



# COMMEMORATIVE AIR FORCE

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Safety, Operations and  
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# INTRODUCTION



- Who we are
  - What we do
  - How we do it
- What we think about current regulations & policies

# MISSION OF THE COMMEMORATIVE AIR FORCE

- **Acquire, Restore and Preserve in flying condition military aircraft** of all military services of the United States, and selected aircraft of other nations, **for the education and enjoyment of present and future generations** of Americans.



# HOW WE DO THE MISSION

- We have museums and displays at our units and at the Headquarters
- We host the public at many events and seminars, but the most significant activity for a flying museum is to fly the airplanes

.....and our *most important flying is at Air Shows!*



# AIR SHOW FLYING

**We fly about 800 air show sorties every year:**

- The TORA, TORA, TORA act
- Aerobatic demonstrations in WWII Fighters
- Fly through flights with narration of various battles/theaters (formation and trail)
- Fly-bys for photo opportunities



# AIRCREW/PILOT TRAINING

**All CAF pilots must be certified for flying in air shows:**

- Meet minimum CAF qualifications for AC type
- Receive initial type training (ground and flight)
- Take initial type check ride
- Take annual ground school and Pilot Proficiency Flight
- Two-flight air show checkout (Senior Pilot Rating)
- Special qualification training

# Special Qualification Training TORA

## Minimum qualifications:

- CAF Senior Pilot Rating
- Formation card
- FAA approved Maneuvers Package Training



# Special Qualification Training

## Aerobatic Demonstrations and Formation

- **Aerobatics:** must have current certification under the ICAS/EAA Warbirds **Aerobatic Competency Evaluation Programs** and CAF Command Pilot Rating
- **Formation:** must have current certification under **Formation And Safety Team (FAST)** national program and CAF formation card



# Air Show Accidents

**In 50 years of flying in air shows we have had 6 accidents**

- **3 in the 1980s**
  - **two pilot error and one heart attack**
- **1 each in 1991, 2004 and 2011**
  - **one pilot error (1991), one mechanical (2004) and the PT-26 accident last year was a total loss of engine power (under investigation)**

*The reduction in our accident rate and especially the pilot error accidents can be attributed to improvements in training, standards and culture*

## SUMMARY

- **We follow the ICAS guidelines, safety initiatives and our President/CEO is on their Board**
- **Our air shows and participation in them are structured and completed in compliance with Federal requirements and industry standards**

*.....which we believe are effective for protecting the spectators, public and private property as they are currently published, and do not require significant revision*

# QUESTIONS?

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**Commemorative Air Force**

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