



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

**December 29, 2006    Volume 5, Issue 2**

**DIRECTOR'S MESSAGE**

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By Greg Miller, Director, Westwind Products

**Westwind Product Support**

I'm happy that you are reading this latest issue of our Westwind newsletter and do hope you will find it a "Value Added" resource for your operations.

2006 was a good year overall, but we still have some challenges to work through. The Pitch Trim Actuator situation is improving as far as availability, with the rental/exchange pool that GDAS Appleton has been developing. With time, the improved shaft seals and sealed bearings should make a difference in maintaining a better internal condition, which, in turn, should reduce the wear and tear, allowing the units to readily make the 2,500-landing overhaul cycle.

Someone asked why the actuators are overhauled in landing cycles instead of hours; you may find the answer interesting. Cycles were used because of the assumption that the thrust reversers are deployed on each landing and the stresses on the tail section, including the Pitch Trim Actuator, are such that it made it appropriate to use cycles. It probably makes sense as you look at all the modifications and improvements made to the tail over the years to reinforce it.

We are experiencing an outer windshield shortage due to a supply chain process breakdown combined with extended lead times from the supplier. This situation will begin to improve with increased quantities added to stocking levels and higher reorder points in consideration of lead time to delivery.

I had the opportunity to attend Worthington Aviation's Maintenance and Operations Meeting during November in Oklahoma City, and I thank to Ron Lasker for the invitation. I came away with a list of action items that I continue to work and will have an update for the next newsletter.

I would like to ask each of you to take some time to review the past year of operation and look at things that you feel could be improved, changed, dropped, or modified and drop me a note about it. I will review your inputs and share them with the Advisory Board at our next meeting in February and set a plan of action on things we can make a difference with.

On the personal side, this is my second winter without snow, and I have come to realize that I don't miss it in the least. The only salt that my vehicles might be subjected to would be sea salt, but I don't drive on the beach; no more Wisconsin Gold (rust that is). I almost had to scrape the windshield one morning so far this winter; another plus in the relocation to Savannah. My dear wife is used to putting away the shorts and T-shirts in September. I think she finally decided to keep a few of each handy and in service, as any given day can be in the mid-70's this time of year.

I wish each of you the best this time of year and hope the New Year will bring you health, happiness, and reward.

The support of others makes this publication the success that it is. Remember that requests for additional content type are always welcomed. Other special thanks goes to Gary Arms, our editor and chief, for his excellent work.

Your feedback is always welcomed. Contact me regarding any issues you may have regarding the operation and support of Westwind Aircraft, and action will be taken in our effort to provide you increasingly better product support. You may also contact me concerning this newsletter. My contact information is as follows: Office: 912-965-5803; Fax: 912-965-5394; E-mail [greg.miller@gdaviationservices.com](mailto:greg.miller@gdaviationservices.com).

## TECHNICAL UPDATE

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### (ATA 25): 121.5 MHz ELT Deadline Reminder

The FAA issued a notice in August 2005 reminding operators that satellite processing of distress signals from 121.5 and 243 MHz emergency locator transmitters (ELTs) is scheduled to end on February 1, 2009. Operators will have to switch to ELTs operating at 406 MHz, which are more reliable and provide search-and-rescue (SAR) agencies more complete information for detection by satellites.

The National Oceanic and Atmospheric Association (NOAA) reports that about 99 percent of the 121.5-MHz distress signals it receives each year are false alerts. As a result, rescuers normally wait for extra satellite passes over the alert area or some other verification of an actual emergency before activating a 121.5-MHz SAR response. The delay can mean hours before a SAR mission is initiated for a 121.5-MHz distress alert. In contrast, the response time for a 406-MHz alert is measured in minutes.

Because a 406-MHz beacon transmits its own unique digital identification code, the registered owner can be contacted for verification of an actual alert or asked to turn off a 406-MHz beacon transmitting a false alert signal. Quick verification capability means that in the event of a real emergency SAR personnel can be quickly mobilized.

### Westwind Maintenance Seminar

By Ron Lasker, Worthington Aviation

I would like to take this opportunity to thank all participants and attendees who contributed to a successful seminar in Oklahoma City on November 14th and 15th. I also want to thank the behind-the-scenes support people. Without their help, I would not have been able to put this event on.

In the spring of 2007, we will use this newsletter to announce the time and place for the next seminar.

Here's my contact information: Ron Lasker at Worthington Aviation, 2995 Lone Oak Circle, Suite 10, Eagan, MN 55121; phone: 651-994-1600; fax: 651-393-3308; E-mail: [rlasker@worthingtonav.com](mailto:rlasker@worthingtonav.com).



## SERVICE BULLETIN UPDATE

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By Gene Herrera, Customer Support Technical Bulletin Group

Here is the Westwind service bulletin update for December 2006.

### Released

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

### Pending

#### Service Bulletin 1124-24-155

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

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

Projected Release: 3rd Quarter 2007

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

## TECHNICAL PUBLICATIONS UPDATE

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

### General Update

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

### Aircraft Maintenance Manual (AMM) Revision 36

Chapter	Page	Change
05-10-00	(Replace entire Section)	Flight Controls (Chapter 27): Removed from Note (1) 10 years or 10,000 hours, whichever occurs first, and removed Note (2) of inspection requirement from Aileron Control System, Rudder Control System, and Elevator Control System.  Replaced with: Each 5 years or 5,000 hours, whichever occurs first, perform X-Ray (or Visual, as appropriate) inspection in accordance with manual.  Oxygen (Chapter 35). Added alternate Zodiac Avox O <sub>2</sub> cylinder.
05-25-00	(Replace entire Section)	Page 203, 204. Flight Controls (Chapter 27). Removed from Note (1) 10 years or 10,000 hours, whichever occurs first, and removed Note (2) of inspection requirement from Aileron Control System, Rudder Control System and Elevator Control System.  Replaced with: Each 5 years or 5,000 hours, whichever occurs first, perform X-Ray (or Visual, as appropriate) inspection in accordance with manual.05-25-00, Page 206  Oxygen (Chapter 35). Corrected part number of oxygen cylinder to 6350-A25-XXX.
05-40-01		Page 209/210. Added additional information for Step B (2), under Access / Reference column, clarified inspection procedure / requirements.
22-11-05	(Replace entire Section)	Added NOTE detailing location of Rate of Turn Sensor (Rate Gyro).
27-00-00	(Replace entire Section)	Page 208. Revised maximum permissible weight of elevator after paint to 41.8 (+9.2) pounds for a total weight not to exceed 50.0 pounds. Restructured the remainder of this section to better fit format.
55-10-01	(Replace entire Section)	Pages 402 to 405/406. Corrected information clarifying bolts P/N BACB30UG7U38 (preferable) or P/N NAS1578C7T38 for Titanium splice fitting and P/N MS20007-38 for aluminum splice fitting. Corrected artwork, foldout page 405/406 by adding a NOTE clarifying the same per IAI engineering instructions.
56-00-00	(Replace entire Section)	Pages 804 to 807. Added information from SB 1124-56-042A into 56-00-00 as Approved Repair for Acrylic Windows Inner Windshield Panel.
56-10-01	(Replace entire Section)	Page 209. Added Note stating If heat related deterioration is evident, proceed to Approved Repairs, 56-00-00 and incorporate SB 1124-56-042A.

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

Chapter	Figure	Change
21-30-00	(Figure 1)	Page 6, Item 760. Added seal to Outflow / Safety Valve.  Page 9, Item 1220. Corrected P/N of alternate backup ring to MS28777-4 from -8.
27-40-00	(Figure 1)	Page 5, Items 10, 20, 30. Item 10, corrected part number for horizontal trim indicator. Item 20, added alternate part number for horizon trim indicator. Item 30, corrected aircraft effectivity range.
30-20-00	(Figure 2)	Page. 3, Items 10A, 10B and Item 12. Corrected part numbers.
38-30-00	(Figure 3)	Page 3, Item 27. Corrected part number to 2600-25W.
55-10-00	(Figure 3)	Page 4, Items 4 and 5. Separated Titanium and Aluminum splice fittings with corrected part numbers of attaching hardware.
56-10-00	(Figure 2)	Page 6, Item 15. Added Tape Cork Kit as a separate item.
76-10-00	(Figure 8)	Page 1, Item 5. Corrected part number.

**Structural Inspection Program (SIP)  
No Changes**

**Phase Inspection Program (PIP)  
CAL/SPEC INSP & REP/OV SCH  
(Replace entire Section)**

Page 2. Flight Controls (Chapter 27). Aileron Control System, Changed Note reflecting stainless steel rod ends.

Page 3. Rudder Control System and Elevator Control System, removed from Note (1) 10 years or 10,000 hours, whichever occurs first and removed Note (2) of inspection requirement.

Replaced with: Each 5 years or 5,000 hours, whichever occurs first, perform X-Ray (or Visual, as appropriate) inspection in accordance with manual.

Page 5. Nose Landing Gear Door Control System, removed from Note (1) 10 years or 10,000 hours, whichever occurs first and removed Note (2) of inspection requirement. Replaced with: Each 5 years or 5,000 hours, whichever occurs first, perform X-Ray (or Visual, as appropriate) inspection in accordance with manual.

Page 7. Oxygen (Chapter 35). Corrected part number of oxygen cylinder to 6350-A25-XXX.

Page 7. Oxygen (Chapter 35). Added alternate Zodiac Avox O<sub>2</sub> cylinder and inspection requirements.

**Revision Schedule – 2007**

Revision	Date	Status
Revision Cycle 1	January	Scheduled for release

**Publications Change Request Submittals**

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

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

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

#### Points of Contact

Colette Chamser	800-810-4853 or 912-965-4178, Option 4 / Direct line 912-965-4684 <a href="mailto:colette.chamser@gulfstream.com">colette.chamser@gulfstream.com</a>
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David Craig	912-965-4463, Cellular 912-484-0971 <a href="mailto:david.craig@gulfstream.com">david.craig@gulfstream.com</a>

Our continued commitment is to provide you with the finest technical publications, services, and CD-ROM products available. Our ongoing focus is to improve the accuracy and timely delivery of all products.

Should you have questions or comments about any initiatives, products, or services, please feel free to contact David Craig, Director of Technical Information, using the information above.

## **FLIGHTSAFETY NEWS AND QUIZ**

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

#### **FSI 2007 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)**

January 22, April 9, July 30, November 26

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

March 5, May 21, September 17, October 29

#### **Westwind Engine Run & Taxi Course**

Scheduled on Request



For more information or enrollment in any Westwind Maintenance Course, please call either Tom Vail or Valerie Marvel at 800-733-7548 or 302-221-5100. You may also reach them by e-mail at [Valerie.Marvel@flightsafety.com](mailto:Valerie.Marvel@flightsafety.com) or [Tom.Vail@flightsafety.com](mailto:Tom.Vail@flightsafety.com). To learn more about the Greater Philadelphia/Wilmington Learning Center, logon to [www.flightsafety.com](http://www.flightsafety.com), click “Training Location,” and select Philadelphia/Wilmington.

#### **(ATA 73): Last Issue’s Technical Quiz**

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

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

#### **Answers to Last Issue’s Technical Quiz**

More and more 1124/1124A Westwinds are now equipped with the DEEC controllers, making familiarization with indications and operation important. While a slow-flashing annunciator light is your cue to download the DEEC memory, a fast-flashing annunciator indicates the real-time existence of a non-

dispatchable fault. If the aircraft is located near a service facility that is equipped to interrogate the DEEC, this will reveal the fault in most cases.

The crew can also help using the following technique. With the DEEC powered, press and hold the ENRICH position of the DEEC control switch for five seconds. When the switch is released, count the number of flashes on the annunciator light. This number will translate to a fault code listed in the Honeywell Service Information Letter (SIL) that details DEEC operation and fault isolation.

### **(ATA 32) New Technical Quiz**

During a routine landing gear functional check during a “B” inspection, the landing gear will not remain in the up-and-locked configuration for the required 90 minutes. Name the three areas you should focus your troubleshooting attention on.

E-mail your answers to [tom.vail@flightsafety.com](mailto:tom.vail@flightsafety.com). The technician with the most correct answer will receive a FlightSafety polo shirt for their participation.

## **ELCORTA UPDATE**

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Submitted by Mike Melville, ELCORTA

### **(ATA 77): Faulty Engine Oil Temperature Transmitter Can Affect Oil Pressure Indication**

If you are a Westwind owner/operator who is experiencing high oil pressure indication at altitude and have exhausted your troubleshooting skills, here is one more thing you may not have thought of.

Recently, a customer arrived at our facility with the same scenario. Ground runs were performed with redundant gauges to verify the oil pressure was correct. We noticed the complaint was valid only as an indication problem after the oil temperature started to rise. It was found that the oil temperature transmitter was faulty. The result was the oil pressure indication becoming erratic on the ground and reading high at altitude. The oil pressure and temperature are displayed in the same gauge, and apparently, one can influence the other. Replacing the oil temperature transmitter fixed the problem.

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

## **TRIMEC UPDATE**

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Submitted by John Dunn, Trimec

### **Maintenance Training**

Trimec Aviation Inc. is offering Westwind maintenance training at our Ft. Worth, TX, facility through Scott Hill with AccuJet Aviation Maintenance Training. The course is FAA-approved for Inspection Authorization (IA) renewal. Contact Trimec for the 2007 training schedule.



### **Inboard Flap Actuator Position Switches**

With the issuance of Service Bulletin 1124-27-153, Mandatory Replacement of the Inboard Flap Actuators, it is an excellent time to inspect the position switches on the actuators. The left actuator has six and the right has two. Pay particular attention to the rollers; check them for flat spots and ease of turning. A drop of LPS 1 on each one will help prevent further problems. Make sure the arms are true and not bent; if they are bent, now is a great time to replace them. Wringing out the switches can also be done at this time. Make sure the 0°, 40°, and 42° switches are good; if high resistance is noted, replace the switch. If you find multiple problems, you would be money and time ahead to replace the entire switch rack.

### Generator Control Unit (GCU) Troubleshooting

When you have a suspected bad GCU, try that unit in the known good side first and see if it works. Do not install the good one in the inop side. Remember, IT IS NOT A FUSE !! A faulty GCU can't hurt anything, but a faulty system can damage a good GCU. Before you even remove the units, look closely at the generator A&D leads for damage and chafed areas. If you use a GCU as a fuse, your vendor will charge you for an overhaul...again.

### Passenger Oxygen Mask Check

When our customers are bringing their aircraft in for an 800-hour "C" inspection, we encourage them to deploy the passenger oxygen masks, simulating an actual cabin de-pressurization. This familiarizes the pilots with what goes on during a mask drop-out.

Our procedure is as follows:

- Level the aircraft at 16,000 ft.
- Slowly open the manual dump valve (red knob). Watch for "10,000 ft. cabin" light on annunciator panel to illuminate at 10,000 ft. cabin altitude. The cabin should level off at 13,000 ft.
- Select Ram. The cabin will climb and you should get the red "Pass Oxygen On" light on the passenger oxygen control panel on the copilot's side console and a simultaneous drop of the passenger masks.

If any of these events do not occur, you might have a problem with the system, and corrective maintenance should be accomplished.

This procedure is also on our Web site, [www.1124.com](http://www.1124.com), under the "Westwind Wizard" tab.

### Long-Term Storage Requirements (Over 30 Days)

Here are the recommendations for long-term storage of Westwind aircraft:

- Service hydraulic system to full.
- Service thrust reverser and emergency hydraulic system accumulators to recommended pressures.
- Service all tires to maximum recommended pressure.
- Service oxygen system to full and close cockpit supply valve. Disconnect crew masks and stow.
- Service emergency gyro and emergency light battery packs.
- Service main batteries (lead acid or Ni-Cad).
- Service engine oil to recommended level.
- Ground run aircraft and exercise lift/dumps, flaps, and thrust reversers.
- Upon run completion, deplete thrust reverser accumulator pressure and emergency brake accumulator to pre-charge levels. Re-service hydraulic system as needed.
- Defuel aircraft to a maximum level of 1,500 lbs. total. Leak check main fuel hoses at engine connections prior to closing cowl doors
- Wash aircraft and lubricate all exposed flight control hinge points and landing gear.
- Wipe all exposed strut surfaces with MIL-H-5606 hydraulic fluid.
- Remove all fluids from toilet, lavatory water container if equipped, and liquid containers in bar.
- Install engine inlet and exhaust covers, pitot and static port covers.
- Make and install foam plugs for dorsal inlet and NACA scoops on either side of dorsal fin. Secure in place.
- Make and install covers for outboard lower wing NACA vent openings.
- Close off any tail cone openings as needed.
- Install #30 drill bit shanks in both wiper arms to relieve pressure on wipers.
- Lubricate the cabin door seal with Dow-Corning DC-4.
- Install cockpit window shades.
- Set gust lock
- If aircraft is to be left outside, ensure that it is moored securely to tie down pads and all wheels are chocked front and rear.

For more information on Trimec Aviation Inc., you can contact them at 888-303-1124 or 817-626-1376, send an e-mail to [jdunn@1124.com](mailto:jdunn@1124.com), or visit their Web site at [www.1124.com/](http://www.1124.com/).

## ACCUJET'S QUARTERLY MAINTENANCE TIP

Have you experienced trouble getting the left or right generator to come on line after an engine start? Mechanics have experienced this many times and have fixed this problem by simply swapping the two generator Reverse Current Relays (RCRs).

The RCRs have an internal case ground, and once the RCR is installed in the DC Contactor Box, it is then grounded to the airframe. The wiring prints do not show this case ground anywhere except in 24-30-00 (the large generic schematic). When I talked to the repair shop that overhauls the RCRs, I was told that the internal case ground is a common problem with those particular units due to corrosion and fatigue issues.

So, it's not by magic that the RCRs tend to fix themselves by swapping them. In actuality, removing and installing the RCR from the DC Contactor Box more than likely cleans the corrosion from the grounding points at the mounting bolts.

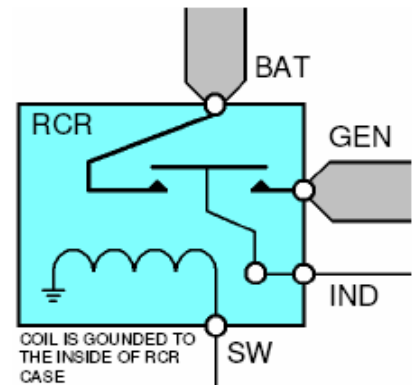
The first step in troubleshooting the RCR is to find out if it has power going to it. I use a simple test light made for a 28 VDC circuit with two insulated alligator clips. Clip one end of the test light to the SW terminal of the RCR and the other end of the test light to a known good airframe ground. After engine start, see if the test light is illuminated; if so, power is good, so you then have a "ground" issue with the RCR.

After engine shutdown, you can check the case ground using an ohmmeter. Disconnect the SW lead from the RCR and check for continuity between the SW terminal on the RCR and a known good airframe ground. Remember that you will get resistance having to go through the coil inside the RCR, but you should have some continuity and not an open line. An open line more than likely means that the internal case ground is no longer good and the unit will need to be replaced or sent out for repairs.

Compare this reading with the opposite "good side." If your resistance reading is higher on the "bad side" than the "good side," then you probably just need to clean the mounting bolts and pads by removing the RCR and cleaning all points of contact between the DC Contactor Box and the RCR, and then re-installing and re-checking. This should fix your problem, but if not, you will need to replace or repair the RCR.

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

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## WESTWIND / COMMODORE JET FLEET STATUS

By Martin Manning, Reliability Engineer

Following is the status of the **1124/A Westwind** fleet as of December 31, 2006, based on our records:

- In-service Operations – 1,944,188 hours; 1,468,764 landings
- Fleet Leader(s) – 32,234 hours; 23,290 landings
- In-service Aircraft – 223 North America, 4 Central America, 3 South America, 2 Middle East, 1 Europe, 8 Australia = 241 total
- Twelve-month Dispatch Reliability Average – 99.92%

Following is the status of the **1123 Westwind** fleet as of December 31, 2006, based on our records:

- In-service Operations – 77,329 hours; 46,111 landings
- Fleet Leader(s) – 9,494 hours; 9,324 landings
- In-service Aircraft – 12 North America, 1 Central America, 3 South America, 2 Middle East = 18 total

Following is the status of the **1121/B Commodore Jet** fleet as of December 31, 2006, based on our records:

- In-service Operations – 249,912 hours; 87,451 landings
- Fleet Leader(s) – 11,169 hours; 10,609 landings
- In-service Aircraft – 37 North America, 2 Central America, 3 South America, 1 Africa, 1 Caribbean = 44 total

Editor's Note: Although Gulfstream sends out monthly Reliability sheets to all operators requesting current flight data and component issues, we get minimal response from Westwind operators and no data from the others. Operators, won't you help us get more accurate data by returning the requested information?

## GENERAL INFORMATION

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- **Master Information Record Forms** — Master Information Record (MIR) Forms are posted on the [www.gdaviationservices.com](http://www.gdaviationservices.com) Web site. The Adobe® Acrobat® PDF form is for printing, completing, and faxing to Gulfstream. The eMIR form is a Microsoft® Word document that can be completed electronically and e-mailed to Gulfstream. To access the forms, point your browser to [www.gdaviationservices.com](http://www.gdaviationservices.com) and click "Resources."

- **GDAS Call Center Instructions** — The GDAS Call Center instructions for 24-hour support and access can be found on the [www.gdaviationservices.com/](http://www.gdaviationservices.com/) Web site by clicking "Contacts" and selecting "24 Hour Phone Support Instructions" from the menu.

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

- **www.gdaviationservices.com** — Westwind operators can find additional information about available products and services at the [www.gdaviationservices.com](http://www.gdaviationservices.com) Web site. Be sure to check out the new look of the site!

- **Westwind News on the Web** — Archived issues of *Westwind News* can be found in the "Resources" menu on the [www.gdaviationservices.com](http://www.gdaviationservices.com) Web site.

- **Westwind News Distribution** — Distribution of the *Westwind News* has been via e-mail to Westwind operators with that capability and fax to those who do not have e-mail. E-mail is the preferred distribution method, due to the clarity of graphics and the ability to retrieve the document from any location with Web access.

If you prefer to receive this publication via e-mail, please notify Gary Arms at 912-965-4827 or [gary.arms@gulfstream.com](mailto:gary.arms@gulfstream.com). Please include your name, company, job title, e-mail address, and the aircraft type and S/N you operate.

## MOLS

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

- **Westwind-MOL-06-0012**, 10/6/06, Purolator Service Bulletin (SB) E-1086
- **Westwind-MOL-06-0013**, 10/24/06, Transition to New Inmarsat Satellite Configuration
- **Westwind-MOL-06-0014**, 11/9/06, 406 Megahertz ELT Registrations
- **Westwind-MOL-06-0015**, 12/12/06, Transition to New Inmarsat Satellite Configuration Rescheduled

## SBs

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



## WESTWIND NEWS

**Senior Editor** – Gary Arms

**Contributors** – John Dunn (Trimec), Gene Herrera, Scott Hill (AccuJet), Jim Korzik, Ron Lasker (Worthington), Martin Manning, Mike Melville (ELCORTA), Greg Miller, Charles Spurlock, John Taylor, and Tom Vail (FSI)

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

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**Contact Information** – General Dynamics Aviation Services welcomes your questions, comments, or ideas about this publication. Send them by phone: 912-965-5803; fax: 912-965-5394; or e-mail: [greg.miller@gdaviationservices.com](mailto:greg.miller@gdaviationservices.com). The mailing address is Westwind News, c/o Greg Miller, Gulfstream Aerospace Corporation, P.O. Box 2206, M/S D-25, Savannah, GA 31402-2206.

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