



A Quarterly Publication Regarding the Maintenance and Operation of Westwind Aircraft

December 19, 2003 Volume 2, Issue 1

Director's Message

By Greg Miller, Director, Westwind Products

Westwind Product Support

I want to begin by thanking everyone who took the time to attend the Westwind Maintenance and Operations (M & O) session during the 2003 National Business Aviation Association (NBAA) Convention in Orlando, Florida, on October 8. It was very well attended and, I believe, fairly well received. A special thanks goes out to everyone who made contributions to the event.

The two handcrafted 1124 models that were offered as door prizes during the M & O went home with Don Hunt, Outback Steak House, Inc. and Randy Hamilton, Westwind Aviation. These models are sure to become the envy of those who don't have one and should remain popular as giveaways.

Continued efforts will be made to keep increasing the participation and interaction of our owners and operators at these events. This team effort is being accomplished by putting words into actions that have demonstrated positive results. The team consists of many people who are involved with the Westwind product line and includes owners, operators, service centers, Westwind Advisory Board members, Gulfstream and General Dynamics Aviation Services (GDAS) employees, along with Israel Aircraft Industries (IAI) representatives. Everyone that I deal with on this team has a primary goal of making Westwind product support second to none.

Recent activities included visits by myself to Elcorta and Trimec Westwind Authorized Service Centers, as well as to vendors that have been instrumental in supporting the Westwind fleet. We are also campaigning to have more In-Service Difficulty Reports filed, so that we can lessen individual learning curves and better monitor the fleet for any trends that may be developing.

I am starting to plan for our next M & O session that will take place during the National Professional Aviation Maintenance Association (PAMA) symposium in May 2004. Being maintenance oriented, and per a request made at the NBAA M&O, we will make an effort to have a meeting that will meet the FAA criteria for ongoing training.

Two open Westwind Advisory Board positions should be filled in time for our next board meeting that is tentatively planned for February in Dallas. Dallas in February – I usually wind up in the middle of a major ice storm, but one of these visits will have to be better.

Our newsletter contributors have done another great job putting together this issue, and I thank them all for their efforts in delivering a quality product. If you have any specific topics you would like to see added, just let us know and we will consider the request. Contact me regarding any issues you may have with the operation and support of Westwind aircraft, and action will be taken in our effort to provide increasingly better product support. My e-mail address is greg.miller@gdaviationservices.com.

In the waning days of 2003, I am looking optimistically to the New Year as a time of sustained economic growth that will benefit all of us. I hope all world nations' sons and daughters are kept from harm's way in their continuing effort to support the challenges put before them.

Leading by example in every effort we put forth, treating others as we would want to be treated ("Seek first to understand, then to be understood."¹), and reaching out to those less fortunate than ourselves is the best way we can contribute to build a better tomorrow for the world.

Well, Happy Holidays to you and yours. I look forward to our continued relationships into the New Year and thank each of you for making my job an enjoyable one.

¹ Taken from Stephen R. Covey's "Seven Habits of Highly Effective People"

Westwind Parts Update

By Jon Loth, National Sales Manager – Parts

PMA Item of the Quarter

Winglet taper bushings (P/N 213718-1) are now in stock. These bushings are susceptible to corrosion, due to paint stripping and various environmental conditions. Please give us a call at 1-866-271-GDAS (4327) or 912-965-4700 if you require this part.

Aileron Trim Actuator

Model 1123 operators requiring replacement of the aileron trim actuator (P/N 793007-1) will find that the old style is no longer available. General Dynamics Aviation Services (GDAS) has developed a kit that will allow 1123 operators to install the 1124 style actuator (P/N 793500-1). The kit part number is 1123-27-051. The new kit is fully FAA-approved and the parts are PMA'd and manufactured in the USA.

Passenger Oxygen Drop Box Valve

Passenger oxygen drop box assemblies may require replacement of the valve inside the box. GDAS stocks this hard-to-find valve under part number 270133.

Comments concerning parts are encouraged and can be sent directly to Jon Loth, National Sales Manager – Parts, at 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

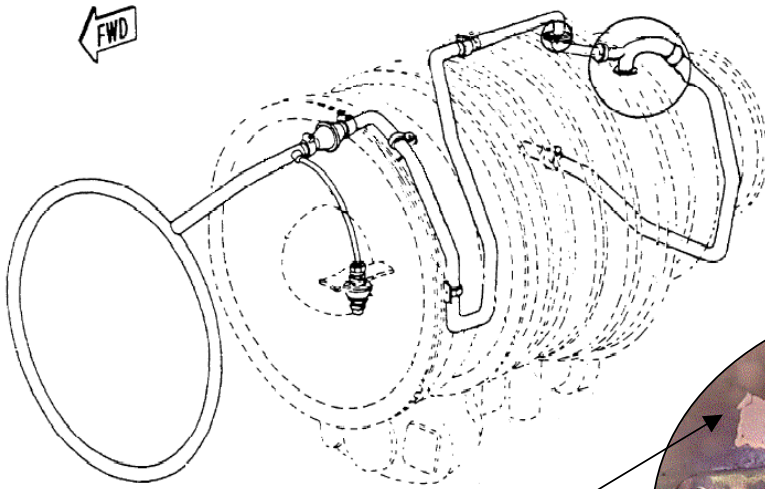
(ATA 30): Reminder of Upgraded Engine HP Bleed Manifold Assembly

Recently, a Westwind operator discovered damage to the aluminum bypass duct of a 731-3 engine. Upon further investigation, the cause was determined to be a failed HP bleed manifold assembly, P/N F10A5P20242-7, with the subsequent hot bleed air damaging the fan bypass ducts that cannot be repaired. The failure occurred near the 12:00 plenum mount boss.

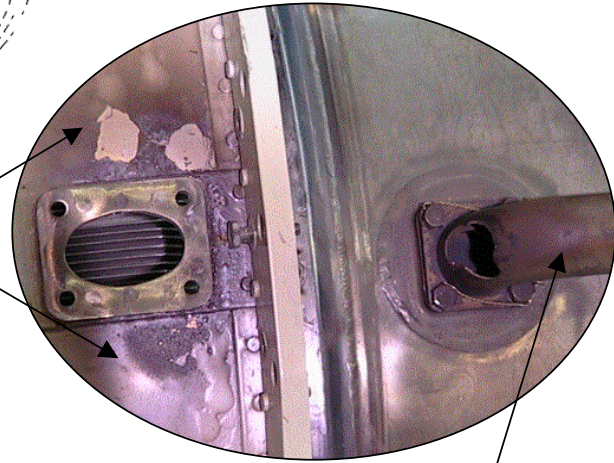
Israel Aircraft Industries (IAI) issued Service Information Letter (SIL) 1124-30-080, dated May 29, 1990, informing operators of the availability of a new bleed manifold assembly, P/N F10A5P20242-9. The -9 is made from an F10A5P20242-7 bleed manifold assembly with reinforcement saddles welded in the area where the engine anti-ice line attaches (see illustration on next page). Refer to the 1124 Illustrated Parts Catalog, Chapter 30-20-00 for the upgraded -9 tube assembly.

We would like to remind operators of the availability of the F10A5P20242-9 bleed manifold assembly and that the Maintenance Manual, Chapter 5-20-07 maintenance practices call out a 200-hour inspection interval of the engine, nacelle, and pylon. Step 1.E. provides specific instructions to inspect the low- and high-pressure bleed ducts for leaks, cracks, fit, and general condition. Additionally, it has a note instructing the operator to inspect the manifold assembly during an engine Major Periodic Inspection or whenever the after body is removed. The bypass duct should also be inspected for any discoloration of the shroud. The flight crew will notice a rise in Interstage Turbine Temperature (ITT) if a manifold assembly has failed.

If you have questions or comments regarding this topic, please contact General Dynamics Aviation Services (GDAS) Westwind Support at 866-271-GDAS (4327) or 912-965-4700, or by facsimile at 912-965-4662.

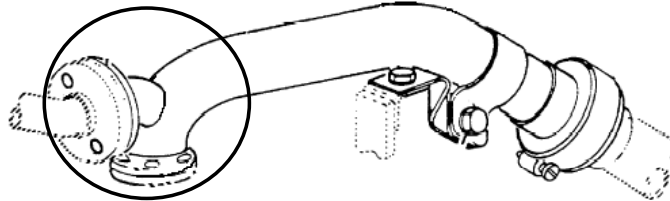


Discoloration here is evidence of a failed manifold duct.

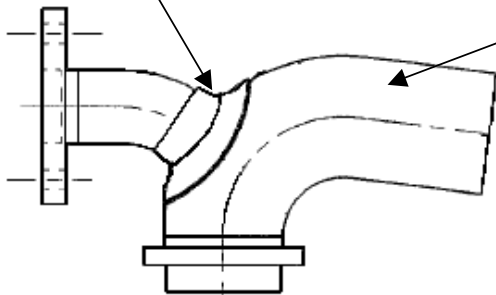


F10A5P20242-7
Manifold Duct

A two-piece saddle is welded on the -7 duct to create the -9 manifold duct.



F10A5P20242-9
Manifold Duct



WESTWIND NEWS
DECEMBER 19, 2003

(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 (FL290 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 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.

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 rvsm@alternativeavionics.com (e-mail). Their website is www.rvsm.com.
- **Duncan Aviation** — Contact Ron Hall at 800-228-4277, ext 1349. Visit their website at www.duncanav.com or send an e-mail to 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. Their website is www.1124.com/.

Service Bulletin Update

Here is the Westwind service bulletin update for 4th Quarter 2003.

Released

Alert Service Bulletins 1123-35A-058 and 1124-35A-146

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

Effectivity: All Serial Numbers

Released: November 14, 2003

Description: Cracks have been discovered in the high-pressure inlet boss of the oxygen pressure reducer/regulator assembly. Investigation into this condition has determined that the most likely cause of the cracking is the over tightening of the fitting going into the inlet boss during initial installation of the fitting. These service bulletins provide instructions to perform a visual inspection and leak check oxygen pressure reducer regulator high-pressure inlet boss for possible cracks.

Pending

Service Bulletins 1123-27-057 and 1124-27-144

Title: Flight Controls - Aileron – X-ray Inspection of Left and Right Aileron Control Rod Assembly P/N 513506-503RD and -503RE.

Effectivity: All Serial Numbers

Projected Release: 1st Quarter 2004

Description: The RD and RE control rods were exempt from previous NDT X-ray inspection because they are supposed to be made of corrosion-resistant steel. However, it has been discovered that these control rods can develop corrosion on the inside diameter of the rod that can go undetected until the failure of the rod.

These service bulletins will provide instructions to perform an initial x-ray inspection of the aileron control rod assembly, P/N 513506-503RD and -503RE, for corrosion, with subsequent inspections to be governed by

WESTWIND NEWS
DECEMBER 19, 2003

Chapter 5 requirements. Additionally, these bulletins will provide instructions for the replacement of the -503 RD/RE control rod assemblies with a new stainless steel control rod assembly, P/N 513506-505. Installation of the -505 stainless steel control rod assemblies will terminate the requirement for repeated x-ray inspections.

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: 3rd 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 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.

Alert Service Bulletins 1123-24A-060 and 1124-24A-154

Title: Electrical Power - Over Head Panel - One Time inspection of Wire Bundle Routed Above The "No Smoking - Fasten Belts" Warning Sign for Chafing

Effectivity: All Serial Numbers

Projected Release: 1st Quarter 2004

Description: These service bulletins provide instructions for a one-time inspection of the wire harness entering the overhead circuit breaker panel from the cabin area as it passes through fuselage station 83.78. There is a possibility of chafing or other damage to the wire harness at the hinge point whenever the overhead panel is lowered for other maintenance. If not corrected, it is possible for this chafing to lead to the wire harness shorting out and causing extensive damage to the cockpit overhead panel wire harness.

Service Bulletin 1124-27-151

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

Effectivity: All Serial Numbers

Projected Release: 1st Quarter 2004

Description: Reports from the field have indicated some aircraft are experiencing bearing migration of horizontal stabilizer trim actuator rod ends. Investigation into this condition has revealed that the rod ends are being held too tightly in the horizontal stabilizer front spar attach points. This is causing excessive axial loads to be applied to the rod end bearings, which leads to bearing migration. This service bulletin provides instructions to inspect the horizontal stabilizer trim actuator rod end bearings, ensure correct assembly of the actuator rod ends to the stabilizer front spar fitting, ensure correct installation of the actuator tie rod, and inspect the stabilizer scissors bushings for free play.

Service Bulletin 1124-29-152

Title: Hydraulics - Inspection of Hydraulic Tube Assemblies below Hydraulic Reservoir at the Drain Box Cutouts

Effectivity: All Serial Numbers

Projected Release: 2nd Quarter 2004

Description: The hydraulic tubes that exit the reservoir have been discovered chafed where they pass through the drain box cutouts. The chafing is the result of insufficient clearance and the absence of drain box cutout grommets. This service bulletin provides instructions for a one-time inspection of the drain box cutouts to ensure a minimum of 0.16 in. clearance exists between the tube assemblies and the drain box cutouts and instructions to install grommets in the cutouts.

Technical Publications Update

1124 Manual Conversion Update

The Technical Publications team is pleased to announce that we have completed our conversion and revision effort on the 1124 Aircraft Maintenance Manual (AMM), Illustrated Parts Catalog (IPC), Non-Destructive Testing (NDT) manual, Structural Inspection Program (SIP) manual, and Phase Inspection Program (PIP) manual. This update/revision effort incorporated all Temporary Revisions, Service Bulletins, and Publications Change Requests that had been outstanding over the past several years. Current plans are to release a new CD-ROM package (two discs) and reissue new hardcopy manuals with new dividers for all current subscribers, during the December/January 2004 time frame. We feel this conversion effort has positioned us to provide a renewed ability to service the manuals and offer better support for our customers.

1121/1123 Manual Conversion Update

We are reviewing the manual suite for each of these models to determine what the scope of work will involve to convert these into FrameMaker. We will continue to provide updates to the fleet of this effort in 2004.

1124 Airplane Flight Manual (AFM)

During the 2003 National Business Aviation Association (NBAA) Westwind Maintenance & Operations session, several customers approached Gulfstream about providing an updated AFM that would incorporate all of the Temporary Revisions. We are reviewing this request to determine the work scope and cost. We will provide an update on this issue in our 2004 articles.

2004 PAMA and NBAA Conventions

Technical Publications is planning once again to meet with and provide Jet Commander and Westwind customers at both 2004 conventions with an update on what we are doing to better support the Jet Commander and Westwind product lines.

Publications Change Request Submittals

As a reminder, we are continuing our effort for improvement of the Westwind family of manuals and would request customers discovering an anomaly in a manual to use the "on-line" Publications Change Request form. This form, which was added to all Gulfstream and General Dynamics Aviation Services (GDAS) websites, enhances the ease and speed of submitting change requests to Technical Publications.

To locate the form, access the GDAS website (www.gdavservices.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 the addition of this form enhances our ability to receive communications from all of our customers and allows us to continue to accelerate the refinement process for our products.

Points of Contact

Colette Chamser	912-965-4178, Option 4 / Direct line 912-965-4684 colette.chamser@gulfstream.com
Cheri McKendrick	912-965-4178, Option 4 / Direct line 912-965-4901 cheri.mckendrick@gulfstream.com
Ashley Breneman	912-965-4178, Option 4 / Direct line 912-965-5311 ASHLEY.BRENEMAN@GULFSTREAM.COM
David Craig	912-965-4463, Cellular 912-484-0971 david.craig@gulfstream.com

As a reminder, our commitment is to provide 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 Westwind Maintenance 2004 Course Schedule

The 2004 Westwind Maintenance Training schedule has been published and distributed in the FlightSafety 2004 Maintenance Training Course Schedule. If you have not received a copy and wish to, please contact Tom Vail or Joy Buoncuore at 800-733-7548 or 302-221-5100. The 2004 Westwind Maintenance Course dates are listed below. Off-site training may be arranged by contacting Tom Vail at the phone numbers listed above.

(ATA 27): Last Issue's Technical Quiz – The Rest of the Story

Your aircraft has landed at a facility with no maintenance operations on site. The pilot reports the flaps are full down and the flap unbalance light is illuminated. There is not an apparent physical asymmetry between left and right flap surfaces. The fault unbalance condition is thought to be a result of an electrical fault, not a mechanical failure in the flaps drive system.

Questions:

1. What action may be taken to retract the flaps to 0° in order to return the aircraft to home base?
2. Once the flaps are retracted, what must be accomplished to render the flaps system inoperative?
3. When the flap unbalance indication exists in flight, is it safe to cycle the flap unbalance test switch in an attempt to clear the fault?

Respective answers to last issue's quiz:

1. A maintenance technician may temporarily disconnect the flap comparator asymmetry box electrical connector. This will allow the flaps to be retracted, since the flap comparator relay will be de-energized and allow flap operation. Extreme care must be taken when operating the flaps in this condition. If a true mechanical asymmetry exists, the condition must be thoroughly investigated and the aircraft should not be ferried.
2. The flap comparator box connector must then be re-connected. This will ensure the flaps will not operate if inadvertently commanded to run.
3. No, the unbalance switch should never be used in flight. If the flaps test switch is reset while a true failure exists in flight, the fault may progress to an actual flap asymmetry with negative aerodynamic effects.

Congratulations to Rob Daul of Baldor Motors & Drives, located in Fort Smith, Arkansas, for submitting the answers to the quiz!

(ATA 21): New Technical Quiz

Your flight crew has returned from a routine flight and reported the illumination of the RED BLEED LINE OVERPRESS warning light during the landing rollout. You perform an operational check of the bleed air system per the Aircraft Maintenance Manual. You are unable to duplicate the discrepancy. All functions appear normal and no abnormal indications are observed during the checks.

Questions:

1. What pneumatic system device(s) activate the BLEED LINE OVERPRESS warning light?
2. What bleed air control configuration may cause this condition (over-pressure/temperature in the bleed manifold) to occur during landing operations?
3. Why did the warning appear and was it a true or false indication?

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

WESTWIND NEWS
DECEMBER 19, 2003

2004 Westwind Maintenance Course Schedule

Westwind Maintenance Initial Course (10 days)

January 5, March 15, July 12, October 11, November 8

Westwind Engine Run & Taxi Course

Scheduled on Request

Westwind Maintenance Update Course (5 days)

February 23, June 28, October 4

Westwind Maintenance Manager (5 days)

February 16, 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 Joy.Buoncuore@flightsafety.com or Tom.Vail@flightsafety.com. To learn more about the Greater Philadelphia/Wilmington Learning Center, logon to www.flightsafety.com, click "Training Locations," and select Philadelphia/Wilmington.

ELCORTA Update

Submitted by Mike Melville, ELCORTA

(ATA 56): Checking the Windshield Rain Seal

Reports of moisture between the inner and outer windshields of a Westwind 1124/1124A are common among owners/operators. Generally, this is caused by water getting past the outer windshield rain seal. Check the condition of the rain seal. Cracked or missing sealer could let water in, leading to this condition.

Desiccant that turns white quickly (indicating that it has absorbed moisture) or other visible signs such as water spots could also indicate the seal is bad. While your aircraft is in for maintenance, have the windshields purged with low-pressure nitrogen. Follow the Maintenance Manual procedures very closely if you do this yourself. Too much pressure will damage the windshield. As the system is purged, it can be quickly checked for external leaks.

If not repaired, an accumulation of water can cause corrosion to form on the windshield heat probes and surrounding structure, as well as causing improper windshield heat operation. Simply removing the old rain seal and applying fresh sealer will often keep the water out. Removing the outer windshield, cleaning and reinstalling it would be a last resort. The windshield desiccants should last between inspections, but always keep them fresh.

For more information on ELCORTA, Inc., you can contact them at 302-323-1959 (phone), 302-322-9061 (fax), info@elcorta.com (e-mail), or online at www.elcorta.com (website).

Trimec Update

Submitted by John Dunn, Trimec

SB 1124-55-148 R1

When accomplishing Service Bulletin 1124-55-148 R1, be very careful when drilling out the fasteners along the Station 521.750 frame, also known as the banjo fitting. We have seen several instances of technicians allowing the drill bit to go in too far, damaging the frame face. Also, when replacing the fasteners, use Hi-Loks instead of MS20470e6 series rivets, which are really hard to buck in such a confined area without damaging surrounding structure with the bucking bar.

WESTWIND NEWS
DECEMBER 19, 2003

SB 1124-29-152

When Service Bulletin 1124-29-152, Inspection of Hydraulic Tube Assemblies, is issued, the LH supply tube P/N is 723589-389 and the R/H supply tube P/N is 723589-415.

Oversized Taper Pins

If during inspection of the elevator torque tube assemblies you find the taper pins flush with the collars or adapters, note that Engineering Order (E.O.) DDWW5533576 allows installation of oversized pins. Don't just continue to pound the taper pins in trying to tighten them up – do the repair!

RVSM

Is your aircraft scheduled into a shop within the first half of next year to have the Reduced Vertical Separation Minimums (RVSM) installation? If not, you might be flying below FL290 with all the turboprops when RVSM takes effect.

The final FAA rule was issued, and there will be no extension to the deadline. This means that with the rush toward the end of 2004 to get RVSM approval, the folks that do GPS Monitoring Unit (GMU) flights, the people that write the manuals, and (let's not forget) the FAA will all be swamped with requests. This will most certainly mean delays in obtaining a Letter of Approval (LOA) for your operation.

At Trimec Aviation, we have completed 20 RVSM installations and provided the required manuals and GMU scheduling for customers. Two customers received an LOA from their Flight Standards District Office (FSDO) within 2 weeks.

The Supplemental Type Certificate (STC) is being issued for the hardware installation on the Westwinds, which will allow us to sell RVSM installation packages to qualified installers. The flight test required for FAA approval was completed December 5 on a customer's aircraft.

N1 DEEC

N1 digital electronic engine controllers (DEEC) are now available for the Westwind engines. The Supplemental Type Certificate (STC) was issued 12/3/03, and if a customer's unit needs replacement, they are covered under the Maintenance Service Plan (MSP). Customers can contact their maintenance facility for further information.

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 website at www.1124.com/.

Westwind / Commodore Jet / Jet Commander Fleet Status

Model Clarification

Here are the correct model designations for Jet Commander, Commodore Jet, and Westwind aircraft:

- Model 1121 / 1121A / 1121B aircraft – Jet Commander / Commodore Jet
- Model 1123 – Westwind
- Model 1124 – Westwind (S/N 181, 187-238)
- Model 1124 – Westwind I (S/N 240 and subsequent)
- Model 1124A – Westwind II (S/N 239, 295 and subsequent)

Notes: 1) Westwind and Westwind I aircraft do not have winglets
2) Westwind II aircraft have winglets

Following is the status of the 1124/A Westwind fleet as of October 31, 2003, based on our records:

- In-service Operations – 1,839,912 hours; 1,412,839 landings
- Fleet Leader(s) – 28,915 hours; 21,653 landings
- In-service Aircraft – 223 North America, 2 Central America, 3 South America, 4 Middle East, 5 Europe, 8 Australia = 245 total
- Twelve-month Dispatch Reliability Average – 99.90%

WESTWIND NEWS
DECEMBER 19, 2003

Following is the status of the 1123 Westwind fleet as of October 31, 2003, based on our records:

- In-service Operations – 57,570 hours; 29,361 landings
- Fleet Leader(s) – 6,872 hours; 5,814 landings
- In-service Aircraft – 12 North America, 1 Central America, 3 South America = 16 total

Following is the status of the 1121/B Jet Commander / Commodore Jet fleet as of October 31, 2003, based on our records:

- In-service Operations – 248,124 hours; 86,462 landings
- Fleet Leader(s) – 11,169 hours; 10,609 landings
- In-service Aircraft – 35 North America, 4 Central America, 2 South America, 3 Africa = 44 total

General Information

• **Periodic Questionnaires for Westwind Aircraft Operators** – Israel Aircraft Industries (IAI) periodically solicits information from the Westwind and Jet Commander fleet in order to learn about the current type of aircraft operation and usage in the field. It has been a long time since such a survey was done, and IAI has found it necessary to repeat this activity. It is important to keep this data current, as the fleet keeps aging, to ensure that we have a good knowledge about the way aircraft are being operated, in addition to the “vital statistics” about the aircraft’s airworthiness and general condition.

Two questionnaires for Westwind operators are attached to this issue and should be completed separately. The first one (Service Usage) is simple to carry out. Operators can begin to fill it in when convenient and send it in when 10 flights are completed.

The second one (Service History) may be more time consuming, as it requires perusal of older data records that may not be readily available. This can be done at your leisure. Please send the data after you are sure it covers all resources.

Completed questionnaires may be returned to the following individuals:

- Ilana Podlovsky, IAI – 972-3-9353910 (fax) or ipodlovsky@iai.co.il (e-mail)
- Nathan Hirsch, IAI – 972-3-935693 (fax) or nhirsch@iai.co.il (e-mail)
- Curtis Stringfellow, Gulfstream – 214-902-7796 (fax) or curtis.stringfellow@gulfstream.com (e-mail)

We appreciate the time you will take out of your busy schedules to complete these questionnaires. Thank you for your cooperation and help.

• **In-Service Difficulty Reporting** — The In-Service Difficulty Report (ISDR) form is posted on the www.gdavservices.com website for your convenience. Use this document to submit detailed information about any difficulties you experience and unscheduled parts replacements on your Westwind aircraft (all 11XX series). To download the form, point your browser to www.gdavservices.com, click "Resources" and "Forms", and scroll down to the ISDR form. Send the completed form to Curtis Stringfellow, Reliability/Maintainability Engineer at Gulfstream – Dallas/Love Field; fax – 214-902-7797; e-mail – curtis.stringfellow@gulfstream.com.

• **www.gdaviationservices.com** — Westwind operators can find additional information about available products and services at the www.gdaviationservices.com website.

• **Westwind News on the Web** — With the recent changes to the www.gdavservices.com website, the archived issues of *Westwind News* have moved to the “News and Events” menu.

• **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. 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

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

- **Westwind-MOL-03-0016**, 9/30/03, National Business Aviation Association (NBAA) Maintenance and Operations Sessions

WESTWIND NEWS
DECEMBER 19, 2003

- **Westwind-MOL-03-0017**, 12/15/03, Gulfstream Field Service Representation (Update)

SBs

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

- **Alert Service Bulletin 1123-35A-058**, 11/14/03, Oxygen - Pressure Reducer Regulator - Inspection of High Pressure Inlet Boss; Effectivity: Model 1123 Westwind, all serial numbers
- **Alert Service Bulletin 1124-35A-146**, 11/14/03, Oxygen - Pressure Reducer Regulator - Inspection of High Pressure Inlet Boss; Effectivity: Models 1124 and 1124A Westwind, all serial numbers



Senior Editor – Gary Arms

Contributors – David Craig, John Dunn (Trimec), Mike Harvey, Larry Hastings, Gene Herrera, Jon Loth, Mike Melville (Elcorta), Greg Miller, Jennifer Miller, Ilana Podlovsky (IAI), Charles Spurlock, Curtis Stringfellow, 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 aircraft.

Copyright 2003 by General Dynamics Aviation Services, P.O. Box 2206, M/S D-25, Savannah, GA 31402-2206.

Contact Information – General Dynamics Aviation Services welcomes your questions, comments, or ideas about this publication. Send them by phone: 920-735-7066; fax: 920-735-7178; or e-mail: greg.miller@gulfstream.com. The mailing address is Westwind News, c/o Greg Miller, Gulfstream Aerospace Corporation, W6365 Discovery Drive, Appleton, Wisconsin 54914-9190.

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.)



SERVICE HISTORY

PROVIDE A LIST OF STRUCTURAL FATIGUE AND CORROSION DAMAGE DETECTED DURING LIFETIME OF AIRCRAFT, BASED ON INSPECTIONS LOG BOOK. PLEASE ATTACH PHOTOS OF DAMAGE, IF AVAILABLE.

DATE	NUMBER OF HOURS	FATIGUE OR CORROSION	LOCATION OF DAMAGE	DESCRIPTION OF DAMAGE	DESCRIPTION OF REPAIR