands for VIP’s;
7. Temporary placement of portable toilets;
8. Temporary placement of generators;
9. Placement of temporary fencing and caution tape;
10. Placement of trash receptacles and dumpsters;
11. Placement of “trash fences” to collect wind-blown debris

We also request the authority to renew this Permit every year on or about the same date, subject to performance benchmarks and a successful outcome of this Event.

3) The Vehicle:

The exterior of the vehicle, fuselage and fins are aluminum alloy. The engine consists of an explosion-proof stainless steel tank containing superheated water under high pressure as propellant. In the unlikely event of a tank failure, there is no threat of flying debris. Tearing would result in the release of steam, but would not pose danger to life or limb. The stainless steel tank is located inside the fuselage. In the event of a tank failure, any escaping steam would cool quickly to water.
Like the Knievel rocket, a parachute will deploy from the rear of the vehicle and land on a shock absorber located in the nose.

The Vehicle’s design has been finalized (CAD drawings are complete). This data is being input into sophisticated aerospace simulation software. These simulations are confidential and will remain so until the project is broadcast, and are therefore excluded from this document. Details may be released subject to the execution of a Confidentiality Agreement, and would be subject to attorney-client work product privilege.

The vehicle design is complete, and 40% built. Viewing of the CAD drawings, and a private meeting could be arranged to explain details about the vehicle, as long as documents are returned. It would be a good idea for a one of our engineers to detail the process.

4) Event Promotions

It is the mission and desire of OPP to host a safe event that takes into consideration the size of Twin Falls, and its limited resources. OPP is keenly aware of the potential negative impact an event of this type can have on the region. Therefore all ticket sales will be on a pre-sale ONLY basis.

Because we are residents of Twin Falls, we are also aware of the Cities’ desire to have this event be not only safe, but successful, and cast a favorable light on the Cities’ brand.

OPP is the only Applicant that not only possesses the historic link to the original project but **we are the only Applicant that can successfully build, simulate, test and fly a vehicle to meet the safety requirements by the 40th year anniversary.**

Upon acceptance of our proposal and subject to our Agent’s approvals, there will be a series of detailed press releases.

There will no doubt, be City Council meetings, and there a series of local question and answer sessions outside City Council to regularly field concerns.

We will be conducting interviews on morning and evening talk shows, local and national radio broadcasts, as well as newspapers and magazines.

Regular updates will be featured on both our website, ReturnToSnakeRiver.com (currently under construction), as well as our Facebook page, Return to Snake River. Twitter will be utilized as the event gets closer.

We will have both a toll-free and local number with recorded up-to-date information about the project that will direct interested parties to our Public Relations Clearing Center (PRCC) and other resources for further information.
Locally, we will be sending regular emails to businesses directing them to the PRCC, as to dates and times of upcoming meetings and their locations.

We plan to participate in the Western Days Parade, which will give the residents of Twin Falls the first opportunity to see the rocket before the rest of the world. Following the parade, the vehicle will be on display at City Park and staff will be available to answer questions. Leaflets will be handed out, directing citizens to the PRCC and other contacts.

5) Public Communications  
a. Pre-Event Communications  
OPP will have extensive access to its event participant base, and it will disseminate event information and policies. The communication objectives are achieved through utilization of the following communication channels:
   i. Return to Snake River website, (ReturnToSnakeRiver.com under construction)
   ii. Email newsletter
   iii. Event Guide (sent to all ticket holders in August, 2014, and posted on the website)
   iv. Social Networks: Facebook and Twitter

b. Agency/Media Dissemination  
OPP will offer a variety of avenues to disseminate information to the media and to state and local agencies. OPP will host a briefing to improve information accuracy between agencies, media and the event.

c. Onsite Information Dissemination Capability  
Onsite information dissemination mechanisms are both formal and informal; both approaches to information dissemination are utilized for ongoing communication with participants. Participants and media will receive information within 1 hour, should the need arise. A public address system will be in place.

Formal information mechanisms are Return to Snake River Radio (henceforth RSRR), the Tip Sheet (mailed in advance and handed out at the Event), the organization’s two-way radio communications infrastructure, to be coordinated with local ham-radio operators and local authorities. RSRR would be the Emergency Alert System for OPP, which would disseminate public service information, travel advisories and emergency information as necessary.

In periods of non-emergency, public service announcements are broadcast on RSRR. In the event of an emergency, participants would be notified by OPP staff to instruct participants to tune in to RSRR. RSRR would be the centralized source for up-to-the minute accurate emergency information.

Informal information mechanisms with direct and consistent participant interface include: Gate personnel, Greeters, Ranger foot patrol and security. These teams will have the ability to move information via word of mouth quickly through the Event.
This plan is subject to augmentation and development of our PRCC and/or as plans are refined with various City, State, County or other agencies.

6) Traffic Control Mitigation:

The plan will be developed in conjunction with our event management company through a coordinated effort between Idaho State Police, Twin Falls Police, Jerome Police, Twin Falls County Sheriff, Jerome County Sheriff, the Idaho National Guard, FAA, Magic Valley Airport (Joslin Field Tower) the FCC, and other agencies.

Because of the limited size of this event, the impact on traffic and infrastructure will be negligible.

We have developed the following strategy to mitigate traffic:

I. Tickets will be on a pre-sale only basis. Un-ticketed persons will be discouraged from attending through our Pre-Event Communications and Agency/Media Dissemination protocol.
II. Access to the property will be restricted prior to the event except for vehicle launch crew, security, and film crews.
III. 8 Trailer-mount message boards will be set up along Highways 93 and 84 to notify drivers that this event is private, by invitation only.
IV. A portable AM broadcast radio station will be set up to provide constant up to date information, notifying un-ticketed vehicles of alternate routing.
V. Temporary “boom barriers” to be placed at Hankins Road, North of Falls, monitored by security.
   a. Spectators will have assigned parking and will be discouraged from leaving.
   b. Residents of the area South of Hankins will be given passes.
   c. The event ticket will be hung from the vehicle’s rear-view mirror, (or such other place as may be clearly seen).
   d. A bus system and a route will be devised to pick up and drop off attendees from their designated parking areas to shop, eat, etc..

6) Security

A suite of security personnel will be necessary for this event;

Public:
Idaho State Police (for the highways)
County Sheriffs
Twin Falls Police

Private:
Off-duty ISP, Sheriff and Twin Falls Police
Private security provided by event coordinator  
Local security for parking, and Event perimeter  

Expenses will be determined for these security requirements as we get further, and a bond or other instrument will be secured to guarantee their payment.

A detailed timeline will be worked out with Officials.

7) Public Safety

Omega Point Productions, LLC has considered a variety of potential liabilities and their respective mitigation strategies, including the following:

Danger of life and limb caused by the “Vehicle”, including pilot

A Risk Assessment of the vehicle has been prepared. However, due to the mission-critical information it contains, our Broadcast Partner will not allow this information to be published at this time. Therefore it is confidential in nature, and excluded from this RFQ.

A generalized description follows:

The Vehicle is built to Experimental Aircraft Association standards using construction techniques, materials and methods typical to the aircraft industry. Verification will be provided by an independent qualified consultant.

i. The Vehicle is powered by super-heated water contained within a shatter-proof stainless steel tank. In the unlikely event of a rupture, there is no danger of flying debris due to the properties of stainless steel. The steam would dissipate within 3 feet of the tank, and a safety protocol is in place to minimize harm to the pilot and crew. Spectators are well outside of danger in this scenario. The tank will be tested to parameters that will exceed the actual operating temperatures and pressures to guarantee there is no possibility of tank failure.

ii. The vehicle is secured to the steel launch ramp in the same way the original was which worked 3 times in 1974 without fail. The vehicle’s trajectory is “ballistic”. Guided during the relatively brief initial powered phase of flight, its trajectory is subsequently governed by the laws of classical mechanics. Once it leaves its launch ramp, its trajectory is a parabola that cannot be altered. The possibility of it going off-course is not within the laws of physics.

iii. The vehicle will first be simulated, and then test-flown prior to the Event. Underwriting is a function of proof of flight-worthiness, which cannot be obtained without live testing scheduled for March 2014.

iv. Additional insurance covers the pilot, and will be available for inspection and approval 3 months prior to the Event.
Danger of Vehicle to real property (houses, vehicles, land etc.)

i. Houses will not be within the range of the Vehicle’s flight envelope.
ii. Only authorized Vehicles will be allowed to operate within the flight envelope of the Vehicle.
iii. The Vehicle will land on a nose mounted shock absorber, to minimize damage to pilot, and the land.

Fire Danger

i. Twin Falls Fire Department will be on-site, in the unlikely event of accidental fire from any cause.
ii. Vehicle is powered by steam, and has no flammable materials on board.
iii. Vehicle cannot cause sparks due to its stainless steel/aluminum construction.

Danger of spectators near canyon

The rush to the edge of the canyon in 1974 resulted from the fact that people could not see the rocket once it went into the canyon. Our grandstand seating will be assigned. There will be additional JumboTron screens that will allow close-circuit viewing of the vehicle through all phases of flight. Even IF the vehicle goes into the canyon, it will be much better viewing to remain seated and watch this unfold on the JumboTron. This is what will differentiate our event from the prior event. Even without these precautions, there were no incidents of injury involving spectators on the edge of the canyon in 1974.

i. Event seating will be assigned from the time the ticket is sold. Security and event staff will notify attendees that they must be in their assigned seat prior to the launch. Launch will not occur until all attendees are seated, and security and event staff are satisfied that everyone has been properly instructed.
ii. Concrete highway “jersey” barriers will be placed at the edge of the canyon and will be outfitted with heavy-duty chain link fence, 6 feet tall with barbed wire at the top. Security will monitor the fence and will be equipped with bullhorns.

Danger of injury to persons not known to us on property during Event

i. “Skywatch” will be deployed at the launch site. A sensitive thermal-imaging camera, floodlights and public address system will be used to survey the property 9 hours prior to the event to locate potentially hiding spectators.
ii. Nobody will be within the subject property except those authorized by OPP prior to the Event.

Danger of injury to persons contracted by OPP as a function of Event Operations

i. A detailed safety plan will be disseminated to mitigate any potential safety hazards to personnel. In the unlikely event of any safety related issue, OPP will have provided insurance to indemnify all parties.
**Danger of event from aircraft (both authorized an un-authorized)**

i. There will be close coordination with the FAA, Joslin Field and the Jerome Airport and each aircraft covering the event will be required to file detailed flight plan prior to the event.

ii. The area will be off limits to unauthorized aircraft.

**Potential lawsuits from the above**

i. The City of Twin Falls should review their coverages prior to the Event. OPP will work with the City Attorney to insure the proper indemnifications are in place.

ii. OPP and its Broadcast Partners, production company and Event Management firm each retains council to defend potential liabilities of this nature.

**Environmental impacts from all of the above**

i. No discernible environmental impacts are anticipated.

ii. There will be assigned clean-up personnel to pick up trash throughout the Event.

NOTE: Deficient answers to any of these liabilities can be addressed in future correspondence and as questions arise. Approval will be contingent upon these responses.

8) **Positive Marketing Image**

OPP is acutely aware that the original event in 1974 attracted an undesirable element to the area. As Twin Falls residents, we are interested in promoting an event that is family oriented. This is not 1974 and those who were inspired by Evel Knievel as children have grown up and raised families. This is our key demographic.

According to our Facebook page, the interested demographic is 45 – 64 years old.

A more detailed description of the plan to develop a positive marketing image for the Twin Falls brand will be the subject of conversation, and will be integral to what we hope to accomplish at the Festival, as well as how we portray the City, State and area in general.

We feel strongly it benefits everyone to project the most positive brand image. One that shows that Twin Falls is a deeply family oriented community that embraces the hard working ethic of the farming community that surrounds it, and the ethics that make Twin Falls a place to settle and start a family. Our desire is nothing more than to enhance the community we love, and live in.
9) Infrastructure Impacts

**Hotels**
Analysis shows the area possesses sufficient hotel accommodations to receive the number of visitors that would be interested in attending.

**Restaurants**
It is not expected that the capacity of restaurant seating will be overwhelmed
i. Participants will have food available at concessions, and will be encouraged to bring their own.

**Roads**
No appreciable impact is anticipated.

**Airport**
We will encourage fly in traffic keeping in mind the limited capacity of Joslin Field. We will coordinate with airport management to facilitate arrival and transportation of these parties to their respective accommodations.

**Taxis**
Taxi service will not exceed capacity.

**Private Lodging, etc. to Let**
We will not discourage private lodging.

**Off-Site Traffic Control**
Off-site traffic control and monitoring would be provided (as deemed necessary) by flaggers trained prior to the Event at key road intersections as necessary.

**Exit Traffic Control**
The exit strategy for the Event would to stage vehicles in a holding lot and release vehicles to the roadway in phases to prevent excess load on roadways.

**Sewage**
No appreciable impact is anticipated.

**Portable toilets**
Will be maintained by local firms.
  i. A plan will be developed to clean and re-stocked.. Solid waste will be pumped and trucked to a facility in Jerome for disposal. Most of these activities will be performed after the Event.
10) Signage

Highway 93 Northbound, from Perrine Bridge to Highway 84 overpass, 2 trailer-mount message boards (Exhibit B). 40 each Type 2 Barricades (Exhibit C) with signage, “No stopping, slowing or pedestrians allowed on this section of roadway. For further information, tune to AM 1260”.

Highway 93 Southbound, from Highway 84 overpass Perrine Bridge, 2 trailer-mount message boards (Exhibit B). 40 each Type 2 Barricades (Exhibit C) with signage, “No stopping, slowing or pedestrians allowed on this section of roadway. For further information, tune to AM 1260”.

Highway 84 Eastbound, from Highway 93 underpass, to Vineyard Road, 2 trailer-mount message boards (Exhibit B). 40 each Type 2 Barricades (Exhibit C) with signage, “No stopping, slowing or pedestrians allowed on this section of roadway. For further information, tune to AM 1260”.

Highway 84 Westbound, from Vineyard Road underpass, to Highway 93 underpass, 2 trailer-mount message boards (Exhibit B). 40 each Type 2 Barricades (Exhibit C) with signage, “No stopping, slowing or pedestrians allowed on this section of roadway. For further information, tune to AM 1260”.

Additional signage to be determined.

11) The Team

Scott Truax – General Manager
Scott Record – CEO
Craig Adams – Manufacturing Manager
Randii R. Wessen – Mission Specialist
Ky Michaelson - Fabrication Engineer, stunt coordinator, stunt designer
Eddie Braun - Pilot
Nancy Koonce – Ataraxis Accounting, Twin Falls, Idaho
Aon Risk Management Services – Insurance underwriting
K&K Steel – Manufacturing steel launch ramp
McClure Engineering – Engineering steel ramp and footings
Riedesel Engineering – Road/ramp improvements engineering
Christiansen Construction – Road/ramp improvements and construction
EHM Engineers – Land Use Consultant, Twin Falls, Idaho
Excel Fabrication – Sheet Metal Fabrication/Welding, Twin Falls, Idaho
Leading Edge Machining – Machined Components, Twin Falls, Idaho
Idaho Equipment and Sheet Metal – Water Jet Cutting, Rupert, Idaho
Christiansen Construction – Shoring up dirt ramp, building retaining wall, installing road
Vintage Airframes – Metal Stamping, Caldwell, Idaho
(and many others)
Scott Record

As a child who was interested in rocketry and science, Scott remembers very well watching Evel Knievel’s 1974 Snake River jump with amazement. He could have never known at the time it wouldn’t play a life changing roll until many years later.

Scott’s professional career has been as an entrepreneur and businessman since he started with his first business: an espresso cart in San Diego in 1986.

He moved to Twin Falls Idaho in 2007 and started Twin Falls Insurance Restoration. It was here that he would embark on the most challenging project of his career: Joining with another Scott – Scott Truax in his bid to Re-create Evel Knievel’s jump over the Snake River Canyon that he’d seen nearly 40 years earlier.

Scott had read about Truax’ plan in the local paper and decided to reach out to him to see how help. In two weeks they had started Omega Point Productions and were buying parts to build the rocket from an aircraft salvage yard in Arizona.
Scott Truax

Son of famed rocket engineer, Robert Truax USN, Scott has aerospace fabrication in his DNA. His first memories were of the X-2 rocket being built for Evel Knievel in his garage. As the only member of the team to have actually witnessed the building of the Skycycle, and having been involved in aerospace manufacturing for 11 years, he is uniquely qualified to manage the manufacturing of the new Skycycle for this historic re-creation.

Scott is a highly proficient Welder and Machinist, having honed his skills as a manufacturing technician at his father’s company Truax Engineering and as Manufacturing Manager for the Peregrine Falcon Corporation.

Scott has now set his sights on completing the task started by his father of building a rocket capable of launching a man across the snake river canyon. Armed with all of his father’s original designs, calculations and specifications, he is now building a new rocket, near identical to the one his father built changing the only system that failed: The parachute.

Whereas his father’s interests were focused primarily on rockets, Scott’s interests are much more varied. He has dabbled in video production having done several successful commercials, and built everything from custom homes to off road vehicles. However, Scott will tell you his most valued title by far would be that of Dad, to his two daughters Kristi and Rachael.
Craig Adams

Craig began his interest in Aerospace Engineering interning for famed Rocket Engineer Robert Truax at age 16. Bob could tell Craig was a truly gifted and gave him many of the manufacturing duties for his attempt at building the first privately funded rocket to go into space: Project Private Enterprise.

He started taking college courses while still in high school, eventually studying Aerospace Engineering at San Jose State University. He then started his Aerospace career as a manufacturing technician at Lockheed and then at Ford Aerospace. He spent two years overseas and became fluent in German.

After returning home from his travels, he went back Ford Aerospace. Two years later, he was hired by his old Mentor Bob Truax to be the Manufacturing Manager of the Sealar project for the US Navy.

Post Sealar, Craig has been a freelance Manufacturing Engineer who has worked on everything from complex hydraulic systems to designing medical beds to the propulsion system of the Taurus II launch vehicle.

Craig is uniquely qualified to be the manufacturing manager on the new Skycycle project. He is the only person on the planet to have had extensive conversations with Bob Truax about the X-2 – how it was built and what ultimately went wrong.

Craig, like Scott, has a wide field of interests. From trains to cars to airplanes, there is no one you will meet who has a broader scope of knowledge, knowing more things about more things than Craig.
**Eddie Braun**

After a jump Evel Knievel made over 16 cars in Gardena California in 1969, Eddie’s Dad took him to meet the famous daredevil. Looking down, Evel told the young man “Son, you can do anything in life if you just put your mind to it”. At that moment, Eddie realized what he wanted to do with his life: become a professional Stuntman. He’s spent his entire career doing just that.

He began his career out of high school working as a stuntman on the show CHiPs. He found steady work jumping the ‘General Lee’ on the show “The Dukes of Hazzard” and as a stunt driver on the show “The Fall Guy”.

Since he began his career, Eddie is credited with over 224 movies, and dozens of TV shows. He has been Charlie Sheen’s stunt double for 30 years. He is currently stunt coordinator on the TV shows “The Big Bang Theory” and “Anger Management”.

Eddie is one of only a handful of stunt men that has never been out of work, and he credits his stunt man mentors and the iconic meeting with Evel for his strong ethics and hard-working mentality.

Eddie contacted us only days after we went public with our project. In his eyes, this project is the best way to pay homage to the man who helped make his life what it is today.

In our eyes, he is quite simply the best man for the job.

Professional associations: **AFTRA, DGA, SAG**

Look at Eddie’s IMDb to see his list of credits:
[http://www.imdb.com/name/nm0105743/?ref_=fn_al_nm_1](http://www.imdb.com/name/nm0105743/?ref_=fn_al_nm_1)
Ky Michaelson

Inventing came to Ky at a young age. When he was 12, his parents gave him a Gilbert chemistry set for Christmas. He figured out how to make black powder, which he then used to make his first rocket motor.

His first rocket project was a motorcycle powered by two Turbonique T-16A rocket motors in 1964. He took this creation to a local racetrack, where the announcer said, “here comes the Rocketman!” The nickname struck a resonant chord and he’s used it ever since. Ky formed Rocketman Enterprises, Inc., in 1969. Over the next 12 years, vehicles driven by Michaelson rockets set 72 state, national and international speed records. He has the time cards for the first 5-second, first 4-second, and first 300-mph quarter-mile runs.

His hydrogen-peroxide powered rocket cars hit those speeds decades before piston-powered machines could. While the big-name mechanical engine stars didn’t necessarily appreciate his making their passes seem like grocery runs, Michaelson is not one to shrink from peer pressure or buy into narrow views of what’s possible. It’s hard to name a vehicle he hasn’t put a rocket on—they include cars, motorcycles, go-karts, snowmobiles, boats, a wheelchair, oversize runner snow sled, and a bicycle. He’s built a rocket pack to fly like Buck Rogers, and an earthbound jetpack that propelled his son Curt down drag strips at over fifty miles per hour—on roller-skates.

Inevitably, the man with a love for rockets pointed one upward. In 2004, Michaelson’s Civilian Space eXploration Team became the first amateur group to design, build and launch a rocket into space. They accomplished this feat from Black Rock Desert, Nevada, on May 17 of that year as recognized by the Federal Aviation Administration’s Office of Space Transportation. The rocket reached an altitude of 72 miles and 3,420 miles per hour in a launch effort that involved coordination with three major airports, rail lines, and federal authorities.

Ky’s creations are the subject of a book currently in the publication process Motorbooks International. He is also developing a screenplay focused on his life and accomplishments.
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EXPERIENCE

CALIFORNIA INSTITUTE OF TECHNOLOGY - JET PROPULSION LABORATORY

Senior Technical Staff for Project Formulation  Dec 2011 to Present
Support JPL pre-projects and proposals. Responsibilities include the development & implementation of Pre-Project principles & practices, cognizant of the formulation phase lifecycle, manage the architecture and information content of the Frontline Website and institutional support systems for pre-project and proposal phase activities.

Deputy Manager Project Formulation Support Office  May 2008 to Nov 2011
Manage a technical team to support JPL pre-projects and proposals. Responsibilities include the development & implementation of Pre-Project principles & practices, cognizant manager of the formulation phase lifecycle, manage the architecture and information content of the Frontline Website and institutional support systems for pre-project and proposal phase activities.

Project Formulation Support Office  Jan 2005 to May 2008
Responsibilities include the development of JPL’s Pre-Project Principles & Practices document; a Constellation Program white paper for the Establishment of New Projects, templates for Science Gate Products; and the design, development and deployment of the Strategic Planning & Project Formulation Office and the Project Science Support websites.

Responsible for the generation of the GRAIL Step 1 Proposal and Step 2 Concept Study Report.

Exploration Systems Mission Directorate (ESMD) Program Support  Nov. 2004 to May 2005
Responsibilities include the development of the ESMD Program Management Handbook, the generation of the Constellation Systems Program Plan, and the collection & generation of gate product templates and examples dictated by the ESMD Program Management Handbook.

Program Engineer for the Navigator Program  Dec. 2001 to Dec. 2004
Responsibilities include the generation and implementation of program-level documents and processes (e.g., Risk Management Plan, Review & Evaluation Plan, NEPA Plan), management of
Extra-Solar Planets NRA, and program-level studies to address the needs and goals of NASA’s Astronomical Search for Origins and Planetary Systems theme.

Manager Telecommunications & Mission Services for Mars Sept. 2000 to Dec. 2001
Responsibilities include coordinating requirements and ensuring delivery of JPL telecommunications, data, and mission services to all national and international Mars missions requiring JPL resources.


Responsibilities focus primarily on administrative and personnel issues for approximately 25 individuals on the Cassini, Mars Global Surveyor, EOS and Galileo Science Teams in the Mission Systems Engineering Section (314).

Responsibilities included: performing system engineering trade studies between the Cassini Science Office and the Cassini Ground System; assist in the development of the design of the uplink and downlink system and coordinate the design of all Science internal and external team interfaces.

Manager LightSAR Manifesting Task Nov. 1997 to Sept. 1998
Manage and develop an electronic, market-based system for planning RADAR observations. Responsibilities included task planning, budgeting, and Caltech/project point of contact.

Manager Space Shuttle Manifesting Task Nov. 1996 to June 1998
Managed and developed an electronic, market-based system for manifesting Space Shuttle Secondary payloads. Responsibilities included task planning, budgeting, and providing point of contact between JPL and NASA Headquarters’ Office of Space Operations and Utilization.


EDUCATION

UNIVERSITY OF GLAMORGAN, WALES, UNITED KINGDOM
July 2002 – PhD in Operations Research
Dissertation: Market-Based Systems for Solving Space Exploration Resource Allocation Problems

UNIVERSITY OF SOUTHERN CALIFORNIA
Spring 1987 - Masters of Science in Astronautics

STATE UNIVERSITY OF NEW YORK AT STONY BROOK
Spring 1981 - Bachelor of Science in Physics and Earth & Space Science

ACHIEVEMENTS

- NASA Group Achievement Award for GRAIL Mission Formulation Team 2012
- NASA Group Achievement Award for Visitor Center Redesign Team 2011
- NASA Group Achievement Award for Stardust Flight Operations Team 2007
- NASA Group Achievement Award for ESMD Program Management Handbook 2006
- NASA Group Achievement Award for Mars Exploration Rover Development 2004
- NASA Group Achievement Award for Cassini Earth Swingby 2000
- NASA Group Achievement Award for Cassini Launch 1998
- NASA Group Achievement Award for Cassini Outreach 1998
- NASA Group Achievement Award for Galileo Ida Encounter/Dactyl Discovery Team 1995
- NASA Exceptional Service Medal for Voyager 2 Neptune Encounter 1989
- NASA Group Achievement Award for Voyager 2 Uranus Encounter 1986
- NASA Group Achievement Award for Voyager Saturn Encounters 1981
- Fellow of the Royal Astronomical Society
- Fellow of the British Interplanetary Society
- Associate Fellow of the American Institute of Aeronautics and Astronautics
- JPL Award for Excellence – Outreach (2001)
- Swinburne University Essay/Project Grader (2001 – Present)
- AIAA Distinguished Lecturer (2002 – Present)
- ISU Summer School Lecturer (1990 – 1995)

BOOKS


PUBLICATIONS


While we appreciate the proprietary nature of your business plans, please provide a generalized overview of revenue sources to offset the costs of performing the event (including covering costs associated with conditions that may be outlined by the City of Twin Falls).

Revenues will be derived from the following:

- Ticket sales for the "Festival" or "Event"
- Sponsorship (advertising at the Festival on signage, or on the vehicle, etc.).
- Broadcast income, (International and domestic sales of the "show")
- Merchandising
- Parking

Please explain in as much detail as possible how this event will benefit the City and surrounding area (including direct economic benefit from visitors to the community and through promotional and marketing activities).

Please see the Application for details.

What is your estimate of the total number of visitors to Twin Falls for this event? What plans do you have developed to mitigate the impact of these visitors? If you have no current plan, how would you move forward with this planning, if permitted for the event?

We anticipate no more than 2,500 visitors. The plan for mitigating these impacts is in the Application.

Additionally, we have reviewed your response to the RFQ and need you to provide more information in the areas listed below.

- A list of similar events conducted by the applicant, or by a member of the applicant’s team, during the last five (5) years, with contact information for the governmental entity that approved the event.
- References.

Although we have never put on an event of this type before, the size of this event is limited, and our strategy should speak for itself. Additionally, we will stand for questions from the Public should there be concerns that are not addressed. We are working with others that have put on events of this nature, but have not settled on one because we do not have the rights the City is supposed to grant. Once those rights are secured, we will select a specific consultant to assist.

What types of references do you need? We were a member of the Chamber of
Commerce, but we have discontinued our membership. I am a Rotarian. Please be more specific, because I wish to comply with your request, but don't know what type of references you need.
END