



**A Quarterly Publication Regarding the Maintenance and Operation of Westwind Aircraft**

**March 19, 2004 Volume 2, Issue 2**

**Director's Message**

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By Greg Miller, Director, Westwind Products

**Westwind Product Support**

Welcome once again to our Westwind quarterly newsletter. I'm sure you will find it not only a good read but also a quality source of up-to-date information on the Westwind fleet. I personally want to thank everyone that has commented on the publication to reinforce its continuation.

We held a Westwind Advisory Board meeting in early February as planned, but I did not fill the two positions that remain open. I will be putting an additional effort in this area, as I have had initial interest expressed, and some follow-up information is owed to the interested individuals.

Topics during the meeting included the following bullets, and each is being reviewed for additional action. Updates will be presented as changes and/or improvements are made.

- Main Landing Gear Axle bushing – change greasing groove in bushing
- Cockpits – Pilot and Copilot side windows – reinstate “prism” inspection
- Join 150-hour inspection with the 200-hour for WW 1124/1124A
- Various Maintenance Manual (MM) Chapter 5 revisions requests (5 issues)
- Request to revise greasing instructions on nose steering cables
- Define minimum thickness for cabin window transparency due to continuous polishing
- Add 10% grace period on calendar inspections

Our team continues to make improvements in all aspects of Westwind product support, acting on input given by both internal and external customers. While not always getting it completely right on the first go-around, the effort continues, and our Westwind family members are sharing positive results. It would be something for each of us to be proud of to get a few positive comments on the *Aviation International News* and *Professional Pilot* surveys that are just around the corner. From owner/operators, the Authorized Service Centers, and the entire General Dynamics Aviation Services (GDAS) team, we are making it happen for the Westwind products and have something to be proud of. Keep up the great work! The efforts are definitely appreciated.

I have a new appreciation of the fact that I am part of the process that gives our customers an alternative to lackluster customer service, personal intrusions, and other airline stuff that can aggravate oneself to the bone. While I am completely aware of and respect the premise intended in regards to new airline security requirements, something just seems to be missing the mark. We should all take this opportunity to promote the advantage of corporate aircraft, given current commercial travel constraints. If traveling commercially and I hear someone complaining, I try to take advantage of the situation and ask if their company has thought about a corporate aircraft. I then go into the advantages they would realize with this important business tool. Although they may often laugh at first, they are listening when we finish the discussion.

On the social side, most of us have heard the term "March Madness" and its long association with basketball. Today, however, it seems that our society has pushed so much into the month of March that it is a term used to describe a myriad of activities. Actually, the term was born in Illinois. The annual tournament of high school boys basketball teams, sponsored by the Illinois High School Association (IHSAs), grew from a small invitational affair in 1908 to a statewide institution with over 900 schools competing by the late 1930s. A field of teams known as the "Sweet Sixteen" routinely drew sellout crowds to the University of Illinois' Huff Gymnasium.

In a time before television, before the college game became popular with the average fan, and before professional leagues had established a foothold in the nation's large cities, basketball fever had already reached epidemic proportions in the Land of Lincoln. Henry V. Porter, assistant executive secretary of the IHSAs, originally coined the term. He was so impressed by the phenomenon that he wrote an essay to commemorate it. Entitled "March Madness," it first appeared in the Illinois Interscholastic, the IHSAs's

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magazine, in 1939. The term struck a chord with newspapermen, who used it throughout their pages. During the tournament's "Golden Era" of the 1940s and 1950s, March Madness became the popular name of the event. So now you know "The Rest of the Story."

The year 2004 seems to be off to a solid start for business aviation, and it looks as though, while not a stellar year, it should be an improvement over the last two.

In closing and as always, a special thanks goes out to our regular contributors for the quality effort each puts into their respective articles. Requests for additional content type are always welcomed. Contact me regarding any issues you may have regarding the operation and support of the Westwind aircraft and action will be taken in the effort to provide you increasingly better product support. My e-mail address is as follows: [greg.miller@gdaviationservices.com](mailto:greg.miller@gdaviationservices.com).

## Westwind Parts Update

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By Jon Loth, National Sales Manager – Parts

### PMA Item of the Quarter

Reports from the field have indicated that some aircraft are experiencing bearing migration on horizontal stabilizer trim actuator rod ends. Investigation into this condition has revealed that the rod ends are being held too tightly in the horizontal stabilizer front spar attach points. This is causing excessive axial loads to be applied to the rod end bearings, which leads to bearing migration.

Service Bulletin (SB) 1124-27-151, Horizontal Stabilizer – Inspection of Trim Actuator Rod End Bearings and Replacement of Existing Bushing with Flanged Bushing, released 3/2/04, provides instructions to inspect the horizontal stabilizer trim actuator rod end bearings, ensure correct assembly of the actuator rod ends to the stabilizer front spar fitting, ensure correct installation of the actuator tie rod, and inspect the stabilizer scissors bushings for free play.

Please give us a call for these parts.

### Horizontal Stabilizer Slide Plates

The horizontal stabilizer slide plate part numbers are 403016-XX (dependent on requirement). These parts are PMA'd by Gulfstream and are now in stock. Although the illustrations for these items are not in the current Illustration Parts Catalog (IPC) revision, customers can call GDAS Spares for an illustration and parts detail.

These items will be added to a future revision of the IPC. Please call us for these plates.

Comments concerning parts are encouraged and can be sent directly to Jon Loth, National Sales Manager – Parts, at [jon.loth@gdaviationservices.com](mailto:jon.loth@gdaviationservices.com) or via phone at 920-735-7169.

Please remember that we are available 24 hours daily, 7 days per week, 52 weeks per year for all your Westwind parts requirements. Call toll-free at 866-271-GDAS (4327) or 912-965-4700.

## Technical Update

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### (ATA 34): Reminder – Domestic RVSM to Begin January 20, 2005

This is a reminder that Domestic Reduced Vertical Separation Minimum (DRVSM) airspace is tentatively scheduled to go into effect in U.S. airspace (FL290 to FL410) on January 20, 2005. U.S. airspace is defined as the 48 contiguous states plus Alaska and in the Gulf of Mexico airspace where the Federal Aviation Administration (FAA) provides air traffic services (Houston and Miami Oceanic Flight Information Regions and Jacksonville Offshore Airspace). The FAA has established the North American Approvals Registry and Monitoring Organization (NAARMO) to support implementation and continued safe use of the RVSM airspace. Full DRVSM will provide six additional usable altitudes above flight level (FL) 290 to those available today.

The operational differences in domestic airspace create challenges not experienced thus far in RVSM within the oceanic realm. The domestic U.S. airspace contains a wider variety of aircraft types, higher-density

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traffic, and an increased percentage of climbing and descending traffic. This, in conjunction with an intricate route structure with numerous major crossing points, ensures that it is a more demanding environment than previous RVSM implementations.

At present, it appears that Part 91 operators who already have a Letter of Authorization (LOA) allowing them to operate in RVSM airspace already meet the requirements of DRVSM. Part 135 operators need to ensure that their Operational Specifications (Ops Specs) show RVSM approval for the areas they expect to operate in.

To learn more about the U.S. DRVSM program, point your browser to <http://www.tc.faa.gov/act-500/niaab/drvsm/Default.asp>. To access registration forms and minimum monitoring requirements associated with DRVSM approval, point your browser to [http://www.tc.faa.gov/act-500/niaab/rvsm/naarmo\\_intro.asp](http://www.tc.faa.gov/act-500/niaab/rvsm/naarmo_intro.asp).

The following sources of RVSM help are available for the Westwind series aircraft:

- **Alternative Avionics** — Contact them at 800-371-9292 (phone), 248-666-4456 (fax), or [rvsm@alternativeavionics.com](mailto:rvsm@alternativeavionics.com) (e-mail). Their website is [www.rvsm.com](http://www.rvsm.com).
- **Duncan Aviation** — Contact Ron Hall at 800-228-4277, ext 1349. Visit their website at [www.duncanav.com](http://www.duncanav.com) or send an e-mail to [RVSM@DuncanAviation.com](mailto:RVSM@DuncanAviation.com).
- **Trimec Aviation Inc.** — Contact John Dunn at 888-303-1124 or 817-626-1376, or send an e-mail to [jdunn@1124.com](mailto:jdunn@1124.com). Their website is [www.1124.com/](http://www.1124.com/).
- **Plane Avionics** – Contact John Holland at 678-985-4059.

## **Service Bulletin Update**

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Here is the Westwind service bulletin update for 1st Quarter 2004.

### **Released**

#### **Service Bulletins 1123-27-057 and 1124-27-144**

Title: Flight Controls - Aileron – X-ray Inspection of Left and Right Aileron Control Rod Assembly P/N 513506-503RD and -503RE.

Effectivity: All Serial Numbers

Projected Release: 1st Quarter 2004 (released 3/17/04)

Description: The RD and RE control rods were exempt from previous NDT X-ray inspection because they are supposed to be made of corrosion-resistant steel. However, it has been discovered that these control rods can develop corrosion on the inside diameter of the rod that can go undetected until the failure of the rod.

These service bulletins will provide instructions to perform an initial x-ray inspection of the aileron control rod assembly, P/N 513506-503RD and -503RE, for corrosion, with subsequent inspections to be governed by Chapter 5 requirements. Additionally, these bulletins will provide instructions for the replacement of the -503 RD/RE control rod assemblies with a new stainless steel control rod assembly, P/N 513506-505. Installation of the -505 stainless steel control rod assemblies will terminate the requirement for repeated x-ray inspections.

### **Pending**

#### **Service Bulletins 1123-27-059 and 1124-27-153**

Title: Flight Controls - Inspection and Repair of Inboard Flap Actuators P/N 193544-1 and Outboard Flap Actuators P/N 193544-501 and -502

Effectivity: All Serial Numbers

Projected Release: 3rd Quarter 2004

Description: Investigation into the failures of numerous flap actuators has revealed that the worm gear has worn beyond allowable limits due to excessive torque forces applied to the actuator. These excessive torque forces are being caused by corrosion on the internal tube assembly sleeve, ball nut dragging, and/or incorrect shimming. Due to the high number of flap actuator failures, the 10,000-hour Chapter 5 overhaul requirement will be reduced to 3,400 flight hours or 5 years of actuator service, whichever comes first. These service bulletins will provide instructions to remove the flap actuators and send them to Telair International® for overhaul. This initial overhaul requirement of all flap actuators will be mandatory within one year after the release of the service bulletins. Chapter 5 shall govern subsequent actuator overhaul requirements.

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**Alert Service Bulletins 1123-24A-060 and 1124-24A-154**

Title: Electrical Power - Over Head Panel - One Time inspection of Wire Bundle Routed Above The "No Smoking - Fasten Belts" Warning Sign for Chafing

Effectivity: All Serial Numbers

Projected Release: 1st Quarter 2004

Description: These service bulletins provide instructions for a one-time inspection of the wire harness entering the overhead circuit breaker panel from the cabin area as it passes through fuselage station 83.78. There is a possibility of chafing or other damage to the wire harness at the hinge point whenever the overhead panel is lowered for other maintenance. If not corrected, it is possible for this chafing to lead to the wire harness shorting out and causing extensive damage to the cockpit overhead panel wire harness.

**Technical Publications Update**

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By David Craig, Manager, Technical Information

**General Update**

For 2004, Technical Publications has scheduled two revision cycles (March and July) for the 1124 aircraft Manual Suite and CD-ROM products. The major area being reviewed for improvement is the technical content within the Aircraft Maintenance Manual (AMM) and Illustrated Parts Catalog (IPC). We are working closely with the Westwind team in Appleton and Westwind Customer Advisory Board to ensure that we focus on the right areas and are effectively correcting long-standing issues with the manuals.

We are working with the Israel Aircraft Industries (IAI) Westwind Program Office on several areas of concern addressed during the last Westwind Customer Advisory Board in Dallas, TX. These items, once researched and approved by IAI, will be incorporated in the next scheduled revision cycle following approval.

**2004 PAMA and NBAA Conventions**

As a reminder, Technical Publications will again this year have a representative at the Professional Aviation Maintenance Association (PAMA) national convention and National Business Aviation Association (NBAA) convention. We will meet with Jet Commander and Westwind operators and provide updates on what we are doing to better support these two product lines.

**Publication Change Requests Submittals**

As a reminder, we are continuing our effort for improving the Westwind family of manuals and request that customers finding an error in a manual use the "on-line" Publications Change Request form. This form, which is found on all Gulfstream and General Dynamics Aviation Services (GDAS) Web sites, enhances the ease and speed of submitting change requests to Technical Publications.

To locate the form, access the GDAS Web site ([www.gdaviationservices.com](http://www.gdaviationservices.com)) and click on "Publications and Bulletins" and "Publications Change Request." Follow the instructions provided. Upon submission of the change request, a tracking number will automatically be assigned for your convenience.

We feel this form enhances the ability to receive communications from our customers and allows us to continue to accelerate the refinement process for our products.

**Points of Contact**

- |                  |   |
|------------------|---|
| Colette Chamser  | 912-965-4178, Option 4 / Direct line 912-965-4684<br><a href="mailto:colette.chamser@gulfstream.com">colette.chamser@gulfstream.com</a>   |
| Cheri McKendrick | 912-965-4178, Option 4 / Direct line 912-965-4901<br><a href="mailto:cheri.mckendrick@gulfstream.com">cheri.mckendrick@gulfstream.com</a> |
| Ashley Breneman  | 912-965-4178, Option 4 / Direct line 912-965-5311<br><a href="mailto:ASHLEY.BRENEMAN@GULFSTREAM.COM">ASHLEY.BRENEMAN@GULFSTREAM.COM</a>   |
| David Craig      | 912-965-4463, Cellular 912-484-0971<br><a href="mailto:david.craig@gulfstream.com">david.craig@gulfstream.com</a>                         |

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As a reminder, our commitment is to provide you with the finest technical publications services and CD-ROM products available. Our focus continues to be on improving the accuracy and timely delivery of all products.

Should you have questions or comments about any initiatives, products, or services, please feel free to contact David Craig, Manager of Technical Information.

## **FlightSafety News and Quiz**

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

### **FSI Westwind Maintenance 2004 Course Schedule**

The 2004 Westwind Maintenance Training schedule has been published and distributed in the FlightSafety 2004 Maintenance Training Course Schedule. If you have not received a copy and wish to, please contact Tom Vail or Joy Buoncuore at 800-733-7548 or 302-221-5100. The 2004 Westwind Maintenance Course dates are listed below. Off-site training may be arranged by contacting Tom Vail at the phone numbers listed above.

### **(ATA 21): Last Issue's Technical Quiz – The Rest of the Story**

Your flight crew has returned from a routine flight and reported the illumination of the RED BLEED LINE OVERPRESS warning light during the landing rollout. You perform an operational check of the bleed air system per the Aircraft Maintenance Manual. You are unable to duplicate the discrepancy. All functions appear normal and no abnormal indications are observed during the checks.

Questions:

1. What pneumatic system device(s) activate the BLEED LINE OVERPRESS warning light?
2. What bleed air control configuration may cause this condition (over-pressure/temperature in the bleed manifold) to occur during landing operations?
3. Why did the warning appear, and was it a true or false indication?

Answers:

1. The BLEED LINE OVERPRESS warning light is activated by either the over-temperature or over-pressure switch located on the bleed air common manifold upstream of the refrigeration unit.
2. If the cabin air selector is set to "RIGHT", the ground bypass air valve will open upon landing because all conditions are met. When the crew deploys reversers and increases engine RPM with the piggyback lever (throttles are at idle), pressure and temperature in the bleed air common duct may rise above over-pressure switch or over-temperature sensor limits. As the right engine spools up, the open ground bypass air valve routes unregulated HP bleed air directly to the common manifold.
3. The BLEED LINE OVERPRESS warning will appear and it will be a "true" indication.

There were no correct answers submitted for the December Technical Quiz.

### **(ATA 27): New Technical Quiz**

During a routine "C" inspection, the required lift-dump electrical control check is performed per the 1124/1124A Aircraft Maintenance Manual (AMM). Both main gear oleo switches are in the ground position and throttles at idle during the start of the test. Main hydraulic pressure is applied, the lift dump switch is placed to ON, and the lift dumps deploy. The throttles are advanced and the lift dumps retract because the open throttle microswitches remove electrical power from the control valve.

The throttles are returned to idle and the lift dumps re-deploy. The final check requires placing the left and right main gear oleo switches to the flight mode (one at a time) to verify the lift dump ground latching (anti-bounce) circuit operation. However, when either main oleo switch is placed to flight, the lift dumps retract.

Note: There are no wiring problems and the crew reported no faults prior to the inspection. Remember, a "C" check is in progress.

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Questions:

1. Are the lift dumps working as designed?
2. What are the technicians overlooking that allows the lift dump system to operate normally using the control switch and throttles but is preventing its latching into the “anti-bounce” mode?

E-mail your answers to [tom.vail@flightsafety.com](mailto:tom.vail@flightsafety.com) or contact him at 800-733-7548 or 302-221-5100. The first technician that submits correct answers to all questions will receive a FlightSafety polo shirt and ball-cap.

**2004 Westwind Maintenance Course Schedule**

**Westwind Maintenance Initial Course (10 days)**

July 12, October 11, November 8

**Westwind Engine Run & Taxi Course**

Scheduled on Request

**Westwind Maintenance Update Course (5 days)**

June 28, October 4

**Westwind Maintenance Manager (5 days)**

November 29, or Scheduled on Request

For more information or enrollment in any Westwind Maintenance Course, please call either Tom Vail or Joy Buoncuore at 800-733-7548 or 302-221-5100. You may also reach them by e-mail at [Joy.Buoncuore@flightsafety.com](mailto:Joy.Buoncuore@flightsafety.com) or [Tom.Vail@flightsafety.com](mailto:Tom.Vail@flightsafety.com). To learn more about the Greater Philadelphia/Wilmington Learning Center, logon to [www.flightsafety.com](http://www.flightsafety.com), click “Training Location,” and select Philadelphia/Wilmington.

**ELCORTA Update**

Submitted by Mike Melville, ELCORTA

**(ATA 77): Faulty Engine Oil Temperature Transmitter Can Affect Oil Pressure Indication**

If you are a Westwind owner/operator who is experiencing high oil pressure indication at altitude and have exhausted your troubleshooting skills, here is one more thing you may not have thought of.

Recently, a customer arrived at our facility with the same scenario. Ground runs were performed with redundant gauges to verify the oil pressure was correct. We noticed the complaint was valid only as an indication problem after the oil temperature started to rise. It was found that the oil temperature transmitter was faulty. The result was the oil pressure indication becoming erratic on the ground and reading high at altitude. The oil pressure and temperature are displayed in the same gauge, and apparently, one can influence the other. Replacing the oil temperature transmitter fixed the problem.

For more information on ELCORTA, Inc., you can contact them at 302-323-1959 (phone), 302-322-9061 (fax), [info@elcorta.com](mailto:info@elcorta.com) (e-mail), or online at [www.elcorta.com](http://www.elcorta.com) (website).

## Trimec Update

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Submitted by John Dunn, Trimec

### Flap Actuator Dust Seal

When accomplishing routine inspections in the area of the flap actuators, pay close attention to the dust seal in the end of the actuator. We find them split or missing. This allows dirt and water to be drawn into the actuator housing, which, in turn, leads to corrosion and premature wear of the sleeve bearings and actuator shaft. The dust seal, P/N B132-116-2, is readily available from the General Dynamics Aviation Services parts department.

### Flight Control Balance and Installation

We have recently discovered several aircraft that have been repainted, and the flight control hinge bolts were painted at the same time. Makes one wonder how the facility balanced the flight controls with them installed on the aircraft.

Customers are advised to ask the selected paint shop how they balance the Westwind flight controls. The procedures require that special tooling be used. It has been our experience that most paint shops do not have this available and just use the old “knife-edge“ procedure. Nothing could be more wrong, because it results in substantial weight being added to the control surfaces.

Look at the flight controls prior to accepting the aircraft after painting. We find that the floating bushings are bottomed out at the hinge fittings and the controls are not shimmed properly, allowing the control to be loose on the hinges. The elevators will fit the stab hinges either way; however, the correct way is to have the large, rectangular hinge cutout on the bottom and the tapered cutout on the top. Otherwise, interference can result between the hinge and flight control skin. Contrary to what we heard one shop tell their customers, it is NOT the customer’s choice how the elevators are installed.

### Weighing

Chapter 8 in the Westwind Maintenance Manual (MM) explains the weighing procedure, which can be done by using roll-on scales or load cells on jacks. The procedure does not use wing jacks and a tail stand. The type required is a small jack as in bottle jacks and the single wheel adapters used to change the main wheel or nose wheel on the ramp. It requires you to borrow your buddy’s main wheel adapter, as the aircraft came with only one when new, and you will need two to do the weighing. The aircraft will be wobbly on three small jacks, so that is the best reason to use roll-on scales.

Notice that the approved MM weighing procedures or the formulas called out in the Flight Manual do not ANYWHERE say you can use the wing jack points or a tail jack point (never found that on Westwinds). We still find aircraft that were weighed incorrectly. Take a look in your Flight Manual and see how yours was weighed last time. If you see “tail” anything, it is incorrect.

For more information on Trimec Aviation Inc., you can contact them at 888-303-1124 or 817-626-1376, send an e-mail to [jdunn@1124.com](mailto:jdunn@1124.com), or visit their website at [www.1124.com/](http://www.1124.com/).



**These Trimec Aviation employees proudly display their new Authorized Service Center banner that better identifies them as a member of our GDAS Westwind aircraft support team. Trimec is located in Ft. Worth, TX.**

## Westwind / Commodore Jet Fleet Status

By Curtis Stringfellow, Reliability/Maintainability Engineer

Following is the status of the 1124/A Westwind fleet as of January 31, 2004, based on our records:

- In-service Operations – 1,854,000 hours; 1,422,311 landings
- Fleet Leader(s) – 29,236 hours; 21,804 landings
- In-service Aircraft – 223 North America, 2 Central America, 3 South America, 4 Middle East, 5 Europe, 8 Australia = 245 total
- Twelve-month Dispatch Reliability Average – 99.92%

Following is the status of the 1123 Westwind fleet as of January 31, 2004, based on our records:

- In-service Operations – 57,570 hours; 29,407 landings
- Fleet Leader(s) – 6,872 hours; 5,814 landings
- In-service Aircraft – 12 North America, 1 Central America, 3 South America = 16 total

Following is the status of the 1121/B Commodore Jet fleet as of January 31, 2004, based on our records:

- In-service Operations – 248,124 hours; 86,462 landings
- Fleet Leader(s) – 11,169 hours; 10,609 landings
- In-service Aircraft – 35 North America, 3 Central America, 2 South America, 3 Africa, 1 Caribbean = 44 total

## General Information

- **GDAS Call Center Instructions** – The GDAS Call Center instructions for 24-hour support and access can be found on the [www.gdaviationservices.com](http://www.gdaviationservices.com) Web site by clicking “Contacts”, “Home”, and selecting “24 Hour Phone Support Instructions” from the menu.

- **In-Service Difficulty Reporting** — The In-Service Difficulty Report (ISDR) form is posted on the [www.gdaviationservices.com](http://www.gdaviationservices.com) Web site for your convenience. Use this document to submit detailed information about any difficulties you experience and unscheduled parts replacements on your Westwind aircraft (all 11XX series). To download or open the form, point your browser to [www.gdaviationservices.com](http://www.gdaviationservices.com), click "Resources" and "Forms." Send the completed form to Curtis Stringfellow, Reliability/Maintainability Engineer at Gulfstream – Dallas/Love Field; fax – 214-902-7797; e-mail – [curtis.stringfellow@gulfstream.com](mailto:curtis.stringfellow@gulfstream.com).

- **www.gdaviationservices.com** — Westwind operators can find additional information about available products and services at the [www.gdaviationservices.com](http://www.gdaviationservices.com) Web site.

- **Westwind News on the Web** — With the recent changes to the [www.gdaviationservices.com](http://www.gdaviationservices.com) Web site, the archived issues of *Westwind News* have moved to the “News and Events” menu.

- **Westwind News Distribution** — Distribution of the *Westwind News* has been via e-mail to Westwind operators with that capability and fax to those who do not have e-mail. If you prefer to receive this publication via e-mail, please notify Gary Arms at 912-965-4827 or [gary.arms@gulfstream.com](mailto:gary.arms@gulfstream.com). E-mail is the preferred distribution method due to the clarity of graphics and the ability to retrieve the document from any location with Web access.

## MOLs

The following Maintenance and Operations Letters (MOLs) have been released since the update in the last issue:

- **Westwind-MOL-03-0018**, 12/19/03, Holiday Coverage
- **Westwind-MOL-04-0001**, 1/30/04, Kidde Aerospace Hand Held Fire Extinguisher Airworthiness Directive (AD)
- **Westwind-MOL-04-0002**, 2/23/04, Telephone System

## SBs

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The following Alert/Service Bulletins (ASBs/SBs) have been released since the update in the last issue:

- **Westwind SB 1124-27-151**, 3/2/04, Flight Controls (ATA 27) Horizontal Stabilizer - Inspection of Trim Actuator Rod End Bearings and Replacement of Existing Bushing with Flanged Bushing; Effectivity: Westwind models 1124 and 1124A, all serial numbers with Service Bulletin 1124-55-107 incorporated
- **Westwind SB 1124-29-152**, 3/2/04, Hydraulics (ATA 29) Inspection of Hydraulic Tube Assemblies Below Hydraulic Reservoir at the Drain Box Cutouts; Effectivity: Models 1124 and 1124A Westwind, all serial numbers



**Senior Editor** – Gary Arms

**Contributors** – David Craig, John Dunn (Trimec), Larry Hastings, Gene Herrera, Jim Korzik, Jon Loth, Mike Melville (Elcorta), Greg Miller, Jennifer Miller, Mark Pidgeon, Charles Spurlock, Curtis Stringfellow, and Tom Vail (FSI).

The *Westwind News* is intended to provide quarterly updates on technical and product support, service, training, publications, events, and operational insights for the Westwind aircraft.

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**Contact Information** – General Dynamics Aviation Services welcomes your questions, comments, or ideas about this publication. Send them by phone: 920-735-7066; fax: 920-735-7178; or e-mail: [greg.miller@gulfstream.com](mailto:greg.miller@gulfstream.com). The mailing address is Westwind News, c/o Greg Miller, Gulfstream Aerospace Corporation, W6365 Discovery Drive, Appleton, Wisconsin 54914-9190.

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

