



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

**December 13, 2002 Volume 1, Issue 2**

**Director's Message**

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By Mike Rexroat, Director, Westwind Products

**Your Input is Important to Our Collective Success**

The 2002 annual National Business Aviation Association (NBAA) Convention in Orlando this past September has come and gone, and not without its own special day with regard to the Westwind Maintenance & Operations session. I personally want to thank each of you who submitted recommendations on topics of interest to you and, potentially, the fleet at large. The feedback we have subsequently received from some of you in attendance was that the session was meaningful and technically informative. As a result of your comments and interest, we will continue to promote more sessions like this.

For us at General Dynamics Aviation Services (GDAS), it was extremely exciting to be able to meet you – our new customers – and exchange ideas, hear suggestions and complaints, and discuss concerns about the Westwind fleet and GDAS. Operationally, your input is extremely important to our collective success because, quite frankly, your knowledge, experience, and fleet heritage on the Westwind airframe exceeds that of many of our personnel. Communication is really the key for all of us to focus on for success, as we continue to build the Westwind Service and Product Support reputation back to world class.

In the inaugural issue of the Westwind News, we introduced our Product Support Alliance Team consisting of representatives from GDAS, Israel Aircraft Industries (IAI), FlightSafety International (FSI), ELCORTA, Inc., and Trimec Aviation, Inc. Believe me, we have all been busy with our endeavors to better support the Westwind fleet. It is our desire to hear your comments and additional suggestions for improving our support structure to you. Maintenance, training, engineering dispositions/repairs/modifications, material support and publications are but a few, yet extremely significant, subjects where your feedback would be beneficial for our growth and improvement. Please feel free to respond directly to me, preferably, or an Alliance Team member for data collection, unified rectification, and subsequent communication to all the team members and customers.

This issue embraces some barriers that we have recently overcome and several significant product improvement programs that we have implemented. The Team members and GDAS department heads have provided articles defining these initiatives that, I believe, will gain your immediate support. As well, you will find informative support articles and maintenance tips/reminders.

Have you thought about why there is not a customer advisory type function for maintenance events? We have too! We are reviewing the possibility of establishing a Westwind Maintenance Planning Board (MPB) in 2003. The MPB will consist of customers and team specialists assembled to review the Westwind inspection programs for recommended changes. Our focus will be on safety issues, potential cost reductions, training, and service standards for the Westwind fleet. Please contact me regarding volunteering for this Board.

I trust our philosophy to aggressively concentrate on fleet needs with technology, technical expertise, progressive maintenance innovations, and customer service is serving your best interests. Please contact me with your ideas and suggestions, as every challenge is viewed as an opportunity for GDAS to continuously grow our business to better serve you. We are committed to providing the highest quality, committed schedules, and competitive pricing in every experience you explore with us. Give us a call at 866-271-GDAS (4327) or 912-965-4700 for your support needs.

Coming up on a Service Center visit? Please contact your local Regional Sales Representative, or call our sales center at 912-965-3479 with your special request for quotation.

One area where we need your help is our Master Information Record (MIR) form. In the General Information section of this Westwind News, please note the MIR information and complete the attached MIR if you have not done so to update your files. The form may also be found on the GDAS web site ([gdavservices.com](http://gdavservices.com) – Click News → MIR Form). This record is a vital link to your GDAS account, company information, and technical communication.

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Thank you for sharing with us the Maintenance and Product Support responsibility of the Westwind product line – it is truly our honor. We trust you will find this edition both informative and professionally fulfilling.

## Service Bulletins

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### (ATA 27/35): Service Bulletins Under Development

Westwind service bulletins are being written in Savannah, with support from Israel Aircraft Industries (IAI) Engineering in Israel. The following service bulletins are under development:

#### Service Bulletin No. 1123-27-051

Title: Aileron Trim Actuator Replacement

Reason: The aileron trim actuator, P/N 793007-1, is no longer available and has been superseded by P/N 793500-1.

#### Service Bulletin No. 1124-27-151

Title: Horizontal Stabilizer Trim Actuator Inspection of Tie Rod End Bearings and Scissor Bushings

Reason: Reports from the field indicate that some aircraft have experienced bearing migration problems on the horizontal stabilizer trim actuator rod ends.

#### Service Bulletin No. 1123-27-057 and 1124-27-144

Title: Perform NDT Inspection on Aileron Control Tube P/N 513506-503 RD/RE

Reason: Corrosion has been found on the inner surface of aileron control tube 513506-503 RD/RE.

#### Service Bulletin No. 1124-35-146

Title: Oxygen Pressure Reducer Regulator Inspection of High Pressure Inlet Boss

Reason: Cracks have been found in the high-pressure inlet boss of the oxygen pressure reducer regulator.

## Technical Update

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### (ATA 34): Reminder – Domestic RVSM to Begin December 1, 2004

This is a reminder that Domestic Reduced Vertical Separation Minimum (DRVSM) airspace is tentatively scheduled to go into effect in U.S. airspace (FL290 to FL410) on December 1, 2004. 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 flight level (FL) 290 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.

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.tc.faa.gov/act-500/niaab/drvm/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/niaab/rvsm/naarmo\\_intro.asp](http://www.tc.faa.gov/act-500/niaab/rvsm/naarmo_intro.asp).

The following two 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 [rvsm@alternativeavionics.com](mailto:rvsm@alternativeavionics.com) (e-mail). Their website is [www.rvsm.com](http://www.rvsm.com).
- **Duncan Aviation** — Contact Ron Hall at 800-228-4277, ext 1349. Their website is [www.duncanav.com](http://www.duncanav.com).

## Maintenance Tips

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### 1121/1123/1124 (ATA 00): Aircraft and Component History Important for Product Improvements

Technical Operations frequently receives calls from Westwind operators regarding product improvements. In order for General Dynamics Aviation Services (GDAS) and Israel Aircraft Industries (IAI) to consider any possible product improvements, the current aircraft and component history must be known. Service Bulletin Certificates of Compliance and In-Service Difficulty Reports are two ways operators can provide the required information.

We recently discovered the fax number listed on both of these forms is incorrect. The correct fax number is 214-902-7797. When service bulletin work is completed or an in-service difficulty is experienced, please take a few moments and fax in the updated information.

### 1121/1123/1124 (ATA 00/29/32): Miscellaneous Tips

**Tire Pressure** – Tire pressures should be checked with a calibrated dial-type gauge. The best time for checking pressures is during the morning hours before the first flight of the day or three hours after a flight.

**Hydraulic Pump Cycling** – Does your emergency hydraulic pump cycle too often? The problem could be a faulty thermal relief valve. If there is no evidence of external leakage, the thermal relief valve should be suspect for internal bypassing. This valve performs two functions: It provides pressure relief at 1,250 +100 psi and has a built-in check valve to prevent pressure from backing up through the pump. This is the only check valve in the emergency hydraulic system.

**Aircraft Access** – Aircraft downtime for maintenance may be affected if operators forget to leave the keys to the aircraft with the FBO or fail to unlock all doors and access panels that are secured before departing the area. Some fixed base operators have experienced difficulty locating aircrews after they leave for the hotel. Remember, if the aircraft cannot be opened, the maintenance task cannot be accomplished.

## Spare Parts Update

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### (ATA 00): PMA Parts

We said we would and we are! General Dynamics Aviation Services (GDAS) is now taking and filling orders for Parts Manufacturer Approval (PMA) parts. In the August edition of *Westwind News*, we said we are focused on Parts Manufacturer Approval for out-of-stock original Westwind components. We have made significant progress and are continually identifying requirements and developing additional PMA replacement parts.

The PMA organization is located at Gulfstream's Dallas Love Field facility. This department is directed by Randall Johnson and managed by James Young with John Karshis, Sherrie Dehay, and Mark Pidgeon playing key roles. The PMA Mission Statement is as follows: "The Gulfstream Parts Manufacturer Approval (PMA) Program Mission is to meet the Needs of Our Customers with On-Time Delivery of High-Quality, Reliable Products at a Reasonable Cost."

We welcome your suggestions for additional PMA candidate parts (see following section).

The following pictures are just a portion of the PMA parts that we are now producing:



**Splice Assembly**



**Nose Gear Door**



**Step Leg Assembly**



#### **(ATA 00): Westwind Parts**

The majority of Westwind parts have been moved to our new Appleton, WI, warehouse from Dallas and Minneapolis. The balance of the inventory will be moved by year's end. Our new warehouse will afford us additional space to store parts, as well as provide our customers single-point shipment with most orders.

As noted in the previous section, we are very excited about our enhanced PMA program. We have completed the transfer of licensing for PMA products formerly held by the Alliance Ft. Worth location and have been assured quick response by FAA officials in Dallas for all new data packages submitted for new PMA requests. We feel that this program will greatly enhance fill rates for scarce out-of-production parts and will help to ensure the viability of Westwind ownership for now and into the future.

We are seeking input from the Westwind operating community for supplements to our growing PMA listing. Please send your suggestions to Mark Pidgeon via e-mail ([mark.pidgeon@gdaviationservices.com](mailto:mark.pidgeon@gdaviationservices.com)) or phone (866-271-GDAS [4327] or 912-965-4700). In the first quarter of 2003, we will be sending our customers a detailed listing of all PMA items. In addition, we will spotlight a "PMA item of the quarter" in future installments of this publication.

The future looks very bright and exciting for Westwind parts support. Ideas and suggestions for additional improvements 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 24/7/52 for your entire Westwind parts requirements. Call toll-free at 866-271-GDAS (4327), or 912-965-4700.

### **Technical Publications Update**

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#### **General Overview**

Since our August article, we have completed our systemic review of all services and products provided to our Westwind customers. As a result, we are continuing to strengthen our understanding of the product line, its needs, and our support of it.

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### Customer Service

Following the establishment of our dedicated Sales and Distribution Group, we began training our personnel on the 1121, 1123, and 1124 product lines. While our knowledge in the support of the product line continues to grow each day, we feel that our team is now well prepared to handle this new and exciting product line and its customers. As we stated in our previous article, this group is available 24/7 for our customers' convenience and has a full inventory of Westwind products. In addition to the Sales and Distribution effort, we continue to have CD-ROM production and technical support capability in Savannah to better serve our customers who have chosen to utilize the CD-ROM products offered for the Westwind.

### Manual Revision Support

In this area a number of things are beginning to move forward. First, we are involved with our Dallas-based team and a company called Document Conversion Laboratories (DCL) in the conversion of the 1124 Aircraft Maintenance Manual. This new format will mirror some of the converted chapters released earlier this year and will standardized the software application the manual is created in, thus making it easier for you to use and for the Gulfstream Publications team in Dallas to support. The conversion will also provide Gulfstream with an ability to improve and create a new CD-ROM more in line with the traditional Gulfstream family of CDs. For our customers' convenience, Gulfstream added the Wiring Diagram Manual to this new CD-ROM during its latest revision cycle (released 11/20/02). As a final note, the new disk will continue to contain all of the service bulletins (SBs), service information letters (SILs), and other data currently found on the disk.

### Publication Change Requests Submittals

Requests for changes should be submitted to Gulfstream Aerospace by using any of the following methods:

1. Hotline 912-965-4178, Option 4
2. Facsimile (Fax) 912-965-3520
3. E-mail [les.taylor@gulfstream.com](mailto:les.taylor@gulfstream.com)

Please include your name, contact number, and enough information to identify the manual, page, and the issue or change you would like to see made.

### Points of Contact

Colette Chamser	912-965-4178, Option 4 / Direct line 912-965-4684 <a href="mailto:colette.chamser@gulfstream.com">colette.chamser@gulfstream.com</a>
Cheri McKendrick	912-965-4178, Option 4 / Direct line 912-965-4901 <a href="mailto:cheri.mckendrick@gulfstream.com">cheri.mckendrick@gulfstream.com</a>
David Craig	912-965-4463, Cellular 912-484-0971 <a href="mailto:david.craig@gulfstream.com">david.craig@gulfstream.com</a>
Customer Service Hotline (24/7)	912-657-5656

Our commitment is to continue providing you with the finest technical publications services and CD-ROM products available. Our focus is on improving the accuracy and timely delivery of all products. Additionally, we will continue to identify enhancements that benefit all operators.

Should you have questions or comments about any of the new initiatives, products, or services, please feel free to contact David Craig, Manager of Technical Information, at 912-965-4463.

### FlightSafety News and Quiz

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#### (ATA 00): The Importance of Recurrent Maintenance Training

During a typical day, you are focused on preventative maintenance, servicing, inspections, and the associated paperwork. When a system fault threatens the dispatch of your Westwind, it is time to draw immediately on your technical knowledge. Faults in areas such as engine start circuits, flap control, anti-skid, or engine fire detection systems are just a few of the areas that can appear at any time and challenge your ability to quickly pinpoint the cause.

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Consider the value of attending a one-week Westwind Maintenance Update in 2003. Refreshing your systems technical knowledge will greatly increase your ability to return your Westwind to service promptly, potentially saving your operation thousands of dollars.

For more information or to enroll in any Westwind Maintenance Course, please call either Joy Buoncuore or Tom Vail at 800-733-7548 or 302-221-5100. You may also reach them by e-mail at [Joy.Buoncuore@flightsafety.com](mailto:Joy.Buoncuore@flightsafety.com) or [Tom.Vail@flightsafety.com](mailto:Tom.Vail@flightsafety.com).

**FlightSafety's 2003 Westwind Maintenance Training Schedule**

Westwind Maintenance Initial Course (10-Day)

February 10, 2003  
April 28, 2003  
August 4, 2003  
October 6, 2003

Westwind Maintenance Update Course (5-Day)

May 12, 2003  
November 17, 2003

Westwind Engine Run & Taxi Course

Scheduled on Request

Courses may be presented at your facility or any of our FlightSafety Learning Centers upon request. Please contact Tom Vail at 800-733-7548 or 302-221-5100 to discuss the details of your training requirements.

**(ATA 26): Westwind Troubleshooting Quiz**

The Westwind engine fire warning system is tested during a preflight inspection by pressing the fire detection system "press-to-test" switchlight. All four bulbs within the switchlight should illuminate. During your check, you notice that the upper right segment of the press-to-test switchlight does not illuminate. What is the most likely cause?

- A. The right engine fire extinguisher is empty.
- B. The right engine fire detection loop has been damaged, allowing the averaging gas to escape.
- C. The left squib detonator circuit of the right engine fire extinguisher is electrically "open."
- D. The fuel shutoff valve for the right engine has been selected to the "closed" position.

E-mail your answer to [Tom.Vail@flightsafety.com](mailto:Tom.Vail@flightsafety.com). The technician who submits the correct answer first will receive a FlightSafety polo shirt and ball cap.

**(ATA 80): Last Issue's Troubleshooting Quiz – the rest of the story**

In the last issue, we presented a scenario in which the right start button had been pressed, but the engine starter did not engage. Moving the right throttle to idle after pressing and releasing the start switch allowed us to observe that the right ignition light was illuminated. We asked which components could be eliminated as the fault cause. Answers A, B, and C are all correct. Referencing the start circuit diagram on Pages 24-33 of the FSI Westwind Maintenance Training Manual, here's why:

A. The auxiliary start relay (ASR) can be eliminated because it does not have a primary control function in the start circuit. Its main function is to shed the opposite bus during an engine start by opening the off-side main bus tie contactor. If the opposite side of the cockpit goes dark during the engine start, the ASR is functioning normally.

B. The start relay (SR) may be eliminated if the start circuit remains engaged upon release of the start switch. We know that it has remained engaged because the ignition did operate as expected when we moved the right throttle to "idle."

C. The generator control unit (GCU) may be eliminated because power for the ignition circuit and SR passes through the GCU during the engine start sequence. Because the ignition operates "as advertised" and the SR has latched the start circuit in, we know start control power is being successfully transmitted through the GCU.

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D. The generator start contactor (GSC) is the likely cause of this fault. If it operated normally, battery bus voltage would be present on the generator bus while the start circuit is engaged. Voltage on the generator bus can be viewed by moving the voltmeter switch to GEN and pressing the "volts" button on the meter. If voltage is present on the generator bus, the likely cause is the starter. If not, the GSC is the most likely suspect.

### **ELCORTA Update**

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#### **(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., you can contact them at 302-322-7757 or visit their website at [www.elcorta.com](http://www.elcorta.com).

### **Trimec Update**

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#### **(ATA 80): Engine Starting Procedures**

Westwind pilots have been observed starting their aircraft's engines with the inverters and avionics buses on. Not only does this unnecessarily load the batteries, but the voltage surge through the electrical system at the instant of start termination can be very damaging to avionics components.

The only engine instruments that are AC-powered are the oil pressure indicators. They are backed up by the DC-powered "engine oil press low" lights on the annunciator panel. During engine start, the annunciator lights will extinguish when engine oil pressure has reached 25 psi. By monitoring the lights during engine start, you can determine when engine oil pressure is within limits. (Reference 1124/1124a Flight Manual, Section IV, "Starting Engines Using Battery Power," paragraph 9.g.)

It is recommended that all unnecessary electrical loads remain off until one engine is running and a generator is on line.

#### **(ATA 27): Trim Actuator Tie Bolt**

If you have to replace the horizontal trim actuator tie bolt, do not use the alternate P/N shown in the Illustrated Parts Catalog (IPC) – Chapter 27-40-00, Fig. 1, Page 5, Item 605. TRW does not recognize the AN174c-173 as an approved substitute.

If you send an actuator with the AN bolt installed in for repair, the bolt will be replaced, and you will be invoiced for the official TRW replacement.

For more information on Trimec Aviation Inc., you can contact them at 888-303-1124 or 817-626-1376, or visit their website at [www.1124.com/](http://www.1124.com/).

### **1124/A Westwind Fleet Status**

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Following is the status of the 1124/A Westwind fleet as of October 31, 2002, based on our records.

- **In-service Operations** — 1,769,419 hours; 1,354,137 landings
- **Fleet Leader** — 27,230 hours; 20,834 landings; 54 aircraft are in the 7,000-hour range
- **In-service Aircraft** — 224 North America, 1 Central America, 4 South America, 4 Middle East, 5 Europe, 7 Australia = 245 total
- **Four-month Dispatch Reliability Average** — 99.89

## General Information

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- **Master Information Record** — Attached to this issue you will find a copy of our Master Information Record (MIR) form. Your company contact information is a vital link for us to communicate program information, both technical and administrative. If we have not recently given you the opportunity to update your record, please take the time to do so. Also, please share this form with other Westwind operators in your area if you find they need to update their records as well.
- **Contact Numbers** — Having a technical problem? Need a part? Want to make a suggestion? Call us at 1-866-271-GDAS (4327) or 1-912-965-4700 and speak with one of our representatives.
- **www.gdavservices.com** — Westwind operators can find additional information about available products and services at the [www.gdavservices.com](http://www.gdavservices.com) website.
- **Westwind News Distribution** — Our initial 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 to date this year:

- **Westwind-MOL-02-0005**, 8/26/02, Stabilizers (ATA 55) – Vertical Stabilizer Service Bulletins to be Revised
- **Westwind-MOL-02-0006**, 10/28/02, Telephone System Outage

## Alert/Service Bulletins

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The following Service Bulletins have been released since the last issue:

- **Westwind SB 1123-35-048**, 9/23/02, Oxygen - Oxygen Shut-Off Valve - Replacement of Existing Valve with Slow-Opening Valve; Effectivity: Model 1123 Westwind, all serial numbers
- **Westwind SB 1123-55-056**, 11/13/02, Stabilizers - Rudder - Inspection for Fatigue Cracks; Effectivity: 1123 Westwind, all serial numbers, having more than 4,800 hours
- **Westwind SB 1124-35-137**, 9/23/02, Oxygen - Oxygen Shut-Off Valve - Replacement of Existing Valve with Slow-Opening Valve; Effectivity: Models 1124/1124A Westwind, all serial numbers.
- **Westwind SB 1124-55-150**, 11/13/02, Stabilizers - Rudder - Inspection for Fatigue Cracks; Effectivity: 1124 and 1124A Westwind, all serial numbers, having more than 4,800 hours



**Senior Editor** – Gary Arms

**Contributors** – Mark Anderson, Louie Casias, David Craig, John Dunn (Trimec), Mike Harvey, Larry Hastings, Jon Loth, Jennifer Miller, Mike Rexroat, Amber Rivera, Corinne Sernyak (Elcorta), Charles Spurlock, Willie Stamper, Curtis Stringfellow, and Tom Vail (FSI), Jim Young.

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

**Contact Information** – General Dynamics Aviation Services welcomes your questions, comments, or ideas about this publication. Send them by phone: 912-965-3261; fax: 912-965-3499; or e-mail: [mike.rexroat@gulfstream.com](mailto:mike.rexroat@gulfstream.com). The mailing address is Westwind News, P.O. Box 2206, M/S E-14, 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.)



MODEL \_\_\_\_\_ SERIAL # \_\_\_\_\_ REGISTRATION # \_\_\_\_\_ AIRPORT ID \_\_\_\_\_

**OWNER NAME** \_\_\_\_\_ **OPERATOR NAME** \_\_\_\_\_

OWNER E-MAIL ADDRESS \_\_\_\_\_

OPERATOR E-MAIL ADDRESS \_\_\_\_\_

**PHYSICAL ADDRESS** \_\_\_\_\_

**PHYSICAL ADDRESS** \_\_\_\_\_

(SHIPPING)\* \_\_\_\_\_

(SHIPPING)\* \_\_\_\_\_

**MAILING ADDRESS** \_\_\_\_\_

**MAILING ADDRESS** \_\_\_\_\_

(if different) \_\_\_\_\_

(if different) \_\_\_\_\_

**BILLING ADDRESS** \_\_\_\_\_

**TELEPHONE** \_\_\_\_\_

**HANGAR TELEPHONE** \_\_\_\_\_

**FACSIMILE** \_\_\_\_\_

**HANGAR FACSIMILE** \_\_\_\_\_

**TELEX/TWX NO** \_\_\_\_\_

• **NOTE:** SHIPPING COMPANIES CANNOT SHIP TO A POST OFFICE BOX IN THE USA

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**PRINCIPAL'S NAME** \_\_\_\_\_ **CHIEF PILOT** \_\_\_\_\_

**TITLE** \_\_\_\_\_ **TITLE** \_\_\_\_\_

**BUSINESS PHONE** \_\_\_\_\_ **BUSINESS PHONE** \_\_\_\_\_

**CELL PHONE** \_\_\_\_\_ **CELL PHONE** \_\_\_\_\_

**E-MAIL ADDRESS** \_\_\_\_\_ **E-MAIL ADDRESS** \_\_\_\_\_

**CHIEF OF MAINTENANCE** \_\_\_\_\_ **AVIATION MANAGER** \_\_\_\_\_

**TITLE** \_\_\_\_\_ **TITLE** \_\_\_\_\_

**BUSINESS PHONE** \_\_\_\_\_ **BUSINESS PHONE** \_\_\_\_\_

**CELL PHONE** \_\_\_\_\_ **CELL PHONE** \_\_\_\_\_

**E-MAIL ADDRESS** \_\_\_\_\_ **E-MAIL ADDRESS** \_\_\_\_\_

**MAINT. PUBLICATIONS ATTN:**  
\_\_\_\_\_

**FLIGHT PUBLICATIONS ATTN:**  
\_\_\_\_\_

**AIRCRAFT HISTORY RECORD**

ORIGINAL OUTFITTING AGENCY \_\_\_\_\_

DATE IN-SERVICE (DATE ACCEPTED FROM OUTFITTING) \_\_\_\_\_

IF NEW OWNER / OPERATOR / LESSEE (CIRCLE WHICH APPLIES)  
INDICATE DATE OF POSSESSION \_\_\_\_\_

**ADDITIONAL INFORMATION**

PLEASE USE THE LINES BELOW FOR COMMENTS/SPECIAL INSTRUCTIONS

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How do you prefer to receive Maintenance and Operations Letters (MOLs), Customer Bulletins (CBs), and Alert Customer Bulletins (ACBs)?

Fax  Electronic Mail

If electronic mail is selected, please list the contact name(s) and addresses:

Contact Name: \_\_\_\_\_

E-mail Address: \_\_\_\_\_

If FAX is not selected, we will remove you from the fax distribution list unless indicated below:

Yes, remove me from the fax distribution list (fax number \_\_\_\_\_)

No, I still want a copy by fax also (fax number \_\_\_\_\_)

INFORMATION SUBMITTED BY \_\_\_\_\_ DATE \_\_\_\_\_

**SUBMIT VIA US MAIL TO:**

Susan Williams, M/S C-10  
GULFSTREAM AEROSPACE CORPORATION  
P. O. BOX 2206  
SAVANNAH, GA 31402-2206

**OR E-MAIL TO:**

susan.williams@gulfaero.com

**OR FAX TO:**

(912) 965-3800

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