

Become a Buckeye Pilot



COMMEMORATIVE AIR FORCE®

The Basics

- ✓ Join the CAF at the Colonel (or higher) level.
- ✓ Join the Buckeye Wing.
- ✓ Sponsor a Buckeye Wing aircraft.
 - One-time Aircraft Sponsor commitment.
 - Ongoing commitment to aircraft maintenance, supplies and reserves.
- ✓ Commit to the CAF Oath of Office

I do solemnly swear I will conduct my time and talents working to attain the objectives of the Commemorative Air Force; and, by these actions, reflect credit upon this organization, and, I will bear true faith and allegiance to my country.

Ground Training

- Must be accomplished prior to flight training/evaluation.
- CAFR 60-1 and CAF SMS online – for initial trainees, must be completed before any other training.
- 6 hours CRM/ORM.
- Emergency egress and first aid training.
- 3 hours aircraft systems training.
- 2 hours cockpit procedures training.
- Tested on aircraft systems and limitations (open book).
- Tested on Critical Action Procedures (memory items).
- Initial and Recurrent training appear to be identical.
- All records are submitted on Form 602.

Flight Training

- One hour pre and post flight briefing.
- PT-19/26 Flight training syllabus.

Flight Evaluation

- CAFR 60-1, Appendix D, CAF Flight Check Matrix.
- THE FINAL STEP (of the first part...)- Step 10.
- Upon successful completion Form 602 is submitted.
- •CAF HQ issues pilot rating.

CAF Flight Check Matrix							
Event	MI - SIC Initial	MI - SIC Recurrent	MI - PIC Initial	MI - PIC Recurrent	SE - PIC	SE - PIC Recurrent	
PRELIGHT - PREPARATION							
Aircraft Exam	Yes	Yes	Yes	Yes	Yes	Yes	
Aircraft Performance & Limitations	Yes	Yes	Yes	Yes	Yes	Yes	
CFR 60-1 Test (Online)	Yes	Yes	Yes	Yes	Yes	Yes	
CAF 4802 LHR Test (Online)	Yes	Yes	Yes	Yes	Yes	Yes	
Briefing and Oral Evaluation	Yes	Yes	Yes	Yes	Yes	Yes	
PREPARATION & SURFACE OPERATIONS							
Oral or Written	Yes	Yes	Yes	Yes	Yes	Yes	
Preflight	Yes	Yes	Yes	Yes	Yes	Yes	
Cabin Seat	Yes	Yes	Yes	Yes	Yes	Yes	
Taxiing/Ramp Operations	Yes	Yes	Yes	Yes	Yes	Yes	
Pre TO Checks	Yes	Yes	Yes	Yes	Yes	Yes	
TAKEOFF EVENTS							
Rejected TO	No	No	Yes	Yes	No	No	
Normal/Crosswind TO	3	3	3	3	3	3	
Engine Failure on TO -400 AGL	Yes	Yes	Yes	Yes	No	No	
Short Field Takeoff	No	No	No	No	Yes	Yes	
IN-FLIGHT MANEUVERS							
Steep Turns	Yes	Yes*	Yes	Yes*	Yes	Yes*	
Clean Stall & Recovery	Yes	Yes**	Yes	Yes**	Yes	Yes**	
TO/Departure Stall & Recovery	Yes	Yes**	Yes	Yes**	Yes	Yes**	
Approach/GO Stall & Recovery	Yes	Yes**	Yes	Yes**	Yes	Yes**	
Power Plant Failure	Yes	Yes	Yes	Yes	No	No	
LANDING EVENTS							
Normal/Crosswind Landing	3	3	3	3	3	3	
Accuracy Landing	Optional	Optional	Optional	Optional	Optional	Optional	
Rejected Landing	Optional	Optional	Optional	Optional	Optional	Optional	
Short Field Landing	No	No	No	No	Yes	Yes	
Maneuver to a Landing with 50% power inoperative	No	No	Yes	Yes	No	No	
Landing with Two Engines Inoperative	No	No	Yes	Yes	No	No	
Landing with One Engine Inoperative	Yes	Yes	Yes	Yes	No	No	
No-Flap or Partial Flap Approach	Yes***	Yes***	Yes***	Yes***	Yes***	Yes***	
Engine Shutdown and Restart	No	No	No	No	No	No	
NORMAL AND ABNORMAL PROCEDURES							
Maneuver by Partial Panel	Yes#	Yes#	Yes#	Yes#	Yes#	Yes#	
Unusual Attitude Recovery	Yes	Yes	Yes	Yes	Yes	Yes	
Instrument Approach	Yes	Yes	Yes	Yes	Yes	Yes	
System Operations and Malfunctions	Yes	Yes	Yes	Yes	Yes	Yes	
Other Emergency Procedures	Yes	Yes	Yes	Yes	Yes	Yes	
DEBRIEF							
Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Notes:							
#Steep turns may be waived for all but initial checks							
**One or two stalls may be waived (Read Link Supplement)							
***Wavable if you have alternate flap extension systems							
# Wavable for aircraft equipped with standby instruments							