



A Quarterly Publication Regarding the Maintenance and Operation of Westwind Aircraft

June 30, 2005 Volume 3, Issue 4

Director's Message

By Greg Miller, Director, Westwind Products

Westwind Product Support

June is here, and we are halfway through 2005 with “plenty of irons in the fire,” so I imagine the rest of the year will go by just as quickly it has to date.

One of the most significant challenges to the fleet remains the Pitch Trim Actuators, and in the last issue, I stated that I was becoming more optimistic that we will eventually have it corrected. Well, my optimism has waned with recent events, but I am actively involved with others to improve overall performance of the program.

On one front, Ontic Engineering has the FAA involved in correcting documentation and verifying that ten specific actuators have proper extend and retract dimensions. Operators of aircraft that have these actuators have been contacted with instructions for completing the required checks.

Another area of concern has been the actuator’s weak performance while in service. Failed primary motors and corrosion continue to be expensive nuisances. Actuators with substantially fewer landings than the required 2,500-landing overhaul interval show signs of water retention and resultant corrosion when sent to Ontic for repair of the failed motors. A Maintenance and Operations Letter (MOL) is forthcoming regarding inspecting the actuator drains. See the article on page 3 for more detailed information.

A personal update is in order, as I am soon to be on the move. In the last issue, I mentioned my acquisition of a 1937 Buick and being excited to get it on the road. Well, I still have the front suspension sitting on the garage floor ready to assemble, but due to other events, it has not moved along quite as planned.

In an effort to improve our services for the Westwind fleet, I will be relocating to the Savannah site full-time as of September 1, 2005, with a couple of two-week stints thrown in this summer. My wife and I are looking forward to the move, as it will put me closer to the necessary resources that I rely on and will allow me the opportunity to see Israel Aircraft Industries (IAI) representatives on a quarterly basis.

My wife, on the other hand, is finally admitting that she hates the Wisconsin winters – defined as nine months of winter and three months of poor sledding. We have never explored the Southeast, so we are looking forward to the many new experiences that are in store for us. During the transition to Savannah, I will make sure my new phone numbers are available so that we can stay connected.

I hope you find this newsletter informative and an interesting read. We thank our contributors for fitting an article into their already busy schedules. I look forward to the published issue and read it thoroughly. As always, feel free to contact me with any issues you may have regarding the operation and support of the Westwind aircraft. Action will be taken in our efforts to provide you increasingly better product support. My e-mail address is as follows: greg.miller@gdaviationservices.com.

Westwind Parts Update

By Mark Pidgeon, Westwind Spares Supervisor

PMA Items of the Quarter

Main Gear Door Fittings

New replacement main gear door fittings, P/N 263022-3, are in stock. The old door attach fittings have been repaired over the years, and many have loose attach fasteners, causing the doors to vibrate when extended and to not fully close when retracted.

The original price was \$507.96. The new PMA replacement price is \$217.00, which is 64% less!

Nose Gear Spade Door

At the request of our service centers, we will begin supplying the nose gear spade door without the hinge attached. The door is P/N 283008-501-51; the hinge is P/N 283025-1.

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

By Mike Harvey, Customer Support Mechanical Systems Group

(ATA 21): How to Give the Refrigeration Bypass Valve a Rest during Maintenance

Have you ever heard your aircraft's refrigeration pack's refrigeration bypass valve cycling during maintenance in the hangar with power on the aircraft? This is the valve reacting to the auto-temp system and intermittently making slight position changes in response to commands from the auto-temp control box.

Although this is a sturdy system and valve, both would benefit from a rest during maintenance. Here's how: Place the "Auto-Temp/Manual" control switch to "Manual" when the aircraft is powered in the hangar. The bypass valve will then rest comfortably until the next flight.

(ATA 32): Improved 1124 Fuel Boost Pumps

Through the years, Westwind operators have experienced problems with Intertechnique fuel boost pump reliability. As a result, an alternate and improved fuel boost pump was approved for the 1124 installation equipped with the "dry-sump" feature.

Service Information Letter 1124-28-103 Rev. 1 advises operators of the availability of fuel boost pump P/N 653744-507, which is a direct replacement for all previous dash numbers and has exceptional reliability. The -507's major design advantage over the Intertechnique unit is its "wet-lubricated" motor concept. In the -507, the armature, bearings, brushes, etc. are continually lubricated, cooled, and cleaned by fuel during pump operation. The original design utilized conventional "dry" armature bearings.

Operators of 1124 aircraft should note the advantages of these improved fuel boost pumps.

(ATA 5/55): Inspection of Horizontal Stabilizer Trim Actuator Drain Holes

A forthcoming Maintenance and Operations Letter (MOL) concerns inspection of drain holes in the Horizontal Stabilizer Trim Actuator, P/N 543502-1 or 543502-501.

Maintenance Manual (MM) Chapter 5, section 5-20-06, page 201, lists certain inspection requirements for the Horizontal Stabilizer Trim Actuator at 400-hour intervals. One of the inspection items is to ensure that the drain holes located at the bottom of the actuator (as installed) are free of grease and foreign matter.

The drain holes can appear unobstructed during a cursory visual inspection (see graphic). However, the drains are becoming blocked at the internal surface of the actuator (see graphic), and only by inserting something non-marring like a coffee stir stick and moving it around will you be able to determine if water and/or corrosion are present. The grease and/or material gathered by the probe will appear orange or have moisture on it if the drain has become plugged. If water is present, the unit must be replaced.

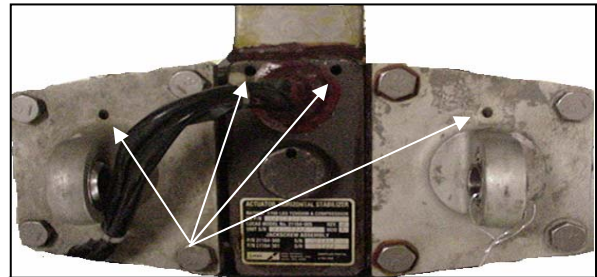
A publications change request will be submitted to clarify the inspection process. The inspection is currently at 400 hours, and we may drop it to 200 hours or six months while we continue to work at eliminating the possibility of water ingestion.



Note plugged drain hole at internal surface; external surface appears to be open.



Close-up of one trim actuator's corroded internal parts



Drain holes to be checked on the actuator base exterior

As the Turbine Turns

A view from the left seat



By Chad Kale, Aviation Department Manager, EBMS

Jobs Creation Act?

I am sure most of you are aware of the American Jobs Creation Act of 2004 (H.R. 4520), signed into law in October 2004. This law has many venues, most of which I have no idea what they mean or whom they apply to. There's a section on sonar usage to find fish, another on simplification of excise tax for bows and arrows.

There is a section, however, that applies to you and me. Just after charitable contributions when natives are whaling in Alaska, one will find the part on bonus depreciation for aircraft. (When the powers that be

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decided to make this law, I wonder what they were thinking when they categorized the sections. What would lead you to think that aircraft comes after whaling, but before EPA sulfur regulations? There is no possible way I could make this up. If you think I am kidding, have a look; it is really boring stuff.)

There are two parts that pertain to us. The first is if we can buy a new aircraft and put it into service by the end of 2005, we get to increase the amount we can depreciate on our taxes. All in all, we really have no use for this rule – unless someone starts making Westwinds again.

The second rule, which falls after application basis for nonresident aliens, is labeled Limitation of Employer Deduction for Certain Entertainment Expenses and has far reaching implications. I am clearly not a lawyer nor an accountant, so trying to decipher what this law actually means is problematic at best. However, I will tell you what I know and how it affects us. In basic laymen's terms, the IRS wants more of a cut when the CEO uses the airplane for personal use. The old way of calculating a rate to charge the owner based on miles flown and seats occupied is no more. Using the Standard Industry Fare Level (SIFL) calculation, the owner was charged so many cents per nautical mile per seat when the aircraft was operated for personal use. This worked well. On a thousand mile trip, the boss was charged \$360 dollars per seat plus a landing and departure fee.

The new rule, however, is not so simple and definitely not as friendly. It says the owner will be charged as compensation for the ACTUAL COST OF THE AIRCRAFT. I know you are thinking this is not that big of a deal – Direct Operating Costs (DOCs) on a Westwind are in the \$1,200 to \$1,500 per hour range. This is definitely an increase, but bearable.

Nice try, but not the case. The way it was explained to me is that all the expenses for the entire year will be added up. That amount will be divided by the hours flown, which will render a complete hourly operating expense. This new hourly operating includes DOCs and fixed costs, and this is the amount that will be charged to the owner. Okay, that hurts a lot more, but when the boss takes a trip, he will make a phone call when he gets there, and we will call it a business trip. Unfortunately, the law makers thought of everything. IRS notice 2005-45 provides guidance (actually, more limitations) on what we can and cannot call "entertainment." Notice 2005-45 went into effect on June 13 and becomes the new bible for limitations of entertainment flying.

These rules will affect each of us differently, depending on how the aircraft is operated. Some will see a different record keeping process, and some will be looking for work. The only thing we can do is educate our finance and legal departments and hope for a lineate amendment in the future.

Happy flying!
ckale@ebmstpa.com

Service Bulletin Update

By Gene Herrera, Customer Support Technical Bulletin Group

Here is the Westwind service bulletin update for June 2005.

Released

None since the 3/30/05 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: 2nd Quarter 2006

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.

The projected release date has been pushed out to 2nd quarter of 2006 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: 2nd Quarter 2006

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:

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 | 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.

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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 |
| Ashley Williams | 800-810-4853 or 912-965-4178, Option 4 / Direct line 912-965-5311 ashley.williams@gulfstream.com |
| David Craig | 912-965-4463, Cellular 912-484-0971 david.craig@gulfstream.com |

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 or Valerie Marvel using the information below.

Westwind Maintenance Initial Course (10 days)

July 11, 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

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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 21): Last Issue's Technical Quiz – The Rest of the Story

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?

Answer:

The fault lies in the duct temp high switch located on the conditioned-air mixing plenum beneath the cabin center aisle. The duct temp high switch provides ground potential for the automatic and manual temperature control relays. If the switch fails electrically "open" or the temperature in the conditioned air duct reaches 350°F, both temp control relays are de-energized. In this configuration, 28VDC bus voltage will be supplied through either the auto or manual temp control relay to the "cold" drive circuit of the refrigeration bypass valve. The condition will remain until the electrical ground signal to the relays is restored or the temperature in the duct falls below 350°F.

No correct answers were submitted for this quiz.

(ATA 24): New Technical Quiz

The pilot squawks that, during the first engine start, the engine will rotate when the START button is depressed, but spools down as soon as she releases the switch.

Questions:

1. What is the most likely defective electrical component?
2. Can you start the engine by holding the START button?

E-mail your answers to jerry.gullekson@flightsafety.com or contact him at 800-733-7548 or 302-221-5100. The first technician who submits correct answers to the questions will receive a FlightSafety polo shirt.

ELCORTA Update

Submitted by Mike Melville, ELCORTA

(ATA 32): Proper Nose Landing Gear Strut Servicing Prevents Towing Damage

Air crews and ground personnel are reminded to monitor the service height of a Westwind's nose landing gear. With the crew and passengers out of the aircraft and the nose strut properly serviced, the upper scissor should be just above the nose wheels (see photo).

Although the scissors are disconnected for towing, a low strut will allow the upper scissor to become trapped between the nose tires. If the aircraft is handled in this condition, its steering limits can be exceeded, resulting in damage to the nose gear components and airframe structure. If you suspect the plane was moved while you were away, look for scuff marks on the inside of the tires



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and rims and on the scissor, which may suggest the aircraft was improperly handled.

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.

Passenger Oxygen Masks

For those of you who have not seen the latest revision to Maintenance Manual Chapter 5, replacement of the passenger oxygen masks (if they are beyond the 20-year life limit) is a new requirement. Passenger oxygen masks are now being shipped to us from General Dynamics Aviation Services (GDAS). You should place your masks on order if you have not already done so. The extension letter from Gulfstream is good only until August.

Pitch Trim Actuators

If a pitch trim actuator on your aircraft is approaching the 2,500-landing overhaul, contact Gulfstream for a “no-charge” extension. There are no rental units available at this time, but Ontic is working on speeding up the repair/overhaul processes.

Landing Gear Check

The landing gear check during the 400-hour “B” and 800-hour “C” inspections includes completion of a 1.5-hour up-and-locked check. The gear must stay in the well with no hydraulic pressure and reservoir head pressure released.

We are finding quite a few aircraft that fail this check. One of the things to look at is the thermal valve in the uplock system (located beneath the batteries). Also, the gear selector valve has an internal check valve that can leak, dropping the gear from the wells.

If you are having problems with this system, call Doug St. Don, the resident “gear guru” at Trimec.

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

Hello, Westwind Operators and Maintainers,

It’s summer time – that time of year when we break out the fans and mobile air conditioning units in order to make our aircraft maintenance jobs more tolerable. Heat really slows down productivity, and it’s hard on the body, as well as being very hard on your Westwind!

The hotter it is outside, the longer the airplane takes to initially cool. The Westwind does not have an APU to supply bleed air to the Air Cycle Machine (ACM) to cool the aircraft. What it has instead is the “Ground By-Pass Valve” connected to the High Pressure (HP) bleed air line directly off of the right engine. The Ground By-Pass Valve, when open, allows HP bleed air from the right engine to by-pass the right-hand (RH) bleed switching valve, allowing greater air volume and pressure to reach the Air Cycle Machine while the RH engine is at idle power. The greater air volume and pressure that the ACM receives, the more cold air

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it can produce. So, in a sense, the RH engine with the Ground By-Pass Valve open IS the APU on our Westwinds.

In order to OPEN the Ground By-Pass Valve (post SL WW-2410A), the RH engine must be idling below 52% N1 (via throttle microswitch), "R ENG" position selected on the Cabin Air Selector, and "R ENG/NACELLE" anti-ice switch OFF. This is done while the aircraft is on the ground, of course.

As I stated earlier, the hotter it is outside, the longer it takes the aircraft cockpit and cabin to cool. Opening the flood duct will speed this up some, but it may still take a while. Meanwhile, the ACM is being supplied with very hot HP bleed air along with minimal cooling airflow over the heat exchangers as the ACM fan draws it in from those little triangular scoops on the upper side of the fuselage. All in all, common sense tells me that the ACM is not going to be very efficient and overheating it may turn out to be very costly.

For less than the price of getting an exchange ACM, you can install a new Freon R-134A system (example: Keith Products STC # SA5556SW). This system works great! With dual evaporators (one in the cockpit and the other in the cabin), it cools the inside of the aircraft very quickly. You lose about 18 inches of the aft baggage area, but you gain a tremendous amount with the convenience of having cold air with just the flip of a switch. Never again will you have to open the Ground By-Pass Valve, dumping very hot HP bleed air into your ACM while running the RH engine at idle.

You can keep buying ACMs as they go out, or you can spend wisely and purchase a new Freon system that will increase the value of your airplane.

Note: For operators who have a Freon system installed – Please do not attempt any engine start while the Freon system is operating. Turn the Freon system off, start the engines, and turn the Freon system back on as desired. The electrical load on the aircraft while starting is too great, and damage will occur.

I would also like to say congratulations to New Zealand and Bermuda! They now have their first registered Westwinds for those countries. Way to go, Air National and Longtail Aviation.

AccuJet has had a very successful year already. Many thanks to those of you who have chosen AccuJet as your training provider.

If you would like to attend one of our courses, please check out the following schedule. Hope to see you soon!

Thank you,

Scott L. Hill

AccuJet Aviation Maintenance Training

Office: 817-581-7999

Toll free: 1-866-581-7999

AccuJet Aviation Maintenance Training

Westwind 1124/1124A 2005 Training Schedule

One-Week Update-Refresher Course

- July 11–15, 2005
- August 1–5, 2005
- September 5–9, 2005
- October 3–7, 2005
- October 31–November 4, 2005

Two-Week Maintenance Initial Course

- July 18–29, 2005
- August 8–19, 2005
- September 12–23, 2005
- October 10–21, 2005
- November 7–18, 2005

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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 May 31, 2005, based on our records:

- In-service Operations – 1,892,101 hours; 1,433,591 landings
- Fleet Leader(s) – 29,820 hours; 22,099 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 May 31, 2005, based on our records:

- In-service Operations – 76,215 hours; 45,405 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 May 31, 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

Editor's Note: Although Gulfstream sends out monthly Reliability sheets to all operators requesting current flight data and component issues, we get minimal response from Westwind operators and no data from the others. Operators, won't you help us get more accurate data by returning the requested information?

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 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 Reliability/Maintainability Engineers Bev Smith-Floyd and Martin Manning at Gulfstream Savannah; fax – 912-965-4704; e-mail – bev.smith.floyd@gulfstream.com and martin.manning@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. E-mail is the preferred

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distribution method, due to the clarity of graphics and the ability to retrieve the document from any location with Web access.

If you prefer to receive this publication via e-mail, please notify Gary Arms at 912-965-4827 or gary.arms@gulfstream.com. Please include your name, company, job title, e-mail address, and the aircraft type and S/N you operate.

MOLs

No Maintenance and Operations Letters (MOLs) have been released since the update in the last issue.

SBs

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



Senior Editor – Gary Arms

Contributors – John Dunn (Trimec), Bev Smith-Floyd, Jerry Gullekson (FSI), Lynn Hart, Mike Harvey, Gene Herrera, Scott Hill (AccuJet), Chad Kale (EBMS), Martin Manning, Mike Melville (Elcorta), Greg Miller, Mark Pidgeon, Ilana Podlovsky (IAI), 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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Contact Information – General Dynamics Aviation Services welcomes your questions, comments, or ideas about this publication. Send them by phone: 920-735-7066; fax: 920-735-7108; or e-mail: greg.miller@gdaviationservices.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.)

