



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

**June 30, 2004 Volume 2, Issue 3**

**Director's Message**

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By Greg Miller, Director, Westwind Products

**Westwind Product Support**

Hello, everyone. I find it amazing how the winds of time speed up as deadlines approach, but here we are again – time to get updates on the Westwind fleet.

The first quarter has been interestingly busy, as well as rewarding. I was invited to and attended the Maintenance and Operations Meeting in Shreveport, LA, that was sponsored by Worthington Aviation and Aviation Services Unlimited and hosted by Ron Lasker of Worthington and Wayne O'Berg of Aviation Services Unlimited. I met some operators for the first time, as well as several suppliers that were in attendance. It was informative, and I was able to provide an update on where General Dynamics Aviation Services is with our product support development and improvement planning.

This meeting was just two weeks prior to the Professional Aviation Maintenance Association (PAMA) national convention in Las Vegas, where I hosted the Maintenance and Operations review of the Westwind fleet. I was somewhat disappointed in the operator turnout for these very informative meetings and will be making every effort to see if we can't come up with a venue that would be better suited to the fleet. At this time, we are planning another meeting to be held during this fall's National Business Aviation Association (NBAA) convention, which will also be held in Las Vegas.

I mentioned earlier in this correspondence that the first quarter was both interesting and rewarding. Well, the meeting in Shreveport was at the Horseshoe Casino, and PAMA was in Las Vegas. Was I rewarded by gambling? No way; I am fully adjusted to donating so that someone else can win. I *was* rewarded by meeting new operators, achieving planned objectives, and knowing that the Westwind products are being supported better than ever.

I'm pleased to announce that Chad Kale, Aviation Department Manager for EBMS, Billings, MT, has joined the Westwind Advisory Board. He is very interested in participating, and we look forward to his contributions. The next Advisory Board meeting will be held in September at the Gulfstream Appleton, WI site. We are not anticipating any snow showers until at least the first of October, so things should go as planned.

The team efforts that have been going into Westwind inventory pricing and availability are really paying off in both savings and availability to the fleet. Some items remain higher than we would like, but in these cases, the situation is not one that we can control. One of the big hitters has been the Honeywell 572375-2 cooling turbines, and we do not expect to find pricing relief for this component. We will continue to look for additional opportunities to improve availability and price where it is reasonable to do so. In the case of the cooling turbines, we could not bring a Parts Manufacturer Approval (PMA) replacement to market at a reasonable cost to the operator.

Honeywell is coming to market with some improved engine-related items that will be worth your time and money to look into. The first is the N1 DEEK Upgrade under Service Bulletin TFE731-76-3067 Rev. 15 that is currently available. A new, improved air-oil separator that eliminates the flaking seen with the aluminum style foam element is due out now. In the 4th quarter, look for a new hydrodynamic starter-generator seal that should reduce both carbon seal temperature and coking by incorporating a new lift-off technology that uses an air cushion to ride on.

July is upon us, and it seems that time just goes by faster and faster as the months roll on. I appreciate the help we are getting from the fleet in making our Westwind Program an enviable one, and my hat is off to each and everyone of you that is helping to make it happen.

I continue to get very positive feedback on our quarterly newsletters. The quality of product is due to our dedicated contributors and Gary Arms in Savannah who pulls it all together for us.

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Contact me regarding any issues you may have with the operation and support of the Westwind aircraft, and action will be taken in our effort to provide you increasingly better product support. My e-mail address is [greg.miller@gdaviationservices.com](mailto:greg.miller@gdaviationservices.com).

## Westwind Parts Update

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By Jon Loth, National Sales Manager – Parts

### GDAS Reduces Prices on Over 300 Westwind Parts

General Dynamics Aviation Services (GDAS) has recently reduced pricing on over 300 Westwind items to include both rotatables and consumables, some by as much as 70%! We have looked at inventory levels and competitive pricing and have come up with a listing that will be forwarded to our Westwind customers in July. The listing is very broad and contains everything from hardware to structural components. Please look for this listing and give us a call on any of the items that pique your interest. Quantities are limited in some cases.

### PMA Item of the Quarter

#### Westwind Cockpit Side Windows (post Service Bulletin 1124-56-113)

- P/N 343017-507 (Pilot)
- P/N 343003-501 (Copilot)

The windows are supplied with the metal retainers.

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 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.faa.gov/ats/ato/drvm/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:

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- **Alternative Avionics** — Contact them at 800-371-9292 (phone), 248-666-4456 (fax), or [rvsm@alternativeavionics.com](mailto:rvsm@alternativeavionics.com) (e-mail). Their Web site is [www.rvsm.com](http://www.rvsm.com).
- **Duncan Aviation** — Contact Ron Hall at 800-228-4277, ext 1349. Visit their Web site at [www.duncanaviation.com](http://www.duncanaviation.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 Web site 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.

### Released

#### 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

Released: March 2, 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.

#### Service Bulletin 1124-27-151

Title: Flight Controls – Inspection of Trim Actuator Rod End Bearings and Replacement of Existing Bushings with Flanged Bushing

Effectivity: All Serial Numbers

Released: March 2, 2004

Description: This service bulletin provides instructions to inspect the horizontal stabilizer trim actuator rod end bearings, to ensure correct assembly of the actuator rod ends to the stabilizer front spar fitting and ensure correct installation of the actuator tie rod and to inspect the stabilizer scissor bushings for free play. Additionally, instructions are provided to replace defective rod ends and stabilizer scissor bushings.

#### Service Bulletin 1124-29-152

Title: Hydraulics – Inspection of Hydraulic Tube Assemblies Below Hydraulic Reservoir at the Drain Box Cutouts

Effectivity: All S/Ns

Released: March 2, 2004

Description: This service bulletin provides instructions for a one time inspection of the drain box cutouts to ensure a minimum of 0.16 in. clearance exists between the tube assemblies and drain box cutouts and to install grommets in the cutouts.

### 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 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

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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.

## Technical Publications Update

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By David Craig, Manager, Technical Information

### General Update

Technical Publications has just completed the first of two revisions scheduled for 2004 for the 1124 aircraft Manual Suite and CD-ROM products. Highlights of this revision follow:

### Aircraft Maintenance Manual (AMM) Revision 30

Chapter	Pages	Change
5-10-00	203/204	Changed note, Changed X-Ray Requirement to Visual Inspection; Moved 10,000-Landing Inspection requirement from Overhaul or Replace to Replace Column
5-25-00	202	Added Rod Assembly 513506-503-503RD/-503RE requirement and replacement Stainless Steel Tube as replacement (SB1124-27-144)

### Illustrated Parts Catalog (IPC) Revision 6

Chapter	Pages	Change
24-30-00	1	Added SAFT Battery as alternate
27-40-00	7	Added part numbers called out in SB1124-27-151
29-10-00	20	Added pump and gasket information
55-10-00	3	Added part numbers per SB1124-27-151

### Non-Destructive Testing (NDT) Manual Revision 6

Chapter	Pages	Change
27-10-00	2	Changed reference of X-Ray Inspection to Visual Inspection

### Phase Inspection Program Revision 18

Chapter	Pages	Change
CAL/SPEC INSP & REP/OV SCHEDULE	2	Changed "Not applicable to -503RD or 503RE rod assembly, post SB 1124-27-100, Rev. 2" to include -503RD and -503RE in X-Ray Inspection requirements

### 2004 Revision Schedule

Revision	Date	Status
Revision Cycle 1	April	Issued
Revision Cycle 2	July	Additional PCRs being closed out for AMM and IPC

### Publication Change Request Submittals

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](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.

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**Points of Contact**

Colette Chamser	912-965-4178, Option 4 / Direct line 912-965-4684 <a href="mailto:colette.chamser@gulfstream.com">colette.chamser@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 and Bill Schieber, FlightSafety International (FSI), Wilmington Learning Center

**New Maintenance Instructor Joins the Wilmington Staff**

Jerry Gullekson has joined the Maintenance Instructor staff at FlightSafety International – Wilmington. Jerry has many years of Westwind and Astra/G100 technical experience along with over 10 years teaching aviation technical training. Jerry will be co-teaching with Bill Schieber and Tom Vail in both the 1124 and 1125 programs. Additionally, Jerry is developing avionics courses for Advanced Surveillance and Navigation Systems such as TCAS, TAWS, FMS, GPS, HUD, etc. These courses will be helpful for any technician wishing to expand their knowledge of today's avionics systems.

**FSI Westwind Maintenance 2004 Course Schedule**

The remaining 2004 Westwind Maintenance Course dates are listed below. Off-site training may be arranged by contacting Tom Vail or Joy Buoncuore using the information below.

**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)**

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.

**(ATA 27): Last Issue's Technical Quiz – The Rest of the Story**

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 are 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.

**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?

**Answer:**

Yes, the lift dumps are working as designed; however, during a “C” check inspection, the forward relay panel located under the copilot’s seat is routinely removed for inspection. Because the lift dump “ground-latching” relay (LDR) is located in this panel, the anti-bounce feature is disabled if the forward relay panel electrical connector is removed. Lift dump control valve electrical control power will still flow through the throttle switches and main gear ground contact switches, but the lift dump latching relay is removed from the lift dump control system because the forward relay panel connector is removed. Hook the electrical connector to the forward panel, and the lift dump functional test should now operate “as advertised.”

Congratulations to Ed Listwan of Stockwood, Inc. for promptly answering this quiz with the correct response.

**(ATA 30): New Technical Quiz**

During a routine engine run/leak check following a scheduled inspection, the technician has started the number 2 engine first and keeps engine speed remaining at idle while the leak checks are performed. The right engine nacelle anti-ice valve has mechanically failed open and HP bleed air is flowing to the right engine nacelle.

**Questions:**

1. In this configuration, what cockpit indication will be present?
2. What action can be taken after an engine has been started to assure the nacelle anti-ice valve is opening and closing normally?

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.

**ELCORTA Update**

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Submitted by Mike Melville, ELCORTA

**(ATA 32): Proper Main Landing Gear Alignment Reduces Costs and Downtime**

Edge wear on a Westwind 1124/1124A main landing gear tire is a common occurrence that can usually be corrected with proper gear alignment. If left unchecked, it can lead to costly strut repairs.

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If your aircraft is experiencing main landing gear tire wear problems, ask your maintenance facility to check the gear for proper alignment. This can be done during routine visits or scheduled inspections. It normally requires shimming the torque links, servicing the struts, and checking tire pressures.

The procedure for aligning the gear is not complicated, but it does require a little time and patience. Pay particular attention to the boss on the upper and lower strut legs where the torque links attach. These holes become elongated and can be repaired if found early enough. Any worn parts found should be repaired or replaced.

The landing gear is an important part of any aircraft. Maintaining proper gear alignment can be satisfying to both the operator and technician by reducing costs and downtime.

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) (Web site).

## Trimec Update

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Submitted by John Dunn, Trimec

Trimec Aviation Inc. is now offering Westwind maintenance training at our facility. We have made a classroom available for Scott Hill with AccuJet Aviation Maintenance Training. He has completed initial training for two of our mechanics. The course is FAA approved for Inspection Authorization (IA) renewal. Where else can you send mechanics to a facility that actually has Westwinds available in various stages of inspections and repairs in the same building? Contact Scott with any questions at 817-781-5612 cell or 866-581-7999 toll-free to discuss requirements (<http://www.accujet.net/Westwind.htm>).

### **Service Bulletin 1124-27-144 – Aileron Rod 513506-503RE or RD Inspections**

Before you schedule this inspection, please contact us here at Trimec and see if we have already done the NDT on your rods. We were aware of the problem several years ago and notified IAII and Galaxy about it. We sent corroded rods to IAII for evaluation, and we continued to inspect all rods during the 5-yr./5,000-hr. recurring inspections as they came through the shop, even though they were not required to be included in the recurring schedule. We have a list of every serial number that we did. If you recently bought your aircraft, or just need to know if we did it, call us, and we can send a log entry if needed.

### **Service Bulletin 1124-24A-154 – Wire Bundle Inspection**

The intent of the bulletin is to prevent chafing of the wiring as it passes through the cutouts at the rear of the overhead panel. Unfortunately, it makes no mention of the cockpit door header that, in most cases, pushes the wire bundle up hard and really causes major damage to the wire coverings. This header is normally covered in a mirror material or a laminate, either of which has sharp edges. Look at your installation and remove enough material from the header to clear the bundles. This might require removal of at least 1–2 inches from the header.

### **Service Bulletin 1124-55-148 Part “B” – Vertical Stabilizer**

Make sure that whomever you get to do the installation reads and understands the fasteners called out for installation. No where is an AD470AD rivet used. The HiLoks are used only in the frame, not in the stringers or skins.

### **Temporary Revisions for Engine Interval Extension**

Honeywell has issued Temporary Revision Nos. 72-144 and 72-145 for the TFE-731 Turbofan Engine Manual. These revisions increase the interval between inspections to 200 hours to more closely align the engines with the airframe inspection intervals. Maybe now IAII will do away with the 150-flight hour inspection.

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/).

## Westwind / Commodore Jet Fleet Status

By Curtis Stringfellow, Reliability/Maintainability Engineer

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

- In-service Operations – 1,877,277 hours; 1,432,794 landings
- Fleet Leader(s) – 29,450 hours; 21,926 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 – 99.95%

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

- In-service Operations – 57,589 hours; 29,426 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 May 31, 2004, based on our records:

- In-service Operations – 248,749 hours; 86,830 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

- **New Master Information Record Forms** — New Master Information Record (MIR) Forms have been added to the [www.gdaviationservices.com](http://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](http://www.gdaviationservices.com) and click Resources → Forms.

- **GDAS Call Center Instructions** — The GDAS Call Center instructions for 24-hour support and access can be found on the <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 112X 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.

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**MOLs**

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

- **Westwind-MOL-04-0003**, 5/04/2004, European Reduced Vertical Separation Minimum (RVSM) Height-Monitoring Requirements
- **Westwind-MOL-04-0004**, 6/03/2004, Gulfstream Support – The Belmont Stakes
- **Westwind-MOL-04-0005**, 6/16/2004, Gulfstream Support – The U.S. Open Golf Championship

**SBs**

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

- **Westwind SB 1123-27-057, 1124-27-144**, 3/17/2004, Flight Controls – Aileron – X-Ray Inspection of Left and Right Aileron Control Rod Assemblies P/N 513506-503RD and -503RE
- **Westwind SB 1123-24A-060, 1124-24A-154**, 3/22/2004, Electrical Power Overhead Electrical Panels – One-Time Inspection of Wire Bundle Routed Above the "No Smoking – Fasten Seat Belt" Sign for Chafing



**Senior Editor** – Gary Arms

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

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.)

