



**PIPER MEMORIAL AIRPORT  
353 PROCTOR STREET  
LOCK HAVEN PA 17745**

For Immediate Release:

## **Flight School Operator Completes Maintenance Training**

**For more information, contact Prof. H. Paul Shuch, Chief Flight Instructor  
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**Corning, CA, 5 November 2010** – The longtime flight instructor who owns and operates AvSport of Lock Haven, the new flight school located on the Piper Memorial Airport in Lock Haven, PA, has just completed three weeks of intensive training on light sport aircraft and engine inspection, maintenance, and repair, to earn his FAA repairman certificate, as well as becoming the area’s only factory-authorized Rotax Engine mechanic. Prof. H. Paul Shuch, who considers this training the culmination of his half-century of aviation experience, believes it will improve aircraft availability and safety for his students.

“Until now, the nearest approved repair facility for the kinds of aircraft we fly was 100 miles away,” reports Shuch. “Having the ability to do in-house repair and inspections on our own training fleet will minimize downtime, maximize aircraft availability, and allow us immediately to address minor maintenance issues, before they can become safety concerns.”

The course just completed by Shuch and his 15 classmates, experienced aviation maintenance technicians from all over the US and Canada, is the only one of its kind in the US. It is offered several times a year by Rainbow Aviation, in its Northern California facility as well as at Experimental Aircraft Association (EAA) headquarters in Oshkosh, WI. Supplemental training specific to the Rotax engine was provided by California Power Systems in Hayward California, over weekends during Rainbow’s three-week accelerated course. Graduates of both courses earn their FAA Light Sport Aircraft repair certificate with Maintenance rating, as well as Rotax factory authorization to perform line service and light maintenance on that company’s entire line of engines.

The Austrian made Rotax engine, which powers roughly 80% of the Light Sport Aircraft (LSA) fleet, is fundamentally different from the more familiar, locally-produced Lycoming aircraft engine, which Shuch describes as “solid, stable, robust, reliable – and heavy!” Rotax engines have the highest power to weight ratio in the industry, which is important for the very lightweight aircraft that fall under the FAA’s LSA rule. AvSport’s primary flight trainer, for example, weighs only 745 pounds, about as much as a good cross-country touring motorcycle. Its Rotax engine accounts for only 15% of that total weight.

“AvSport is primarily a flight school,” says Shuch. “We’re not interested in competing with the many fine aviation maintenance facilities in our area. Of course, if a local pilot needs a hand with his or her airplane, we’re more than happy to help out, on a workload-permitting basis.”

DOWNLOADABLE PHOTO: <http://www.avsport.org/photos/maint/mechanic.jpg>

CAPTION: Prof. H. Paul Shuch, AvSport’s Chief Flight Instructor (and now Director of Maintenance), inspects a Rotax engine in class at Rainbow Aviation, Corning CA.

- 30 -