

Can a company sponsor an aircraft?

Yes. Many Ghost Squadron aircraft have been sponsored by some of America's leading corporations over the years. Corporate Sponsors are a key part of the American Airpower Heritage Foundation's long-term goal to provide an endowment for the entire CAF fleet.

OK, I'm interested. What's the next step?

You should contact the Director of Flight Operations at CAF Headquarters for information on the need for further sponsors on the aircraft in which you are interested, or for a list of aircraft in need of sponsors. He can also provide you with information on the minimum requirements for pilots on the aircraft, and give you the name of the Aircraft Coordinator for the aircraft.

What are the requirements to pilot a CAF aircraft?

In addition to all FAA requirements, CAF pilots must have other minimum flight experience and ratings, depending on the size, weight and type aircraft flown. A list of these requirements is available from CAF Flight Operations.

Most of the World War II era planes are tail-wheel aircraft, and pilots should have logged significant recent experience in these types. Command of high-performance tail-wheel types requires further experience in a variety of lesser training types. The CAF has an established system to evaluate and rate its pilots, using a number of highly experienced Examiner and Check Pilots scattered throughout the United States. Our goal is to fly professionally and safely, protecting not only our members and the public, but our rare and historic fleet of aircraft.

Examples of Sponsorship Costs

Most Fighters and Attack Aircraft:

Aircraft Sponsorship.....	\$10,000
Restoration Sponsorship.....	\$5,000
Supporting Sponsorship	\$1,000

Most Bombers, Transports and Trainers:

Aircraft Sponsorship.....	\$3,500
Restoration Sponsorship.....	\$1,750
Supporting Sponsorship	\$350

Most Liaison & Observation Aircraft:

Aircraft Sponsorship.....	\$1,500
Restoration Sponsorship.....	\$750
Supporting Sponsorship	\$150

For an up to date list of all Ghost Squadron aircraft available for sponsorship and the current cost, please contact the CAF Director of Flight Operations at the address listed below.



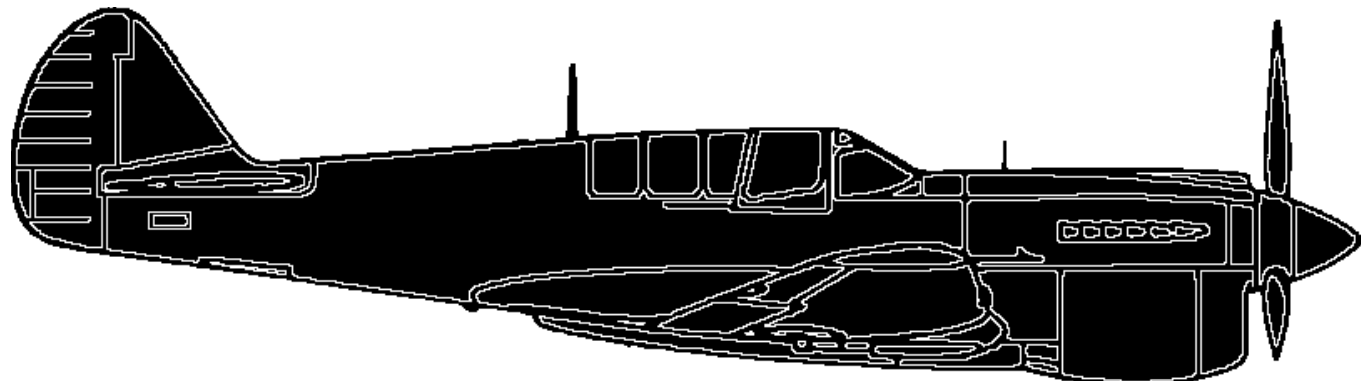
Commemorative Air Force

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The Ghost Squadron®

AIRCRAFT SPONSOR PROGRAM

Keep 'Em Flying
Join A Crew
It's Tax Deductible
Be A Sponsor!



The 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. 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 rare and more expensive, the emphasis has shifted away from acquisition toward increased restoration and maintenance of the CAF fleet of over 150 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**.

Who can be a Sponsor?

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.**

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, experience, knowledge and skill, and there must be a need for additional active pilots or crew members on the aircraft.

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.

What does it cost?

It depends on the aircraft you wish to sponsor and the level of sponsorship and involvement. There are three levels of sponsorship, **all tax deductible**:

The Aircraft/Pilot Sponsor

The highest level of aircraft support is the **Aircraft/Pilot Sponsor**, who for a donation of from \$1,500 to \$10,000 becomes a full 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 a Aircraft Sponsorship depend on the type aircraft, and a table of current sponsorship costs is available.

Many non-pilots choose to become Aircraft Sponsors to express their support of a favorite aircraft, realizing the expense of keeping them flying.

The Restoration Sponsor

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 as a second in command pilot or other crew position, if he is otherwise qualified and additional crew members are required.

A Restoration Sponsorship may be upgraded to a Aircraft Sponsorship, thus making it possible for some sponsors to help restore aircraft and then fly them.

The Supporting Sponsor

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 crew members.

Are there further costs?

Those sponsors who act as pilots/co-pilots must continue to share the costs of maintenance, restoration and operation of the aircraft each year, in order to remain qualified as a pilot sponsor.

Who Controls the Aircraft?

Aircraft are assigned to CAF units or sponsor groups. The unit or sponsor group is responsible for the scheduling of aircraft appearances and flight crews.

Final operational control of all Ghost Squadron aircraft does, however, rest with the Director of Flight Operations at CAF Headquarters.