



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

**December 30, 2004 Volume 3, Issue 2**

## **Director's Message**

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By Greg Miller, Director, Westwind Products

### **Westwind Product Support**

#### **Happy Holiday Season, everyone!**

Closure to another calendar year is at hand, and a new year waits just around the corner. I do hope that each and every one of you has a safe and enjoyable year end.

I feel that, overall, our objectives have been met for the year and believe that the positive rebound trend in Corporate Aviation will be steady throughout 2005. Each of us, as an integral part of the business, is making it happen in whatever we do in support of the industry. Someone once told me to always remember: "Big Industry, Small Circle." It is amazing that over my 29 plus years in the business this single statement still rings true.

Curtis Stringfellow, Reliability/Maintainability Engineer currently located at the Gulfstream – Dallas/Love Field facility, has been responsible for providing Westwind fleet status and tracking as one of his many duties. Curtis is going on to pursue another career opportunity, and we wish him well in his new endeavor. Curtis has been one of those types of people I really enjoy being associated with, because of his dedication and determination to make things happen. Thanks again for your support, Curtis.

Our Maintenance and Operations Meeting went well during the 2004 NBAA event held in Las Vegas, NV on Wednesday, October 13. Once again, we had hoped for better attendance from the fleet than we actually had. We will keep promoting our events and continue making every effort to meet and/or exceed expectations in support of the Westwind fleet.

One component shortage, that has not only been an inconvenience but reached the critical stage of loss of support, has been the Westwind pitch trim actuator. The new licensee has finally gotten all of the necessary FAA requirements met, and completed units were assigned their respective 8130-10 paperwork and were shipped on Tuesday, December 7, 2004. We are diligently pursuing an effort now to replenish fleet spares. An effort is also being made to determine how the actuators are holding up, as many first-cycle, 2,500-landing overhauls are coming due after a major fleet upgrade event under the Galaxy banner. We will have more information on this action at a future date.

We received a new shipment of the increasingly popular Westwind I models, are expecting our first shipment of Westwind II models, and are thinking of ways to share them with the fleet during 2005. The most recent recipient was Floyd A. Barnes Sr., Director of Maintenance, Taughannock Aviation Business Jet Services. His name was drawn at the end of the Maintenance and Operations meeting held during NBAA 2004, so hearty congratulations go out to Floyd. Just remember – you could be next if you participate in whatever promotion we come up with. Good luck on getting one of these fine models.

In closing, and from all of us involved in the publication of the newsletter, thanks for helping us enjoy what we do, and we wish you an enjoyable and safe holiday season. Please look for us once again in the new year.

Contact me regarding any issues you may have with the operation and support of the Westwind aircraft, and action will be taken in our ongoing effort to provide you increasingly better product support. My e-mail address is [greg.miller@gdaviationservices.com](mailto:greg.miller@gdaviationservices.com).



## Westwind Parts Update

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By Mark Pidgeon, Westwind Spares Supervisor

### PMA Items of the Quarter

**Door Spring** – Sometimes it's the little things that matter for parts support. The speed brake door spring and fuel door spring, P/N 203011-501, is back in stock. We have lowered the list price from \$49.96 to \$39.80 to continue to help you control your maintenance costs.

**Gear Selector Gasket** – The gear selector gasket, P/N 713064, is back with a new material for better resistance to Skydrol. The price has changed from \$151.97 to \$77.19.

Comments concerning parts are encouraged and can be sent directly to Cathy Diermeier, Interim Sales Manager – Parts (Appleton), at [cathy.diermeier@gulfstream.com](mailto:cathy.diermeier@gulfstream.com) or via phone at 920-735-7168.

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

## Technical Update

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

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

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

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

To learn more about the U.S. DRVSM program, point your browser to <http://www.faa.gov/ats/ato/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/naab/rvsm/naarmo\\_intro.asp](http://www.tc.faa.gov/act-500/naab/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](mailto:rvsm@alternativeavionics.com) (e-mail). Their Web site is [www.rvsm.com](http://www.rvsm.com).
- **Duncan Aviation** — Contact Ron Hall at 800-228-4277, ext 1349. Visit their Web site at [www.duncanaviation.com](http://www.duncanaviation.com) or send an e-mail to [RVSM@duncanaviation.com](mailto:RVSM@duncanaviation.com).
- **Trimec Aviation Inc.** — Contact John Dunn at 888-303-1124 or 817-626-1376, or send an e-mail to [jdunn@1124.com](mailto:jdunn@1124.com). Their Web site is [www.1124.com/](http://www.1124.com/).
- **Plane Avionics** — Contact John Holland at 678-985-4059.

## As the Turbine Turns

A view from the left seat



By Chad Kale, Aviation Department Manager, EBMS

This is a new column for the all-inspiring Westwind newsletter. I wanted to give a little perspective from the left seat of the aircraft, to complement the maintenance side.

As I sit here in my office wondering what I could possibly contribute, I watch with anticipation as the first snowflakes of the season begin falling. My anticipation comes from the thought of having to put the snowplow on the hangar hot rod (1980 jeep pickup). Then I began to think about de-icing and the “joys” associated with pre-departure procedures in the winter.

Some of you are lucky enough to base your operations in the South and therefore, don’t have to contend with frozen precipitation on a daily basis. I am sure that, even though your Westwind is based at KFLI, you occasionally get to visit KTEB in January. So I thought I would take a few paragraphs to refresh everybody’s memory about some Westwind limitations and de-ice procedures. When it comes to spending the boss’ money, I am sure everyone has better places to spend it than on Type 1 de-ice fluid with a fifty-gallon minimum and a \$60 setup fee.

I would bet a thick, juicy steak that there are some people saying, “Great – another lecture; we already went through recurrent this year.” I would also bet that not everybody remembers how to correctly do an engine anti-ice check. The idea behind the check is obviously to see if the engine anti-ice valve is opening and closing and the Pt2 Tt2 probe heat has electrical power to it. The only way to know that the valve is open is to check for a drop in N1 and a rise in Interstage Turbine Temperature (ITT) after the switch has been depressed. The catch is to have sufficient power on the operating engine to provide the required amount of bleed air – 20 PSI. And, for you guys and gals in Florida, you can operate the engine anti-ice for only ten seconds with ambient temperatures above 4.4° Celsius.

After leaving the de-ice pad and taxiing to the runway, you could select override on the PITOT/STATIC/AOA (Westwind II operators) or AOA probe heat (Westwind I operators), to prevent slush and precipitation from entering the pitot tubes or static ports. A word of caution: remember the time limitations. I am sure you don’t want to purchase a new pitot tube because the old pitot tube element is burned out.

And the final limitation that really isn’t a limitation at all – the old ½-inch slush recommendation. This gets into the hydroplaning scenario that, luckily for you, is going to be saved for another newsletter.

Some time ago, just after the Gulfstream/GDAS acquisition of Galaxy, Gulfstream/GDAS published a very handy Westwind Cold Weather Operations Manual. Somebody at Gulfstream/GDAS was thinking ahead when he or she produced this manual, because it happens to be the same size as a Jeppesen binder with the same hole pattern. I did a little investigating and determined this information happens to come right out of Chapter 12 (servicing) in the Maintenance Manual. So, if you don’t have a copy of the ops manual, go ask your mechanic to photo copy Chapter 12-40-00 from the Maintenance Manual and keep it in the airplane. Someday it will come in handy.

*Editor’s Note: The Westwind 1124/1124A Cold Weather Operations Manual is available from Gulfstream Technical Publications. Contact information is published elsewhere in this issue.*

Sometimes it is a difficult decision whether to put the airplane inside a hangar and keep it warm or take your chances on the ramp. On a recent trip to Denver, I opted to put the airplane in the hangar to keep the cabin comfortable for the passengers, but when I rolled the airplane out into minus 10°C air and snow to beat the band, I had to take a de-ice anyway.

Now that most FBOs frown at “engine on” de-ice procedures, I think this year when Santa asks what I want for Christmas, I am going to ask for an APU.

I would like to wish everybody a very Merry Christmas and a Happy New Year! I hope this winter finds you climbing through the flight levels rather than waiting in line at the de-ice pad.

## **Service Bulletin Update**

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By Gene Herrera, Customer Support Technical Bulletin Group

Here is the Westwind service bulletin update.

### **Released**

None since the 9/30/04 update.

### **Pending**

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

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

Effectivity: All Serial Numbers

Projected Release: 3rd Quarter 2005

Description: Investigation into the failures of numerous flap actuators has revealed that the worm gear has worn beyond allowable limits due to excessive torque forces applied to the actuator. These excessive torque forces are being caused by corrosion on the internal tube assembly sleeve, ball nut dragging, and/or incorrect shimming. Due to the high number of flap actuator failures, the 10,000-hour Chapter 5 overhaul requirement will be reduced to 3,400 flight hours or 5 years of actuator service, whichever comes first. These service bulletins will provide instructions to remove the flap actuators and send them to Telair International® for overhaul. This initial overhaul requirement of all flap actuators will be mandatory within one year after the release of the service bulletins. Chapter 5 shall govern subsequent actuator overhaul requirements.

The projected release date has been pushed out to the 3<sup>rd</sup> quarter of 2005 due to parts issues and turn times at Telair.

#### **Service Bulletin 1124-24-155**

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

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

Projected Release: 1st Quarter 2005

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

## **Technical Publications Update**

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

### **General Update**

Technical Publications has just completed the revision scheduled for January 2005 for the 1124 aircraft Manual Suite and CD-ROM products. Highlights of these revisions follow:

#### **Aircraft Maintenance Manual (AMM) Revision 32**

| <b>Chapter</b> | <b>Pages</b> | <b>Change</b>                                                                                                            |
|----------------|--------------|--------------------------------------------------------------------------------------------------------------------------|
| 05-20-03       | 201 to 206   | Flap actuators, inspect for general condition of oil seal / wiper<br>Frequency changes to every 200, 400, and 800 hours. |
| 05-21-00       | 201          | Frequency for Engine items changed to 150 hrs; to extend to<br>200 hrs if the customer so desires.                       |
| 05-40-01       | 201, 202     | New information on taper pin attachment hole cracks                                                                      |
| 53-40-01       | 201 to 204   | New information on taper pin attachment hole cracks and<br>approved IAI repair                                           |

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|              |            |                                                                                           |
|--------------|------------|-------------------------------------------------------------------------------------------|
| 27-40-00_401 | 401 to 408 | Procedures have been modified to coincide with SB 1124-27-151 Rev. 1.                     |
| 27-40-00_501 | 501 to 506 | Procedures have been modified to coincide with SB 1124-27-151 Rev. 1 and artwork changed. |

**Illustrated Parts Catalog (IPC) Revision 8**

| <b>Chapter</b> | <b>Pages</b> | <b>Change</b>                                                                               |
|----------------|--------------|---------------------------------------------------------------------------------------------|
| 55-40-00       | 2 and 4      | Replace entire section due to information shift because of new information on pages 2 and 4 |

**2005 Revision Schedule**

| <b>Revision</b>  | <b>Date</b> | <b>Status</b>         |
|------------------|-------------|-----------------------|
| Revision Cycle 1 | January     | Scheduled for release |
| Revision Cycle 2 | July        | Scheduled             |

**Future Revisions – January 2005**

AMM – Rev 32

IPC – Rev 8

NDT – Rev 7

**Publication Change Request Submittals**

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

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<br><a href="mailto:colette.chamser@gulfstream.com">colette.chamser@gulfstream.com</a>   |
| Cheri McKendrick | 800-810-4853 or 912-965-4178, Option 4 / Direct line 912-965-4901<br><a href="mailto:cheri.mckendrick@gulfstream.com">cheri.mckendrick@gulfstream.com</a> |
| Ashley Breneman  | 800-810-4853 or 912-965-4178, Option 4 / Direct line 912-965-5311<br><a href="mailto:ashley.breneman@gulfstream.com">ashley.breneman@gulfstream.com</a>   |
| David Craig      | 912-965-4463, Cellular 912-484-0971<br><a href="mailto:david.craig@gulfstream.com">david.craig@gulfstream.com</a>                                         |

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

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

## **FlightSafety News and Quiz**

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

### **FSI 2005 Westwind Maintenance Course Schedule**

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

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

January 10, March 28

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

Scheduled on Request

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

January 3, March 21 (March 21 in Birmingham, AL)

#### **Westwind Maintenance Manager (5 days)**

Scheduled on Request

For more information or enrollment in any Westwind Maintenance Course, please call Customer Support at 800-733-7548 or 302-221-5100. You may reach the Director of Maintenance Training by email at [Tom.Vail@flightsafety.com](mailto:Tom.Vail@flightsafety.com). To learn more about the Greater Philadelphia/Wilmington Learning Center, go to [www.flightsafety.com](http://www.flightsafety.com), click "Training Location," and select Philadelphia/Wilmington.

### **(ATA 29): Last Issue's Technical Quiz – The Rest of the Story**

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

#### **Questions:**

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

#### **Answer:**

There will be no cockpit indication. Since the pressure switch is installed between the pump and filter, the annunciator light will remain out. The pressure gauge will read normal from the opposite engine-driven hydraulic pump.

There were no correct answers submitted for this scenario.

### **(ATA 28): New Technical Quiz**

During a routine flight, the pilot reported the fuel transfer lights illuminated ON then OFF several times before remaining OFF.

#### **Questions:**

1. What conditions would trigger this condition?
2. What is the failed component?

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

## **ELCORTA Update**

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Submitted by Mike Melville, ELCORTA

### **(ATA 32): Landing Gear Axle Corrosion**

Most Westwind 1124 / 1124A operators are aware that the main landing gear axles are susceptible to internal corrosion. Moisture is the main contributor to this condition, as it becomes trapped in the bore of the axle. It can enter from the anti-skid transducer conduit or from the end plug of the axle itself. Corrosion within the limits set forth in the Westwind Maintenance Manual Chapter 32-10-01 can be removed. Unfortunately, pitting beyond the maintenance manual limits is cause for axle rejection.

Be sure your maintenance facility properly coats the axle bore with DC4 and seals the axle cap and top of the anti-skid transducer conduit with sealer. Attention to this detail may prevent axle replacement.

For more information on ELCORTA, Inc., you can contact them at 302-323-1959 (phone), 302-322-9061 (fax), [info@elcorta.com](mailto:info@elcorta.com) (e-mail), or online at [www.elcorta.com](http://www.elcorta.com) (Web site).

## **Trimec Update**

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Submitted by John Dunn, Trimec

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

### **Lead Acid Batteries**

Supplemental Type Certificate (STC) SA1214SO installs Gill batteries into the 1124 aircraft. Please be aware that this STC DOES NOT include the 1124A models. We have found that most Flight Standards District Offices (FSDOs) will not field approve the installations, because there is no flight manual supplement approved for that installation.

When you install the batteries into an 1124 model, Gill will provide a letter stating the sealed series batteries are a replacement for the vented type, and that the sump jar is no longer needed when the sealed series are installed. We can provide you a copy of the letter if you need it.

As for Concorde batteries, no STC exists for them, but they do have Parts Manufacturer Approval (PMA). This is not an approval for installation, however, so ask your local FSDO if they will approve the installation. Most of the installations we have seen were done with Gill's paperwork, which DOES NOT include the A models.

### **Belted Toilet Seats**

Same story as the batteries—not approved for installation into an 1124A model. But in this case, we have gotten field approvals with no problems. The STC is SA4318SW, and it is from AAR.

### **Crash Pads**

Operators need to be aware that in order for the forward couch seat to be used for takeoff and landings, you must have a crash pad installed on the bulkhead. Regulations require a minimum of 1-inch thickness. This is something that interior shops need to be reminded of when they are doing your refurb. Additionally, if you have a belted toilet seat per the above referenced STC, it also requires that a crash pad be installed.

### **Reduced Vertical Separation Minimums (RVSM) Manuals**

Several operators we know have written their own RVSM ops manuals for FAA approval. There is nothing wrong with that, except they neglected to take into account they are responsible for keeping up with FAA revisions to RVSM ops requirements and implementing them into their manuals. Sounds like exciting reading—keeping up with the FAA regs.

Give some thought as to how much you will actually save in costs versus letting the pros do the work. This will preclude being caught in your short comings later by some FAA inspector.

### Aircraft Sales after RVSM

Operators need to be aware of the procedures to be followed when buying or selling an aircraft that has RVSM approval, the letter of authorization (LOA), and the operations manual.

The manual and LOA are issued to the company that owns the aircraft before the sale. Upon the signing of the pink slip, both of those items are no longer valid. The aircraft is no longer approved to fly in RVSM airspace nor is the crew that flies it.

Before flying an aircraft that has been purchased, contact your local Flight Standards District Office (FSDO) regarding the latest procedure for obtaining new LOAs and new operations manuals. Ask them how long to get a new approval through them, so your crews do not face an automatic 30-day suspension for flying in RVSM airspace with a non-approved aircraft.

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/).

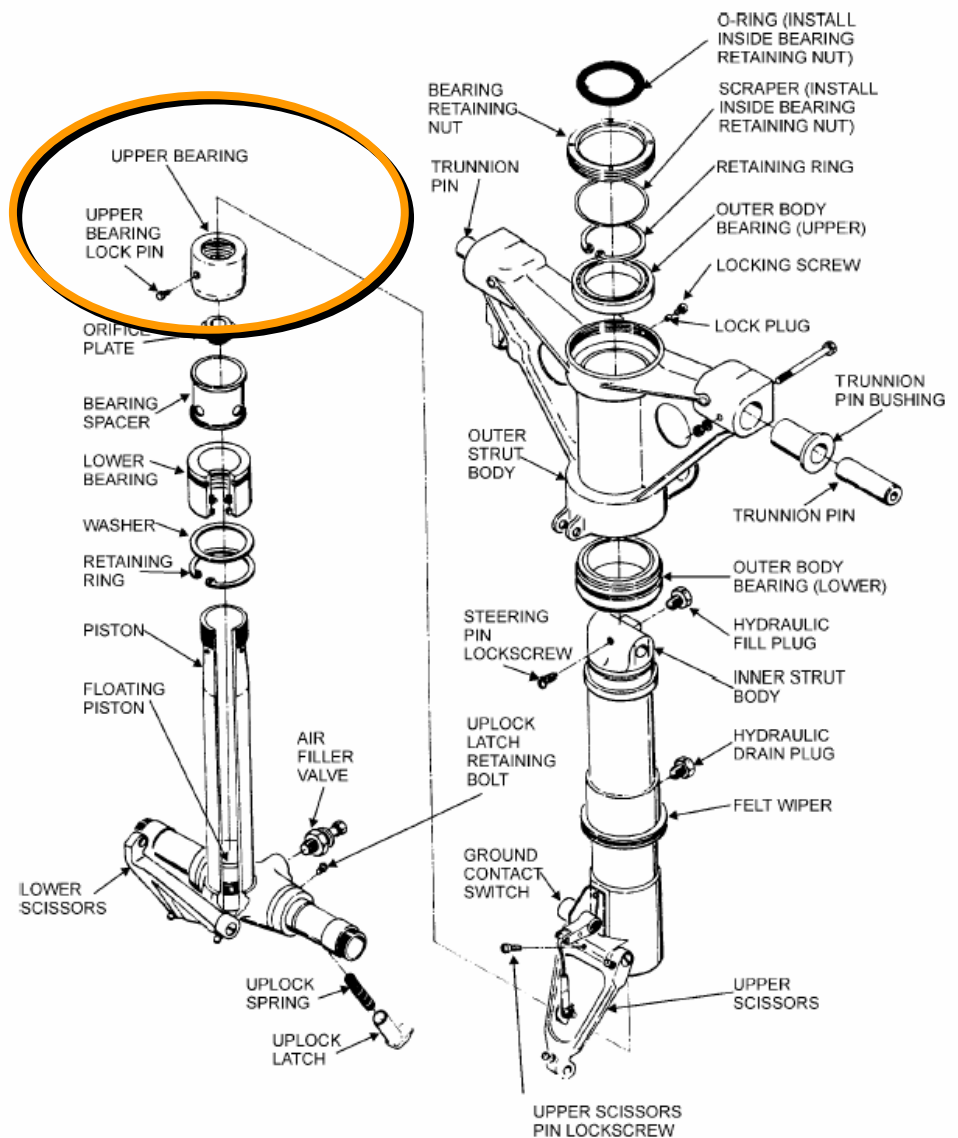
### AccuJet's Quarterly Maintenance Tip

Submitted by Scott Hill,  
AccuJet Aviation Maintenance  
Training

Pay careful attention to the "UPPER BEARING LOCK PIN" (see graphic) when re-assembling the nose strut. The lock pin's purpose is to secure the "UPPER BEARING" to the lower strut "PISTON," and without the lock pin installed, the upper bearing can unscrew itself from the lower strut piston during taxiing and towing operations.

If the upper bearing unscrews even a little bit, it will result in the strut lengthening, thus not allowing the nose landing gear to retract completely into the uplock assembly, failing to extinguish the red light in the gear handle.

This scenario has happened twice that I know of, and on both occasions, the lock pin was missing from the upper bearing. Luckily, the upper bearing did not completely unscrew itself from the lower strut piston, which could have resulted in a much bigger problem than a red light in the gear handle.



## Accujet Aviation Maintenance Training

Westwind 1124/1124A 2005 Training Schedule

### One-Week Update-Refresher Course

- January 3rd – 7th, 2005
- February 7th – 11th, 2005
- March 7th – 11th, 2005
- April 4th – 8th, 2005
- May 2nd – 6th, 2005
- June 6th – 10th, 2005
- July 11th – 15th, 2005
- August 1st – 5th, 2005
- September 5th – 9th, 2005
- October 3rd – 7th, 2005
- October 31st – November 4th, 2005



### Two-Week Maintenance Initial Course

- January 10th – 21st, 2005
- February 14th – 25th, 2005
- March 14th – 25th, 2005
- April 11th – 22nd, 2005
- May 9th – 20th, 2005
- June 13th – 24th, 2005
- July 18th – 29th, 2005
- August 8th – 19th, 2005
- September 12th – 23rd, 2005
- October 10th – 21st, 2005
- November 7th – 18th, 2005

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

## Westwind / Commodore Jet Fleet Status

By Curtis Stringfellow, Reliability/Maintainability Engineer

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

- In-service Operations – 1,860,596 hours; 1,413,337 landings
- Fleet Leader(s) – 29,517 hours; 21,961 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 – 99.94%

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

- In-service Operations – 76,157 hours; 45,315 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 October 31, 2004, based on our records:

- In-service Operations – 248,749 hours; 86,830 landings
- Fleet Leader(s) – 11,169 hours; 10,609 landings

*continued on next page*

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- In-service Aircraft – 37 North America, 2 Central America, 3 South America, 1 Africa, 1 Caribbean = 44 total

## 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 new forms, point your browser to [www.gdaviationservices.com](http://www.gdaviationservices.com) and click “Resources” → “Resources Home.”
- **GDAS Call Center Instructions** — The GDAS Call Center instructions for 24-hour support and access can be found on the [www.gdaviationservices.com/](http://www.gdaviationservices.com/) Web site by clicking “Contacts”, “Home”, and selecting “24 Hour Phone Support Instructions” from the menu.
- **In-Service Difficulty Reporting** — The In-Service Difficulty Report (ISDR) form is posted on the [www.gdaviationservices.com](http://www.gdaviationservices.com) Web site for your convenience. Use this document to submit detailed information about any difficulties you experience and unscheduled parts replacements on your Westwind aircraft (all 112X series). To download or open the form, point your browser to [www.gdaviationservices.com](http://www.gdaviationservices.com), click "Resources" → "Resources Home." Send the completed form to Bev Smith-Floyd, Reliability/Maintainability Engineer, at Gulfstream Savannah; fax – 912-965-4704; e-mail – [bev.smith.floyd@gulfstream.com](mailto:bev.smith.floyd@gulfstream.com).
- **www.gdaviationservices.com** — Westwind operators can find additional information about available products and services at the [www.gdaviationservices.com](http://www.gdaviationservices.com) Web site.
- **Westwind News on the Web** — Archived issues of *Westwind News* can be found in the “News and Events” menu on the [www.gdaviationservices.com](http://www.gdaviationservices.com) Web site.
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## MOLs

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No Maintenance and Operations Letters (MOLs) have been released since the update in the last issue.

## SBs

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No Alert/Service Bulletin (ASB/SB) has been released since the update in the last issue.



**Senior Editor** – Gary Arms

**Contributors** – David Craig, Cathy Diermeir, John Dunn (Trimec), Gene Herrera, Scott Hill (AccuJet), Chad Kale (EBMS), Mike Melville (Elcorta), Greg Miller, Mark Pidgeon, Bill Schieber (FSI), Charles Spurlock, Curtis Stringfellow, 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: 920-735-7066; fax: 920-735-7108; or e-mail: [greg.miller@gdaviationservices.com](mailto:greg.miller@gdaviationservices.com). The mailing address is Westwind News, c/o Greg Miller, Gulfstream Aerospace Corporation, W6365 Discovery Drive, Appleton, Wisconsin 54914-9190.

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