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Manifesto: A Revolutionary Approach To General Aviation Maintenance



Synopsis

â œThereâ ™s a dirty little secret about aviation maintenance: it often breaks aircraft instead of fixing them.â • â œManifestoâ • 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 â œminimalistâ • 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 legalâ | and nothing more. The book explains in detail why engine and propeller TBOs and most other manufacturer-prescribed maintenance intervals should be disregarded. And â œManifestoâ • 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 â œNational Aviation Maintenance Technician of the Year.â • Mike has been a prolific aviation writer for more than four decades. His â œSavvy Aviatorâ • columns have appeared in numerous publications including EAA Sport Aviation, AOPAâ ™s Opinion Leaderâ ™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 CFIA/I/ME. Heâ ™s founder and CEO of Savvy Aircraft Maintenance Management, Inc., the worldâ ™s largest firm providing maintenance-management services for owner-flown aircraft.

Book Information

Paperback: 112 pages

Publisher: CreateSpace Independent Publishing Platform; 1 edition (July 7, 2014)

Language: English

ISBN-10: 1500209635

ISBN-13: 978-1500209636

Product Dimensions: 5.2 x 0.3 x 8 inches

Shipping Weight: 6.6 ounces (View shipping rates and policies)

Average Customer Review: 4.7 out of 5 starsÂ | See all reviewsÂ (145 customer reviews)

Best Sellers Rank: #92,433 in Books (See Top 100 in Books) #10 inÂ Books > Engineering & Transportation > Transportation > Aviation > Repair & Maintenance #16993 inÂ Books > Textbooks

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 skimped, 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.

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.

I was a client of Mike Bush's Savvy Aircraft Mx and learned some of these lessons as I went with my first experiment into aircraft ownership. Now that I am on plane number two I think these lessons are the most important an "Owner in Command" can learn

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.

This book was a GREAT read! I have always felt that rebuilding an engine simply based on an arbitrary TBO number was foolish. Mikes 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.

I wish I read this book years ago. The logic behind repairs and maintenance always escaped me. There seemed to be a lack of evidence based decision making in the process with big financial consequences. Getting involved is a must but not easy for some and perhaps tougher yet to find a shop that will go along with this approach. Still well worth the effort. In the last seventeen years we've been lucky to be able to partake in owner assisted annuals. As Mike points out, you still need to be able to challenge a trusted mechanic as I've never met one that has been trained in an approach to such as this.

Since acquiring Cessna Cardinal a number of years ago I have carefully read anything I could find by Mr Busch. I am rabid about doing all I can myself regarding maintenance and any repairs on my pride and joy. Mike's writings have been very helpful to me. I enjoyed this book, very much. Wish it was a lot longer, and will be looking forward to his next work. Thanks Mike for the positive contributions you make to my aviation fun!

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.

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