



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

**September 30, 2004 Volume 3, Issue 1**

**Director's Message**

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By Greg Miller, Director, Westwind Products

**Westwind Product Support**

Welcome once again to our Westwind quarterly newsletter. We are starting Volume 3, as this is the beginning of the third year of publication. Congratulations to all of those who have made it possible.

Time continues to have a way of slipping by more quickly than I care to see it go. We had our three months of poor sledding up here in Wisconsin and are now getting ready for nine months of winter. Actually, this is one of the best times of year for many people in Wisconsin. As summer turns to fall, people look forward to harvest time, apple picking, and even though woeful so far this season, the green and gold of the Green Bay Packers. Oh, well, there is always next year.



The September 14th Westwind Advisory Board meeting was held at our facility in Appleton, WI, as planned, and it was well attended and productive. Chad Kale of Employment Benefit Management Services, Inc. (EBMS) attended his first advisory board meeting as a member. He is very interested in the fleet tracking that Curtis Stringfellow, Reliability/Maintainability Engineer, Gulfstream – Dallas/Love Field, has responsibility for and will be working with Curtis in an effort to improve our response activity from the fleet. I also want to extend a thank you to our friend Ron Lasker of Worthington Aviation for his attendance as not only a guest, but also as a “brain trust” built from his many years of service to the Westwind fleet.

We continue to work together to improve our services to the fleet through interactions that include several resources: this newsletter, meetings held during PAMA and NBAA, in-service difficulty reports, publications change requests, and e-mail, to name just a few.

We will be providing a complete update of our activities during this year’s NBAA event being held in Las Vegas, NV. Our Maintenance and Operations Session is going to be on Wednesday, October 13, from 8:00 a.m. until no later than 11:00 a.m. in the convention center meeting room N253. Please check the room number when arriving in town, as they do shift us around somewhat at times. Some of the topics covered will be as follows:

- Fleet status updates
- Product Support improvements
- Maintenance Manual Chapter 5 changes and recommendations
- Maintenance issues currently involving the fleet
- Service Bulletins in process
- An open forum near the end of the meeting to gather additional ideas for future actions

If you have not made arrangements to attend this year’s NBAA event, I would ask that you reconsider your decision. I think the forum we use during these public events is not only very worthwhile in content, but is also a very good venue for the fleet to come together in networking opportunities and in the communication of events that may give us insight to developing fleetwide issues.

To date, 2004 has held true to my expectations and is an improvement over the last three years in regards to business stability and moderate growth. I certainly hope the trend continues. I don’t have any projections or opinions yet for next year; those will come after the fall elections.

As I close, I must let you know that my admiration for the team of Westwind supporters continues to grow, and I thank all of our regular contributors for the quality each puts into their efforts. Without the support of others, this publication would never have become the continuing success that it is.

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

## Westwind Parts Update

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By Jon Loth, National Sales Manager – Parts

### PMA Items of the Quarter

**Baggage Door Cables** – The Westwind baggage door cables have been out of production for some time now. GDAS has them PMA'd, and stock is due in October 12. The 313687-103 cables were IAI priced at \$494.73. Our new price is \$202.50.

**Nose Gear Spade Door** – The 283008-501 nose gear spade door is here. The parts are awaiting final QA acceptance and will release next week. Again, we have helped you by lowering the price from \$4,025.00 to \$2,922.00.

**Nose Gear Spade Door Attach Hinges** – The attach hinges for the door are in the same QA acceptance lot due next week. P/N 283025-1 was \$2,401.46; our new machined –501 replacement is \$850.00. P/N 283026-1 was \$4,491.90; our PMA replacement is \$750.46.

**Aileron Rods** – We had a shortage of the aileron rods, P/N 513506-505, called out in Maintenance Manual Chapter 5 as inspect and/or replace. The rods are back in stock, and we should be able to meet your scheduling needs.

The average savings on new PMA parts over the old parts is 30%. We understand the difficulty of operating and maintaining older aircraft and will continue to add new PMA parts and pass the savings along to operators.

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

Please remember that we are available 24 hours daily, 7 days per week, 52 weeks per year for all your Westwind parts requirements. Call toll-free at 866-271-GDAS (4327) or 912-965-4700.

## Technical Update

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### (ATA 34): Reminder – Domestic RVSM to Begin January 20, 2005

This is a reminder that Domestic Reduced Vertical Separation Minimum (DRVSM) airspace is tentatively scheduled to go into effect in U.S. airspace (Flight Level [FL]290 to FL410) on January 20, 2005. U.S. airspace is defined as the 48 contiguous states plus Alaska and in the Gulf of Mexico airspace where the Federal Aviation Administration (FAA) provides air traffic services (Houston and Miami Oceanic Flight Information Regions and Jacksonville Offshore Airspace). The FAA has established the North American Approvals Registry and Monitoring Organization (NAARMO) to support implementation and continued safe use of the RVSM airspace. Full DRVSM will provide six additional usable altitudes above FL290 to those available today.

The operational differences in domestic airspace create challenges not experienced thus far in RVSM within the oceanic realm. The domestic U.S. airspace contains a wider variety of aircraft types, higher-density traffic, and an increased percentage of climbing and descending traffic. This, in conjunction with an intricate route structure with numerous major crossing points, ensures that it is a more demanding environment than previous RVSM implementations.

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At present, it appears that Part 91 operators who already have a Letter of Authorization (LOA) allowing them to operate in RVSM airspace already meet the requirements of DRVSM. Part 135 operators need to ensure that their Operational Specifications (Ops Specs) show RVSM approval for the areas they expect to operate in.

To learn more about the U.S. DRVSM program, point your browser to <http://www.faa.gov/ats/ato/drvtm/default.asp>. To access registration forms and minimum monitoring requirements associated with DRVSM approval, point your browser to [http://www.tc.faa.gov/act-500/niab/rvtm/naarmo\\_intro.asp](http://www.tc.faa.gov/act-500/niab/rvtm/naarmo_intro.asp).

The following sources of RVSM help are available for the Westwind series aircraft:

- **Alternative Avionics** — Contact them at 800-371-9292 (phone), 248-666-4456 (fax), or [rvtm@alternativeavionics.com](mailto:rvtm@alternativeavionics.com) (e-mail). Their Web site is [www.rvtm.com](http://www.rvtm.com).
- **Duncan Aviation** — Contact Ron Hall at 800-228-4277, ext 1349. Visit their Web site at [www.duncanaviation.com](http://www.duncanaviation.com) or send an e-mail to [RVSM@duncanaviation.com](mailto:RVSM@duncanaviation.com).
- **Trimec Aviation Inc.** — Contact John Dunn at 888-303-1124 or 817-626-1376, or send an e-mail to [jdunn@1124.com](mailto:jdunn@1124.com). Their Web site is [www.1124.com/](http://www.1124.com/).
- **Plane Avionics** — Contact John Holland at 678-985-4059.

## Service Bulletin Update

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Here is the Westwind service bulletin update.

### Released

#### Service Bulletin 1124-27-151 Rev 1

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

Effectivity: All Serial Numbers

Released: September 28, 2004

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

The material information has been updated to include washer P/N NAS1149C0832R, quantity as required.

The accomplishment instructions have been revised, changing the axial clearance between the actuator rod end and fitting lug from 0.005-0.010 in. to 0.005-0.020 in.

The accomplishment instructions have also been revised to call out sealing of the actuator tie rod and sealing of the actuator rod end jam nut to the actuator jackscrew adapter.

Additionally, instructions are provided to shim the horizontal stabilizer scissor assembly, as required, using washers, P/N NAS1149C0816R (0.016 in. thickness) and/or NAS1149C0832R (0.032 in. thickness), to obtain the proper axial clearance of 0.005-0.020 in. (0.127-.50 mm) between the actuator rod end and fitting lug.

Aircraft in compliance with the original issue of this service bulletin are required to accomplish Revision 1.

### Pending

#### Service Bulletins 1123-27-059 and 1124-27-153

Title: Flight Controls – Inspection and Repair of Inboard Flap Actuators, P/N 193544-1, and Outboard Flap Actuators, P/N 193544-501 and -502

Effectivity: All Serial Numbers

Projected Release: 4th Quarter 2004

Description: Investigation into the failures of numerous flap actuators has revealed that the worm gear has worn beyond allowable limits due to excessive torque forces applied to the actuator. These excessive torque forces are being caused by corrosion on the internal tube assembly sleeve, ball nut dragging, and/or incorrect shimming. Due to the high number of flap actuator failures, the 10,000-hour Chapter 5 overhaul

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requirement will be reduced to 3,400 flight hours or 5 years of actuator service, whichever comes first. These service bulletins will provide instructions to remove the flap actuators and send them to Telair International® for overhaul. This initial overhaul requirement of all flap actuators will be mandatory within one year after the release of the service bulletins. Chapter 5 shall govern subsequent actuator overhaul requirements.

**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: 1st Quarter 2005

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 David Craig, Manager, Technical Information

**General Update**

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

**Aircraft Maintenance Manual (AMM) Revision 31**

<b>Chapter</b>	<b>Pages</b>	<b>Change</b>
5-20-07	201	Engine, Nacelle, and Pylon items frequency change
5-21-00	201	Frequency for Engine items extended to 200 hours
21-10-01	501 to 508	Bleed Switching Valve procedures added
56-10-03	201 to 210	New Pilot Side Window Replacement (A/C with SB 1124-56-113)
56-10-04	201 to 207	New Copilot Side Window Replacement (A/C with SB 1124-56-113)

and much more

**Illustrated Parts Catalog (IPC) Revision 7**

<b>Chapter</b>	<b>Pages</b>	<b>Change</b>
Alpha-Index	ALL	Corrected page flow and part numbers as submitted via PCRs
Numeric-Index	ALL	Corrected page flow and part numbers as submitted via PCRs

Chapters 21, 22, 27, 28, 29, 30, 32, 34, 53, and 57 all had changes as well

**2004 Revision Schedule**

<b>Revision</b>	<b>Date</b>	<b>Status</b>
Revision Cycle 1	January	Issued
Revision Cycle 2	March	Issued
Revision Cycle 3	July	Additional PCRs closed out for AMM and IPC

**Future Revisions – January 2005**

AMM – Rev 32

IPC – Rev 8

NDT – Rev 7

**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.

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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 <a href="mailto:colette.chamser@gulfstream.com">colette.chamser@gulfstream.com</a>
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.breneman@gulfstream.com">ashley.breneman@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 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**

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

**FSI 2004-2005 Westwind Maintenance Course Schedule**

Upcoming Westwind Maintenance Course dates are listed below. Off-site training may be arranged by contacting Tom Vail using the information below.

**Westwind Maintenance Initial Course (10 days)**

October 11, November 8, January 10, March 28

**Westwind Engine Run & Taxi Course**

Scheduled on Request

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

January 3, March 21 (at Birmingham, AL)

**Westwind Maintenance Manager (5 days)**

November 29, or Scheduled on Request

For more information or enrollment in any Westwind Maintenance Course, please call either Tom Vail or Joy Buoncuore at 800-733-7548 or 302-221-5100. You may also reach them by e-mail at [Tom.Vail@flightsafety.com](mailto:Tom.Vail@flightsafety.com) or [Joy.Buoncuore@flightsafety.com](mailto:Joy.Buoncuore@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 30): Last Issue’s Technical Quiz – The Rest of the Story**

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

**Questions:**

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

**Answer:**

There will be no cockpit indication except for higher Interstage Turbine Temperature (ITT); with one engine running, there is nothing to compare to. Since the switch is in the OFF position, no cockpit annunciators on the switch will be illuminated. To check for proper operation, the technician should turn the anti-ice ON after start and look for a rise in ITT and the ON and ENG light illuminated on the switch. Once verified, turn the switch OFF, and the lights should extinguish and ITT should return to normal.

There were no correct answers submitted for this scenario.

**(ATA 29): New Technical Quiz**

During a routine engine run on the right engine, the pressure filter bypass pin pops out (the filter is contaminated).

**Questions:**

1. What will be the cockpit indication?
2. Describe why the cockpit indication you observe is normal.

E-mail your answers to [tom.vail@flightsafety.com](mailto:tom.vail@flightsafety.com) or contact him at 800-733-7548 or 302-221-5100. The first technician that submits correct answers to all questions will receive a FlightSafety polo shirt and ball cap.

**ELCORTA Update**

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Submitted by Mike Melville, ELCORTA

**(ATA 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.

Don't 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., you can contact them at 302-323-1959 (phone), 302-322-9061 (fax), [info@elcorta.com](mailto:info@elcorta.com) (e-mail), or online at [www.elcorta.com](http://www.elcorta.com) (Web site).

**Trimec Update**

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Submitted by John Dunn, Trimec

Trimec Aviation Inc. is 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 Scott with any questions at 817-781-5612 cell or 866-581-7999 toll-free to discuss requirements (<http://www.accujet.net/Westwind.htm>).

### Rudder Airworthiness Directive (AD) 2004-14-14

We have received confirmation from the FAA that aircraft that have previously been inspected in accordance with Section 5-40-03 (dated January 31, 2003) of the structural inspection program (structural "B") meet the requirements of paragraph (a).

We are discussing an adjustment to the AD compliance time of 50 hours with the FAA. It seems that the FAA, Civil Aviation Administration of Israel (CAAI), and Israel Aircraft Industries (IAI) weren't in agreement as far as the compliance times were concerned. Unfortunately, your local Flight Standards District Office (FSDO) is not authorized to grant an extension to the 50-hour limit. That must be done through the FAA in Seattle using the Alternate Means of Compliance (AMOC) procedure. Contact Dan Rodina at 425-227-2125. He is the FAA person whose name is at the bottom of the AD.

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/).

### Maintenance Tip

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Submitted by Scott Hill, AccuJet Aviation Maintenance Training

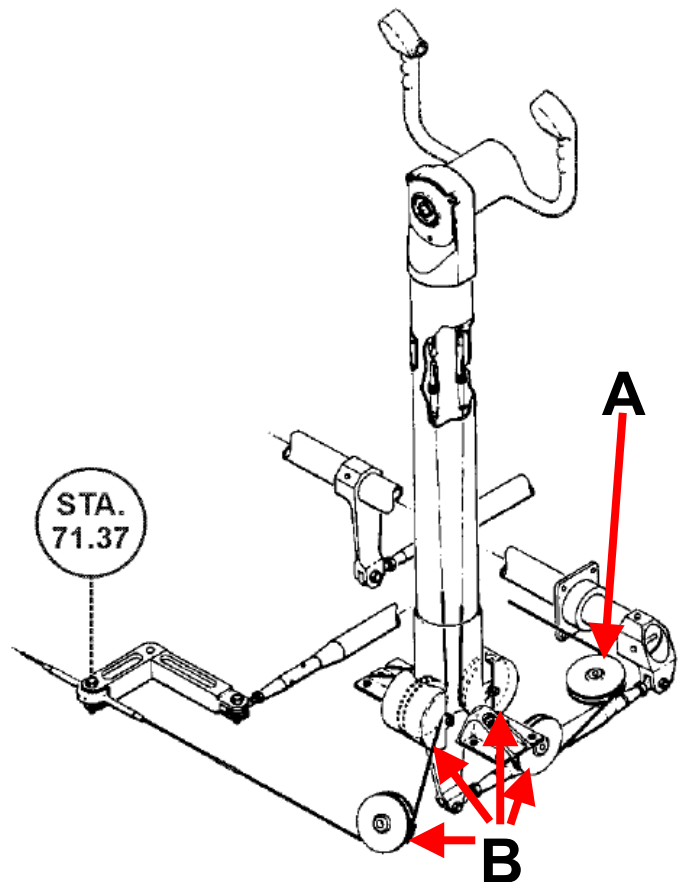
#### Aileron Cross-Over Cable Maintenance Tip

Recently, while working with Trimec Aviation, I noticed they had found three aileron crossover cables that were worn with broken cable strands in them. No big deal, except that it just so happened to be during the last three 800-hour "C" Inspections that they accomplished. Even though bad things seem to come in threes, I still sensed that there seemed to be a trend starting here. I chatted with the one of the lead technicians, Jay Stewart, about this in much more detail.

Jay gave me the rundown on his technique for inspecting the flight control cables. First and foremost, clean the cables thoroughly; there are no super mechanics with x-ray vision to see through the filth that collects all over the cables. Next, and you may note this to be a very important step, blow-dry the cables with compressed air to remove the grime stuck between the cable strands. Finally, once the cables are clean, they can be visually inspected.

Areas of importance to look at are on the rear crossover cable at the rear outboard pulleys (see detail "A"). While moving the ailerons through their full travel, look for shiny spots on the cable where it contacts the pulley assembly. A shiny spot may indicate wear, and it will need to be looked at through a magnifying lens. If wear on the cable strands is more than 40 to 50%, it will need to be replaced. What Trimec has been finding in this area is at least 50% wear with some broken strands as well.

Now for the weird part – upon replacing the rear cross-over cable, Trimec has been finding broken cable strands under the other pulleys in that system. The ones that I looked at had absolutely no wear at all, but a closer inspection revealed broken strands. Chapter 27 of the Westwind Maintenance Manual states that any broken strand at a pulley necessitates



replacement of that cable as well.

If you have to replace the rear cable, it is always a good idea to remove the forward cross-over cable as well for a detailed inspection. It takes only a few more minutes to remove it, once you have the aft one out; so it makes good sense to take the time to look at something that, more than likely, hasn't been thoroughly looked at in many years. As a matter of fact, every forward cable that Trimec has pulled out recently due to the rear one not passing inspection has broken strands in the pulley areas as well (see detail "B"). Those areas cannot be seen until the cable has been removed.

I believe that there is no better aircraft in our industry for the money that will do what the Westwind does. It flies high, it is fast, and it has very long legs, while at the same time being comfortable and actually quite maintenance friendly. But, it "ain't gettin' any younger." As the Westwind 1124/1124A continues to serve us so well, during routine inspections, we are going to find areas that need to be inspected more closely and more attention paid to them.

With the help of Trimec Aviation and General Dynamics Aviation Services, I hope to be able to supply more information on issues like this in the future.

## **Westwind / Commodore Jet Fleet Status**

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By Curtis Stringfellow, Reliability/Maintainability Engineer

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

- In-service Operations – 1,864,894 hours; 1,415,560 landings
- Fleet Leader(s) – 29,517 hours; 21,961 landings
- In-service Aircraft – 223 North America, 2 Central America, 6 South America, 2 Middle East, 1 Europe, 8 Australia = 242 total
- Twelve-month Dispatch Reliability Average – 99.94%

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

- In-service Operations – 76,112 hours; 47,779 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 August 31, 2004, based on our records:

- In-service Operations – 248,749 hours; 86,830 landings
- Fleet Leader(s) – 11,169 hours; 10,609 landings
- In-service Aircraft – 35 North America, 3 Central America, 2 South America, 3 Africa, 1 Caribbean = 44 total

## **General Information**

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- **Westwind M & O Session at NBAA, October 13** — A Westwind Maintenance and Operations (M & O) session will be held Wednesday, October 13, 2004, 8 a.m. – 11 a.m. in Room N253 during the National Business Aviation Association (NBAA) Convention at the Convention Center in Las Vegas, NV.

The program will consist of brief updates and technical presentations on current maintenance and operational issues. Also, a review of our fleet support services will be conducted, followed by an open-floor question-and-answer period. All pilots and maintenance personnel are invited and encouraged to attend.

Additional information may be viewed by going to [www.gdaviationservices.com](http://www.gdaviationservices.com) and selecting "News and Events" / "Events" on the home page.

To allow us to plan for your attendance, please register as soon as possible. To register, or if you have any questions, please contact Darlene Tyler at 912-965-3624 or [darlene.tyler@gulfstream.com](mailto:darlene.tyler@gulfstream.com).

- **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-

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mailed to Gulfstream. To access the new 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** — The In-Service Difficulty Report (ISDR) form is posted on the [www.gdaviationservices.com](http://www.gdaviationservices.com) Web site for your convenience. Use this document to submit detailed information about any difficulties you experience and unscheduled parts replacements on your Westwind aircraft (all 112X series). To download or open the form, point your browser to [www.gdaviationservices.com](http://www.gdaviationservices.com), click "Resources" -> "Resources Home." Send the completed form to Curtis Stringfellow, Reliability/Maintainability Engineer at Gulfstream – Dallas/Love Field; fax – 214-902-7796; e-mail – [curtis.stringfellow@gulfstream.com](mailto:curtis.stringfellow@gulfstream.com).

- **www.gdaviationservices.com** — Westwind operators can find additional information about available products and services at the [www.gdaviationservices.com](http://www.gdaviationservices.com) Web site.

- **Westwind News on the Web** — Archived issues of *Westwind News* can be found in the "News and Events" 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. If you prefer to receive this publication via e-mail, please notify Gary Arms at 912-965-4827 or [gary.arms@gulfstream.com](mailto:gary.arms@gulfstream.com). E-mail is the preferred distribution method due to the clarity of graphics and the ability to retrieve the document from any location with Web access.

## **MOLs**

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

- **Westwind-MOL-04-0006**, 7/15/2004, Gulfstream Support – The British Open Golf Championship
- **Westwind-MOL-04-0007**, 7/22/2004, Gulfstream Support – Democratic National Convention
- **Westwind-MOL-04-0008**, 7/28/2004, Airworthiness Directive (AD) 2004-14-14 – Rudder Skin Detailed X-ray Inspection
- **Westwind-MOL-04-0009**, 7/30/2004, Appropriate Documentation Required When Returning Parts to Gulfstream

## **SBs**

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The following Alert/Service Bulletin (ASB/SB) has been released since the update in the last issue:

- **Westwind SB 1124-27-151 Rev 1**, 9/28/2004, Flight Controls – Inspection of Trim Actuator Rod End Bearings and Replacement of Existing Bushings with Flanged Bushing



**Senior Editor** – Gary Arms

**Contributors** – David Craig, John Dunn (Trimec), Gene Herrera, Scott Hill (AccuJet), Jon Loth, Mike Melville (Elcorta), Greg Miller, Jennifer Miller, Mark Pidgeon, Bill Schieber (FSI), Charles Spurlock, Curtis Stringfellow, Darlene Tyler, 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](mailto:greg.miller@gdaviationservices.com). The mailing address is Westwind News, c/o Greg Miller, Gulfstream Aerospace Corporation, W6365 Discovery Drive, Appleton, Wisconsin 54914-9190.

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**Disclaimer** – This document is intended to provide Westwind operators an update on current safety/technical issues affecting their aircraft. **It is for information purposes only.** Any technical content in this publication, where so noted, will be submitted for inclusion in the next possible revision of a related technical publication, i.e., Maintenance Manual, Wiring Diagram Manual, Illustrated Parts Catalog, Computerized Maintenance Program Work Cards, Airplane Flight Manual, etc. (Technical Publications are recognized as the only official publications for maintenance and service of Westwind aircraft.)

