



The

# LSRM

*A Rare Blend of  
Opportunity & Timing*



••• Roger Lee, owner of LSA Service & Repair.

Someone once said, "Someday your whole life will flash before your eyes. Make sure it's worth watching."

Along the same lines, I read somewhere that about half of all people don't really like their jobs. I thought, "What a waste of a life that is; to get up every morning and do something that you don't really like." Therefore it is exciting to work with people who sign up for the 3 week long-120 hour Light Sport Repairman Maintenance Courses. Generally they are starting their own businesses or adding a second career.

There are few occasions when a great opportunity crosses our path, and it is rarely when the timing is just right. So with great

enthusiasm that both timing and opportunity were merging, Ted Finck signed up for Rainbow Aviation's Light Sport Repairman Course offered in November 2008.

While the course itself is an incredible opportunity, Ted capitalized on the initial investment by adding the Powered Parachute and Weight Shift modules. Ted comments, "These two modules added an additional week to my trip, for a total of four weeks. However, with the added ratings, I have tripled my customer base."

Ted went one step further, taking advantage of the opportunity to earn his Powered Parachute Instructor's certificate at the same time.

"The training," says Ted, "was a great opportunity." Morris Yoder and Lee Woodriff were also taking the repairman course at the same time and are both powered parachute instructors. We would train in the morning before class, in the evenings after class and on weekends. I took my practical exam with Morris Yoder on the last week of the course. I left with my Repairman Maintenance Certificate for airplanes, weight shift and powered parachutes. I also completed my Rotax repairman service level certification and my powered parachute instructor certificate.

Course participants comprise of an incredible and diverse community. Many attend the course for a variety of reasons. Some owners take the course to main-

tain and inspect their own SLSA aircraft. Some participants are already airframe and powerplant mechanics. Others are aircraft manufacturers along with instructors who want to perform their own 100 hour inspections. However, most like Ted, are interested in starting their own full time or even part time businesses. After participants earn their LSRM certificate their businesses comprise yet again of an incredible and diverse community.

For example, Clyde Poser, owner of Rule Aviation Services in Buckeye, WA, is a retired airline captain. Clyde used the LSRM certificate as a stepping stone to earn his DAR authorization (designated aircraft representative). He then used his LSRM and DAR certificates to qualify becoming a contract instructor for the 2 day Repairman courses. He offered both powered parachute and weight shift flight instruction, presenting with him an opportunity to give flight lessons while attending the three week course in California. "There's almost an advantage in some respects to waiting until mid-life to make a significant career change," Clyde explains. "Often times the experience you had in your previous career can be utilized and can further benefit the next chapter in your life."

As you might have guessed most participants have high expectations for their businesses. Mike Zidziunas ( known as Mike Z.) is no different. Mike is a sport pilot instructor who realized early on that light sport was going to be the future of aviation. He then

earned his LSRM in August of 2006. "I was not prepared, however, for the incredible opportunities the certificate would offer," Mike explained. Mike is taking full advantage of those opportunities. He has opened a Rotax Service Center, working with manufacturers assembling SLSA aircraft. He also plans to expand his business by becoming an A & P mechanic. Maintenance is Mike's primary focus and he will soon be able to include Amateur-Built aircraft inspections to the list of services he offers.



••• *Ted Finck Earns Powered Parachute Instructor Certificate at Repairman Maintenance Course*

On the other hand, Aldo Sibi, who earned his LSRM in May of 2006, works full time for Indus Aircraft. He is the Manager, Director of Production, and the head of Research and Development. He has made over 56 modifications to the Thorpedo design. He has also prototyped and built the first Thorpedo Diesel engine/airframe combo. Similar to Mike, Alod is also in

the process of becoming an A & P mechanic.

Roger Lee is retired from the Tucson Fire Department and has a business in Arizona, Roger's LSA Service & Repair. Roger works on all LSA aircraft, but he specializes on the Flight Design CT aircraft and the Rotax engines. Roger takes his mechanical skills on the road and works as a LSRM out of his truck. He performs maintenance and inspections at his customer's locations. "I didn't want to go back to work full time, but there is enough work there to keep me plenty busy," Roger comments. Roger is able to keep his overhead down and his customers appreciate the lower rates. "This (work) is quite a bit different than being a firefighter," Roger explains. "I haven't had to do CPR on an engine, start an IV in the fuel line, or defibrillate a carb."

The FAA has created an incredible opportunity with the Light Sport Repairman Maintenance Course. This gives an individual an opportunity to start a new career or a homebased, low-cost business. This achievement is rewarding not only financially, but personally as well. Additionally, an individual can earn the certificate quickly- in only three weeks. This is incredible when you compare that to the 1900 hour requirement for an Airframe and Powerplant mechanic. This powerful three week course is what entrepreneurship is all about: success.

For more information on the LSRM training visit [www.rainbowaviation.com](http://www.rainbowaviation.com) or call 877-7FLY LSA.