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WESTWIND NEWSLETTER

A Quarterly publication regarding the maintenance and operation of the Westwind Aircraft.

SEPTEMBER 2007, Volume 1 Issue 1

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Item	Description
	Worthington Aviation Brochure.
 1,263k	
	Worthington Aviation Profile Insert.
 109k	
	Worthington Aviation Parts Insert.
 146k	
	Worthington Jet Service Insert.
 134k	

Westwind Aircraft Support Information

- ▶ **NEW!** My Westwind - [click here](#)
- ▶ For aircraft technical assistance via e-mail westwind@worthingtonav.com
- ▶ For aircraft technical support via telephone **651-393-3300**
- ▶ For technical publications general questions **651-994-1600**
- ▶ To submit a technical publication change [click here](#)
- ▶ For Westwind aircraft parts **651-994-1600**

INTRODUCTION:

The interchange of maintenance ideas, tips and pointers to improve maintenance and make the job easier is the goal of this newsletter. To keep the flow of information between maintenance personnel, to maintain aircraft systems integrity, to maintain high standards of maintenance and to help personnel keep their aircraft in a high state of airworthiness is also the purpose of this publication. To do this we need you dig down deep into that labyrinth of experience on the Westwind and share your ideas, comments and improvement ideas. Call Dale Printy at 651-994-1600 or forward your comments to Technical Publications at Worthington Aviation.

Please keep the mail back cards coming. This helps Worthington and IAI keep the status of the fleet current in regards to the SB compliance.

NOTES:

Worthington Jet Services, Minneapolis International Airport, is a Worthington Aviation Westwind Product Authorized Facility providing a full scope of maintenance services on the Westwind Aircraft. Brad Baker, General Manager, or Jeff Both, Director of Sales and Service, will be glad to answer questions about your specific service or inspection needs. They can be reached at: 612-727-3737, bbaker@worthingtonav.com, or jboth@worthingtonav.com.

Worthington Aviation Parts Service stocks a large inventory of replacement parts to support the Westwind fleet. Barb Haviland, Director, Ed Nesbitt, Manager or Paul Corliss, sales rep - Corporate Sales, are available to help you with all of your parts needs. They can be reached at: 651-994-1600, bhaviland@worthingtonav.com, or enesbitt@worthingtonav.com. or pcorliss@worthingtonav.com.

Worthington Aviation will oversee the Westwind technical support, technical publications, and the Authorized Service Center network. The contact information is: 651-393-3300 Direct, 651-261-7202 Cell, 651-994-




Worthington Jet Sales Insert.

 147k



Worthington Aviation Sell Sheet.

 1,793k



Westwind Sell Sheet.

 2,058k



SAAB Sell Sheet.

 2,145k

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2995 Lone Oak Circle
Suite 10
Eagan, MN 55121
651-994-1600

1600 Switchboard.

The Worthington team looks forward to working with the Westwind fleet of operators.

TECHNICAL UPDATES:

(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.



SERVICE BULLETIN UPDATES:

1124-27-153 Rev 1

Title: Flight controls-Inspection and repair of the Inboard flap Actuators, P/N 193544-1

Effectivity: All Serial numbers

Released :May 25, 2006

Note: The original release of this service bulletin has created a misunderstanding among operators as to whether it is Mandatory or Optional.

Revision 1 clarifies the Mandatory requirement to accomplish the service bulletin within the compliance time stated in the document. Aircraft in compliance with the original issue of this service bulletin require no further action.

Description: Investigation into the failure 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 3,200 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.

Compliance with this service bulletin is mandatory.

Currently installed inboard flap actuators, P/N 193544-1, must be replaced with new improved inboard flap actuators, P/N 193544-3 or vendor P/N V1390T100-7, by November 2007 or upon reaching the original life limit of 10,000 flight hours, whichever limit is reached first. P/N 193544-1 inboard flap actuators that have been previously repaired by Telair may remain in service until the next C check, not to exceed 800 flight hours or 3,200 flight hours component time in service, whichever comes first.

MAINTENANCE TIPS:

ATA 29

Does your emergency hydraulic pump cycle too often? The problem could be a faulty thermal relief valve. If there is no evidence of external leakage the thermal relief valve should be suspect for bypassing. This valve performs two functions, it provides pressure relief at 1250 +/- 100 psi. and has a built-in check valve to prevent pressure from backing up through the pump. This happens to be the only check valve in the emergency hydraulic system. Emergency pressure should hold for at least 60 seconds and pump running time should not exceed 45 seconds.

The hydraulic restricters in the thrust reverser system can cause erratic operations of the thrust reverser if they are installed in the wrong port of the T/R actuator. The restricter and the regular union are similar in appearance and can be interchanged if not properly identified before installation. The restricter should be installed in the "stow" line port and the regular union should be installed in the "extend" line port.

ATA 55

Horizontal pitch trim rod end adjustments are distinctly different even though the actuator itself is the same for both part numbers (543502-1 for the 1124 and 543502-501 for the 1123 and 1124A). Due to the critical nature of the adjustment, ordering and installing the correct unit cannot be over emphasized. The proper adjustment and configuration is preset and the parts marked accordingly on all Worthington Aviation stock actuators.

ATA 27

When completing the installation of the flap actuators please accomplish all of the tests outlined in 27-50-00. This will help you have a smooth installation after accomplishing the prep work that is outlined in the AMM.

We have had many Westwinds through our facility requiring the I/B flap actuator replacement. In 95% of these aircraft we have found the flap actuators to be totally out of rig, both inboard and outboard. Our policy is to replace the inboard actuators I/A/W the Service Bulletin, we also remove the outboard actuators in order to set all four to the correct rigging per chapter 27. At this time the potentiometer should be checked for the correct rigging. Aviation Services Unlimited also replaces the flap horn hardware, inboard and outboard, which seems to have been neglected over the years. (Submitted by Aviation Services Unlimited (405-787-8111))

Flap Vanes

We continue to find flap vanes not shimmed correctly. This condition will and does cause the potted inserts to fail which causes the forward vane rib and spar to crack. Vane replacement is very expensive. The correct way to install a vane is detailed in chapter 27-50-00, giving the correct amount of shimming washers. If the brackets seem to be under a spread pre-load, adjust the shims to correct. Remember that the instructions call out to reinstall the same amount of shims previously removed -"BUT"- this is correct only if the previous technician installed the vane correctly. (Submitted by Aviation Services Unlimited (405-787-8111))

FYI

Neither the manufacturer, IAI, nor its product support division (Worthington Aviation) can mandate the compliance of any service bulletin regardless of its designation (either "optional", "recommended" or "mandatory") with these exceptions:

1. Service Letters or bulletins, which are incorporated into the current manufacturer's maintenance manual and / or assure continuous airworthiness. Example: SB1124 -55-020, found in the 1124 AMM, 5-20-06.
2. Service Letters or bulletins which are referenced in current FAA Airworthiness Directives
3. Service Letters or bulletins which are incorporated as part of the type certificate data sheets for the aircraft, engines, etc. The classification of service data by manufacturers with words such as "optional", "recommended" or "mandatory" Should be perceived only as a measure of importance placed on the publication for the operators benefit.

In summary, 1121, 1123, 1124 and 1124A operators are obligated by FAA regulations to comply with a manufacturers service publication only if it is presented in one of the above three categories

Westwind News:

Contributors: Ron Lasker (Worthington Aviation), Wayne O'Berg (Aviation Services Unlimited)

DISCLAIMER - This document is intended to provide Westwind operators an update on current safety/ technical issues affecting their aircraft. It is for informational purposes only. Any technical content in this publication, where noted, will be submitted for inclusion if the next possible revision of a related technical publication, i.e., Maintenance Manual, Wiring Diagram Manual, Illustrated Parts Catalog, Computerized Maintenance Program Work Cards , Aircraft Flight Manual, etc. (Technical Publications are recognized as the only official publications for maintenance and service of the Westwind Aircraft.)

September NBAA M&O Seminar

Our Maintenance and Operations Meeting went well during the September NBAA event held in Atlanta, Georgia. We had hoped for a larger turn out of operators than we had. We will keep promoting the event. There was a drawing at the meeting for a Garmin GPS it was awarded to Walter Sherrill from Campus Crest. Also at the meeting the Worthington Aviation Authorized Westwind Services Centers were introduced and plaques were presented.

Flight Safety News

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

FSI Westwind Maintenance Course Schedule

FlightSafety's Greater Philadelphia/Wilmington Learning Center continues to offer Maintenance and Pilot training courses for the 1124/1124A Westwind Series. Upcoming Westwind Maintenance Course dates are listed below. Off-site training at the customer's location may be arranged by contacting Tom Vail at the phone numbers listed below.

Westwind Maintenance Course Schedule

2007-2008 Westwind Maintenance Initial Courses (10 days)
November 26, February 18, May 12, November 3

2007-2008 Westwind Maintenance Update Courses (5 days) - October 29, January 28, July 28, October 6

Westwind Engine Run & Taxi Course is Scheduled on Request

For more information or enrollment in any Westwind Maintenance Course, please call either Donna Boccetti or Tom Vail at 800-733-7548 or 302-221-5100. You may also reach them by e-mail at donna.boccetti@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.

LIGHTING PRODUCTS AVAILABLE ONLINE:

As a leading distributor of aircraft lighting products, Worthington Aviation now offers online purchasing of any new lighting product we carry for the Westwind. We offer a fast, simple way to order your lights through our online shopping cart. Simply place your order and one of our sales representatives will contact you for confirmation on shipping and price.

[Click Here To Search Our Online Store Now!](#)

LIST YOUR AIRCRAFT FOR SALE:

Did you know you can advertise your Westwind for sale on the Worthington Aviation website for free?

As a courtesy to the fleet we have opened our aircraft for sale list to all Westwind operators. You can view the full list by [clicking here](#) Our latest submissions are included below.

The Jet Connection, Inc.

IAI Westwind I

SN: SN 360, N500KE

Total Hours Since New: 5972

Total Cycles Since New: 3465

Avionic Info: Collins AP 105 AUTO PILOT

Contact Doug Denison for more details. doug@thejetconnection.com



SERVICE NETWORK MANAGEMENT:

Worthington Aviation's first-class jet service facility at Minneapolis-St. Paul International Airport can take you from pre-purchase inspection and interior refurbishment to avionics and airframe engineering services. As the Westwind's Global Service and Support organization, Worthington also authorizes and approves service centers worldwide to meet your needs. Worthington Aviation coordinates the Westwind Advisory Board, composed of representatives with extensive fleet and industry knowledge.

Worthington Aviation Westwind Product Authorized Facilities:

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Trimec Aviation Inc
John Dunn
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817-626-1376
www.1124.com

Garrett Aviation d.b.a. Landmark Aviation

Site 1
 6201 W Imperial Hwy
 Los Angeles Airport
 Los Angeles, CA
 800-942-7738
www.landmarkaviation.com

Site 2
 17250 Chanute Road
 Hobby Airport
 Houston TX
 281-230-7818

Site 3
 1550 Hanger Road
 Bush Field Regional Airport
 Augusta Ga
 706-771-5637

Advisory Board

Ron Lasker
 Wayne O'Berg

John Dunn
 Mike Harvey



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<p>Worthington Aviation Corporate Headquarters 2995 Lone Oak Circle Eagan, MN 55121 Ph. 651-994-1600 Fx. 651-393-3310</p>	<p>Worthington Jet Service Maintenance Facility, MSP Airport 3700 East 70th Street Minneapolis, MN USA 55450 pH 612-727-3737 Fx. 612-727-3636</p>	<p>JFK Logistics Facility JFK INTL Airport BLDG. 151 Room M-100 Jamaica, NY 11430</p>	<p>Michigan Satellite Office 950 Taylor Avenue Grand Haven, MI USA 49417 pH 616-847-7960 Fx. 616-847-7964</p>
<p>Florida Satellite Office 1707 Coastal Bay Blvd. Boynton Beach, FL USA 33435 pH 561-742-8969 Fx. 561-742-7368</p>	<p>Kansas Satellite Office 250 North Rock Road Wichita, KS USA 67206 pH 316-686-2637 Fx. 316-686-2660</p>	<p>Oklahoma Satellite Office 7200 NW 63rd Hangar 8, Ste 204 Bethany, OK 73008 pH 405-491-6200 Fx. 405-491-6204</p>	<p>Australia Satellite Office 5 The Promenade Hendra QLD 4011, Australia pH 0433 992200 Fx. 07 3216 4163</p>