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# Manifesto: A Revolutionary Approach To General Aviation Maintenance



## Synopsis

There's a dirty little secret about aviation maintenance: it often breaks aircraft instead of fixing them. • Manifesto • is the much-anticipated first book from renowned aviation columnist and speaker Mike Busch. Written in typical no-nonsense style, it lays out the basis of Mike's minimalist maintenance philosophy for owner-flown general aviation aircraft. An owner who follows the book's guidance can save a small fortune on maintenance costs and end up with a safer, more reliable aircraft. Owners are advised to perform the absolute least amount of maintenance required to make their aircraft safe, reliable and legal | and nothing more. The book explains in detail why engine and propeller TBOs and most other manufacturer-prescribed maintenance intervals should be disregarded. And • Manifesto • explains exactly how to do it.

About the Author: Mike Busch is arguably the best-known A&P/IA in general aviation. In 2008, he was honored by the FAA as • National Aviation Maintenance Technician of the Year. • Mike has been a prolific aviation writer for more than four decades. His • Savvy Aviator • columns have appeared in numerous publications including EAA Sport Aviation, AOPA's Opinion Leader's Blog, AVweb, and magazines for the three largest GA type clubs (ABS, CPA, and COPA). He is renowned for his free monthly maintenance webinars and his standing-room-only forums at EAA AirVenture Oshkosh. Mike has been a pilot and aircraft owner for 45 years with 7,500+ hours logged, and he is a CFII/ME. He's founder and CEO of Savvy Aircraft Maintenance Management, Inc., the world's largest firm providing maintenance-management services for owner-flown aircraft.

## Book Information

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## Customer Reviews

After 50 years as an general aviation aviator, and 40 of those as a general aviation aircraft owner, the information in this book breaks ground in my understanding of aircraft maintenance decision-making. Since I've never skimmed, my maintenance costs haven't been frugal -- and the minimalist maintenance revolution is novel to me. All in this book appears to offer marvelous reductions in maintenance costs in my aircraft operations. So well done. I can't wait to read the next installments. Robin Cole, Jackson, MO.

This book should be read by anyone who owns an airplane. It proposes that pilot-owners take charge of the maintenance of their aircraft and stop replacing things or performing 'preventative' maintenance on things that don't need replacing/maintaining; rather aircraft and their parts should be inspected, monitored, and maintained 'on condition.' All this from a mechanic who knows his stuff and backs up his revolutionary ideas with facts and research. Nothing here is 'new,' the book essentially compiles many articles the author has written over the years in several popular aviation publications. A good deal (if not all) of the information and opinions contained in the book can be had with diligent online research (see AVweb.com, try searching 'Mike Busch'). Read this, then have a serious talk with your A&P. If he balks, give him (or her) this book. If your mechanic continues to resist, consider finding another. It's your airplane, and it's your money.

Mike Busch's book *Manifesto* offers compelling evidence, impeccable logic, and an elegant exposition that point to the need for meaningful change in the dreary and hideously expensive way in which we manage airplane maintenance in private aviation. He shows with hard statistics that time-based maintenance is often dangerous. New and rebuilt engines fail at a greater rate than do older engines. Problems arise most frequently after maintenance, not before. The book is indeed a manifesto in the best sense of the word. He advocates Owner-in-Command aircraft maintenance in parallel with the absolute authority enjoyed by Pilots-in-Command. A large fraction of light-airplane maintenance occurs in response to manufacturer set time limits, not in response to evidence of need. Both manufacturers and airplane repair shops are slaves to the potential liabilities perceived by ambulance chasers dancing in the wake of accidents. Mike proposes an ingenious solution to the problem: Let Owners-in-Command accept the responsibility and liability for maintenance of their airplanes exactly as they accept the responsibility as Pilot-in-Command for the safety of their passengers and airplanes in flight. If you own an airplane, buy a copy for yourself and one for your mechanic. *Manifesto* may well provide airplane owners the motivation and resolve to become

Owners-in-Command.

For those of you who have been reading Mike's columns for many years, most of this material will be familiar. It is a nicely edited, coherent expression of his aircraft maintenance philosophy, with a good discussion of the science behind it. Note that it is intended to be the first in a series of books that delve into the details of various aircraft systems, and is essentially the introductory volume in that series. It's 90 pages long, a couple of hours of very enjoyable reading. Mike describes how you can change your maintenance approach to avoid unnecessary maintenance and the associated DECREASE in aircraft reliability. If you are looking for specific information on maintaining your aircraft - like how to maintain spark plugs - you're going to have to wait for the other volumes - and google Mike's columns for now.




Great book - applies the same common sense logic to small plane engines that I've experienced for years with vehicles. Perform without fail all your standard maintenance items as scheduled by engine manufacturer of course (oil, plugs, systems checks, etc.) and don't scimp on the quality of the replacement parts, but on large ticket items requiring substantial tear-downs follow the old adage "...if it's not broke, don't fix it!". Good read!

A common sense real world experience arguing for less invasive unnecessary aircraft maintenance, and resulting in increased safety, reduced failure and reduced cost - all for the price of really paying attention. Heartily recommended for all owner operators of piston GA aircraft. Good read.

If you're familiar with Mike Busch's webinars, you know what's in this book. There isn't a lot of new material, but it's nice to have it written down in one place and I for one feel we should support Mike by buying his book. He is a voice for reason and sanity in GA maintenance, one that is badly needed.

This book was a GREAT read! I have always felt that rebuilding an engine simply based on an arbitrary TBO number was foolish. Mike's book takes the "if it ain't broke, don't fix it" mentality to a new level for me. And he backs it up with data. I always appreciate people that can logically challenge the "this is the way we've always done it" crowd. Mike is that kind of guy! Great, easy to read book. If you love planes, you'll enjoy this read.

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