GENERAL DYNAMICS
Aviation Services Westwind Support®

# WESTWIND NEWS

A Quarterly Publication Regarding the Maintenance and Operation of Westwind Aircraft

**June 30, 2006 Volume 4, Issue 4**

## DIRECTOR'S MESSAGE

By Greg Miller, Director, Westwind Products

**Westwind Product Support**

Hello, everyone. We're back with another issue, and I am hoping that you find this one interesting and beneficial to you.

If you ever have the chance to visit the Savannah area from mid-March through mid-May, you will be greeted by a shower of colors from the many different flowering plants and shrubs here. My wife and I were in awe of the splendor. We had never experienced such masses of fragrant blooms throughout the Spring season.

I do want to bring your attention to mandatory Service Bulletins 1123-27-059 R1 and 1124-27-153 R1, Flight Controls – Inspection and Replacement of the Inboard Flap Actuators P/N 193544-1. There was some confusion as to them being mandatory, so a revision was incorporated to clarify this (excerpt below). The actuators are in stock and available for purchase.

> Compliance with this service bulletin is mandatory. Currently installed inboard flap actuators P/N 193554-1 must be replaced with new improved inboard flap actuators P/N 193554-3 or vendor P/N V1390T100-7 by November 2007 or upon reaching the original life limit of 10,000 flight hours whichever limit is reached first. P/N 193554-1 inboard flap actuators that have been previously repaired by Telair may remain in service until the next C check not to exceed 800 flight hours or 3200 flight hours component time in service whichever comes first.

We are starting to plan the agenda for the next Westwind Maintenance and Operations Session to be held during NBAA 2006 in Orlando, Florida, October 17, 18, 19. We hope to see you there. What a perfect opportunity to mix a little business with a family vacation that surely has plenty to offer.

We are still not seeing In-Service Difficulty Reports (ISDRs) and Publications Change Requests (PCRs) on a regular basis for Westwind aircraft. These are very important for us in anticipating both fleet trends and in the continuous improvement effort underway with the various publications.

I think you understand by now that I have a lot of excellent support in our role of Westwind product support, and I thank each and every one of you who are contributing on a regular basis. However, I do want to give a special thank you to John Dunn of Trimec in Fort Worth, TX, because he is my hot-line support. We talk on a regular basis bouncing ideas and suggestions off each other. John's common sense approach and willingness to help is benefiting the entire Westwind fleet.

In closing, I would like to say that I enjoy having the opportunity to step aside from the daily routine and provide the cover article for this publication. *Westwind News* is one way of getting information out to many of you that we do not correspond with or talk with on a regular basis.

Your feedback is always welcomed. Contact me regarding any issues you may have regarding the operation and support of Westwind Aircraft, and action will be taken in our effort to provide you increasingly better product support. You may also contact me concerning this newsletter. My contact information is as follows: Office: 912-965-5803; Fax: 912-965-5394; E-mail greg.miller@gdaviationservices.com.

## WESTWIND PARTS UPDATE

By Greg Miller, Director, Westwind Products

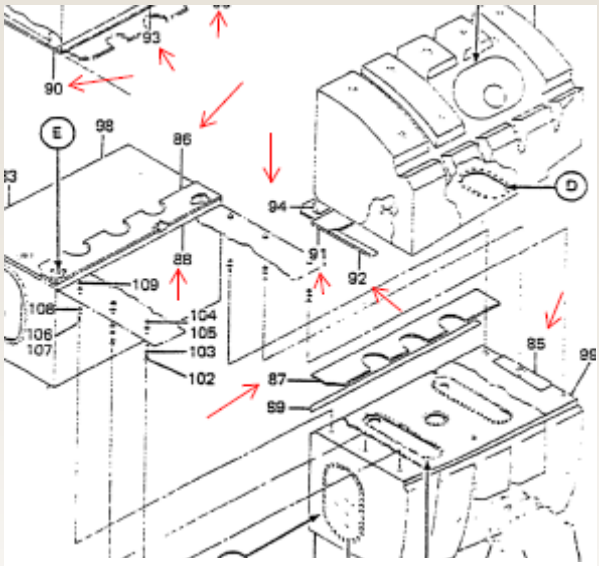
**Alternative Fuel Cell Foam Block Material**

An operator recently had difficulty getting an order completed for the fuel cell foam blocks called out in the Illustrated Parts Catalog (IPC) and highlighted on the right. I am happy to report that an engineering order that applies to the 1121, 1123, 1124, and 1124A aircraft provides for the use of alternative material, as the original parts called out in the IPC are no longer available. The material called out in the EO is RUBATEX R103S, which is cut to fit the installation requirement.

An additional option is to use FR6705 LAST-A-FOAM, a 5 lb./cu ft. material made by General Plastics. (A special thanks to Mark Pidgeon for helping us out on this one.)

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 25): 121.5 MHz ELT Deadline Reminder**

The FAA issued a notice in August 2005 reminding operators that satellite processing of distress signals from 121.5 and 243 MHz emergency locator transmitters (ELTs) is scheduled to end on February 1, 2009. Operators will have to switch to ELTs operating at 406 MHz, which are more reliable and provide search-and-rescue (SAR) agencies more complete information for detection by satellites.

The National Oceanic and Atmospheric Association (NOAA) reports that about 99 percent of the 121.5-MHz distress signals it receives each year are false alerts. As a result, rescuers normally wait for extra satellite passes over the alert area or some other verification of an actual emergency before activating a 121.5-MHz SAR response. The delay can mean hours before a SAR mission is initiated for a 121.5-MHz distress alert. In contrast, the response time for a 406-MHz alert is measured in minutes.

Because a 406-MHz beacon transmits its own unique digital identification code, the registered owner can be contacted for verification of an actual alert or asked to turn off a 406-MHz beacon transmitting a false alert signal. Quick verification capability means that in the event of a real emergency SAR personnel can be quickly mobilized.

**(ATA 21): In-Flight Pressurization Issues**

An operator reported the cabin altitude would climb when the power lever was reduced during routine descents. The aircraft power lever was set to a higher setting and pressurization control was regained, followed by an uneventful landing.

Note: The cabin pressure 10,000-foot red warning light did not illuminate.

During the troubleshooting process, it was noted that the left Bleed Switching Valve (BSV) was inoperative and the right High Pressure (HP) side of the right BSV was inoperative. The operator was concerned that they experienced a simultaneous failure of both valves in flight.

Past experience has shown that the aircraft most likely did not have a simultaneous failure, but rather the left BSV valve had previously failed and the right BSV valve was the valve that experienced the most recent failure.

The ground bypass valve is installed in the right engine bleed system, and due to the increased air flow, it is the most common selection used on the ground. Airplane Flight Manual Section IV, Normal Procedures, Before Take-Off checklist says to set the cabin air selector to both engines; however, it does not require the left bleed source be operationally checked.

The aircraft will operate normally on one engine bleed source. If the left and right bleed sources are not both periodically checked, it can lead to pressurization issues in flight.

It is recommended that the left bleed source be checked before takeoff to help prevent in-flight pressurization issues. It should also be noted that this condition has been seen only on the Westwind and Astra/Astra SP aircraft.

## SERVICE BULLETIN UPDATE

By Gene Herrera, Customer Support Technical Bulletin Group

Here is the Westwind service bulletin update for June 2006.

### Released

**Service Bulletins 1123-27-059 Rev 1 and 1124-27-153 Rev 1**

Title: Flight Controls – Inspection and Repair of Inboard Flap Actuators, P/N 193544-1
Effectivity: All Serial Numbers
Released: May 25, 2006

The original release of this service bulletin has created a misunderstanding among operators as to whether it is Mandatory or Optional. This revision clarifies the Mandatory requirement to accomplish this service bulletin within the compliance time stated in this document.

Aircraft in compliance with the original issue of this service bulletin require no further action.

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.

Compliance with this service bulletin is Mandatory. Currently installed inboard flap actuators, P/N 193554-1, must be replaced with new improved inboard flap actuators, P/N 193554-3 or vendor P/N V1390T100-7, by November 2007 or upon reaching the original life limit of 10,000 flight hours, whichever limit is reached first. P/N 193554-1 inboard flap actuators that have been previously repaired by Telair may remain in service until the next "C" check, not to exceed 800 flight hours or 3,200 flight hours component time in service, whichever comes first.

### Pending

**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 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 plans to issue the second 2006 revision for the 1124 aircraft Manual Suite and CD-ROM products at the end of July. Highlights of this revision will be as follows:

**Aircraft Maintenance Manual (AMM) Revision 35**

| Chapter | Page | Change |
|---|---|---|
| 05-10-00 | (Replace Section) | Flight Controls (Chapter 27). Added actuator information on modified P/N 193544-3 with special requirements for actuator rework at vendor, Telair.<br><br>Landing Gear (Chapter 32). Added words "24 years from date of manufacture" under Replace column to landing gear air bottle P/N 753015 501.<br><br>Oxygen (Chapter 35). Added words "24 years from date of manufacture" under Replace column for O2 cylinder assembly of Puritan / Bennett P/N 176000-49 or Scott Aviation P/N 6530-A25-XXX.<br><br>Exhaust (Chapter 78). Added words "24 years from date of manufacture" under Replace column for P/N 753015 501 HTL Ind., Inc. P/N 36200071. |
| 05-25-00 | (Replace Section) | Flight Controls (Chapter 27). Added Actuator information on modified P/N 193544-3 with special requirements for Actuator rework at vendor, Telair.<br><br>Landing Gear (Chapter 32). Added words "24 years from date of manufacture" under Replace column to landing gear air bottle P/N 753015 501.<br><br>Oxygen (Chapter 35). Added words "24 years from date of manufacture" under Replace column for O2 cylinder assembly of Puritan / Bennett P/N 176000-49 or Scott Aviation P/N 6530-A25-XXX.<br><br>Exhaust (Chapter 78). Added words "24 years from date of manufacture" under Replace column for P/N 753015 501 HTL Ind., Inc. P/N 36200071. |
| 05-50-00 | (Replace Section) | Pages 203 - 206. Added new procedures for Bird Strike – Inspection and Cleaning requirements. |
| 27-40-01 | (Replace Section) | Pages 601, 602, 605 and 606. Added Actuator drain hole inspection requirements and artwork. |
| 55-10-00 | (Replace Section) | Added Note and artwork referring to SB 1124-55-130, Rev. 1 and installation of anti-chafe transparent tape to frame Station 521.75. |

**Illustrated Parts Catalog (IPC) Revision 11**

| Chapter | Figure | Change |
|---|---|---|
| 30-10-00 | Figure 2 | Pg. 3, Item 1. Added new alternate part number for hose.<br>Pg. 10, Item 120. Added new alternate part number for hose. |
| 53-20-00 | Figure 6 | Pgs 2 and 4. Added glareshield and associated parts with P/N callouts. |
| 78-30-00 | Figure 5 | Pgs 5 and 6. Item 370, changed quantity to 4 each. Item 380, changed quantity to 2 each. |

**Structural Inspection Program (SIP) Revision 9**

| Section | Change |
|---|---|
| 05-40-01 | Foldout page 209/210. Added additional information for an explanation of emergency window inspection. |

**Phase Inspection Program (PIP) Revision 20**

| Section | Change |
|---|---|
| CAL/SPEC INSP & REP/OV SCH<br>(Replace entire Section) | Table of Contents Page 1. Chapter sections changed page numbers due to new information being added to this section.<br><br>Page 2. Changed NOTE to reflect that actuators be reworked at 5 year intervals instead of overhauled at 5 year intervals.<br><br>Page 5. Landing Gear (Chapter 32). Added "from date of manufacture" to INTERVAL for Bottle Replacement.<br><br>Page 7. Oxygen (Chapter 35). Added "from date of manufacture" to INTERVAL for Bottle Replacement.<br><br>Page 9. Exhaust (Chapter 78). Added "from date of manufacture" to INTERVAL for Bottle Replacement. |

**Revision Schedule – 2006**

| Revision | Date | Status |
|---|---|---|
| Revision Cycle 1 | January | Released |
| Revision Cycle 2 | July | Ready for release |

**Future Revisions**

Future Revisions will be determined based on amount of Change Requests received to be implemented.

**Publications Change Request Submittals**

As a reminder – customers who find an error in a manual should use the convenient on-line Publications Change Request (PCR) 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<br>cheri.mckendrick@gulfstream.com |
| Ashley Breneman | 800-810-4853 or 912-965-4178, Option 4 / Direct line 912-965-5311<br>ashley.williams@gulfstream.com |
| David Craig | 912-965-4463, Cellular 912-484-0971<br>david.craig@gulfstream.com |

Our continued commitment is to provide you with the finest technical publications, services, and CD-ROM products available. Our ongoing focus is to improve 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, Director of Technical Information.

## FLIGHTSAFETY NEWS AND QUIZ

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

**FSI 2006 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 31 and November 27
**Westwind Maintenance Update Course (5 days)**
September 18
**Westwind Engine Run & Taxi Course**
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 32): Last Issue's Technical Quiz**

A fuse is installed between the forward and rear brake line at the main gear. Why is the fuse in the system? If this fuse were installed backwards, what would be the effect on the normal braking system? On the emergency braking system?

Answer: The fuse is in the system to prevent the loss of braking should a rear brake line fracture. If a forward line were to fail, the emergency brake system would still function through the brake shuttle valve. If the aft line were to fail, the fuse would stop the flow of fluid overboard and allow the forward brake housing to continue to work.

If the fuse were to be installed backwards, the system would work normally unless you had a rear line failure. If the rear line broke, all braking fluid to that gear would be lost overboard.

**(ATA 28): New Technical Quiz**

During a long cross-country flight, you land with 2,250 pounds of fuel and request a full load of fuel including tip tanks. You leave electrical power on the buses during the refueling, in order to enter flight plans and shorten the time on the ground. As the fuel truck pulls away, you confirm a full fuel load on board, and get ready to restart engines and continue flight operations. During the start procedures, soon after the fuel boost pumps are selected to "ALT", fuel begins to pour out of the wing fuel vents.

What's wrong, and how may this situation be avoided? State the Service Bulletin number that upgrades the system to avoid this condition. Can this situation occur during a non-flight ops scenario?

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

## ELCORTA UPDATE

Submitted by Mike Melville, ELCORTA

**(ATA 5/24): Emergency Battery Maintenance**

The Emergency Gyro and Emergency Lighting Batteries are an important part of your Westwind's operating systems. Chapter 5-25-00 of the 1124/1124A Westwind Maintenance Manual requires the batteries to be checked every 200 hours or 3 months. Many people consider this requirement to be a nuisance. Quite often we find the batteries have been run down or their inspection interval was ignored.

Do not let this happen to you. Take the time to check your batteries. Try putting them in sync with your "A" Inspection, if possible. If you are tracking them by calendar time, be sure to give yourself enough turn time, as they require 16 hours to charge. Considering their importance in the event you should need them, you will be glad you took the time to ensure their airworthiness.

For more information on ELCORTA, Inc., 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

**Maintenance Training**

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. Contact Trimec for the 2006 training schedule.

**Rear Horizontal Spar Splice**

We continue to get phone calls concerning the rear horizontal spar splice radial and axial play. Everybody wants to just jump in and replace the bushings and bearings. In fact, this is a major undertaking, requiring precise measurements and controls. Most, if not all, of these "excessive" clearance problems can be brought under control by reading and applying Service Bulletin (SB) 1124-55-021 Paragraph E. sub. Paragraph 1.9 thru 1.12. It is a simple procedure that has excellent results.

We have found that when the aircraft is re-assembled following splice replacement, the radial and axial measurements are already at or very near the limits called out in the Maintenance Manual, even with the splice having new bushings. It's frustrating to the shop that after all that work, the tail is still "loose". Using the above SB procedure will, in most cases, fix the problem.

At the same time, take a look at the forward scissors, which have replaceable bushings. Keep them tight with shimming when needed.

**Onboard RVSM Documentation**

This is just a reminder to all crewmembers and maintenance shops to make sure that the RVSM ops manual, FAA Letter of Authorization, and the Minimum Equipment List (MEL) are aboard the aircraft at all times. These are required as part of the RVSM approval.

**Nitrogen Bottle Service Life**

The nitrogen storage bottles have a 24-year service life starting at the date of manufacture, NOT the date when it was placed in service as Israel Aircraft Industries (IAI) thinks and Chapter 5 states. Pacific-Scientific, who makes the bottles, issued a letter stating the life limit begins at date of manufacture. If you need a copy, let us know.

The same criterion applies to any pressurized container carried on or in an aircraft such as portable fire bottles, oxygen bottles, etc. Next time the bottles are removed, enter the date of manufacture in the logbook.

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

**Cooling the Windshield Temp Sensor**

Summertime is here and in full force, especially down here in Texas. But we still have to perform anti-ice system inspections such as of the "Inspection of Windshield Heat Cycling Contactor (WCC) I.A.W. 30-40-00 para. 1.B.", which is accomplished at every "A" Inspection.

In order to perform the check, you will have to cool the temp sensor within the windshield if the outside air temperature is 100°F or greater. The Maintenance Manual calls out to pour water over the temp sensor to lower the temperature. I use a plastic bag with ice in it and simply stick it under the windshield wiper blade over the temp sensor (this is considerably less messy).

By all means, DO NOT spray the glass windshield with any type of freeze spray. There is a caution in the Maintenance Manual in the following paragraph (1.C.) "DO NOT SUBJECT WINDSHIELD TO THERMAL SHOCK OF SUDDEN TEMPERATURE CHANGES…MAY RESULT IN A FAILURE OF WINDSHIELD GLASS THROUGH THERMAL STRESS."

I have seen the "freeze spray" results on another type of aircraft, and I can attest to you that it wasn't pretty. You also must consider the possibility that the outer windshield on the Westwind might not have been shimmed properly at the last install, resulting in it being slightly stressed already. It may not take much more to break it.

**Cancun Westwind Refresher**

AccuJet is planning on conducting a one-week Westwind Aircraft Systems Update/Refresher Maintenance Training Course in Cancun, Mexico at an all inclusive, four- to five-star resort hotel, the last week of August 2006. You might be surprised at how much fun you can have while learning aircraft systems, not to mention how surprised you might be to learn how inexpensive and "training budget friendly" it is. Hopefully, this will become an annual training event in the future.

Call AccuJet today to make your training arrangements.

Please visit our updated Web site (www.accujet.net) for more information about our Westwind Maintenance Training Courses and schedules.

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## WESTWIND / COMMODORE JET FLEET STATUS

By Martin Manning, Reliability Engineer

Following is the status of the **1124/A Westwind** fleet as of June 1, 2006, based on our records:

- In-service Operations – 1,930,757 hours; 1,459,713 landings
- Fleet Leader(s) – 31,074 hours; 22,680 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 – 99.93%

Following is the status of the **1123 Westwind** fleet as of June 1, 2006, based on our records:

- In-service Operations – 77,329 hours; 46,111 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 June 1, 2006, based on our records:

- In-service Operations – 249,912 hours; 87,451 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" then "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 "Resources Home" 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 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

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

- **Westwind-MOL-06-0003**, 4/12/06, Aircraft Cleaning Guidelines – Avian Influenza A (H5N1) Virus
- **Westwind-MOL-06-0004**, 4/21/06, Transportation Security Administration (TSA) Issues Warning
- **Westwind-MOL-06-0005**, 4/24/06, Small Fire in Savannah Service Center
- **Westwind-MOL-06-0006**, 5/2/06, Impact of Inmarsat I-4 Transition on Satcom Operation

## SBs

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

- **1123-27-059 Rev 1, 1124-27-153 Rev 1**, 5/25/06, Inspection/Replacement of Inboard Flap Actuators

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**WESTWIND NEWS**

**Senior Editor** – Gary Arms

**Contributors** – Mark Anderson, Brian Bryant, David Craig, John Dunn (Trimec), Jerry Gullekson (FSI), Gene Herrera, Scott Hill (AccuJet), Martin Manning, Mike Melville (Elcorta), Greg Miller, Lynn Restivo, Charles Spurlock, 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.



**Contact Information** – General Dynamics Aviation Services welcomes your questions, comments, or ideas about this publication. Send them by phone: 912-965-5803; fax: 912-965-5394; or e-mail: greg.miller@gdaviationservices.com. The mailing address is Westwind News, c/o Greg Miller, Gulfstream Aerospace Corporation, P.O. Box 2206, M/S D-25, Savannah, GA 31402-2206.

**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.)

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