



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

**September 29, 2006 Volume 5, Issue 1**

**DIRECTOR'S MESSAGE**

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By Greg Miller, Director, Westwind Products

**Westwind Product Support**

Hello, everyone, and welcome back.

I'd like to remind you about a critical fleet issue. In our last update, I brought your attention to the 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. The service bulletins were revised to specifically state Mandatory to take away any room for discussion. The issue is that the actuators are not getting replaced in a timely fashion as we had anticipated. This was based on the fact that both pricing guaranteed no bill backs on the exchange transactions and the deadline for compliance is November 2007.

Here is my forecast of what is going to happen between now and November 2007 if nothing changes. You will see a substantial price increase effective January 1, 2007, as the price we have had can no longer be held due to market conditions and ordering points. You can avoid this price increase by getting your replacement actuators on order now.

Five actuators per week is what the vendor projected to be able to deliver and what we budgeted for over the course of the service bulletin life. Due to lack of activity on long lead parts in stock, they are not getting replenished. At the current rate of compliance, a significant number of aircraft are probably going to be grounded, as no extension of the service bulletin compliance time can be expected. In all likelihood, you can expect that a U.S. Airworthiness Directive (AD) will be issued.

I do hope you can see the criticality of getting motivated to get the actuators exchanged. Adequate numbers are currently available, as we ramped up our stock to get the campaign started. However, they will disappear quickly as the deadline approaches. To avoid possibly having to ground your aircraft beginning in December 2007, please make an effort soon to get the service bulletin complied with.

Again for your review, directly below is the Compliance Statement extracted from the service bulletin text.

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.

Our upcoming Maintenance and Operations meeting to be held during NBAA 2006 in Orlando, Florida, on October 18 is going to be different than previous sessions. It will encompass several models (Astra, G100, GII, GIII) in addition to the Westwind product line and will be running under the General Dynamics Aviation Services (GDAS) banner.

We continue to work toward improving the publications and are regularly submitting Publications Change Requests (PCRs) in this effort. Although the Westwind has been in service for a long time, there is still a lot that can be done to improve available resources. The most recent example concerns the bolts used in the titanium spar splice installations. The Aircraft Maintenance Manual (AMM) calls out the bolts that can be used, but the Illustrated Parts Catalog (IPC) did not. Additionally, one of the two bolt selections will be marked as preferred due to increased tensile strength.

In closing, I want to thank those individuals who are committed to making a difference in Westwind product support. I applaud your efforts.

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](mailto:greg.miller@gdaviationservices.com).

**WESTWIND PARTS UPDATE**

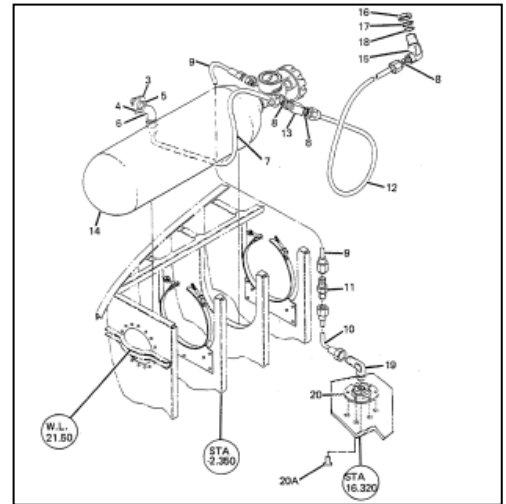
By Greg Miller

**WW 1124, 1124A Oxygen System – Main System O2 Bottle Installation**

A call came into my desk recently concerning the Main Oxygen System O2 Bottle installation. The P/N of the bottle does not match those listed in the Illustrated Parts Catalog (IPC).

The current IPC lists the following bottles by Vendor for use in the Westwind 1124, 1124A series aircraft:

- (V49315) Puritan – Bennett Corp.  
P/N 11610-02 Cylinder and Valve Assy., or
- P/N ZC-368-49G3 Cylinder and Valve Assy., or
- (V53655) Ato Inc. Scott Aviation Division, NOTE: Current Supply Chain is AVOX Scott  
P/N 6350A25DD-C Cylinder and Valve Assy., or
- P/N 6350A25EE-C Cylinder and Valve Assy.



Chapter 5-10-00 Replacement and Overhaul Schedule Maintenance Practices, Page 207, dated 7/31/2006 lists the following requirements:

SYSTEM AND COMPONENT	PART NUMBER	Overhaul or Replace	Replace
D. Oxygen (Chapter 35)			
(1) Cylinder Assembly	Puritan/Bennett P/N 176000-49 Scott Aviation P/N 6350-A25-XXX	3,000 Hours or 3 Years Hydrostatic Test (Test per CFR Title 49, Part 173.34(e) for 3HT Cylinders)	24 Years from date of manufacture

The bottles listed are classified as 3HT Cylinders and carry the requirement to be Hydrostatic Tested at 3-year intervals per CFR Title 49, Part 173.34. The bottle in discussion was reported as a 3AA bottle that has different requirements. I was unable to substantiate the installation through Supplemental Type Certificate (STC) or some other approved method, but will be pursuing it further, as the 3AA cylinders do have advantages over the 3HT cylinders.

Cylinder Specifications/Identification: Metal-stamped into the neck of each steel cylinder is an ICC/DOT number (3HT or 3AA) along with the month and year of manufacture.

- The 3HT lightweight cylinder has a service pressure of 1,850 psi, a useful life of 24 years, and a required hydrostatic test every three years.
- The 3AA standard weight cylinder has a service pressure of 1,800 psi, an unlimited service life, and a required hydrostatic test every five years.

Comments concerning parts are encouraged and can be submitted at the numbers below.

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 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.

### Maintenance Tip – Electrical Performance Deterioration

By Greg Miller

Electrical gremlins have been teasing us since Benjamin Franklin hung that key on his kite string so long ago. With that in mind, I thought a quick refresher on the importance of proper grounding was in order.

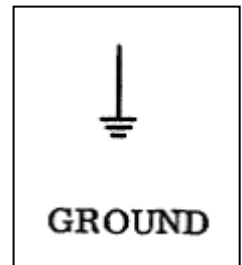
How many times has troubleshooting led us down the wrong path because of either a poor or non-existent grounding point? It is easy to forget the simple things when we are looking for power supply or component integrity, a blown fuse, or a popped circuit breaker. A simple ground connection overlooked can be a missed opportunity to look like a troubleshooting genius.

Our venerable fleet of Westwind Aircraft has been in service now for quite sometime with the newest aircraft having more than 20 years of duty. With time, corrosion, dirt, vibration, and/or combinations thereof can play havoc on the overall performance of an electrical system. Anything that will increase the ground path resistance is a gremlin's paint brush slowly eliminating the required bonding.

It is important that electrical bonds are properly maintained in order to minimize radio interference due to precipitation of static electricity and to provide effective electrical grounding of the aircraft. Static discharge build-up, St. Elmo's fire, and lightning strike damage potential are all affected by poor electrical bonding.

Good electrical continuity is required between all wing panels, fuselage panels, doors, stabilizers, and flight controls. When inspecting the aircraft for continuity, the use of stainless steel test probes is recommended to ensure penetration of protective metal coatings and accurate resistance readings. It is also important to use calibrated testing equipment that is in good repair. Resistance of test leads and jumper cables must be subtracted from readings obtained to get the actual bonding resistances. For surfaces fitted with bonding straps, measure resistance across structures adjacent to the bond strap attachment points. Do not measure at either end of the strap at fasteners or terminal lugs. Visually check bonding jumpers to assure that they are not broken, frayed, or missing. If you're new to the aircraft, you may not catch a missing jumper, but if the area looks to you like it should probably have one, check the manuals.

The Aircraft Maintenance Manual (AMM) has the specific details for the correct resistance between each measurement point and the zero reference point; it will vary between bonded and un-bonded components and surfaces. Never leave it to memory. Always use the latest revision of the appropriate manual when working on an aircraft, as we continue to update and improve the manuals on a regular basis.



## Westwind History

By Ron Lasker, Worthington Aviation

I get many inquiries from Westwind operators asking how the airplane evolved – from its beginning to the present. Following is a timeline summary.

I suppose the beginning starts in Bethany, Oklahoma, in the 1960s, when the U.S. Department of Justice ruled that Rockwell could not sell the Jet Commander and Saberliner. This, they ruled, was antitrust (unfair business practices).

Israel Aircraft Industries (IAI) came in at this time and purchased the type certificate, finished aircraft, parts, drawings, etc. and moved everything to Israel. What evolved from incomplete Jet Commanders was the Model 1123.

With Atlantic Aviation as its distributor, Commodore Aviation was established as the factory product support arm for the 1123s in 1973. Only 35 1123s were built for resale.

Both Commodore Aviation and Atlantic had a vision that the upcoming Model 1124 would be a tremendous hit in the aviation community. From 1976 to 1984, we saw serial numbers 187 thru 443 land in Wilmington, Delaware, on their way to new owners. It was successful indeed!

In 1990, IAI decided they would attempt to market, sell, and provide all the product support for the Westwind. A new company to provide that end was established – Astrajet Corporation. With headquarters in New Jersey, Astrajet relieved Atlantic Aviation of their responsibilities in the Westwind program. Astrajet operated in Wilmington until 1997, when the operation moved to Fort Worth, Texas, and became Galaxy Aerospace.

Gulfstream/General Dynamics Aviation Services entered the picture in 2001 with the purchase of Galaxy Aerospace and Westwind product support. Much work has been done to elevate the product support role across the Westwind product line, including the starting of this newsletter in August 2002.

How do I know all this good stuff? Next month will be my 30th year with the Westwind program.

The dates have been set for the annual Westwind Maintenance and Operations Seminar. The location is in Oklahoma City on November 14-15. Many exciting functions are being planned. If you need further details, contact Ron Lasker at Worthington Aviation, phone: 651-994-1600; E-mail: [rlasker@worthingtonav.com](mailto:rlasker@worthingtonav.com).



## SERVICE BULLETIN UPDATE

By Gene Herrera, Customer Support Technical Bulletin Group

Here is the Westwind service bulletin update for September 2006.

### Released

No service bulletins have been released since the June 30, 2006 Westwind News was published.

### 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: 2nd Quarter 2007

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**

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

### **General Update**

Technical Publications plans to issue the first 2007 revision for the 1124 aircraft Manual Suite and CD-ROM products at the end of January. Highlights of this revision will be as follows:

### **Aircraft Maintenance Manual (AMM) Revision 36**

<b>Chapter</b>	<b>Page</b>	<b>Change</b>
05-25-00	(Replace Section)	Oxygen (Chapter 35). Corrected part number of oxygen cylinder to 6350-A25-XXX.
05-40-01	209/210	Added additional information for Step B (2), under Access / Reference column, clarified inspection procedure / requirements for emergency / cabin windows.
27-00-00	(Replace Section)	Page 208. Revised maximum permissible weight of elevator after paint to 41.8 (+9.2) pounds for a total weight not to exceed 50.0 pounds.
55-10-01	(Replace Section)	Pages 402 to 405/406. Corrected information clarifying bolts P/N BACB30UG7U38 (preferable) or P/N NAS1578C7T38 for Titanium splice fitting and P/N MS20007-38 for aluminum splice fitting. Corrected artwork, foldout page 405/406, by adding a NOTE clarifying the same per IAI engineering instructions.

### **Illustrated Parts Catalog (IPC) Revision 12**

<b>Chapter</b>	<b>Figure</b>	<b>Change</b>
55-10-00	(Figure 3)	Page 4, items 4 and 5. Separated Titanium and Aluminum splice fittings with corrected part numbers of attaching hardware.

### **Structural Inspection Program (SIP)**

No changes

### **Phase Inspection Program (PIP)**

No changes

### **Revision Schedule – 2007**

<b>Revision</b>	<b>Date</b>	<b>Status</b>
Revision Cycle 1	January	Scheduled for release

### **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](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.

### **Points of Contact**

Colette Chamser

800-810-4853 or 912-965-4178, Option 4 / Direct line 912-965-4684  
[colette.chamser@gulfstream.com](mailto:colette.chamser@gulfstream.com)

Cheri McKendrick	800-810-4853 or 912-965-4178, Option 4 / Direct line 912-965-4901 <a href="mailto:cheri.mckendrick@gulfstream.com">cheri.mckendrick@gulfstream.com</a>
Ashley Breneman	800-810-4853 or 912-965-4178, Option 4 / Direct line 912-965-5311 <a href="mailto:ashley.williams@gulfstream.com">ashley.williams@gulfstream.com</a>
David Craig	912-965-4463, Cellular 912-484-0971 <a href="mailto:david.craig@gulfstream.com">david.craig@gulfstream.com</a>

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, using the information above.

## **FLIGHTSAFETY NEWS AND QUIZ**

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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)**

November 27, 2006 / January 22, 2007 / April 9, 2007

#### **Westwind Maintenance Update Course (5 days)**

October 30, 2006 / March 5, 2007

#### **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](mailto:Valerie.Marvel@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 28): Last Issue's 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?

### **Answers**

During the previous leg, tip tank fuel automatic transfer occurred at the normal point (approximately 6,600 pounds remaining). The control circuit opened the transfer valves and fuel was transferred from the tips to the wing tanks. This control circuit electrically latches in and remains in that configuration until power is removed from the auto transfer relay. If the transfer system remains active (valves open) and the fuel booster pumps are turned on, tip tank fuel will be forced into the wing and fuselage fuel storage areas, overflow into the fuel vent plumbing and exit through the wing fuel vents.

Momentarily removing #1 distribution bus power or simply opening the AUTO TRANSFER circuit breaker will unlatch the holding circuit and prevent the situation. Service Bulletin 1124-28-098 modifies the control circuit. The electrical latch will be defeated when the aircraft has landed, allowing the auto transfer relay to de-energize. This service bulletin is effective for all serial numbers prior to 391.

Yes, this can occur during maintenance. If the transfer valves are open, all tanks are full, and the fuel boost pumps are activated, fuel will be forced from the vent system.

### **(ATA 73) New Technical Quiz**

Your Westwind was recently retrofitted with digital electronic engine controllers (DEECs). Your flight crew has contacted you to advise that the left fuel computer annunciator light illuminated steady in flight and is now flashing every half second after engine shutdown.

### **Questions**

What does the rapid flashing indicate? Is the aircraft dispatchable? Can the crew do anything at this point to help identify the fault?

E-mail your answers to [jerry.gullekson@flightsafety.com](mailto: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**

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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 your 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.

Although the scissors are disconnected for towing, a low strut will allow the upper scissor to become trapped between the nose tires. If you handle an aircraft in this condition, you can exceed its steering limit, resulting in damage to 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 and rims, and on the scissor) that may suggest the aircraft was improperly handled.

For more information on ELCORTA, Inc., contact them at 302-322-7757 (phone), 302-323-1959 (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

### **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.



### **Rudder Torque Tube**

When the rudder is removed for any reason, take a look inside the torque tube (rudder post). We have found quite a bit of debris accumulated at the bottom. There is no drain for this area, so any water, paint stripper, etc. will remain, possibly leading to corrosion. We have removed several for cleaning and inspection, and treating minor corrosion inside the tube.

### Ground Pressurization Check

When you are pressurizing the aircraft on the ground, remove the inlet duct from the ram-air valve before starting the engines. When you get the aircraft pressurized, see how much air is blowing out of the valve inlet. If it is a lot, the butterfly seal in the valve is gone, and the valve must be replaced.

This is also a good time to check the regulating pressure on the Fluid Pressure Regulating Valve. If it is low, the air cycle machine will not see enough inlet air pressure to come up to the correct speed.

### Nose Wheel Steering

If your aircraft decides not to steer the next time you get in it, have your maintenance personnel place a jumper across the terminals on the little silver switch (not the round one with the connector) in the top of the nose wheel well on the steering control valve. If it steers, the switch is bad or out of rig, and you just eliminated a lot of troubleshooting time.

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 Web site at [www.1124.com/](http://www.1124.com/).

## ACCUJET'S MAINTENANCE TRAINING COURSES

Please visit the updated Web site ([www.accujet.net](http://www.accujet.net)) for more information about our Westwind Maintenance Training Courses and schedules.

Scott L. Hill  
AccuJet Aviation Maintenance Training  
Office: (817) 581-7999  
Toll free: (866) 581-7999  
Cell: (817) 781-5612  
Email: [scott@accujet.net](mailto:scott@accujet.net)

**AccuJet**  
**Aviation Maintenance Training**  
www.accujet.net  
P.O. Box 163011  
Ft. Worth, TX 76161  
Toll Free: 1-866-581-7999  
Office: 817-581-7999  
Fax: 817-581-7902  
E-mail: [info@accujet.net](mailto:info@accujet.net)

## WESTWIND / COMMODORE JET FLEET STATUS

By Martin Manning, Reliability Engineer

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

- In-service Operations – 1,934,628 hours; 1,462,329 landings
- Fleet Leader(s) – 31,742 hours; 23,068 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 – 99.92%

Following is the status of the **1123 Westwind** fleet as of September 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 September 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

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- **Master Information Record Forms** — Master Information Record (MIR) Forms are posted on 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 forms, point your browser to [www.gdaviationservices.com](http://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/](http://www.gdaviationservices.com/) Web site by clicking "Contacts", "Home", and selecting "24 Hour Phone Support Instructions" from the menu.

- **In-Service Difficulty Reporting Now Easier** — For your convenience, the In-Service Difficulty Report (ISDR) is now an on-line form on [www.gdaviationservices.com](http://www.gdaviationservices.com). Use this form to submit detailed information about any difficulties you experience and unscheduled parts replacements on your Westwind aircraft (all 112X series). To open the form, point your browser to [www.gdaviationservices.com](http://www.gdaviationservices.com), click "Resources" then "Resources Home", and select "Westwind In-service Difficulty Report".

- **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** — Archived issues of *Westwind News* can be found in the "Resources Home" menu on the [www.gdaviationservices.com](http://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](mailto:gary.arms@gulfstream.com). Please include your name, company, job title, e-mail address, and the aircraft type and S/N you operate.

## MOLS

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

- **Westwind-MOL-06-0007**, 7/18/06, Inspection and Replacement of HP Turbine Rotor Discs
- **Westwind-MOL-06-0008**, 8/17/06, Winslow LifeRaft Service Information Letter SIL001STS
- **Westwind-MOL-06-0009**, 8/29/06, Verizon Airfone to Terminate MagnaStar Service
- **Westwind-MOL-06-0010**, 9/1/06, Verizon Airfone to Terminate MagnaStar Service – Clarification
- **Westwind-MOL-06-0011**, 9/22/06, Cabin Emergency Exits and Cabin Window Inspection

## SBs

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



**WESTWIND NEWS****Senior Editor** – Gary Arms**Contributors** – John Dunn (Trimec), Gene Herrera, Scott Hill (AccuJet), Ron Lasker, 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.

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**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](mailto: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.)

