GENERAL DYNAMICS
Aviation Services Westwind Support®

WESTWIND NEWS

A Quarterly Publication Regarding the Maintenance and Operation of Westwind Aircraft

September 30, 2005 Volume 4, Issue 1

Director's Message

By Greg Miller, Director, Westwind Products

Westwind Product Support

Hey, how y'all doin'? Can you tell that I am now working in Savannah? My wife and I have made the transition from Wisconsin to the Deep South and are learning quickly that *we* are the ones who talk funny.

Fall is knocking at the door, and it is an unusual experience to have 90º days when a person is normally covering plants in the evening, so they don't freeze out before you can harvest. The people are gracious, helping us feel welcome to our new environment, which is much appreciated.

We continue to have challenges on the Westwind Pitch Trim Actuator situation. While we have been actively engaged in making improvements, the issues are not yet fully resolved. Four additional actuators have been sent to the vendor for overhaul and updates, and will be used in our rotable/rental pool. All current available loaner units are in use right now.

Other issues being worked include reduced turn times on actuators in for repair and incorporation of improvements that will add to actuator reliability. Several improved components are being reviewed for development, with the first two being sealed bearings and different style rotating shaft seals. Understandably, the persons affected by the situation are anxious to see these issues fully closed out. Trust me, so am I!

One thing you as operators can do is locate and preserve the life-limit cards that were issued when your actuators were modified under Mandatory Service Bulletin 1124-27-136, which replaced the jack screws in conjunction with an overhaul. Without proper documentation, the jackscrews, even in serviceable condition, cannot be reused due to the life limitations on them.

Hurricane after hurricane has been taking a heavy toll on a lot of people and the environment with no end in sight. The New Orleans economy has been shattered by Katrina. Having to move NBAA 2005 to Orlando is just one example of the negative impact on the area. With the move, the convention will take place one week earlier than previously planned, so at this time, I am not sure of the date and time for our Maintenance and Operations meeting for the Westwind Aircraft. Please take the time to attend the meeting if you're at the convention, as we are combining the Advisory Board and M&O meetings.

I do appreciate the extra help from the article contributors and Gary Arms for this issue as I relocated down to Savannah.

Please feel free to contact me with your concerns and/or suggestions in regards to the newsletter or fleet support issues. My contact information is as follows: Office: 912-965-5803; Fax: 912-965-5394; E-mail greg.miller@gdaviationservices.com.

Westwind Parts Update

By Mark Pidgeon, Westwind Spares Supervisor

GDAS Parts and PMA News

Passenger Oxygen Masks

In our previous newsletter, we mentioned the requirement to replace passenger oxygen masks, P/Ns C351-2000-2 and 174080-31.

As the manufacturer could not supply more of the C351-2000-2 masks in a timely fashion, we went back to Israel Aircraft Industries (IAI) for authorization to use the 174080-31 mask as an alternate. IAI has agreed, and we now have an engineering order (E.O.) for the alternate part. If you still require the C351-2000-2 unit, we can now supply the 174080-31 and a copy of the E.O. for your records, to comply with the replacement program.

Fuel Door Skin

Our long-awaited replacement fuel door skin panel has arrived at the Dallas facility for inspection approval by our Parts Manufacturer Approval (PMA) group. It should be in stock by the time this newsletter is published, and the part number is 313729-3.

50-amp Circuit Breakers

There has been some confusion about the 50-amp circuit breakers, P/N D6752-13-50, no longer being available. We have confirmed through Texas Instruments that the current part number (6752-13-50) is still available through the T.I. distribution network. The D referred to the T.I. drawing size.

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 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.

As the Turbine Turns

A view from the left seat

By Chad Kale, Aviation Department Manager, EBMS

Maintenance Tracking

Although this column normally focuses on the operational side, operation and maintenance go hand in hand. Pilots and mechanics interacting without proper supervision seems hardly practical, but at times a necessity. One of the harder jobs of any flight department manager is the ongoing tracking and scheduling of aircraft maintenance. One way to increase the efficiency of scheduling and budgeting is to have the ability to forecast maintenance with some sort of accuracy. With the advent of maintenance tracking software, the ability to forecast becomes as simple as a key stroke on the computer.

Comparatively speaking, Westwind maintenance is not impossible to keep track of. If asked, I am sure that many maintenance technicians would say that this airplane does not need a tracking program. A person does not need a cell phone either, but why not take advantage of things that decrease our workload if it is at a reasonable expense?

As a mechanic, I hate trying to verify a component time via log book entry. If you have every looked at your log books, you would see that the entries made ten years ago leave a lot to be desired in the way of legibility. Any mechanic would tell you it is a lot easier to find a cycle time by looking it up either by computer search or paper copy than it is to do a log book search. Give it a try. Take a minute, or in some cases, an hour and find out when your next steering bracket inspection is due. Too easy? How about anti-skid filters or flap drive cables? When was the fuel dump system last checked? With a maintenance tracking program, it will take you or your mechanic less than 5 minutes to find all four items. Whether you are paying a shop an hourly rate or your own mechanic, this will increase productivity.

Still not convinced? I would speculate that most of you, like myself, do not carry your log books with you unless you are headed for major maintenance. What do you do when you're on the road and need to access your maintenance records? If you do not have computerized maintenance records, you don't access them. It is that simple. How about warranty issues with parts or service life of components? In a matter of minutes, I can tell when a part was changed last and how long that item was installed on the aircraft in calendar time, hours, and cycles. And maybe one of the most important features maintenance tracking has is the ability to keep you from over flying a required inspection or missing an item completely.

There are many different services available, and not all are the same. My recommendation is to research them thoroughly. Before you spend major dollars, take a look at all the options. Whichever program you choose, you should be able to tailor the program for your needs.

Happy flying!
Chad Kale
ckale@ebmstpa.com

Service Bulletin Update

By Gene Herrera, Customer Support Technical Bulletin Group

Here is the Westwind service bulletin update for September 2005.

Released
None since the 6/30/05 update

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

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

Effectivity: All Serial Numbers

Projected Release: 4th Quarter 2005

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. This initial overhaul requirement of all flap actuators will be mandatory within one year after the release of the service bulletins. Chapter 5 shall govern subsequent actuator overhaul requirements.

The projected release date has been re-estimated for 4th quarter of 2005 due to **improved?** parts issues and turn times at Telair.

Service Bulletin 1124-24-155

Title: Electrical Power – Replacement of Remote Control Circuit Breaker in the Main and Alternate Fuel Boost Pump Electrical Circuits

Effectivity: 1124 and 1124A Westwind, serial numbers 187 through 234 except 226, 228, 230, and 231

Projected Release: 2nd Quarter 2006

Description: Provides instructions to replace the existing RCCB and modify the airframe wiring to accommodate the new RCCB. Additionally, instructions are provided to modify the left and right DC contactor boxes.

Technical Publications Update

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

General Update

Technical Publications has issued the second revision of 2005, dated July 31, 2005, for the 1124 aircraft Manual Suite and CD-ROM products. Highlights of this revision are as follows:

Aircraft Maintenance Manual (AMM) Revision 33

Chapter	Page	Change
05-20-06	(Replace Section)	Added additional information for Horizontal Stabilizer Trim Actuator inspection requirements.
05-40-00	(Replace Section)	Added Extension Period section (Step G) to STRUCTURAL INSPECTION PROGRAM – DESCRIPTION / OPERATION.
05-40-03	209/210	X-Ray inspection of the rudder assembly procedures were expanded to cover additional requirements.
24-30-00	(Replace Section)	DC Generating System – Adjustment / Test procedure changes to properly adjust paralleling of GCUs.
27-00-00	211/212	Replaced foldout artwork with correct figure.
27-40-00	(Replace Section)	Added requirements of WW1124/1124AMOL-05-0001, Horizontal Trim Actuator drain hole inspection.
28-00-00	216	Removed steps that were repeated during this procedure and were not necessary.
55-30-00	(Replace Section)	During review of manual, noted torque values in artwork on Pg. 203 did not reflect text on Pg. 201. Changed artwork to reflect proper torque.
55-50-00	1	Rear spar bolts and nuts torque value was corrected to 200 – 300 inch-pounds.

Illustrated Parts Catalog (IPC) Revision 9

Chapter	Figure	Change
21-60-00	3	Pg. 8, Item 620 – Corrected part number of Temp Bulb.
26-10-00	1	Corrected part number for Switch Assembly.
55-30-00	2	Additional alternate part numbers for bolts and nuts for Vertical Stabilizer Attach Fitting.
27-10-00	4	Pg. 7, Item 410 – Corrected Size of Bushing from 5/16 to 1/4.
27-30-00	4	Corrected collar part number for Post SB 1124-27-086.
29-10-00	6	Added O-ring part number for shuttle valve.
32-30-00	4	Pg. 3, Item 140 – Corrected part number of rod.
32-40-00	2	Added information referring to 29-10-00, Figure 6 for details.
55-30-00	2	Pg. 8, Item 30 – Added alternate part numbers for vertical attachment fitting.
55-40-00	2	Pg. 2 – Changed artwork to add bushings. Pg. 5, Items 9 / 10 – Added bushing for rudder tab fittings.
57-50-00	4	Pg. 6, Item 34 – Added alternate part numbers for bolt, collar, and washer.

Structural Inspection Program (SIP) Revision 7

Chapter	Page(s)	Change
05-40-00	(Replace Section)	Added Extension Period section (Step G) to STRUCTURAL INSPECTION PROGRAM – DESCRIPTION / OPERATION.
05-40-03	209/210	Revised X-Ray Inspection requirements for Rudder.

Revision Schedule – 2005

Revision	Date	Status
Revision Cycle 1	January	Released
Revision Cycle 2	July	Released

Future Revisions – January 2006

AMM – Rev. 34
IPC – Rev. 10

Publication Change Request Submittals

As a reminder – customers who find an error in a manual should use the convenient on-line Publications Change Request form. This form, which is found on all Gulfstream and General Dynamics Aviation Services (GDAS) Web sites, enhances the ease and speed of submitting change requests to Technical Publications.

To locate the form, access the GDAS Web site (www.gdaviationservices.com) and click on "Publications and Bulletins" and "Publications Change Request." Follow the instructions provided. Upon submission of the change request, a tracking number will automatically be assigned for your convenience.

We feel this form enhances the ability to receive communications from our customers and allows us to continue to accelerate the refinement process for our products.

Points of Contact

Colette Chamser	800-810-4853 or 912-965-4178, Option 4 / Direct line 912-965-4684 colette.chamser@gulfstream.com
Cheri McKendrick	800-810-4853 or 912-965-4178, Option 4 / Direct line 912-965-4901 cheri.mckendrick@gulfstream.com
Ashley Breneman	800-810-4853 or 912-965-4178, Option 4 / Direct line 912-965-5311 ashley.williams@gulfstream.com
David Craig	912-965-4463, Cellular 912-484-0971 david.craig@gulfstream.com

Our commitment is to continue providing you with the finest technical publications services and CD-ROM products available. Our focus continues to be on improving the accuracy and timely delivery of all products.

Should you have questions or comments about any initiatives, products, or services, please feel free to contact David Craig, Manager of Technical Information.

FlightSafety News and Quiz

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

FSI 2005-2006 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)
2005: October 3, December 12
2006: January 9, May 15, July 31, and November 27
Westwind Maintenance Update Course (5 days)
2005: November 14
2006: March 6, June 26, September 18, and October 30
Westwind Engine Run & Taxi Course
Scheduled on Request
Westwind Maintenance Manager (5 days)
Scheduled on Request

For more information or enrollment in any Westwind Maintenance Course, please call either Tom Vail or Valerie Marvel at 800-733-7548 or 302-221-5100. You may also reach them by e-mail at 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 24): Last Issue's Technical Quiz – The Rest of the Story

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

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

Answer:

Please refer to the schematic on page 24-33 of the FlightSafety Westwind Maintenance Training Manual.

The start relay (SR) is a two-pole switch with two functions. One pole function routes start control power coming from the GCU through auxiliary start relay (ASR) contacts to the generator start contactor (GSC) coil. This power energizes the GSC, and the starter will then rotate. The other pole function provides a start control holding circuit that closes when the SR is energized, allowing the operator to release the START switch. The start circuit will remain latched until terminated by the EEC/DEEC or manually by pressing STOP.

In this scenario, the starter rotates as long as the START switch is held in the start position, but stops as soon as the switch is released. The most likely defective component is the holding circuit electrical contacts in the start relay. Because the starter will operate when START is pressed, we have proven the circuit to and through the GCU is functioning. Also, the ASR is functioning normally and energizing the SR. The SR coil is functioning along with the contacts that energize the GSC because the starter is rotating.

Replacing the SR should resolve the fault.

No correct answers were submitted for this quiz.

(ATA 24): New Technical Quiz

During the last aircraft inspection, DC electrical system circuit breaker CB2-4 was replaced due to high resistance across the contacts. This condition was detected during the routine inspection/test. The circuit breaker was replaced with a new unit. However, after the CB was replaced, the right STARTER & GEN ½

amp circuit breaker on the cockpit overhead panel opens immediately whenever DC power is applied to the bus system. Attempts to reset the CB are unsuccessful.

You suspect that the problem may be related to replacement of circuit breaker CB2-4 in the right DC contactor box. A visual inspection shows the CB is closed, and everything appears normal inside and outside of the DC contactor box.

Question:
Drawing from your system knowledge, what could be causing this fault?

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

ELCORTA Update

Submitted by Mike Melville, ELCORTA

(ATA 25): Equipment and Furnishings / Interior Refurbishment

While your Westwind is in for a C Check, structural inspection, or other heavy maintenance, it is generally required that the interior be removed to facilitate access. This would be a good time to tell your maintenance facility about any interior gripes. Most items can be fixed easily when components are already removed. Proper operation of the crew and passenger seats, lighting, and entertainment systems are essential for safety and customer comfort.

Elcorta has the capability to refurbish your aircraft interior. No detail is too small. From plating and re-webbing to recovering seats and refinishing woodwork, we can make your interior look new again while saving money and downtime.

For more information on ELCORTA, Inc., you can contact them at 302-322-7757 (phone), 302-323-1959 (fax), info@elcorta.com (e-mail), or online at www.elcorta.com (Web site).

Trimec Update

Submitted by John Dunn, Trimec

Trimec Aviation Inc. is offering Westwind maintenance training at our Ft. Worth, TX, facility through Scott Hill with AccuJet Aviation Maintenance Training. The course is FAA-approved for Inspection Authorization (IA) renewal. The 2005 training schedule can be found on the following pages.

- When your aircraft is in for maintenance, pull both bleed source and engine anti-ice circuit breakers (C/Bs). The bleed switching valves (BSVs), dump solenoids, and engine solenoids are energized when the aircraft power is turned on, and they get very hot!
- Airworthiness Directive (AD) 89-12-08 has a 300-hr. horizontal stabilizer inspection requirement, and AD 96-24-11 has a 600-hr. aileron push-pull tube/guider roller inspection requirement. However, operators need to be aware that Chapter 5 of the Maintenance Manual requires them to be accomplished at 200-hr. and 400-hr. intervals, respectively. Please make sure that your maintenance facility is aware of this and makes the proper logbook entries.
- When changing the main tires, take the time to closely inspect the brake keyways riveted to the wheel half. We are finding them completely worn through at the most inboard brake tangs and destroying the main wheel half. One trick you can use to maximize the life of these parts is to swap the wheels side-to-side to even out the wear on the keyways.
- We still encounter maintenance personnel using the generator control units (GCUs) as fuses for troubleshooting purposes. When you suspect the GCU as the problem and you want to verify this, put the

suspected bad GCU on the good side. DO NOT put the good one on the bad side! Bad GCUs can't hurt anything, but a bad side can cost you another GCU.

• We recently discovered a problem with the manual mode light flashing within 1-3 minutes after downloading the Digital Engine Electronic Control (DEEC). After a lot of troubleshooting, we determined that the wires from the computer connector (pins 28 and 29) to the ENRICH/EVENT/OVERSPEED switch were shorted to ground. This loaded up the computer buffer quickly. We discovered that there are filters in those wires, and they had shorted to ground. These wires are not powered and are providing only a ground loop for the computer that the cockpit switch completes when pushed. On some aircraft, these filters are above the computers; on others, one is above the BSVs.

It would be a good idea to check your aircraft the next time you are in that area. Put a multimeter between the pins and have someone push the switch to EVENT. See if you get continuity. If so, you are ok. If you don't get continuity, you can't get an EVENT recording or an ENRICH if needed. This same procedure applies to aircraft still using the electronic engine controls (EECs). If the wiring is grounded on those aircraft, hot starts might be the result, as the switch is the ENRICH control.

It takes just a few minutes to check these, and it might save you some downtime later.

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

Surface De-ice Boot Care and Maintenance

One of the things that AccuJet specializes in besides maintenance training is the removal and installation of surface de-ice boots. When I am not teaching, I am usually working on airplanes, and much of that work involves de-ice boots in one way or another. Years ago I really "goofed up" and did a wonderful R&R job on a set of Westwind wing de-ice boots and have since been fortunate enough to install all Trimec customers' de-ice boots.

Over the years I've noticed some things that could help Westwind operators identify problem areas with the de-ice boots.

• **Electrical Bonding**: The number one problem I have attributed to premature de-ice boot removal and installation is not neglect – that would be number two on the list – but the lack of electrical bonding. As the Westwind flies very fast through the atmosphere, the de-ice boots will generate static electricity. If the de-ice boot cannot dissipate this static electricity to the airframe, the charge will build up and finally blow out of the de-ice boot leading edge, leaving small cuts in the shape of half circles. Sometimes the damage will be a whole circle if the static electricity is heavy enough.

How can this be prevented? First of all, make sure the static dischargers are within limits per the Aircraft Maintenance Manual (AMM) Chapter 23-60-00. The next thing to inspect would be the "DEICER CONDUCTIVE CEMENT" at the trailing edge of the de-ice boots. Without conductive cement, the de-ice boot has no way of discharging static electricity to the airframe. The conductive cement should overlap the de-ice boot and the painted surface. On many occasions I have seen black paint used instead of conductive cement and, of course, the de-ice boots showed severe wear from static discharge.

• **Neglect**: "Application of AGEMASTER No. 1 should be made every 150 flight hours" according to AMM Chapter 30-10-00. I prefer Jet Stream PBS Boot Sealant, as it protects against ultraviolet (UV) damage, and it is much easier to remove the old sealant with PBS Prep in order to recondition the de-ice boots. Failure to condition the de-ice boots will cause UV damage and impact erosion, which leaves small pits and holes of irregular shapes along the leading edge. Plus it doesn't look very pretty.

In either case, the de-ice boots will get holes in them and if bad enough, they will not inflate properly, causing a safety-of-flight problem.

AccuJet has had a great year so far teaching Westwind Maintenance Training and has just kicked off Astra/G100 Maintenance Training as well. All of our training manuals are printed in color with lots of photos throughout. For more information contact:

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Accujet Aviation Maintenance Training

Westwind 1124/1124A 2005 Training Schedule

One-Week Update-Refresher Course

- October 3–7, 2005
- October 31–November 4, 2005

Two-Week Maintenance Initial Course

- October 10–21, 2005
- November 7–18, 2005

AccuJet
Aviation Maintenance Training
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E-mail: info@accujet.net

You can coordinate training events with your aircraft inspections at Trimec. Call Accujet toll-free at 1-866-581-7999 to schedule your training event.

Westwind / Commodore Jet Fleet Status

By Martin Manning, Reliability Engineer

Following is the status of the **1124/A Westwind** fleet as of August 31, 2005, based on our records:

- In-service Operations – 1,903,283 hours; 1,441,093 landings
- Fleet Leader(s) – 30,188 hours; 22,272 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 August 31, 2005, based on our records:

- In-service Operations – 76,619 hours; 45,461 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, 2005, based on our records:

- In-service Operations – 248,963 hours; 86,941 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." Note: the forms were recently updated.
- **GDAS Call Center Instructions** — The GDAS Call Center instructions for 24-hour support and access can be found on the www.gdaviationservices.com/ Web site by clicking "Contacts", "Home", and selecting "24 Hour Phone Support Instructions" from the menu.
- **In-Service Difficulty Reporting** — The In-Service Difficulty Report (ISDR) form is posted on the www.gdaviationservices.com Web site for your convenience. Use this document to submit detailed information about any difficulties you experience and unscheduled parts replacements on your Westwind aircraft (all 112X series). To download or open the form, point your browser to www.gdaviationservices.com, click "Resources" –> "Resources Home." Send the completed form to Reliability/Maintainability Engineers Bev Smith-Floyd and Martin Manning at Gulfstream Savannah; fax – 912-965-4704; e-mail – bev.smith.floyd@gulfstream.com and martin.manning@gulfstream.com.
- **www.gdaviationservices.com** — Westwind operators can find additional information about available products and services at the www.gdaviationservices.com Web site.
- ***Westwind News* on the Web** — Archived issues of *Westwind News* can be found in the "News and Events" menu on the www.gdaviationservices.com Web site.
- ***Westwind News* Distribution** — Distribution of the *Westwind News* has been via e-mail to Westwind operators with that capability and fax to those who do not have e-mail. E-mail is the preferred 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:

- **Westwind-MOL-05-0003**, 7/14/05, AD 2005-13-07 – Replacement of Engine LP Turbine Rotor Disc
- **Westwind-MOL-05-0004**, 7/29/05, DRVSM Height Monitoring Requirements
- **Westwind-MOL-05-0005**, 9/26/05, AD 2005-18-13 – Inspection of Wire Bundles in Overhead C/B Panel
- **Westwind-MOL-05-0006**, 9/29/05, Horizontal Stabilizer Pitch Trim Actuator

SBs

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

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Senior Editor – Gary Arms
Contributors – David Craig, John Dunn (Trimec), Bev Smith-Floyd, Lynn Hart, Gene Herrera, Scott Hill (AccuJet), Chad Kale (EBMS), Martin Manning, Valerie Marvel (FSI), Mike Melville (Elcorta), Greg Miller, Mark Pidgeon, John Taylor, Tom Vail (FSI), and Susan Williams.

The *Westwind News* is intended to provide quarterly updates on technical and product support, service, training, publications, events, and operational insights for the Westwind series of aircraft.

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.)