



WESTWIND NEWS

2995 Lone Oak Circle • Eagan, MN 55121

A Quarterly Publication Regarding the Maintenance and Operation of Westwind Aircraft April 2008, Volume 1 Issue 1

The interchange of maintenance ideas, tips and pointers to improve maintenance and make the job easier is the goal of this newsletter. To keep the flow of information between maintenance personnel, to maintain aircraft systems integrity, to maintain high standards of maintenance and to help personnel keep their aircraft in a high state of airworthiness is another purpose of this publication. To do this we need you to dig down deep into that labyrinth of experience on the Westwind and share your ideas, comments and improvement suggestions. Call Dale Printy at 651-994-1600 or forward your comments to Technical Publications at Worthington Aviation

Please keep the mail back cards coming. This helps Worthington and IAI keep the status of the fleet current in regards to the SB compliances.

WORTHINGTON AVIATION NEWS

Worthington has acquired 21 additional PMAs for the Westwind that will help keep the cost of maintaining the fleet down.

Worthington has also purchased and parted out the first Astra SPX, so if any of you are looking for rotables or expendables for your Astra, let us know.

Worthington Aviation now holds the IAI consignment of parts from New York. This consignment contains the bulk of IAI manufacturing spares and surplus after the last Westwind was produced.

M&O will be held in Las Vegas May 4-7th at the Luxor Hotel for more information, visit Worthingtonav.com.

1124 Westwind Fleet status;	
Flight total for 2007	21,401 hours / 25,137 cycles
Flight total for January	2,208 hours / 2,148 cycles
Flight total for February	1,888 hours / 2,108 cycles
Flight total for March	2,889 hours / 2,047 cycles

TECHNICAL UPDATE

(ATA 25): 121.5 MHz ELT Deadline Reminder

The FAA issued a notice in August 2005 reminding operators that satellite processing of distress signals from 121.5 and 243 MHz emergency locator transmitters (ELTs) is scheduled to end on February 1, 2009. Operators will have to switch to ELTs operating at 406 MHz, which are more reliable and provide search-and-rescue (SAR) agencies more complete information for detection by satellites. The National Oceanic and Atmospheric Association (NOAA) reports that about 99 percent of the 121.5- MHz distress signals it receives each year are false alerts. As a result, rescuers normally wait for extra satellite passes over the alert area or some other verification of an actual emergency before activating a 121.5- MHz SAR response. The delay can mean hours before a SAR mission is initiated for a 121.5-MHz distress alert. In contrast, the response time for a 406-MHz alert is measured in minutes. Because a 406-MHz beacon transmits its own unique digital identification code, the registered owner can be contacted for verification of an actual alert or asked to turn off a 406-MHz beacon transmitting a false alert signal. Quick verification capability means that in the event of a real emergency SAR personnel can be quickly mobilized.



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FAA Mandates Better Voice and Flight Data Recorders

The [FAA](#) is mandating updated aircraft cockpit voice and flight data recorders for airplanes with 10 or more seats and operating under Parts 121, 125 or 135. These improved devices—which are due by March 7, 2012, for in-service airplanes—will yield more data for accident and incident investigators. The rule also mandates these enhancements on all newly built aircraft and helicopters after March 7, 2010. Under the final rule, all CVRs must record the last two hours of cockpit audio instead of the current 15 to 30 minutes; have an independent backup power source for the CVRs to allow continued recording for nine to 11 minutes if all aircraft power sources are lost or interrupted; and use solid-state technology instead of magnetic tape. Also under the new rule, FDRs need to measure aircraft data more frequently than is now required, as well as retain the last 25 hours of recorded information.

Worthington Aviation AMOC

Worthington has pursued and received the following Alternate Method Of Compliance (AMOC)

AD 92-12-02 AMOC ANM-116-08-182. This terminates the repetitive inspection of the 513506 push pull tube. ([ANM-116-08-182](#))

AD 89-12-08 AMOC ANM-119-08-212. This extends the repetitive inspection of the Horizontal Stabilizer titanium splice. ([ANM-116-08-212](#))

Technical Publications

The IPC has gone thru a serious work-up with corrections in the part number indexes taking the bulk of the hits. The AMM has also been improved with chapter listings before the description of the content, which will make it easier to find the corresponding area in the manuals.

MAINTENANCE TIPS:

ATA 08

Please follow the procedure outlined in the AMM Chapter 8 for the weighing and leveling of the aircraft to determine the aircraft CG. There is no other procedure that has been approved by IAI for this procedure. Any other way of acquiring the data may change the CG of the aircraft.

ATA 24

Several instances have been reported of electrical grounding points failing. These connections have developed significant arcing, enough so that the cables have eroded a hole completely through the bulkhead frames. Compliance with the Service Bulletins 1124-24-120 will help minimize this. Pay special attention to the grounding cable GND 87, 88, 89 and 90. These are the attached at frame station 383 on the ceiling. Also, pay attention to the external power connection to the airframe. This is located at frame station 402.810. Holes in the frame may not be visible until the cables are removed.

ATA 27

During routine inspections, look at the elevator torque tubes carefully in the inboard bearing areas. There is a steel bushing on the tube itself that is supposed to be tight on the tube and is the wear surface for the support bearing. We are finding these loose enough to move by hand. They can move out of position causing excessive movement in the torque tubes.

When accomplishing the inspection for the flap flexible drives, look at the attach hardware for the cables to the actuators. We have had several instances of the hardware splitting and the cables becoming loose.

ATA 29

Hydraulic leaks in the lines in the pressurized cabin area have proven to be a recurring problem. There will be a session and training for the perma-swedging of hydraulic lines at our M&O in Las Vegas. This would be a good time to have certified training from the manufacturer so that if needed, you may accomplish your own perma-swedging.



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ATA 35

During an operational check of an aircraft oxygen system, it was determined that a passenger oxygen drop down mask would not let oxygen flow. The fault was in the connection between the smaller tube and the larger tube attached to the barbed fitting on the oxygen drop down box. There is supposed to be clearance for oxygen to flow, in this case the smaller line was squeezed shut and would not allow oxygen to flow to the mask. The part number in question is a 174080-31 Rev "K". The, Batch was LC0526K. This lot had been shipped around July of 2005. A thorough inspection of the masks that are installed in your aircraft is recommended. This inspection should include a functional test of the mask as well as the aircraft system.

Please refer to the IAI AMM 35-00-00 Oxygen system adjustment and test paragraph 1, Steps (1) thru (36).

ATA 53

The inspection criteria will be changing for the fuselage in the areas of the chem. milled skins. The preliminary change will be to add the following: Removal of all sound deadening / insulation above floor level and accomplish a visual inspection in the areas of the chemically milled skins for corrosion. Then reinstallation of new insulation that will be adhered to the outer skin. This insulation will be easier to remove for subsequent inspections.

ATA 56

Next time you are looking at your outer windshields, pay close attention to the little fiberglass pad bonded to the front lower surface of the glass. It is the static bonding strap for the windshield surface; and if it is eroded and missing, static can build up on the surface. When a windshield is replaced, cover the pad up with the same sealant used during windshield installation to protect it.

ATA 76

When DEECs are installed, sometimes the operating switch in the throttle quadrant (#12) for the ground bypass valve will have to be adjusted. This is because of the revised fuel scheduling in the DEEC. It can cause the ground valve to remain open when the engine speed is well above the 52% N1 speed cutoff due to actual throttle arm position. This will show up as a "BLEED AIR OVERPRESSURE" light or a large increase in airflow from the gaspers due to increased bleed air supply.

The easiest way we have found to adjust the switch position is to run the R/H engine and mark the throttle quadrant at 52% N1. Next, shutdown the engine. Remove the electrical connector from the valve (P348) and run a test lead from pin "A" to the cockpit. Move the switch until 28VDC is not present @ pin "A" with the throttle @ 52% position or greater.

ATA 78

When loose rivets are found in the "5000" series engine inlets, please refer to Chapter 54-30-00 page 802 for instructions on replacement. Pay CAREFUL attention to the little detail that tells you that the rivet will STAKE high. The rivet head will NOT be flush so do not try to make it flush. The skin is not thick enough to do that, so in a few hours the rivets are loose again, with no material left in the "D" ring to replace them.

DISCLAIMER – This document is intended to provide Westwind operators an update on current safety/technical issues affecting their aircraft. **It is for informational purposes only.** Any technical content in this publication, where noted, will be submitted for inclusion if the next possible revision of a related technical publication, i.e., Maintenance Manual, Wiring Diagram Manual, Illustrated Parts Catalog, Computerized Maintenance Program Work Cards , Aircraft Flight Manual, etc. (Technical Publications are recognized as the only official publications for maintenance and service of the Westwind Aircraft.)



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FLIGHTSAFETY NEWS

Submitted by Tom Vail, FlightSafety International (FSI), Wilmington Learning Center

FSI Westwind Maintenance Course Schedule

FlightSafety's Greater Philadelphia/Wilmington Learning Center continues to offer Maintenance and Pilot training courses for the 1124/1124A Westwind Series. Upcoming Westwind Maintenance Course dates are listed below. Off-site training at the customer's location may be arranged by contacting Tom Vail at the phone numbers listed below.

Westwind Maintenance Course Schedule

2008 Westwind Maintenance Initial Courses (10 days)

June 16th

November 3rd

2008 Westwind Maintenance Update Courses (5 days)

April 21st

July 28th

October 6th

2008 Westwind Engine run and taxi course

Schedule upon request

For more information or enrollment in any Westwind Maintenance Course, please call either Donna Boccetti or Tom Vail at 800-733-7548 or 302-221-5100. You may also reach them by e-mail at: Donna.boccetti@flightsafety.com or tom.vail@flightsafety.com. To learn more about the Greater Philadelphia/Wilmington Learning Center, logon to www.flightsafety.com, click "Training Locations," and select Philadelphia/Wilmington.

TFE731 ENGINES

For access to the complete directory of Honeywell Engines support team go to the following link:

<http://www.worthingtonav.com/Downloads/C&PS%20Directory0907.pdf>



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