

The Problem:

The completion rate of persons pursuing flight training in the US is below 20%, an all-time low. This is generally attributed to the increasing complexity of airspace, the introduction of advanced aircraft and avionics systems, and the high cost of aircraft ownership, rental, and operation. However, despite significant advances in both aeronautical technology and educational methodology, pilot training curricula have remained virtually unchanged since prior to the Second World War.

The Proposal:

The introduction by ASTM of the Light Sport Aircraft certification category, along with the establishment by FAA of the Sport Pilot License, presents an opportunity for a significant modernization of the flight training curriculum.



Vision Statement:

AvSport envisions a General Aviation renaissance, facilitated by quality training of Sport Pilots and the availability of modern Light Sport Aircraft.

Mission Statement:

AvSport enhances aviation safety and enjoyment, by offering:

- a rigorous flight training curriculum
- experienced, professional Certified Flight Instructors
- well maintained advanced Light Sport Aircraft
- modern and accessible instructional materials
- individualized instruction
- an affordable aviation experience

TRL = 9

Schedule Milestone and Accomplishments:

- September 2009** (Technology Readiness Level 1)
 - Establish AvSport as an FAR Part 61 flight School; activate website
- December 2009** (Technology Readiness Level 2)
 - Purchase of Evektor SportStar Light Sport Aircraft trainer
- January 2010** (Technology Readiness Level 3)
 - Present business plan to Lock Haven City Council; lease facilities
- February 2010** (Technology Readiness Level 4)
 - Introduce "Three Weeks, Rain or Shine" Pre-Solo intensive course
- April 2010** (Technology Readiness Level 5)
 - Solo first primary student
- May 2010** (Technology Readiness Level 6)
 - Introduce "Three More Weeks of Heaven" Post-Solo intensive course
- June 2010** (Technology Readiness Level 7)
 - Graduate first licensed Sport Pilot
- November 2010** (Technology Readiness Level 8)
 - Complete FAA mechanics training; establish maintenance shop
- March 2011** (Technology Readiness Level 9)
 - Introduce "Pilot Downsizer" LSA transition course curriculum

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