

AIRCRAFT SPONSOR PROGRAM

A. Historic Importance of Sponsorship

Within its first two decades of existence, the CAF attained one of its major goals, the acquisition of one of each major type of combat aircraft to serve with U.S. forces in World War II. Since that time the CAF has added other historic aircraft to its fleet. The principal funding for these acquisitions came from the Aircraft Sponsorship Program, which was then, and continues to be now, a key ingredient in the success of the CAF.

Today, however, with significant World War II aircraft becoming increasingly rarer and more expensive, the emphasis has shifted away from acquisition toward increased restoration and maintenance of the CAF fleet of over 160 aircraft. This does not mean that new aircraft will not be added to the fleet, when possible, but rather reflects the need to preserve and protect the investments already made by past and current Sponsors, units and individual members.

The Aircraft Sponsor Program is intended as one means to provide capital funds for the restoration and major maintenance of CAF aircraft. All sponsor funds are credited to the sponsored aircraft's account at CAF Headquarters and are available to help maintain or restore the aircraft, as needed. The basic concept of the Sponsor Program is **cost sharing**.

In the simplest terms, Sponsorship is a group of men and women who have a common interest in sharing in the cost of restoring, maintaining and operating a particular CAF aircraft. This program has made it possible for hundreds of CAF members who cannot afford to personally own and operate a World War II aircraft to enjoy this unique activity by sharing the costs with others. It should be emphasized that non-pilot sponsors are both needed and welcome.

The Sponsor Program is a major foundation of CAF aircraft operations and financial support, and it should be given top priority in Unit planning and activity, right along with membership recruiting and development. All members and potential members should be made aware of the opportunities available through the Sponsor Program, and all members should be encouraged to participate in both this program and other CAF Unit activities.

The Basic concepts and implementation of the Sponsor Program are outlined and discussed in the sections to follow. Specific questions regarding either financial or operational policies should be addressed to CAF Headquarters Finance or Operations departments.

B. Aircraft Sponsor Program

The Sponsor Program has made the dream of the founders and members of the CAF a reality, with the Ghost Squadron collection of World War II aircraft today numbering over 160 planes. The program's goal is now one of completing the task of restoring and maintaining, in flying condition, this collection for future generations.

Any member of the CAF may participate in the Sponsor Program at one of three levels,

with each level allowing participation in the operation of their favorite aircraft. You do not have to be a pilot or mechanic to become a sponsor or member of the aircraft team.

The highest level of aircraft support is the **Aircraft Sponsor**, who for a donation of from \$1,500 to \$10,000 becomes a sponsor of a chosen aircraft and is eligible for selection as a pilot-in-command or other flight crew member, if he is qualified. The specific costs of an Aircraft Sponsorship depend on the type aircraft, and a table of current sponsorship costs is included (Table 8-1). Many non-pilots chose to become Aircraft Sponsors to express their support of a favorite aircraft, realizing the expense of keeping them flying. Aircraft sponsors contribute the maximum sponsorship amount for the aircraft, but have no “obligation to contribute further and do not fly the aircraft.

Pilot Sponsors also contribute the maximum sponsorship amount for the aircraft, but they have obligations for additional contributions to the aircraft as currently explained in this Section of the Unit Manual. If they resign their pilot privileges, they become Aircraft Sponsors. If they want to become Pilot Sponsors again, the FEB and the current Pilot Sponsors will determine if additional contributions are required to make up for assessments to the current Pilot Sponsors during the period of in activity. Should an Aircraft or Pilot Sponsor dispute his status he may request, in writing, a review and ruling from the President of the CAF. Pilot Sponsorship are only awarded to those who meet all CAF regulatory requirements to become and remain a CAF pilot.

Unit Sponsorships, Units that have only Unit Assigned aircraft and wish to manage and control all pilot assignments and operations of the aircraft in accordance with the Operations Regulations, FEB procedures and under the direction of the Unit Staff may continue to do so. Unit Pilots are assigned by the Unit Staff. This does not eliminate the need for non-sponsor pilot approval for T-6 and above (high performance) aircraft by the President of the CAF.

Each Pilot Sponsor may receive up to 1 ½ hours of MCRP exempt proficiency flying time per month (non-cumulative) on the specific aircraft he/she sponsors.

A second level of support is the **Restoration Sponsor**, who for a donation of from \$750 to \$5,000 shows his significant support for the restoration or continuing maintenance of a CAF aircraft, and may participate in its operation in a crew position. A restoration Sponsorship may be upgraded to an Aircraft or Pilot Sponsorship, thus making it possible for some sponsors to help restore aircraft and then fly them, if qualified.

The **Supporting Sponsor** is the third level in the Sponsor Program, and allows members to support an aircraft with donations from \$150 to \$1,000, again depending on the specific aircraft type. Supporting sponsors may be eligible to serve in non-pilot crew positions, such as Crew Chief, Navigator, Bombardier or Scanner on some aircraft, and Mechanic or Support Crew on all types, depending on their training and qualifications and the need for additional crewmembers. Supporting Sponsorships may be upgraded to a Restoration, Aircraft or Pilot Sponsorship.

Note: Supporting and/or Restoration Sponsorships may be upgraded to Restoration, Aircraft or Pilot Sponsorships provided the initial donations equaled or exceeded 10%

of the funds required and the upgrade is requested within a two year time period from the date of the initial donation.

Each New Pilot Sponsor who wishes to actively participate in the operation of a specific aircraft should review all the requirements outlined in this section of the Unit Manual. Questions should be clarified with the Unit, Sponsor Group, and /or Headquarters prior to making your sponsorship commitment.

The following is a review of the major points and concepts of Aircraft Sponsorship:

1. Basic Principles of Sponsorship

The men and women who are Aircraft, Pilot, Restoration and Supporting Sponsors make possible the restoration, maintenance and operation of an aircraft by sharing the costs, thus allowing as many persons as possible to participate as members of an Aircraft Support Team on an aircraft valued at many tens of thousands, to over a million dollars.

Sponsorship donations may be a one-time gift toward the capital funds for a specific aircraft and are not transferable to another aircraft's account. These donations indicate the sponsor's interest in seeing a specific aircraft preserved in flying condition and, perhaps, his interest in playing an active role in its operation.

Your actual financial commitment or responsibility to the aircraft each year may vary due to many factors.

If you are an active member of an aircraft Sponsors Group made up of a small number of sponsors (usually 2-10) your responsibility could be very significant. If you are a Pilot Sponsor of a fighter and it needs an engine rebuild or replacement your fair share of the repair could be much more than your original sponsorship donation, if you want to continue as an "Pilot Sponsor" of that aircraft. (see Para. 2 Continued Participation as a Sponsor)

If you are a sponsoring an aircraft that is assigned to a large Wing or Squadron and you are one of many sponsors your individual responsibility could be much different than if you belonged to a small sponsor group. Your "fair share" will vary based on the unit of assignment's capability to support the aircraft at the time of need. Many larger units are able to use funds from unit events, (airshows, hangar dances and other fund raisers) to support the aircraft. Additionally, some aircraft are able to generate significant funds making appearances and airshows and other events each year. Ideally each aircraft could generate enough income each year to take care of all its needs. However, as you might expect there may be circumstances when the sponsors are asked to step forward and contribute to the needs of a specific aircraft based on circumstances beyond anyone's direct control.

Special note regarding operation of CAF aircraft assigned to Units. Each aircraft in the CAF that is assigned to a CAF Unit falls under the direction and control of the Unit Staff. The Unit Staff is ultimately held responsible for the safe operation,

maintenance and financial support of its assigned aircraft. To accomplish this the Unit Staff Officers, particularly the Maintenance, Operations, Safety and Finance Officer with the direction of the Unit Leader must ensure all maintenance, operational, safety and financial issues are addressed and managed in compliance with CAF policies. When disputes arise, the unit staff along with the aircraft's "Pilot Sponsors" often must come to a compromise to ensure the continued safe operation, maintenance and financial issues are handled in a way that recognizes the support of the sponsors while meeting CAF policy and the operational requirements for the Unit. The ultimate decision making authority and responsibility however, rests with the Unit Staff.

Optional officers may be appointed in Units with Unit assigned aircraft to perform duties as delegated by the Unit staff, to facilitate coordination among the Pilot Sponsors for scheduling, training and operational purposes. These optional officers already exists in some Units often called Aircraft Liaisons, Aircraft Captains, Assistant Operations officers or Aircraft Coordinators. (this paragraph added Jan. 2008)

In special circumstances i.e. Tora Aircraft, operational, maintenance and financial responsibility have been transferred directly to the sponsor (s) with prior coordination and approval of the President of the CAF.

Aircraft that are assigned to Sponsor groups or individual sponsors are managed by the sponsor group or individual sponsor within the limits of current CAF policies.

Pilot Sponsors who wish to continue to participate year after year as flying crewmembers, must continue to help share the expenses, as explained below.

2. Continued Participation as a Sponsor

Any sponsor may make additional donations to an aircraft at any time and as often as he wishes. However, to continue to participate as a Pilot Sponsor of an aircraft, Pilot Sponsors must continue to share the actual costs of operating the aircraft.

At the beginning of each calendar year, the Aircraft Coordinator and/or Unit Staff will provide CAF HQ Operations with a list of Pilot Sponsors. To determine which sponsors are qualified, those sponsors who act as pilots and crewmembers must continue to share the costs of the maintenance, restoration and operation of the aircraft each year. The sponsor's support could be in the form of additional cash donations and donations of time and skills or combination of these factors. In each case it is the responsibility of the Aircraft Coordinator, the Pilot Sponsors and the Unit Staff (if the aircraft is assigned to a unit) to make this determination. Only Pilot Sponsors will normally be assigned as pilots of the aircraft. Pilot Sponsors will be given priority consideration in the assignment of missions. Aircraft, Restoration and

Supporting sponsors who are actively participating in the support of the aircraft will be given priority consideration in crewmember assignments.

3. Operational Limits on Sponsorship

The number of active pilots of some CAF aircraft, especially the higher performance single-seat fighters and attack bombers, may be limited due to operational requirements for maintenance of pilot proficiency. These CAF aircraft, and some others, are often called on to perform in aerobatics and formation display, plus simulated combat routines such as the Tora acts at air shows, and their pilots must maintain an adequate level of currency and competency in the aircraft to perform these routines safely.

Due to the relatively limited amount of flight time put on many CAF aircraft each year, too many active pilots could prevent each one from keeping current in the aircraft. Thus, CAF HQ Operations may restrict the number of pilots or other flight crews as required for safety of flight operations. Questions regarding the need for or capability to support additional Pilots or aircrews on a specific aircraft should be addressed to the Unit Staff, the Aircraft Coordinator and the Pilot Sponsors of the aircraft in question. The addition of new pilots or crewmembers requires the approval of the Unit FEB and review and approval of the CAF's Vice President of Safety, Maintenance and Operations.

Multiple sponsor pilots and aircrews are encouraged to ensure that the aircraft can always meet its mission requirements. In a few instances, however, an aircraft's unusual flight characteristics or other uncommon support requirements may justify only one active pilot or crew be authorized until other qualified persons are available as Pilot Sponsors.

4. Aircraft Support Teams

The maintenance costs of all historic aircraft are usually too great for complete sponsorship by just one or a few individuals. The Pilot Sponsors may themselves not be qualified mechanics, machinists, sheet metal workers or any of the other specialties required to restore and maintain the aircraft, thus the importance of the Aircraft Support Team concept.

The team is made up of both sponsors and other workers who are willing to give up their time and talents to either make the aircraft fly again or keep it flying. When appropriate to the aircraft type and mission, the team members may also serve as additional crewmembers or passengers in that or other CAF aircraft.

The team concept may be implemented either at the CAF Unit level or at the aircraft level, depending upon the local circumstances. If a Unit already has one or more aircraft assigned and a good maintenance team already assembled, it is often more efficient for the unit maintenance team to be responsible for all the assigned aircraft. The assignment of Crew Chiefs and their assistants is one way of recognizing team members who have been particularly devoted to an aircraft's maintenance and general care.

Units and individuals who are assigned CAF aircraft should encourage the participation of all members in the preservation, maintenance and operation of the aircraft.

Even getting up close to the aircraft and performing such simple tasks as helping to wipe it down and wash it can keep up a member's interest and excitement, and should not be overlooked.

5. Questions and Answers about the Sponsorship Program

The exact implementation and operation of the Sponsorship Program is spelled out in the various regulations and policies of the CAF. Overall guidance for the program comes from the President of the CAF, General Staff, and the Sponsorship committee, while the implementation is done by the CAF HQ Administrative Staff, especially Finance and Operations. If you have any specific questions regarding aircraft sponsorship, ask the advice of the CAF HQ Staff.

The following are examples of some of the more frequently asked questions about aircraft sponsorships:

a. If I am a Sponsor, can I fly?

Yes, provided that you meet the stringent requirements for a CAF pilot or crew rating in the aircraft, with the appropriate qualifications for experience, knowledge and skill, and if there is a need for additional active pilots or aircrews on the aircraft.

b. Suppose I can't qualify as a pilot or co-pilot? Can I still be involved with the aircraft?

Yes, non-pilot sponsors are given priority for crew assignments and can become part of the aircraft's support team, as much as their individual time and experience permits.

c. Can I make time payments on an Aircraft, Pilot or Restoration Sponsorship?

Yes, provided that you make an initial donation of at least ten percent (10%) of the cost of the sponsorship and indicate a schedule for the balance of the payments, not exceed two (2) years. **Your sponsor status, plaque and any privileges will be awarded upon completion of the payment schedule.**

d. Can I make time payments on a Supporting Sponsorship?

No. This level of support, which is normally ten percent (10%) of the cost of a full Flying Sponsorship, must be paid in full in a single amount.

e. Can I trade my labor for a Sponsorship?

No. The intent of the Sponsor Program is to raise the necessary funds for the continued restoration and maintenance of the aircraft. This is becoming more expensive every year and takes money. It is hoped that those sponsors with the necessary skill to help with restoration and maintenance will become members of the aircraft support team and give freely of their time and experience in our common goal to "keep them flying."

f. Can I trade goods for a Sponsorship?

No. Sponsorships require a funds transfer into the aircraft's account to be valid, and to provide adequate documentation of the sponsor's donation for tax purposes.

However, the sponsorship funds deposited in the aircraft account are immediately available to purchase those items needed to maintain or restore the aircraft. If a sponsor has an engine or other item that is needed by the aircraft, that item may be purchased from him, with the agreement and approval of the Aircraft Coordinator and other Active Flying Sponsors.

- g. Must I send the Money to CAF Headquarters or can I just send the amount of the sponsorship for items needed by the aircraft in question?

All sponsorship funds must be sent to CAF Headquarters, clearly marked as being for a specific level of sponsorship for a specific aircraft. There are several reasons for this.

First, it is important that an "audit trail" be established to validate your donation for income tax credit. If you are audited by the IRS, and the donation questioned, the CAF HQ records will substantiate your donation. This is for your protection. Second, in some instances, CAF HQ or another CAF unit may have available the part or components needed, and available at a fraction of the commercial cost. In such a case, your money may go much further toward restoring or repairing the aircraft, if it is placed in the aircraft's HQ account. The cost of the placque, a processing fee and credit card fees (if applicable) will be deducted from the Sponsorship donation.

- h. Is there anyone at CAF Headquarters who can advise me regarding the effect of my donation on my income tax?

No. Only your CPA or tax lawyer can do that.

- i. Can a corporation Sponsor an aircraft?

Yes, In fact several of America's largest companies are Corporate Sponsors. Such Sponsorships are encouraged as part of the continuing plan to endow the CAF fleet with adequate funds for restoration and maintenance in the future. All inquiries or other leads regarding potential Corporate Sponsors must be referred to CAF Headquarters, Director of Development. or President of the CAF.

- j. Does becoming a Flying Sponsor and having the appropriate flight experience guarantee that I can fly the aircraft?

No. Some CAF aircraft may currently have as many pilots or flight crewmembers as can be kept current, competent and safe for flight in the air show environment. CAF

HQ Operations can provide information about those CAF aircraft that may be in need of additional Pilots Sponsors and air crews.

- k. Is my Sponsorship a "one time only" contribution?

It is if you wish to simply provide funds to support the aircraft and not participate actively with the aircraft. However, those Pilot sponsors who act as pilots must continue to share the costs of the maintenance, restoration and operation of the

aircraft each year, in order to remain qualified as an Active Pilot Sponsor.

1. May I sponsor more than one aircraft?

Yes. Many CAF members sponsor more than one aircraft.

m. Can a CAF Unit sponsor an aircraft?

Yes. Although the Sponsor Program is intended primarily for individuals, some CAF Units have donated sponsorships on various CAF aircraft. Caution is urged, however, in the case of a Unit sponsoring an aircraft assigned to that Unit and then allowing a number of members to fly or act as crewmembers on the aircraft. This can preclude other individual sponsorships, and is not in the true spirit and intent of the Sponsorship Program. For further information and guidelines on Unit sponsorships, contact CAF HQ Operations.

C. Donations of Aircraft

1. General Guidelines

Donations of aircraft to the American Airpower Heritage Flying Museum and Commemorative Air Force have allowed the Ghost Squadron to grow to its current fleet of over 160 World War II and other historic aircraft. This growth has brought with it an increased burden for sponsors of all levels to care for these aircraft. The current policy of the CAF emphasizes the restoration and maintenance of the aircraft in our existing inventory as a primary goal. This policy does provide for controlled growth of the fleet, and the acceptance of donated aircraft is therefore under the guidance and authorization of the Administrative Staff as directed by the the President of the CAF and the board of directors of the American Airpower Heritage Flying Museum.

2. Questions and Answers about Aircraft Donations. The following are examples of some of the more frequently asked questions about donations of aircraft:

a. Can I donate my aircraft to a CAF Unit?

No. The aircraft operated by the CAF are owned by The American Airpower Heritage Flying Museum (AAHFM) and any donation must be made to that organization. CAF units are also not separate tax-exempt entities but rather branch offices of the Commemorative Air Force, and thus, cannot own the aircraft or other properties. Under certain circumstances, the donated aircraft may, at the discretion of the President of the CAF, be assigned to a CAF unit. Under IRS rules, however, the donor cannot attach conditions to the donation, nor can he specify the manner in which donated property can be used.

b. If I donate my aircraft, can I still fly it?

Again, under IRS rules, there can be no special benefits inuring to the donor. If the donor of the aircraft qualifies under appropriate CAF regulations as a pilot on the aircraft, along with others of the same type in the CAF fleet, and if he is only one of a number of pilots assigned to that type aircraft, he may be

authorized and assigned to fly the aircraft in question. The aircraft must be under the control of CAF HQ Operations, on an approved flight movement or mission, and the donor must receive no special treatment or consideration that could be construed as a benefit or privilege not received by other Active Flying Sponsor pilots in the CAF for that aircraft.

D. Non-Sponsor Pilot Privileges

The following policy will be followed when request for non-sponsor pilot privileges are submitted.

1. All requests for non-sponsor pilot privileges must be accompanied by a signed statement from the current Pilot sponsors of that aircraft that there are no objections and that the sponsors do indeed endorse the request.
2. The applicant for non-sponsor pilot privileges must serve a need that cannot be met by current pilot sponsors of other CAF aircraft of the same type.
3. Only in unusual circumstances should non-sponsor pilot privileges be granted to any CAF pilot who does not sponsor at least one aircraft of type.
4. All non-sponsor pilot privileges AT-6 and above (high performance) must be approved by the President of the CAF.

E. Headquarters Assigned Aircraft

The following general policy statements will apply to all aircraft assigned to Headquarters. These aircraft are open to sponsorship however, all new sponsors must understand that these policies will be mandatory. Although the sponsors will generally maintain all the privileges enjoyed by other sponsors of CAF aircraft, operational scheduling and maintenance will be controlled by Headquarters Operations Department.

1. The Vice President of Safety, Maintenance & Operations shall be the Aircraft Coordinator for all Headquarters assigned aircraft.
2. All Headquarters assigned aircraft shall be permanently based at Headquarters on display.
 3. Scheduling of proficiency flights, check rides and air show appearances shall be made by the Vice President of Operations.
 4. Scheduling priorities shall be:
 - a. Headquarters assignments (to include air shows, public relations, etc.)
 - b. Training flights
 - c. Pilot proficiency flights

5. It should be understood:
 - a. The General Staff may designate alternate pilots should sponsor pilots not be available to fly scheduled or unscheduled appearances, public relations flights, demos, etc.
 - b. Headquarters will share in the maintenance, insurance, and annual inspection costs on a pro-rata basis of hours flown.

End of Section see Table 6-1 attached.

Table 6-1
Aircraft Sponsorship Levels

Restoration Sponsorships are 1/2 of Aircraft/Pilot Sponsorship levels and Supporting Sponsorships are 1/10 of Aircraft/Pilot Sponsorship.

<u>Aircraft</u>	<u>Aircraft/Pilot Sponsorship</u>	<u>Aircraft</u>	<u>Aircraft/Pilot Sponsorship</u>
A-26	3,500	L-4/J-3	1,500
A6M3 Zero	10,000	L-5	1,500
AF-2S	3,500	L-17	1,500

AN-2	3,500	Me-108	1,500
AT-19	3,500	N3N	1,500
AT-6/SNJ	3,500	O2A	1,500
B-17	3,500	P-39	10,000
B-24	3,500	P-40	10,000
B-25	3,500	P-47	10,000
B-29	3,500	P-51	10,000
BT-13	3,500	P-63	10,000
BT-14	3,500	PBY	3,500
BT-15	3,500	PT-13/17	1,500
C-45	3,500	PT-19	1,500
C-46	3,500	PT-22	1,500
C-47/DC3/R4D	3,500	PT-23	1,500
C-53	3,500	PT-26	1,500
C-60	3,500	Sea Fury	10,000
DH-94	3,500	S-105	1,500
F6F	3,500	S-108	1,500
F8F	10,000	SB2C	5,000
FG-1D/F4U	10,000	SBD	5,000
Fleet/Finch	1,500	Spitfire	10,000
Fi-156	1,500	TBM	5,000
FM-2/F4F	10,000	T-28	3,500
F-24/UC-61	1,500	T-33	10,000
FW-44	1,500	U-3	1,500
I-16	10,000	UC-78/T-50	1,500
Ju-52	3,500	UC-94	1,500
L-2	1,500		
L-3	1,500		