

MEMORANDUM FOR 10 FSS/CL

FROM: AFSVC/VIOE

SUBJECT: Aero Club External Continual Evaluation for USAFA.

1. Below is a summation of the Aero Club program assessment that was performed on your unit during April 2022.
2. A virtual assessment was conducted on 14 APR 2022 by reviewing the Aero Club's most recent Program Management Review, Annual Operational Inspection, the status of open inspection findings, MICT, Quickfire documentation, Financial Dashboard, day to day communications with the Aero Club Manager and applicable Air Force regulations, AFI 34-101, *Air Force Morale, Welfare and Recreation (MWR) Programs and Use Eligibility*, and AFMAN 34-152, *Air Force Aero Club Operations*.
3. After reviewing and analyzing the data points, the overall health of the program is **excellent**.
4. Positive areas:
  - No findings were noted in the 2021 Program Management Review
  - USAFA has flown 2,314 flights hours as of 31 March during FY22, which is the highest of any Air Force Aero Club and a 16.4% increase from the same period in FY21.
5. Negative areas:
  - The Aero Club has struggled to meet the demand of members desiring flight training. AFSVC has transferred (3) aircraft from other installations to offset the demand; however, the installation should plan to purchase additional aircraft to continue to meet demand and replace aging aircraft.
  - In FY21 the Aero Club experienced a 210% increase in flight hours and 66% increase in membership compared to the average over FY15-FY19. Despite being transferred 3 additional government loaned aircraft for use, the 4 core training aircraft experienced 140% increase in flight hours compared to FY15-FY19. Although increased demand is a "positive", the FSS has not made the necessary immediate investments to sustain the demand long term by funding purchases of new aircraft.
  - Installation owned aircraft have an average age of 46 years and 16,500 total airframe hours. Government loaned aircraft have an average age of 48 years and 11,100 total airframe hours. Aging aircraft with high hours tend to have more associated maintenance costs, less availability, and difficulties in achieving long term sustainment.
6. Recommended Improvement Areas:
  - The FSS should develop a long term sustainment plan for the Aero Club if the increased demand continues. This plan should include purchasing additional aircraft to meet demand while balancing aircraft utilization to achieve long-term sustainment. It should also account for replacing current aging aircraft with high total airframe time. Without

additional aircraft the 4 core aircraft will most likely require engines to be purchased every 2-2.5 years and will average over 20K total airframe hours in 4 years.

7. Program Assessed by: POA, Lt Col Jonathan Koch, [jonathan.koch@us.af.mil](mailto:jonathan.koch@us.af.mil), 703-309-1135 and Stacey Farland, [stacey.farland@us.af.mil](mailto:stacey.farland@us.af.mil), 210-395-7240/969-7240.