



2024 Annual Report

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Revised 1 January 2025



2024 Annual Report

1. A Message from our Founder

As anticipated in our 2023 Annual Report, this past year has been a time of significant change for AvSport. Last June, we terminated all flight school operations in Lock Haven PA, in preparation for our previously announced (though somewhat delayed) relocation to California. AvSport LLC is now registered as a California company, and although we are not yet ready to announce our permanent business address, we have begun the rather involved process of relocating our business assets to Hangar B6 on the Frazier Lake Airpark in Hollister CA. As a result, as reported elsewhere in this document, our operating revenues have been severely curtailed, and in fact for 2024 we posted the greatest operating loss of our 16 year history.

Although both flight schools and independent flight instructors abound nationwide, the General Aviation industry in general (and the Sport Pilot specialty in particular) have long suffered from a severe shortage of Designated Pilot Examiners. Being well past retirement age (and having proven myself a dismal failure at achieving that goal), I have decided not to resume providing primary flight instruction, but rather to refocus my efforts on Specialty Aircraft Examiner services, concentrating on issuing of Sport Pilot and Sport Flight Instructor certificates. Toward that end, in the past year I was pleased to conduct several practical exams at both the Sport Pilot and the Sport Flight Instructor levels, in both Pennsylvania and California. Early in 2024 I traveled to Texas for additional examiner training, and though previously serving the Harrisburg Flight Standard District Office, was reassigned to the FAA Specialty Aircraft Branch in Oklahoma City. As I complete the relocation of AvSport, my primary focus will be to continue providing this important Quality Control function for the FAA.

I remain committed to improving General Aviation safety by supporting the FAA Safety Team as a Lead Representative. Under the auspices of the Experimental Aircraft Association, I presented six online FAASTeam Safety Seminars during the past year, to audiences ranging from a few hundred to two thousand attendees. I anticipate maintaining this level of activity for the foreseeable future, and will continue making these seminars available to a still larger audience through AvSport's online video archives (which presently contain 65 such presentations).

I am grateful for the sizeable audience which my safety seminars are attracting, and especially for the growing number of regular attendees who have continued to contact me personally following each presentation, to maintain mutually beneficial discussions. It's hard to say who learns more along the way – the student, or the teacher!

Safe Skies, Paul



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2. Vision and Mission Statements

Our Vision:

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

Our Mission:

AvSport enhances aviation safety and enjoyment, by offering:

-  a rigorous, though flexible, 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



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3. Facilities

Through June 2024, the General Aviation Terminal in Hangar One at the Piper Memorial Airport (KLHV) housed our flight school office, restrooms, conference room, weather briefing room, flight simulator, and pilot's lounge. Ideally suited to Sport Pilot training, Lock Haven is a non-towered general aviation airport with a 3800 by 75 foot paved runway, and a parallel 2200 by 100 foot turf strip. The paved runway is equipped with pilot controlled lighting for night operations, as well as runway end identifier lights and a two-light visual approach slope indicator at each end. Our aircraft storage and maintenance activities were housed in two separate T-hangars, directly across the parking lot from the Pilot's Lounge. A camping trailer on the field was available for the use of students from outside the local area wishing to stay overnight. Several local hotels also offered pleasant accommodations with flight school discounts.





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4. Aircraft

Available for both flight instruction and rental by qualified pilots, AvSport of Lock Haven long provided modern, well equipped Light Sport aircraft, manufactured to exacting ASTM International standards. Our most recent primary trainer was an Evektor SportStar Max (our second of this make and model) purchased in July 2015.



Manufactured in the Czech Republic, our SportStar is categorized by the Federal Aviation Administration as both a Special Light Sport Aircraft (S-LSA) and a Technically Advanced Aircraft (TAA), and is equipped with the latest “dual glass cockpit” redundant electronic flight and engine instruments. Its advanced avionics package and fully coupled autopilot make this TAA suitable not just for Sport Pilot training, but for our more advanced students, including Private, Commercial, and Instrument Pilot candidates.



In 2021 we added this exotic new aircraft to our flight line in. The rare Bristell TDO Carbon Edition is perhaps the sleekest and most comfortable Light Sport Aircraft in the fleet. Unfortunately, rising insurance costs precluded offering primary instruction in a tailwheel aircraft. Thus, we regret to announce that the TDO was sold to a new caretaker in 2024.





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5. Drone Pilot Training

Commercial operation of Unmanned Aircraft Systems (commonly called Drones) has emerged just recently as a major growth segment of the aviation industry. In late June of 2016, the Federal Aviation Administration published rules for licensing of commercial drone pilots, a process which began on 29 August. AvSport immediately began developing curriculum, and the week the new rules went into effect, became the first flight school in the nation to train and graduate Remote Pilots with a Small Unmanned Aircraft System rating.

According to former FAA Administrator Michael Huerta, the new FAA rating is expected to generate more than \$82 Billion in economic activity, and generate over 100,000 new jobs, over the next ten years. "The early 20th Century ushered in the Air Age," notes AvSport Chief Flight Instructor Prof. H. Paul Shuch, the nation's third licensed commercial drone pilot. "The mid 20th Century represented the start of the Space Age, and the early 21st Century marks the beginning of the Drone Age. The unmanned aerial systems industry is currently in its infancy, with commercial interests just beginning to discover the wealth of applications which can be fulfilled with these small, inexpensive, and very capable remotely piloted vehicles."

To date, AvSport has graduated 21 commercial drone pilots, who have used their Unmanned Aircraft Systems for accident investigation, commercial photography, real estate appraisal, law enforcement, research and development, and site surveys in support of broadband wireless telecommunications.

"Drones are the fastest growing segment of transportation in our nation and it is vitally important that they are safely integrated into the national airspace," said former Transportation Secretary Elaine L. Chao. "As a pilot, my eye is always on safety first," said former FAA Administrator Steve Dickson. "Safety is a joint responsibility between government, pilots, the drone community, the general public and many others who make our nation so creative and innovative."

As we prepare for our relocation to California, AvSport terminated drone pilot training in 2024. It remains to be seen whether we will resume such operations in our new location, but we are proud to have been pioneers in this emerging branch of aviation.





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6. Curriculum

Developed by a retired college professor with 50 years of experience in higher education, AvSport’s rigorous though flexible flight training curriculum allows students to obtain the new Sport Pilot license in half the time, and at half the cost, of the traditional Private Pilot rating, without compromising skills or safety. Students can choose between an accelerated six-week training program, and a less intensive program of conveniently scheduled lessons. We are an FAR Part 61 flight school and TSA-approved Alien Flight Student Program provider, nominated by our students for the AOPA Flight Training Excellence Award. Flight training and individualized ground instruction are integrated, and are supplemented by reading assignments, practice tests, assigned videos, and online PowerPoint lessons to allow each student to progress at his or her own pace. To date, more than 80% of AvSport’s students accomplishing their first solo flight have gone on to become licensed pilots, more than half of our graduates are now aircraft owners, and a quarter of our licensed Sport Pilots have continued their studies, earning their Private Pilot ratings and above.

AvSport’s dozen standard training packages have included:

- ✦ “Taste of Freedom,” a half-hour Discovery Flight
- ✦ “Gateway to the Sky” Introductory Lesson (1 hour of flight and 2 of ground training)
- ✦ “Simulator Club,” unlimited use of our Redbird Jay flight simulator for a flat annual fee
- ✦ “Flight FUNdamentals,” a four-lesson, minimal-commitment sport flying experience
- ✦ “Six Weeks, Rain or Shine,” zero hours to first solo flight, in an intensive pre-solo module
- ✦ “Six More Weeks of Heaven,” first solo flight to license, in an intensive post-solo module
- ✦ “Airspace Ace.” Earn all 3 Sport Pilot controlled airspace endorsements in just 4 days
- ✦ “Out After Dark,” a 2-day introduction to night flying
- ✦ “Head in the Clouds,” a 2-day introduction to instrument flying
- ✦ “Pilot Downsizer,” a 3-day Light Sport Aircraft transition for licensed Private Pilots
- ✦ “The Next Step Up,” a 6-week Private Pilot add-on module for licensed Sport Pilots
- ✦ “Remote Pilot In Command,” a 3-day Commercial Drone Operator certification course



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7. Students

Due to our relocation to California, AvSport ceased primary flight instruction activities at Lock Haven in June of 2024, and referred our existing students to other nearby flight schools. However, in his capacity as an FAA Designated Pilot Examiner, our founder and Chief Flight Instructor continued to conduct Practical Tests in both locations, resulting in him licensing four new Sport Pilots and one new Sport Instructor. As an FAA Specialty Aircraft Examiner, he anticipates providing this services in future years.

Our students, who have ranged in age from 16 to 80, came to Lock Haven for training from as far away as California, Canada, China, Connecticut, Denmark, England, Florida, France, Georgia, India, Maryland, Massachusetts, Michigan, New Jersey, New York, Ohio, Pennsylvania, Saudi Arabia, South Carolina, Spain, and Sweden. They represent a wide range of professional and educational backgrounds.

As students graduated from our Sport Pilot training program, some chose to become renter pilots, who continued to enjoy the recreational use of our aircraft (while allowing active students first scheduling priority). Others have continued on to earn higher ratings, and exercise additional pilot privileges.

AvSport promotes a sense of community by sponsoring Safety Seminars, graduation parties, and (sadly) memorial gatherings, as well as hosting movie nights complete with popcorn and aviation films, and monthly Hangar Flying sessions featuring coffee, donuts, education, singing, conversation, and fellowship. In the first half of the year we continued these in-person gatherings. Although we terminated flight training activities at Lock Haven in June of 2024, AvSport is proud to have foster an old-time flying club atmosphere, and hopes to continue doing so from our new location in Hollister CA.





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8. Events



The premiere aviation event at Piper Memorial Airport is the annual Sentimental Journey to Cub Haven fly-in. Each summer since its founding, AvSport participated by providing Discovery Flights, safety seminars, and aircraft for static display. Here, our first SportStar trainer attracts the attention of some of our Amish neighbors.

Fostering a sense of community, our students, graduates, renter pilots, instructors, and friends long gathered in the pilot's lounge or hangars at the Piper Memorial Airport, on the first Saturday morning of each month for free coffee, donuts, and hangar flying. We were pleased to continue this tradition for the first half of 2023, and hope to offer similar gatherings in California once our move there is complete.

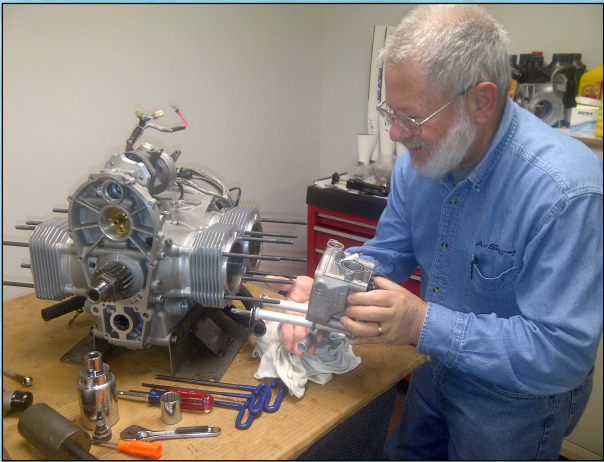




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9. Maintenance

AvSport's two leased T-hangars at Piper Memorial Airport were conveniently located directly across the parking lot from the Pilot's Lounge and our flight school office in Hangar One. There, in addition to storing our trainer and demo aircraft, we performed condition inspections, preventive maintenance, prebuy examinations, major and minor repairs, and alterations to our own fleet, as well as customers' Special and Experimental Light Sport Aircraft. We were one of only two Rotax Engines designated Independent Repair Centres in Pennsylvania. Our Director of Maintenance is a recipient of the FAA's Charles Taylor Master Mechanic Award, honoring over fifty years of contributions to aviation safety. He remains rated by the FAA to inspect and repair all six classes of Light Sport Aircraft, and anticipates continuing such maintenance activities at his new location during the upcoming year.





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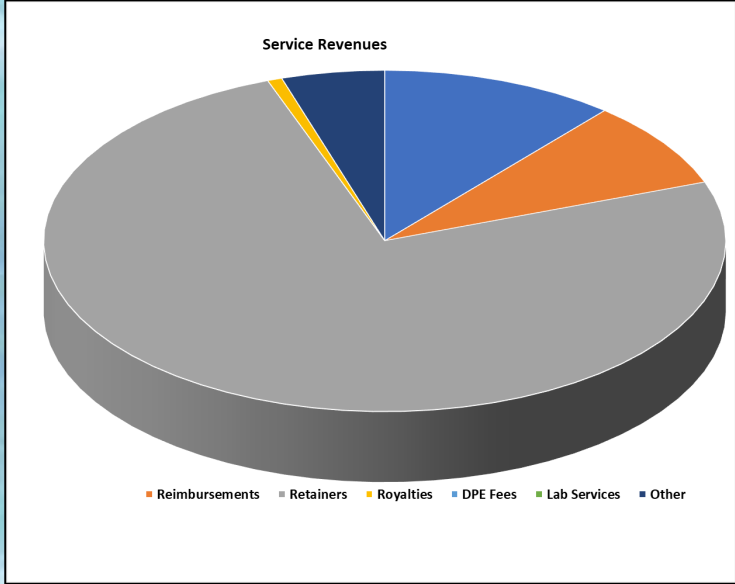
10. Financials

Sport flying being primarily a recreational activity, AvSport’s financial position is both highly seasonal, and quite variable, depending as it does upon the local community’s aggregate discretionary income. Our fixed and variable operating expenses remained relatively stable throughout the first half of 2024, despite rising fuel costs, and a continued jump in aircraft insurance premiums. But, because we terminated Pennsylvania flight training activities halfway through the year in preparation for our relocation to California, we did finish 2024 at a significant financial loss. AvSport can still boast having earned a profit in eleven out of our sixteen years of operation. The charts below detail our operating revenues for the year just ended, exclusive of amortization of capital investment.

Training Revenues



Service Revenues

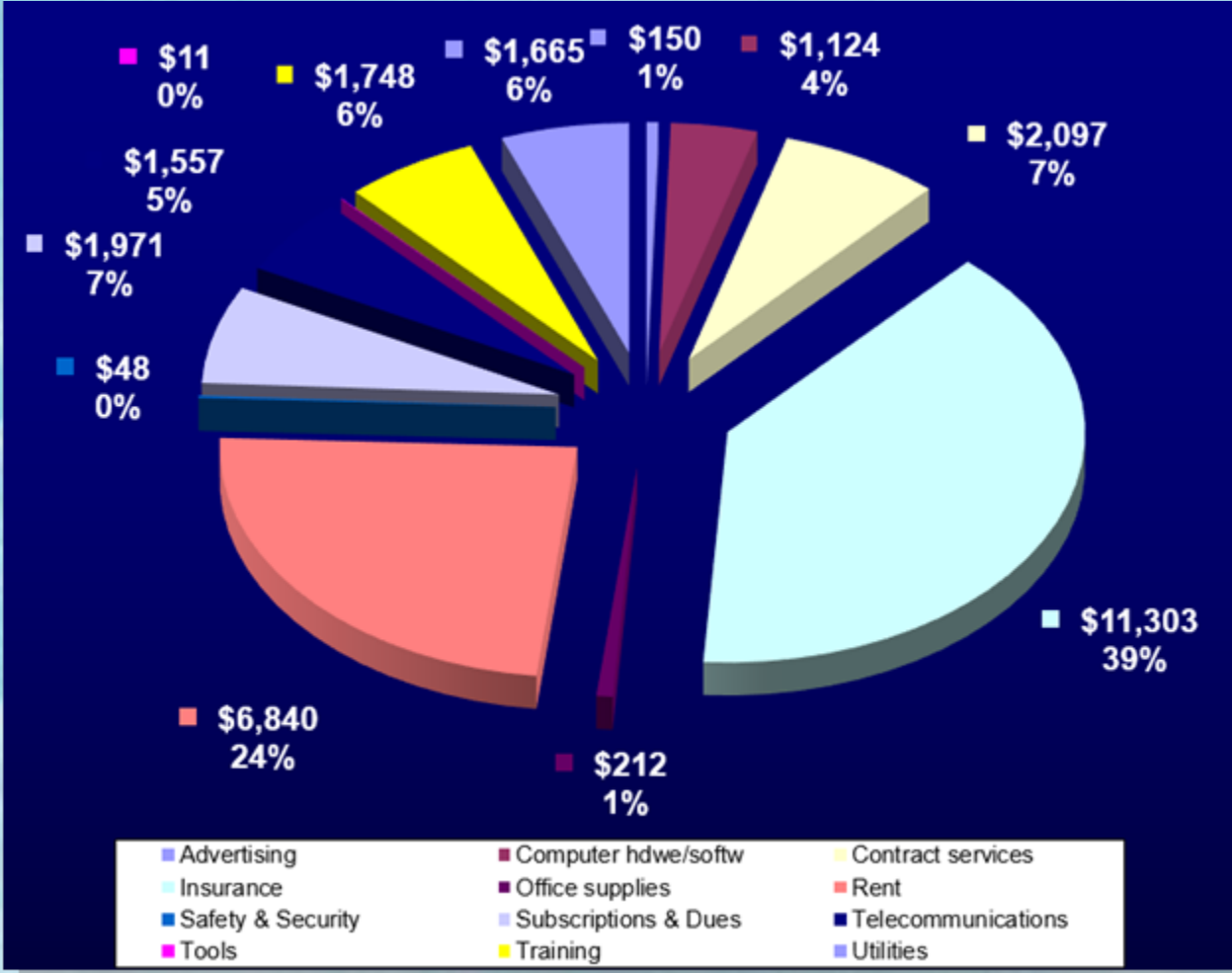




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The Pie charts and Bar Graphs on the following pages provide a breakdown of our Fixed Expenses and Variable Expenses for calendar year 2024.

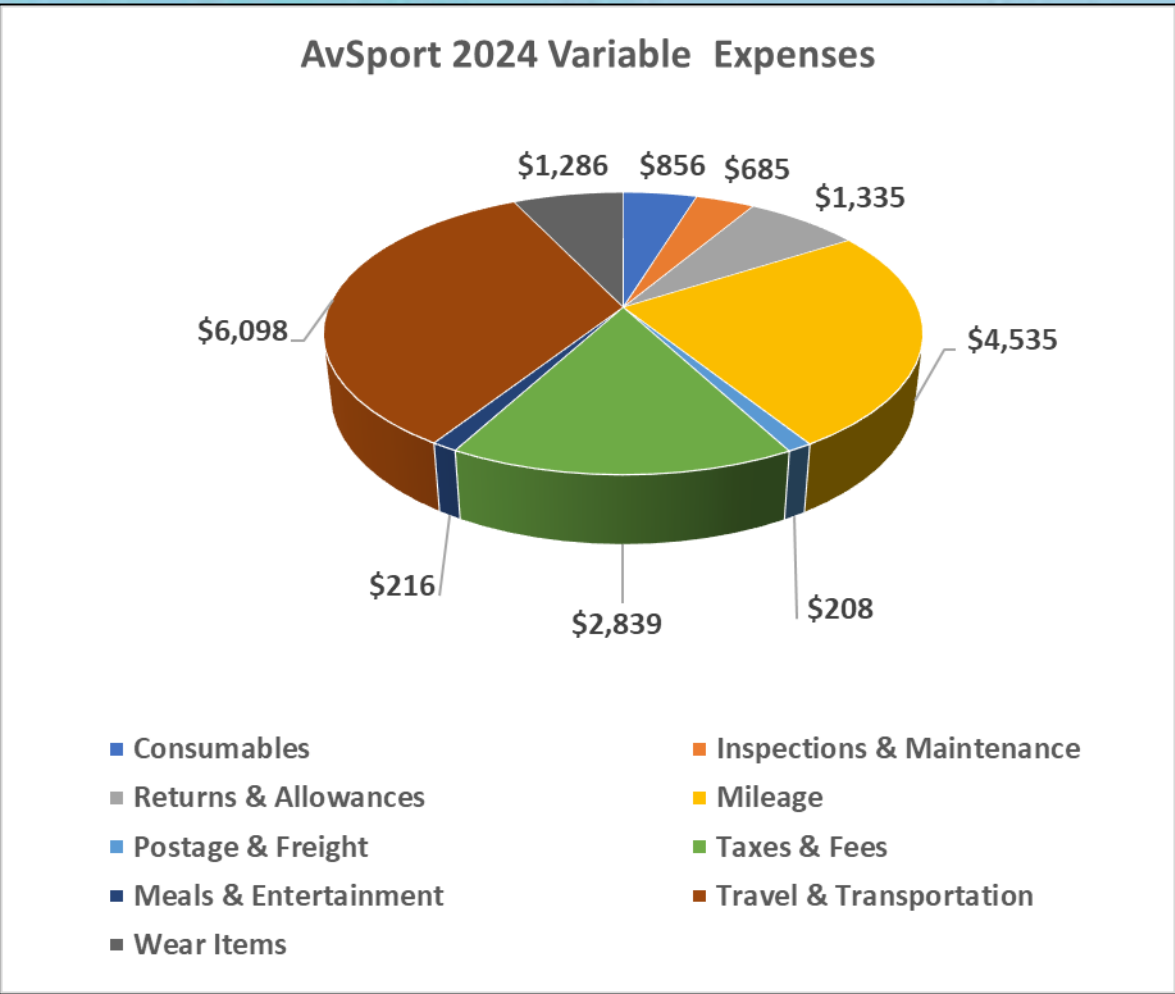
2024 Fixed Expenses





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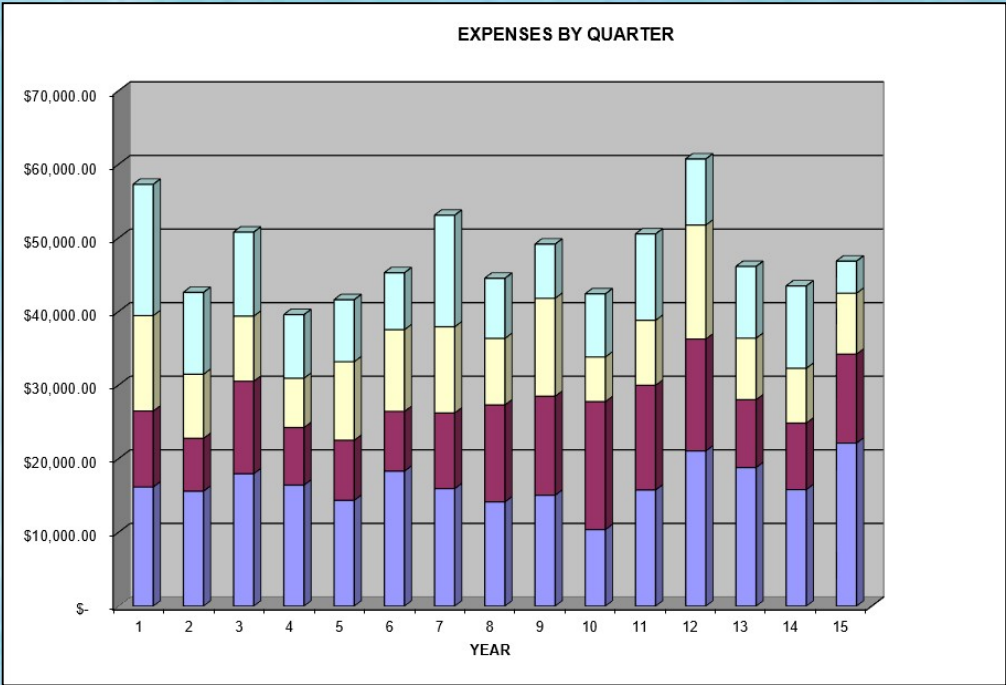
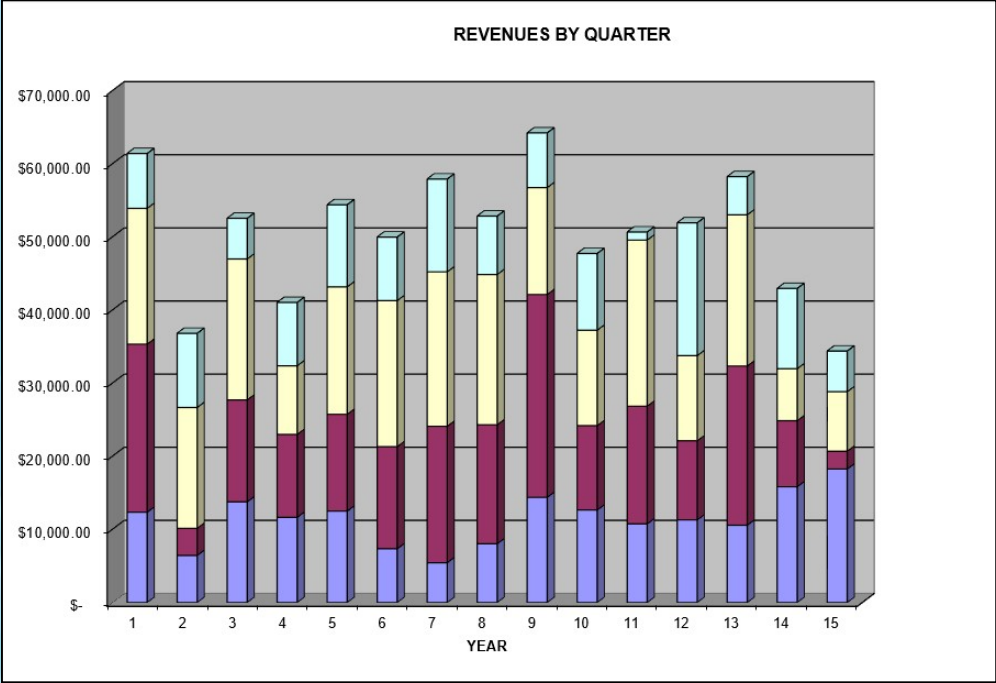
2024 Variable Expenses





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Cumulative Revenue and Expense History





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Return on Investment (exclusive of capital acquisitions and amortization)

<u>Year</u>	<u>Revenues</u>			<u>Expenses</u>			<u>Profit(Loss)</u>
	<u>Training</u>	<u>Services</u>	<u>Total</u>	<u>Fixed</u>	<u>Variable</u>	<u>Total</u>	
2010	45,871	17,843	63,714	27,379	30,087	57,466	6,248
2011	21,562	15,252	36,815	18,738	23,897	42,635	(5,820)
2012	29,687	22,863	52,551	20,835	29,985	50,820	1,730
2013	20,821	20,218	41,040	17,774	21,835	39,610	1,430
2014	26,646	27,759	54,405	15,871	25,768	41,639	12,766
2015	30,157	19,825	49,982	22,617	22,681	45,298	4,684
2016	34,438	23,483	57,921	28,630	24,489	53,119	4,802
2017	25,819	27,034	52,852	20,461	24,089	44,550	8,302
2018	42,458	21,771	64,230	20,973	28,226	49,198	15,032
2019	20,990	26,754	47,743	24,420	18,013	42,433	5,310
2020	41,828	14,849	56,677	25,908	25,617	51,525	5,152
2021	39,373	12,926	52,299	31,929	29,569	61,494	(9,198)
2022	37,475	20,775	58,250	27,005	19,154	46,158	12,092
2023	32,542	10,651	43,193	29,771	13,740	45,511	(318)
2024	16,500	17,794	34,294	28,826	18,059	48,885	(12,591)



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11. Congratulations to our successful 2024 Examinees!



Sport Pilot Gen



Sport Pilot Steve



Sport Instructor Arthur



Sport Pilot Chris



Sport Pilot Michael



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12. Resources

For additional information about AvSport of Lock Haven, its aircraft, instructors, training materials, curriculum, and the new Sport Pilot license, please see the following pages of the AvSport web site:

 Main Page	http://AvSport.org
 Main Menu	http://AvSport.org/menu.htm
 General Information	http://AvSport.org/about
 Press Kit	http://AvSport.org/press
 Photo Gallery	http://AvSport.org/photos
 Video Gallery	http://AvSport.org/press/video.htm
 Flight Instruction	http://AvSport.org/cfi
 Webinar Videos	http://AvSport.org/webinars
 Light Sport Aircraft	http://AvSport.org/acft
 Simulator Club	http://AvSport.org/simulator
 Maintenance Services	http://AvSport.org/maint
 Remote Pilot Instruction	http://drone-training.org
 Pilot Examiner Services	http://SportPilotExaminer.US
 Upcoming Events	http://AvSport.org/events
 Contact Information	http://AvSport.org/contact
 Search Engine	http://AvSport.org/search



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13. Four Quadrant Briefing Charts:



URL: <http://www.Avsport.org>

Sport Pilot Flight Training Curriculum Development

Chief Flight Instructor: Professor H. Paul Shuch, CFII



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

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 Look 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 Downsize" LSA transition course curriculum

Rev. 16 November 2011

TRL = 9

Keywords: Flight Instruction, General Aviation, Flight School, Sport Pilot, Light Sport Aircraft, LSA, ASTM, FAA



URL: <http://www.Drone-Training.org>

Remote Pilot Training Curriculum Development

Chief Flight Instructor: Professor H. Paul Shuch, CFII

The Opportunity:
Commercial unmanned aircraft systems (commonly known as drones) represent the next major growth area for General Aviation. Whereas the early 20th Century ushered in the Air Age, and the mid 20th Century represented the start of the Space Age, one could call the early 21st Century the beginning of the Drone Age. The unmanned aircraft system industry is currently in its infancy, with commercial interests just beginning to discover the wealth of applications which can be fulfilled with these small, inexpensive, and very capable remotely piloted vehicles.

The Proposal:
Building on its success as an FAA Part 61 Flight School, AvSport seeks to develop a comprehensive drone training program, whereby our students can be among the first in the nation to earn an FAA Remote Pilot certificate with a small UAS rating.



Vision Statement:
AvSport envisions a renaissance in commercial Unmanned Aircraft System (drone) operation, supporting a variety of industries, facilitated by quality training of Remote Pilots that emphasizes airmanship, awareness, and crew resource management.

Mission Statement:
AvSport enhances commercial drone safety, by offering:

- a rigorous ground and flight training curriculum
- experienced, professional Certified Flight Instructors
- well maintained advanced Unmanned Aircraft Systems
- modern, computerized instructional materials
- small classes emphasizing hands-on instruction
- an affordable and accessible Remote Pilot training program

Schedule Milestone and Accomplishments:

- December 2015 (Technology Readiness Level 1)
- FAA first requires registration of small Unmanned Aircraft Systems
- January 2016 (Technology Readiness Level 2)
- AvSport creates Drone-Training.org website; begins curriculum development
- June 2016 (Technology Readiness Level 3)
- FAA publishes FAR Part 107 rules for commercial drone operation, licensing
- June 2016 (Technology Readiness Level 4)
- AvSport purchases its first quad-copter trainer; publishes curriculum
- July 2016 (Technology Readiness Level 5)
- AvSport chief flight instructor completes online FAA sTeam drone course
- August 2016 (Technology Readiness Level 6)
- FAA implements FAR Part 107 rules for commercial drone operation
- August 2016 (Technology Readiness Level 7)
- AvSport chief flight instructor becomes first Remote Pilot licensed in US
- September 2016 (Technology Readiness Level 8)
- AvSport conducts its first Remote Pilot course
- September 2016 (Technology Readiness Level 9)
- FAA issues Remote Pilot certificates to first AvSport graduates

TRL = 9

Rev. 1 January 2017

Keywords: Remote Pilot, Unmanned Aircraft Systems, Remotely Piloted Vehicles, Flight Training, Drone Safety