



A Quarterly Publication Regarding the Maintenance and Operation of Westwind Aircraft

June 25, 2003 Volume 1, Issue 4

Director's Message

By Greg Miller, Director, Westwind Products

Effective Communication – Always the Solution

The 2003 annual AS3 Super Show in Las Vegas was well attended and very informative. I hosted the Westwind M&O (Maintenance and Operations Session) and found it a rewarding experience. While not as well attended as I had hoped for, it was an overall success. I extend special thanks for the great support effort put forth by other professionals within our organization and Israel Aircraft Industries (IAI) representative Ilana Podlovsky.

Don't forget to mark your calendar for this year's NBAA Convention in Orlando, Florida, October 7-9, as we are starting to plan our M&O presentations for Westwind operators. Please make plans to attend this meeting, as you are sure to find it a value-added, informational forum for the Westwind operator community.

General Dynamics Aviation Services (GDAS), under the guidance of Gulfstream and IAI, is committed to provide a level of "World Class Support" for the Westwind product line. The operator meetings at national events is one of the avenues we will use to provide a forum for exchange of ideas, maintenance updates, and other current operational information important to the Westwind fleet.

During our meeting at the AS3 Show, someone asked me about Field Service Representatives for the Westwind product line and who they might be. Being on the job only a short time, my response was, "I didn't know, but that I would find out."

We have decided to take an innovative approach in meeting the overall support needs of our Westwind family of operators. Our GDAS Call Center is available 24/7, and just one phone call will get you the information you need. Phone toll-free 866-271-GDAS (4327) or internationally 214-902-1100 and follow the menu prompts. Included with this issue is the menu you are presented with when you call, illustrating the prompts so you can get right to the area you are interested in. While it is a change from having a name with a face (that a lot of operators have been comfortable with), I feel the call center concept will be one of efficiency and accuracy.

How many little books of information are out there or stored in someone's head that will not get communicated unless that one person happens to get asked. To allow quicker problem solving in the field, we will build a comprehensive database of information.

In closing, I would ask that you be patient in my quest to get an up-to-date operator listing. If you no longer own a Westwind aircraft, or we are getting the information to the wrong person or area, please let me know via e-mail (greg.miller@gdaviationservices.com), so we can improve our performance in this area.

Any other input is also greatly appreciated. We are always looking for information to share with the fleet.

Westwind Parts Update

By Jon Loth, National Sales Manager – Parts

Parts Kits

GDAS Spares Support has "kitted" commonly used parts for component installation and added them to inventory to save you the time of looking up each individual part number. Some examples of kits maintained in our inventory are as follows:

- Fuel Cell Installation Kit (upper and lower)
- Actuator Reseal Kit
- Strut Reseal Kit
- 800-hour "C Check" Inspection Kit

WESTWIND NEWS
JUNE 25, 2003

- 5,000-hour Thrust Reverser Inspection Kit

In addition, we offer many install kits for commonly used rotatable components, as well as a rental silkscreen kit for exterior placards when your aircraft requires paintwork.

Please dial 1-866-271-GDAS (4327) or 912-965-4700 for your Westwind kit requirements.

July Rotable Special

GDAS Spares Support is offering free freight (Federal Express/UPS) for all Westwind rotatable exchange transactions in July. Please remember that our competitively priced rotatables carry a 1-year/1,000-hour warranty (whichever occurs first) on all components.

PMA Item of the Quarter – P/N 513506-505 Aileron Tube

The new and improved Parts Manufacturer Approval (PMA) aileron tube is stainless steel to help preclude subsequent inspection requirements. Please give us a call for this new inventory addition.

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

Please remember that we are available 24/7/52 for your entire Westwind parts requirements. Call toll-free at 866-271-GDAS (4327), or 912-965-4700.

Technical Update

(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 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.

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 (e-mail). Their website is www.rvsm.com.
- **Duncan Aviation** — Contact Ron Hall at 800-228-4277, ext 1349. Their website is www.duncanav.com.
- **Trimec Aviation Inc.** — Contact John Dunn at 888-303-1124 or 817-626-1376, or send an e-mail to jdunn@1124.com. Their website is www.1124.com/. (See this issue's Trimec Update on page 6 for more information.)

Technical Publications Update

Aircraft Maintenance Manual Conversion Update

Our Technical Publications team continues the quality control and cleanup phase of our recent conversion of the 1124 Aircraft Maintenance Manual (AMM). This process is progressing well; however, some technical issues have caused us to move the planned completion date into the 3rd quarter.

As we stated in the last newsletter, following the completion of this cleanup phase, we will be issuing the new AMM in print format to those who subscribe to hard copy service and new CD-ROMs to those that subscribe to the electronic service. We expect to complete the reissuing process very quickly after the completion of the cleanup. The second phase of this conversion effort continues to be the integration of recommended changes that have been in work for several years. A joint effort between our Publications team and the Israel Aircraft Industries (IAI) Program Office will validate the proposed changes prior to incorporation.

Technical Writing Support Changes

We would like to announce that, due to a personnel change in our Dallas, Texas, Technical Publications Group, the responsibility for writing Westwind publications has shifted to Savannah, Georgia. Darryl Jones, the writer previously responsible for the maintenance of the manuals took a technical writing position with Southwest Airlines. We wish him well in his new position.

John Taylor, with our Savannah Technical Publication Group, has assumed the responsibility for the manuals. John has an excellent background in technical writing and a solid background in aircraft maintenance. To ensure a smooth transition, we sent John to training with FlightSafety in New Castle, Delaware, for both the Westwind Pilot's Initial Training (Ground School) and the Westwind Maintenance Initial. This training was completed on May 9.

PAMA Convention

Technical Publications was pleased again this year to meet with Jet Commander and Westwind customers at the Professional Aviation Maintenance Association (PAMA) National Convention and provide an update on what we are doing to better support their aircraft. As the publications support for General Dynamics Aviation Services, we feel the investment that we are committed to for the overall improvement of the technical documentation has and will continue to improve the manual suite over the next few months and years.

Westwind Advisory Board Action Items

During the initial board meeting in Dallas, Texas, the following issues were taken as action items:

1. Can a Publications Change Request (PCR) Form be added to the GDAS (www.gdaviationservices.com) website?

Answer: (Update) We have added an on-line PCR form for our operators' convenience.

2. Provide an article in the *Westwind News* requesting customer assistance for publications and attach the PCR form.

Answer: The request for customer assistance was incorporated in the 4/25/03 *Westwind News*. See the GDAS website for the PCR form.

Publication Change Request Submittals

Customers are encouraged to support the improvement of the Westwind manual suite by advising Gulfstream of inconsistencies and errors. Requests for changes should be submitted to Gulfstream by using any of the following methods:

1. Hotline 912-965-4178, Option 4
2. Facsimile (Fax) 912-965-3520

WESTWIND NEWS
JUNE 25, 2003

Please include your name, contact number, and enough information to identify the manual, page, and the issue or change you would like to see made.

Points of Contact

Colette Chamser	912-965-4178, Option 4 / Direct line 912-965-4684 colette.chamser@gulfstream.com
Cheri McKendrick	912-965-4178, Option 4 / Direct line 912-965-4901 cheri.mckendrick@gulfstream.com
David Craig	912-965-4463, Cellular 912-484-0971 david.craig@gulfstream.com

As a reminder, our commitment is to continue 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. Additionally, we will continue to identify enhancements that benefit all operators. We encourage all Westwind operators who may discover errors with any of the manuals or CD products to submit a change request for our action.

Should you have questions or comments about any initiatives, products, or services, please feel free to contact David Craig, Manager of Technical Information, at 912-965-4463 or david.craig@gulfstream.com.

Operator Input Needed for FRACAS to be Effective

Submitted by Ilana Podlovsky, Israel Aircraft Industries (IAI)

At IAI, as in many other aerospace industries, a Failure Reporting, Analysis and Corrective Action System (FRACAS) is the most effective technique to improve the reliability of all its products.

The basic idea behind FRACAS is, perhaps, easy to understand, but it has been one of the most difficult to successfully implement. Basic understanding of the fundamentals of an effective FRACAS and emphasizing the benefits of successful implementation are the way of convincing users and manufacturers to cooperate in a full and complete failure data collection effort.

It is important to pursue failure analysis to identify root causes of failures and “close the loop” to initiate corrective action. Other key factors are the assessment of cost and payback of an effective FRACAS system.

As a strategic element, the IAI management implements this powerful tool in all its commercial and military activities, in order to improve the reliability, quality, and customer satisfaction of its products, per ISO – 9000 requirements.

A disciplined and aggressive closed-loop FRACAS is considered an essential element in the early and sustained achievement of the reliability growth potential in systems, equipment, and associated software. Consequently, FRACAS has been implemented within many IAI organizations, and emphasis on FRACAS has been singled out as “one of the hallmarks of bench-mark companies.”

According to surveys carried out for years among the aerospace industry manufacturers, FRACAS is the greatest contributor to "Reliability of Products." This must be done in addition to all measures taken into consideration in the “design for reliability” during the development phase.

Thus, performing an aggressive FRACAS – with emphasis on accurate reporting of failures, cooperation of all disciplines in reporting, analyzing failures, and follow-up of the corrective action implementation – will improve product reliability and customer satisfaction.

That is why IAI needs operator input, in order to provide the necessary data for this system to function and return its benefits to the customers. The whole system starts with reporting. Without this data input, the whole infrastructure and resources are ineffective.

Attached to this issue is an In-Service Difficulty Report (ISDR) form that will also be posted on the www.gdavservices.com website. Use this document to submit detailed information about any difficulties you experience and unscheduled parts replacements on your Westwind aircraft (all 11XX series). 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.

FlightSafety News and Quiz

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

Off-site Westwind Training Opportunity

FlightSafety will present an 1124/1124A Westwind Maintenance Initial course in Minneapolis, MN, July 21-August 1, 2003. The instructor will be Bill Schieber. Operators who are interested in attending the course should call Joy Buoncuore or Tom Vail at 800-733-7548 for enrollment information. You may also reach them by e-mail at Joy.Buoncuore@flightsafety.com or Tom.Vail@flightsafety.com.

(ATA 78) Last Issue's Troubleshooting Quiz – The Rest of the Story

In the last issue, we detailed the following scenario that had recently occurred for a Westwind operator:

Prior to landing, the crew performed the normal fault test of the thrust reverser system with no unsafe indications noted. The system was armed for landing. During landing rollout, the thrust reverser levers were moved to idle deploy with no problem; however, both piggybacks were blocked and could not be lifted to increase reverse thrust. After the flight, it was also noted that no "click" was heard in the pedestal when the system fault test switch was pressed.

One wire butt splice failed in the system, causing these faults. Refer to the 1124 Wiring Diagram Manual and identify the wire. Remember, the problem appeared common to both left and right systems.

Fault findings: Neither piggyback solenoid operated, preventing the crew from spooling engines up during the landing rollout. Each solenoid is powered individually by the thrust reverser control circuit on that side; however, both solenoids share a common ground point in the pedestal at DG4. Reference wiring diagram 78-30-01, the continuity of wire 1K37A22N to direct ground connection DG4 was interrupted by a failed butt splice connection. The wiring was repaired, the fault cleared, and the aircraft returned to service.

(ATA 28): New FSI Troubleshooting Quiz

Your flight crew has called you from a remote location with an apparent failed right alternate fuel boost pump. They would like to know if there is a method to make the main boost pump operate and not scrub the flight. No maintenance services are available at their location. You check the FAA Master Minimum Equipment List (MMEL) and see that dispatch of the aircraft with the failed alternate boost pump is allowed, providing the main boost pump is operable. The problem is, the main fuel boost pump won't come on line without fuel pressure in the manifold.

- 1) What action may be taken to "force" the on-side main fuel boost pump to run, even though the boost pump control relay is sensing no fuel pressure?
- 2) Why will this action allow the main fuel boost pump to come on line without fuel pressure present in the engine fuel supply manifold?
- 3) Considering bus configuration, which engine should be started first to ensure the right main boost pump continues to operate during the right engine start cycle?

Please Note: Although the aircraft may be dispatched with one boost pump inoperative, the flight crew should review the Abnormal Procedures found in Section III of the AFM as a precaution, should the remaining pump fail during the flight.

E-mail your answers to tom.vail@flightsafety.com or contact him at 800-733-7548. The first technician that submits correct answers to all three questions will receive a FlightSafety polo shirt and ballcap.

2003 Westwind Maintenance Course Schedule

Westwind Maintenance Initial Course (10 Days)

July 21, 2003 (Minneapolis, MN)

August 4, 2003

October 6, 2003

Westwind Maintenance Update Course (5 Days)

November 17, 2003

WESTWIND NEWS
JUNE 25, 2003

Westwind Engine Run & Taxi Course

Scheduled on request

For more information or to enroll in any Westwind Maintenance Course, please call either Joy Buoncuore or Tom Vail at 800-733-7548 or 302-221-5100. You may also reach them by e-mail at Joy.Buoncuore@flightsafety.com or Tom.Vail@flightsafety.com.

ELCORTA Update

Submitted by Mike Melville, ELCORTA

(ATA 29): Brake and Hydraulic Indicating Fuse Checks

Westwind 1124/1124A maintenance technicians and operators are reminded of the recurring requirement to perform a functional test of the hydraulic fuses in their aircraft. Airworthiness Directive (AD) 98-06-10, Amendment 39-10387, states that a repetitive functional test of the hydraulic fuses in the brake system and emergency hydraulic indicating system will be done every 1,200 hours or 3 years after the initial inspection, whichever ever comes first, in accordance with Westwind Service Bulletin 1124-29-132.

This test is to make sure the fuse will stop the flow of hydraulic fluid after a leak has been detected. Some operators feel the AD no longer applies, if they had the brake fuse checked during brake change or if a fuse had been replaced. This is not so. There is no terminating action for the AD at this time. Both brake fuses and the indicating fuse need to be addressed in signing off the AD. Check your records to be sure you are in compliance with this requirement.

For more information on ELCORTA, Inc., you can contact them at 302-322-7757 or visit their website at www.elcorta.com.

Trimec Update

Submitted by John Dunn, Trimec

ELT Wiring

If you are approaching an 800-hr. "C" inspection, plan on at least installing the wiring for the Emergency Locator Transmitter (ELT). This requirement becomes effective January 1, 2004. The new 406 MHz unit will be required in 2009, but it is twice as expensive as the old 121.5 MHz unit, which is still approved.

RVSM STCs

Within the past few months, Trimec Aviation, Inc., in conjunction with Plain Avionics from Atlanta, has completed all flight test requirements for Reduced Vertical Separation Minimums (RVSM) on 1124 and 1124A models. The operational Supplemental Type Certificate (STC) has been received from AeroMech, and installations are now being done on both models. If you have any questions, feel free to call Trimec, or John Holland with Plain Avionics at 678-985-4059 or (cell) 678-758-0879.

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 website at www.1124.com/.

WESTWIND NEWS
JUNE 25, 2003

Fleet Status

Following is the status of the 1124/A Westwind fleet as of May 31, 2003, based on our records.

- **In-service Operations** — 1,823,398 hours; 1,402,925 landings
- **Fleet Leader** — 28,135 hours; 21,279 landings
- **In-service Aircraft** — 226 North America, 1 Central America, 5 South America, 1 Middle East, 5 Europe, 7 Australia = 245 total
- **Ten-month Dispatch Reliability Average** — 99.87%

General Information

- **Hydraulic Line Integrity** — We have learned that there have been events where hydraulic lines are cracking. On a recent incident, the left main hydraulic annunciator came on about 30 minutes after takeoff, followed by the right hydraulic annunciator. The crew returned to home base, blew the landing gear down, and landing uneventfully. It was found that the pressure line into the lift dump valve was cracked near a B-nut. The hydraulic pumps ran dry for an indeterminate time.

As you go about your routine area inspections, please pay attention for hydraulic fluid staining and fluid leaks. As the fleet continues to mature, we want to ensure we are aware of areas that may become fleet symptoms. Advisory Circular 43-4A identifies problem areas for corrosion, and one of them is around B-nuts and line marking tapes. Corrosion will weaken the line sufficiently to cause failure.

If you have recently experienced a similar situation, please let us know via e-mail to greg.miller@gdaviationservices.com and ron.clarkson@gulfstream.com.

- **Special Conditions for High-Intensity Radiated Fields (HIRF) Protection** — Increased power levels from ground-based radio transmitters, space and satellite communications, and the growing use of sensitive avionics/electronics and electrical systems to command and control airplanes have made it necessary to provide adequate protection from HIRF. Unfortunately, there is no specific regulation that addresses HIRF protection requirements for electrical and electronic systems.

We just wanted to bring this to your attention, as there is a Westwind operator updating systems, and this is an issue. You can read about it in the Federal Register for April 29, 2003 (Volume 68, Number 82, Rules and Regulations, Page 22580-22582). The special conditions in this document contain the additional safety standards that the FAA considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards. To view the information, point your browser to <http://www.gpoaccess.gov/fr/index.html>. In the Quick Search window, type the document's first page number "22580" and click "Submit." When the search page opens, scroll down to "Special Conditions: Israel Aircraft Industries Ltd. Model 1124."

- **www.gdaviationservices.com** — Westwind operators can find additional information about available products and services at the www.gdaviationservices.com website.

- **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.

WESTWIND NEWS
JUNE 25, 2003

MOLs

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

- **Westwind-MOL-03-0008**, 4/25/03, Gulfstream Customer Support
- **Westwind-MOL-03-0009**, 5/12/03, Greg Miller Appointed Director of Westwind Programs
- **Westwind-MOL-03-0010**, 5/27/03, Gulfstream Support – The Monaco Grand Prix
- **Westwind-MOL-03-0011**, 5/30/03, Gulfstream Support – The Belmont Stakes
- **Westwind-MOL-03-0012**, 6/10/03, Oxygen Shutoff Valve Airworthiness Directive
- **Westwind-MOL-03-0013**, 6/25/03, Airplane Flight Manual Emergency Procedures Airworthiness Directive

SBs

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

- **1123 SB 1123-55-056 Rev 1**, 6/23/03, Stabilizers (ATA 55) Stabilizers - Rudder - Inspection for Fatigue Cracks; Effectivity: Model 1123 Westwind, all serial numbers having more than 4,800 flight hours
- **1124 SB 1124-55-150 Rev 1**, 6/23/03, Stabilizers (ATA 55) Stabilizers - Rudder - Inspection for Fatigue Cracks; Effectivity: Models 1124 and 1124A Westwind, all serial numbers having more than 4,800 flight hours



Senior Editor – Gary Arms

Contributors – David Craig, John Dunn (Trimec), Mike Harvey, Larry Hastings, Jon Loth, Mike Melville (Elcorta), Greg Miller, Jennifer Miller, Ilana Podlovsky (IAI), Charles Spurlock, Curtis Stringfellow, and Tom Vail/Joy Buoncuore (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.

Copyright 2003 by General Dynamics Aviation Services, P.O. Box 2206, M/S D-25, Savannah, GA 31402-2206.

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. 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.)



Attachment – Call Center Support Instructions

General Dynamics Aviation Services
500 Gulfstream Road A-01
Savannah, GA 31407

24-Hour Support and Access

Phone Toll-Free 866-271-GDAS (4327) or internationally 214-902-1100 and select from the following options:

Press 1 for GDAS Spares Support Organization

For further options:

- 1) Challenger, Hawker, Falcon
- 2) Astra series/G100, Galaxy/G200
- 3) GI through GV
- 4) Westwind
- 5) For all other aircraft

Press 2 for Westwind Technical Support

For further options:

- 1) Technical Operations
- 2) Service Bulletins
- 3) Data Sales/Contracts/STCs

Press 3 for GDAS Facility Directory

For further options:

- 1) Dallas
- 2) Las Vegas
- 3) Minneapolis
- 4) West Palm Beach
- 5) Westfield

Press 4 for Aircraft Maintenance Scheduling

For further options:

- 1) Master Scheduling
- 2) Dallas
- 3) Las Vegas
- 4) Minneapolis
- 5) West Palm Beach
- 6) Westfield

Press 5 for Westwind Technical Publications

Press 0 for GDAS Operator

In-Service Difficulty Report

AIRCRAFT INFORMATION

MODEL _____ SERIAL # _____ REG. # _____ HOURS _____ LANDINGS _____
OWNER _____ OPERATOR _____

DIFFICULTY OCCURANCE

DATE OF DIFFICULTY _____ AIRCRAFT LOCATION _____
OCCURED DURING: FLIGHT _____ GROUND _____ INSPECTION _____
EFFECT ON MISSION CANCELLATIONS _____ LENGTH OF _____

DESCRIPTION OF DIFFICULTY

SUSPECTED OR KNOWN CAUSES

CORRECTIVE ACTION TAKEN

REMARKS

COMPONENT DETAILS

<u>COMPONENT REMOVED</u>		<u>COMPONENT INSTALLED</u>	
ATA CHAPTER _____	PART SOURCE _____		
IAI PART # _____	IAI PART # _____		
VENDOR PART _____	VENDOR PART # _____		
DESCRIPTION _____	SERIAL # _____		
POSITION _____	TIME ON PART _____	TSN _____	CSN _____
SERIAL # _____	TSO _____	CSO _____	
VENDOR _____	REPAIR TIME _____		
TIME ON PART _____	TSN _____	CSN _____	BACK IN SERVICE _____
	TSO _____	CSO _____	

GENERAL

ASR # _____ PO # _____ PO LINE _____ FLEET STATUS _____
FSR # _____ SO # _____ SO LINE # _____ SUBMITTED _____

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.