



A Quarterly Publication Regarding the Maintenance and Operation of Westwind Aircraft

March 30, 2005 Volume 3, Issue 3

Director's Message

By Greg Miller, Director, Westwind Products

Westwind Product Support

Welcome back to our regular readers and to those of you receiving the quarterly *Westwind News* for the first time. I appreciate all the positive feedback we get in regards to the newsletter, as it gives us a boost in making sure the content remains at a quality level our readers have come to expect.

Recent happenings include the Westwind Advisory Board meeting held in Dallas, Texas, on February 8, 2005. It was well attended, and it is evident that this group is having an effect and is performing well in getting action items worked from start to finish. The issues list is, for the most part, current and actively being worked. One ongoing frustration has been the availability, turn time, and repair cost of the Pitch Trim Actuators. I am becoming more optimistic that we will eventually have it corrected, but what a ride it has been.

I also chaired a maintenance and operations seminar during PAMA 2005, and while the attendance was light for this meeting, the group was very receptive. No new, unexpected, or significant issues were raised. The information presented will be posted on the gdaviationservices.com Web site for a period of time for your review. Johnny Malone won the model and chose one of the new Westwind II miniatures we have recently acquired. If anyone out there has an idea for some type of promotion that would enable me to provide other lucky individuals with models, please give me a call or send me an e-mail.

Our Materials Group is actively engaged in identifying additional Westwind parts that are good candidates for the Parts Manufacturer Approval (PMA) process in the effort to increase our parts support capability at reasonable pricing. The PMA group has to be commended for their determination in tracking down original build drawings, making interpretations and corrections, and finding new, state-of-the-art materials to replace raw materials no longer available or obsolete.

I hope Spring is just around the corner, as these Wisconsin winters just seem to get longer and colder the more chronologically gifted I become. March Madness is here, so Spring surely can't be far behind.

I am very anxious this year for good weather and dry roads. "Why?" you ask. Well, I make a bold statement that aging is inevitable, but getting old isn't and immaturity can hit at any time. I am proof of it; just ask my loving wife. I tell you this on a personal note, because I became the proud owner of a 1937 Buick Model 66S Coupe this past fall. Let me tell you – I have gotten "Hot Rod Fever" in a big way. My batteries seem to be recharged to the level of my early 20's, and most definitely, my wallet is fast becoming just as empty as it was then, with all the "got to haves" for the new toy. Another thing I have found out after getting my ride is that a lot of my business acquaintances become mesmerized when talking old cars. It doesn't matter what our station is in the business, we become just plain "old car guys," and that is a very good feeling.



Greg's new ride

I am very proud to be involved with the Westwind products at the level I am and that I am able to have such an effective group of individuals helping me make a difference. Our goal is to provide the fleet with ever-improving levels of product support. My only marching orders when I moved into this position was to treat this product line of aircraft as if they were G550s. We have a ways to go, but with a dedicated group of people working toward this goal, expect to see regular improvements for some time to come.

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 are always welcomed.

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Contact me regarding any issues you may have regarding the operation and support of the Westwind Aircraft and action will be taken in an effort to provide you increasingly better product support. My e-mail address is greg.miller@gdaviationservices.com.

Westwind Parts Update

By Mark Pidgeon, Westwind Spares Supervisor

Don't Hold Your Breath

A recent revision to Chapter 5 of the Maintenance Manual indicates you are to replace your passenger oxygen masks if they are beyond the 20-year life limit. As masks are in short supply, Gulfstream Customer Support – Technical Operations can provide an extension letter from Israel Aircraft Industries (IAI) giving you an additional 6 months to comply. The contact numbers are 800-810-4853 or 912-965-4178.

Please place your orders for the P/N 174080-31 and C351-2000-2 masks as soon as possible, as they will be sold on a first come, first served basis.

PMA Items of the Quarter

Step Up With Confidence

After a great deal of effort by our fine Parts Manufacturer Approval (PMA) group, we now have the cabin step legs in stock. They are PMA'd by General Dynamics Aviation Services (GDAS) and are factory new. We know many of you are not using the step, as the legs are broken. Give us a call for replacements – part numbers are 123566-501 and 123566-503.

Desiccant Tubes

Many of you have been purchasing raw materials to manufacture the windshield desiccant tube, as GDAS could not supply any replacements. We now have the P/N 753058-9 tube in stock as a PMA part for only \$46.58 – a 38% savings over the original tube. Buy the GDAS PMA part and keep your flight department on good terms with the FAA.

Comments concerning parts are encouraged and can be sent directly to Cathy Diermeier, Sales Manager – Parts (Appleton), at cathy.diermeier@gulfstream.com or via phone at 920-735-7168.

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

(ATA 28): Verify Correct Part Number for Fuel Flow Transmitter

At the suggestion of resident expert Mike Harvey, we've dug into *The Westwind Communicator* archives and are reprinting a subject previously published in February 1985.

Fuel Flow Transmitters used on Westwind aircraft and those used on British Aerospace aircraft are physically the same. However, if the incorrect transmitter is installed, there could be erratic indication or no indication at all.

The British Aerospace unit can be identified by the manufacturer's part number (P/N) TFF 1573-2 stamped on the unit. The proper unit for the Westwind is P/N TFF 1573. There is no dash number for the Westwind unit.

(ATA 32): Preventive Tire Maintenance

The following is excerpted from the Preventive Maintenance section of Goodyear's aviation tire Care and Maintenance Manual. The manual can be downloaded from <http://www.goodyearaviation.com/tirecare.html>, either in sections or as a complete manual.

Tires cannot be taken for granted on any aircraft. Tire maintenance costs will be at their lowest and tire life will be at its longest if proper maintenance practices are observed. Safe tire operation also depends on proper maintenance. Thus, preventive tire maintenance leads to safer, more economic operations.

Proper Inflation Procedures

Note: Keeping aircraft tires at their correct inflation pressure is the most important factor in any preventive maintenance program.

The problems caused by incorrect inflation can be severe. Overinflation can cause uneven tread wear, reduce traction, make the tread more susceptible to cutting, and increase stress on aircraft wheels. Underinflation produces uneven tire wear and greatly increases stress and flex heating in the tire, which shortens tire life and can lead to tire blowouts. More information about the effects of improper inflation is available in the section Effects of Operating Conditions.

1. Check Daily When Tires Are Cool
2. Inflate to Worst Conditions
3. Use Dry Nitrogen Gas
4. Increase Pressure 4% for Tires under Load
5. Allow 12-Hour Stretch after Mounting
6. Never Reduce Pressure on a Hot Tire
7. Equal Pressure for Duals
8. Calibrate Inflation Gauge Regularly

Refer to the Preventive Maintenance section for details on the above bullet points.

Other sections in the Goodyear manual are General Data; Mounting and Demounting; Inspection, Storage, and Shipping; Retreading; Aircraft Tire Properties; and Effects of Operating Conditions.

As the Turbine Turns

A view from the left seat



By Chad Kale, Aviation Department Manager, EBMS

Shrinking Flight Deck

My name is Chad, and I suffer from dementia. Actually, to be more precise, I suffer from lack of dementia.

Is it just me, or does the flight deck seem to be shrinking? It feels like every time I turn around I have to find another crevice to stuff a new manual into. The onboard documentation seems to be growing at a stifling rate, while the available crevices are shrinking, due to equipment installations. With the addition of RVSM (Requires Very Sufficient Monies) – which I am glad to see has finally come and gone and we can quit talking about it, almost – the manuals continue to stack up.

Following is a list of documents that are carried aboard our Westwind. Now some of these are required and some are for operational purposes, but the result is the same: Airplane Flight Manual, operations manual, flight log, Minimum Equipment List, standard operating procedures and international manual, Reduced Vertical Separation Minimums manual, multifunction display manual and quick reference guide, long-range navigation manual and quick reference guide for each system, Terrain Awareness Warning System manual, traffic collision alert system manual, cockpit reference guide, Code of Federal Regulations, eleven Jeppesen chart binders, and finally, the checklist. I barely have room for my in-flight magazine, which is equally as important as the above mentioned documentation. What else would I do for three hours at a time? Until an Airshow System with a cockpit display is installed, the latest copy of the *Westwind News* is all I have.

Now that we have all these required manuals, we also have the obligation to keep them updated. If you subscribe to a service, then all you have to do is simply install the updates in the manual and sign your name on the revision sheet. If you don't subscribe to a service and you maintain your own manuals, on a regular basis, a person has to check for updates. If there has been a revision and you don't have it on board, technically, you are in violation of any FAR that requires a manual. And don't forget to send a copy of the revision to your friendly FSDO that holds a copy of your manuals.

There are skeptics who would never produce or create a manual that is not absolutely required by regulation. On the other hand, there are incentives that are very seldom mentioned. For instance, take the

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Standard Operating Procedures (SOP) manual that was originally developed by the airlines to increase standardization throughout the pilot base. It has migrated to the Part 91 operators, and the insurance companies have found out about the increased safety standards applied. Now the insurance carriers are offering rebates based on a proactive safety program, which is what an SOP manual promotes. Insurance premiums have always been a hot topic, and conversation is typically focused on the rising cost of premiums. However, I thought I was going to have to find a defibrillator after I gave my accounting controller a check back from the insurance company – that never happens. If nothing else, it gives you something to think about for a minute or two.

Happy flying!

Service Bulletin Update

By Gene Herrera, Customer Support Technical Bulletin Group

Here is the Westwind service bulletin update for March 2005.

Released

None since the 12/30/04 update

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: 4th Quarter 2005

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.

The projected release date has been pushed out to the 4th quarter of 2005 due to parts issues and turn times at Telair.

Service Bulletin 1124-24-155

Title: Electrical Power – Replacement of Remote Control Circuit Breaker in the Main and Alternate Fuel Boost Pump Electrical Circuits

Effectivity: 1124 and 1124A Westwind, serial numbers 187 through 234 except 226, 228, 230, and 231

Projected Release: 4th Quarter 2005

Description: Provides instructions to replace the existing RCCB and modify the airframe wiring to accommodate the new RCCB. Additionally, instructions are provided to modify the left and right DC contactor boxes.

Technical Publications Update

By John Taylor, Senior Technical Writer, Mid-Size Cabin

General Update

Technical Publications is issuing the second revision of 2005 scheduled for July 31, 2005 for the 1124 aircraft Manual Suite and CD-ROM products. Highlight of this revision are as follows:

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Aircraft Maintenance Manual (AMM) Revision 33

Chapter	Page	Change
05-40-03	209/210	X-Ray inspection of the rudder assembly procedures were expanded to cover additional requirements.
24-30-00	(Replace section)	DC Generating System – Adjustment / Test procedure changes to properly adjust paralleling of GCUs.
24-50-00	(Replace section)	Distribution Bus Circuit Breaker Inspection procedure changed to include requirements per SIL 1124-24-019B.
27-00-00	211/212	Replaced foldout artwork with correct Figure.
28-00-00	216	Removed steps that were repeated during this procedure and were not necessary.
55-30-00	203	During review of manual noted torque values in artwork on Pg. 203 did not reflect text on Pg 201. Changed artwork to reflect proper torque.
55-50-00	1	Rear spar bolts and nuts torque value was corrected to 200-300 inch-pounds.

Illustrated Parts Catalog (IPC) Revision 9

Chapter	Figure	Change
26-10-00	1	Correction of part number for Switch Assembly
55-30-00	2	Additional alternate part numbers for bolts and nuts for Vertical Stabilizer Attach Fitting
27-30-00	4	Corrected collar part number for Post SB 1124-27-086.
29-10-00	6	Added O-ring part number for shuttle valve.
32-40-00	2	Added information referring to 29-10-00, Figure 6 for details.

Note: Additional information will be added to these manuals as the approved PCRs are received and processed prior to their release in July 2005.

Revision Schedule – 2005

Revision	Date	Status
Revision Cycle 1	January	Released
Revision Cycle 2	July	Scheduled

Future Revisions – January 2006

AMM – Rev 34
IPC – Rev 10

Publication Change Request Submittals

As a reminder – customers who find an error in a manual should use the convenient 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) 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	800-810-4853 or 912-965-4178, Option 4 / Direct line 912-965-4684 colette.chamser@gulfstream.com
Cheri McKendrick	800-810-4853 or 912-965-4178, Option 4 / Direct line 912-965-4901 cheri.mckendrick@gulfstream.com
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David Craig

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Our commitment is to continue providing 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

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

FSI 2005 Westwind Maintenance Course Schedule

Upcoming Westwind Maintenance Course dates are listed below. Off-site training may be arranged by contacting Tom Vail using the information below.

Westwind Maintenance Initial Course (10 days)

July 21, October 3, December 12

Westwind Maintenance Update Course (5 days)

July 25, November 14

Westwind Engine Run & Taxi Course

Scheduled on Request

Westwind Maintenance Manager (5 days)

Scheduled on Request

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

(ATA 28): Last Issue's Technical Quiz – The Rest of the Story

During a routine flight, the pilot reported the fuel transfer lights illuminated ON then OFF several times before remaining OFF.

Questions:

1. What would trigger this condition?
2. What is the failed component?

Answers:

The auto transfer relay (ATR) contains three sets of electrical contacts. One set of contacts provides an electrical holding circuit to prevent transfer valve cycling due to fuel sloshing when the fuel transfer fuel level is reached. If this set of contacts is not functional, the condition described will occur. The faulty component is the ATR.

There were no correct answers submitted for this scenario.

(ATA 21): New Technical Quiz

Upon return from a four-hour flight, the crew reported that temperature control in the cabin seemed to be stuck on full cold, regardless of the mode or temperature selected. In addition, the EMER AIR TEMP HIGH

light was illuminated. The only way they could warm the cabin was to select EMERG air source and regulate temperature and air flow with the right throttle.

Question:

What component, if electrically open for any reason, will cause this condition?

E-mail your answer to 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.

ELCORTA Update

Submitted by Mike Melville, ELCORTA

(ATA 32): Checking the Main Landing Gear Wheel

When checking the main landing gear wheel assembly on the Westwind 1124 / 1124A during a tire change or other routine maintenance, look closely at the brake keyway liners and the reinforcing ring. Attention to these areas will contribute to the longevity of the wheel and many trouble-free landings.

The steel keyway liners are designed to keep the brake tangs from contacting the wheel assembly. A worn liner can allow the tang to damage the wheel, increasing the chance of cracks. This wear is most evident in the corner of the keyway nearest the center of the wheel. Refer to the wheel Component Maintenance Manual (CMM) for the allowable wear limits.

During this check, also ensure the reinforcing ring is securely attached to the keyways. The rivets holding the reinforcing ring can appear to be intact when, in fact, they are broken. If replacement of a fastener is required, don't forget about the washer between the ring and the flange. An oversized rivet may be used, within the guidelines of the CMM, to repair loose or elongated holes.

For more information on ELCORTA, Inc., you can contact them at 302-322-7757 (phone), 302-323-1959 (fax), info@elcorta.com (e-mail), or online at www.elcorta.com (Web site).

Trimec Update

Submitted by John Dunn, Trimec

Trimec Aviation Inc. is offering Westwind maintenance training at our Ft. Worth, TX, facility through Scott Hill with AccuJet Aviation Maintenance Training. The course is FAA-approved for Inspection Authorization (IA) renewal. The 2005 training schedule can be found on the following pages.

Cooling Turbines

Cooling turbines in the Westwinds have gotten a bad rap for a number of years. Maybe that stems from the costs involved when it fails. A few simple procedures can be followed that might help increase cooling turbine life:

1. When the crew gets the engines running, and before the CABIN AIR selector is turned to the R.H. ENG. position, take just a few seconds to toggle the temp control towards hot. That way, the turbine (which is just sitting there at this point) doesn't have to get slammed with bleed air and accelerate to max cold, which is approximately 60,000 rpm, in just a second or two.

2. Always change the oil EVERY inspection and fill the sump up to the top of the service port. If you see what appears to be small wires in the hole, leave them alone. They are attached to a temp sensor used during bench testing by the manufacturer. Be very careful with the drain plug, which needs to be only slightly more than hand tight. We often see drain plugs that have been put in by gorillas dressed as mechanics, and stripped threads are the result. Sometimes the helicoil can be replaced if enough metal remains.

3. Ask the crew to make normal takeoffs with normal deck angles, if possible, which helps to keep the oil where it belongs. How long do you think your car engine would last if you went down really steep hills all the time at wide open throttle?

4. If you do have a turbine failure, the maintenance manual has instructions on what steps to take. We ALWAYS remove the heat exchanger assembly, grab a pocket full of quarters, and head to the nearest carwash. Hot, soapy water does wonders to get the metal, grit, dirt, bugs, etc. out of the unit. Throw the old water sock out – washing will not save it. Clean the water drain valve at the bottom of the water canister and make sure the tube isn't kinked and the aspirator on the heat exchanger is clear.

Always check the fluid pressure regulator output. For those of you that have access to P&W JT-15D parts, the #4 bleed fitting on the flow divider works perfectly to tap in a gauge and can be left in place for future needs. Check the 35-degree switch for cleanliness, and when you get the turbine running again, make sure the turbine bypass is working.

5. When you are doing routine inspections, pay very close attention to the ram-air adapters – those black things that couple the ram air ducts to the plenum intakes with red hose sections. If they are melted from Skydrol, replace them. If the hoses are disconnected, put them back on and don't overtighten the clamps. A few drops of red RTV helps keep the hoses in place. If they come off and the turbine is operated, it will go into an overspeed condition due to inlet air overheating. This equates to a speed somewhere in the neighborhood of 106,000 RPM plus. It can't be expected to live long in those conditions.

Passenger Oxygen Masks

Maintenance Manual Chapter 5, latest revision, has a new requirement to inspect all passenger O₂ masks every 12 months, overhaul them every 8 years, and replace them every 20 years. This means that every Westwind, except the very last few S/Ns, are over 20 years old and the masks are overdue. Gulfstream has an extension letter for the masks until August 2005. Contact Customer Support at 800-810-4853 or 912-965-4178 for a S/N specific letter and get your masks on order.

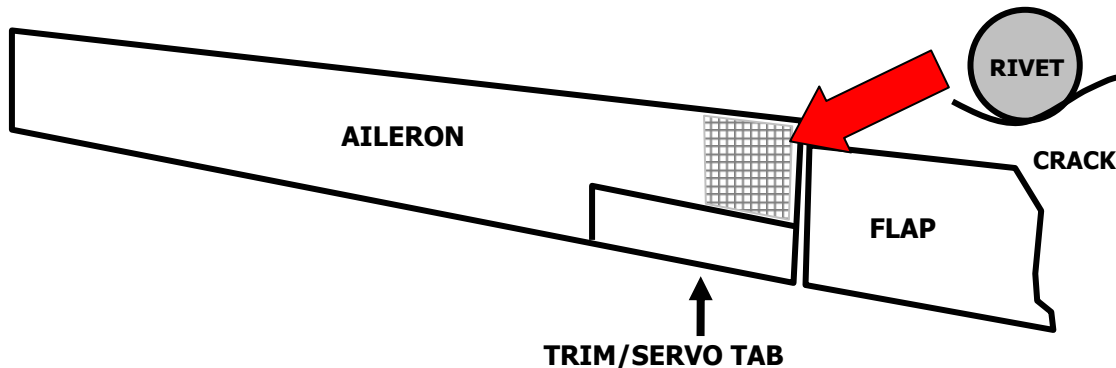
For more information on Trimec Aviation Inc., you can contact them at 888-303-1124 or 817-626-1376, send an e-mail to jdunn@1124.com, or visit their Web site at www.1124.com/.

AccuJet's Quarterly Maintenance Tip

Submitted by Scott Hill, AccuJet Aviation Maintenance Training

Cracks in Aileron Skins

About six months ago, the shop foreman of Trimec Aviation, Doug Newman, showed me an area of concern with the aileron upper aluminum outer skins cracking at numerous rivet holes. The problem seems to be in an area between the inboard edge and the second rib from the inboard edge on both ailerons (see graphic).



As of this writing, Trimec has three ailerons in the hangar that have numerous cracks at these locations. Pay close attention to these areas on both ailerons during future inspections, since this just happens to be a very important piece of the flying puzzle we call airplanes.

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AccuJet Aviation Maintenance Training

Westwind 1124/1124A 2005 Training Schedule

One-Week Update-Refresher Course

- April 4th – 8th, 2005
- May 2nd – 6th, 2005
- June 6th – 10th, 2005
- July 11th – 15th, 2005
- August 1st – 5th, 2005
- September 5th – 9th, 2005
- October 3rd – 7th, 2005
- October 31st – November 4th, 2005



Two-Week Maintenance Initial Course

- April 11th – 22nd, 2005
- May 9th – 20th, 2005
- June 13th – 24th, 2005
- July 18th – 29th, 2005
- August 8th – 19th, 2005
- September 12th – 23rd, 2005
- October 10th – 21st, 2005
- November 7th – 18th, 2005

You can coordinate training events with your aircraft inspections at Trimec. Call AccuJet toll-free at 1-866-581-7999 to schedule your training event.

Westwind / Commodore Jet Fleet Status

By Martin Manning, Reliability Engineer

Following is the status of the **1124/A Westwind** fleet as of February 28, 2005, based on our records:

- In-service Operations – 1,876,199 hours; 1,422,328 landings
- Fleet Leader(s) – 29,517 hours; 21,961 landings
- In-service Aircraft – 223 North America, 4 Central America, 3 South America, 2 Middle East, 1 Europe, 8 Australia = 241 total
- Twelve-month Dispatch Reliability Average – 99.94%

Following is the status of the **1123 Westwind** fleet as of February 28, 2005, based on our records:

- In-service Operations – 76,201 hours; 45,399 landings
- Fleet Leader(s) – 9,494 hours; 9,324 landings
- In-service Aircraft – 12 North America, 1 Central America, 3 South America, 2 Middle East = 18 total

Following is the status of the **1121/B Commodore Jet** fleet as of February 28, 2005, based on our records:

- In-service Operations – 248,774 hours; 86,855 landings
- Fleet Leader(s) – 11,169 hours; 10,609 landings
- In-service Aircraft – 37 North America, 2 Central America, 3 South America, 1 Africa, 1 Caribbean = 44 total

General Information

- **Master Information Record Forms** — Master Information Record (MIR) Forms are posted on the www.gdaviationservices.com Web site. The Adobe® Acrobat® PDF form is for printing, completing, and faxing to Gulfstream. The eMIR form is a Microsoft® Word document that can be completed electronically and e-mailed to Gulfstream. To access the new forms, point your browser to www.gdaviationservices.com and click “Resources” → “Resources Home.”
- **GDAS Call Center Instructions** — The GDAS Call Center instructions for 24-hour support and access can be found on the 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 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 112X series). To download or open the form, point your browser to www.gdaviationservices.com, click "Resources" → "Resources Home." Send the completed form to Bev Smith-Floyd, Reliability/Maintainability Engineer, at Gulfstream Savannah; fax – 912-965-4704; e-mail – bev.smith.floyd@gulfstream.com.
- **www.gdaviationservices.com** — Westwind operators can find additional information about available products and services at the www.gdaviationservices.com Web site.
- **Westwind News on the Web** — Archived issues of *Westwind News* can be found in the “News and Events” menu on the www.gdaviationservices.com Web site.
- **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. 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-05-0001**, 2/3/05. Equipment & Furnishings (ATA 23) – International Civil Aviation Organization Annex 6 for ELT Requirements – Implementation Extension Proposed
- **Westwind-MOL-05-0002**, 2/11/05, Gulfstream Field Service (Update)

SBs

No Alert/Service Bulletins (ASBs/SBs) have been released since the update in the last issue.



Senior Editor – Gary Arms

Contributors – Cathy Diermeier, John Dunn (Trimec), Lynn Hart, Mike Harvey, Gene Herrera, Scott Hill (AccuJet), Chad Kale (EBMS), Martin Manning, Mike Melville (Elcorta), Greg Miller, Mark Pidgeon, John Taylor, 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 series of aircraft.

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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.)

