

Flywell Maintenance: Standard Practice

Effective June 2020

Summary of Standard Practice

- Flywell maintains aircraft that are safe and compliant by applying aircraft-owned maintenance practices, maintaining compliant logbooks, and by utilizing reasonably priced and club-approved maintenance service providers.
- Members are encouraged to participate in shop- and club-supervised maintenance to minimize costs. On a best effort basis, maintenance officers/board members will search for reasonably priced, quality parts from reputable providers. To minimize costs Flywell will maintain stock of consumable parts e.g. tires, tubes, and oil
- Planned maintenance exceeding \$500 requires approval by the Treasurer, or President if the Treasurer is not available.
- Planned maintenance/repair exceeding \$500 should be estimated and competitively bid when practical. The goal is to obtain reasonably priced, quality maintenance services that are club-affordable
- A notice will be sent to the treasurer when unplanned **maintenance** estimated to exceed \$500 is to be performed. Major **repair** of damaged aircraft requires prior board-level approval.
- Aircraft returning from maintenance require a ground/flight check out by the responsible maintenance officer or other pilot designated by maintenance officer.
- Maintenance officers are responsible for maintaining current and compliant aircraft logbooks
- In the interest of maintaining effective relationships with maintenance providers, Flywell will provide post-service feedback to providers that addresses quality of work performed, responsiveness, and quality of communication.

Suggested providers for planned maintenance/general service:

Board-approved maintenance providers for planned maintenance and annuals:

Model/Area	Service provider
Piper	Thunderbird
Cessna	St. Cloud
Engines	Buldoc
Avionics	RC Avionics St. Cloud Avionics
General: structural/skin repair, urgent response/repair, other needs	West Metro

Decision factors for planned maintenance/general service should be guided by: shop expertise, reasonable cost, shop availability, and turn-around time.

Unplanned maintenance service:

- Flywell aircraft that are grounded/inoperative at remote airports in need of service exceeding \$500 require handling per Section 2.5 of the Operating Rules