



COMMEMORATIVE AIR FORCE
FLORIDA WING
P.O. BOX 1944, DELAND, FL 32721-1944



“More Than You Ever Wanted To Know About Becoming a Florida Wing T-34A Sponsor”

The following is a summary of the CAF Pilot Sponsorship program. When one considers the myriad of ancillary expenses of owning a private plane, much less a flying military aircraft, we believe you will agree that there are significant benefits for becoming a Commemorative Air Force-Florida Wing (CAFFL) T-34A Pilot Sponsor. However, by accepting this privilege, the Pilot Sponsor accepts certain restrictions and obligations. The CAF’s Mission is to preserve, maintain and fly these rare aircraft and it is a Sponsor’s responsibility to always keep the CAF Mission foremost in his or her conduct while operating a CAF aircraft. Before you seriously consider becoming a Pilot Sponsor for the Florida Wing’s T-34A we believe you should have a general idea of the process required to become a Pilot Sponsor, the responsibilities you will assume after doing so and the expenses you will incur.

Questions concerning Sponsorship policies should be addressed to the Wing Operations Officer, CAFFL; for CAF regulations, contact the CAF Vice-President of Safety, Maintenance and Operations, Mr. Bob Stenevik at (817) 705-5817

CAF SPONSORSHIP CONCEPT

Ref: Section 6 CAF Unit Manual

The initial goal of the CAF was to acquire one of each major type of combat aircraft that served with U.S. forces during World War II. To fund that goal, the CAF relied heavily on its Aircraft Sponsorship Program. Monies donated by many individuals went towards locating, purchasing, restoring and maintaining the current fleet of CAF aircraft in a flying status. Having now achieved that primary objective, emphasis of the Sponsorship Program has shifted from acquisitions to sharing the costs for continued restorations, maintenance and operation of these valuable aircraft.

In the simplest of terms, the CAF Sponsorship concept is a group of men and women who have a common interest in sharing in the cost of maintaining and flying a particular CAF aircraft. In this instance, the aircraft is the Florida Wing's T-34A. The Sponsor Program makes it possible for CAFFL members who cannot afford to individually own and operate a military aircraft to enjoy this unique opportunity by sharing expenses with other like-minded CAFFL members.

T-34A ASSIGNMENT TO THE FLORIDA WING

Ref: Section 6 CAF Unit Manual

The first topic which must be understood is the manner by which an aircraft is assigned to a particular CAF Wing or Squadron. All aircraft in the CAF inventory are owned and registered by the FAA to the American Airpower Heritage Flying Museum (AAHFM), a non-profit affiliate of the CAF. Although the AAHFM owns the planes, the regulations and guidance for assigning, operating and maintaining these aircraft are established, directed and monitored by the CAF Headquarters (HQ) Staff. For the ease of understanding, the CAF and AAHFM should be viewed as a single entity. The CAF assigns their aircraft under one of two categories: *Unit* or *Sponsor Group*.

The CAF assigned their T-34A to the Florida Wing as a *Unit Assignment*. In a Unit assignment the CAF places the entire responsibility for the safe operation, maintenance and financial support of the aircraft with the Unit Staff. This means that our elected Staff Officers, particularly the Wing Leader, and Operations, Maintenance, Safety and Finance Officers, are directly responsible to the CAF for establishing day-to-day Wing operating procedures and ensuring that all applicable FAA and CAF policies, regulations and procedures are adhered to. The Wing Operations Officer is specifically delegated with oversight of the Sponsor Programs, along with decisions regarding the operation and performance of sponsor pilots.

Given the above, it must be restated that it is the Florida Wing Staff that makes all decisions regarding the maintenance, operational and financial support associated with our Wing's T-34A. It is incumbent upon Pilot Sponsors and Staff alike to recognize that, in this arrangement, sponsors who have made a significant cash donation to the CAF have an

investment stake in the Staff's financial decisions. Although not required, it is expected that Pilot Sponsors will continue to share in the future financial support of the aircraft, if only to protect their investment.

It can be seen that there is the potential for disagreement within the Florida Wing when elected Staff officers are not flying Pilot Sponsors. Should this occur, remembering that the aircraft is owned by the AAHFM, the CAF President will make all final determinations in matters of operation, maintenance, funding and safety. The simplest way to avoid such problems is for the Wing to encourage Pilot Sponsor representation in the CAFFL staff.

Aircraft assigned under a *Sponsor Group* category require that the pilot sponsors agree in advance to personally accept all the financial responsibilities which would normally fall to the Unit under a *Unit Assignment*.

T-34A SPONSORSHIP

Ref: Section 6 CAF Unit Manual

AIRCRAFT AND PILOT SPONSORSHIPS

The CAF Florida Wing currently offers T-34A Aircraft and Pilot Sponsorships. Sponsor donations are tax deductible and made directly to the CAF HQ, not the Florida Wing. These funds go directly into our T-34A's individual aircraft account for the maintenance and support of the aircraft. Donations are considered a one-time gift for a specific aircraft and are not refundable or normally transferable to another aircraft.

For a one-time donation of \$1,500 a CAFFL member can become an *Aircraft sponsor* of our T-34A. Non-pilot members can choose to become Aircraft Sponsors to express their interest in defraying the expense of keeping the aircraft flying. Aircraft Sponsors have no obligation to contribute further and do not pilot the aircraft. For the same \$1,500 donation, however, qualified CAFFL pilots who desire to fly the T-34A may apply to be designated as a *Pilot Sponsor*.

Prior to being designated a Pilot Sponsor, one must meet all the requirements outlined in CAF Regulation 60-1. This process is discussed further in the Pilot Sponsor Requirements & Procedure section below. Please be aware that your \$1500 donation does not establish a contract, either written or implied, between you and the CAF that entitles you to become a CAF pilot.

Once a Pilot Sponsor is approved for flying the T-34A by CAF Headquarters, he or she is expected to play an active part in assisting the Wing meet its responsibilities for maintaining, operating and funding the aircraft. Seeking an elected Wing Staff position assures the Pilot Sponsor a more prominent voice in the policies and practices which govern the operation of the T-34A. While the responsibility for funding the maintenance and operation of our aircraft falls

directly on the Wing Staff, Pilot Sponsors have a direct financial interest in those decisions. Any Pilot Sponsor may make additional donations to the T-34A Aircraft account as often as he or she wishes. However, to continue to participate as an active pilot of our T-34A, Pilot Sponsors must continue to share in the support of the aircraft. To remain on active status, all CAFFL pilots must continue to hold a valid current FAA Medical & BFR; and, be current with CAF HQ (\$200) and Florida Wing (\$75) annual membership dues.

Your responsibilities as a CAFFL pilot will include participating in the various activities that support our T-34A. You will be expected to provide assistance and expertise to unit/group fund-raising events, scheduled & unscheduled maintenance on the aircraft, and other such events designed to support the airplane. You will be expected to represent the CAF in a professional manner at all times. You must also remember that, as a CAFFL pilot, you will have a unique opportunity to be a good-will ambassador for our organization.

If you later choose to no longer be an active Pilot Sponsor, you can revert to inactive status. If you do so, you will then be listed as an Aircraft Sponsor and your flying privileges will be removed. You should discuss such an eventuality with the Wing Staff to be sure you fully understand the ramifications of your decision.

PILOT SPONSOR REQUIREMENTS & PROCEDURE

Ref: CAF Regulation 60-2

Our T-34A is classified by the CAF as a Basic Trainer-below 600 HP. Pilots must therefore possess a valid FAA Private Pilot's License, along with a current Class 3 Medical Certificate, BFR and Complex Aircraft Endorsement. Minimum flight time requirements for applying to be a T-34A Pilot Sponsor are 300 hours TT as PIC, 10 hours of which must have been in the last 12 months. Additionally, a Commercial Certificate and Class 2 Medical Certificate are required whenever fuel, oil, or any other inducements are received by the Wing for an appearance of our aircraft at outside events. These latter requirements, as well as participation in the CAF's drug testing program, are also mandatory should the Sponsor Pilot participate in the Wing's Rides Program.

The first step in the application process is to complete the Flight Experience Resume' (CAF Form 601) and submit it to our Florida Wing Flight Evaluation Board (FEB). The Wing FEB will then review this information and interview you. Once that is complete the Wing FEB will complete a Request for Aircraft Qualification (CAF Form 600) and submit it to the CAF Vice-President of Safety, Operations and Maintenance, along with copies of your CAF Form 601, FAA certificates, Medical and latest BFR. Once those documents have been reviewed and approved by the CAF HQ Staff, the CAF will issue a Transition Letter authorizing you to commence your T-34A Pilot Training Program.

Your T-34A transition training will be conducted by our Florida Wing Operations Officer (if he or she is a CAF designated instructor/check pilot) or another CAF instructor/check pilot

designated by the CAF headquarters. All costs associated with your T-34A transition are your responsibility, including fuel, oil, any instructor fees and possible MFB fees (discussed below).

Questions concerning the above process should be addressed to the CAFFL Operations Officer or the CAF Vice President of Safety, Maintenance and Operations, Mr. Robert Stenevik.

PILOT SPONSOR INSURANCE REQUIREMENTS

Ref: CAF Aircraft Operation and Support Guide #5

Florida Wing aircraft and operations are covered by a series of insurance policies provided by CAF HQ. These include Airport Liability, Comprehensive Aircraft Hull Insurance, Air Meet Liability Insurance, Directors & Officers Insurance.

The operation of our T-34A is subject to the Comprehensive Aircraft Hull Insurance and the CAF General Liability Insurance Policies. Both policies are written to cover the aircraft and pilot/personnel only so long as the pilot “has a current and proper (1) medical certificate and (2) pilot certificate with necessary ratings as required by the FAA for each flight. There is no coverage under the policy if the pilot does not meet these requirements.” It goes without saying that you must operate the T-34A at all times in accordance with all FAA and CAF regulations and manuals.

The T-34A aircraft hull is covered by a CAF policy that values the aircraft at \$200,000 and provides coverage for physical damage occurring while the aircraft is damaged either when in-motion or not in-motion. The policy has a \$2,500 deductible for damage while in-motion and a \$250 deductible for damage when the aircraft is not in-motion.

Liability coverages for pilots and passengers flying in the T-34A are provided by the CAF’s Liability policy. The limit of this coverage is: \$250,000 Single Limit, Bodily Injury/Property Damage and \$5,000 Medical Expense for each person; and \$10,000,000 Single Limit, Bodily Injury/Property Damage and \$10,000 Medical Expense for each occurrence.

Each fall the Wing will receive the annual premium for the above insurance coverages. The Wing premium will be divided evenly among the sponsor pilots and paid to the CAF by the end of December. Pilots who do not contribute their share of the annual insurance premium will not be permitted to fly the T-34A.

GENERAL FLORIDA WING T-34A COMMENTS

Ref’s: Various

Minimum Fund Balance (MFB): An aircraft account fund is maintained for our T-34A by CAF Headquarters. Sponsorship donations are deposited directly into this fund. The MFB ensures that sufficient funds are always on hand to overhaul an engine, typically the limiting factor to maintain a flying aircraft. An amount of \$5000 has been set by CAF HQ for our T-34A: it should

be noted that overhaul costs would likely greatly exceed that amount and any additional funds necessary would be the responsibility of the Florida Wing. When our MFB balance falls below \$5,000, the Wing is assessed an hourly Minimum Cost Recovery Program (MCRP) fee for each flight hour flown. This hourly assessment is paid by the Florida Wing to CAF HQ and subsequently deposited into our aircraft account. Once the MFB balance again exceeds the minimum \$5,000, the hourly MCRP fee assessment is suspended. There is no maximum limit to the amount that can be held in the MFB. All funds required for the maintenance of the T-34A flow through this dedicated account.

The Florida Wing has established a policy that the Pilot Sponsor normally pays the hourly MCRP fee, if applicable, when flying a flight that is not an assigned Wing mission. However, to maintain flight proficiency, each Pilot Sponsor is authorized 1.5 hours of MCRP-exempt flying each month.

There are some CAFFL missions that exempt the Wing from paying a MCRP assessment. The Florida Wing Operations Officer maintains list of these MCRP-exempt flight categories.

Minimum Cost Recovery Program (MCRP): This is the CAF program that monitors and controls the hourly assessment that CAF HQ has established to ensure that our T-34A MFB maintenance account is not depleted over time. This amount is currently \$65 per flight hour. A thorough discussion of this program can be found in Section 4 of the CAF Unit Manual.

Passenger Restrictions: All passengers must have completed a “Hold Harmless” document prior to entering the cockpit. No passengers under the age of 12 may fly in the aircraft. No passengers under the age of 18 may fly in the aircraft unless they are a cadet or an associate.

A revenue earning Rides Program requires additional pilot qualifications and must be conducted in accordance with the CAF regulations contained in CAFR 60-3.

Flight Restrictions: All flights are to be flown in Day VFR conditions. Formation flight is permitted, provided all participating pilots have completed the required certified formation training program; over-water flights are not to go beyond gliding distance from land.

Fuel Expenses: The Florida Wing has established a policy that it will pay or reimburse the Pilot Sponsor for fuel and oil expenses which occur in the conduct of a flight designated as a Wing mission. Fuel and Oil expenses for all authorized flights flown at the request of the Pilot Sponsor, including MCRP-exempt flights, are to be paid by the pilot. Typically, the 300 HP IO-550 burns 15-17 GPH.

Annual Flying Expenses: Pilot sponsors can expect to pay their annual memberships (\$200 CAF and \$75 Florida Wing) as well as their share of the annual insurances premiums and a flight hour fee, currently \$60, fee which will be reassessed annually. The hourly \$65 MCRP charge will only be collected when the T-34A Minimum Fund Balance falls below the established minimum.