### **COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM**

\*OPERATOR: ED-WEST, INC. WORK COMPLIANCE FORM NO. 21.290
AIRCRAFT NO. 348 MODEL 11244 MESTHIND

AIRCRAFT NO	368	MODEL: 1124A WESTWII
AIRCRAFT RE	G · NYARMD	ISRUEN 07-88 REV.

PAGE 1

	* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY				
HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.				
			UNSCHEDULED				
TE: MONTH	7 DAY 30	VEAR &	AIRCRAFT HOURS: 40322 LANDINGS:				
June	& O	ether	CERTIFICATE NUMBER: SUSSICIALS				
SORTLIZ	B		KIND OF CERTIFICATE: ATP				
K OME)		D CONV E( )	OMI RPT NO.4-272  TECHNICIAN: INSP:  MOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG H( ) DAMAGED T( )				
NUMBER 5	7.237	5-5	SERIAL NUMBER: 120~333				
NUMBER 5	72375	5-2	SERIAL NUMBER: 41-351				
NENOWA LOGS	MC	)8	TIME SINCE OVERHAUL: HRS UN KNOWLDGS MOS				
NG: HRS MPLISHED BELG 	LDGS NH. JILNH 12-1	HOS	HAN-HOURS: HRB TENTHS PRICE: 8  TECHNICIAN INSPECTOR MAN-HOURS  Jed Sign offs (Ich wide Order 5003  Jet Aviation. W Palm Bouch FL)  Technician Inspector Man-Hours  Jet Aviation. W Palm Bouch FL				
	TE: HONTH  SORTLIE  CORTLIE  COOLING TUR  K ONE)  HORN C() LOAN  NUMBER  NUMBER	ATE: HONTH 9 DAY 30  SORTLIER  COOLING TURBINE  CK ONE)  HORN C() LOANER D() SCHE  NUMBER 5 7 237  NUMBER 5 7 237  NUMBER 5 7 237  NUMBER 5 7 237	NTE: HONTH 9 DAY 30 YEARS OF THE BUTTON OF T				

210677

COOLING TURBINE - REMOVAL AND INSTALLATION, CHANGE OIL (REFER TO FIGURES 3 AND 4 ON CARD 21-7)
EQUIPMENT/CONBUNABLES: TORQUE WRENCH 0 TO 10 INCH-POUNDS, LOCKWIRE P/N M820995C20

- A REMOVAL (REFER TO FIGURE 4)
  - 1. GAIN ACCESS TO THE COOLING TURBINE.
  - 2. REMOVE ANTI-ICE DUCT ABSEMBLY (1) BY REMOVING CLAMPS (2) AND HOSE (3).
  - 3. REMOVE REMAINING CLAMPS (2) AND HOSE (3) FROM TURBINE INLET DUCT.
  - 4. REMOVE COMPRESSOR DUTLET DUCT ASSEMBLY (4) BY REMOVING SCREWS (5), WASHERS (6), AND PACKING (7).
  - 5. REMOVE COMPRESSOR INLET DUCT ASSEMBLY (8) BY REMOVING CLAMPS (9) AND HOSE (10).
  - 6. REMOVE SCREWS (10A), WASHERS (10B), FLANGE (10C), DAMPENER (10D), FLAPPERS (10E), AND RETAINER HALVES (10F, 10G). IF FLAPPERS (10E) ARE TORN, WRINKLED, OR SHOW EVIDENCE OF DETERIORATION, REPLACE FLAPPERS.
  - 7. REHOVE BRACKET ASSEMBLY (14), BOLTS (15), WASHERS (16), AND ATTACHING PARTS.
  - 8. REMOVE COOLING TURBINE (17) FROM PLENUM ASSEMBLY (11) BY REMOVING BOLTS (12, 13).
  - 9. ON AIRCRAFT REFRIGERATION UNIT P/N 2200165-2, REMOVE SCREWS (16A), COVER PLATE (16B), AND ADAPTER ASSEMBLY (16C) FROM COOLING TURBINE (17A). DN AIRCRAFT REFRIGERATION UNIT P/N 2200165-3, REMOVE SCREWS (16D), WASHERS (16E), COVERS (16F), GASKET (16G), COVER ASSEMBLY (16H), AND ADAPTER ASSEMBLY (16J) FROM COOLING TURBINE (17B).
- 10. REMOVE COOLING TURBINE.
- 11. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

## **B INSTALLATION**

- 1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
- 2. ON AIRCRAFT REFRIGERATION UNIT P/N 2200165-2, INSTALL ADAPTER ASSEMBLY (16C), COVER PLATE (16B), AND SCREWS (16A) ON REPLACEMENT COOLING TURBINE (17A). ON AIRCRAFT REFRIGERATION UNIT P/N 2200165-3, INSTALL ADAPTER ASSEMBLY (16J), COVER ASSEMBLY (16H), GASKET (16G), COVERS (16F), WASHERS (16E), AND SCREWS (16D) ON REPLACEMENT COOLING TURBINE (17B). TORQUE SCREWS (16A, 16D) TO 10 INCH-POUNDS MAXIMUM. SAFETYWIRE SCREWS, USING LOCKWIRE P/N MS20995C20.
- 3, INSTALL REPLACEMENT COOLING TURBINE (17) IN PLENUM ASSEMBLY (11) WITH BOLTS (12, 13); CROSS-TIGHTEN BOLTS. AFTER BOLTS ARE INSTALLED, CHECK THAT COOLING TURBINE DOES NOT BIND.
- 4. INSTALL BRACKET ASSEMBLY (14) BY INSTALLING BOLTS (15), MASHERS (16), AND ATTACHING PARTS. THE TWO BOLTS WHICH SECURE THE BRACKET ASSEMBLY TO THE COOLING TURBINE MUST BE TORQUE 20 TO 25 INCH-POUNDS. CHECK THAT COOLING TURBINE DOES NOT BIND AFTER BRACKET ASSEMBLY IS INSTALLED.
- 5. INSTALL RETAINER HALVES (10F, 10G), FLAPPERS (10E), DAMPER (10D), FLANGE (10C) AND SECURE WITH WASHERS (10B) AND SCREWS (10A).

CAUTION: INSTALL FLAPPERS (10E) AS SHOWN IN FIGURE 4.



"OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO.

21.290

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

(CONTINUED)

AIRCE	RAFI	HEG.: N368HD		ISSUEI	) 07-88 RE	V. PAGE 2
88	349	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY
	-029	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
29	29					UNSCHEDULED

- 6. INSTALL COMPRESSOR INLET DUCT ASSEMBLY (8) BY INSTALLING CLAMPS (9) AND HOSE (10).
- 7. INSTALL COMPRESSOR DUTLET DUCT ASSEMBLY (4) BY INSTALLING SCREWS (5), WASHERS (6), AND PACKING (7).
- 8. CONNECT TURBINE INLET DUCT BY INSTALLING CLAMPS (2) AND HOSE (3).
- 9. INSTALL ANTI-ICE DUCT ASSENBLY (1) BY INSTALLING CLAMPS (2) AND HOSE (3).

## 210681

C CHANGE COOLING TURBINE DIL (REFER TO FIGURE 3)
CONBUMABLES: DIL EXXON 2380 (MODIL JET DIL II, OR MIL-L-23699)

NOTE: 1. REFER TO SIL 1124-21-013 FOR ADDITIONAL ALTERNATE LUBRICANTS.
DIL VOLUME: 122 C.C.

- 2. AT EACH ROUTINE INSPECTION PERIOD (150) HOURS), THE DIL SHOULD BE DRAINED THROUGH THE DRAIN PORT, ON THE BOTTOM OF THE TURBINE AND FRESH DIL ADDED TO THE TOP OF THE FILL PORT AS FOLLOWS:
- 1. AIRCRAFT WITH SERVICE LETTER NN-2458 MODIFICATION ACCOMPLISHED, REMOVE PLUG AND PACKING (EITHER SIDE OF CASTING) AND ADD OIL TO THE TOP OF THE CASTING HOLE.
- 2. AIRCRAFT PRE-BERVICE LETTER NN-2458, REMOVE THE DIPSTICK. IF DIL LEVEL DOES NOT REACH THE LINE ON DIPSTICK, ADD DIL TO TOP OF FILL PORT. THE DIPSTICK IS ATTACHED TO THE HEX PLUG LOCATED ON THE RIGHT SIDE OF THE REFRIGERATION UNIT. REFER TO FIGURE 3.

NOTE: OIL VOLUME IS 122 C.C.

3. RECORD DIL CHANGE COMPLIED WITH IN SPACE PROVIDED DN PAGE 1.

\_\_\_TENTHS\_\_\_\_PRICE: 6\_\_\_\_

OPERATOR: ED-WEST,	INC.			WOF	RK COMPLIANCE FORM N	O. <b>23.050</b>
AIRCRAFT NO.: 368		MODEL	_: 1124A WES	THIND		
AIRCRAFT REG.: N368	HD	ISSUED	07-88 RE	٧.		PAGE 1
		* = APU HRS.  LANDINGS		RECORD TIME WORK ACC	COMPLISHED FOR EACH TAS	
23-005 DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RE	TURN CARBON COPY TO CS	SI FOR UPDATING.
29 29					UNSCHEDULED	
					4323,9 LANDINGS	
TECHNICIAN BIGNATU	RE:	> 4		CERTIFICATE NUMBER	<u>\$565550</u>	463
INSPECTED BY:	Jus		Jeff	KIND OF CERTIFICATE	· AiP	
230121 PART N REASON REMOVED: (C	AME VHF NO.1 THECK ONE)	ransceiver intched de	or Tra	bleshooting	MM 23-20-00 TECHNICIAN: ENG CHG L() TIRE CHG	INSP:
PART REMOVED: PAI	RT NUMBER	22-133	4-002	SERIAL NUMBER	4589	
PART INSTALLED: PA	RT NUMBER	22-1334	1-002	SERIAL NUMBER:	4592	
TIME SINCE NEW: HR	BLDGS	MO	8	TIME SINCE OVERHAUL:	HR8LDG8	MOS
WARRANTY TIME REMA	INING: HRS	LDGS	_NOS	HAN-HOURS: HRS	_TENTHSPRICE: \$	
230126 PART N REASON REMOVED: (CI TIME A( ) FAIL B(	AME: VHF NO.2 THECK ONE) 500	RANSCEIVER WITCHEO NER D() BCHE	CONV E()	OUDIESHOUTING HOD GI) BERVICE KI)	MM 23-20-00 TECHNICIAN: ENG CHG L( ) TIRE CHG	INSP: M( ) DAMAGED T( )
PART REMOVED: PA	RT NUMBER	22-133	14-00	SERIAL NUMBER:	4592	
PART INSTALLED: PA	RT NUMBER	22-133	4-003	SERIAL NUMBER:	4589	~~~~~

230121, 230126

VHF TRANSCEIVER - REMOVAL AND INSTALLATION (REFER TO FIGURE 6 ON CARD 23-1)

WARRANTY TIME REHAINING: HRS\_\_\_\_LDGS\_\_\_\_\_MOS\_\_\_\_ HAN-HOURS: HRS\_\_

CONBUMABLES: SAFETY WIRE

- A REMOVAL (REFER TO FIGURE 6)
  - 1. REMOVE SAFETY WIRE FROM KNURLED MUTS AND LOOSEN MUTS.
  - 2. REMOVE VHF-20 FROM MOUNT.
  - 3. RECORD PART NUMBER, BERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.
- **B INSTALLATION** 
  - 1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
  - 2. POBITION THE VHF-20 TRANSCEIVER UNIT IN FRONT OF MOUNTING RACK.
  - 3. CAREFULLY SLIDE THE VHF-20 TRANSCEIVER BACK UNTIL REAR CONNECTOR ENGAGES WITH MATING CONNECTOR. ENSURE PINS ARE PROPERLY ENGAGED AND FIRMLY PRESS THE VHF-20 BACK.

TIME SINCE NEW: HRS\_\_\_\_LDGS\_\_\_\_\_MOS\_\_\_\_TIME SINCE DVERHAUL: HRS\_\_\_\_LDGS\_\_\_\_\_MOS\_\_\_\_

- 4. TIGHTEN THE THO KNURLED NUTS TO HOOK PROJECTIONS ON THE FRONT OF THE VHF-20 TRANSCEIVER.
- 5. SAFETYWIRE THE KNURLED NUTS.

OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO.

MODEL: 11244 MESTHIND

	T NO.: 368		MODE	L: 1124A WES	THIND
AIRCRAFT	TREG .: N368HD				PAGE 1
88349	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COP
	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
29 29					UNSCHEDULED

	***************************************
	COMPONENT UPDATE:
	NORK ACCOMPLISHED: DATE: MONTH 8 DAY 23 YEAR 89 AIRCRAFT HOURS: 4336.2 LANDINGS: 2486
	TECHNICIAN SIGNATURE: Jane 2 CHAI CERTIFICATE NUMBER: 565 170463
	INSPECTED BY: KIND OF CERTIFICATE: A
	CODE: 23.050 PART NAME: VHF No. 1 Transceiver REABON REMOVED: (CHECK ONE)
	TIME A( ) FAIL BOX WORN C( ) LOANER D( ) SCHED CONV E( ) HOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG H( ) DAMAGED T( )
	PART REMOVED: PART NUMBER 622-1334 -002 BERIAL NUMBER: 4592
	PART INSTALLED: PART NUMBER $62-1879-002$ serial number: $17420$
	TIME SINCE NEW: HRSLDGSMOSTIME SINCE OVERHAUL: HRSLDGSMOS
	WARRANTY TIME REMAINING: HRSLDGSMOSMAN-HOURS: HRBTENTHSPRICE: \$
_	REMARKS: Installed Loaner Unit Until #4592 15 fixed
	***************************************
	SERVICE/INSPECTION UPDATE:
	WORK ACCOMPLISHED: DATE: MONTHDAYYEAR AIRCRAFT HOURS: LANDINGS:
	TECHNICIAN SIGNATURE: CERTIFICATE NUMBER:
	INSPECTED BY:KIND OF CERTIFICATE:
	CODE JOB DESCRIPTION TECHNICIAN INSPECTOR MAN-HOURS HRS.THS
	REMARKS:
	REMAKNO:

23.050

OPERATOR: ED-WEST, INC. AIRCRAFT NO.: 368

MODEL: 1124A WESTHIND

WORK COMPLIANCE FORM NO.

Ail	HCHAFI	REG.: N368ND				PAGE 1
	88349	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY
_		DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
	20 20					INCAUENIU EN

CMPONENT UPDATE:
DRK ACCOMPLISHED: DATE: MONTH 9 DAY 27 YEARS 9 AIRCRAFT HOURS: 4358. LANDINGS: 2911
ECHNICIAN SIGNATURE: June 2 De CERTIFICATE NUMBER: 565550463
NSPECTED BY: SUM SIND OF CERTIFICATE: A P
DDE: PART NAME:
EABON REMOVED+ (CHECK DNE) IME A() FAIL B() WORN C() LOANER D☆ SCHED CONV E() MOD G() SERVICE K() ENG CHG L() TIRE CHG M() DAMAGED T()
ART REMOVED: PART NUMBER 622-1879-002 SERIAL NUMBER: 17420
ART INSTALLED: PART NUMBER 622- ###9-1334-002 SERIAL NUMBER: 4592
IME SINCE NEW; HRSLDGSMOSTIME SINCE DVERHAUL; HRSLDGSMOS
ARRANTY TIME REMAINING: HRBLDGSMOS MAN-HOURS: HRSTENTHSPRICE: \$
EMARKS:
}
ERVICE/INSPECTION UPDATE:
ORK ACCOMPLISHED: DATE: MONTHDAYYEARAIRCRAFT HOURS:LANDINGS:
ECHNICIAN SIGNATURE: CERTIFICATE NUMBER:
NSPECTED BY:KIND OF CERTIFICATE:
DDE JOB DESCRIPTION TECHNICIAN INSPECTOR MAN-HDURS HRS.THS
EMARKS:
CRAKRD:



AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND WORK COMPLIANCE FORM NO.

23.090

AIRCRAFT REG.: N368ND

OPERATOR: ED-WEST, INC.

AIRCRAFT	REG.: N368MD		ISSUEI	) 07-88 RE	V. PAGE 1
88349	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY
23-009	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
29 29					UNISCHEDUR ED

WORK ACCOMPLISHED: DATE: MONTH	DAY 60 YEAR 9	AIRCRAFT HOURS:	4149	ANDINGS: Z658
TECHNICIAN SIGNATURE:				
INSPECTED BY:	<i>[ ]   _</i>		4	
****************************	****************	*****************	***********	*************
230146 PART NAME: CABIN RADIO/TE REASON REMOVED: (CHECK ONE) TIME A() FAIL BY HORN C() LOANER		MOD G( ) BERVICE K( ) E	HH 23-21-( TECHNICIA (ING CHG L( ) T	
PART REHOVED: PART NUMBER 400				
PART INSTALLED: PART NUMBER 400	-0129-00Z	SERIAL NUMBER:	777	90
TIME SINCE NEW: HRSLDGS	MO8	TIME SINCE OVERHAUL: H	RSLDO	SSMOS
WARRANTY TIME REMAINING: HRSLD	G8MOB	MAN-HOURS: HRS	TENTHSI	PRICE: \$

230146

CABIN RADIO/TELEPHONE UNIT - REMOVAL AND INSTALLATION (REFER TO FIGURE 2 ON CARD 23-2)

A REMOVAL (REFER TO FIGURE 2)

- 1. REMOVE POWER FROM RADIO/TELEPHONE SYSTEM BY DE-ACTIVATING RADIO/TELEPHONE CIRCUIT BREAKER ON CIRCUIT BREAKER PANEL.
- 2. LIFT HANDBET FROM CRADLE.
- 3. REMOVE POP OUT COVER FROM CENTER OF CONTROL UNIT.
- 4. REMOVE TWO SCREWS FROM LOWER CRADLE FORK.
- 5. REMOVE COVER FROM CONTROL.
- 6. RENOVE SCREW IN MOUNTING PLATE AND LOOSEN SCREWS IN SLOT LOCK.
- 7. ROTATE CONTROL, UNLOCKING SCREWS FROM SLOTS.
- 8. LIFT CONTROL ENOUGH TO DISCONNECT ELECTRICAL CONNECTOR FROM CONTROL AND REMOVE CONTROL.
- 9. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

## **B INSTALLATION**

1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.

NOTE: THE COVER MUST BE REMOVED FROM THE CONTROL.

- 2. PLACE CONTROL IN POSITION AND CONNECT ELECTRICAL CONNECTOR TO CONTROL.
- 3. ALIGN SCREW LDCK SLOTS OF CONTROL WITH SCREWS IN THE MOUNTING PLATE.
- 4. ROTATE CONTROL SLIGHTLY TO LOCK SCREWS IN SLOT.
- 5. INSTALL SCREW IN HOUNTING PLATE AND TIGHTEN SCREWS IN THE SLOTS.
- 6. PLACE COVER ON THE CONTROL.
- 7. ALIGN MOUNTING HOLES AND INSTALL TWO SCREWS AT THE LOWER CRADLE FORK.
- 8. INSTALL POP OUT COVER.
- 9. PLACE HANDSET TO STOWED POSITION.



OPERATOR: ED-WEST, INC. AIRCRAFT NO.: 368

WORK COMPLIANCE FORM NO.

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY

24.020

MODEL: 1124A WESTWIND

AIRCRAFT	REG.:	N368MD
88349	WORK DL	IE AT

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\* = APU HRS.

PAGE 1

24-004	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS.	RETURN CARBO	ON COPY TO CS	SI FOR UPDATING.
29 29						UNSCHED		
WORK ACC	OMPLISHED: DAT	E: MONTH	DAY	WEAR 8	AIRCRAFT HOURS:	4127	LANDINGS	: 2632
	AN SIGNATURE:				CERTIFICATE NUMB			
INSPECTE	D BY:		M		KIND OF CERTIFICA		1 -	
	***********	*********	*********	********	************	*********	********	
REASON F	PART NAME: ENDVED: (CHECK	ONE)				HM 24 TECHN	-30-00 IICIAN:	INSP:
TIME A(	) FAIL B( ) WO	IRN GOO LOA	iner D( ) schi	ED CONV E()	HOD G( ) SERVICE K(	) ENG CHG L(	) TIRE ÇÂG I	H() DAMAGED T(
PART REP	OVED: PART N	IUMBER			SERIAL NUMBE	R:		
PART INS	TALLED: PART N	IUMBER1	SP 400	2	SERIAL NUMBE	RI 88/2	2668	
TIME SIN	ICE NEW: HRS	LDGS	)M	08	TIME BINCE OVERHAUL	: HRB	LDG8	NOS
SIGNOFF	ANY WORK ACCOM	PLISHED BEL	ow.		MAN-HOURS: HRS	TECHNI	CIAN INSPEC	TOR MAN-HOURS
540101	DEEP CYCLE R	TOUT BUTTER	T MU KET	<i></i>	0-06	· · · · · · · ·		
~******	**********	********	********	**********	***************			***********
	PART NAME: ENOVED: (CHECK		ERY THERMIST	DR		NO RE TECHN	F IICIAN:	INSP
TIME A	) FAIL B( ) WO	RN C( ) LDA	NER D( ) SCH	ED CONV E()	MOD G( ) SERVICE K(			
PART REP	OVED: PART N	IUMBER	, +		SERIAL NUMBE	R:	<del>                                    </del>	
		$\sim$	-		SERIAL NUMBE			
TIME SIM	ICE NEW: HRS	LDGS	N	08	TIME SINCE OVERHAUL	· HRS	LDG8	NOS
	,	<b>,</b>			MAN-HOURS: HRS			

NOTE: THE FOLLOWING ADDITIONAL WCF(8) ARE REQUIRED TO PERFORM THIS TASK 24.070.

ITEM 1 - BATTERY - REMOVAL AND INSTALLATION, CHECK ELECTROLYTE, DEEP CYCLE (REFER TO ILLUSTRATION ON CARD 24-2)
EQUIPMENT/CONSUMABLES: DISTILLED OR DEMINERALIZED WATER, SAFT TOOL KIT

#### A REMOVAL

240156, 240171

- 1. PLACE BATTERY MASTER SWITCH IN OFF POSITION.
- 2. GAIN ACCESS TO BATTERIES LOCATED IN MAIN BAGGAGE COMPARTMENT BY REMOVING FORWARD ACCESS PANEL.
- 3. DISCONNECT BATTERY CONNECTOR AND CONNECTOR FROM BATTERY TEMPERATURE PROBE.
- 4. REMOVE VENT LINES FROM BATTERY VENTS.
- 5. LODGEN WING NUTS ON HOLD-DOWN CLAMPS AND REMOVE BATTERY.
- 6. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

## B INSTALLATION

- 1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME REMAINING IN SPACE PROVIDED ON PAGE 1.
- 2. PLACE BATTERY MASTER SWITCH IN OFF POSITION.
- 3. CLEAN BATTERY TRAY AND BOTTOM OF BATTERY CASE AS NECESSARY TO ENSURE PROPER INSTALLATION.



OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO.

24.020

AIRCRAFT NO.: 368 . . . . . .

MODEL: 1124A WESTWIND

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-	8834	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY
		DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
	24-0	-				
~	29 2	9				UNSCHEDULED

- 4. INSTALL BATTERY AND SECURE WITH HOLD-DOWN CLAMP WING NUTS AND SAFETYWIRE WING NUTS.
- 5. INSTALL BATTERY VENT LINES AND SECURE WITH CLAMPS.
- 6. CONNECT BATTERY CONNECTOR TO BATTERY TEMPERATURE PROBE.
- 7. CONNECT BATTERY ELECTRICAL CONNECTOR AND HAND-TIGHTEN.
- 8. CHECK BATTERY TEMPERATURE INDICATING AND WARNING SYSTEM. REFER TO WORK COMPLIANCE FORM 24.070.
- 9. IF THERMISTOR WAS REMOVED OR REPLACED DURING CHARGING PERFORM VALIDITY CHECK. REFER TO MAINTENANCE MANUAL SECTION 24-30-01.
- 10. CLOSE FRONT PANEL IN MAIN BAGGAGE COMPARTMENT.

#### 240161, 240176

- C CHECK ELECTROLYTE LEVEL (REFER TO ILLUSTRATION)
  - 1. REMOVE BATTERY. REFER TO STEP A.

WARNING: THE ELECTROLYTE USED IN NICKEL-CADNIUM BATTERIES IS A CAUSTIC SOLUTION OF POTABSIUM HYDROXIDE. SERIOUS BURNS WILL RESULT IF IT COMES IN CONTACT WITH ANY PART OF THE BODY. USE RUBBER GLOVES, RUBBER APRON AND PROTECTIVE GOGGLES WHEN HANDLING THIS SOLUTION. IF ELECTROLYTE GETS ON THE SKIN, WASH THE AFFECTED AREAS WITH LARGE QUANTITIES OF WATER, NEUTRALIZE WITH THREE PERCENT ACETIC ACID, VINEGAR, IF ELECTROLYTE GETS INTO THE EYES, FLUSH WITH WATER AND GET IMMEDIATE MEDICAL ATTENTION.

CAUTION: TOOLS OR EQUIPMENT USED FOR SERVICING LEAD ACID BATTERIES SHALL NOT BE USED NOR STORED WITH THOSE USED FOR SERVICING NICKEL-CADMIUM BATTERIES.

- 2. REMOVE VENT PLUGS.
- 3. CHECK FOR PROPER ELECTROLYTE LEVEL, IT SHOULD BE JUST ABOVE THE TOPS OF THE PLATES. (ON TADIRAN AND SAFT BATTERIES 1/4 INCH IMMEDIATELY AFTER CHARGE OR 1/8 INCH AFTER STANDING 3 HOURS REFER TO ILLUSTRATION. ADJUST IF REQUIRED. USE ONLY DISTILLED OR DEMINERALIZED WATER FOR LIQUID LEVEL ADJUSTMENT. ADD LIQUID WITH SYRINGE.

NOTE: WHEN SERVICING THE BATTERIES, DO NOT CONFUSE THE LIQUID LEVEL CHECK WITH CHECKING ELECTROLYTE SPECIFIC GRAVITY.

- 4. DO NOT ADD WATER WHEN BATTERY IS IN A DISCHARGED STATE UNLESS CELL VOLTAGE READING OF GREATER THAN 1.5 VOLTS IS ENCOUNTERED IMMEDIATELY AFTER PLACING THE BATTERY ON CHARGE. THE CELL MAY BE DRY.
- 5. INSTALL BATTERY. REFER TO STEP B.
- 6. RECORD ELECTROLYTE CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

## 240168, 240184

- D DEEP CYCLE BATTERY
  - 1. REMOVE BATTERY. REFER TO STEP A.
  - 2. PERFORM DEEP CYCLE IN ACCORDANCE WITH BATTERY MANUFACTURER'S SPECIFICATIONS.
  - J. INSTALL BATTERY. REFER TO STEP B.
  - 4. RECORD DEEP CYCLE COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

## 240186, 240191

ITEM 2 - BATTERY THERMISTOR

A REMOVAL

NO TEXT AVAILABLE AT THIS TIME.

**B INSTALLATION** 

NO TEXT AVAILABLE AT THIS TIME.



OPERATOR: ED-WEBT, INC.

## **COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM**

AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND

WORK COMPLIANCE FORM NO.

24.020A

AIRCRAFT REG.: ISSUED 07-88 PAGE 1 N368MD REV. 88349 WORK DUE AT = APU HBS RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING. DATE HOURS LANDINGS CYCLES ·24-005 29 29 UNSCHEDUK FD

HORK ACCOMPLISHED: DATE: HONTH DAY YEAR 8 AIRCRAFT HOURS: 427 LANDINGS: 2632

TECHNICIAN SIGNATURE: CERTIFICATE NUMBER: 560767240

INSPECTED BY: KIND OF CERTIFICATE: TECHNICIAN INSPECTOR HAN-HOURS HRS.THS

240161, 240176

NOTE: THE FOLLOWING ADDITIONAL NCF(S) ARE REQUIRED TO PERFORM THIS TASK 24.070.

CHECK BATTERY ELECTROLYTE LEVEL (REFER TO ILLUSTRATION ON CARD 24-2)
EQUIPMENT/CONSUMABLES: DISTILLED OR DEMINERALIZED WATER, SAFT TOOL KIT

- 1. PLACE BATTERY MASTER BUITCH IN OFF POSITION.
- 2. GAIN ACCESS TO BATTERIES LOCATED IN MAIN BAGGAGE COMPARTMENT BY REMOVING FORWARD ACCESS PANEL.

- 3. DISCONNECT BATTERY CONNECTOR AND CONNECTOR FROM BATTERY TEMPERATURE PROBE.
- 4. REMOVE VENT LINES FROM BATTERY VENTS.
- 5. LODSEN WING HUTS ON HOLD-DOWN CLAMPS AND REHOVE BATTERY.

240176 CHECK RIGHT BATTERY ELECTROLYTE LEVEL...MM 12-10-06

WARNING: THE ELECTROLYTE USED IN NICKEL-CADMIUM BATTERIES IS A CAUSTIC SOLUTION OF POTASSIUM HYDROXIDE. SERIOUS BURNS WILL RESULT IF IT COMES IN CONTACT WITH ANY PART OF THE BODY. USE RUBBER GLOVES, RUBBER APRON AND PROTECTIVE GOGGLES WHEN HANDLING THIS SOLUTION. IF ELECTROLYTE GETS ON THE SKIN, WASH THE AFFECTED AREAS WITH LARGE QUANTITIES OF WATER, NEUTRALIZE WITH THREE PERCENT ACETIC ACID, VINEGAR, IF ELECTROLYTE GETS INTO THE EYES, FLUSH WITH WATER AND GET IMMEDIATE MEDICAL ATTENTION.

CAUTION: TOOLS OR EQUIPMENT USED FOR SERVICING LEAD ACID BATTERIES SHALL NOT BE USED NOR STORED WITH THOSE USED FOR SERVICING NICKEL-CADMIUM SATTERIES.

- 6. REMOVE VENT PLUGS.
- 7. CHECK FOR PROPER ELECTROLYTE LEVEL, IT SHOULD BE JUST ABOVE THE TOPS OF THE PLATES. (ON TADIRAN AND SAFT BATTERIES 1/4 INCH IMMEDIATELY AFTER CHARGE OR 1/8 INCH AFTER STANDING 3 HOURS REFER TO ILLUSTRATION. ADJUST IF REQUIRED. USE ONLY DISTILLED OR DEMINERALIZED WATER FOR LIQUID LEVEL ADJUSTMENT. ADD LIQUID WITH SYRINGE.

NOTE: WHEN SERVICING THE BATTERIES, DO NOT CONFUSE THE LIQUID LEVEL CHECK WITH CHECKING ELECTROLYTE SPECIFIC GRAVITY.

- 8. DO NOT ADD WATER WHEN BATTERY IS IN A DISCHARGED STATE UNLESS CELL VOLTAGE READING OF GREATER THAN 1.5 VOLTS IS ENCOUNTERED IMMEDIATELY AFTER PLACING THE BATTERY ON CHARGE. THE CELL MAY BE DRY.
- 9. PLACE BATTERY MABTER SWITCH IN OFF POSITION.
- 10. CLEAN BATTERY TRAY AND BOTTOM OF BATTERY CASE AS NECESSARY TO ENSURE PROPER INSTALLATION.

CAUTION: NO FOREIGN OBJECTS, DEBRIS OR ACCUMULATIONS OF DIRT SHOULD BE ALLOWED TO COLLECT IN THIS INSTALLATION.

- 11. INSTALL BATTERY AND SECURE WITH HOLD-DOWN CLAMP WING NUTS AND SAFETYWIRE WING NUTS.
- 12. INSTALL BATTERY VENT LINES AND SECURE WITH CLAMPS.
- 13. CONNECT BATTERY CONNECTOR TO BATTERY TEMPERATURE PROBE.
- 14. CONNECT BATTERY ELECTRICAL CONNECTOR AND HAND-TIGHTEN.
- 15. CHECK BATTERY TEMPERATURE INDICATING AND WARNING BYSTEM. REFER TO WORK COMPLIANCE FORM 24.070.
- 16. IF THERMISTOR WAS REMOVED OR REPLACED DURING CHARGING PERFORM VALIDITY CHECK. REFER TO MAINTENANCE MANUAL SECTION 24-30-01.
- 17. CLOSE FRONT PANEL IN MAIN BAGGAGE COMPARTMENT.
- 18. RECORD DEEP CYCLE COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

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## **COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM**

OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO.

24.020B

AIRCRAFT NO.: 368

RAR MODEL 1194A MERTUTUR

	AIDCHAFI			MODEL.	1244 MED	I M I M D
	AIRCRAFT	REG.: N368HD		ISSUED 07-	-88 RE	PAGE 1
	88349	WORK DUE AT	*	= APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY
	90-000	DATE	HOURS	LANDINGS C	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
1	29 29					UNSCHEDULED
		CCOMPLISHED: DAT CIAN SIGNATURE:	TE: MONTH	DAY A	YEAR X	2 AIRCRAFT HOURS: 4/27 LANDINGS: 2632 CERTIFICATE NUMBER: 560767740
	INSPEC	TED BY:		Hum		KIND OF CERTIFICATE: TECHNICIAN INSPECTOR MAN-HOURS
						// /// HRS.THB

NO TEXT AVAILABLE AT THIS TIME.

WORK COMPLIANCE FORM NO. 24.030

OPERATOR: ED-WEST, INC. AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

REG .: N368HD		I SBUEI	07-88 RE	V. PAGE 1
WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY
DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
				UNBCHEDULED
	REG.: N368HD WORK DUE AT	REG.: N368MD WORK DUE AT	REG.:         N368HD         188UE           WORK DUE AT         * = APU HRS.	REG.:         N368MD         188UED 07-88         RE           WORK DUE AT         * = APU HRS.

WORK ACCOMPLISHED: DATE: MONTH / DAY / YEAR 9	AIRCRAFT HOURS: 4/27 LANDINGS: 2632
TECHNICIAN SIGNATURE:	CERTIFICATE NUMBER: 560767740
INSPECTED BY:	KIND OF CERTIFICATE:
240156 PART NAME: LEFT BATTERY	MM 24-30-00 INSP:
REASON REHOVED: (CHECK ONE)	TECHNICIAN: INSP:
TIME A( ) FAIL B( ) WORN COOL LOANER D( ) SCHED CONV E( ) I	10D G() BERVICE K() ENG CHG L() TIRE CHG H() DAMAGED T()
PART REMOVED: PART NUMBER	SERIAL NUMBER:
PART INSTALLED: PART NUMBER SP 400	SERIAL NUMBER: 88/2688
TIME SINCE NEW: HRSLDGSMOS	TIME SINCE OVERHAUL: HRSLDGSMOS
WARRANTY TIME REMAINING: HRSLDGSNOSNOSNOSNOSNOSNOSNOSNOSNOSNOSNOSNOS_	HAN-HOURS: HRSTENTHSPRICE: \$
BIGNOFF ANY WORK ACCOMPLISHED BELOW.	TECHNICIAN INSPECTOR NAN-HOURS
240161 CHECK LEFT BATTERY ELECTROLYTE LEVELNM 12-10-	HRS.THS
240166 DEEP CYCLE LEFT BATTERYNO REF	
240168 ANALYSIS CHECK LEFT BATTERYNO REF	······
240186 PART-NAME: LEFT BATTERY THERHISTOR	NO REF /D
REASON REMOVED: (CHECK DNE)	NO REF TECHNICIAN: INSP:
TIME A( ) FAIL B( ) WORN C( ) LOAMER D( ) BCHED CONV E( ) I	NOD G() BERVICE K() ENG CHG L() TIRE CHG M() DAMAGED T()
PART REMOVED: PART NUMBER	SERIAL NUMBER:
	SERIAL NUMBER:
TIME SINCE NEW: HRBLDGSMOB	TIME SINCE DVERHAUL: HRSLDGSMOS
HADDANTY TIME DEMAINING: UDG I RCC MIRE	MAN-HOURS: HRSTENTHSPRICE: \$
######################################	**************************************

240156, 240171

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 24.070.

ITEM 1 - BATTERY - REMOVAL AND INSTALLATION, CHECK ELECTROLYTE, DEEP CYCLE (REFER TO ILLUSTRATION ON CARD 24-2) EQUIPMENT/COMBUMABLES: DISTILLED OR DEMINERALIZED WATER, SAFT TOOL KIT

- A REMOVAL
  - 1. PLACE BATTERY MASTER SWITCH IN OFF POSITION.
  - 2. GAIN ACCESS TO BATTERIES LOCATED IN MAIN BAGGAGE COMPARTMENT BY REMOVING FORWARD ACCESS PANEL.
  - 3. DISCONNECT BATTERY CONNECTOR AND CONNECTOR FROM BATTERY TEMPERATURE PROBE.
  - 4. REMOVE VENT LINES FROM BATTERY VENTS.
  - 5. LOOSEN WING NUTS ON HOLD-DOWN CLAMPS AND REMOVE BATTERY.
  - 6. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

## B INSTALLATION

- 1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME REMAINING IN SPACE PROVIDED ON PAGE 1.
- 2. PLACE BATTERY MASTER SWITCH IN OFF POSITION.
- 3. CLEAN BATTERY TRAY AND BOTTOM OF BATTERY CASE AS NECESSARY TO ENSURE PROPER INSTALLATION.

CAUTION: NO FOREIGN OBJECTS, DEBRIS OR ACCUMULATIONS OF DIRT SHOULD BE ALLOWED TO COLLECT IN THIS INSTALLATION.



OPERATOR: ED-MEST, INC.

WORK COMPLIANCE FORM NO.

24.030

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

(CONTINUED)

ISSUED OF-AR REV.

	PAGE 2	
<b>88349</b> WORK DUE AT * = APU HRS. RECORD TIME WORK ACCOMPLISHED FOR EACH		
24-004 DATE HOURS LANDINGS CYCLES FOR YOUR RECORDS: RETURN CARBON COPY TO	O CSI FOR UPDATING.	
29 29 UNSCHEDULED		

- 4. INSTALL BATTERY AND SECURE WITH HOLD-DOWN CLAMP WING NUTS AND SAFETYWIRE WING NUTS.
- 5. INSTALL BATTERY VENT LINES AND SECURE WITH CLAMPS.
- 6. CONNECT BATTERY COMMECTOR TO BATTERY TEMPERATURE PROBE.
- 7. CONNECT BATTERY ELECTRICAL CONNECTOR AND HAND-TIGHTEN.
- 8. CHECK BATTERY TEMPERATURE INDICATING AND WARNING SYSTEM. REFER TO WORK COMPLIANCE FORM 24.070.
- 9. IF THERMISTOR WAS REMOVED OR REPLACED DURING CHARGING PERFORM VALIDITY CHECK. REFER TO MAINTENANCE MANUAL SECTION 24-30-01.
- 10. CLOSE FRONT PANEL IN MAIN BAGGAGE COMPARTMENT.

## 240161, 240176

- C CHECK ELECTROLYTE LEVEL (REFER TO ILLUSTRATION)
  - 1. REMOVE BATTERY. REFER TO STEP A.

HARNING: THE ELECTROLYTE USED IN NICKEL-CADMIUM BATTERIES IS A CAUSTIC SOLUTION OF POTASSIUM HYDROXIDE. SERIOUS BURNS WILL RESULT IF IT COMES IN CONTACT WITH ANY PART OF THE BODY. USE RUBBER GLOVES, RUBBER APRON AND PROTECTIVE GOGGLES WHEN HANDLING THIS SOLUTION. IF ELECTROLYTE GETS ON THE SKIN, WASH THE AFFECTED AREAS WITH LARGE QUANTITIES OF WATER, NEUTRALIZE WITH THREE PERCENT ACETIC ACID, VINEGAR, IF ELECTROLYTE GETS INTO THE EYES, FLUSH WITH WATER AND GET IMMEDIATE MEDICAL ATTENTION.

CAUTION: TOOLS OR EQUIPMENT USED FOR SERVICING LEAD ACID SATTERIES SHALL NOT BE USED NOR STORED WITH THOSE USED FOR BERVICING NICKEL-CADMIUM BATTERIES.

- 2. REMOVE VENT PLUGS.
- 3. CHECK FOR PROPER ELECTROLYTE LEVEL, IT SHOULD BE JUST ABOVE THE TOPS OF THE PLATES. (ON TADIRAN AND SAFT BATTERIES 1/4 INCH IMMEDIATELY AFTER CHARGE OR 1/8 INCH AFTER STANDING 3 HOURS - REFER TO ILLUSTRATION. ADJUST IF REQUIRED. USE ONLY DISTILLED OR DEMINERALIZED WATER FOR LIQUID LEVEL ADJUSTMENT. ADD LIQUID WITH SYRINGE.

NOTE: WHEN SERVICING THE BATTERIES, DO NOT CONFUSE THE LIQUID LEVEL CHECK WITH CHECKING ELECTROLYTE SPECIFIC GRAVITY.

- 4. DO NOT ADD WATER WHEN BATTERY IS IN A DISCHARGED STATE UNLESS CELL VOLTAGE READING OF GREATER THAN 1.5 VOLTS IS ENCOUNTERED INMEDIATELY AFTER PLACING THE BATTERY ON CHARGE. THE CELL MAY BE DRY.
- 5. INSTALL BATTERY. REFER TO STEP B.
- 6. RECORD ELECTROLYTE CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

### 240168, 240184

- D DEEP CYCLE BATTERY
  - 1. REMOVE BATTERY. REFER TO STEP A.
  - 2. PERFORM DEEP CYCLE IN ACCORDANCE WITH BATTERY MANUFACTURER'S SPECIFICATIONS.
  - 3. INSTALL BATTERY. REFER TO STEP B.
  - 4. RECORD DEEP CYCLE COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

## 240186, 240191

ITEM 2 - BATTERY THERMISTOR

A REMOVAL

NO TEXT AVAILABLE AT THIS TIME.

B INSTALLATION

NO TEXT AVAILABLE AT THIS TIME.

OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO. MODEL: 1124A WESTWIND

24.040

AIRCRAFT NO .: 368

AIRCRAFT REG .: N368HD

18SUED 07-88 REV.

PAGE 1

88349	WORK DUE AT		* = APU HF		RECORD TIME WORK ACC		
24-006	DATE	HOURS	LANDING	S CYCLES	FOR YOUR RECORDS. RE	TURN CARBON COPY TO	O CSI FOR UPDATING
29 29						UNSCHEDULED	
118804			. 11	70 mm	9 AIRCRAFT HOURS:	1111200	was 7.987
		7					
TECHNI	CIAN SIGNA	TURE:	Trest	<u> </u>	CERTIFICATE NUMBER	GFER	232E
			/// /		KIND OF CERTIFICATE	0-040	STATION
INSPEC	CTED BY:				KIND OF CERTIFICATE	i /CPT/IIC	
240146	PAR1	NAME: LEFT GE	NERATOR CONT	ROL UNIT	***************************************	MM 24-30-00	/
		(CHECK DNE)				TECHNICIAN:	INSP: M
TIME A	N( ) FAIL E	( ) WORN C( )	LOANER D( )	SCHED CONV E	) MOD G( ) SERVICE K( )	ENG CHG L( ) TIRE (	HG M( ) DAMAGED T
DART S	SEMANIEN .	DADT MIMOCO	5877	1515-1	SERIAL NUMBER:	6681936	M 1.
PART I	: DELLATEN	PART NUMBER	5833	5115-1	SERIAL NUMBER	6681927	<u>M1</u>
TIME S	SINCE NEW!	HRSL	DC8	MOS	_ TIME SINCE DVERHAUL:	HRSLDGS	MDS
WARRAN	NTY TIME RE	MAINING: HRS	LDGS	HOS	MAN-HOURS: HRS	TENTHS PRICE	1 \$
*****	********	*********	*********	***********	***********	************	**********
240151		NAME: RIGHT G	ENERATOR CON	TROL UNIT		MM 24-30-00	L INSP:
		(CHECK DNE)	I GAMED D( )	SCHEN COMU E!	) MOD G( ) SERVICE K( )	TECHNICIAN:	INSP: ///
TAME N	1/ / FM1F E	( ) WORN C( )	LUMMEN DI 7	SCHED CORY E	, won at , bekare at ,	ENG CHO E( / TIME C	nu ni ) prinuco i
PART R	REMOVED	PART NUMBER	58335	115-1	SERIAL NUMBER	6681927	<u>M1</u>
:			C-522C	115-1		1/8195/	M1
PART I	INSTALLED:	PART NUMBER	5055	7117 _ +	SERIAL NUMBER:	660113	
TIME S	SINCE NEW:	HRS L	DCS	MOS	_ TIME SINCE OVERHAUL:	HRSLDGS	MOS
					-		
					_ MAN-HOURS: HRS		
		<del></del>	**********	********	*****************	**************	*****
	146, 240151 ERATOR COMP	ROL UNIT (GCU)	- REMOVAL A	ND INSTALLATIO	N		
		UNI THETED			<del></del>		

FRATILIEM ! DC ANTINETER

### A REMOVAL

- 1. ENSURE THAT ALL ELECTRICAL SYSTEM SWITCHES ARE IN OFF POSITION.
- 2. GAIN ACCESS TO THE GCU BY REMOVING THE FORWARD PANEL OF THE MAIN BAGGAGE COMPARTMENT. GCU'S ARE LOCATED ABOVE THE PANEL.
- 3. DISCONNECT PLUG FRON GCU.
- 4. REMOVE NUTS, WASHERS AND BOLTS SECURING THE GCU TO THE MOUNTING BRACKET AND REMOVE THE GENERATOR CONTROL UNIT.
- 5. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

## **B INSTALLATION**

- 1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
- 2. POSITION THE GCU AND SECURE TO MOUNTING PAD WITH BOLTS, WASHERS, AND NUTS.
- 3. CONNECT PLUG TO THE GCU.
- 4. PERFORM VOLTAGE ADJUSTMENT OF THE GCU AS FOLLOWS:
  - A. REMOVE FORWARD PANEL IN MAIN BACGAGE COMPARTMENT.
  - B. CONNECT DIGITAL VOLTMETERS TO TEST JACKS ON BOTH GCUS (RED IS POSITIVE AND BLACK IS NEGATIVE).

NOTE: ENSURE THAT VOLTMETERS REMAIN IN THE SAME PHYSICAL POSITION DURING ADJUSTMENT.

C. CENTER PARALLEL LOADING ADJUSTMENT SCREWS ON BOTH GCUS (CENTER OF POTENTIONETER ELECTRICAL TRAVEL).

NOTE: UTILIZE EXTERNAL POWER SOURCE DURING ENGINE START.

CAUTION: SHOULD DIFFICULTY ARISE IN THE ABOVE PROCEDURE AND THE VOLTAGE OR CURRENT CHANGES RANDOMLY, REFER COPYRIGHT 1988 CAMP SYSTEMS, INC.



OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO.

24.040

AIRCRAFT NO.: 368

MODEL: 1124A WESTHIND

(CONTINUED)

AIRCRAFT	REG.:	NJ(	68N
AAT .A	MODE DUE	ΑТ	-

AIRCRAFT	REG.: N368ND		ISBUE	) 07-88 RE	PAGE 2
88349	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY
24-006	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
29 29					UNSCHEDULED

#### TO CHAPTER 24-50-00, PARAGRAPH 3 AND 4, FOR TROUBLE-SHOOTING.

- D. START ENGINE IN ACCORDANCE WITH THE AIRPLANE FLIGHT MANUAL AND BRING TO IDLE SPEED.
- E. CHECK BOTH GENERATOR CONTROL SWITCHES ARE POSITIONED ON, IGN ON AND GEN OFF LIGHTS ARE EXTINGUISHED.
- F. OPERATE BOTH GENERATOR SYSTEMS AT ENGINE IDLE FOR A HINIMUM OF THREE HINUTES, ALLOWING THE TIME DELAY CIRCUIT TO COMPLETE THE VOLTAGE REDUCTION CYCLE OF TWO MINUTES.

CAUTION: DO NOT CYCLE EITHER GENERATOR CONTROL SMITCH TO THE OFF POSITION DURING GENERATOR PARALLELING PROCEDURE.

- G. APPLY NORMAL DC/AC LOADS TO ALL BUSES.
- H. OPERATE BOTH GENERATOR SYSTEMS FOR AN ADDITIONAL 3 MINUTES FOR STABILIZATION PURPOSES.
- I. MEASURE BOTH SYSTEM DUTPUT VOLTAGES AT THE RESPECTIVE GCUS. OPERATING VOLTAGE SHALL BE 28.0 + DR -.5 V DC. ADJUST GCUS AT THE VOLTAGE ADJUSTMENT SCREWS LOCATED ON THE RESPECTIVE GCU.
- J. OBBERVE COCKPIT ANNETERS FOR CURRENT BALANCE WITHIN 10 PERCENT OF EACH OTHER. IF IMBALANCE EXISTS, REMOVE HALF THE ERROR FROM EACH SYSTEM BY ADJUSTMENT OF THE PARALLEL LOADING ADJUSTMENT SCREWS.
- K. SWITCH ON ADDITIONAL BUS LOADS CONSISTING OF LANDING LIGHTS, TAXI LIGHT, AND WINDSHIELD HEAT. OBSERVE CURRENT BALANCE REMAINS WITHIN LIMITS STATED IN 10. READJUST PARALLEL LOADING SCREWS AS REQUIRED.
- L. REMOVE ELECTRICAL LOADS, SHUT DOWN ENGINES AND RETURN AIRCRAFT TO SERVICE.
- 5. INSTALL THE FORWARD PANEL OF THE BAGGAGE COMPARTMENT.

OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO.

24.080

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT	REG.: N368ND		ISSUEI	0 07-88 RE	EV. PAGE 1
88349	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY
24-009	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
29 29					UNSCHEDULED

WORK ACCOMPLISHED: DATE: HONTH 7 DAY 12 YEAR Y	9 AIRCRAFT HOURS: 4305 LANDINGS: 2845
TECHNICIAN SIGNATURE:	CERTIFICATE NUMBER: 560767740
INSPECTED BY:	KIND OF CERTIFICATE:
240101 PART NAME: NO.1 INVERTER REASON REMOVED: (CHECK DNE) TIME A( ) FAIL B( ) WORN C( ) LOANER D( ) SCHED CONV E( )	HH 24-20-00 TECHNICIAN: INSPIRED TO THE CHG H( ) DAMAGED T( )
PART REMOVED: PART NUMBER 5733508-501	SERIAL NUMBER: COZJ1019
PART INSTALLED: PART NUMBER 6833508-501	BERIAL NUMBER: 1332 CO 25 3094
TIME SINCE NEW: HRSLDGSMOB	TIME SINCE OVERHAUL: HRBLDGSHOS
WARRANTY TIME REMAINING: HRBLDGSMOS	MAN-HOURS: HRSTENTHSPRICE: \$
240106 PART NAME: NO.2 INVERTER	MM 24-20-00
REASON REMOVED: (CHECK DNE)	TECHNICIAN: INSP:
TIME A( ) FAIL B( ) WORN C( ) LOANER D( ) SCHED CONV E( )	MOD G( ) BERVICE K( ) ENG CHG L( ) TIRE CHG H( ) DAMAGED T( )
PART REMOVED: PART NUMBER	SERIAL NUMBER:
PART INSTALLED: PART NUMBER	SERIAL NUMBER:
TIME SINCE NEW: HRSLDGBMOB	TIME SINCE OVERHAUL: HRSLDGSMOS
WARRANTY TIME REMAINING: HRSLDGSMOS	MAN-HOURS: HRSTENTHSPRICE: \$

240101, 240106

INVERTER - REMOVAL AND INSTALLATION (REFER TO ILLUSTRATION ON CARD 24-3)

- A REMOVAL (REFER TO ILLUSTRATION)
  - 1. OPEN APPLICABLE CIRCUIT BREAKERS ON OVERHEAD PANEL AND TAG WITH CAUTION SIGN.

CAUTION: DO NOT CLOSE THIS CIRCUIT BREAKER, MAINTENANCE IN PROGRESS.

- 2. GAIN ACCESS TO INVERTERS LOCATION (NOSE COMPARTMENT OR FORWARD OF MAIN BAGGAGE COMPARTMENT).
- 3. DISCONNECT AND TAG ELECTRICAL CONNECTORS.
- 4. FOR AFT INVERTER INSTALLATION:
  - A. REMOVE THO BOLTS AND HASHERS SECURING BLOHER MOTOR DUTLET TO PLENUH AND REMOVE DUTLET.
  - B. REMOVE THO BOLTS AND WASHERS SECURING RAM AIR TUBE TO PLENUM AND REMOVE TUBE.
  - C. REMOVE SIX BOLTS AND WASHERS SECURING PLENUM AND INVERTERS TO MOUNTING. REMOVE PLENUM AND INVERTER.
- 5. FOR FORWARD INVERTER INSTALLATION:
  - A. REHOVE SIX BOLTS AND WASHERS SECURING THE INVERTER TO THE MOUNTING.
- 6. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.
- **B INSTALLATION** 
  - 1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
  - 2. FOR AFT INVERTER INSTALLATION:
    - A. PLACE INVERTER IN POBITION AND PLACE PLENUM OVER INVERTERS. BECURE INVERTER AND PLENUM TO MOUNTINGS WITH 6 BOLTS, WASHERS AND NUTS.
    - B. INSTALL RAM AIR TUBE TO PLENUM WITH TWO BOLTS AND WASHERS.
    - C. INSTALL BLOWER MOTOR DUTLET TO PLENUM WITH TWO BOLTS AND WASHERS.
  - 3. FOR FORWARD INVERTER INSTALLATION:
    - A. POSITION INVERTER AND SECURE WITH SIX BOLTS, WASHERS AND NUTS.



OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO.

24.080

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

(CONTINUED)

AIRCRAFT	REG.: N368ND		188UE1	07-88 R	EV. PAGE	2
88349	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TO	P COPY
24-009	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDA	ATING.
L						
29 29			1		UNSCHEDULED	

- 4. CONNECT ELECTRICAL CONNECTORS AS PER TAG TO INVERTER.
- 5. RESET CIRCUIT BREAKERS.

## DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

# MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved Budget Bureau No. 04-R060.1

FOR FAA USE ONLY
OFFICE IDENTIFICATION

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

for instructi	ions and disposition	n of this form.							
	MAKE ISRAEL A	IRCRAFT IND	USTF	TRIES MODEL WESTWIND 1124A					
1. AIRCRAFT	SERIAL NO.	368		NATIONALITY AND REGISTRATION MARI					
	NAME (As shown o	on registration certific	ate)		ADDRESS (A	As shown on regi	tration certif	icate)	
2. OWNER	· ·	DG, INC	•		1	th Street			
	14111	50, 110				ver, CO			
			3.	FOR FAA USE O	VLY			·	
		4. UNI	IT IDEN	TIFICATION				5.	TYPE
TINU	MA	AKE	MODEL		SERIAL	но.	REPAIR	ALTER-	
AIRFRAME	******	······································	As desci	ribed in item 1 a	bove) •••••	**********	*		X
WERPLANT									
PROPELLER									
	TYPE								
APPLIANCE	MANUFACTURER								
	<u> </u>		6. ((	NFORMITY STATI	MENT			<u> </u>	
Α.	AGENCY'S NAME	AND ADDRESS			ND OF AGE		C. CER	TIFICATE	NO.
Tames	N. Rezich		_	X U.S. CERTIFICATED MECHANIC			A & P		
-	Colorado Ave	•		FOREIGN CERTIFICATED MECHANIC			323484873		
	rd, IL 6110		-	MANUFACTUR	REPAIR STATION	· · · · · · · · · · · · · · · · · · ·			
D. I certify	that the repair an	d/or alteration made in accordaurnished herein is to	ince wi	the unit(s) ider	tified in iten	13 of the U.S. I	described of Sederal Avia	n the rev	erse or alations
DATE 12/12/	/84	-		SIGNATURE OF	1 (as)	MDIVIDUAL.			
				AL FOR RETURN					
Pursuant to	the authority given strator of the Federa	n persons specified l al Aviation Adminis	below, tration	the unit identifiand is API	ed in item 4 PROVED	KEJECTED	n the manne	er prescri	bed by
	A FLT. STANDARDS SPECTOR	MANUFACTURER		INSPECTION AUTHO		OTHER (Specify)			
FA	A DESIGNEE	REPAIR STATION		CANADIAN DEPART OF TRANSPORT INS OF AIRCRAFT	PECTOR				
DATE OF APREJECTION 12/1	PROVAL OR	CERTIFICATE OR DESIGNATION NO 323484873		SIGNATURE OF	$\begin{array}{c} \text{AUTHORIZE} \\ > 0, 0 \end{array}$	o individual			

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Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record.

An alteration must be compatible with all previous alterations to assure continued conformity with the policable airworthiness requirements.

SCRIPTION aft natio	OF WORK ACCO	MPLISHED (I egistration	f more space n mark and a	is rėquire late work	ed, attach o completed.	idditional sh	eets. Id	dentify wit	h air-
12 - 12	2-84				Tota	ıl Time 2	109.9		
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United States of America

Department of Transportation—Federal Aviation Administration

# Supplemental Type Certificate

Number SA1214S0

This certificate, issued to Teledyne Battery Products

cortifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 4b of the Civil Air Regulations. For certification basis, see Type Certificate Data Sheet A2SW.

Original Product - Trype Certificate Number:

Make: Israel Aircraft Industries, Ltd.

Medel: 1123, 1124

Description of Trype Design Change: Replace existing nickel cadmium batteries with Gill BB638/T series lead-acid batteries in accordance with Master Parts List No. BSIM-06-S-20, dated March 25, 1981, or later approved revisions.

Limitations and Conditions: This approval should not be extended to other aircraft of this model on which other previously approved modifications are incorporated unless it is determined by the installer that the interrelationship between this change and any of those other previously approved modifications will introduce no adverse effect upon the airworthiness of that airplane. FAA Approved Airplane Flight Manual Supplement dated March 25, 1981, is required with each installation.

This cortificate and the supporting date which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Data of application: December 16, 1980

Sule reissued:

Dale of issuance:

March 25, 1981

Sale unrended:

By direction of the Administrator

John R. James

Acting Chief, Engine ting & Manufacturing Br. Flight Standards Division

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

## FAA APPROVED

## AIRPLANE FLIGHT MANUAL SUPPLEMENT

OR

## PILOTS OPERATING HANDBOOK SUPPLEMENT

ISRAEL AIRCRAFT INDUSTRIES WESTWIND 1123, 1124

REGISTRATION NO. 28WW SERIAL NO. 368

This supplement must be attached to the appropriate FAA Approved Airplane Flight Manual or Pilots Operating Handbook when Teledyne Gill  $\frac{BB638/T}{SET}$  series lead acid batteries are installed in place of nickel cadmium batteries in accordance with STC  $\frac{SA^{1214SO}}{SET}$ . The information contained herein supplements or supersedes the information of the basic Airplane Flight Manual or Pilots Operating Handbook. For limitations, procedures, and performance information not contained in this supplement, consult the basic Airplane Flight Manual or Pilots Operating Handbook.

## LIMITATIONS:

Any limitations regarding nickel cadmium battery operations are no longer applicable.

## **NORMAL OPERATING PROCEDURES:**

Any procedures regarding nickel cadmium battery operations are no longer applicable.

## EMERGENCY PROCEDURES - BATTERY OVERHEAT:

The battery overheat warning system has been made inoperative with lead acid batteries installed in place of nickel cadmium batteries, and these emergency procedures are no longer applicable.

PERFORMANCE DATA:

No change

FAA APPROVED:

Acting

Chief, Engineering and Manufacturing Branch Southern Region, FAA

MAR 25 1981

Date:

Installation instructions for replacing nickel cadmium batteries with BB638/T series lead acid batteries for Israel Aircraft Industries, Westwind Model 1123 and 1124.

NOTE: Make sure that the master switch is in the off position before connecting the battery electrical connector.

- 1. Remove the 40 ampere-hour nickel cadmium batteries from aircraft (GE34RB30, Gulton GB40, Saft 4076, Marathon CA-5, MA-5 or the equivalent). Move the battery monitoring sensing leads out of the way.
- 2. Preinstallation cleaning of battery compartment or battery box: (AC 43.13-2, Ch. 10, Par. 161 is helpful although it discusses replacing lead acid batteries with nickel cadmium). The compartment must be washed out with an acidic solution, i.e., boric acid or vinegar, flushed and allowed to dry thoroughly. Remove all traces of potassium hydroxide electrolyte and its corrosive products from the battery vent system to prevent contamination of the lead acid battery. Replace those parts of the vent system which cannot be thoroughly cleaned (hoses, etc.)
- 3. Drill hole using a #10 Drill and Deburr in right battery forward lateral support per Teledyne Installation Drawing Number 1.
- 4. Install sump jar P/N BSI-002P using AN3-5 Bolt, AN960-10 washer and AN363-1032 Nut. Safety jar to lid using .032 safety wire (See Teledyne Installation Drawing Number 1).
- 5. Install clamps on the battery hold down bolts and route positive vent line through clamps, P/N BSI-046P. (See attached Teledyne Battery Products drawing number 1 for additional battery installation information).

NOTE: The above is accomplished in order to prevent a reverse flow of electrolyte in a static condition.

- 6. Install the BB638/T series batteries. Connect all vent lines, tie down rods, connect and safety elcon connector and tie down rods. (See attached Teledyne Battery Products drawing number 1 for additional battery installation information).
- Stow battery temperature sensing lead to battery electrical cable by using enclosed ty-raps, P/N BSI-001P.
- 8. Pull battery temperature circuit breaker in cockpit and place permanent lock over circuit breaker.

FAA APPROVED  Date 25 MAR 8/  Initia A. Parver  Page No. 1			
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7	Date 25	MAR 8	1
Page No. 1	Initial	Paro	er,
Page No. 1		7	-
	Page No	1	

- Cover the battery temperature indicator with placard (BAT TEMP INOP) P/N BSI-1013M.
- 10. Remove cockpit placards pertaining to nickel-cadmium batteries. All gauges and switches relating to nickel-cadmium battery temperature or current monitoring systems must be deactivated.
- Complete and insert supplement in appropriate FAA Approved Airplane Flight Manual or Pilots Operating Handbook.
- 12. Battery weighs 80 pounds wet.
  - A. Update weight and balance.
  - B. Update aircraft log book.
- 13. Ground Test Starter Generator. Set constant voltage regulator in accordance with Manufacturers Maintenance Manual.
- 14. The overboard vents have scarfed ends. On one side the scarf must face forward and the other side must face aft. To achieve proper battery ventilation, the positive line (scarfed forward) must be connected to one side of the battery and the relief line (scarfed aft) to the other side.

NOTE: Some of the Israeli Aircraft have both scarfed ends facing forward. This must be modified per instructions and drawings.

FAA APPROVED

Date 25 MATE 81
Initial Courser
Page No. 2

# STC MASTER PARTS LIST

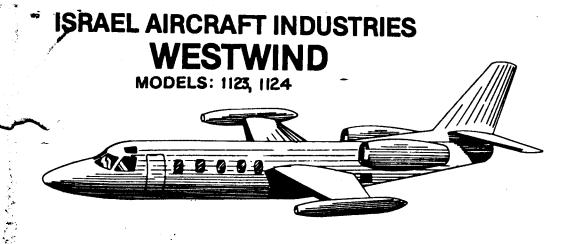
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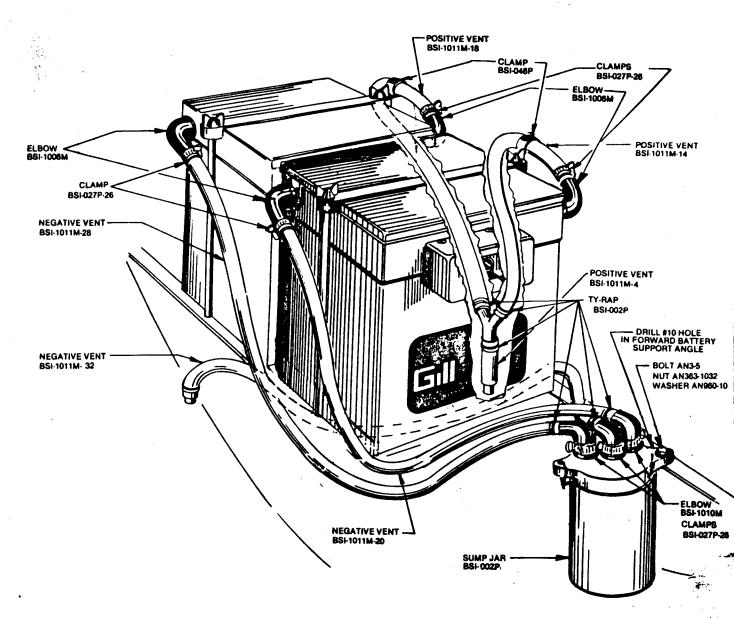
# ISRAEL AIRCRAFT INDUSTRIES AIRCRAFT

# WESTWIND 1123 AND 1124 MODEL NUMBERS

1 (1) Battery Installation Instruction Sheet
2 (1) Battery Installation Drawings
3 (1) Airplane Flight Manual or Pilots Handbook Supplement
4(10) BSI-001P Ty-Raps
5_(1) BSI-1013M Placard Temperature Indicator
6_(1) BSI-005P Circuit Breaker Lock
7_(1) AN3-5 Bolt
8_(1) AN363-1032 Nut
9 (1) AN960-10 Washer
10 (4) BSI-1006M Elbows
11 (2) BSI-046P Clamps
12_(1) BSI-1011M-14 Vent Tubing
13 (]) BSI-1011M-18 Vent Tubing
14_(1) BSI-1011M-20 Vent Tubing
15 (1) BSI-1011M-28 Vent Tubing
16 (1) BSI-1011M-32 Vent Tubing
17 (1) BSI-1011M-4 Vent Tubing
18 (1) BSI-002P Sump Jar -
19 (3) BSI-1010M Elbows
20 (7) BSI-027P-26 Clamps

Page 3





FAA APPROVED

Date: 23 MAR 81

By: Leong arvery

Page No. 4 Drawing No. 1

## **COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM**

OPERATOR: ED-WES, INC.

89164 WORK DUE AT

REPORT DATE 06/13/89

WORK COMPLIANCE FORM NO.

24.130A

PACE 1

AIRCRAFT NO.: AIRCRAFT REG .: N368HD

368

DATE

MODEL: 1124A WESTWIND

HOURS

= APU HRS.

LANDINGS

ISSUED 07-88 REV.

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.

.00-000 29 29 04/20/89 4280 CHECK CURRENT DUE LIST FOR DUE TIME CHANGES AIRCRAFT HOURS: LANDINGS: WORK ACCOMPLISHED: DATE: MONTH CERTIFICATE NUMBER: INSPECTED BY: KIND OF CERTIFICATE: THE FOLLOWING WORK IS DUE AT THE TIME(8) NOTED ABOVE: TECHNICIAN INSPECTOR 241606 INSPECT EMERGENCY POWER SUPPLY BATTERY...MG REF..

NO TEXT AVAILABLE AT THIS TIME.

## COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WEST, INC.

REPORT DATE 12/14/88

WORK COMPLIANCE FORM NO. 24.130A

AIRCRAFT NO.: 368
AIRCRAFT REG.: N368ND

MODEL: 1124A WESTWIND

PAGE 1

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	DATE

188UED 07-88 REV.

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NO TEXT AVAILABLE AT THIS TIME.

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO.

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND AIRCRAFT REG .: N368MD ISSUED 07-88

25.050

PAGE 1

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NO TEXT AVAILABLE AT THIS TIME.

1) Life preservers were overhauted, tested, and recentified by J.F. mcRae Acro-Craft Inc. ON Jan 19, 1990. This comp and 15 filled out with reference to that work order 05114. QQ3R788L. MR. J.S. ORTLIEB (EDF02230463) Del not recently the life preservers.

## COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC.

REPORT DATE 06/13/89

WORK COMPLIANCE FORM NO.

AIRCRAFT NO.:

MODEL: 1124A WESTWIND

25.050

AIRCRAFT REG.: N368HD

ISSUED 07-88

PAGE 1

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	Robert	11	1/01	2 )	2-89			

## COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO.

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.

25.050

MODEL: 1124A WESTWIND

AIRCRAFT REG .: N368MD 89026 WORK DUE AT

AIRCRAFT NO .:

000-000

ISSUED 07-88

\* = APU HRS.

LANDINGS

PAGE 1

29 29	w					UNSCHEDULED		
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NO TEXT AVAILABLE AT THIS TIME.

Life Vest inspection complied with since overhaul of vest on 1/18/89 by J.F.M.C.Rae Acro-craft, Inc. FAA repair station 4177. Saned off by MAC 3 1/18/89

## **COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM**

OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO.

25.050

AIRCRAFT NO.: 368
AIRCRAFT REG.: N368HD

MODEL: 1124A WESTWIND

ISSUED 07-88 REV.

PAGE 1

88349	WORK DUE AT		* = APU HRS		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY				
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NO TEXT AVAILABLE AT THIS TIME.

## COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO.

25.060A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368HD ISSUED 07-88 PAGE 1 88349 WORK DUE AT = APU HRS RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY HOURS LANDINGS CYCLES FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING. **400-000** 29 29 UNSCHEDULED

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NO TEXT AVAILABLE AT THIS TIME.

Dear Jim Christ:

ELT NOT INSTALLED on This A/C

## **COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM**

OPERATOR: ED-WEST, INC.

REPORT DATE 12/14/88 WORK COMPLIANCE FORM NO. 26.010

AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368HD ISSUED 07-88 REV. PAGE 1

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	88349	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY
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CAUTION: DISENGAGE FIRE EXTINGUISHER AND FIRE DETECTOR CIRCUIT BREAKERS ON OVERHEAD PANEL AND REMOVE ELECTRICAL

1. REMOVE REAR BAGGAGE COMPARTMENT FRONT PANEL.

A REMOVAL (REFER TO FIGURE 1)

- 2. REMOVE AIR CONDITIONING DUCTS, ELECTRICAL WIRING, DETECTORS AND BONDING TO GAIN ACCESS TO APPLICABLE EXTINGUISHING AGENT CONTAINER.
- 3. REMOVE TERMINAL PROTECTOR, TAG AND DISCONNECT ELECTRICAL CONNECTIONS FROM DISCHARGE VALVES.
- 4. CONNECT SHUNT WIRES BETWEEN THE CONNECTIONS OF EACH CARTRIDGE.

POWER FROM AIRCRAFT BEFORE PERFORMING MAINTENANCE.

- 5. DISCONNECT AND CAP DISCHARGE LINES AND THERMAL DISCHARGE LINE FROM AGENT CONTAINER.
- 6. REMOVE NUTS, WASHERS AND BOLTS SECURING AGENT CONTAINER TO MOUNTING RODS AND REMOVE AGENT CONTAINER.
- 7. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.
- B INSTALLATION

NOTE: PRIOR TO INSTALLATION OF FIRE EXTINGUISHER, ENSURE THAT DATE STAMPED ON CARTRIDGE, DATE OF HYDROSTATIC CHECK AND DATE OF WEIGHT CHECK ARE RECORDED IN SPACE PROVIDED ON FRONT OF CARD. THIS INFORMATION IS REQUIRED TO ACCURATELY UPDATE BERVICE REQUIREMENTS.

## COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WEST, INC.

REPORT DATE 12/14/88

WORK COMPLIANCE FORM NO. 26.010

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	NO.: 366		MODEL:	1124A WEB	TWIND	
IRCRAFT	REG.: N368MD			07-88 RE	V	PAGE 1
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FIRE	EXTINGUISHER -	REMOVAL AND	INSTALLATION,	REPLACE C	ARTRIDGE, WEIGHT CHECK, INSPECT/HYDROSTATIC T	EST (REFER TO
FIGU	REB 1, 2, 3 AND	4 DN CARD 2	6-1)			
A RE	MOVAL (REFER TO	FIGURE 1)				

CAUTION: DISENGAGE FIRE EXTINGUISHER AND FIRE DETECTOR CIRCUIT BREAKERS ON OVERHEAD PANEL AND REMOVE ELECTRICAL POWER FROM AIRCRAFT BEFORE PERFORMING MAINTENANCE.

- 1. REMOVE REAR BAGGAGE COMPARTMENT FRONT PANEL.
- 2. REMOVE AIR CONDITIONING DUCTS, ELECTRICAL WIRING, DETECTORS AND BUNDING TO GAIN ACCESS TO APPLICABLE EXTINGUISHING AGENT CONTAINER.
- 3. REMOVE TERMINAL PROTECTOR, TAG AND DISCONNECT ELECTRICAL CONNECTIONS FROM DISCHARGE VALVES.
- 4. CONNECT SHART WIRES BETWEEN THE CONNECTIONS OF EACH CARTRIDGE.
- 5. DISCONNECT AND CAP DISCHARGE LINES AND THERMAL DISCHARGE LINE FROM AGENT CONTAINER.
- 6. REMOVE NUTS, WASHERS AND BOLTS BECURING AGENT CONTAINER TO MOUNTING RODS AND REMOVE AGENT CONTAINER.
- 7. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.
- B INSTALLATION

NOTE: PRIOR TO INSTALLATION OF FIRE EXTINGUISHER, ENSURE THAT DATE STAMPED ON CARTRIDGE, DATE OF HYDROSTATIC CHECK AND DATE OF WEIGHT CHECK ARE RECORDED IN SPACE PROVIDED ON FRONT OF CARD. THIS INFORMATION IS REQUIRED TO ACCURATELY UPDATE SERVICE REQUIREMENTS.

OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO.

26.030

AIRCRAFT NO .: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG .: N368MD ISSUED 07-88 REV. 12-88

PAGE 1

88349 W	ORK DUE AT	HOURS	* = APU HRS.		RECORD TIME WORK AG			
56-003	DATE	HOURS	LANDINGS	CYCLES	FOR TOOK RECORDS. F	TETORIN CARBON	COFT TO CSI FO	or or dating.
29 29						UNSCHEDU	LED	
WORK ACC	OMPLISHED: DAT	TE: HONTH	1 DAY 2	2 YEAR S	AIRCRAFT HOURS: CERTIFICATE NUMBE	4420.3 ER: 565.	LANDINGS:_	2974
		71		=				
	D BY:		********		KIND OF CERTIFICA	re: <u> </u>		
******	***********		**********	**********	*************	*********	***********	*********
260166	PART NAME	CDCKPIT PD	RTABLE EXTIN	igu i sher		MM 5-1		
	EMOVED: (CHEC						CIAN:	
TIME A(	) FAIL B( ) W	DRN C( ) LDA	NER D() SCH	ED CONV E()	MOD G( ) SERVICE K(	ENG CHG L()	TIRE CHG H(	) DAMAGED T( )
PART REM	OVED: PART I	WHBER			SERIAL NUMBE	R #		
PART INS	TALLED: PART I	WMBER	<del></del>	***	SERIAL NUMBER	R:		
TIME SIM	CE NEW: HRS	LDG8	M	08	TIME SINCE OVERHAUL	HR9	_LDG8	
HADDANTV	TIME DEMAININ	IC: NOR	I BCR	MAR	MAN-HOURS: HRS	TENTUR	PRICE: \$	
	ANY WORK ACCO			<sup>1100</sup>	(MIN MOND - IND		IAN INSPECTOR	
					11 11 11			
<b>\$260171</b>	MEIGHT CHECK	COCKPIT EX	TINGUISHER	.MM 26-20-00	4 /65 1	70.4 JS	O	
	RECORD DATE	OF MEIGHT C	<b>HECK</b> _//_/_/	#1_X1				
<b>#</b> 260173	HYDROSTATIC	TEST COCKPI	T FIRE EXTIN	GUISHERNO	REF			
	RECORD DATE	OF HYDORSTA	TIC TEST	_//				
R 260174	INSPECT COCH	PIT FIRE EX	TINGUISHER	.ND REF	,			
R	RECORD DATE	OF INSPECTI	DN//	HRS	LDGS			
******	*********	*******	*********	*******	*************	*********	**********	**********
260176	PART NAME	CABIN PORT	ABLE EXTINGU	ISHER		HH 5-1		
	EMOVED: (CHEC						CIAN:	
TIME AC	FAIL B( ) W	DRN C( ) LDA	NER D( ) SCH	ED CONV E()	MOD G( ) BERVICE K(	ENG CHG L()	TIRE CHG M(	) DAMAGED T( )
PART REM	DVED: PART I	UMBER			SERIAL NUMBER	R:		
PART INS	TALLED: PART	NUMBER			SERIAL NUMBER	K1		
					TIME BINCE OVERHAUL			
WARRANTY	TIME REMAININ	IG: HRS	LDGS	MOS	MAN-HOURS: HRS	TENTH8	PRICE: \$	
RICHNEE	ANA RUDA YCCUI	ID: TOMET REL	TILL .			TECHNIC	IAN INSPECTOR	MAN-HOURS
					4/65/4	107 10		HRS.THS
<b>\$260181</b>	WEIGHT CHECK	CABIN EXTI	NGUISHERH	M 26-20-00		V.4. 5150	) 	
	RECORD DATE							
#260183					EF	* * * * * * * * * * * * * * * * * * * *		
			TIC TEST					
R 260184								
R	RECORD DATE	DF INSPECTI	DN//	HRS	LDG8			
*******	**********	********	**********	**********	****************	*********	**********	*******
	<b>, 26</b> 0176							NEATTEN
_				REMOVAL AND	INSTALLATION, WEIGHT	CHECK, HYDRUST	AIIC IEST, INS	PECHIUN
✓ (REFER	TO FIGURES 1	AND 2 ON CA	MD 26-2)					

A REMOVAL (REFER TO FIGURES 1 AND 2)

- 1. GAIN ACCESS TO FIRE EXTINGUISHER. ONE IS LOCATED IN THE COCKPIT AFT OF THE PILOT SEAT, AND THE OTHER IS LOCATED IN THE CABIN ON THE RIGHT-HAND AFT WALL BEHIND THE SEAT.
- 2. DISENGAGE QUICK-RELEASE STRAP AND REMOVE EXTINGUISHER FROM HOUNTING BRACKET.
- 3. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.
- **B INSTALLATION**



OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO.

AIRCRAFT NO.: 368 AIRCRAFT REG . MILAND MODEL: 1124A WESTWIND

(CONTINUED)

26.030

AIRCRAFT	REG.: N368ND		ISSVEI	07-88 RE	. 12-88	PAGE 2
88349	WORK DUE AT		* = APU HRS.		RECORD TIME WORK	ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY
26-003	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORD	S. RETURN CARBON COPY TO CSI FOR UPDATING.
29 29						UNSCHEDULED

- 1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
- 2. INSTALL EXTINGUISHER IN MOUNTING BRACKET AND SECURE WITH QUICK-RELEASE STRAP.

### 260171, 260181

- C WEIGHT CHECK FIRE EXTINGUISHER
  - 1. REMOVE FIRE BOTTLE. REFER TO STEP A.
  - 2. PERFORM WEIGHT CHECK OF FIRE BOTTLE IN ACCORDANCE WITH MANUFACTURER'S MAINTENANCE PRACTICES.
  - 3. INSTALL FIRE BOTTLE. REFER TO STEP B.
  - 4. RECORD DATE OF WEIGHT CHECK IN SPACE PROVIDED ON PAGE 1.

#### 260173, 260183

- D HYDROSTATIC TEST FIRE EXTINGUISHER
  - 1. REMOVE FIRE EXTINGUISHER. REFER TO STEP A.
  - 2. PERFORM HYDROSTATIC TEST IN ACCORDANCE WITH MANUFACTURER'S MAINTENANCE PRACTICES.
  - 3. INSTALL FIRE EXTINGUISHER. REFER TO STEP B.
  - 4. RECORD DATE OF HYDROSTATIC TEST IN SPACE PROVIDED ON PAGE 1.

#### 260174, 260184

- E INSPECTION OF FIRE EXTINGUISHER
  - 1. REMOVE FIRE EXTINGUISHER. REFER TO STEP A.
  - 2. INSPECT FIRE EXTINGUISHER IN ACCORDANCE WITH MANUFACTURER'S MAINTENANCE PRACTICES.
  - 3. INSTALL FIRE EXTINGUISHER. REFER TO STEP B.
  - 4. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC. AIRCRAFT NO.:

REPORT DATE 01/12/89

WORK COMPLIANCE FORM NO

26.030

MODEL: 1124A WESTWIND

AIR	CI	RA	FT	REG.:	MRAFM

ISSUED 07-88 REV. 12-88

PAGE 1 RECORD TIME WORK ACCOMPLISHED FOR EAST TABLE RESPONDED TO COPE FOR YOUR RECORDS. RETURN CARRON COPE TO THE COPE PROTECTION. 89012 WORK DUE AT \* = APU HRS HOURS LANDINGS CYCLES 26-003 20 20 02/11/88 CHECK CHRRENT DUE 1 1ST FOR DUE TIME CHANCES

	CHECK CORRENT DOE LIST FOR DOE TIME CHANGES					
HORK ACCOMPLISHED: DATE: MONTH 01 DAY 21 YEAR 89	AIRCRAFT HOURS: 4130.7 LANDINGS: 2636					
TECHNICIAN BIGNATURE: June Some	CERTIFICATE NUMBER: 565 SSO463					
INSPECTED BY:	S ORTCIEB  KIND OF CERTIFICATE: AP					
	**************************************					
DNLY THE FOLLOWING WORK IS DUE AT THE TIME(S) NOTED ABOVE:  DUE > 260166 COCKPIT PORTABLE EXTINGUISHER  DUE > 260176 CABIN PORTABLE EXTINGUISHER	MM 5-10-00 MM 5-10-00					
260166 PART NAME: COCKPIT PORTABLE EXTINGUISHER REASON REMOVED: (CHECK ONE)	MM 5-10-00 TECHNICIAN: INBP: MOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG M( ) DAMAGED T( )					
PART REMOVED: PART NUMBER: MODEL 2-10	SERIAL NUMBER: UNK					
PART INSTALLED: PART NUMBER Model 2-10	SERIAL NUMBER: UNIZ					
TIME SINCE NEW: HRSLDGSNOSNOS	TIME SINCE OVERHAUL: HRSLDGSMOS/3_					
SIGNOFF ANY WORK ACCOMPLISHED BELOW.	MAN-HOURS: HRSTENTHSPRICE: \$ TECHNICIAN INSPECTOR MAN-HOURS HRS.THS					
RECORD DATE OF WEIGHT CHECK//	REF					
R 260174 INSPECT COCKPIT FIRE EXTINGUISHERND REF						
R RECORD DATE OF INSPECTION/_ HRS	LDGS					
260176 PART NAME: CABIN PORTABLE EXTINGUISHER	MM 5-10-00					
REASON REMOVED: (CHECK DNE)	TECHNICIAN* INSP*					
	MOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG M( ) DAMAGED T( )					
PART REMOVED: PART NUMBER: MODEL 2-10	SERIAL NUMBER: UNK					
	SERIAL NUMBER: UNK					
TIME SINCE NEW: HRBLDGSMOSMOS	TIME SINCE OVERHAUL: HRSLDGBNOSNOS					
WARRANTY TIME REMAINING: HRSLDG6MOSMAN-HOURS: HRSTENTHSPRICE: \$						
SIGNOFF ANY WORK ACCOMPLISHED BELOW.	TECHNICIAN INSPECTOR MAN-HOURS HRS.THS					
#260181 WEIGHT CHECK CABIN EXTINGUISHERMM 26-20-00 RECORD DATE OF WEIGHT CHECK//	·					
	EF					
R 260184 INSPECT CABIN FIRE EXTINGUISHERND REF						
R RECORD DATE OF INSPECTION/_/_ HRS	LDGS					

260166, 260176

COCKPIT/CABIN PORTABLE FIRE EXTINGUISHER - REMOVAL AND INSTALLATION, WEIGHT CHECK, HYDROSTATIC TEST, INSPECTION (REFER TO FIGURES 1 AND 2 ON CARD 26-2)

A REMOVAL (REFER TO FIGURES 1 AND 2)

1. GAIN ACCESS TO FIRE EXTINGUISHER. DNE IS LOCATED IN THE COCKPIT AFT DF THE PILOT SEAT, AND THE DTHER IS LOCATED

# **©CAMP SYSTEMS,** mc

02/11/88

#### COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

OPERATOR: ED-WES, INC. REPORT DATE 01/12/89 WORK COMPLIANCE FORM NO. 26.030 AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND (CONTINUED) AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 12-88 PAGE 2 RECORD TIME WORK ACCOMPLISHED FOR EXAMINATION WEET FOR CORY 89012 WORK DUE AT FOR YOUR REGORDS HETURN CARBON COFY TO COLLEGE UPDATING DATE HOURS LANDINGS 26-003 29 29

IN THE CABIN ON THE RIGHT-HAND AFT WALL BEHIND THE SEAT.

- 2. DISENGAGE QUICK-RELEASE STRAP AND REMOVE EXTINGUISHER FROM MOUNTING BRACKET.
- 3. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

#### **B INSTALLATION**

- 1. DK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
- 2. INSTALL EXTINGUISHER IN MOUNTING BRACKET AND SECURE WITH QUICK-RELEASE STRAP.

#### 260171, 260181

- C WEIGHT CHECK FIRE EXTINGUISHER
  - 1. REMOVE FIRE BOTTLE. REFER TO STEP A.
  - 2. PERFORM WEIGHT CHECK OF FIRE BOTTLE IN ACCORDANCE WITH MANUFACTURER'S MAINTENANCE PRACTICES.
  - J. INSTALL FIRE BOTTLE. REFER TO STEP B.
  - 4. RECORD DATE OF WEIGHT CHECK IN SPACE PROVIDED ON PAGE 1.

#### 260173, 260183

- D HYDROSTATIC TEST FIRE EXTINGUISHER
  - 1. REMOVE FIRE EXTINGUISHER. REFER TO STEP A.
  - 2. PERFORM HYDROSTATIC TEST IN ACCORDANCE WITH MANUFACTURER'S MAINTENANCE PRACTICES.
  - 3. INSTALL FIRE EXTINGUISHER. REFER TO STEP B.
  - 4. RECORD DATE OF HYDROSTATIC TEST IN SPACE PROVIDED ON PAGE 1.

#### 260174, 260184

- E INSPECTION OF FIRE EXTINGUISHER
  - 1. REMOVE FIRE EXTINGUISHER. REFER TO STEP A.
  - 2. INSPECT FIRE EXTINGUISHER IN ACCORDANCE WITH MANUFACTURER'S MAINTENANCE PRACTICES.
  - 3. INSTALL FIRE EXTINGUISHER. REFER TO STEP R.
  - 4. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

## COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO.

27.195

AIRCRAFT NO.: 368

710

MODEL: 1124A WESTWIND

AIRCRAFT	REG.: N368ND		188UE1	D RE	V. PAGE 1
88349	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY
00-000	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
29 29					UMSCHEDUR FD

AR 89 AIRCRAFT HOURS: 4	1430.2 L	ANDINGS: 3	987
•			
KIND OF CERTIFICATE:	R.	ς.	
	TECHNICIAN	INSPECTOR	MAN-HOURS
REF. T. FAMUT APPLY	( E	W	nno.:na '
NO REF			
	CERTIFICATE NUMBER:	CERTIFICATE NUMBER: 568 649  KIND OF CERTIFICATE:  TECHNICIAN  REF. A. P. L. C.	TECHNICIAN INSPECTOR REF. ADJ. ADJ. T. C. W. T. W. T. C. W. T. W. T. C. W.

NO TEXT AVAILABLE AT THIS TIME.

## **COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM**

OPERATOR: ED-WEST, INC.

**REPORT DATE 12/14/88** 

WORK COMPLIANCE FORM NO.

27.195

AIRCRAFT NO.:

368

MODEL: 1124A WESTWIND

AIRCRAF	REG.: NJ68ND		ISSUED	RE1	V. PAGE 1
88349	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY
00-000	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
29 29		4139			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

<b>-</b> · -·	1					
WORK ACCOMPLISHED	DATE: HONTH	DAY 28 YEAR	39 AIRCRAFT HOURS: 41	29,6	LANDINGS: 2	<i>∨35</i>
TECHNICIAN BIGNAT	<i>1</i>		CERTIFICATE NUMBER:			
INSPECTED BY:	6		KIND OF CERTIFICATE:			,
************	******	*************	***************************************	*********	**********	*********
THE FOLLOWING WOR	K IS DUE AT THE T	IME(8) NOTED ABOVE:		TECHNICIA	N INSPECTOR	MAN-HOURS HRS.THS
			REF	<u>يات</u>		

NO TEXT AVAILABLE AT THIS TIME.

## **COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM**

OPERATOR: ED-WEST, INC.

**REPORT DATE 12/14/88** 

WORK COMPLIANCE FORM NO.

27.195

AIRCRAFT NO.:

368

MODEL: 1124A WESTWIND ISSUED REV.

WORK COMPLIANCE I ONW NO

PAGE 1

AIRCRAFT REG.: N368MD ISSUED R

88349 WORK DUE AT \*= APU HRS.

00-000 DATE HOURS LANDINGS CYCLES

29 29 3884

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTHO! DAY SO YEAR 9 AIRCRAFT HOURS: 4129.6 LANDINGS: 3635

TECHNICIAN SIGNATURE: CERTIFICATE NUMBER: 705-124

INSPECTED BY: DORD STATION KIND OF CERTIFICATE: REPAIR STATION

THE FOLLOWING WORK IS DUE AT THE TIME(S) NOTED ABOVE:

THE FOLLOWING WORK IS DUE AT THE TIME(S) NOTED ABOVE:

TECHNICIAN INSPECTOR

NO TEXT AVAILABLE AT THIS TIME.

## COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC.

AIRCRAFT REG .: N368MD

REPORT DATE 02/14/89

WORK COMPLIANCE FORM NO.

AIRCRAFT NO.:

368

MODEL: 1124A WESTWIND

27,230A DAGE 4

AIRCRAFT	REG.: N368MD		ISSUED	07-88 RE	PAGE 1	
89045	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP CO	
27-028	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING	JPY G.
29 29		4210			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES	

HORK ACCOMPLISHED: DATE: MONTH 4 DAY 6 YEAR 89 AIRCRAFT HOURS: 42	45-0 L	ANDINGS:_2	745
TECHNICIAN SIGNATURE 201 WEST IMPERIAL HIGHWAY, LA., CA 90045 CERTIFICATE NUMBER:	R. S. 40 A/C CL/ RADIO (	)22  SS 1-3-4  TASS 1-2-3	F P P W W W W W W W W W W W W W W W W W
INSPECTED BY: 40 KIND OF CERTIFICATE:	LIMITED	INSTRUMENT LEOWERELAN <mark>I</mark>	
THE FOLLOWING WORK IS DUE AT THE TIME(S) NOTED ABOVE:	TECHNICIAN	**************************************	**************************************
270280 INSPECT/LUBRICATE LEFT INBOARD/OUTBOARD FLEXIBLE SHAFTMM 27-50-00	50803	LA 40	HRS.THS
950180 SL WW-2424D 270285 INSPECT/LUBRICATE RIGHT INBOARD/OUTBOARD FLEXIBLE SHAFTHM 27-50-00		LA 40	•
950185 BL WW-2424D			

270280, 270285

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 27.TO3.

INSPECT/LUBRICATE INBOARD/OUTBOARD FLEXIBLE SHAFT (REFER TO FIGURES 1, 2, 3, 4 AND TABLE 1 ON CARD 27-8) EQUIPMENT/CONSUMABLES: TORQUE WRENCH O TO 25 INCH-POUNDS, LOCKWIRE, CLEAN SHOP TOWELS, LUBRICANT HIL-G-81322 OR MIL-G-23827, THRUST WASHER KIT P/N CAI-140

- 1. EXTEND SPEED BRAKES AND LIFT DUMPERS AND RELIEVE MAIN HYDRAULIC PRESSURE.
- 2. EXTEND WING FLAPS TO THE FULL DOWN POSITION AND DISENGAGE FLAP CONTROL CIRCUIT BREAKER.

NOTE: VERIFY HYDRAULIC PRESSURE IS DEPLETED BEFORE TURNING DC POWER OFF.

- 3. REMOVE FRONT PANEL OF MAIN BAGGAGE COMPARTMENT TO GAIN ACCESS TO NO.2 DC CONTACTOR BOX AND FLEX SHAFTS.
- 4. DISENGAGE CB2-5 CIRCUIT BREAKER, LOCATED IN NO.2 DC CONTACTOR BOX.

NOTE: DO NOT DISTURB ANY WING FLAP ACTUATOR ROD-END ADJUSTMENTS OR OTHERWISE CHANGE ACTUATOR POSITION DURING REMOVAL OR REINSTALLATION OF FLEX SHAFTS.

- 5. REMOVE FLEX SHAFT ASSEMBLY P/N 193545-505 FROM PRIME MOVER TO RIGHT-HAND INBOARD FLAP ACTUATOR.
- 6. REMOVE FLEX SHAFT ASSEMBLY P/N 193545-501. FROM PRIME MOVER TO LEFT-HAND INBOARD FLAP ACTUATOR.
- 7. REMOVE BOTH FLEX SHAFT ASSEMBLIES P/N 193545-1. CONNECTING INBOARD ACTUATOR TO OUTBOARD ACTUATOR ON BOTH LEFT AND RIGHT FLAPS.
- 8. SLIDE COUPLING HEX NUT BACK ON HOUBING TO EXPOSE SPLINE COLLAR. CLEAN EXPOSED COLLAR.
- 9. SUPPORT SPLINE COLLAR FOR REMOVAL OF ROLL PIN. USING A FLAP END PUNCH, DRIVE ROLL PIN FROM SPLINE COLLAR AVOIDING ANY DAMAGE TO SPLINE COLLAR. REPLACEMENT OF PIN RECOMMENDED.
- 10. REMOVE SPLINE COLLAR AND THRUST WASHER FROM FLEX SHAFT AND WITHDRAW SHAFT FROM HOUSING.

NOTE: SPLINE COLLAR AND THRUST WASHER MUST BE REINSTALLED IN SAME POSITION FROM WHICH IT WAS REMOVED.

- 11. WIPE ALL LUBRICANT FROM FLEX SHAFT USING CLEAN SHOP TOWELS, AND INSPECT FLEX SHAFT AND HOUSING AS FOLLOWS:
  - A. CHECK WIRE BRAIDING FOR EXCESSIVE WEAR, KINKS, CORROSION OR OTHER OBVIOUS DEFECTS. VISUALLY CHECK SPLINE COLLARS FOR BROKEN TEETH, THISTED FITTINGS, BURRS AND CRACKS. ROLL PIN HOLE DIAMETER SHALL NOT EXCEED .160 INCH.
  - B. CHECK FOR BROKEN OR WORN STRANDS OF WIRE. WEAR ON THE INDIVIDUAL WIRE SHALL NOT EXCEED 25 PERCENT OF ITS
  - C. CHECK HOUSING FOR ANY DEFORMITIES OR OBVIOUS DEFECTS.
  - D. ANY DEFECTS DISCOVERED IN STEPS A., B., OR C. WILL NECESSITATE REPLACEMENT OF SUBJECT FLEX SHAFT ASSEMBLY.
- 12. LUBRICATE AND REASSEMBLE FLEXSHAFT ASSEMBLIES. REFER TO NOTE PRIOR TO REASSEMBLY.
  - NOTE: 1. REASSEMBLE USING THE SAME QUANTITY AND THICKNESS THRUST WASHERS AS WERE REMOVED AT DISASSEMBLY.
    - 2. REQUIRED HOLE DIMENSIONS FOR THE SPLINE COLLAR ROLL PIN INSTALLATIONS ARE: P/N MS9047-101 -.125 INCH TO .129 INCH, P/N MS9047-132 (OVERSIZE) - .156 INCH TO .160 INCH.

#### COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC.

REPORT DATE 02/14/89

WORK COMPLIANCE FORM NO.

27.230A

AIRCRAFT NO.: AIRCRAFT DEC

368

MODEL: 1124A WESTHIND

(CONTINUED)

		NJ68MI
89045	WORK DUE	AT
	DA	r F

195UED 07-88 \* = APU HRS

LANDINGS

E	Y. PAGE 2
	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY
	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.

27-026	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR
29 29		4210			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

#### 13. COMPLETE THE FLEX SHAFT INSTALLATION AS FOLLOWS:

HOURS

NOTE: THE FOLLOWING PROCEDURE ENSURES PROPER ROUTING OF THE FLEXIBLE SHAFTS AND FACILITATES CHECKING OF THE INSTALLATION FOR CORRECT CLEARANCE BETWEEN THE FLAPS, WINGS, ACTUATORS AND FLEXIBLE SHAFTS.

A. WITH WING FLAPS IN FULL DOWN POBITION (40 DEGREES), SPEED BRAKES AND LIFT DUMPERS EXTENDED, INSTALL LEFT FLAP FLEXIBLE SHAFT AS FOLLOWS:

NOTE: PREPARE THE BAFETY WIRE ON ALL COUPLING NUTS BEFORE INSTALLATION.

- (1) INSERT EACH END OF THE OUTBOARD FLEXIBLE SHAFT P/N 193545-1 INTO THE INBOARD AND OUTBOARD ACTUATORS.
- (2) ENGAGE FLEXIBLE SHAFT HOUSING SHOULDER TO ACTUATOR AND ROTATE COUPLING NUT FINGER-TIGHT.
- (3) USE WRENCH FOR FINAL TIGHTENING OF MAXIMUM HALF A TURN.
- B. INSERT INSOARD SHAFT P/N 193545-501 TO INBOARD ACTUATOR (FLAP MOTOR END REMAINS OPEN). TIGHTEN COUPLING NUT IN ACCORDANCE WITH THE PREVIOUS STEP.
- C. INSTALL CLAMPS SECURING FLEXIBLE SHAFT HOUSING TO STRUCTURE.
- D. CLEAR AREA AROUND FLAPS AND CHECK FLEXIBLE SHAFTS ROUTING AND STRUCTURAL CLEARANCE AS FOLLOWS:
  - (1) USING SOCKET AND RATCHET AT THE FLEXIBLE SHAFT FLAP HOTOR END, DRIVE THE FLAP MANUALLY TO FULL UP POSITION UNTIL ACTUATOR BOTTOMS.
  - (2) DURING FLAP RETRACTION, CHECK FOR CLEARANCE BETHEEN FLAP PRIMARY PARTS AND WING STRUCTURE.
  - (3) ENSURE THAT NO HARD STRUCTURAL CONTACT OCCURS AT THE RETRACTED INTERNAL BOTTOMING POSITION.
  - (4) IF NECESBARY, CORRECT FLEXIBLE SHAFT ROUTING.
  - (5) DRIVE FLAP MANUALLY TO FULL DOWN POSITION, UNTIL ACTUATORS BOTTOM AND CHECK FOR CLEARANCE.
- E. OPEN COUPLING NUTS AND CHECK FOR POSITIVE ENGAGEMENT OF THE FLEXIBLE SHAFT HOUSING SHOULDER WITH ACTUATOR RECEPTACLE (REFER TO FIGURE 1). AVOID ANY PULL ON THE FLEXIBLE SHAFT.
- F. PERFORM FLAPS MANUAL OPERATIONAL CHECK AS FOLLOWS:
  - (1) CONNECT FLEXIBLE DRIVE SHAFTS TO ACTUATORS, DISCONNECT DRIVE SHAFT FROM PRIME MOVER.
  - (2) ON EACH DRIVE SHAFT CHECK THAT TORQUE REQUIRED TO OPERATE DOES NOT EXCEED 25 INCH-POUNDS.
  - (3) IF FRICTION EXCEEDS 25 INCH-POUNDS, CHECK FLEXIBLE DRIVE SHAFT FOR SHARP BENDS AND ACTUATORS FOR EXCESSIVE FRICTION.
  - (4) CONNECT DRIVE SHAFTS TO PRIME MOTOR.
- G. AFTER FLEXIBLE BHAFT ENGAGEMENT AND CLEARANCE ARE FOUND ACCEPTABLE, MAKE SURE THAT HOUSING NUTS ARE TIGHTENED IN ACCORDANCE WITH STEP 2.
- H. REPEAT STEPS 2 THROUGH 7 ON THE RIGHT WING FLEXIBLE SHAFTS. OUTBOARD P/N 193545-1, INBOARD P/N 193545-505.
- I. BAFETY WITH LOCKWIRE, ALL COUPLING NUTS SECURING FLEXIBLE SHAFTS TO ACTUATORS ON BOTH WINGS AND MOTOR.
- J. PERFORM FLAP SYSTEM OPERATIONAL CHECK. REFER TO WORK COMPLIANCE FORM 27.TOJ.
- K. RETRACT SPEED BRAKES AND LIFT DUMPERS.
- L. INSTALL UPPER AND LOWER WING ROOT ACCESS PANELS, AND MAIN BAGGAGE COMPARTMENT FRONT PANEL.
- 14. RETURN SPEED BRAKES AND LIFT DUMPERS TO RETRACT POSITION.
- 15. RESET CIRCUIT BREAKERS PULLED IN STEPS 2 AND 4.
- 16. REINSTALL PANELS REMOVED IN STEP 3.
- 17. RETURN AIRCRAFT TO SERVICE.

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ety.	PART NUMBER	DESCRIPTION
A/R (REFER TO NOTE 1)	CAI-140	KIT, THRUST-WASHER
A/R	MIL-G-23827	LUBRICANT
	OR	
	MIL-G-81322	
A/R (REFER TO NOTE 2)	140096-107	SPLINE COLLAR
A/R (REFER TO NOTE 2)	140136-107	SPLINE COLLAR
A/R (REFER TO NOTE 3)	MB9047-101	ROLL PIN
A/R (REFER TO NOTE 3)	MS9047-132	ROLL PIN (DVERSIZE)



OPERATOR: ED-WES, INC.

REPORT DATE 02/14/89

WORK COMPLIANCE FORM NO.

27.230A

PAGE 3

AIRCRAFT NO .:

368

AIRCRAFT REG.: N368MD MODEL: 1124A WESTWIND

CYCLES

(CONTINUED)

WORK DUE AT 89045 27-028 29 29

ISSUED 07-88 \* = APU HRS

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

2. FOR FLEX SHAFT P/N:

HOURS

4210

USE SPLINE COLLAR

3-193545-501 OR 505

140096-107

3-193545-1

140136-107

3. BOTH ROLL PIN SIZES ARE INCLUDED WITH EACH SPLINE COLLAR.

LANDINGS

4. THE REQUIRED LUBRICANT MAY BE PROCURED LOCALLY AND THE REMAINING MATERIALS MAY BE PROCURED FROM ATLANTIC SUPPLY COMPANY, HILMINGTON, DELAMARE OR THEIR AUTHORIZED DEALERS.

18. RECORD INSPECTION/LUBRICATION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

### **COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM**

OPERATOR: ED-WEST, INC.

REPORT DATE 12/14/88

WORK COMPLIANCE FORM NO.

27.500

PAGE 1

AIRCRAFT NO .: 368 MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD 188UED 12-88 REV. WORK DUE AT \* = APU HRS. 88349 RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING. HOURS LANDINGS CYCLES 00-000 29 29 300 CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH\_\_\_\_\_DAY\_\_\_\_YEAR\_\_\_\_\_ AIRCRAFT HOURS:\_\_\_\_\_ LANDINGS:\_\_\_\_ TECHNICIAN BIGNATURE: \_\_\_\_\_ CERTIFICATE NUMBER: \_\_\_\_\_ INSPECTED BY: \_\_\_\_KIND OF CERTIFICATE: THE FOLLOWING WORK IS DUE AT THE TIME(S) NOTED ABOVE: TECHNICIAN INSPECTOR

270211 IMSPECT SCISSORS ASSEMBLY...SB 1124-55-097......

NO TEXT AVAILABLE AT THIS TIME.

APPROUED



OPERATOR: ED-WEST, INC. AIRCRAFT NO.: 368

WORK COMPLIANCE FORM NO.

28.010

AIRCRAFT	REG.:	NSARNI

MODEL: 1124A WESTWIND

PAGE 1

AIRCRAF	ΓREG.: N	368MD	19	SSUED 07-88 F	REV.				PAGE 1
88349	DATE		* = APU HI		RECORD TIME WO				
28-001	DATE	:	100AS LANDING	ds Cicles	TON TOUT NECO	TIDO. TIETO	THI CANBOIL	2011 10 0311	ON OF BATTING.
29 29							UNSCHEDULE	:D	
UDDK A	ACCOMPLICA	ED: RATE!	MONTH Z. OBAK	24 YEAD 8	AIRCRAFT HO	HIDE: 4	160	LANDINCE	2673
WURN F	iocumpili i an	ED' MITE'							
TECHNI	CIAN BICH	ATURE:	1 Solla	m	CERTIFICATE	NUMBER:	56076	7740	
			THAI			_	1	. 0	
INSPE	TED BY:		Hun	mo	KIND OF CERT	IFICATE:_		<i>+  </i>	
*****	*******	********	*******	*********	***********	********	*****	\****** <b>*</b> ** <b>*</b>	*********
280121		· · · · · · · · · · · · · · · · · · ·	FT MAIN BOOST PU	MP			MM 28-20	-00 A	and AP
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PART F	REMOVED:	PART NUMB	er 2070	COI	SERIAL	NUMBER:	858		
PART 1	NSTALLED:	PART NUMB	er <u>65379</u>	14-505	SERIAL	NUMBER:	7-50	<u> </u>	
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280126	PAR	T NAME: LE	FT ALTERNATE BOOS	ST PUMP			MM 28-20		
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2801	28 CHECK	LEFT ALTE	RNATE BOOST PUMP	BRUSH WEAR	10 REF				•
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2801	21, 28012	6. 280131.	280136						
NOTE	THE FO	ALLOWING AD	DITIONAL WCF(S)	ARE REQUIRED TO	PERFORM THIS TAS	K 28.T01,	28.TO2.		
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Buus	- שאטים וא	KERUYAL AR	N IMPINEENITUM (	KEFEK TO FIGURE	:8 1, 2 MMD 3 UM C	WKN 50-11			
NOTE	FOR BO	IOST PUMP P	ERFORM STEPS A A	ND B. FOR (NEI	) BOOST PUMP PERF	ORM STEPS	C AND D. F	REFER TO ILLI	STRATIONS FOR
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EQU1	PHENT/CON	ISUMABLES:			53080-501, SEAL P/				
					53743-1, TORQUE W	RENCH 0 TO	70 INCH-P	DUNDS, GASKET	T
	PMM4444 4***	Ta ====	P/N 4653743-501			9799741			
→ A RE	HUVAL (RE	HER TO FIG	UKE 1) (FOR AIRC	KAFI 5/N 154, 1	187-225, 227, 229,	CJC"CJ4)			
M	TE: FOR	AIRCRAFT P	DET SERVICE LETT	IER WW-2434, PEI	RFORM REMOVAL/INST	ALLATION 1	IN ACCURDANC	E WITH 28-20	)-00 <i>,</i>

1. CHECK THAT FUEL INTERCONNECT VALVES ARE CLOSED.

PARAGRAPHS 3 AND 4.

2. DEFUEL APPROPRIATE TANK. REFER TO WORK COMPLIANCE FORM 28.TO1. REMOVE ELECTRICAL POWER FROM AIRCRAFT. << CONTINUED >> COPYRIGHT 1988 CAMP SYSTEMS, INC.



OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO.

28.010

AIRCRAFT NO .: 368

MODEL: 1124A WESTHIND

(CONTINUED)

AIRCRAFT	REG.: N368ND		ISSUEI	) 07 <b>~88</b> RE	V. PAGE 2
88349	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY
28-001	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
29 29					IMPALENT EN

- 3. REMOVE SCREWS ATTACHING FUEL SUMP EXTERNAL ACCESS PANELS TO LOWER SIDE OF FUSELAGE.
  - A. DISCONNECT VAPOR BOOT AND SLIDE BACK TO UNCOVER SUPPLY LINE ATTACHMENT.
- 4. REMOVE NUT SECURING ENGINE FUEL SUPPLY LINE TO ADAPTER ON REAR SIDE OF SUMP.
- 5. TAG AND DISCONNECT BOOST PUMP ELECTRICAL LEADS QUICK DISCONNECTS.

NOTE: REFERENCE WIRING DIAGRAM MANUAL.

- 6. REMOVE NUT SECURING DRAIN LINE TO SUMP FORWARD LOWER SIDE. REMOVE DRAIN LINE.
- 7. REMOVE NUT SECURING BOOST PUMP SEAL DRAIN LINE TO DRAIN MANIFOLD.
- 8. REMOVE SCREWS, ATTACHING LOWER FUSELAGE TANK SIDE ACCESS PANEL AND COVER, ON THE APPROPRIATE SIDE, REFER TO WORK COMPLIANCE FORM 28.TO2.
- 9. INSIDE LOWER FUSELAGE TANK, REMOVE CLAMPS SECURING TRANSFER LINE, AND JET PUMP MOTIVE PRESSURE LINE FLEXIBLE HOSES, TO BOOST PUMP MOTIVE FLOW LINE, AT SUMP.
- 10. REMOVE BOLTS AND WASHERS ATTACHING SUMP FLANGE TO FUEL TANK FLANGE.
- 11. REMOVE SUMP SUPPORT BOLTS (FOUR PLACES). NUTS AND WASHERS.
- 12. CAREFULLY WITHDRAW SUMP FROM FUEL TANK. REMOVE CASKET.
- 13. REMOVE BOLTS, WASHERS AND CLAMPS SECURING SUMP BAFFLE AND SCREEN TO SUMP.
- 14. REMOVE BOLTS ATTACHING SUMP COVER AND SEAL TO SUMP REAR FACE. REMOVE COVER. DISCARD SEAL.
- 15. REMOVE ALLEN SCREWS AND REMOVE BOOST PUMPS. DISCARD ALL SEALS AND PACKINGS.
- 16. PROTECT BOOST PUMP OPENINGS FROM FOREIGN MATTER. INSTALL PROTECTIVE COVERS ON ENGINE FUEL SUPPLY LINE AND TANK OPENINGS AND DRAIN LINES.
- 17. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

#### B INSTALLATION

1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.

NOTE: USE ALL NEW GASKETS AND SEALS WHEN PERFORMING NEXT STEPS. SPECIAL ATTENTION MUST BE GIVEN TO THE ALIGNMENT OF THE BOOST PUMP SEAL DRAIN HOLES IN THE PUMP GASKET, WITH THE HOLES IN THE PUMP FLANGES AND THE SUMP FLANGE.

- 2. REMOVE PROTECTIVE COVERS FROM TANK OPENINGS, FUEL LINE AND BOOST PUMPS.
- 3. INSERT BODST PUMP ELECTRICAL LEADS THROUGH NEW GASKET P/N 265-3080-501 AND SUMP FLANGE. POSITION PUMPS AND GASKET IN SUMP, ALIGN GASKET, AND INSTALL BOLTS SECURING BOOST PUMPS TO SUMPS.
- 4. INSTALL SUMP SCREEN AND BAFFLE, AND SECURE WITH BOLTS, WASHERS AND CLAMPS.
- 5. INSTALL SUMP COVER AND SEAL P/N 2653066. SECURE WITH BOLTS AND WASHERS.
- 6. PLACE NEW GASKET P/N 5653054 DN SUMP FLANGE AND INSERT SUMP CAREFULLY INTO FUEL TANK. INSTALL BOLTS SECURING SUMP TO TANK.
- 7. INSTALL BOLTS, WASHERS AND NUT ATTACHING SUMP SUPPORTS (4 PLACES) TO AIRCRAFT STRUCTURE.
- 8. INSIDE FUEL TANK, INSTALL FLEXIBLE HOSE SECTIONS OF TRANSFER LINE AND FUSELAGE JET PUMP MOTIVE FLOW LINE TO SUMP TUBE. BECURE LINES WITH CLAMPS. CHECK THAT JET PUMP DISCHARGE LINE TO SUMP IS PROPERLY SEATED INSIDE SUMP.
- 9. INSTALL TANK SIDE COVER AND SECURE WITH BOLTS AND WASHERS. REFER TO WORK COMPLIANCE FORM 28.TO2.
- 10. SECURE NUTS ATTACHING SUMP DRAIN LINE AND PUMP SEAL DRAIN LINE.
- 11. UNCAP ENGINE FUEL SUPPLY LINE, AND SECURE LINE TO SUMP ADAPTER, ON REAR SIDE OF SUMP. TIGHTEN NUT TO SPECIFIED TORQUE.
- 12. CONNECT BOOST PUMP ELECTRICAL LEADS QUICK DISCONNECTS.

NOTE: REFERENCE WIRING DIAGRAM MANUAL.

- 13. REFUEL TANK. REFER TO WORK COMPLIANCE FORM 28.TO1.
- 14. CHECK FOR EXTERNAL LEAKS AT SUMP, FUEL TANK SIDE COVER AND DRAIN LINES.
- 15. OPERATE MAIN AND ALTERNATE BOOST PUMPS AND CHECK FOR PROPER OPERATION AND LEAKS AT THE ENGINE SUPPLY LINE FROM PUMP.
- 16. CONNECT VAPOR BOOT COVER SUPPLY LINE CONNECTION.
- 17. INSTALL SUMP ACCESS PANEL TO LOWER SIDE OF FUSELAGE, AND ACCESS PANEL TO TANK SIDE COVER. SECURE WITH SCREWS.
- C REMOVAL (REFER TO FIGURE 2) (FOR AIRCRAFT S/N 152, 174, 181, 185, 186, 226, 228, 230, 231, 235 AND SUBSEQUENT INCLUDING AIRCRAFT POST SERVICE LETTER WH-2434)

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OPERATOR: ED-WEST, INC.

**© CAMP SYSTEMS,** Inc.

WORK COMPLIANCE FORM NO.

AIRCRAFT NO.: 368

MODEL: 1124A WESTHIND

(CONTINUED)

28.010

AIRCRAFT	REG.: N368HD		ISSUED	) 07-88 RE	V. PA	GE 3
88349	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP	TOP COPY
28-001	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR U	PDATING.
29 29					UNSCHEDULED	

NOTE: TO REMOVE THE NEW BOOST PUMP, IT IS NOT NECESSARY TO DEFUEL THE TANKS.

- 1. REMOVE ELECTRICAL POWER FROM AIRCRAFT.
- 2. REMOVE ACCESS PANEL TO THE BUMP AT THE LOWER SIDE OF THE FUSELAGE.
- 3. DISCONNECT ELECTRICAL CONNECTOR AT THE APPLICABLE PUMP.
- 4. LODSEN SCREW (RED HEAD) SECURING FEED CHECK VALVE LEVER. ROTATE LEVER UNTIL FEED VALVE CLOSES AND TIGHTEN SCREW IN CLOSE (DOWN) POSITION.
- 5. DRAIN SUMP BY PUBHING SUMP DRAIN VALVE.
- 6. REMOVE PUMP SEAL DRAIN TUBE, CAP OPENINGS.
- 7. REMOVE BOLTS AND WASHERS SECURING PUMP TO LOWER FUEL SUMP CASING.
- 8. REMOVE PUMP AND GASKET FROM SUMP.
- 9. REMOVE TRANSFER TUBE.
- 10. REMOVE ELECTRICAL CONNECTOR SUPPORT BRACKET FROM PUMP.
- 11. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

#### D INSTALLATION

- 1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
- 2. INSTALL ELECTRICAL CONNECTOR SUPPORT ON PUMP. SECURE WITH SCREWS, WASHERS AND SAFETY.
- 3. INSTALL A NEW O-RING P/N MS29513-215 ON TRANSFER TUBE.
- 4. INSTALL BOOST PUMP WITH NEW GASKET P/N 4653743-1 AS FOLLOWS (REFER TO FIGURE 3, DETAIL A):
  - A. FOR AIRCRAFT SERIAL NUMBER 181, 226, 228, 230, 231 POST SERVICE LETTER WH-2434.
    - (1) MAIN BOOST PUMP INTERTECHNIQUE (P/N 565372-7-400) INSTALL WITH NEW GASKET. ENSURE THAT TRANSFER TUBE AND G-RING ARE INSTALLED PROPERLY. SECURE WITH WASHERS AND BOLTS. TORQUE 50 TO 70 INCH-POUNDS AND SAFETY.

NOTE: BEFORE INSTALLING, REMOVE AND DISCARD THE SWING CHECK VALVE.

- (2) ALTERNATE BOORT PUMP LEAR SIEGLER (P/N 4653009-513). HOUNT THE PUMP ON ADAPTER (P/N 4653725-1) WITH GASKET (P/N 3653753-1) AND SECURE WITH FOUR BOLTS (P/N AN 4H5A) AND WASHERS (P/N AN 960-416L). INSERT PUMP ELECTRICAL LEADS THROUGH GASKET AND ADAPTER FLANGE. ENSURE BOOST PUMP AND GASKET BEAL DRAIN HOLES ALIGN WITH HOLES IN SUMP FLANGE. TORQUE HOUNTING BOLTS 50 TO 70INCH-POUNDS AND SAFETY.
- (3) INSERT TRANSFER TUBE (P/N 3653736-3) WITH TWO O-RINGS (P/N MS29513-215) IN BOOST PUMP RECEPTACLE, PLACE GASKET P/N 4453743-501 ON ADAPTER FLANGE AND CAREFULLY INSERT BOOST PUMP INTO SUMP LOHER CASING AND SECURE WITH 12 BOLTS (P/N AN 4H5A) BOLTS AND SEAL WASHERS (P/N NAS1598-4R). TORQUE 50 TO 70 INCH-POUNDS AND SAFETY.
- B. FOR AIRCRAFT 152, 174, 181, 185, 184, 226, 228, 230, 231, 235 AND SUBSEQUENT (REFER TO FIGURE 3, DETAIL B): MAIN AND ALTERNATE BOOST PUMP INTERTECHNIQUE (P/N 565372-7-400). INSTALL WITH NEW GASKET P/N 4653743-1. ENSURE THAT TRANSFER TUBE AND D-RINGS ARE INSTALLED PROPERLY. SECURE WITH WASHERS AND BOLTS. TORQUE 50 TO 70 INCH-POUNDS AND SAFETY.
- 5. INSTALL PUMP SEAL DRAIN TUBE ASSEMBLY.
- 4. LODSEN SCREW (RED HEAD) SECURING FEED CHECK VALVE LEVER AND MOVE LEVER ON THE SUMP CASING TO THE UPPER HOLE (OPEN POSITION). SECURE AND SAFETYWIRE BOLT TO HANDLE.

CAUTION: WITH FEED CHECK VALVE LEVER IN LOWER (CLOSED) POSITION THERE IS NO FUEL FEED TO BOOST PUMP, AND IT IS IMPOSSIBLE TO POSITION THE ACCESS PANEL ON THE AIRCRAFT.

- 7. ATTACH THE ELECTRICAL CONNECTOR TO BOOST PUMP. P251 LEFT MAIN, P252 RIGHT MAIN, P259 LEFT ALT, P258 RIGHT ALT.
  - NOTE: 1. REFERENCE WIRING DIAGRAM MANUAL.
    - 2. INTERTECHNIQUE BOOST PUMP INSTALLATIONS ARE EQUIPPED WITH NOISE SUPPRESSION FILTERS. FILTERS ARE LOCATED ON A PUNP-HOUNTED BRACKET, A TERNINAL BOARD LOCATED IN THE FUEL BOOST PUMP BAY AT STATION Y -306.95 (AIRCRAFT POST SERVICE LETTER WM-2434) OR A TERMINAL BOARD LOCATED IN THE FUEL SUMP BAY AT STATION Y -280.00.
    - 3. FORTHCOMING SERVICE BULLETIN NO.1124-28-087 REMOVES THESE NOISE SUPPRESSION FILTERS.
- 8. PERFORM A FUEL SYSTEM OPERATIONAL CHECK. REFER TO WORK COMPLIANCE FORM 28.TO1.



OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO.

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

(CONTINUED)

PAGE 4

28.010

AIRCRAFT REG .: N368MD ISSUED 07-88 RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING. 88349 WORK DUE AT = APU HRS HOURS LANDINGS CYCLES DATE **\28-001** 29 29 UNSCHEDULED

- 9. CHECK FOR EXTERNAL LEAKS.
- 10. INSTALL BOOST PUMP ACCESS PANEL.

## 280123, 280128, 280133, 280138

- E CHECK BRUSH WEAR
  - 1. REMOVE BOOST PUMP. REFER TO STEPS A AND C.
  - 2. RETURN PUMP TO AUTHORIZED OVERHAUL AGENCY FOR BRUSH CHECK/REPLACEMENT AND LEAK CHECK.
  - 3. INSTALL BOOST PUMP. REFER TO STEPS B AND D.
  - 4. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.



OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO.

28.020

AIRCRAFT NO.: 368

AIRCRAFT REG.: N368ND

MODEL: 1124A WESTWIND

ISSUED 07-88 REV. PAGE 1

88349 <b>28-</b> 001	WORK DUE AT DATE	* = APU HOURS LANDI		RECORD TIME WORK AC FOR YOUR RECORDS. RI		
29 29					UNSCHEDULED	
WORK A	CCOMPLISHED: DATE	HOUTH 10 DA	v 30 year S	4 AIRCRAFT HOURS:	4400 X LAND	ings: 2956
				CERTIFICATE NUMBE		
		11				
INSPEC	TED BY: Sea	ST CL		KIND OF CERTIFICATI	E: 567275	343 AHP
******	BART NAME.	************	************	*************	**************	) # <b>* * * * * * * * * * * * *</b> * * * * * *
280131 REASON	FAKI MANE!   RENOVED: (CHECK	RIGHT MAIN BOOST DNE)	PURP		MM 28-20-00 TECHNICIAN:	INSP:
TIME A	( ) FAIL B( ) WOR	N C( ), LOANER D(	) SCHED CONV E ; )	MOD G( ) SERVICE K( )	ENG CHG L( ) TIRE (	HG M( ) DAMAGED T( )
New	) numbers to	ornd upor	inspectu	n of parts BERIAL NUMBER		
PART I	NGTALLED+ PART NU	MBER5_	13/94-1	SERIAL NUMBER		£ 85 Z
TIME &	INCE NEU: HRR	I DCR	MAG	TIME SINCE OVERHAUL:	HPG I NGG	MNG
12112 0	ande men inid		+++= <sup>   </sup>	TIME SINCE OVERNMENT	UVD======FD40==4	
			MOS	MAN-HOURS: HRS		
SIGNOF	F ANY WORK ACCOMP	LISHED BELOW.			TECHNICIAN INS	PECTOR MAN-HOURS HRS.THS
2 <b>8</b> 01	33 CHECK RIGHT N	AIN BOOST PUMP BR	USH WEARNO REF		******	***************************************
*****	************	*****	*****	**************	************	}***************
280136 REASON	PART NAME:     RENOVED: (CHECK	RIGHT ALTERNATE B OME)	DOST PUMP		MM 28-20-00	INSP:
			) SCHED CONV E( )	MOD G( ) BERVICE K( )		
5.00		657	7414-500	SERIAL NUMBER	· <><	
		-		_		
PART 1	NSTALLED: PART NU	HBER 653/	44 -50	SERIAL NUMBER	<u> 2415</u>	,
TIME S	INCE NEW: HRB	LDG8		TIME SINCE OVERHAUL:	HRSLDGS	MOS
	TY TIME REMAINING F ANY WORK ACCOMP		MOS	MAN-HOURS: HRS	TECHNICIAN INS	
	The want couple	order order			I BOLWAS ASLIM SIM	HRS.THS
2801				O REF		
2801	21, 280126, 28013		******	*******	********	<del>                                      </del>
NOTE	THE FOLLOWING	ADDITIONAL WCF(S)	ARE REQUIRED TO	PERFORM THIS TABK 28.TO	01, 28.702.	
B00S	T PUMP - REMOVAL	AND INSTALLATION	(REFER TO FIGURES	1. 2 AND 3 ON CARD 28-	-1)	
NOTE	FOR BOOST PUMP EFFECTIVITES.	PERFORM STEPS A	AND B. FOR (NEW)	BOOST PUMP PERFORM ST	EPS C AND D. REFER 1	O ILLUSTRATIONS FOR
		P/N M829513-21 P/N 4653743-50	5, GASKET P/N 465 1, SEAL WASHERS P		O TO 70 INCH-POUNDS,	
· A KE	NOVAL INCPER IU P	IOUNE II TUN AIK	unnr: 3/4 134, 18	7 <b>-225</b> ,2 <b>27</b> ,2 <b>29</b> ,232-2:	<b>97</b> /	
MO	TE. FRE AIRABAFT	BBOT SEBULAT LET	TER INLOADA DEBE	ODM DEMOUAL / THETALL ATT	ON THE ACCORDINANCE UITE	1 28-20-00.

1. CHECK THAT FUEL INTERCONNECT VALVES ARE CLOSED.

PARAGRAPHS 3 AND 4.

2. DEFUEL APPROPRIATE TANK. REFER TO WORK COMPLIANCE FORM 28.TO1. REMOVE ELECTRICAL POWER FROM AIRCRAFT. << CONTINUED >> CDPYRIGHT 1988 CAMP SYSTEMS, INC.

OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO.

28.020

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

(CONTINUED)

AIRCRAFT	REG.: N368ND		ISSUEI	07-88 RE	V.	PAGE	2
88349	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK.	KEEP TO	P COPY
28-001	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI F	OR UPDA	TING.
29 29					IMPOURNIE PA		
67 67					UNSCHEDULED		

- 3. REMOVE SCREWS ATTACHING FUEL SUMP EXTERNAL ACCESS PANELS TO LOWER SIDE OF FUSELAGE.
  - A. DISCONNECT VAPOR BOOT AND SLIDE BACK TO UNCOVER SUPPLY LINE ATTACHMENT.
- 4. REMOVE NUT SECURING ENGINE FUEL SUPPLY LINE TO ADAPTER ON REAR SIDE OF SUMP.
- 5. TAG AND DISCONNECT BOOST PUMP ELECTRICAL LEADS QUICK DISCONNECTS.

NOTE: REFERENCE WIRING DIAGRAM MANUAL.

- 6. REMOVE NUT SECURING DRAIN LINE TO SUMP FORWARD LOWER SIDE. REMOVE DRAIN LINE.
- 7. REMOVE NUT SECURING BOOST PUMP SEAL DRAIN LINE TO DRAIN MANIFOLD.
- 8. REMOVE SCREWS, ATTACHING LOWER FUSELAGE TANK SIDE ACCESS PANEL AND COVER, ON THE APPROPRIATE SIDE. REFER TO WORK COMPLIANCE FORM 28.TO2.
- 9. INSIDE LOWER FUSELAGE TANK, REMOVE CLAMPS SECURING TRANSFER LINE, AND JET PUMP MOTIVE PRESSURE LINE FLEXIBLE HOSES, TO BOOST PUMP MOTIVE FLOW LINE, AT SUMP.
- 10. REMOVE BOLTS AND WASHERS ATTACHING SUMP FLANGE TO FUEL TANK FLANGE.
- 11. REMOVE SUMP SUPPORT BOLTS (FOUR PLACES), NUTS AND WASHERS.
- 12. CAREFULLY MITHDRAW SUMP FROM FUEL TANK. REMOVE GASKET.
- 13. REMOVE BOLTS, WASHERS AND CLAMPS SECURING SUMP BAFFLE AND SCREEN TO SUMP.
- 14. REMOVE BOLTS ATTACHING SUMP COVER AND SEAL TO SUMP REAR FACE. REMOVE COVER. DISCARD SEAL.
- 15. REMOVE ALLEN SCREWS AND REMOVE BOOST PUMPS. DISCARD ALL SEALS AND PACKINGS.
- 16. PROTECT BOOST PUMP OPENINGS FROM FOREIGN MATTER. INSTALL PROTECTIVE COVERS ON ENGINE FUEL SUPPLY LINE AND TANK OPENINGS AND DRAIN LINES.
- 17. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.
- **B INSTALLATION** 
  - 1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
    - NOTE: USE ALL NEW GASKETS AND SEALS WHEN PERFORMING NEXT STEPS. SPECIAL ATTENTION HUST BE GIVEN TO THE ALIGNMENT OF THE BOOST PUMP SEAL DRAIN HOLES IN THE PUMP GASKET, WITH THE HOLES IN THE PUMP FLANGES AND THE SUMP FLANGE.
  - 2. RENOVE PROTECTIVE COVERS FROM TANK OPENINGS, FUEL LINE AND BOOST PUMPS.
  - 3. INSERT BOOST PUMP ELECTRICAL LEADS THROUGH NEW GASKET P/N 265-3080-501 AND SUMP FLANGE. POSITION PUMPS AND GASKET IN SUMP, ALIGN GASKET, AND INSTALL BOLTS SECURING BOOST PUMPS TO SUMPS.
  - 4. INSTALL SUMP SCREEN AND BAFFLE, AND SECURE WITH BOLTS, WASHERS AND CLAMPS.
  - 5. INSTALL SUMP COVER AND SEAL P/N 2653066. SECURE WITH BOLTS AND WASHERS.
  - 6. PLACE NEW GASKET P/N 5653054 DN SUMP FLANGE AND INSERT SUMP CAREFULLY INTO FUEL TANK. INSTALL BOLTS SECURING BUMP TO TANK.
  - 7. INSTALL BOLTS, MASHERS AND NUT ATTACHING SUMP SUPPORTS (4 PLACES) TO AIRCRAFT STRUCTURE.
  - 8. INSIDE FUEL TANK, INSTALL FLEXIBLE HOSE SECTIONS OF TRANSFER LINE AND FUSELAGE JET PUMP MOTIVE FLOW LINE TO SUMP TUBE. SECURE LINES WITH CLAMPS. CHECK THAT JET PUMP DISCHARGE LINE TO SUMP IS PROPERLY SEATED INSIDE SUMP.
  - 9. INSTALL TANK SIDE COVER AND SECURE WITH BOLTS AND WASHERS. REFER TO WORK COMPLIANCE FORM 28.TO2.
- 10. SECURE NUTS ATTACHING SUMP DRAIN LINE AND PUMP SEAL DRAIN LINE.
- 11. UNCAP ENGINE FUEL SUPPLY LINE, AND SECURE LINE TO SUMP ADAPTER, ON REAR SIDE OF SUMP. TIGHTEN NUT TO SPECIFIED TORQUE.
- 12. CONNECT BOOST PUMP ELECTRICAL LEADS QUICK DISCONNECTS.

NOTE: REFERENCE WIRING DIAGRAM MANUAL.

- 13. REFUEL TANK. REFER TO WORK COMPLIANCE FORM 28.TO1.
- 14. CHECK FOR EXTERNAL LEAKS AT SUMP, FUEL TANK SIDE COVER AND DRAIN LINES.
- 15. OPERATE MAIN AND ALTERNATE BOOST PUMPS AND CHECK FOR PROPER OPERATION AND LEAKS AT THE ENGINE SUPPLY LINE FROM PUMP.
- 16. CONNECT VAPOR BOOT COVER SUPPLY LINE CONNECTION.
- 17. INSTALL SUMP ACCESS PANEL TO LOWER SIDE OF FUSELAGE, AND ACCESS PANEL TO TANK SIDE COVER. SECURE WITH SCREWS.
- C REMOVAL (REFER TO FIGURE 2) (FOR AIRCRAFT 8/N 152, 174, 181, 185, 186, 226, 228, 230, 231, 235 AND SUBSEQUENT INCLUDING AIRCRAFT POST BERVICE LETTER NN-2434)

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OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO.

28.020

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

(CONTINUED)

AIRCRAFT	REG.: N368ND		ISSUEI	07-88 REV	PAGE 3		
88349	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY		
28-001	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATIN		
29 29					UNSCHEDULED		
C7 C7					OMBCHEDOLED		

NOTE: TO REMOVE THE NEW BOOST PUMP, IT IS NOT NECESSARY TO DEFUEL THE TANKS.

- 1. REMOVE ELECTRICAL POWER FROM AIRCRAFT.
- 2. REMOVE ACCESS PANEL TO THE SUMP AT THE LOWER SIDE OF THE FUSELAGE.
- 3. DISCONNECT ELECTRICAL CONNECTOR AT THE APPLICABLE PUMP.
- 4. LODSEN SCREN (RED HEAD) SECURING FEED CHECK VALVE LEVER. ROTATE LEVER UNTIL FEED VALVE CLOSES AND TIGHTEN SCREN IN CLOSE (DOWN) POSITION.
- 5. DRAIN SUMP BY PUSHING SUMP DRAIN VALVE.
- 6. REMOVE PUMP SEAL DRAIN TUBE, CAP OPENINGS.
- 7. REMOVE BOLTS AND WASHERS SECURING PUMP TO LOWER FUEL SUMP CASING.
- 8. REMOVE PUMP AND GASKET FROM SUMP.
- 9. REMOVE TRANSFER TUBE.
- 10. REMOVE ELECTRICAL CONNECTOR SUPPORT BRACKET FROM PUMP.
- 11. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

#### D INSTALLATION

- 1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
- 2. INSTALL ELECTRICAL CONNECTOR SUPPORT ON PUMP. SECURE WITH SCREWS, WASHERS AND SAFETY.
- 3. INSTALL A NEW O-RING P/N MS29513-215 ON TRANSFER TUBE.
- 4. INSTALL BOOST PUMP WITH NEW GASKET P/N 4653743-1 AS FOLLOWS (REFER TO FIGURE 3. DETAIL A):
  - A. FOR AIRCRAFT BERIAL NUMBER 181, 226, 228, 230, 231 POBT SERVICE LETTER WW-2434.
    - (1) MAIN BODST PUMP INTERTECHNIQUE (P/M 565372-7-400) INSTALL WITH NEW GASKET. ENSURE THAT TRANSFER TUBE AND D-RING ARE INSTALLED PROPERLY. SECURE WITH WASHERS AND BOLTS. TORQUE 50 TO 70 INCH-POUNDS AND SAFETY.

NOTE: BEFORE INSTALLING, REMOVE AND DISCARD THE SWING CHECK VALVE.

- (2) ALTERNATE BODST PUMP LEAR SIEGLER (P/N 4653009-513). MOUNT THE PUMP ON ADAPTER (P/N 4653725-1) WITH GASKET (P/N 3653753-1) AND SECURE WITH FOUR BOLTS (P/N AN 4H5A) AND WASHERS (P/N AN 960-416L). INSERT PUMP ELECTRICAL LEADS THROUGH GASKET AND ADAPTER FLANGE. ENSURE BODST PUMP AND GASKET SEAL DRAIN HOLES ALIGN WITH HOLES IN SUMP FLANGE. TORQUE MOUNTING BOLTS SO TO 70INCH-POUNDS AND SAFETY.
- (3) INBERT TRANSFER TUBE (P/N 3653736-3) WITH TWO O-RINGS (P/N MS29513-215) IN BOOST PUMP RECEPTACLE, PLACE GASKET P/N 4653743-501 ON ADAPTER FLANGE AND CAREFULLY INSERT BOOST PUMP INTO SUMP LOWER CASING AND SECURE WITH 12 BOLTS (P/N AN 4H5A) BOLTS AND SEAL WASHERS (P/N NAS1598-4R). TORQUE 50 TO 70 INCH-POUNDS
- B. FOR AIRCRAFT 152, 174, 181, 185, 186, 226, 228, 230, 231, 235 AND BUBSEQUENT (REFER TO FIGURE 3, DETAIL B): MAIN AND ALTERNATE BOOST PUMP INTERTECHNIQUE (P/N 565372-7-400). INSTALL WITH NEW GASKET P/N 4653743-1. ENSURE THAT TRANSFER TUBE AND O-RINGS ARE INSTALLED PROPERLY. SECURE WITH MASHERS AND BOLTS. TORQUE 50 TO 70 INCH-POUNDS AND SAFETY.
- 5. INSTALL PUMP SEAL DRAIN TUBE ASSEMBLY.
- 4. LODBEN SCREW (RED HEAD) SECURING FEED CHECK VALVE LEVER AND MOVE LEVER ON THE SUMP CASING TO THE UPPER HOLE (OPEN POSITION). SECURE AND SAFETYWIRE BOLT TO HANDLE.

CAUTION: WITH FEED CHECK VALVE LEVER IN LOWER (CLOSED) POSITION THERE IS NO FUEL FEED TO BOOST PUMP, AND IT IS IMPOSSIBLE TO POSITION THE ACCESS PANEL ON THE AIRCRAFT.

- 7. ATTACH THE ELECTRICAL CONNECTOR TO BOOST PUMP. P251 LEFT MAIN, P252 RIGHT MAIN, P259 LEFT ALT, P258 RIGHT ALT.
  - NOTE: 1. REFERENCE WIRING DIAGRAM MANUAL.
    - 2. INTERTECHNIQUE BOOST PUMP INSTALLATIONS ARE EQUIPPED WITH NOISE SUPPRESSION FILTERS. FILTERS ARE LOCATED ON A PUMP-MOUNTED BRACKET, A TERMINAL BOARD LOCATED IN THE FUEL BOOST PUMP BAY AT STATION Y -306.95 (AIRCRAFT POST SERVICE LETTER WH-2434) OR A TERMINAL BOARD LOCATED IN THE FUEL SUMP BAY AT STATION Y -280.00.
    - 3. FORTHCOMING SERVICE BULLETIN NO.1124-28-087 REMOVES THESE NOISE SUPPRESSION FILTERS.
- 8. PERFORM A FUEL BYSTEM OPERATIONAL CHECK. REFER TO WORK COMPLIANCE FORM 28.TO1. COPYRIGHT 1988 CAMP SYSTEMS, INC.



OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO.

28.220

AIRCRAFT NO.: 368 AIRCRAFT REG.: N368MD

280250

MODEL: 1124A WESTWIND

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PAGE 1

88349 W		Ţ	* = APU HRS		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY
<b>\28-020</b>	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
29 29					UNBCHEDULED
					L AIRCRAFT HOURS: 4436.6 LANDINGS: 2994
TECHNICI	AN SIGNATURE:	10	43	Le-	CERTIFICATE NUMBER: AP52396569/ JA
INSPECTE	D BA:				KIND OF CERTIFICATE:
REASON RI	EMOVED: (CHEC			D CONV E( )	MM 28-50-00 TECHNICIAN: INSP: MDD G() SERVICE K() ENG CHG L() TIRE CHG H() DAMAGED T()
PART REM	DVED: PART	NUMBER			SERIAL NUMBER:
PART INS	TALLED: PART	NUMBER	WA61032-:	501	BERIAL NUMBER: NEW
TIME SIN	CE NEW: HRS_	LDGB_	MO	9	TIME SINCE OVERHAUL: HRS O LDGS O MOS O
SIGNOFF /	ANY WORK ACCO	MPLISHED BELO	W.		MAN-HOURS: HRSTENTHSPRICE: \$
		TAKT FUEL DIS			······································

NOTE: THE FOLLOWING ADDITIONAL NCF(8) ARE REQUIRED TO PERFORM THIS TASK 28.TO1.

FUEL TANK (LONG RANGE) - REMOVAL AND INSTALLATION (REFER TO FIGURES 1, 2 AND 3 ON CARD 28-9) CONSUMBBLES: DIL MIL-0-6081 GRADE 1010 (FOR STORAGE OF TANK FOR MORE THAN 3 DAYS) A REMOVAL (REFER TO FIGURE 1)

NOTE: DISCONNECT ELECTRICAL POWER FROM AIRCRAFT BEFORE TANK REMOVAL AND INSTALLATION.

- 1. DRAIN FUEL TANK BY OPENING DRAIN VALVE AT BOTTOM OF FUSELAGE.
- 2. REMOVE INBOARD HALL AS FOLLOWS:
  - A. REMOVE NUTS AND WASHERS SECURING THE FUEL TANK TO THE WALL.
  - B. REMOVE SCREWS SECURING WALL TO FRAME.
  - C. FOLD HALL IN HALF, AND REMOVE FROM BAGGAGE COMPARTMENT.
- 3. REMOVE FORWARD AND AFT ACCESS PANELS.
- 4. DISCONNECT FUEL QUICK-DISCONNECT PRESSURE LINE, ELECTRICAL CONNECTORS, TANK VENT TUBE, TANK DRAIN TUBE.
- 5. REMOVE NUTS AND WASHERS FROM STUDS SECURING QUANTITY TRANSMITTER (4 PLACES), (S/N 238 ONLY).
- 6. REMOVE NUTS AND WASHERS SECURING FUEL TANK FILLER CUP.
- 7. REMOVE NUTS (3 PLACES) AND HASHERS HOLDING FUEL TANK TO AFT WALL.
- 8. REMOVE NUT AND HABBER HOLDING FUEL TANK TO FORWARD HALL.
- 9. DISCONNECT NYLON CORDS IN THE UPPER CORNER OF THE FUEL TANK.
- 10. REMOVE NUTS (4 PLACES) AND WASHERS HOLDING FUEL TANK TRANSMITTER TO FORWARD WALL (S/N 238 ONLY).
- 11. REMOVE SCRENS SECURING QUANTITY TRANSMITTER (4 PLACES). CAREFULLY REMOVE TRANSMITTER FROM TANK (9/N 238 ONLY).
- 12. DISCONNECT THE REHAINING NYLON CORDS AND REMOVE FUEL TANK FROM BAGGAGE COMPARTMENT.

## NOTE: FOR STORAGE OF TANK PROCEED AS FOLLOWS:

- A. THE TANK MUST BE STORED BY FITTING IN THE TANK STORAGE CAGE (REFER TO FIGURE 3).
- B. IF THE TANK IS TO BE STORED FOR MORE THAN 3 DAYS, COAT THE INSIDE OF THE TANK WITH PRESERVATION DIL MIL-0-6081 (GRADE 1010). DRAIN EXCESS PRESERVATION DIL FROM TANK. IT IS NOT NECESSARY TO CLEAN THE TANK OF DIL BEFORE INSTALLATION.
- 13. REMOVE SCREWS AND WASHER SECURING TRAY.
- 14. DISCONNECT DRAIN TUBES FROM TRAY. REMOVE TRAY FROM BAGGAGE COMPARTMENT.



OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO.

28.220

AJRCRAFT NO.: 368

MODEL: 1124A WESTWIND

(CONTINUED)

AIRCRAFT	REG.: N368MD		I SSUET	07-88 RE	V. PAGE 2
88349	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY
28-020	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
29 29					UNSCHEDULED

- 15. REMOVE SCREWS SECURING FLOOR. REMOVE FLOOR (MALITE).
- 16. REMOVE SCREWS SECURING FLOOR ANGLE. REMOVE FLOOR ANGLE.
- 17. PLUG ALL ELECTRICAL CONNECTORS, TUBES AND DRAIN OPENINGS, WITH PLASTIC PLUG CAPS (LODSE EQUIPMENT).
- 18. INSTALL COVER AND SECURE WITH CANLOCS ON FUEL CAP. FASTEN THE DUTER CAP TO THE CEILING (LOOSE EQUIPMENT).
- 19. PLUG HOLES IN FORWARD AND AFT WALLS WITH PLUG CAPS (LOOSE EQUIPMENT).
- 20. COVER THE QUICK-DISCONNECT WITH DUST CAP. INSTALL THE PROTECTING COVER (LDDSE EQUIPMENT).
- 21. INSTALL FORWARD AND AFT ACCESS PANELS.
- 22. INSTALL LINERS AND CARPETS.
- 23. FOR MAIN BAGGAGE COMPARTMENT HEATING SYSTEM OPERATION, ENGAGE CB1-7, CB1-8, CB1-9 AND CB1-10 CIRCUIT BREAKERS ON LEFT DC CONTACTOR BOX.
- 24. RECORD PART NUMBER, SERIAL NUMBER AND REASON REHOVED IN SPACE PROVIDED ON PAGE 1.
- B INSTALLATION
  - 1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
  - 2. REMOVE CARPETS FROM TANK AREA.
  - J. REMOVE ALL PLASTIC CAPS FROM ELECTRICAL CONNECTOR, TUBES AND DRAIN OPENINGS. REMOVE PROTECTING COVER AND DUST CAP FROM QUICK-DISCONNECT FUEL LINE (KEEP IN LOOSE EQUIPMENT CASE).
  - 4. REMOVE COVER FROM FUEL CAP OPENING CEILING.
  - 5. REMOVE PLUG CAPS FROM FORWARD AND AFT WALLS.
  - 6. REMOVE FORWARD AND AFT ACCESS PANELS.
  - 7. INSTALL BOTTOM ANGLE SECTION. SECURE WITH SCREWS.
  - 8. INSTALL FLOOR (MALITE). SECURE WITH WASHER AND SCREWS.
  - 9. CONNECT DRAIN TUBES TO TRAY. INSTALL TRAY ON FLOOR. SECURE WITH WASHERS AND SCREWS.
- 10. ENSURE THAT RUBBER SEALS ON THE WALLS ARE LYING ON FLANGES OF TRAY.
- 11. INSERT FUEL TANK INTO BAGGAGE COMPARTMENT.
- 12. POSITION FUEL TANK ON TRAY.
- 13. ATTACH FUEL TANK SUPPORTS TO OUTBOARD WALL WITH NYLON CORDS AB FOLLOWS: (REFER TO FIGURE 2).
  - A. FIRST THREAD LOWER ROW OF SUPPORTS TO THE DUTBOARD WALL AND PULL NYLON CORD UNTIL TANK SUPPORTS AND WALL SUPPORTS FIT TOGETHER.
  - B, THREAD THE HIDDLE ROW OF SUPPORTS AND PULL NYLON CORD UNTIL TANK SUPPORTS AND WALL SUPPORTS FIT TOGETHER.
  - C. THREAD THE REMAINING SUPPORTS AND KEEP THEN LOOSE.
- 14. INSTALL QUANTITY TRANSMITTER TO TANK. ENSURE LOCATING PIN AND O-RING ARE IN THE RIGHT POSITION (S/N 238 DNLY).

#### 281601

C CHECK AUXILIARY FUEL SYSTEM

EQUIPMENT: EXTERNAL ELECTRICAL POWER SUPPLY

NOTE: BEFORE REFUELING AUXILIARY LONG RANGE FUEL TANK, DISENGAGE CB1-7, CB1-8, CB1-9 AND CB1-10 CIRCUIT BREAKERS ON LEFT-HAND DC CONTACTOR BOX TO PREVENT BAGGAGE COMPARTMENT HEATING SYSTEM OPERATION. DO NOT OPERATE OR TEST BAGGAGE COMPARTMENT HEATING WHEN THERE IS FUEL IN AUXILIARY FUEL TANK.

- 1. PREPARE AIRCRAFT AS FOLLOWS:
  - A. COMPLETELY REFUEL AUXILIARY FUEL TANK. REFER TO WORK COMPLIANCE FORM 28.TO1. CHECK THE TANK, TUBING AND COMPONENTS FOR LEAKAGE.
  - B. DRAIN AUXILIARY FUEL TANK UNTIL AT LEAST 100 POUNDS OF FUEL STAYS IN TANK.
  - C. ENSURE THAT MAIN TANK IS NOT FULL AND CAN CONSUME AT LEAST AN EXTRA 100 POUNDS OF FUEL.

NOTE: DURING THE TEST, THE FUEL IN THE AUXILIARY FUEL TANK IS TRANSFERRED TO MAIN TANK.

- 2. CONNECT ELECTRICAL POWER TO THE AIRCRAFT.
- 3. SET MASTER SHITCHES AND EXTERNAL POWER SHITCH TO ON POSITION.
- 4. ENSURE AUXILIARY FUEL PUSH BUTTON (BLUE) IS ON.
- 5. DEPRESS AUXILIARY FUEL PUSH BUTTON. OBSERVE THAT AUXILIARY FUEL PRESSURE LOW (AMBER) LIGHT COMES ON MONENTARILY, AND THAT BOOSTER PUMP IS OPERATING.



OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO.

28.220

AJRCRAFT NO.: 348 AIDCDAET DEC.

MODEL: 1124A WESTWIND

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88349	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY
28-02	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
29 29					UNSCHEDULED

- 6. CHECK FOR EXTERNAL LEAKAGE.
- 7. CHECK FUEL QUANTITY IN THE MAIN TANK.
- 8. OBSERVE THAT AUXILIARY FUEL LIGHT GDES DUT, AND AFTER 10 SECONDS AUXILIARY FUEL PRESSURE LOW COMES ON.
- 9. DEPRESS AUXILIARY FUEL PUSH BUTTON (BOOSTER PUMP OFF). AUXILIARY FUEL LIGHT AND AUXILIARY FUEL PRESSURE LOW
- 10. SET MASTER SWITCHES AND EXTERNAL POWER SWITCHES TO OFF POSITION, AND DISCONNECT ELECTRICAL POWER FROM AIRCRAFT.
- 11. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

### COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WEST, INC. AIRCRAFT NO.:

368

REPORT DATE 12/14/88

WORK COMPLIANCE FORM NO.

28.220A

OPER01

MODEL: 1124A WESTWIND

AIRCRAFT	REG.: N368MD		ISSUED	07-88 F	REV.	050150+ 150 HR INSPECTION
88349	WORK DUE AT		* = APU HRS.			ECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY
28-021	DATE HOURS		LANDINGS CYCLES		FC	OR YOUR RECORDS, RETURN CARBON COPY TO CSI FOR UPDATING.
29 29		4138				CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

HORK ACCOMPLISHED: DATE: MONTH 12 DAY 7 YEAR 23	AIRCRAFT HOURS: LL	136.6 LANDINGS: 2	394
TECHNICIAN SIGNATURE:			
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281601 CHECK AUXILIARY FUEL SYSTEMMM 28-50-00		TECHNICIAN INSPECTOR	HAS. THS
**************************************	************	***********	*********
281601			

NOTE: THE FOLLOWING ADDITIONAL NCF(S) ARE REQUIRED TO PERFORM THIS TASK 28.TO1.

CHECK AUXILIARY FUEL SYSTEM

EQUIPMENT: EXTERNAL ELECTRICAL POWER SUPPLY

NOTE: BEFORE REFUELING AUXILIARY LONG RANGE FUEL TANK, DISENGAGE CB1-7, CB1-8, CB1-9 AND CB1-10 CIRCUIT BREAKERS ON LEFT-HAND DC CONTACTOR BOX TO PREVENT BAGGAGE COMPARTMENT HEATING SYSTEM OPERATION. DO NOT OPERATE OR TEST BAGGAGE COMPARTMENT HEATING WHEN THERE IS FUEL IN AUXILIARY FUEL TANK.

- 1. PREPARE AIRCRAFT AS FOLLOWS:
  - A. COMPLETELY REFUEL AUXILIARY FUEL TANK. REFER TO WORK COMPLIANCE FORM 28.TO1. CHECK THE TANK, TUBING AND COMPONENTS FOR LEAKAGE.
  - B. DRAIN AUXILIARY FUEL TANK UNTIL AT LEAST 100 POUNDS OF FUEL STAYS IN TANK.
  - C. ENSURE THAT MAIN TANK IS NOT FULL AND CAN CONSUME AT LEAST AN EXTRA 100 POUNDS OF FUEL.

NOTE: DURING THE TEST, THE FUEL IN THE AUXILIARY FUEL TANK IS TRANSFERRED TO MAIN TANK.

- 2. CONNECT ELECTRICAL POWER TO THE AIRCRAFT.
- 3. SET MASTER SWITCHES AND EXTERNAL POWER SWITCH TO ON POSITION.
- 4. ENSURE AUXILIARY FUEL PUSH BUTTON (BLUE) IS ON.
- 5. DEPRESS AUXILIARY FUEL PUSH BUTTON. OBSERVE THAT AUXILIARY FUEL PRESSURE LOW (AMBER) LIGHT COMES ON MOMENTARILY, AND THAT BOOSTER PUMP IS OPERATING.

NOTE: IF AUXILIARY FUEL PRESSURE LOW LIGHT REMAINS ON, AUXILIARY BOOSTER PUMP IS INOPERATIVE.

- 6. CHECK FOR EXTERNAL LEAKAGE.
- 7. CHECK FUEL QUANTITY IN THE MAIN TANK.
- 8. OBSERVE THAT AUXILIARY FUEL LIGHT GOES OUT, AND AFTER 10 SECONDS AUXILIARY FUEL PRESSURE LOW COMES ON.
- 9. DEPRESS AUXILIARY FUEL PUSH BUTTON (BOOSTER PUMP OFF). AUXILIARY FUEL LIGHT AND AUXILIARY FUEL PRESSURE LOW LIGHT ARE OUT.
- 10. SET MASTER SWITCHES AND EXTERNAL POWER SWITCHES TO OFF POSITION, AND DISCONNECT ELECTRICAL POWER FROM AIRCRAFT.
- 11. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.



OPERATOR: ED-WES, INC.

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

WORK COMPLIANCE FORM NO.

30.090

AIRCRAFT REG .: N368MD

ISSUED 07-88 REV.

PAGE 1

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	WORK A	CCOMPLISHED: DA	TE: MONTH	2 19/4/2	YEAR 8	9 AIRCRAFT HOURS: 4/J3	LANDINGS: 2663	
	29 29					UNSCHED	ULED	
	<b>30-010</b>	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.		
_	_	DATE	HOURS		0)(0) 50	RECORD TIME WORK ACCOMPLISHED	FOR EACH TASK, KEEP TOP COPY	
	89026	I WORK DUE AT		* = APU HRS.		DECORD TIME WORK ACCOMPLICATED	EGG E1611 = 1611 11========================	

WORK ACCOUNTED BATE. BURINGS: COOS
TECHNICIAN SIGNATURE: CERTIFICATE NUMBER: 500767790
INSPECTED BY: KIND OF CERTIFICATE: ATP
300141 PART NAME: LEFT PRESSURE INDICATOR SWITCH  REASON REMOVED: (CHECK ONE)  TIME A() FAIL B() WORN C() LOANER D() SCHED CONV E() MOD G() SERVICE K() ENG. CH8 L() TIRE CHG M() DAMAGED T(
PART REMOVED: PART NUMBER 12299 SERIAL NUMBER: 1045
PART INSTALLED: PART NUMBER 12299 SERIAL NUMBER: 1054
TIME SINCE NEW: HRS LDGS MOS TIME SINCE OVERHAUL: HRS LDGS MOS
WARRANTY TIME REMAINING: HRSLDGSMOSMAN-HOURS: HRSTENTHSPRICE: \$
300144 PART NAME: RIGHT PRESSURE INDICATOR SWITCH  REASON REMOVED: (CHECK ONE)  TIME A() FAIL B WORN C() LOANER D() SCHED CONV E() MOD G() SERVICE K() ENG CHG L() TIRE ONG M() DAMAGED T()
PART REMOVED: PART NUMBER 12299 SERIAL NUMBER: 1082
PART INSTALLED: PART NUMBER 12299 SERIAL NUMBER: 1054
TIME SINCE NEW: HRSLDGSMOSTIME SINCE OVERHAUL: HRSLDGSMOS
WARRANTY TIME REMAINING: HRSLDGSMOSMAN-HOURS: HRSTENTHSPRICE: \$

300141, 300144

PRESSURE INDICATOR SWIICH - REMOVAL AND INSTALLATION (REFER TO ILLUSTRATION ON CARD 30-3)

- A REMOVAL (REFER TO ILLUSTRATION)
  - 1. REMOVE ENGINE COWLING (TOP AND BOTTOM).
  - 2. REMOVE ELECTRICAL CONNECTION FROM SWITCH.
  - 3. DISCONNECT UNION SECURING AIR LINE TO SWITCH.
  - 4. REMOVE BOLT AND WASHER SECURING SWITCH TO NACELLE AND REMOVE SWITCH.
  - 5. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.
- - 1. DK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
  - 2. SECURE SWITCH TO NACELLE WITH BOLT AND WASHER.
  - 3. CONNECT AIR LINE TO SWITCH.
  - 4. CONNECT ELECTRICAL CONNECTION TO SWITCH AND SAFETYWIRE.
  - 5. PERFORM NACELLE AND ENGINE ANTI-ICE SYSTEM OPERATIONAL TEST AS FOLLOWS:
    - A. CHECK THE LAMPS IN THE ENG/NACELLE ANTI-ICE PUSH BUTTON SWITCHES.
    - B. BEFORE ENGINE START, CHECK BY TOUCHING THE LEFT ENGINE PT2/TT2 SENSOR (LOCATED ON THE INNER SIDE OF THE NACELLE INLET) AND THE NACELLE INLET LEADING EDGE FOR NORMAL AMBIENT TEMPERATURE.
    - C. START THE LEFT ENGINE.
    - D. AT ENGINE IN IDLE PRESS THE LEFT ANTI-ICE PUSH BUTTON SWITCH ON. THE ON (AMBER) LIGHT COMES ON.

CAUTION: DO NOT OPERATE ANTI-ICE FOR MORE THAN 10 SECONDS PER ENGINE WHEN AMBIENT TEMPERATURE IS ABOVE 4.4 DEGREES C (40 DEGREES F).

<< CONTINUED >>

E. AFTER A SHORT TIME THE ENG (GREEN) LIGHT COMES ON, NOTE ENGINE ITT RISE OF APPROXIMATELY 10 DEGREES C WITH ENGINE ANTI-ICE ON (PRE-SERVICE BULLETIN NO. TFE-731-72-3085).



OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO.

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

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PAGE 2

30.090

AICIONAL I 140 300	MODEL, 11644 WE	COMIND (CONTINUED)
AIRCRAFT REG.: N368MD	ISSUED 07-88 F	REV.
89026 WORK DUE AT	* = APU HRS.	RECORD TIME WORK ACCOMPLISHED

89026	WORK DUE AT		* = APU HR\$.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COP	
30-010	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING	
29 29					UNSCHEDULED	

- F. DEPRESS THE PUSH BUTTON SWITCH: LIGHTS GO OFF.
- G. INCREASE ENGINE RPM TO 75 PERCENT N1.
- H. PRESS ANTI-ICE PUSH BUTTON SWITCH; ALL THE LIGHTS NAC, ENG AND ON, COME ON.
- I. DEPRESS THE PUSH BUTTON SWITCH; ALL THE LIGHTS IN THE SWITCH GO OFF.
- J. SHUT DOWN THE ENGINE AND TOUCH BY HAND THE NACELLE LEADING EDGE: THE NACELLE INLET IS WARM.
- K. REPEAT THE TEST FOR THE RIGHT ENGINE.
- 6. REINSTALL COWLING.

OPERATOR: ED-WEBT, INC.

WORK COMPLIANCE FORM NO.

30.090

AIRCRAFT NO.: 368

... -..

MODEL: 1124A WESTHIND

AIRCR.	AFI	REG.: N	1368MD		ISSUEI	07-88	REV.				PAGE 1
	,,,,	WORK DUE /		HOURS	* = APU HRS.  LANDINGS	CYCLES		RECORD TIME WORK ACFOR YOUR RECORDS. RE			
30- 29	- 1				5,11,511,63	OTOLLO			UNSCHEDU		TOTAL OF BATHA.
HOR	K AC	COMPLISE	ÆD: DATE	HONTH	DAY	YEAR_	39	AIRCRAFT HOURS: 4	129,6	LANDINGS:	7632
TEC	HNIC	CIAN BIGN	MATURE: _	L				CERTIFICATE NUMBER			
INS	PECT	TED BY:	AB	A DA	- _			KIND OF CERTIFICATE	E. REDATE	STATION	>
***	****	*******	******	*******	*********	******	****		*********	*********	**********
300	141	PAR	RT NAME:	LEFT PRESS	URE INDICATOR	SWITCH			MM 30-	20-00	
REA	SON	REMOVED:	CHECK	ONE)							INSP:
TIN	E A	) FAIL	B( ) WOR	N C( ) LDA	NER D( ) SCHE	D CONY E	) H	OD G( ) SERVICE K( )			
PAR	T RE	EMOVED:	PART NU	IBER				SERIAL NUMBER			
PAR	T IN	ISTALLED:	PART NU	BER				SERIAL NUMBER		*****	
TIM	E SI	NCE NEH	HRS	LDGS	N6	8		TIME SINCE DVERHAUL:	HRS	_LDG8	MOS
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		********		********	***********	******	****	***************	*********	*********	***********
					BURE INDICATO	R SWITCH			MM 30-	20-00	2 00
			(CHECK							CIAN:	
TIM	E A	) FAIL	BKCL, WOR	( C( ) LDA	NER D( ) SCHE	D CONV E	) H	OD G( ) SERVICE K( )	ENG CHG L()	TIRE CHG H	( ) DAMAGED T(
PAR	T RE	MOVED:	PART NU	IBER 98	202-13	299		SERIAL NUMBER:	1137		ية ف حد الله عدم أن جدي م.
								SERIAL NUMBER:			
TIN	E 81	NCE NEW:	HR8	LDGS	M0	8		TIME SINCE DVERHAUL:	HR9	_LDG8	NOS
								MAN-HOURS: HRS			
***	****	******	******	********	*********	*******	****	****************	**********	*********	*********
3	0014	1, 30014	14								
P	RESS	TURE INDI	CATOR SW	TICH - REM	DVAL AND INST	ALLATION	(REF	ER TO ILLUSTRATION ON	CARD 30-3)		
A	REN	IOVAL (RE	FER TO I	LUSTRATIO	N)						
	1.	REMOVE E	INGINE CO	ALING (TOP	AND BOTTOM).						
	2.	REMOVE E	LECTRICAL	CONNECTI	DN FROM SWITC	н.					
	3.	DISCOMNE	CT UNION	SECURING	AIR LINE TO S	WITCH.					
	4.	REMOVE B	FOLT AND I	MASHER SEC	URING SWITCH	TO NACELL	E AN	D REMOVE SWITCH.			
	5.	RECORD P	ART NUMBI	R, SERIAL	NUMBER AND R	EASON REM	OVED	IN SPACE PROVIDED ON	PAGE 1.		

- B INSTALLATION
  - 1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
  - 2. BECURE SWITCH TO NACELLE WITH BOLT AND WASHER.
  - 3. CONNECT AIR LINE TO SWITCH.
  - 4. CONNECT ELECTRICAL CONNECTION TO SWITCH AND SAFETYWIRE.
  - 5. PERFORM NACELLE AND ENGINE ANTI-ICE SYSTEM OPERATIONAL TEST AS FOLLOWS:
    - A. CHECK THE LAMPS IN THE ENG/NACELLE ANTI-ICE PUSH BUTTON SHITCHES.
    - B. BEFORE ENGINE START, CHECK BY TOUCHING THE LEFT ENGINE PT2/TT2 SENSOR (LOCATED ON THE INNER SIDE OF THE NACELLE INLET) AND THE NACELLE INLET LEADING EDGE FOR NORMAL AMBIENT TEMPERATURE.
    - C. START THE LEFT ENGINE.
    - D. AT ENGINE IN IDLE PRESS THE LEFT ANTI-ICE PUSH BUTTON SWITCH ON. THE ON (AMBER) LIGHT COMES ON.

CAUTION: DO NOT OPERATE ANTI-ICE FOR MORE THAN 10 SECONDS PER ENGINE WHEN AMBIENT TEMPERATURE IS ABOVE 4.4 DEGREES C (40 DEGREES F).

E. AFTER A SHORT TIME THE ENG (GREEN) LIGHT COMES ON, NOTE ENGINE ITT RISE OF APPROXIMATELY 10 DEGREES C WITH ENGINE ANTI-ICE ON (PRE-SERVICE BULLETIN NO. TFE-731-72-3085).

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<< CONTINUED >>



OPERATOR ED-WEST, INC.

WORK COMPLIANCE FORM NO.

32.310

AIRCRAFT NO.: 368

MODEL: 1124A WESTHIND

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

PAGE 1

88349 WORK DUE AT \*= APU HRS.

DATE HOURS LANDINGS CYCLES FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.

UNBCHEDULED

NORK ACCOMPLISHED: DATE: MONTH & DAY 9 YEAR 89	AIRCRAFT HOURS: 4/2	272.1 LANDINGS:	2800
TECHNICIAN SIGNATURE:	CERTIFICATE NUMBER:	RS 503-17	, , , o o o o o o o o o o o o o o o o o
INSPECTED BY:	KIND OF CERTIFICATE:_	Repair State	, 101
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~			
320646 PART NAME: LEFT MAIN GEAR AFT ACTUATING CYLIND	FR	MM 32-30-00 / a	$\sim 20$
DEADON DEMONER: /CUECK ONE)		TECHNICIAN: 1/1	TNCD: \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\
320646 PART NAME: LEFT MAIN GEAR AFT ACTUATING CYLIND REASON REMOVED: (CHECK ONE) TIME A() FAIL B() WORN C() LOANER D() SCHED CONV E()	WOR A REDUIAE 2 FM	TECHNICIAN. 760	INST
LIME W( ) FAIL R( ) MINN C(A) LIMMEN D( ) SCHED COMA E( )	MAD C( ) REMAICE K( ) EM	CHELL TIRE CHE H	) DAMAGED I( )
		,	
PART REMOVED: PART NUMBER	SERIAL NUMBER:		
PART INSTALLED: PART NUMBER Soul K. + CAI-113	SERIAL NUMBER:	· • · · · · · · · · · · · · · · · · · ·	****
TIME SINCE NEW: HRSLDGBNDS	TIME DINCE DUEDUALE / UD	ם ארם	MUG
	TIME STRUCE BYENDROL' HK		
WARRANTY TIME REMAINING: HRSLDGSMOS			
WARRANTY TIME REMAINING: HRSLDGSMOS	MAN-HOURS: HRSTI	ENTHSPRICE: \$_	
	MAN-HOURS: HRSTI		
WARRANTY TIME REMAINING: HRSLDGSMOS	MAN-HOURS: HRSTI	ENTHSPRICE: \$ ***********************************	
WARRANTY TIME REMAINING: HRSLDGSMOS 321146 PART NAME: RIGHT MAIN GEAR AFT ACTUATING CYLIN REASON REMOVED: (CHECK DNE)	MAN-HOURS: HRSTI	ENTHSPRICE: \$ ***********************************	INSP:
WARRANTY TIME REMAINING: HRSLDGSMOS  *******************************	MAN-HOURS: HRSTI	ENTHSPRICE: \$ ***********************************	INSP:
WARRANTY TIME REMAINING: HRS LDGS MOS 321146 PART NAME: RIGHT MAIN GEAR AFT ACTUATING CYLIN REASON REMOVED: (CHECK DNE) TIME A( ) FAIL B( ) WORN C( ) LDANER D( ) SCHED CONV E( )	MAN-HOURS: HRSTI	ENTHSPRICE: \$	INSP:
WARRANTY TIME REMAINING: HRS LDGS MOS 321146 PART NAME: RIGHT MAIN GEAR AFT ACTUATING CYLIN REASON REMOVED: (CHECK DNE) TIME A( ) FAIL B( ) WORN C( ) LDANER D( ) SCHED CONV E( )	MAN-HOURS: HRSTI	ENTHSPRICE: \$	INSP:
WARRANTY TIME REMAINING: HRSLDGSMOS 321146 PART NAME: RIGHT MAIN GEAR AFT ACTUATING CYLIN REASON REMOVED: (CHECK ONE) TIME A() FAIL B() WORN C() LDANER D() SCHED CONV E()  PART REMOVED: PART NUMBER	MAN-HOURS: HRSTI	ENTHSPRICE: \$ ***********************************	INSP:
WARRANTY TIME REMAINING: HRSLDGSMOS 321146 PART NAME: RIGHT MAIN GEAR AFT ACTUATING CYLIN REASON REMOVED: (CHECK ONE) TIME A() FAIL B() WORN C() LDANER D() SCHED CONV E()  PART REMOVED: PART NUMBER	MAN-HOURS: HRSTI	ENTHSPRICE: \$ ***********************************	INSP:
WARRANTY TIME REMAINING: HRS LDGS MOS 321146 PART NAME: RIGHT MAIN GEAR AFT ACTUATING CYLIN REASON REMOVED: (CHECK DNE) TIME A( ) FAIL B( ) WORN C( ) LDANER D( ) SCHED CONV E( )	MAN-HOURS: HRSTI	ENTHSPRICE: \$ ***********************************	INSP:
WARRANTY TIME REMAINING: HRSLDGSMOS	MAN-HOURS: HRSTI ################################	ENTHSPRICE: \$	INSP:
WARRANTY TIME REMAINING: HRSLDGSMOS 321146 PART NAME: RIGHT MAIN GEAR AFT ACTUATING CYLIN REASON REMOVED: (CHECK ONE) TIME A() FAIL B() WORN C() LDANER D() SCHED CONV E()  PART REMOVED: PART NUMBER	MAN-HOURS: HRSTI ################################	ENTHSPRICE: \$	INSP:
HARRANTY TIME REMAINING: HRSLDGSMOS	MAN-HOURS: HRSTI ################################	ENTHS PRICE: \$	INSP:  DAMAGED T()
WARRANTY TIME REMAINING: HRSLDGSMOS	MAN-HOURS: HRSTI ################################	ENTHS PRICE: \$	INSP:  DAMAGED T()

320641, 320646, 321141, 321146

NOTE: THE FOLLOWING ADDITIONAL WCF(8) ARE REQUIRED TO PERFORM THIS TASK 32.T01. 32.430, 32.230A.

MAIN GEAR ACTUATING CYLINDER - REMOVAL AND INSTALLATION
EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 TO 300 INCH-POUNDS, COTTER PIN

- A RENOVAL
  - 1. JACK AIRCRAFT. REFER TO WORK COMPLIANCE FORM 32.TO1.
  - 2. RELEASE MAIN AND EMERGENCY HYDRAULIC PRESSURE.
  - 3. TAG, DISCONNECT AND CAP HYDRAULIC HOSES AT PORTS OF ACTUATING CYLINDER ASSEMBLY TO BE REMOVED.
  - 4. REMOVE ACTUATING CYLINDER FROM MAIN GEAR BODY.
  - 5. REHOVE ACTUATING CYLINDER ROD-END FROM UPPER SIDE BRACE ASSEMBLY.
  - 6. REMOVE ACTUATING CYLINDER.
  - 7. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.
- B INSTALLATION
  - 1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
  - 2. INSTALL BOLT, WASHER AND NUT SECURING ACTUATING CYLINDER CAP TO UPPER SIDE BRACE ASSEMBLY. TORQUE NUT FINGER TIGHT AND THEN TURN TO NEXT COTTER PIN SLOT. SAFETY NUT WITH COTTER PIN.
  - 3. PERFORM SIDE BRACE PRELOAD ADJUSTMENT. REFER TO WORK COMPLIANCE FORM 32.230A.
  - 4. INSTALL BOLT, WASHER AND NUT SECURING ACTUATING CYLINDER ROD-END TO MAIN GEAR BODY. TORQUE NUT (ALUMINUM AND/OR
  - STEEL) 270 TO 300 INCH-POUNDS.

    5. REHOVE CAPS AND CONNECT HYDRAULIC HOSES AT PORTS OF ACTUATING CYLINDER.
  - 6. PERFORM LANDING GEAR OPERATIONAL CHECK. REFER TO WORK COMPLIANCE FORM 32.430.
  - 7. CHECK FOR EXTERNAL LEAKS.



OPELATOR ED-MEST. INC.

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

WORK COMPLIANCE FORM NO.

32.310

(CONTINUED)

AIRCRAFT	REG.: N368MD		ISSUEI	07-88 RE	<b>!•</b>	PAGE 2
88349	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TA	SK. KEEP TOP COPY
79070	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO C	SI FOR UPDATING.

**\32-039** 29 29 UNSCHEDULED

CAUTION: BEFORE REMOVING AIRCRAFT FROM JACKS MAKE SURE THAT THE LANDING GEAR CONTROL LEVER IS IN THE DOWN POSITION, LANDING GEAR IS LOCKED DOWN AND LEFT, NOSE AND RIGHT GREEN INDICATING LIGHTS COME ON.

8. REMOVE AIRCRAFT FROM JACKS. REFER TO WORK COMPLIANCE FORM 32.TO1.

OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO.

32.180

AIRCRAFT NO.: 368	MODEL:	1124A WESTWIND			
AIRCRAFT REG.: N368MD	ISSUED (	7-88 REV.			PAGE 1
88349 WORK DUE AT	* = APU HRS.		TIME WORK ACCOMPLIS R RECORDS. RETURN (		
32-022 DATE	HOURS LANDINGS	CYCLES FOR YOU	H HECORDS. HETURN C	JARBON COPY TO CS	T FOR UPDATING.
29 29			UN	ISCHEDULED	
WORK ACCOMPLISHED: DAT	TE: HONTH 3 DAY 27	YEAR 87 AIRCE	RAFT HOURS: 420	3 LANDINGS	2728
TECHNICIAN SIGNATURE:	CHO J	CERT!	FICATE NUMBER:	6079799	2
INSPECTED BY:	Cholette	KIND (	OF CERTIFICATE:	AYP	
****	******************	***************	*************		***********
320671 PART NAME	LEFT MAIN GEAR WHEEL			HH 32-40-00 TECHNICIAN: IG L( ) TIRE CHG	$\sim 10^{\circ}$
REASON REMOVED: (CHECK				TECHNICIAN:	INSP:
TIME A( ) FAIL B( ) W	DRN C( ) LOANER D( ) SCHED	CONV E( ) MOD G( )	SERVICE K( ) ENG CH	IG L() TIRE CHG I	HOO DAMAGED TO
PART REMOVED: PART I	NUMBER 5002806	-/	BERIAL NUMBER:	70598	~
PART INSTALLED: PART I	NUMBER 5002806-		ierial number: 4	7/	
TIME SINCE NEW: HRS	LDG8MOS	TIME SIN	ICE OVERHAUL: HRS	LDG8	NOS
HARRANTY TIME REMAINING	40. IMB   1800	MAN MAN MOUT	No. USD TENTU	e poice. A	
BIGNOFF ANY WORK ACCOU	NG: HRSLDGS MPLISHED BELOW.	חטם האת הטטו		ECHNICIAN INSPEC	
				R	RS.THS
3206/6 INSPECT/LUBE	E LEFT MAIN GEAR WHEEL BEAR T MAIN WHEEL BOLTSNO REF	INGSMF 32-40-00		- 18 M	<u> </u>
***************			**************		*********
320681 PART NAME	LEFT MAIN GEAR TIRE			MM 32-40-00	$\mathcal{D}$
REASON REMOVED: (CHECK	( DNE)			TECHNICIAN:	INSP:
TIME A( ) FAIL B( ) WE	DRN C LDANER D() SCHED	CONV E( ) MOD G( )	SERVICE K( ) ENG CH	IGL() TIRE CHG!	M( ) DAMAGED T(
PART REMOVED: PART I	NUMBER B24×9,5-10	.5	BERIAL NUMBER:	UNK	
			_		
PART INSTALLED: PART I	NUMBER 249K83-	7	IERIAL NUMBER: 70	1480401	
TIME SINCE NEW: HRS	LDGSMOS	TIHE SI	ICE OVERHAUL: HRS	LDG8	MOS
WARRANTY TIME REMAININ	NG: HRBLDGS	MOS HAN-HOUF	IS: HRSTENTH	BPRICE: \$	
320671, <b>3</b> 21171	**********************	*******	*******	*******	***********
NOTE: THE FOLLOWING	G ADDITIONAL NCF(S) ARE REG	UIRED TO PERFORM TH	IIS TASK 32.T01, 32.	410.	
ITEM 1 - MAIN LANDIN TO FIGURES 1 AND 2 (	NG GEAR WHEEL - REHOVAL AND DN CARD 32-5)	INSTALLATION, INSP	'ECT/LUBE WHEEL BEAR	INGB, REPLACE WHE	EL BOLTS (REFER

EQUIPMENT/CONSUMABLES: TORQUE WRENCH O TO 400 INCH-POUNDS, GREASE MIL-G-81322, LOCKWIRE, MITROGEN SOURCE A REMOVAL (REFER TO FIGURES 1 AND 2)

NOTE: BE EXTREMELY CAREFUL WHEN REMOVING THE MAIN WHEEL FROM ITS AXLE. DO NOT ALLOW THE WHEEL TO HIT THE SPEED DETECTOR SHAFT. THIS COULD CAUSE MISALIGNMENT OF THE SHAFT AND EVENTUAL FAILURE OF THE SPEED DETECTOR. REMOVAL OF THE SPEED DETECTOR IS RECOMMENDED EACH TIME THE MAIN WHEEL ASSEMBLY IS REMOVED FOR ROUTINE OR NON-ROUTINE MAINTENANCE. INSPECT AXLE INTERIOR AND DETECTOR FOR MOISTURE AND/OR CORROSION AND CORRECT AS REQUIRED. REFER TO MORK COMPLIANCE FORM 32.410.

1. JACK AIRCRAFT. REFER TO WORK COMPLIANCE FORM 32.TO1.

CAUTION: DISASSEMBLE WHEEL ON A TIRE CHANGER OR A CLEAN FLAT SURFACE, BEING CAREFUL NOT TO NICK, SCRATCH, DR OTHERWISE DAMAGE WHEEL HALVES.

2. REMOVE VALVE CAP AND APPLY A TIRE DEFLATOR TO RELEASE TIRE PRESSURE COMPLETELY. COPYRIGHT 1988 CAMP SYSTEMS, INC.



OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO.

32.180

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

(CONTINUED)

AIRCRAFT	REG.: N368ND		ISSUE	07-88 RE	V. PAGE 2
88349	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY
32-022	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
29 29					UNSCHEDULED

WARNING: DO NOT ATTEMPT TO REMOVE THE VALVE CORE UNTIL THE TIRE HAS BEEN COMPLETELY DEFLATED. VALVE CORES WILL BE EJECTED AT HIGH VELOCITY IF UNSCREWED BEFORE AIR PRESSURE HAS BEEN RELEASED.

- 3. REMOVE VALVE CORE TO VENT TIRE.
- 4. REMOVE SCREWS SECURING FAIRING TO OUTBOARD SIDE OF WHEEL ASSEMBLY.
- 5. REMOVE SCREWS SECURING ANTI-SKID SPEED DETECTOR DRIVING CAP TO WHEEL.
- 6. REMOVE SAFETY WIRE AND REMOVE SAFETY SCREWS SECURING WHEEL NUT TO WHEEL AXLE.

CAUTION: OUTBOARD BEARING CONE WILL BE RELEASED WHEN WHEEL ASSEMBLY IS REMOVED FROM AIRCRAFT AXLE. CARE SHOULD BE TAKEN TO PREVENT DROPPING AND DAMAGING THIS PART.

- 7. REMOVE AXLE NUT AND WASHER. REMOVE MAIN WHEEL ASSEMBLY FROM AIRCRAFT. REMOVE BEARING COMES AND BEARING SEALS.
- 8. INSPECT/LUBE MAIN WHEEL BEARINGS. REFER TO STEP C.
- 9. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

#### B INSTALLATION

- 1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
- 2. PACK BEARING COMES AND COAT BEARING CUPS AND LIPS OF BEARING SEAL WITH CLEAN BEARING GREASE, SPECIFICATION MIL-G-81322. APPLY GREASE SPARINGLY BUT THOROUGHLY. DO NOT OVERLUBRICATE.

NOTE: LUBRICATION OF BEARINGS BY MECHANICAL OR OTHER PRESSURE METHODS IS RECOMMENDED BECAUSE IT IS MORE EFFICIENT, REDUCES THE POSSIBILITY OF CONTAMINATION, AND ASSURES A MORE EVEN DISTRIBUTION OF GREASE WITHIN THE BEARING.

- 3. INSTALL BEARING COMES, INBOARD BEARING SEAL AND RETAINING RING INTO WHEEL ASSEMBLY.
- 4. ALIGN THE DRIVE TANGS ON THE OUTSIDE DIAMETER OF THE BRAKE'S ROTATING DISKS.

NOTE: ENSURE THAT OUTBOARD, (LARGE) SPACER IS INSTALLED ON AXLE WITH BEVELED EDGE TOWARD BEARING.

5. CAREFULLY ALIGN THE WHEEL WITH THE AXLE AND ALIGN THE KEY SLOTS WITH THE BRAKE DISK DRIVE TANGS.

CAUTION: MAKE CERTAIN THAT THE DRIVE TANGS ARE IN THE WHEEL KEY SLOTS.

- 6. EASE THE WHEEL ASSEMBLY WITH BEARING COMES AND INBOARD BEARING SEAL INSTALLED ONTO THE AIRCRAFT AXLE WITH THE DISK DRIVE TANGS IN THE WHEEL KEY SLOTS.
- 7. INSTALL AXLE NUT AS FOLLOWS:
  - A. MAKE SURE THAT AXLE NUT THREADS ARE CLEAN AND FREE FROM BURRS.
  - B. APPLY BEARING GREASE MIL-G-81322 TO AXLE THREADS, NUT THREADS AND TO ALL LOAD-BEARING SURFACES OF AXLE NUT AND WASHER.
  - C. PLACE THE WASHER AND THREAD THE AXLE NUT UNTIL IT IS SMUG.
  - D. TIGHTEN THE NUT TO A TORQUE VALUE OF 150 INCH-POUNDS WHILE MANUALLY ROTATING THE WHEEL. BACK OFF THE NUT TO ZERO TORQUE BUT DO NOT FREE THE NUT COMPLETELY.
  - E. RETIGHTEN THE NUT TO A TORQUE VALUE OF 80 INCH-POUNDS WHILE MANUALLY ROTATING THE WHEEL AND THEN ADVANCE THE NUT TO THE NEXT LOCKING HOLE. MATCH THAT TORQUE VALUE DOES NOT EXCEED MAXIMUM TORQUE VALUE OF 220 INCH-POUNDS.

NOTE: ON AIRCRAFT 187 THROUGH 239, ON WHICH AN ADDITIONAL HOLE IN THE AXLE HAS NOT BEEN DRILLED, ADVANCE THE NUT TO THE NEXT LOCKING HOLE BUT DO NOT EXCEED MAXIMUM TORQUE VALUE OF 400 INCH-POUNDS.

- 8. INSTALL SAFETY BOLTS SECURING NUT TO AXLE, AND LOCKWIRE.
- 9. INSTALL ANTI-SKID SPEED DETECTOR DRIVING CAP ON WHEEL ASSEMBLY, AND SAFETY.

WARNING: TIRE AND/OR WHEEL FAILURE MAY OCCUR. CAUSING INJURY TO PERSONNEL OR DAMAGE TO EQUIPMENT, IF OVERINFLATED FROM ANY HIGH PRESSURE SOURCE. TIRE AND WHEEL ASSEMBLIES MUST BE SERVICED WITH INFLATION EQUIPMENT WHICH HAS BEEN SPECIFICALLY DESIGNED FOR THIS OPERATION.

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OPERATOR: ED-HEST, INC.

WORK COMPLIANCE FORM NO.

32.180

AIRCRAFT NO .: 368

MODEL: 1124A WESTWIND

(CONTINUED)

AIRCRAFT REG .: N368ND

ISSUED 07-88 REV.

PAGE 3

88349	WORK DUE AT DATE	* = APU HRS.  HOURS LANDINGS CYCLES		CYCLES	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY FOR YOUR RECORDS, RETURN CARBON COPY TO CSI FOR UPDATING.
32-022 29 29		THE OTHER		3,3223	UNSCHEDULED

10. INFLATE TIRE TO RECOMMENDED OPERATING PRESSURE. REFER TO CHART BELOW.

NOTE: 1. INFLATION GAS IS NITROGEN.

2. TIRE PRESSURE WILL CHANGE APPROXIMATELY 1.5 PSI FOR EACH 5 DEGREES F OF TEMPERATURE FOR COLD WEATHER TIRE PRECAUTIONS, REFER TO S.I.L. NO.11.

A/C MAX. T/B	A/C WEIGHT	A/C WEIGHT		
WEIGHT	ON WHEELS	OFF WHEELS		
22,850 POUNDS	150 PSI	143 PSI		
23,500 POUNDS	154 P8I	147 PSI		
24.150 POUNDS	159 PSI	152 PSI		

11. INSTALL VALVE CAP ON VALVE ASSEMBLY.

CAUTION: BEFORE REMOVING AIRCRAFT FROM JACKS MAKE SURE THAT THE LANDING GEAR CONTROL LEVER IS IN THE DOWN POSITION, LANDING GEAR IS LOCKED DOWN AND LEFT, NOSE AND RIGHT GREEN INDICATING LIGHTS COME DN.

- 12. LOWER THE AIRCRAFT AND REMOVE JACK.
- 13. INSTALL FAIRING ON INBOARD WHEEL HALF AND SECURE WITH EIGHT SCREWS.

320676, 321176

C INSPECT/LUBE MAIN WHEEL BEARINGS

CONSUMABLES: GREASE MIL-G-81322, DRY CLEANING SOLUTION

- 1. REMOVE MAIN GEAR WHEELS. REFER TO STEP A.
- 2. WASH BEARING COMES IN FRESH CLEANING SOLUTION, ROTATE THE BEARING CAGE WHILE SUBMERGED IN SOLUTION. AIR DRY AND VISUALLY CHECK BEARING CUPS AND COMES FOR PITTING, CORROSION, CRACKS, UNEVEN WEAR AND OTHER SURFACE DEFECTS.
- 3. REPACK BEARINGS WITH GREASE MIL-G-81322, IMMEDIATELY AFTER INSPECTION TO PREVENT CORROSION. STORE IN CLEAN CLOSED CONTAINER.
- 4. CHECK BEARING CUPS FOR LOOSENESS, EXCESSIVE WEAR, SCRATCHES, PITTING, CORROSION, AND EVIDENCE OF OVERHEATING. IF ANY DEFECTS EXIST, WORN CUPS MUST BE REPLACED. REFER TO ITEM 2, STEP 4, MOTE.
- 5. CHECK BEARING SURFACES OF BEARING CONES FOR EXCESSIVE WEAR, SCRATCHES, CORROSION, PITTING, AND HEAT DISCOLORATION. BEARING CAGES MUST BE FREE FROM DAMAGE, DISTORTION, AND EXCESSIVE WEAR IN ROLLER POCKETS. IF ANY OF THESE DEFECTS EXIST, REPLACE BEARING. REFER TO ITEM 2.
- 6. INSTALL MAIN GEAR WHEELS. REFER TO STEP B.
- 7. RECORD INSPECTION/LUBE COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

320686, 321186

D REPLACE MAIN WHEEL BOLTS (REFER TO FIGURE 1)

EQUIPMENT: BOLTS P/N GY186-36, SELF-LOCKING NUTS P/N GYN186, CDUNTERSUNK WASHERS P/N GWM182+6

- 1. REMOVE MAIN GEAR TIRE. REFER TO STEP A.
- 2. DISCARD OLD BOLTS, AND REPLACE WITH NEW BOLTS.
- 3. REINSTALL MAIN GEAR TIRE ASSEMBLY. REFER TO STEP B.
- 4. RECORD REPLACEMENT COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

320681, 321181

ITEM 2 - MAIN GEAR TIRE - REMOVAL AND INSTALLATION

EQUIPMENT/CONSUMBLES: TORQUE WRENCH O TO 25 FOOT-POUNDS, GREASE MIL-G-81322, ANTISEIZE COMPOUND MIL-T-5544, NITROGEN SOURCE

A REMOVAL (REFER TO FIGURE 2)

1. REMOVE WHEEL. REFER TO ITEM 1.

NOTE: TO PRECLUDE POSSIBLE DAMAGE OF HEAT SHIELD SUB-ASSEMBLY AT TIRE REMOVAL, AND AT OPERATOR'S OPTION, THE HEAT SHIELD MAY BE REMOVED.

2. REMOVE HEAT SHIELD AS FOLLOWS:



OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO.

32.180

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

(CONTINUED)

AIRCRA	-IREG.: N368ND		ISSUE	0 07-88 RE	V. PAGE 4
8834	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY
32-0	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
29 2	7				UNSCHEDULED

- A. REMOVE SELF-LOCKING NUT, WASHER AND SCREW.
- B. SPREAD HEAT SHIELD SUFFICIENTLY TO SLIP SHIELD OVER KEY SLOT LINER AND REINFORCING RING.

WARNING: DO NOT ATTEMPT TO DISASSEMBLE WHEEL UNTIL TIRE HAS BEEN COMPLETELY DEFLATED, OTHERWISE SERIOUS INJURY TO PERSONNEL OR DAMAGE TO EQUIPMENT CAN RESULT.

3. BREAK TIRE BEADS FROM BOTH WHEEL FLANGES BY APPLYING PRESSURE EVENLY AROUND TIRE SIDEWALL AS CLOSE TO WHEEL AS POSSIBLE.

CAUTION: DO NOT PRY BETWEEN WHEEL FLANGE AND TIRE BEAD WITH SHARP TOOLS, AS WHEEL AND TIRE SEALING QUALITIES WILL BE IMPAIRED.

4. REMOVE NUTS, MASHERS AND BOLTS, SECURING WHEEL HALVES TO EACH OTHER. SEPARATE THE WHEEL HALVES, REMOVE TIRE AND WHEEL HUB SPACER. REMOVE O-RING PACKING FROM WHEEL REGISTER GROOVE OF INBOARD WHEEL HALF.

WARNING: NEVER ATTEMPT TO REMOVE WHEEL BOLT NUTS OR BREAK TIRE BEADS LOOSE UNTIL TIRE HAS BEEN COMPLETELY DEFLATED: OTHERWISE, EXPLOSIVE SEPARATION OF WHEEL COMPONENTS WILL RESULT.

CAUTION: DO NOT USE IMPACT OR POWER WRENCHES TO REMOVE WHEEL NUTS AND BOLTS.

NOTE: BEARING CUPS ARE SHRUNK FIT INTO WHEEL HALVES AND SHOULD NOT BE REMOVED UNLESS REPLACEMENT IS NECESSARY.

IF A BEARING CUP IS TO BE REPLACED, HEAT THE WHEEL HALF TO 149 DEGREES C (300 DEGREES F) MAXIMUM FOR NOT MORE THAN 20 MINUTES BEFORE REMOVING CUP. SUPPORT THE WHEEL HUB WHILE REMOVING CUP.

- 5. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.
- B INSTALLATION
  - 1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.

CAUTION: DISASSEMBLE WHEEL ON A TIRE CHANGER OR A CLEAN, FLAT SURFACE, BEING CAREFUL NOT TO NICK, SCRATCH, DR OTHERWISE DAMAGE WHEEL HALVES.

- 2. PLACE INBOARD WHEEL HALF ON WORK BURFACE WITH THE FLANGE DOWN.
- 3. INSTALL HEAT SHIELD SUB-ABSEMBLY ON INBOARD WHEEL HALF.

NOTE: INSTALL HEAT SHIELD SUB-ASSEMBLY IF REMOVED PRIOR TO TIRE REMOVAL.

- A. SPREAD HEAT SHIELD SUFFICIENTLY TO SLIP OVER AND IN BACK OF KEY SLOT LINERS.
- B. ROTATE HEAT SHIELD UNTIL SCREW SLOT IS DIRECTLY OPPOSITE ONE OF THE WHEEL KEY SLOT OPENINGS, THEN POSITION ANTI-ROTATION LUGS IN KEY SLOT OPENINGS.
- C. INSERT MATCHING SCREW THROUGH HEAT SHIELD WITH SCREWHEAD TOWARDS THE TIRE.
- D. PLACE WASHER AND SELF-LOCKING NUT ON SCREW AND TIGHTEN NUT TO A TORQUE VALUE OF 20 INCH-POUNDS.

NOTE: INSURE THAT ANTI-ROTATION LUGS ARE SEATED IN KEY SLOT OPENINGS.

CAUTION: EQUALIZE PACKING AROUND PACKING GROOVE. BE CAREFUL THAT IT IS NOT STRETCHED OR THISTED.

- 4. LUBRICATE WHEEL O-RING PACKING WITH A LIGHT COAT OF GREASE SPECIFICATION MIL-G-81322 AND INSTALL IN WHEEL REGISTER GROOVE OF INBOARD WHEEL HALF.
- 5. PLACE SPACER IN HUB OF INBOARD WHEEL HALF.

NOTE: MAKE CERTAIN THAT TIRE IS FREE OF FOREIGN MATERIAL AND THAT BEADS ARE CLEAN AND FREE OF SHIPPING AND HANDLING DAMAGE.

6. POSITION TIRE ON INBOARD WHEEL HALF. CHECK FOR WORD TUBELESS ON TIRE SIDEWALL AND WITH BRANDED RED BALANCE DOT ON SIDEWALL UP AND CENTERED BETWEEN TWO BOLTHOLES, ADJACENT TO THE VALVE STEM. INSPECT THE TIRE INTERIOR FOR COPYRIGHT 1988 CAMP SYSTEMS, INC.

OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO.

MODEL: 1124A WESTWIND

32.180

AIRCRAFT REG . NTARMS

AIRCRAFT NO .: 368

(CONTINUED)

AIRCRAFT	REG.: N368MD		ISSUE	0 07-88 RE\	PAGE 5
88349	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY
32-022	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
29 29					UNSCHEDULED

FOREIGN OBJECTS, LOOSE BALANCE PATCHES, ETC.

7. POSITION OUTBOARD WHEEL HALF IN TIRE. ALIGN HUB WITH SPACER AND ALIGN BOLTHOLES AND COOLING HOLES IN OUTBOARD WHEEL HALF WITH THOSE IN INBOARD WHEEL HALF. POSITION TIRE SO THAT RED BALANCE DOT IS AT VALVE.

CAUTION: MAKE CERTAIN THAT O-RING WHEEL PACKING IS NOT PINCHED OR UNSEATED.

- 8. LUBRICATE BOLT AND NUT THREADS AND BEARING SURFACES OF BOLTS, MASHERS AND NUTS WITH ANTISEIZE COMPOUND, SPECIFICATION HIL-T-5544.
- 9. INSTALL LUBRICATED DOUBLE COUNTERSUNK WASHER ON EACH BOLT, WASHER AGAINST BOLTHEAD. COMPRESS WHEEL HALVES AND INSTALL TWO BOLTS 180 DEGREES APART. INSTALL DOUBLE COUNTERSUNK WASHER AND A NUT ON EACH BOLT.
- 10. DRAW MUTS UP EVENLY UNTIL WHEEL HALVES SEAT. INSTALL REMAINING BOLTS, WASHERS AND NUTS.

CAUTION: DO NOT USE IMPACT OR POWER WRENCHES TO TIGHTEN OR TORQUE WHEEL BOLTS OR NUTS.

- 11. TIGHTEN MUTS IN EQUAL INCREMENTS OF 8 FOOT-POUNDS TO A FINAL LUBE TORQUE VALUE OF 25 FOOT-POUNDS, FOR WHEEL ASSEMBLY P/N 5002806-1. FOR WHEEL ASSEMBLY P/N 5002806-2, LUBE TORQUE BOLTS TO 40 FOOT-POUNDS.
- 12. INSTALL VALVE CORE INTO VALVE STEM, INFLATE TIRE WITH JUST ENDUGH AIR TO SEAT BEADS.

MARNING: PLACE WHEEL IN AN INFLATION CAGE FOR INITIAL INFLATION. DO NOT INFLATE TIRE IN EXCESS OF FULL OPERATING PRESSURE TO SEAT THE BEADS. REDUCE TIRE PRESSURE TO RECOMMENDED STORAGE PRESSURE UNTIL WHEEL/TIRE ASSEMBLY IS READY FOR TESTING. TIRE AND/OR WHEEL FAILURE MAY OCCUR, CAUSING INJURY TO PERSONNEL OR DANAGE TO EQUIPMENT IF TIRE IS INFLATED FROM ANY HIGH PRESSURE SOURCE. TIRE AND WHEEL ASSEMBLIES MUST BE SERVICED WITH INFLATION EQUIPMENT THAT HAS BEEN SPECIFICALLY DESIGNED FOR THIS OPERATION.

13. INFLATE TIRE TO THE RECOMMENDED OPERATING PRESSURE, AND ALLOW TO REMAIN IN THE INFLATION CAGE FOR FIVE TO TEN MINUTES. REFER TO CHART BELOW.

NOTE: 1. INFLATION CAS IS NITROGEN.

2. TIRE PRESSURE WILL CHANGE APPROXIMATELY 1.5 PSI FOR EACH 5 DEGREES F OF TEMPERATURE. FOR COLD WEATHER TIRE PRECAUTIONS, REFER TO S.I.L. NO.11.

A/C MAX. T/D	A/C WEIGHT	A/C WEIGHT		
WEIGHT	ON WHEELS	OFF WHEELS		
22,850 POUNDS	150 PSI	143 PSI		
23,500 POUND8	154 PBI	147 PSI		
24.150 POUNDS	159 PSI	152 PSI		

14. CHECK WHEEL FOR LEAKAGE FROM AROUND TIRE BEADS, AT JUNCTURE OF WHEEL HALVES, FROM VALVE SUB-ASSEMBLY AND FUSIBLE PLUGS THROUGH AXLE HOLES AND AT BOLTHEADS AND NUTS.

MARNING: DO NOT REINFLATE TIRE TO FULL OPERATING PRESSURE UNTIL WHEEL ASSEMBLY HAS BEEN MOUNTED ON AIRCRAFT.

- 15. REDUCE TIRE PRESSURE TO RECOMMENDED STORAGE PRESSURE OF 20 PSI, AND REMOVE WHEEL ASSEMBLY FROM INFLATION CAGE.
- 16. INSTALL VALVE CAP ON VALVE STEM.

CAUTION: HANDLE BEARING CONES WITH EXTREME CARE. MANY AIRCRAFT BEARING FAILURES RESULT FROM MISHANDLING OF BEARINGS DURING DVERHAUL.

17. INSTALL WHEEL. REFER TO ITEM 1.

### COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC. AIRCRAFT NO.: 368

WORK COMPLIANCE FORM NO.

AIRCRAFT REG .: N368MD 89108 WORK DUE AT

MODEL: 1124A WESTWIND ISSUED 07-88 REV.

PAGE 1

32,180

89108 W	ORK DUE AT		* = APU HRS.		RECORD TIME WORK ACC			
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	321171							
NOTE:	THE FOLLOWIN	G ADDITIONAL	WCF(S) ARE F	REQUIRED TO F	PERFORM THIS TASK 32.TO	32.410.		
				AND INSTALLAT	ION, INSPECT/LUBE WHEE	L BEARINGS,	REPLACE WHEEL	L BOLTS (REFER
	RES 1 AND 2			IOO INCH-POIII	IDS. GREASE MIL-G-81322	. LOCKWIRE.	NITROGEN SOU	RCE
	AL (REFER TO			OU INCH I DO	and district the district	.,	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
NOTE:					EEL FROM ITS AXLE. DO			
					OF THE SHAFT AND EVENT ACH TIME THE MAIN WHEEL			

1. JACK AIRCRAFT. REFER TO WORK COMPLIANCE FORM 32.TO1.

REQUIRED. REFER TO WORK COMPLIANCE FORM 32.410.

CAUTION: DISASSEMBLE WHEEL ON A TIRE CHANGER OR A CLEAN FLAT SURFACE, BEING CAREFUL NOT TO NICK, SCRATCH, DR DTHERWISE DAMAGE WHEEL HALVES.

NON-ROUTINE MAINTENANCE. INSPECT AXLE INTERIOR AND DETECTOR FOR MOISTURE AND/OR CORROSION AND CORRECT AS

2. REMOVE VALVE CAP AND APPLY A TIRE DEFLATOR TO RELEASE TIRE PRESSURE COMPLETELY. COPYRIGHT 1989 CAMP SYSTEMS: INC.

<< CONTINUED >>



368

## COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO.

MODEL: 1124A WESTWIND

(CONTINUED)

AIRCRAFT REG.: N368MD

AIRCRAFT NO .:

15SUED 07-88 REV. PAGE 2

32.180

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY WORK DUE AT \* = APU HRS 89108 FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING. HOURS LANDINGS CYCLES DATE **32-022** UNSCHEDULED 29 29

WARNING: DO NOT ATTEMPT TO REMOVE THE VALVE CORE UNTIL THE TIRE HAS BEEN COMPLETELY DEFLATED. VALVE CORES WILL BE EJECTED AT HIGH VELOCITY IF UNSCREWED BEFORE AIR PRESSURE HAS BEEN RELEASED.

- 3. REMOVE VALVE CORE TO VENT TIRE.
- 4. REMOVE SCREWS SECURING FAIRING TO DUTBOARD SIDE OF WHEEL ASSEMBLY.
- 5. REMOVE SCREWS SECURING ANTI-SKID SPEED DETECTOR DRIVING CAP TO WHEEL.
- 6. REMOVE SAFETY WIRE AND REMOVE SAFETY SCREWS SECURING WHEEL NUT TO WHEEL AXLE.

CAUTION: DUTBOARD BEARING CONE WILL BE RELEASED WHEN WHEEL ASSEMBLY IS REMOVED FROM AIRCRAFT AXLE. CARE SHOULD BE TAKEN TO PREVENT DROPPING AND DAMAGING THIS PART.

- 7. REMOVE AXLE NUT AND WASHER. REMOVE MAIN WHEEL ASSEMBLY FROM AIRCRAFT. REMOVE BEARING CONES AND BEARING SEALS.
- 8. INSPECT/LUBE MAIN WHEEL BEARINGS. REFER TO STEP C.
- 9. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

#### **R INSTALLATION**

- 1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
- 2. PACK BEARING COMES AND COAT BEARING CUPS AND LIPS OF BEARING SEAL WITH CLEAN BEARING GREASE, SPECIFICATION MIL-G-81322. APPLY GREASE SPARINGLY BUT THOROUGHLY. DO NOT OVERLUBRICATE.

NOTE: LUBRICATION OF BEARINGS BY MECHANICAL OR OTHER PRESSURE METHODS IS RECOMMENDED BECAUSE IT IS MORE EFFICIENT, REDUCES THE POSSIBILITY OF CONTAMINATION, AND ASSURES A MORE EVEN DISTRIBUTION OF GREASE WITHIN THE BEARING.

- 3. INSTALL BEARING CONES, INBOARD BEARING SEAL AND RETAINING RING INTO WHEEL ASSEMBLY.
- 4. ALIGN THE DRIVE TANGS ON THE DUTSIDE DIAMETER OF THE BRAKE'S ROTATING DISKS.

NOTE: ENSURE THAT DUTBOARD, (LARGE) SPACER IS INSTALLED ON AXLE WITH BEVELED EDGE TOWARD BEARING.

5. CAREFULLY ALIGN THE WHEEL WITH THE AXLE AND ALIGN THE KEY SLOTS WITH THE BRAKE DISK DRIVE TANGS.

CAUTION: MAKE CERTAIN THAT THE DRIVE TANGS ARE IN THE WHEEL KEY SLOTS.

- 6. EASE THE WHEEL ASSEMBLY WITH BEARING CONES AND INBOARD BEARING SEAL INSTALLED ONTO THE AIRCRAFT AXLE WITH THE DISK DRIVE TANGS IN THE WHEEL KEY SLOTS.
- 7. INSTALL AXLE NUT AS FOLLOWS:
  - A. MAKE SURE THAT AXLE NUT THREADS ARE CLEAN AND FREE FROM BURRS.
  - B. APPLY BEARING GREASE MIL-G-81322 TO AXLE THREADS, NUT THREADS AND TO ALL LOAD-BEARING SURFACES OF AXLE NUT AND WASHER.
  - C. PLACE THE WASHER AND THREAD THE AXLE NUT UNTIL IT IS SNUG.
  - D. TIGHTEN THE NUT TO A TORQUE VALUE OF 150 INCH-POUNDS WHILE MANUALLY ROTATING THE WHEEL. BACK OFF THE NUT TO ZERO TORQUE BUT DO NOT FREE THE NUT COMPLETELY.
  - E. RETIGHTEN THE NUT TO A TORQUE VALUE OF 80 INCH-POUNDS WHILE MANUALLY ROTATING THE WHEEL AND THEN ADVANCE THE NUT TO THE NEXT LOCKING HOLE. WATCH THAT TORQUE VALUE DOES NOT EXCEED MAXIMUM TORQUE VALUE OF 220 INCH-POUNDS.

NOTE: ON AIRCRAFT 187 THROUGH 239, ON WHICH AN ADDITIONAL HOLE IN THE AXLE HAS NOT BEEN DRILLED, ADVANCE THE NUT TO THE NEXT LOCKING HOLE BUT DO NOT EXCEED MAXIMUM TORQUE VALUE OF 400 INCH-POUNDS.

- 8. INSTALL SAFETY BOLTS SECURING NUT TO AXLE, AND LOCKWIRE.
- 9. INSTALL ANTI-SKID SPEED DETECTOR DRIVING CAP ON WHEEL ASSEMBLY, AND SAFETY.

WARNING: TIRE AND/OR WHEEL FAILURE MAY OCCUR, CAUSING INJURY TO PERSONNEL OR DAMAGE TO EQUIPMENT, IF OVERINFLATED FROM ANY HIGH PRESSURE SOURCE. TIRE AND WHEEL ASSEMBLIES MUST BE SERVICED WITH INFLATION EQUIPMENT WHICH HAS BEEN SPECIFICALLY DESIGNED FOR THIS OPERATION.

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OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO.

32.180

DACE 7

AIRCRAFT NO.: 368

MODEL: 1124A WESTHIND

(CONTINUED)

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AIRCHAF	HEG.: N368HD		1220FD	07-38 KE	V. FAGE 3
87108	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP CO
72022	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
35-055					
29 29					UNSCHEDULED
	<u> </u>	ł	1		

10. INFLATE TIRE TO RECOMMENDED OPERATING PRESSURE. REFER TO CHART BELOW.

NOTE: 1. INFLATION GAS IS NITROGEN.

2. TIRE PRESSURE WILL CHANGE APPROXIMATELY 1.5 PS1 FOR EACH 5 DEGREES F OF TEMPERATURE FOR COLD WEATHER TIRE PRECAUTIONS, REFER TO S.I.L. NO.11.

A/C MAX. T/D	A/C WEIGHT	A/C WEIGHT
WEIGHT	ON WHEELS	OFF WHEELS
22,850 POUNDS	150 PSI	143 PSI
23,500 POUNDS	154 PSI	147 PSI
24.150 POUNDS	159 PSI	152 PSI

11. INSTALL VALVE CAP ON VALVE ASSEMBLY.

CAUTION: BEFORE REMOVING AIRCRAFT FROM JACKS MAKE SURE THAT THE LANDING GEAR CONTROL LEVER IS IN THE DOWN POSITION, LANDING GEAR IS LOCKED DOWN AND LEFT, NOSE AND RIGHT GREEN INDICATING LIGHTS COME ON.

- 12. LOWER THE AIRCRAFT AND REMOVE JACK.
- 13. INSTALL FAIRING ON INBOARD WHEEL HALF AND SECURE WITH EIGHT SCREWS.

320676, 321176

C INSPECT/LUBE MAIN WHEEL BEARINGS

CONSUMABLES: GREASE MIL-G-81322, DRY CLEANING SOLUTION

- 1. REMOVE MAIN GEAR WHEELS. REFER TO STEP A.
- 2. WASH BEARING CONES IN FRESH CLEANING SOLUTION, ROTATE THE BEARING CAGE WHILE SUBMERGED IN SOLUTION. AIR DRY AND VISUALLY CHECK BEARING CUPS AND COMES FOR PITTING, CORROSION, CRACKS, UNEVEN WEAR AND OTHER SURFACE DEFECTS.
- 3. REPACK BEARINGS WITH GREASE MIL-G-81322, IMMEDIATELY AFTER INSPECTION TO PREVENT CORROSION. STORE IN CLEAN CLOSED CONTAINER.
- 4. CHECK BEARING CUPS FOR LOOSENESS, EXCESSIVE WEAR, SCRATCHES, PITTING, CORROSION, AND EVIDENCE OF OVERHEATING. IF ANY DEFECTS EXIST, WORN CUPS MUST BE REPLACED. REFER TO ITEM 2, STEP 4, NOTE.
- 5. CHECK BEARING SURFACES OF BEARING CONES FOR EXCESSIVE WEAR, SCRATCHES, CORROSION, PITTING, AND HEAT DISCOLORATION. BEARING CAGES MUST BE FREE FROM DAMAGE, DISTORTION, AND EXCESSIVE WEAR IN ROLLER POCKETS. IF ANY OF THESE DEFECTS EXIST, REPLACE BEARING. REFER TO ITEM 2.
- 6. INSTALL MAIN GEAR WHEELS. REFER TO STEP B.
- 7. RECORD INSPECTION/LUBE COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

320686, 321186

D REPLACE MAIN WHEEL BOLTS (REFER TO FIGURE 1)

EQUIPMENT: BOLTS P/N GY186-36, SELF-LOCKING NUTS P/N GYN186, CDUNTERSUNK WASHERS P/N GWM182-6

- 1. REMOVE MAIN GEAR TIRE. REFER TO STEP A.
- 2. DISCARD OLD BOLTS, AND REPLACE WITH NEW BOLTS.
- 3. REINSTALL MAIN GEAR TIRE ASSEMBLY. REFER TO STEP B.
- 4. RECORD REPLACEMENT COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

320681, 321181

ITEM 2 - MAIN GEAR TIRE - REMOVAL AND INSTALLATION

EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 TO 25 FOOT-POUNDS, GREASE MIL-G-81322, ANTISEIZE COMPOUND MIL-T-5544, NITROGEN SOURCE

2. 事务务是各年的总管员务务员的专用的 经有效分析检查 医多生成物 医卵虫异性皮肤 经有效 医皮肤 经有效 医乳毒素 医克拉斯斯 医多数 医鼻唇 医皮肤炎

A REMOVAL (REFER TO FIGURE 2)

1. REMOVE WHEEL. REFER TO ITEM 1.

NOTE: TO PRECLUDE POSSIBLE DAMAGE OF HEAT SHIELD SUB-ASSEMBLY AT TIRE REMOVAL, AND AT OPERATOR'S OPTION, THE HEAT SHIELD MAY BE REMOVED.

2. REMOVE HEAT SHIELD AS FOLLOWS:



368

## COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC.

AIRCRAFT NO.:

WORK COMPLIANCE FORM NO. 32.180

MODEL: 1124A WESTWIND

AIRCRAFT REG . NIARMD

ISSUED 07-88 REV.

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PAGE 4

AINCHAI' I NEG., Madam			122055	07 00 112	
89108	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY
32-022	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
29 29					UNSCHEDULED
	<u> </u>		<u> </u>	<u> </u>	

- A. REMOVE SELF-LOCKING NUT, WASHER AND SCREW.
- B. SPREAD HEAT SHIELD SUFFICIENTLY TO SLIP SHIELD OVER KEY SLOT LINER AND REINFORCING RING.

WARNING: DO NOT ATTEMPT TO DISASSEMBLE WHEEL UNTIL TIRE HAS BEEN COMPLETELY DEFLATED, OTHERWISE SERIOUS INJURY TO PERSONNEL OR DAMAGE TO EQUIPMENT CAN RESULT.

3. BREAK TIRE BEADS FROM BOTH WHEEL FLANGES BY APPLYING PRESSURE EVENLY AROUND TIRE SIDEWALL AS CLOSE TO WHEEL AS POSSIBLE.

CAUTION: DO NOT PRY BETWEEN WHEEL FLANGE AND TIRE BEAD WITH SHARP TOOLS, AS WHEEL AND TIRE SEALING QUALITIES WILL BE IMPAIRED.

4. REMOVE NUTS, WASHERS AND BOLTS, SECURING WHEEL HALVES TO EACH OTHER. SEPARATE THE WHEEL HALVES, REMOVE TIRE AND WHEEL HUB SPACER. REMOVE O-RING PACKING FROM WHEEL REGISTER GROOVE OF INBOARD WHEEL HALF.

WARNING: NEVER ATTEMPT TO REMOVE WHEEL BOLT NUTS OR BREAK TIRE BEADS LOOSE UNTIL TIRE HAS BEEN COMPLETELY DEFLATED: OTHERWISE, EXPLOSIVE SEPARATION OF WHEEL COMPONENTS WILL RESULT.

CAUTION: DO NOT USE IMPACT OR POWER WRENCHES TO REMOVE WHEEL NUTS AND BOLTS.

NOTE: BEARING CUPS ARE SHRUNK FIT INTO WHEEL HALVES AND SHOULD NOT BE REMOVED UNLESS REPLACEMENT IS NECESSARY.

IF A BEARING CUP IS TO BE REPLACED, HEAT THE WHEEL HALF TO 149 DEGREES C (300 DEGREES F) MAXIMUM FOR NOT MORE THAN 20 MINUTES BEFORE REMOVING CUP. SUPPORT THE WHEEL HUB WHILE REMOVING CUP.

- 5. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.
- **B INSTALLATION** 
  - 1. DK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.

CAUTION: DISASSEMBLE WHEEL ON A TIRE CHANGER OR A CLEAN, FLAT SURFACE, BEING CAREFUL NOT TO NICK, SCRATCH, OR OTHERWISE DAMAGE WHEEL HALVES.

- 2. PLACE INBOARD WHEEL HALF ON WORK SURFACE WITH THE FLANGE DOWN.
- 3. INSTALL HEAT SHIELD SUB-ASSEMBLY ON INBOARD WHEEL HALF.

NOTE: INSTALL HEAT SHIELD SUB-ASSEMBLY IF REMOVED PRIOR TO TIRE REMOVAL.

- A. SPREAD HEAT SHIELD SUFFICIENTLY TO SLIP OVER AND IN BACK OF KEY SLOT LINERS.
- B. ROTATE HEAT SHIELD UNTIL SCREW SLOT IS DIRECTLY OPPOSITE ONE OF THE WHEEL KEY SLOT OPENINGS, THEN POSITION ANTI-ROTATION LUGS IN KEY SLOT OPENINGS.
- C. INSERT MATCHING SCREW THROUGH HEAT SHIELD WITH SCREWHEAD TOWARDS THE TIRE.
- D. PLACE WASHER AND SELF-LOCKING NUT ON SCREW AND TIGHTEN NUT TO A TORQUE VALUE OF 20 INCH-POUNDS.

NOTE: INSURE THAT ANTI-ROTATION LUGS ARE SEATED IN KEY SLOT OPENINGS.

CAUTION: EQUALIZE PACKING AROUND PACKING GROOVE. BE CAREFUL THAT IT IS NOT STRETCHED OR THISTED.

- 4. LUBRICATE WHEEL O-RING PACKING WITH A LIGHT COAT OF GREASE SPECIFICATION MIL-G-81322 AND INSTALL IN WHEEL REGISTER GROOVE OF INBOARD WHEEL HALF.
- 5. PLACE SPACER IN HUB OF INBOARD WHEEL HALF.

NOTE: MAKE CERTAIN THAT TIRE IS FREE OF FOREIGN MATERIAL AND THAT BEADS ARE CLEAN AND FREE OF SHIPPING AND HANDLING DAMAGE.

6. POSITION TIRE ON INBOARD WHEEL HALF. CHECK FOR WORD TUBELESS ON TIRE SIDEWALL AND WITH BRANDED RED BALANCE DOT ON SIDEWALL UP AND CENTERED BETWEEN TWO BOLTHOLES, ADJACENT TO THE VALVE STEM. INSPECT THE TIRE INTERIOR FOR COPYRIGHT 1989 CAMP SYSTEMS, INC.



OPERATOR: ED-WES, INC.

MODEL: 1124A WESTHIND

WORK COMPLIANCE FORM NO. 32.180

AIRCRAFT NO.: 368

MODEL. TIETA WES

(CONTINUED)

AIRCRAF	TREG.: N368MD		ISSUED	07-88 REV	. PAGE 5
89108	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY
32-022	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
DE-OEE					
29 29					UNSCHEDULED

FOREIGN OBJECTS, LOOSE BALANCE PATCHES, ETC.

7. POSITION OUTBOARD WHEEL HALF IN TIRE. ALIGN HUB WITH SPACER AND ALIGN BOLTHOLES AND COOLING HOLES IN OUTBOARD WHEEL HALF WITH THOSE IN INBOARD WHEEL HALF. POSITION TIRE SO THAT RED BALANCE DOT IS AT VALVE.

CAUTION: MAKE CERTAIN THAT O-RING WHEEL PACKING IS NOT PINCHED OR UNSEATED.

- 8. LUBRICATE BOLT AND NUT THREADS AND BEARING SURFACES OF BOLTS, WASHERS AND NUTS WITH ANTISEIZE COMPOUND, SPECIFICATION MIL-T-5544.
- 9. INSTALL LUBRICATED DOUBLE COUNTERSUNK WASHER ON EACH BOLT, WASHER AGAINST BOLTHEAD. COMPRESS WHEEL HALVES AND INSTALL THO BOLTS 180 DEGREES APART. INSTALL DOUBLE COUNTERSUNK WASHER AND A NUT ON EACH BOLT.
- 10. DRAW NUTS UP EVENLY UNTIL WHEEL HALVES SEAT. INSTALL REMAINING BOLTS, WASHERS AND NUTS.

CAUTION: DO NOT USE IMPACT OR POWER WRENCHES TO TIGHTEN OR TORQUE WHEEL BOLTS OR NUTS.

- 11. TIGHTEN NUTS IN EQUAL INCREMENTS OF 8 FOOT-POUNDS TO A FINAL LUBE TORQUE VALUE OF 25 FOOT-POUNDS, FOR WHEEL ASSEMBLY P/N 5002806-1. FOR WHEEL ASSEMBLY P/N 5002806-2, LUBE TORQUE BOLTS TO 40 FOOT-POUNDS.
- 12. INSTALL VALVE CORE INTO VALVE STEM, INFLATE TIRE WITH JUST ENOUGH AIR TO SEAT BEADS.

WARNING: PLACE WHEEL IN AN INFLATION CAGE FOR INITIAL INFLATION. DO NOT INFLATE TIRE IN EXCESS OF FULL OPERATING PRESSURE TO SEAT THE BEADS. REDUCE TIRE PRESSURE TO RECOMMENDED STORAGE PRESSURE UNTIL WHEEL/TIRE ASSEMBLY IS READY FOR TESTING. TIRE AND/OR WHEEL FAILURE MAY OCCUR, CAUSING INJURY TO PERSONNEL OR DAMAGE TO EQUIPMENT IF TIRE IS INFLATED FROM ANY HIGH PRESSURE SOURCE. TIRE AND WHEEL ASSEMBLIES MUST BE SERVICED WITH INFLATION EQUIPMENT THAT HAS BEEN SPECIFICALLY DESIGNED FOR THIS OPERATION.

13. INFLATE TIRE TO THE RECOMMENDED OPERATING PRESSURE, AND ALLOW TO REMAIN IN THE INFLATION CAGE FOR FIVE TO TEN MINUTES. REFER TO CHART BELOW.

NOTE: 1. INFLATION GAS IS NITROGEN.

2. TIRE PRESSURE WILL CHANGE APPROXIMATELY 1.5 P5I FOR EACH 5 DEGREES F OF TEMPERATURE. FOR COLD WEATHER TIRE PRECAUTIONS, REFER TO S.I.L. NO.11.

A/C MAX. T/D	A/C WEIGHT	A/C WEIGHT
WEIGHT	ON WHEELS	OFF WHEELS
22,850 POUNDS	150 PSI	143 PSI
23,500 POUNDS	154 PSI	147 PSI
24,150 POUNDS	159 PSI	152 PSI

14. CHECK WHEEL FOR LEAKAGE FROM AROUND TIRE BEADS, AT JUNCTURE OF WHEEL HALVES, FROM VALVE SUB-ASSEMBLY AND FUSIBLE PLUGS THROUGH AXLE HOLES AND AT BOLTHEADS AND NUTS.

WARNING: DO NOT REINFLATE TIRE TO FULL OPERATING PRESSURE UNTIL WHEEL ASSEMBLY HAS BEEN MOUNTED ON AIRCRAFT.

- 15. REDUCE TIRE PRESSURE TO RECOMMENDED STORAGE PRESSURE OF 20 PSI, AND REMOVE WHEEL ASSEMBLY FROM INFLATION CAGE.
- 16. INSTALL VALVE CAP ON VALVE STEM.

CAUTION: HANDLE BEARING COMES WITH EXTREME CARE. MANY AIRCRAFT BEARING FAILURES RESULT FROM MISHANDLING OF BEARINGS DURING OVERHAUL.

17. INSTALL WHEEL. REFER TO ITEM 1.

OPERATOR: ED-WEST, INC.

TECHNICIAN SIGNATURE:

WORK COMPLIANCE FORM NO.

33.030

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368HD

AIRCRAFT NO.: 368

ISSUED 07-88 REV.

PAGE 1 88349 WORK DUE AT = APU HRS. RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING. HOURS LANDINGS 33-003

29 29 UNSCHEDULED

28 YEAR 89 AIRCRAFT HOURS: 4240 LANDINGS: 2767 WORK ACCOMPLISHED: DATE: MONTH CERTIFICATE NUMBER: 560767740

KIND OF CERTIFICATE: INSPECTED BY:

MM 33-40-00

PART NAME: UPPER ANTI-COLLISION LIGHT

REASON REMOVED: (CHECK DNE) TECHNICIAN:

TIME A( ) FAIL B( ) WORN C( ) LOANER D( ) SCHED CONV E( ) MOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG H( ) DAMAGED T( )

PART REMOVED: PART NUMBER SERIAL NUMBER:

PART INSTALLED: PART NUMBER\_\_\_\_\_\_ SERIAL NUMBER:\_\_\_\_\_

TIME SINCE NEW: HRS LDGS MDS TIME SINCE OVERHAUL: HRS LDGS MDS MDS

WARRANTY TIME REMAINING: HRS\_\_\_\_\_LDGS\_\_\_\_\_MOS\_\_\_\_ MAN-HOURS: HRS\_\_\_\_\_TENTHS\_\_\_\_\_PRICE: \$

PART NAME: LOWER ANTI-COLLISION LIGHT

REASON RENOVED: (CHECK DNE) TIME A( ) FAIL BOLHORN C( ) LOAMER D( ) SCHED CONV E( ) HOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG M( ) DAMAGED T( )

9950-31 SERIAL NUMBER: 1/343

50-// SERIAL NUMBER: // 70 PART INSTALLED: PART NUMBER

TIME SINCE NEW: HRS\_\_\_\_\_LDGS\_\_\_\_\_MOS\_\_\_\_\_ TIME SINCE OVERHAUL: HRS\_\_\_\_\_LDGS\_\_\_\_\_MOS\_\_\_\_

MAN-HOURS: HRS\_\_\_\_TENTHS\_\_\_\_PRICE: \$\_\_\_\_ WARRANTY TIME REMAINING: HRS\_\_\_\_LDGS\_\_ 

330156. 330161

ANTI-COLLISION LIGHT - REHOVAL AND INSTALLATION (REFER TO ILLUSTRATION ON CARD 33-2)

A REMOVAL (REFER TO ILLUSTRATION)

NOTE: FOR REMOVAL OF LOWER ANTI-COLLISION LIGHT, REFER TO STEPS 1, 2 AND 3. FOR REMOVAL OF UPPER ANTI-COLLISION LIGHT, REFER TO TO STEPS 1, 2 AND 4.

- L. GAIN ACCESS TO APPLICABLE LIGHT.
- 2. DISCONNECT ELECTRICAL POWER FROM AIRCRAFT.
- 3. REMOVE LOWER ANTI-COLLISION LIGHT AS FOLLOWS:
  - A. REMOVE SCREW AND WASHER SECURING LENS.
  - B. REMOVE SCREW SECURING LENS RETAINER CLIP AND REMOVE LENS.
  - C. REMOVE GASKET.
  - D. REMOVE SCREWS SECURING REINFORCING PLATE AND MOUNTING PLATE TO AIRCRAFT.
  - E. PRESS IN AND ROTATE LAMPS COUNTERCLOCKWISE AND REMOVE FROM LIGHT ASSEMBLY.
  - F. REMOVE SCREWS SECURING LIGHT ASSEMBLY TO PLATES AND REMOVE PLATES.
  - G. DISCONNECT ELECTRICAL CONNECTOR FROM LIGHT ASSEMBLY AND REMOVE LIGHT ASSEMBLY. CONTINUE WITH STEP 5.
- 4. REMOVE UPPER ANTI-COLLISION LIGHT AS FOLLOWS:
  - A. REMOVE SCREWS, WASHER AND LENS RETAINER CLIP AND REMOVE LENS AND GASKET.
  - B. PRESS IN AND ROTATE LAMPS COUNTERCLOCKWISE AND REMOVE LIGHT ASSEMBLY.
  - C. REMOVE SCREUB SECURING PLATES AND REMOVE PLATES.
  - D. DISCONNECT ELECTRICAL CONNECTOR FROM LIGHT ASSEMBLY AND REMOVE ASSEMBLY.
- 5. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.
- B INSTALLATION



OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO.

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

33.030

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(CONTINUED)

AIRCRAFT	REG.: N368ND		ISSUE	D 07-88 RE	V. PAGE 2
88349	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY
33-003	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
29 29					UNSCHEDULED

NOTE: FOR INSTALLATION OF LOWER ANTI-COLLISION LIGHT, REFER TO STEP 1. FOR INSTALLATION OF UPPER ANTI-COLLISION LIGHT. REFER TO STEP 2.

- 1. INSTALL LOWER ANTI-COLLISION LIGHT AS FOLLOWS:
  - A. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
  - B. CONNECT ELECTRICAL CONNECTOR TO LIGHT ASSEMBLY.
  - C. POSITION LIGHT ASSEMBLY ON PLATES AND SECURE WITH SCREWS.
  - D. PRESS IN AND ROTATE LAMPS CLOCKWISE TO SECURE IN LIGHT ASSEMBLY.
  - E. POSITION PLATES WITH LIGHT ASSEMBLY ON AIRCRAFT AND SECURE WITH SCREWS.
  - F. INSTALL GASKET.
  - G. INSTALL LENS AND LENS RETAINER CLIP AND SECURE WITH SCREWS AND WASHER. CONTINUE WITH STEP 3.
- 2. INSTALL UPPER ANTI-COLLISION LIGHT AS FOLLOWS:
  - A. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
  - B. CONNECT ELECTRICAL CONNECTOR TO LIGHT ASSEMBLY.
  - C. POSITION LIGHT ASSEMBLY AND PLATES ON AIRCRAFT STRUCTURE AND SECURE WITH SCREWS.
  - D. PRESS IN AND ROTATE LAMPS CLOCKWISE TO SECURE IN LIGHT ASSEMBLY.
  - E. INSTALL GASKET, LENS AND LENS RETAINER CLIP AND SECURE WITH SCREWS AND WASHERS.
- 3. CONNECT 28 V DC POWER TO AIRCRAFT AND ENSURE ANTI-COLLISION LIGHTS CIRCUIT BREAKER IS ENGAGED.
- 4. PLACE ANTI-COLLISION LIGHTS SWITCH IN ON POSITION
- 5. CHECK ANTI-COLLISION LIGHTS FOR ILLUMINATION AND ROTATION.
- 6. PLACE ALL SWITCHES IN OFF POSITION.
- 7. DISCONNECT 28 V DC POWER FROM THE AIRCRAFT.

88349 WORK DUE AT

#### COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WEST, INC. WORK COMPLIANCE FORM NO. AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND AIRCRAFT REG .: N368MD ISSUED 07-88

33.050

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY

PAGE 1

\33-005	HOURS	LAINDINGS	CTOLES	1 GIT TOOTI TIEGOTIBO: TIE	- CALIBOI	1001110001	OH OF BATING:
29 29					UNSCHEDU	LED	
WORK ACCOMPLISHED	: DATE: MONTH	8 DAY 30	YEAR S	AIRCRAFT HOURS: CERTIFICATE NUMBER	43.50.2	LANDINGS:	2895 >
	(1)	1/ // 1/	// //			•	
INSPECTED BY:	flus	F QQ	84-	KIND OF CERTIFICATE	:A)[	********	
330116 PART					MM 33-		
REASON REMOVED: (	CHECK DNE)	MER D( ) SCHED	CUMP E( )	MOD G( ) SERVICE K( )	TECHNI ENG CHG ( )	CIAN:	INSP:
	•	_		SERIAL NUMBER:			
			_		•		<u></u>
PART INSTALLED: P	ART NUMBER	<u> </u>	) 21~ 1	SERIAL NUMBER:	عاع	F-1701	
TIME SINCE NEW: H	RSLDG	3MO8		TIME SINCE OVERHAUL:	HRS	_LDGS	MDS
WARRANTY TIME REM	AINING: HRS	LDGS	_NOS	MAN-HOURS: HRS	_TENTHS	PRICE: \$_	
330126 PART	NAME: RIGHT TAX	LIGHT ASSEMBL	γ		MM 33-	40-00	
REASON REMOVED: (					TECHNI	CIAN	INSP:
				MOD G( ) SERVICE K( )			) DAMAGED T( )
PART REMOVED: P	ART NUMBER	5-82352	<u> </u>	SERIAL NUMBER:	6t	4787	
				SERIAL NUMBER:			
TIME SINCE NEW: H	RBLDG!	3MOS		TIME SINCE OVERHAULE	HRS	_LDG8	HO8
WARRANTY TIME REM	AINING: HRS	_LDGS	MOS	MAN-HOURS: HRS	_TENTHS	PRICE: \$_	
************						*****	

REV.

330116, 330126

TAXI LIGHT ASSEMBLY - REMOVAL AND INSTALLATION (REFER TO FIGURE 1 ON CARD 33-3)

- A REMOVAL (REFER TO FIGURE 1)
  - 1. DISCONNECT ELECTRICAL POWER FROM AIRCRAFT.
  - 2. TO REMOVE TAXI LIGHT LAMP PROCEED AS FOLLOWS:
    - A. REMOVE BOLT, WASHER AND NUT SECURING RETAINING RING AND REMOVE RETAINER RING AND GASKET.
    - B. CAREFULLY PULL LAMP FROM LIGHT HOUSING.
    - C. DISCONNECT ELECTRICAL LEADS FROM LAMP TERMINALS AND REMOVE LAMP.
  - 3. TO REMOVE TAXI LIGHT ASSEMBLY PROCEED AS FOLLOWS:
    - A. DISCONNECT KNURLED NUT AND REHOVE NUT AND LEADS FROM ASSEMBLY RECEPTACLE.
    - B. REMOVE TWO SPRING PINS.
    - C. REMOVE COTTER PIN, NUT, SPACER, MASHER AND BOLT SECURING LIGHT ASSEMBLY TO BRACKET AND REMOVE LIGHT ASSEMBLY.
    - 4. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

- 1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
- 2. TO INSTALL TAXI LIGHT ASSEMBLY PROCEED AS FOLLOWS:
  - A. POBITION BRACKET AND SECURE WITH BOLT, WASHER, SPACER AND NUT AND SAFETY WITH COTTER PIN.
  - B. INSTALL SPRING PINS.
  - C. CONNECT ELECTRICAL LEADS AND INSTALL KNURLED NUT.
- 3. TO INSTALL TAXI LIGHT LAMP PROCEED AS FOLLOWS:
  - A. CONNECT ELECTRICAL LEADS TO LAMP TERMINALS.
  - B. POSITION LAMP IN LIGHT ASSEMBLY HOUSING.
  - C. INSTALL CASKET AND RETAINING RING AND SECURE WITH BOLT, WASHER AND NUT.
- 4. CONNECT 28 V DC POWER TO AIRCRAFT AND ENSURE LEFT-HAND AND RIGHT-HAND LANDING LIGHT CIRCUIT BREAKERS ARE ENGAGED.



OPERATOR: ED-WEST, INC.

MODEL: 1124A WESTWIND

WORK COMPLIANCE FORM NO.

33.050

AIRCRAFT NO.: 368

(CONTINUED)

AIRCHAFT	REG.: <b>N368HD</b>		ISSUED	) 07-88 RE	V.	PAGE 2
88349	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TAS	SK. KEEP TOP COPY
33-005	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO C	SI FOR UPDATING.
29 29	:				UMSCHEDUR ED	

- 5. PLACE TAXI LIGHT SWITCH TO ON POSITION AND CHECK LIGHTS FOR ILLUMINATION.
- 4. PLACE SWITCH TO DFF POSITION AND DISCONNECT ELECTRICAL POWER FROM AIRCRAFT.

OPERATOR: ED-WES, INC.

REPORT DATE 06/13/89

WORK COMPLIANCE FORM NO.

33.100A

AIRCRAFT NO.:

368

MODEL: 1124A WESTWIND

PAGE 1 RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY

AIRCRAFT REG .: N348MD ISSUED 07-88 REV. 89164 WORK DUE AT \* = APU HRS FOR YOUR RECORDS, RETURN CARBON COPY TO CSI FOR UPDATING HOURS LANDINGS CYCLES 33-010 90 90 04/20/89 4980 CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

		0.20., 00.0.2		***************************************	
WORK ACCOMPLISHED: DATE: MONTH_	11 BAY 30 YEAR &	2 AIRCRAFT HOURS:	4430.2	AND INCS:	2987
TECHNICIAN SIGNATURE:	Λ	CERTIFICATE NUMBER:			
INSPECTED BY:		KIND OF CERTIFICATE:			
*************************		**********	***********	*********	*********
THE FOLLOWING WORK IS DUE AT THE	E TIME(8) NOTED ABOVE:		TECHNICIAN S	INSPECTOR	MAN-HOURS HRS.THS
330228 CHARGE EMERGENCY LIGHT	T BATTERYMM 12-10-06				
330228	<del>                                      </del>	*****************	***********	*********	**********
ANABAR PHENARMAN I TOUT BATTERY	A AREFER TO THIMPPOATION (	DM CARD 3343			

CHARGE EMERGENCY LIGHT BATTERY (REFER TO ILLUSTRATION ON CARD 33-

- NOTE: 1. CHARGING ONLY PERTAINS TO AIRCRAFT WITH NICKEL-CADMIUM BATTERY INSTALLED.
  - 2. THE NICKEL-CADMIUM BATTERY MUST BE RECHARGED, AT INTERVAL SPECIFIED IN CHAPTER 5-20-02, PARAGRAPH 2, 0 (1), AND WHENEVER THE EMERGENCY LIGHTS HAVE BEEN OPERATED FROM THE BATTERY MORE THAN OME HOUR.
- 1. REMOVE BATTERY AS FOLLOWS:
  - A. DISCONNECT ELECTRICAL POWER FROM AIRCRAFT.
  - B. REMOVE SCREWS SECURING COVER AND REMOVE COVER.
  - C. PRESS IN AND ROTATE LAMPS COUNTERCLOCKHISE IN SOCKET AND REMOVE LAMPS.
  - D. REHOVE SCREWS SECURING BATTERY COVER AND REHOVE COVER AND BATTERY.
- 2. DISCHARGE BATTERY AT THE RATE OF 250 MA UNTIL THE VOLTAGE DROPS TO 22 VOLTS.
- 3. CHARGE THE BATTERY AT THE RATE OF 120 MA FOR 14 HOURS. AFTER 14 HOURS THE VOLTAGE MUST BE BETWEEN 28 AND 29 VOLTE.
- 4. CARRY OUT CHARGING AT ROOM TEMPERATURE.
- 5. INSTALL BATTERY AS FOLLOWS:
  - A. INSTALL BATTERY AND BATTERY COVERS. SECURE WITH SCREWS.
  - B. PRESS AND ROTATE LAMP CLOCKWISE IN SOCKET.
  - C. INSTALL COVER AND SECURE WITH SCREWS.
- 6. RECORD CHARGING COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

#### COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WEST, INC.

**REPORT DATE 12/14/88** 

WORK COMPLIANCE FORM NO.

33.100A

AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368HD ISSUED 07-88 REV. PAGE 1 **88349** | WORK DUE AT \* = APU HRS RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY LANDINGS FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING. DATE HOURS CYCLES 33-010 29 29 11/15/88 4139 CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 01 DAY 20 YEAR 89	AIRCRAFT HOURS: 4129. 6 LANDINGS: 2635
TECHNICIAN SIGNATURE:	CERTIFICATE NUMBER: 465-124
	KIND OF CERTIFICATE: REPAIR STATION
TRAFECTED BY	TRIND UP CERTIFICATE:
THE FOLLOWING WORK IS DUE AT THE TIME(S) NOTED ABOVE:	TECHNICIAN INSPECTOR MAN-HOURS HRS.THS
330228 CHARGE EMERGENCY LIGHT BATTERYNM 12-10-06	T7/
	***************************************
330228	

CHARGE EMERGENCY LIGHT BATTERY (REFER TO ILLUSTRATION ON CARD 33-4)

- NOTE: 1. CHARGING ONLY PERTAINS TO AIRCRAFT WITH NICKEL-CADMIUM BATTERY INSTALLED.
  - 2. THE NICKEL-CADMIUM BATTERY MUST BE RECHARGED, AT INTERVAL SPECIFIED IN CHAPTER 5-20-02, PARAGRAPH 2, 0 (1), AND WHENEVER THE EMERGENCY LIGHTS HAVE BEEN OPERATED FROM THE BATTERY MORE THAN ONE HOUR.
- 1. REMOVE BATTERY AS FOLLOWS:
  - A. DISCONNECT ELECTRICAL POWER FROM AIRCRAFT.
  - B. REMOVE SCREWS SECURING COVER AND REMOVE COVER.
  - C. PRESS IN AND ROTATE LAMPS COUNTERCLOCKWISE IN SOCKET AND REMOVE LAMPS.
  - D. REMOVE SCREWS SECURING BATTERY COVER AND REMOVE COVER AND BATTERY.
- 2. DISCHARGE BATTERY AT THE RATE OF 250 MA UNTIL THE VOLTAGE DROPS TO 22 VOLTS.
- 3. CHARGE THE BATTERY AT THE RATE OF 120 MA FOR 14 HOURS. AFTER 14 HOURS THE VOLTAGE MUST BE BETWEEN 28 AND 29 VOLTS.
- 4. CARRY DUT CHARGING AT ROOM TEMPERATURE.
- 5. INSTALL BATTERY AS FOLLOWS:
  - A. INSTALL BATTERY AND BATTERY COVERS. SECURE WITH SCREWS.
  - B. PREBS AND ROTATE LAMP CLOCKWISE IN SOCKET.
  - C. INSTALL COVER AND BECURE WITH SCREWS.
- 6. RECORD CHARGING COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.



OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO.

34.050

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

TR COMPLIANCE FURIN NO. 34.0

AIRCRAFT	REG.: N368ND		ISSUE	07-88 RE	W.	PAGE	1
88349	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK.	KEEP TO	P COP
34-004	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI F	OR UPDA	TING.
29 29					UNSCHEDULED		

HORK ACCOMPLISHED: DATE: MONTH 9 DAY 25 YEAR 89 AIRCRAFT HOURS:	L	ANDINGS:	)
TECHNICIAN BIGNATURE AL HOUTE CERTIFICATE NUMBER:	384	.3	
INSPECTED BY: KIND OF CERTIFICATE:	386	3	
	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
340146 LEAK CHECK LEFT STATIC SYSTEMMM 34-10-01	<u>AM</u>	ak .	התסיותם
340151 LEAK CHECK RIGHT STATIC SYSTEMNM 34-10-01		m	

340146, 340151

LEAK CHECK STATIC SYSTEM EQUIPMENT: ALTIMETER

- 1. APPLY ELECTRICAL POWER TO THE AIRCRAFT.
- 2. MAKE SURE THAT ON 1124 MODEL WITH ELECTRICAL ALTIMETER AND ON ALL 1124A MODEL AIRCRAFT ALL CIRCUIT BREAKERS RELATED TO THE CORRESPONDING INSTRUMENTS ARE CLOSED.
- 3. THE OUTLETS OF THE STATIC PORTS SHALL BE SEALED AND A STANDARD ALTIMETER SHALL BE INSTALLED ON ONE SIDE OF THE STATIC LINE. A VACUUM SOURCE SUFFICIENT TO PROVIDE AN INDICATION OF 20,000 FEET (13.745 INCH Hg) ON THE ALTIMETER, SHALL BE APPLIED TO THE SYSTEM. FREEZE THE VACUUM.
- 4. READ THE ALTITUDE FOR ONE MINUTE AFTER THE VACUUM WAS CUT OFF. THERE SHOULD NOT BE AN ALTITUDE DROP OF MORE THAN 100 FEET.

CAUTION: RELEASE VACUUM SLOWLY TO AVOID DAMAGE TO INSTRUMENTS.

5. RECORD TEST COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

HOURS

### **COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM**

WORK COMPLIANCE FORM NO.

34.070

OPERATO	H: ED~	MF21: 11
AIRCRAFT	NO.:	368
AIRCRAFT	REG.:	NJ68MI
88349	WORK D	UE AT
34-006		DATE
\27"VU		

MODE	C: 1164W MCS	1 #14D
ISSUEI	07-88 RE	V. PAGE 1
APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY
ANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
		UNSCHEDULED
DAY 25	YEAR &	AIRCRAFT HOURS:LANDINGS:

	<u> </u>	ALLA ALLE AFFR
WORK ACCOMPLISHED: DATE: MONTH 9 DAY 25 YEAR 89	AIRCRAFT HOURS:	LANDINGS:
TECHNICIAN SIGNATURE:	CERTIFICATE NUMBER:	3863
INSPECTED BY:	_KIND OF CERTIFICATE:	RS4 3403
341101 PART NAME: PILOTS ALTIMETER (RAD-BAR) REASON REMOVED: (CHECK ONE) TIME A() FAIL B() WORN C() LOANER D() SCHED CONV E() MO		HM 34-10-03 TECHNICIAN:INBP: CHG L( ) TIRE CHG M( ) DAHAGED T(
PART REMOVED: PART NUMBER	SERIAL NUMBER:	
PART INSTALLED: PART NUMBER	BERIAL NUMBER:	
TIME SINCE NEW: HRSLDGSMOBT	IME SINCE OVERHAUL: HRS_	LDG8MOS
WARRANTY TIME REMAINING: HRSLDGSNOS HASSING CALIBRATE PILOT'S ALTIMETER FAR91.171VENDOR NN RECORD DATE OF CALIBRATION	DATE C/W MO/DAY/YR	TECHNICIAN INSPECTOR HAN-HOURS HRS.THS
( ) 340146 LEAK CHECK LEFT STATIC SYSTEMREFER TO WORK NOTE: 1. FOLLOWING INSTALLATION OR MAINTENANCE ON THE DATA CORRESPONDENCE ERROR COULD BE INTRODUCE (C) APPENDIX E OF PART 43.	COMPLIANCE FORM 34.050 E AUTOMATIC PRESSURE ALT:	/ ITUDE REPORTING SYSTEM WHERE
2. FOLLOWING INSTALLATION OR MAINTENANCE ON THE BYBTEM PERFORM A LEAK CHECK IN ACCORDANCE W 3. IF THE AIR DATA COMPUTER FOR THE PILOT'S AL WORK COMPLIANCE FORM 34.480.	ITH PARAGRAPH (A) APPEND TIMETER SYSTEM IS TO BE	IX E OF PART 43. CALIBRATED AT THIS TIME, REFER TO
***************************************		********
341111 PART NAME: COPILOTS ALTIMETER		ND REF
REASON REMOVED: (CHECK DNE)		TECHNICIAN: INSP:
TIME A( ) FAIL B( ) WORN C( ) LOANER D( ) SCHED CONV E( ) HO	D G( ) BERVICE K( ) ENG	

PART INSTALLED: PART NUMBER\_\_\_\_\_\_ SERIAL NUMBER: TIME BINCE NEW: HRB\_\_\_\_LDGS\_\_\_\_MOS\_\_\_\_TIME SINCE OVERHAUL: HRB\_\_\_\_LDGS\_\_\_\_\_MOS\_\_\_ WARRANTY TIME REMAINING: HRS\_\_\_\_\_\_LDGS\_\_\_\_\_MOS\_\_\_\_\_ MAN-HOURS: HRS\_\_\_\_\_\_TENTHS\_\_\_\_\_\_PRICE: \$\_ DATE C/W TECHNICIAN INSPECTOR MAN-HOURS MO/DAY/YR HRS.THS #341116 CALIBRATE COPILOT'S ALTIMETER FAR91.171...VENDOR MM

( ) 340151 LEAK CHECK RIGHT STATIC SYSTEM...REFER TO WORK COMPLIANCE FORM 34.050

NOTE: 1. FOLLOWING INSTALLATION OR MAINTENANCE ON THE AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM WHERE DATA CORRESPONDENCE ERROR COULD BE INTRODUCED, TEST THE INTEGRATED SYSTEM IN ACCORDANCE WITH PARAGRAPH (C) APPENDIX E OF PART 43.

- 2. FOLLOWING INSTALLATION OR MAINTENANCE ON THE STATIC SYSTEM OR COMPONENT REPLACEMENT IN THE STATIC SYSTEM PERFORM A LEAK CHECK IN ACCORDANCE WITH PARAGRAPH (A) APPENDIX E OF PART 43.
- 3. IF THE AIR DATA COMPUTER FOR THE PILOT'S ALTIMETER SYSTEM IS TO BE CALIBRATED AT THIS TIME, REFER TO WORK COMPLIANCE FORM 34.480.



OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO.

34.070

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

(CONTINUED)

AIRCRAFT	REG.: N368HD		ISSUEI	07-88 RE	V. PAGE 2
88349	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY
34-006	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
29 29					UNSCHEDULED

NOTE: THE FOLLOWING ADDITIONAL WCF(8) ARE REQUIRED TO PERFORM THIS TASK 34.050.

ALTIMETER - REMOVAL AND INSTALLATION, CALIBRATION

#### A REMOVAL

1. DISENGAGE LEFT-HAND ALTIMETER CIRCUIT BREAKER ON INSTRUMENT BUS NO.1 (26 V AC) AND TAG WITH WARNING SIGN THAT READS AS FOLLOWS:

WARNING: DO NOT CLOSE CIRCUIT BREAKER - MAINTENANCE IS IN PROGRESS.

- 2. REMOVE ELECTRICAL CONNECTORS.
- 3. DISCONNECT THE STATIC LINES FROM THE TEE FITTING.
- 4. LOOSEN THE CLAMP SCREW AND REMOVE THE ALTIMETER FROM THE PANEL.
- 5. RECORD PART NUMBER, BERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

#### **B INSTALLATION**

- 1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
- 2. INSTALL TEE IN ALTIMETER; ALIGN TEE TO STATIC LINES.
- 3. INSTALL ALTIMETER BY CLAMPING UNIT SECURELY TO THE PANEL.
- 4. CONNECT STATIC LINES TO TEE FITTING.
- 5. CONNECT ELECTRICAL CONNECTORS.
- 6. REMOVE WARNING TAG AND CLOSE LEFT-HAND ALTIMETER CIRCUIT BREAKER.
- 7. PERFORM PITOT AND STATIC CHECK. REFER TO WORK COMPLIANCE FORM 34.050 AND PARAGRAPH (A) APPENDIX E OF PART 43 IF APPLICABLE.
- 8. PERFORM AN INTEGRATION TEST IN ACCORDANCE WITH PARAGRAPH (C) APPENDIX E OF PART 43.
  - NOTE: 1. FOLLOWING INSTALLATION OR MAINTENANCE ON THE AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM WHERE DATA CORRESPONDENCE ERROR COULD BE INTRODUCED, TEST THE INTEGRATED SYSTEM IN ACCORDANCE WITH PARAGRAPH (C) APPENDIX E OF PART 43.
    - 2. FOLLOWING INSTALLATION OR MAINTENANCE ON THE STATIC SYSTEM OR COMPONENT REPLACEMENT IN THE STATIC SYSTEM PERFORM PARAGRAPH (A) APPENDIX E OF PART 43 IF APPLICABLE.

#### 341106, 341116, 341126

- C CALIBRATE ALTIMETER (FAR91.171)
  - 1. REMOVE ALTIMETER FROM AIRCRAFT. REFER TO STEP A.
  - 2. CALIBRATE ALTIMETER IN ACCORDANCE WITH FAR PART 43, APPENDIX E AND PART 91, SECTION 91.171.

NOTE: REFER TO FAR91.36 AND AC43-6 FOR ENCODING ALTIMETER TEST IF ENCODING ALTIMETER IS INSTALLED IN AIRCRAFT IN ADDITION TO REGULAR FLIGHT ALTIMETER.

- 3. INSTALL ALTIMETER IN AIRCRAFT. REFER TO STEP B.
- 4. RECORD CALIBRATION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO.

34.320

AIRCRAFT NO .: 368 AIRCRAFT REG.: N368ND

MODEL: 1124A HESTHIND ISSUED 07-88 REV.

RK ACCOMPLISHED; DATE: MONTH 9 DAY 25 VEAR 59 AIRCRAFT HOURS: LANDINGS:  CHAILCIAN SIGNATURE: SECTED BY: KIND DF CERTIFICATE:				HOURS			CYCI		RECORD TIME		DUICHED FOR	EAGLE TACK	
NK ACCOMPLISHED: DATE: MONTH 9 DAY 25 YEAR 59 AIRCRAFT HOURS: LANDINGS:						momac			FOR YOUR REC	CORDS. RETUF			OR UPDATING
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346101, 346116

ATC TRANSPONDER - REMOVAL AND INSTALLATION, TEST, BENCH CHECK (REFER TO ILLUSTRATION ON CARD 34-10) A REMOVAL (REFER TO ILLUSTRATION)

1. DPEN ATC-1 AND ATC-2 CIRCUIT BREAKERS AND TAG WITH WARNING SIGNS.



OPERATOR ED-WES, INC.

AIRCRAFT REG.: N368MD

**89164** WORK DUE AT

AIRCRAFT NO.:

**34-040** 

REPORT DATE 06/13/89

WORK COMPLIANCE FORM NO.

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY

FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING

34.370A

MODEL: 1124A WESTWIND

CYCLES

188UED 07-88 REV.

PAGE 1

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THE FOLI	LOWING WORK IS	DUE AT THE	TIME(S) NOTED	ABOVE:	*********	TECHNICIAN	INSPECTOR	MAN-HOURS
(3446	(a) ( ) IMBP	EHER POWER S	HIPPLY BATTERY	/STAND-BY AT	TITUDE GYROVMM SL-80	BL 30 57/3	iH	HRS.THS
34461	*********** 5	*******	+++++++++++++++++++++++++++++++++++++++				*********	

NOTE: THE FOLLOWING ADDITIONAL NCF(8) ARE REQUIRED TO PERFORM THIS TASK 34.T02, 34.370C.

INSPECT EMERGENCY POWER SUPPLY BATTERY/STAND-BY ATTITUDE GYRO (REFER TO FIGURES 1, 2, 3 AMD 5 ON CARD 34-12)

- NOTE: 1. FOR PS-823 POWER SUPPLY BATTERY PERFORM STEPS 1, 3 AND 4.
  - 2. FOR P8-835 POMER SUPPLY BATTERY PERFORM STEPS 2, 3 AND 4.

\* = APU HRS

LANDINGS

HOURS

3. FOR ALL OTHER POWER SUPPLY BATTERIES USE VENDORS MAINTENANCE PROCEDURES.

EQUIPMENT: JUMPER WIRE (016 BUSS WIRE OR EQUIVALENT), 7 OHM + OR -1 PERCENT 150 WATT RESISTOR, DC VOLTMETER

- 1. CHECK MODEL P8-823 EMERGENCY POWER SUPPLY BATTERY AS FOLLOWS:
  - A. REMOVE EMERGENCY POWER SUPPLY AS FOLLOWS:
    - (1) REMOVE ELECTRICAL POWER FROM AIRCRAFT.
    - (2) REMOVE SAFETY WIRE FROM KNURLED KNOB TO HOURT AND LOOSEN KNOB.
    - (3) REMOVE EMERGENCY POMER SUPPLY UNIT FROM HOUNTING RACK BY PULLING GENTLY.

CAUTION: WHENEVER REMOVING OR INSTALLING THE COVER OF THE P8-823, THE 10 AMP FUSE (F2) MUST BE REMOVED OR CIRCUIT DAMAGE COULD RESULT.

- B. FIRST REHOVE THE 10 AMP FUSE (F2) FROM THE POWER SUPPLY; THEN REMOVE THE COVER AND REPLACE THE FUSE. INSPECT THE BATTERY PACKS AND BATTERY PACK COVERS FOR OBVIOUS INDICATIONS OF VENTING OR CORROSION.
  - NOTE: 1. BEFORE PERFORMING THE REMAINING TESTS, CHARGE UNIT FOR 24 HOURS PER FIGURE 1 AND ALLOW APPROXIMATELY 1 HOUR BETWEEN CHARGING AND TESTING TO PERHIT BATTERY STABILIZATION OR CHECK THE BATTERY PACK VOLTAGE LEVEL TO DETERMINE IF VOLTAGE LEVEL IS SUFFICIENT TO PERFORM DISCHARGE TEST.
    - 2. PABBAGE OF THE FOLLOWING DISCHARGE TEST REQUIRES FULLY CHARGED BATTERY PACKS. THE INITIAL DISCHARGE EXERCISES THE BATTERY PACKS, DISCLOSES UNBALANCED CELLS, AND INDICATES THE LEVEL OF CHARGE WHICH IS BEING HAINTAINED BY THE AIRCRAFT. IF THE INITIAL DISCHARGE HEETS THE REQUIREMENTS OF THE DISCHARGE TEST, THE RESULTS CAN BE ACCEPTED AS PASSING THE TEST WITHOUT PRECHARGING, THEREBY SAVING THE TIME FOR THE PRE-CHARGE AND BATTERY STABILIZATION.
  - HARNING: THE ELECTROLYTE UBED IN NICKEL-CADMIUM BATTERIEB IS A CAUSTIC SOLUTION OF POTASIUM HYDROXIDE. IF ANY IS SPILLED ON CLOTHING OR OTHER MATERIALS, IT SHOULD BE BATHED, IMMEDIATELY WITH LARGE QUANTITIES OF MATER. IF THE ELECTROLYTE GETS ON THE SKIN, BATHE THE AFFECTED AREAS WITH LARGE QUANTITIES OF MATER AND NEUTRALIZE WITH A BORIC ACID SOLUTION OR VINEGAR. IF ELECTROLYTE GETS INTO THE EYES, FLUSH WITH MATER AND GET MEDICAL ATTENTION IMMEDIATELY.
- C. PLACE A JUMPER ACROSS PS-823 CONNECTOR PINS 11 AND 13. THE VOLTAGE PIN 11 (POSITIVE) TO PIN 7 (GROUND) SHALL BE 24.0 V DC MINIMUM. (BATTERY PACKS, POSITIVE TO GROUND, SHALL MEASURE 24.5 V DC MINIMUM). IF THE VOLTAGE IS TOO LOW, PROCEED TO STEP D. IF THE VOLTAGE IS ADEQUATE, CONNECT A 7 OHM + OR -1 PERCENT 150 MATT LOAD ACROSS PINS 11 AND 7 (OR BATTERY PACK TERMINAL) AND DISCHARGE THE PS-823 (OR BATTERY PACK) WHILE MONITORING TIME AND VOLTAGE LEVEL. WATCH FOR PREMATURE DROPS OF A VOLT OR MORE WITHIN A FEW SECONDS, IN WHICH CASE, DISCONTINUE THE DISCHARGE, REMOVE THE BATTERY PACKS AND THEIR COVERS AND PROCEED TO WORK COMPLIANCE FORM 34.TO2, STEPS 4.A(3) SPECIFIED ENDING VOLTAGE ARE TO CRITICAL ELEMENT. A DISCHARGE CURVE WITH ONE OR MORE COPYRIGHT 1989 CAMP SYSTEMS, INC,

REV.

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368

OPERATOR: ED-WEB, INC. REPORT DATE 06/13/89

WORK COMPLIANCE FORM NO.

(CONTINUED)

PAGE 2

34.370A

AIRCRAFT REG.: N368ND

AIRCHAFT NO.:

MODEL: 1124A WESTWIND

18SUED 07-88

89164 WORK DUE AT \* = APU HRS. RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY

34-040 DATE HOURS LANDINGS CYCLES FOR YOUR RECORDS, RETURN CARBON COPY TO CSI FOR UPDATING.

29 29 04/20/89 4280 CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

PREMATURE DIPS AS SHOWN IN THE DASHED CURVE (FIGURE 3) INDICATE CELLS WHICH NEED MAINTENANCE. WHEN PERFORMING THE DISCHARGE ON A PS-823, CHECK THE OUTPUTS AT PINS 3, 4 AND 5 WITH REFERENCE TO PIN 7 (GROUND). THESE VOLTAGES SHOULD BE APPROXIMATLEY 120, 27, AND 4.7 V AC RESPECTIVELY (+ 7 PERCENT, -10 PERCENT).

- D. IF THE INITIAL NO-LOAD VOLTAGE IN STEP 1-C. IS LESS THAN 24.0 V DC (24.5 V DC FOR BATTERY PACKS), RECHARGE THE UNIT PER STEP 1-E. AND RETURN TO STEP 1-C. IF, AFTER A RECHARGE, THE INITIAL VOLTAGE REQUIREMENT CANNOT BE MET, PROCEED ON TO WORK COMPLIANCE FORM 34.TO2, STEP 4.
- E. DISCONNECT THE LOAD RESISTOR AND THE DC VOLTMETER FROM PS-823 PINS 11 AND 7. WITH THE JUMPER IN PLACE BETWEEN PINS 11 AND 13. COMMECT A 28 V DC POHER SUPPLY TO PS-823 PINS 10 (+) AND 7 (-) IN ACCORDANCE WITH FIGURE 1. TURN ON THE 28 V DC POHER SUPPLY, AND THE BATTERIES WILL CHARGE THROUGH THE PS-823 INTERNAL CHARGING CIRCUIT. (FOR BATTERY PACKS, CONNECT THE TERMINALS TO A CHARGING CIRCUIT IN ACCORDANCE WITH FIGURE 2). CHARGE THE BATTERIES IN THIS MANNER FOR 24 HOURS. RE-TEST, IF APPLICABLE, AFTER CHARGING IS STOPPED, OR REMOVE THE 10 AMP FUSE, REPLACE THE COVER AND THE FUSE, AND RETURN THE UNIT TO BERVICE OR STORAGE AS APPLICABLE.

NOTE: IF THE UNIT FAILS THE ABOVE TEST AFTER HAVING RECEIVED A FULL CHARGE AND THE UNIT IS IN THE WARRANTY PERIOD, CONTACT YOUR J.E.T. DISTRUBUTOR FOR SERVICE CENTER INFORMATION. IF THE UNIT IS OUT OF WARRANTY, PERFORM THE STEPS OF WORK COMPLIANCE FORM 34.TO2.

- 2. CHECK HODEL PS-835 ENERGENCY POWER SUPPLY AS FOLLOWS:
  - A. WITH NO POWER APPLIED TO THE P8-835, PLACE EMERGENCY POWER SUPPLY TEST (OR REMOTE COCKPIT TEST SWITCH) TO THE TEST POSITION FOR 5 SECONDS.
  - B. THE PS-835 VOLTAGE LEVEL LIGHT EMITTING DIODES (LED) 20 V DC AND 24 V DC (OR REMOTE TEST INDICATOR) SHALL REHAIN ILLUMINATED DURING THE TEST.

NOTE: IF UNIT TEST SHITCH (81) OR RENOTE TEST SHITCH IS DEPRESSED AT BATTERY AMBIENT TEMPERATURE OF 55
DEGREES C OR GREATER, THE UNIT INTERNAL HEATER WILL NOT TURN ON TO PROVIDE A TEST LOAD FOR THE UNIT
BATTERY. THIS IS NOT AN IDEAL CONDITION FOR BATTERY LEVEL TESTS BUT THE RESULTS SHOULD BE CONSIDERED VALID.

- C. RELEASE THE PB-835 TEST SWITCH (OR COCKPIT RENDTE TEST SWITCH) AND RETURN UNIT TO SERVICE.
- D. IF RESULTS CAN NOT BE MET REFER TO WORK COMPLIANCE FORM 34.370C.
- 3. INSTALL THE BATTERY IN THE AIRCRAFT. FOR HODEL PS-823 EMERGENCY POWER SUPPLY AS FOLLOWS:
  - A. POSITION EMERGENCY POWER SUPPLY IN FRONT OF MOUNTING RACK.
  - B. CAREFULLY SLIDE EMERGENCY POWER SUPPLY BACK UNTIL REAR CONNECTOR HATES WITH HOUNT CONNECTOR. ENSURE THAT PINS ARE PROPERLY ALIGNED, THEN FIRMLY PRESS POWER SUPPLY BACK UNTIL REAR CONNECTOR IS FIRMLY ENGAGED WITH HOUNTING RACK CONNECTOR.
  - C. LIFT KNURLED KNOB ONTO SECURING HOOK IN FRONT OF POWER SUPPLY AND TIGHTEN KNOB.
  - D. SAFETYWIRE KNURLED KNOB.
  - E. CONNECT ELECTRICAL POWER TO AIRCRAFT.
- 4. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.



OPERATOR: ED-WEST, INC. AIRCRAFT NO .: 368

**REPORT DATE 12/14/88** 

WORK COMPLIANCE FORM NO.

34.370A

AIRCRAFT REG .: N368MD

MODEL: 1124A WESTWIND

PAGE 1

ISSUED 07-88 REV. 88349 WORK DUE AT \* = APU HRS RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY DATE HOURS LANDINGS CYCLES FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING. 34-040 29 29 11/15/88 4139 CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

YEAR 89 DAY 20 AIRCRAFT HOURS: 4129,6 LANDINGS: 3635 HORK ACCOMPLISHED: DATE: MONTH C 1 462-12 CERTIFICATE NUMBER:

KIND OF CERTIFICATE: KEPALE INSPECTED BY:

THE FOLLOWING WORK IS DUE AT THE TIME(8) NOTED ABOVE:

TECHNICIAN INSPECTOR

(344616) ( ) INSP EMER POWER SUPPLY BATTERY/STAND-BY ATTITUDE GYRO..VMM SL-80/SLB@

344616

NOTE: THE FOLLOWING ADDITIONAL NCF(8) ARE REQUIRED TO PERFORM THIS TASK 34.TO2, 34.370C.

INSPECT EMERGENCY POWER SUPPLY BATTERY/STAND-BY ATTITUDE GYRO (REFER TO FIGURES 1, 2, 3 AND 5 ON CARD 34-12)

- NOTE: 1. FOR PB-823 POWER SUPPLY BATTERY PERFORM STEPS 1, 3 AND 4.
  - 2. FOR PS-835 POWER SUPPLY BATTERY PERFORM STEPS 2, 3 AND 4.
  - 3. FOR ALL OTHER POWER SUPPLY BATTERIES USE VENDORS MAINTENANCE PROCEDURES.

EQUIPMENT: JUMPER WIRE (#16 BUSS WIRE OR EQUIVALENT), 7 OHM + OR -1 PERCENT 150 WATT RESISTOR, DC VOLTMETER 1. CHECK MODEL P8-823 EMERGENCY POWER SUPPLY BATTERY AS FOLLOWS:

- A. REMOVE EMERGENCY POWER SUPPLY AS FOLLOWS:
  - (1) REMOVE ELECTRICAL POWER FROM AIRCRAFT.
  - (2) REMOVE BAFETY WIRE FROM KNURLED KNOB TO MOUNT AND LOOSEN KNOB.
  - (3) REMOVE EMERGENCY POMER SUPPLY UNIT FROM MOUNTING RACK BY PULLING GENTLY.

CAUTION: WHENEVER REMOVING OR INSTALLING THE COVER OF THE PS-823, THE 10 AMP FUSE (F2) MUST BE REMOVED OR CIRCUIT DAMAGE COULD RESULT.

- B. FIRST REMOVE THE 10 AMP FUSE (F2) FROM THE POWER SUPPLY; THEN REMOVE THE COVER AND REPLACE THE FUSE. INSPECT THE BATTERY PACKS AND BATTERY PACK COVERS FOR OBVIOUS INDICATIONS OF VENTING OR CORROSION.
  - NOTE: 1. BEFORE PERFORMING THE REMAINING TESTS, CHARGE UNIT FOR 24 HOURS PER FIGURE 1 AND ALLOW APPROXIMATELY 1 HOUR BETWEEN CHARGING AND TESTING TO PERMIT BATTERY STABILIZATION OR CHECK THE BATTERY PACK VOLTAGE LEVEL TO DETERMINE IF VOLTAGE LEVEL IS SUFFICIENT TO PERFORM DISCHARGE TEST.
    - 2. PASSAGE OF THE FOLLOWING DISCHARGE TEST REQUIRES FULLY CHARGED BATTERY PACKS. THE INITIAL DISCHARGE EXERCISES THE BATTERY PACKS, DISCLOSES UNBALANCED CELLS, AND INDICATES THE LEVEL OF CHARGE WHICH IS BEING MAINTAINED BY THE AIRCRAFT. IF THE INITIAL DISCHARGE MEETS THE REQUIREMENTS OF THE DISCHARGE TEST, THE RESULTS CAN BE ACCEPTED AS PASSING THE TEST WITHOUT PRECHARGING, THEREBY SAVING THE TIME FOR THE PRE-CHARGE AND BATTERY STABILIZATION.

MARNING: THE ELECTROLYTE USED IN NICKEL-CADMIUM BATTERIES IS A CAUSTIC SOLUTION OF POTABLUM HYDROXIDE. IF ANY IS SPILLED ON CLOTHING OR OTHER MATERIALS, IT SHOULD BE BATHED, IMMEDIATELY WITH LARGE QUANTITIES OF WATER. IF THE ELECTROLYTE GETS ON THE SKIN, BATHE THE AFFECTED AREAS WITH LARGE QUANTITIES OF WATER AND NEUTRALIZE WITH A BORIC ACID SOLUTION OR VINEGAR. IF ELECTROLYTE GETS INTO THE EYES, FLUSH WITH WATER AND GET MEDICAL ATTENTION IMMEDIATELY.

C. PLACE A JUMPER ACROSS PS-823 CONNECTOR PINS 11 AND 13. THE VOLTAGE PIN 11 (POSITIVE) TO PIN 7 (GROUND) SHALL BE 24.0 V DC MINIMUM. (BATTERY PACKS, POSITIVE TO GROUND, SHALL MEASURE 24.5 V DC MINIMUM). IF THE VOLTAGE IS TOO LOW, PROCEED TO STEP D. IF THE VOLTAGE IS ADEQUATE, CONNECT A 7 DHM + DR -1 PERCENT 150 WATT LOAD ACROSS PINS 11 AND 7 (OR BATTERY PACK TERMINAL) AND DISCHARGE THE PS-823 (OR BATTERY PACK) WHILE MONITORING TIME AND VOLTAGE LEVEL. WATCH FOR PREMATURE DROPS OF A VOLT OR MORE WITHIN A FEW SECONDS, IN WHICH CASE, DISCONTINUE THE DISCHARGE, REMOVE THE BATTERY PACKS AND THEIR COVERS AND PROCEED TO WORK COMPLIANCE FORM 34.TO2, STEPS 4.A(3) SPECIFIED ENDING VOLTAGE ARE TO CRITICAL ELEMENT. A DISCHARGE CURVE WITH ONE OR MORE

OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO.

34.480

AIRCRAFT NO.: 368 AIRCRAFT REG .: N368MD

MODEL: 1124A WESTWIND

PAGE 1

88349 <u>w</u> 34-045	ORK DUE AT			REV.			PAGE 1
<b>√34-045</b>	DATE	,	PU HRS. NDINGS CYCL		CACCOMPLISHED FO S. RETURN CARBON (		
29 29			0.02				
E7 E7					UNSCHEDULE	D	
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( ) 34	0146 LEAK C	HECK LEFT STATIC !	SYSTEMREFER	TO WORK COMPLIANCE FORM	34.050	<b>Y</b>	
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1	D	ATA CORRESPONDENCI	E ERROR COULD B	BE INTRODUCED. TEST THE	INTEGRATED SYSTEM	IN ACCORDANCE	HITH
	P	ARAGRAPH (C) APPEI	NDIX E OF PART	43.			
	2. F	OLLOWING INSTALLA	TION OR MAINTEN	NANCE ON THE STATIC BYST	EM OR COMPONENT RE	EPLACEMENT IN T	THE BTATIC
	•	YSTEM PERFORM A LI	EAK CHECK IN AC			PAOT 47	INE BIRITO
	_			CORDANCE WITH PARAGRAPH			
	**********		***********	CORDANCE WITH PARAGRAPH	*************		
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343673 REASON RE TIME A( ) PART REMO PART INST TIME SING WARRANTY #343675 ( ) 34	PART NAME PART NAME EMOVED: (CHEC FAIL B( ) W  OVED: PART  TALLED: PART  TALLED: PART  TALLED: HRS  TIME REMAINI  CALIBRATE N  RECORD DATE  SO151 LEAK C  NOTE: 1. F  D  P  2. F	I NO.2 AIR DATA COMENTA COMENTA CONTROLO INSTALLA CORRESPONDENCE CARAGRAPH (C) APPER OLLOWING INSTALLA CORRESPOND ARAGRAPH (C) APPER OLLOWING INSTALLA CORRESPOND A LETTER OLLOWING INST	COMPUTER  ( ) SCHED CONV	E() MOD G() SERVICE K  SERIAL NUM  SERIAL NUM  TIME SINCE DVERHA  MAN-HOURB: HRS_ DAT  MO/NO REF  R TO WORK COMPLIANCE FOR NANCE ON THE AUTOMATIC P BE INTRODUCED, TEST THE  43. NANCE ON THE STATIC SYST CCORDANCE WITH PARAGRAPH	MM 22-20 TECHNICI ( ) ENG CHG L( )  BER: BER: TENTHS TENTHS C/W TECHNICI DAY/YR  M 34.050 PRESSURE ALTITUDE I INTEGRATED SYSTEM  EM OR COMPONENT RI (A) APPENDIX E OI	DODGS  PRICE: \$  NO INSPECTOR  REPORTING SYSTE IN ACCORDANCE  EPLACEMENT IN 1 F PART 43.	MOS MAN-HOUR HRS.THS

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 34.040, 34.050.



OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO.

34.480

AIRCRAFT NO .: 368

MODEL: 1124A WESTWIND

(CONTINUED)

AIRCRAFT REG . MT40MN

AITIOTALI	TILOT MOODE		ISSUE	0 0/-88 RE	V- PAGE 2
88349	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY
34-045	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
29 29					UNSCHEDULED

#### A REMOVAL (REFER TO ILLUSTRATION)

- 1. REMOVE STATIC AND PITOT CONNECTIONS FROM FRONT OF AIR DATA COMPUTER.
- 2. CAP LINES AND UNIT CONNECTORS.
- 3. LODBEN KNURLED KNOBS.
- 4. GENTLY PULL OUT AIR DATA COMPUTER FROM MOUNTING RACK.
- 5. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

#### B INSTALLATION

- 1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
- 2. POSITION ADC IN FRONT OF HOUNTING RACK.
- 3. CAREFULLY SLIDE ADC BACK UNTIL REAR CONNECTOR MATES WITH MOUNT CONNECTOR, PRESS ADC BACK UNTIL REAR CONNECTOR IS FIRMLY ENGAGED WITH MOUNTING RACK.
- 4. TIGHTEN TWO KNURLED KNOB ON FRONT OF THE ADC.
- 5. UNCAP LINES AND UNIT CONNECTORS.
- 6. INSTALL STATIC AND PITOT CONNECTIONS.
- 7. PERFORM PITOT AND STATIC SYSTEM LEAK TEST. REFER TO WORK COMPLIANCE FORMS 34.040 AND 34.050.

#### 343672, 343675

C CALIBRATE AIR DATA COMPUTER

NO TEXT AVAILABLE AT THIS TIME.

# **COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM**

OPERATOR: ED-WEST, INC.
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND

WORK COMPLIANCE FORM NO.

34.620

AIRCRAFT	REG.: N368MD		ISSUEI	) 07-88 RE	EV.	PAGE	1
88349	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KE		P COP
34-054	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR		
29 29					UNSCHEDULED		

HORK ACCOMPLISHED: DATE: MONTH 09 DAY 05 YEAR 5	4 AIRCRAFT HOURS: 4355. 4 LANDINGS: 2904
TECHNICIAN BIGNATURE: JAMES CONTRACTOR OF THE STATE OF TH	CERTIFICATE NUMBER: 50550463
INSPECTED BY:	
346661 PART NAME: VLF RECEIVER COMPUTER UNIT REASON REMOVED: (CHECK DNE) TIME A() FAIL B() WORN C() LOANER D() SCHED CONV E()	HM 34-60-02 TECHNICIAN: INSP: MOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG M( ) DAMAGED T(
PART REMOVED: PART NUMBER 100 50 45 47	SERIAL NUMBER:
PART INSTALLED: PART NUMBER 10050-4-4A-3	140 SERIAL NUMBER: 1937
TIME SINCE NEW: HRSLDGSMOS	TIME SINCE OVERHAUL: HRSLDGBMOS
WARRANTY TIME REMAINING: HRSLDGSMOS	MAN-HOURS: HRSTENTHSPRICE: \$

#### 346661

VLF RECEIVER COMPUTER UNIT - REMOVAL AND INSTALLATION (REFER TO ILLUSTRATION ON CARD 34-19)
CONSUMABLES: SAFETY WIRE

- A REMOVAL (REFER TO ILLUSTRATION)
  - 1. GAIN ACCESS TO RCU.
  - 2. REMOVE SAFETY WIRE FROM THE KNURLED KNOBS AND LOOSEN KNOBS.
  - 3. REMOVE THE RECEIVER COMPUTER UNIT FROM THE MOUNT BY PULLING GENTLY.
  - 4. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.
- B INSTALLATION
  - 1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
  - 2. POSITION THE RECEIVER COMPUTER UNIT IN FRONT OF THE HOUNTING RACK.
  - 3. CAREFULLY SLIDE THE UNIT BACK UNTIL REAR CONNECTOR ENGAGES WITH MATING CONNECTOR. ENSURE PINS ARE PROPERLY ENGAGED AND FIRMLY PRESS THE RECEIVER COMPUTER UNIT BACK UNTIL REAR CONNECTOR FIRMLY ENGAGES THE MOUNT CONNECTOR.
  - 4. TIGHTEN THE TWO KNURLED KNOBS ON FRONT OF RECEIVER COMPUTER UNIT.
  - 5. SAFETYWIRE THE KNURLED KNOBS.



OPERATOR: ED-WEST, INC.

# COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND WORK COMPLIANCE FORM NO.

34.630

AIRCRAFT	REG.: N368MD		ISSUEI	07-88	REV	PAGE 1
88349	WORK DUE AT		* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COP
34-055	DATE	HOURS	LANDINGS	CYCLE		FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
29 29						INCCLEDIA ED

WORK ACCOMPLISHED: DATE: MONTH OT DAY OF YEAR A	IRCRAFT HOURS: 4355.4 LANDINGS: 2904
TECHNICIAN BIGNATURE: John C	ertificate number: 565510463
INSPECTED BY:	ND DF CERTIFICATE: A > P
346671 PART NAME: VLF OPTIONAL EQUIPMENT UNIT REASON REMOVED: (CHECK ONE) TIME A() FAIL B() WORN C() LOANER D() SCHED CONV E() MOD G	MM 34-60-02
PART REMOVED: PART NUMBER	SERIAL NUMBER:
PART INSTALLED: PART NUMBER 10600-2-210	SERIAL NUMBER: 2695
TIME SINCE NEW: HRSLDGSMOSTIME	_
WARRANTY TIME REMAINING: HRSLDGSHDSHAN-	HOURS: HRS TENTHS PRICE: \$

#### 346671

VLF OPTIONAL EQUIPMENT UNIT - REMOVAL AND INSTALLATION (REFER TO ILLUSTRATION ON CARD 34-19) CONSUMABLES: BAFETY WIRE

- A REMOVAL (REFER TO ILLUSTRATION)
  - 1. GAIN ACCESS TO DEV.
  - 2. REMOVE SAFETY WIRE FROM THE MOUNT KNURLED KNOBS AND LOOSEN KNOBS.
  - 3. REMOVE THE OPTIONAL EQUIPMENT UNIT FROM THE MOUNT BY PULLING GENTLY.
  - 4. RECORD PART NUMBER, SERIAL NUMBER, AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.
- **B INSTALLATION** 
  - 1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
  - 2. POSITION THE OPTIONAL EQUIPMENT UNIT IN FRONT OF THE HOUNTING RACK.
  - 3. CAREFULLY SLIDE THE UNIT BACK UNTIL REAR CONNECTOR ENGAGES WITH MATING CONNECTOR. ENSURE PINS ARE PROPERLY ENGAGED AND FIRMLY PRESS THE OPTIONAL EQUIPMENT UNIT BACK UNTIL REAR CONNECTOR FIRMLY ENGAGES THE MOUNT CONNECTOR.
  - 4. TIGHTEN THE TWO KNURLED KNOBS IN FRONT OF OPTIONAL EQUIPMENT UNIT.
  - 5. SAFETYWIRE THE KNURLED KNOBS.

OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO.

34.640

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG .: N348HD ISSUED 07-88 REV. PAGE 1 RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING. WORK DUE AT = APU HRS. 88349 HOURS LANDINGS CYCLES 34-056 29 29 UNSCHEDULED

TECHNICIAN BIGNATURE:  INSPECTED BY:  INSPECTED BY:	NORK ACCOMPLISHED: DATE: MONTH 4 DAY 6 YEAR 89	_ AIRCRAFT HOURS: 43	15 LANDINGSI	2745
346681 PART NAME: VLF ANTENNA No. 2  REASON REHOVED: (CHECK ONE)  TIME A() FAIL B() HORN C() LOANER D() SCHED CONV E() HOD G() SERVICE K() ENG CHG L() TIRE CHG H() DAMAGED TO  PART REHOVED: PART NUMBER 10085-2 SERIAL NUMBER: 3775  PART INSTALLED: PART NUMBER 10085-2 SERIAL NUMBER: 6035  TIME SINCE NEW: HRS -0 LDGS -0 MOS TIME BINCE OVERHAUL: HRS -0 LDGS -0 MOS -0	TECHNICIAN SIGNATURE:	CERTIFICATE NUMBER:	4022	
PART REHOVED: PART NUMBER 10085-2 SERIAL NUMBER: 3775  PART INSTALLED: PART NUMBER 10085-2 SERIAL NUMBER: 6035  TIME SINCE NEW: HRS LDGS MOS TIME SINCE OVERHAUL: HRS LDGS MOS	INSPECTED BY:	KIND OF CERTIFICATE:	CPS.	
PART INSTALLED: PART NUMBER 10085-2 SERIAL NUMBER: 6035  TIME SINCE NEW: HRS LDGS NOS _ TIME SINCE OVERHAUL: HRS LDGS NOS	346681 PART NAME: VLF ANTENNA No. 2 REASON REMOVED: (CHECK ONE) TIME A() FAIL B() HORN C() LDANER D() SCHED CONV E() MO	D G( ) SERVICE K( ) ENG	HM 34-60-02 TECHNICIAN: 28 CHG L() TIRE CHG N(	INSP: TO
TIME SINCE NEW: HRS LDGS MOS TIME SINCE OVERHAUL: HRS LDGS MOS	PART REHOVED: PART NUMBER 10085-2	SERIAL NUMBER:	3775	
	PART INSTALLED: PART NUMBER 10085-2	SERIAL NUMBER:	6025	
WARRANTY TIME REMAINING: HRS LDGS MOS MAN-HOURS: HRS TENTHS PRICE: \$	TIME SINCE NEW: HRS LDGS MOS T	IME BINCE DVERHAUL: HRB_	LDGB	HOS
	WARRANTY TIME REMAINING: HRSLDGSMOSM	AN-HOURS: HRSTEN	THSPRICE: \$	

VLF ANTENNA - REMOVAL AND INSTALLATION

#### A REMOVAL

- 1. GAIN ACCESS TO ANTENNA.
- 2. LODBEN THE SCREWS THAT HOLD THE ANTENNA TO THE AIRCRAFT.
- 3. PULL ANTENNA AWAY FROM THE FUSELAGE SKIN AND DISCONNECT CONNECTOR.
- 4. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

- 1. DK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
- 2. ENSURE AIRCRAFT MOUNTING SURFACE IS CLEAN DOWN TO BARE METAL. APPLY IRIDITE 14-2 TO PREVENT ANODIZING OR CORROSION. SURFACE AREA UNDER GASKET MUST BE SUFFICIENT TO PROVIDE A GOOD ELECTRICAL BOND.
- 3. CONNECT ANTENNA COAX CONNECTOR TO THE ANTENNA.
- 4. POSITION ANTENNA AND INSTALL MOUNTING SCREWS.

WORK COMPLIANCE FORM NO.

OPERATOR: ED-WES, INC.

DATE

WORK DUE AT

MODEL: 1124A WESTWIND

AIRCRAFT NO.: 368 AIRCRAFT REG.:

89313

HOURS

- APU HRS

LANDINGS

CYCLES

PAGE 1
RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY
FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.

29 29		UNE	SCHEDULED
****************	*********	****************	*********
COMPONENT UPDATE:			
WORK ACCOMPLISHED: DATE: MONTH_	YEAR S	2 AIRCRAFT HOURS: 458	)4.1 LANDINGS: 307 3
TECHNICIAN SIGNATURE:			
INSPECTED BY:	Afterna	KIND OF CERTIFICATE:	ATP
CODE: 34.370 PART NAME: { REASON REMOVED: (CHECK DNE) TIME A() FAIL B() WORN C() LOAN			G L( ) TIRE CHG M( ) DAMAGED T(
PART REMOVED: PART NUMBER 62	2-5614-020	SERIAL NUMBER:	37
PART INSTALLED: PART NUMBER 62	2-5614-020	SERIAL NUMBER:	))
TIME SINCE NEW: HRSLDGS_			
WARRANTY TIME REMAINING: HRS	_LDGSMOS	MAN-HOURS: HRSTENTHS	PRICE: \$
REMARKS:		*************	
	rt. All gels was one dan jeu jeu riks was top top top one one gel app on hill the olig app opp on	~ ~	
******************	****	***	<b>********************************</b>
**********************	***********	***	中歌歌 雅歌水水縣如 经股票外接收 指膝木力 培木 外状状长 使长水冷却点
SERVICE/INSPECTION UPDATE:			
WORK ACCOMPLISHED: DATE: MONTH	DAYYEAR	AIRCRAFT HOURS:	LANDINGS:
TECHNICIAN SIGNATURE:	***	CERTIFICATE NUMBER:	••••••••••••••••••••••••••••••••••••••
INSPECTED BY:		KIND OF CERTIFICATE:	
CODE JOB DESCRIP			ECHNICIAN INSPECTOR MAN-HOURS HRS.THS
*****			
REMARKS			

### COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

WORK COMPLIANCE FORM NO.

34.760

OPERATOR: ED-WES, INC. AIRCRAFT NO .: 368

MODEL: 1124A WESTWIND

ISSUED 07-88 REV.

PAGE 1 AIRCRAFT REG.: N368MD RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY WORK DUE AT APU HRS 89313 FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING HOURS LANDINGS CYCLES DATE **√ 34-069** 29 29 UNSCHEDULED

HORK ACCOMPLISHED: DATE: MONTH Z DAY 5 YEAR 90 AIRCRAFT HOURS: 4)	TOO LANDING	s: 30st	
TECHNICIAN SIGNATURE: CERTIFICATE NUMBER:	560767240	0	
INSPECTED BY:KIND OF CERTIFICATE:	AtP		
	*******	# * * * B & * * * * * * * * * * * * * * *	N'
348160 PART NAME: FMS COMPUTER RECEIVER UNIT	MM 34-60-03	D INSP: G	
348160 PART NAME: FMS COMPUTER RECEIVER UNIT REASON REMOVED: (CHECK ONE) TIME A() FAIL B() WORN C() LOANER D() SCHED CONV E() HOD G() SERVICE K() ENG	CHG L() TIRE CHG	M() DAMAGED	T (
PART REMOVED: PART NUMBER 622-5614-020 SERIAL NUMBER:	52	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
PART INSTALLED: PART NUMBER 622-56/4-020 SERIAL NUMBER:		o out-out-oils title title one day day one out-oils year day day	
TIME SINCE NEW: HRSLDGSMOS TIME SINCE OVERHAUL: HRS	LDGS	MOSO	
WARRANTY TIME REMAINING: HRSLDGSMOSMAN-HOURS: HRSTE			
***************	*******	****	新茶类

FMS COMPUTER RECEIVER UNIT - REMOVAL AND INSTALLATION

#### A REMOVAL

- 1. LODSEN THE KNURLED NUTS. DISCONNECT THE FRONT PLUG.
- 2. REMOVE THE CRU FROM THE MOUNT BY PULLING GENTLY.
- 3. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

- 1. OK TO INSTALL. RECORD PART NUMBER. SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
- 2. POSITION THE CRU IN FRONT OF THE MOUNTTNING RACK.
- 3. CAREFULLY SLIDE THE UNIT BACK UNTIL REAR CONNECTOR ENGAGES WITH MOUNTING CONNECTOR. ENSURE PINS ARE PROPERLY ENGAGED AND FIRMLY PRESS THE CRU BACK UNTIL REAR CONNECTOR FIRMLY ENGAGES THE MOUNT CONNECTOR.
- 4. TIGHTEN THE TWO KNURLED NUTS IN FRONT OF THE CRU.
- 5. CONNECT THE FRONT PLUG.

### COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO.

34.760

AIRCRAFT NO.: 368
AIRCRAFT REG.: N368ND

MODEL: 1124A WESTWIND

ISSUED 07-88 REV.

PAGE 1

		· · ·		, o, oo 1/2	<b>-</b> ₹₹	MGE 1
883	49 WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEE	P TOP COPY
34-	069 DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR I	
29	29				UNSCHEDULED	
WOR	K ACCOMPLISHED:		7 DAY 27	YEAR &	aircraft hours: 4311.1 Landings: 28	56

TECHNICIAN SIGNATURE: CERTIFICATE NUMBER:	560767740
INSPECTED BY:KIND OF CERTIFICATE:_	AJA
348160 PART NAME: FMS COMPUTER RECEIVER UNIT REASON REMOVED: (CHECK ONE) TIME A( ) FAIL B( ) WORN C( ) LOANER D SCHED CONV E( ) MOD G( ) SERVICE K( ) ENC	MM 34-60-03 TECHNICIAN: INSP: DAMAGED T(
PART REMOVED: PART NUMBER 622-5614-00//CRU 90 SERIAL NUMBER:	136
PART INSTALLED: PART NUMBER 622-56/4-020/CRU 90 SERIAL NUMBER:	52
TIME SINCE NEW: HRSLDGSMOSTIME SINCE OVERHAUL: HRS	BLDGBHOS
WARRANTY TIME REMAINING: HRSLDGSMOS_3MAN-HOURS: HRSTE	ENTHSPRICE: \$

348160

FMS COMPUTER RECEIVER UNIT - REMOVAL AND INSTALLATION

#### A REMOVAL

- 1. LOOSEN THE KNURLED NUTS. DISCONNECT THE FRONT PLUG.
- 2. REMOVE THE CRU FROM THE MOUNT BY PULLING GENTLY.
- 3. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

- 1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
- 2. POSITION THE CRU IN FRONT OF THE HOUNTTNING RACK.
- 3. CAREFULLY SLIDE THE UNIT BACK UNTIL REAR CONNECTOR ENGAGES WITH MOUNTING CONNECTOR. ENSURE PINS ARE PROPERLY ENGAGED AND FIRMLY PRESS THE CRU BACK UNTIL REAR CONNECTOR FIRMLY ENGAGES THE MOUNT CONNECTOR.
- 4. TIGHTEN THE THO KNURLED NUTS IN FRONT OF THE CRU.
- 5. CONNECT THE FRONT PLUG.



OPERATOR: ED-WEST, INC. AIRCRAFT NO .: 368

MODEL: 1124A WESTWIND

WORK COMPLIANCE FORM NO.

34.770

AIRCRAFT REG .: N368ND

ISSUED 07-88

PAGE 1

88349 WORK DUE AT \* = APU HRS RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY HOURS FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING. LANDINGS CYCLES 34-970 29 29 UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 7 DAY 27 YEAR 87 AIRCRAFT HOURS:	431/.1 LANDINGS: 2850
TECHNICIAN SIGNATURE: CERTIFICATE NUMBER:	
INSPECTED BY: KIND OF CERTIFICATE:	<u> </u>
***************************************	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~
348165 PART NAME: FMS AUXILIARY EQUIPMENT UNIT REASON REMOVED: (CHECK DNE) TIME A() FAIL B() WORN C() LOANER DX SCHED CONV E() MOD G() SERVICE K() E	MM 34-60-03 INSP:
TIME A() FAIL B() WORN C() LOANER D(X) SCHED CONV E() MOD G() SERVICE K() E	ING CHG L( ) TIRE CHG H( ) DAMAGED T( )
PART REHOVED: PART NUMBER 622-5615-001 /AEU 90 SERIAL NUMBER:	
PART INSTALLED: PART NUMBER 622-5615-004 / AEU90 SERIAL NUMBER:	92
TIME SINCE NEW: HRSLDGBMOBTIME SINCE OVERHAUL: H	IRSLDGSMOS
WARRANTY TIME REMAINING: HRSLDGSMOSMAN-HDURS: HRS	TENTHS PRICE: \$

#### 348165

FMS AUXILIARY EQUIPMENT UNIT - REMOVAL AND INSTALLATION

#### A REMOVAL

- 1. LODSEN THE KNURLED NUTS.
- 2. REMOVE THE AEU FROM THE MOUNT BY PULLING GENTLY.
- J. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

- 1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
- 2. POBITION THE AEU IN FRONT OF THE MOUNTING RACK.
- 3. CAREFULLY SLIDE THE UNIT BACK UNITL REAR CONNECT ENGAGES WITH MOUNTING CONNECTOR. ENSURE PINS ARE PROPERLY ENGAGED AND FIRMLY PRESS THE AEU BACK UNTIL REAR CONNECTOR FIRMLY ENGAGES THE MOUNT CONNECTOR.
- 4. TIGHTEN THE TWO KNURLED NUTS IN FRONT OF AEU.

OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO.

77.060

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368HD ISSUED 07-88

PAGE 1

	14200110		100051	A A A B B WEA	FARE 1
88349	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COP
	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
77-006					
29 29					INSCHEDIT ED

7 41 0	· //o	251	2000
WORK ACCOMPLISHED: DATE: MONTH 7 DAY 14 YEAR	1_ AIRCRAFT HOURS: 43	LAND	INGS: 2045
TECHNICIAN SIGNATURED SOPECIEBA	CERTIFICATE NUMBER:	APS6555	0463
INSPECTED BY:	KIND OF CERTIFICATE:	ARP	
			***
771106 PART NAME: LEFT ENGINE ITT INDICATOR			
REASON REMOVED: (CHECK DNE) TIME A() FAIL B() WORN C() LOANER D() SCHED CONV E()		TECHNICIAN: _	INSP:
PART REMOVED: PART NUMBER 6-83621-1	SERIAL NUMBER:	20097	
PART INSTALLED: PART NUMBER	SERIAL NUMBER:	50057	50057
TIME SINCE NEW: HRS	TIME SINCE DVERHAUL: HR	SLDGS	MOS
		/	
WARRANTY TIME REMAINING: HRSLDGSMDS	MAN-HOURS: HRST	ENTHSPRIC	E: \$
72606 PART NAME: RIGHT ENGINE ITT INDICATOR	******	MM 77-00-00	***
REASON REMOVED: (CHECK DNE)			INSP:
TIME A( ) FAIL B( ) WORN C( ) LOANER D( ) SCHED CONV E( )	MOD G( ) SERVICE K( ) EN	G CHG L( ) TIRE	CHG M( ) DAMAGED T( )
PART REMOVED: PART NUMBER	SERIAL NUMBER:		
PART INSTALLED: PART NUMBER	SERIAL NUMBER:		go di que de de au au to-aj ne de te au la de de de de de de a
TIME SINCE NEW: HRSLDGSMDS	TIME SINCE OVERHAUL: HR	SLDGS_	MOS
WARRANTY TIME RENAINING: HRSLDGSMOS	MAN-HOURS: HRST	ENTHS PRICE	E: \$
************************************	********	****	***
771106, 772606			
ENGINE ITT INDICATOR - REMOVAL AND INSTALLATION			

- 1. REMOVE ELECTRICAL POWER FROM THE AIRCRAFT.
- 2. LOOSEN THE TWO DIAGONALLY OPPOSITE SCREWS AT THE SIDE OF THE INDICATOR FOUR COMPLETE TURNS.
- 3. WITHDRAW THE INDICATOR FROM THE CENTER INSTRUMENT PANEL TO GAIN ACCESS TO THE ELECTRICAL CONNECTOR.
- 4. DISCONNECT THE ELECTRICAL CONNECTOR FROM THE INDICATOR AND REMOVE THE INDICATOR.
- 5. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

#### B INSTALLATION

- 1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
- 2. CONNECT THE ELECTRICAL CONNECTOR TO THE INDICATOR.
- 3. INSTALL THE INDICATOR AND TIGHTEN THE TWO DIAGONALLY OPPOSITE SCREWS.

NOTE: DO NOT TIGHTEN THE SCREWS TOO TIGHT OR DAMAGE MAY BE CAUSED TO THE INDICATOR.

4. PERFORM AN OPERATIONAL CHECK OF THE INDICATOR.

# ITT Gayes were swaped by unknown person prior to our changes, ITT Gayes found L unk serval # R 120097 serval #

77.060

OPERATOR: ED-WES, INC.

AIRCRAFT REG .: N368MD

WORK DUE AT

DATE

AIRCRAFT NO.:

89164

**40-000** 

368

MODEL: 1124A WESTWIND

CYCLES

\* = APU HRS.

LANDINGS

HOURS

WORK COMPLIANCE FORM NO.

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY FOR YOUR RECORDS, RETURN CARBON COPY TO CSI FOR UPDATING.

PAGE 1

29 29	UNSCHEDULED
***************************************	************************
COMPONENT UPDATE:	
	1 AIRCRAFT HOURS: 4311.   LANDINGS: 2856
WURR ACCOMPLISHED: DATE: HUNTH DAY TYPEAR	AIRCRAFT HOURS: 9/3/1/ LANDINGS: 2000
TECHNICIAN BIGNATURE: JULIE CONTROL	CERTIFICATE NUMBER: \$ 565510463
INSPECTED BY: 1. ORTLIEB	KIND OF CERTIFICATE:
code: 77.060 PART NAME: Indicator 1 TT	
TIME A( ) FAIL BLOK WORN C( ) LOANER D( ) SCHED CONV E( )	MOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG M( ) DAMAGED T( .
PART REHOVED: PART NUMBER 6-8+3621-501	SERIAL NUMBER: SOOS7
	SERIAL NUMBER: 500 4 7
	TIME SINCE OVERHAUL: HRSLDGSMOS
WARRANTY TIME REMAINING: HRSLDGSMOS	MAN-HOURS: HRSTENTHSPRICE: \$
REMARKS:	
***************************************	***************************************
***************************************	***************************************
SERVICE/INSPECTION UPDATE:	
WORK ACCOMPLISHED: DATE: MONTHDAYYEAR	AIRCRAFT HOURS: LANDINGS:
TECHNICIAN SIGNATURE:	CERTIFICATE NUMBER:
INSPECTED BY:	KIND OF CERTIFICATE:
CODE JOB DESCRIPTION	TECHNICIAN INSPECTOR MAN-HOURS HRS.THS
REMARKS:	



77.060

OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO.

AIRCE	RAFT NO.: 368		MODEL: 1	124A WES	TWIND			
	RAFT REG.: N368M							PAGE 1
<b>─</b> 88:	349 WORK DUE AT DATE	HOURS	= APU HRS. LANDINGS	CYCLES	RECORD TIME WORK ACCOM FOR YOUR RECORDS. RETU			
29	29					UNSCHEDULED		
**1	******	**********	**********	******	*********	********	**********	****
	MPONENT UPDATE:		_					
NOI	RK ACCOMPLISHED:	DATE: HONTH	DAY 31 .	EAR &	9 AIRCRAFT HOURS: 43	314.3	ANDINGS: 2	860
TE	CHNICIAN SIGNATUR	Ei Sie	8 Och	HA.	CERTIFICATE NUMBER:	(CO)	5240	
IN	SPECTED BY:	<i>i</i> 6			KIND OF CERTIFICATE:		-	
		-			iges - Swapped s			.1. 2054
CDI RE/	DE: <u>/ / / U / /</u> ABON REMOVED: (CH	PART_NAME: <u>)Y</u> ECK_ONE)	Masor 11	1 (000	iges - swapped	Siche 2 del	/rovble	JACO NING
			R D( ) SCHED C	INV E( )	MOD G( ) SERVICE K( ) ENG	CHG L( ) TI	RE CHG M( )	DAMAGED T(
PAF	Side 15 now R <del>t remove</del> d: Par	T NUMBER(Q-	883621-	102	SERIAL NUMBER:	50047		
ht S	ide is now	T MIMBED 0-	ff3621-	<u>.</u>	SERIAL NUMBER:	20021	(Orayona)	v wak
िन्त	NT INSTRILLED. PAR	I NUMBER		3-5-	BEKIAL NUMBER:		in can	1P Cpo
TIP	ME SINCE NEW: HRS	LDGS	HOS		TIME SINCE OVERHAUL: HRS	LDG		HÓS
WAF	RRANTY TIME REMAI	NING: HRS	LDGSM	)s	MAN-HOURS: HRSTE	NTHSP	RICE: \$	
REI	MARKS:	~~~~~~~~~						
`								
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***	**********	****	************	******	**************	**********	*********	*********
SEF	RVICE/INSPECTION	UPDATE:						
WOF	RK ACCOMPLISHED:	DATE: MONTH	DAY Y	EAR	AIRCRAFT HOURS:	L	ANDINGS:	
TEC	CHNICIAN SIGNATUR	E:	******		CERTIFICATE NUMBER:			
INS	BPECTED BY:		·^^		KIND OF CERTIFICATE:			
COT	NF	JOB DESCRIPT	ION			TECHNICIAN	INSPECTOR	MAN-HOUR!

# COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

WORK COMPLIANCE FORM NO

77.060

OPERATOR: ED-WES, INC. AIRCRAFT NO.:

368

MODEL: 1124A WESTWIND

CYCLES

ISSUED 07-88 REV.

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								PAG	E :	
RECORD	TIME	WORK	ACCOMPI	ISHED	FOR	EACH	TASK.	KEEP	TOP	COPY

89212	
77-006	_
29 29	L

WORK DUE AT AIRCRAFT REG.: DATE

= APU HRS. HOURS LANDINGS

FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING

UNSCHEDULED

WORK ACCOMPLISHED: DATE: HONTH & DAY 16 YEAR &C	AIRCRAFT HOURS: 4329.	3 LANDINGS:	2Sf 4
TECHNICIAN SIGNATURE:			
INSPECTED BY: J.S. ORTUGB	KIND OF CERTIFICATE:	P	***
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771106 PART NAME: LEFT ENGINE ITT INDICATOR	HM 7	77-00-00	
REASON REMOVED: (CHECK ONE)	TECH	HNICIAN:	INSP:
TIME A( ) FAIL B( ) WORN C( ) LOANER D( ) SCHED CONV E( )			
		_	
PART REMOVED: PART NUMBER 6-83621-501		•	
/ ((2) 2)	D Anso	7	
PART INSTALLED: PART NUMBER 6-883621-1	SERIAL NUMBER: KEC	<u> </u>	
TIME SINCE NEH: HRSLDGSMOS	TIME SINCE OVERHAUL: HRS	LDGS	MOS
( )			
WARRANTY TIME REMAINING: HRSLDGSMOS	MAN-HOURS: HRSTENTHS	PRICE: \$	يوم مود مود مود يدن وي
释못ጜኯቝቝቚቜቜቜቜቜቔቔቔቔቔቔቔቔቔቔቔቔቔቔቔቔቔቔቔቔቔቔቔቔቔቔቔቔቔቔቔ	· 查查查看在安全的现在分词 网络拉拉拉拉拉拉拉拉拉拉拉拉拉拉拉拉拉拉拉拉拉拉拉拉拉拉拉拉拉拉拉拉拉拉拉拉	****	*****
772606 PART NAME: RIGHT ENGINE ITT INDICATOR	HM 1	77-00-00	
REASON REMOVED: (CHECK ONE)	TEC	HNICIAN:	INSP:
TIME A( ) FAIL B( ) WORN C( ) LOANER D( ) SCHED CONV E( )			
THE WAY I HATE BE I MONE CE I FOWNER DE I SCHED COMA EL IL	IDD G! / SERVICE R! / ERS CING E	1 7 1116 0110 111	,
PART REMOVED: PART NUMBER	SERIAL NUMBER:		
PART INSTALLED: PART NUMBER	SERIAL NUMBER:		
TIME SINCE NEW: HRSLDGSMOS	TIME SINCE OVERHAUL: HRS	LDGS	MOS
THE SINCE MEN. UND	1 6 1 2 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
WARRANTY TIME REMAINING: HRSLDGSMOS			
	MAN_URUDE: UPC TENTUS	PRICE: 4	

771106, 772606

ENGINE ITT INDICATOR - REMOVAL AND INSTALLATION

#### A REMOVAL

- 1. REMOVE ELECTRICAL POWER FROM THE AIRCRAFT.
- 2. LOOSEN THE THO DIAGONALLY OPPOSITE SCREWS AT THE SIDE OF THE INDICATOR FOUR COMPLETE TURNS.
- 3. WITHDRAW THE INDICATOR FROM THE CENTER INSTRUMENT PANEL TO GAIN ACCESS TO THE ELECTRICAL CONNECTOR.
- 4. DISCONNECT THE ELECTRICAL CONNECTOR FROM THE INDICATOR AND REMOVE THE INDICATOR.
- 5. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

# **B** INSTALLATION

- 1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
- 2. CONNECT THE ELECTRICAL CONNECTOR TO THE INDICATOR.
- 3. INSTALL THE INDICATOR AND TIGHTEN THE THO DIAGONALLY OPPOSITE SCREWS.

NOTE: DO NOT TIGHTEN THE SCREWS TOO TIGHT OR DAMAGE MAY BE CAUSED TO THE INDICATOR.

4. PERFORM AN OPERATIONAL CHECK OF THE INDICATOR.

OPERATOR: ED-WES. INC.

REPORT DATE 06/13/89

WORK COMPLIANCE FORM NO.

78.090A

AIRCRAFT NO.: AIRCRAFT REG.: N368HD

89164 WORK DUE AT

7801**34, 780**636

MODEL: 1124A WESTWIND ISSUED 07-88 REV.

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY

PACE 1

78-010	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETU	RN CARBON CO	PY TO CSI FOR	R UPDATING.
29 29	07/30/89				CHECK CURRENT DUE LI	ST FOR DUE TI	ME CHANGES	
WORK ACC	COMPLISHED: DA	TE: MONTH/	/_ DAY 30	YEAR 29	AIRCRAFT HOURS: 4	4302	ANDINGS: 2	187
	AN SIGNATURE:			(	CERTIFICATE NUMBER:	=		•
INSPECTE	D BY:	#	H.		KIND OF CERTIFICATE:	$\tilde{\imath}$	2.5.	
THE FOLL	OWING WORK IS	DUE AT THE	TIME(S) NOTED	ABOVE:	•	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
780134 780434					BENBLYMM 78-32-00 BBENBLYMM 78-32-00	$\frac{p_{L}}{DL}$		

NOTE: THE FOLLOWING ADDITIONAL NCF(S) ARE REQUIRED TO PERFORM THIS TASK 78.110.

\* = APU HRS.

LUBE THROTTLE RETARDER FEEDBACK CONTROL ASSEMBLY (REFER TO FIGURES 1 THROUGH 7 ON CARD 78-3) EQUIPMENT/CONSUMABLES: SOURCE OF DRY, DIL-FREE COMPRESSED AIR, DRY LINT-FREE CLOTH, THROTTLE RETARGER GAUGE P/N F10A-5-P20900-11, FEEDBACK CABLE HOTION AND RIGGING P/N F10A-5-P20988-13 AND P/N F10A-5-P20900-15, GREASE MIL-G-23827 OR GL 105 D1, GREASE DON CORNIME #C33 LIGHT CONSISTENCY, LOCKWIRE, COTTER PIN P/N M824655-153, DEPTH CALIPER O TO 3.90 INCH, RIG PIN WITH DIAMETER OF 0.125 INCH

CAUTION: EXTREME CARE MUST BE TAKEN WHEN REMOVING AND INSERTING CABLES TO AVOID DAMAGE TO THE CASING TEFLON LIMERS.

EVIDENCE OF TEFLON PIECES ON THE CABLE OR IN THE CABLE OR IN THE LUBRICANT IS CAUSE FOR REPLACING THE

THREADED ENDS OF THE CABLE SHOULD NOT BE INSERTED INTO THE CABING AS DAMAGE WILL RESULT TO THE TELFON LINER.

1. REMOVE THROTTLE RETARBER FEEDBACK CONTROL ASSEMBLY AS FOLLOWS?

NOTE: TO REMOVE THE THROTTLE RETARDER FEEDBACK CONTROL ASSEMBLY, IT MUST BE DISASSEMBLED. DURING DISASSEMBLY, THE TELEFLEX HARDWARE MUST BE CAREFULLY RETAINED.

- A. OPERATE THRUST REVERSER DOORS TO FULL DEPLOYED POSITION AND INSTALL THE DEPLOY GROUND LOCK.
- B. RELEASE MAIN HYDRAULIC SYSTEM AND THRUST REVERSER SYSTEM PRESSURE.
- C. REMOVE ELECTRICAL POWER FROM AIRCRAFT.
- D. REMOVE INSPECTION PANELS ON OUTER SIDE OF REAR MACELLE TO GAIN ACCESS TO THROTTLE RETARDER SYSTEM UNITS.
- E. REMOVE NUT, WASHER, BUSHING AND BOLT CONNECTING RETARDER ROD-END ASSEMBLY TO LOWER REVERSER DOOR.
- F. REMOVE BOLT, SPACER, WASHER AND NUT CONNECTING ROD-END TO BELLCRANK OF SINGLE LEAD CONTROL BOX.
- G. WITHDRAW ROD-END ASSEMBLY WITH INNER TELESCOPIC CASING AND COMBINATION CASLE FROM AFT TELESCOPIC OUTER CASING. (BELLCRANK WILL ROTATE UNTIL SECTION OF COMBINATION CABLE IS OUT OF CONTROL BOX).
- H. REMOVE AFT RIGID CABING COUPLING NUT FROM INMER THREAD OF AFT SWIVEL THREADED COUPLING THEN REMOVE TWO HEX NUTS AND WASHER FROM OUTER THREAD OF SWIVEL THREADED COUPLING AND SLIDE THEM FORWARD ONTO AFT RIGID CASING.
- I. REMOVE AFT SWIVEL ASSEMBLY WITH AFT OUTER TELESCOPIC CASING FROM AFT SUPPORT BRACKET AND TWO HEX NUTS AND MACHER FROM AFT RIGID CASING.
- J. IF REQUIRED, REMOVE ROD-END ASSEMBLY AND NUT FROM INNER CASING AND COMBINATION CABLE.
- K. WITHDRAW ROD-END WITH INNER TELESCOPIC CASING AND CABLE FROM FORWARD TELESCOPIC DUTER CASING.
- L. REMOVE SCREWS ATTACHING FORWARD RIGID CASING FAIRLEAD TO STRUCTURE OF NACELLE. REMOVE FAIRLEAD.
- M. REMOVE FORMARD RIGID COUPLING NUT FROM INNER THREAD OF FORWARD SHIVEL THREADED COUPLING.
- N. IF REAR NACELLE IS INSTALLED ON ENGINE. REMOVE FORWARD RIGID CABING COUPLING NUT FROM FORWARD CONTROL BOX ON ENGINE FUEL CONTROL.
- O. CAREFULLY REMOVE FORWARD RIGID CABING.
- P. REHOVE THO HEX NUTS AND WASHER FROM FORWARD SWIVEL THREADED COUPLING AND REHOVE FORWARD TELESCOPIC DUTER CABING WITH SWIVEL ASSEMBLY FROM FORWARD SUPPORT BRACKET.

#### COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC.

REPORT DATE 06/13/89

WORK COMPLIANCE FORM NO.

78.090A

AIRCRAFT NO.:

MODEL: 1124A WESTWIND

(CONTINUED)

AIRCRAFT REG.: N368ND 87164 WORK DUE AT

ISSUED 07-88

PACE 2 RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING

CYCLES HOURS LANDINGS DATE 78-010 CHECK CURRENT DUE LIST FOR DUE TIME CHANGES 29 29 07/30/87

- a. REMOVE SCREWS AND WASHERS ATTACHING SINGLE LEAD CONTROL BOX TO NACELLE STRUCTURE AND REMOVE CONTROL BOX AND AFT RICID CARING.
- R. IF REQUIRED, REMOVE AFT RIGID CASING AND SPENT TRAVEL TUBE FROM SINGLE LEAD CONTROL BOX.
- 2. VAPOR DEGREASE CABINGS WITH AN INNERSION CYCLE OF 20 SECONDS MAXIMUM DURATION FOLLOWED BY AT LEAST A THO MINUTE COOLING CYCLE.
- 3. VAPOR DEGREASE FOUR TO FIVE CYCLES TO ENSURE THOROUGH CLEANING AND REMOVAL OF ACCUMULATED DIRT AND GREASE.
- 4. DRY CABINGS USING DRY, DIL FREE COMPRESSED AIR NOT EXCEEDING 25 PSI.

= APU HRS

5. CLEAN CABLES BY WIPING WITH A DRY, LINT-FREE CLOTH.

NOTE: LUBRICATION OF THROTTLE RETARDER FEEDBACK CONTROL ASSEMBLY IS ACCOMPLISHED DURING THE INSTALLATION.

6. INSTALL THROTTLE RETARDER FEEDBACK CONTROL ABSEMBLY AS FOLLOWS:

NOTE: USE STOW AND DEPLOY GROUND LOCKS AND PINS. INSTALL DEPLOY GROUND LOCK BEFORE PERFORMING NEXT STEPS.

- A. ATTACH AFT RIGID CASING TO CONTROL BOX WITH INDICATOR (ARROW/FORWARD) TOWARD CONTROL BOX. DO NOT INSTALL SPENT TRAVEL TUBE.
- B. INSTALL CONTROL BOX WITH SCREWS AND WASHERS. TIGHTEN FORWARD SCREW AND LEAVE ABOUT 1/8 INCH CLEARANCE UNDER HEAD OF THE RENAINING SCREWS TO ACCOMMENTE RIGGING TOOL P/N F10A-5-P20900-11.
- C. REMOVE THO HEX NUTS AND WASHER FROM SWIVEL THREADED COUPLING AFT TELESCOPIC UNIT AND INSTALL OVER END OF AFT RIGID CASING AT AFT SUPPORT BRACKET.
- D. WITH OUTER CASING REMOVED FROM AFT TELESCOPIC UNIT, INSERT SHIVEL THREADED COUPLING THROUGH AFT SUPPORT BRACKET.
- E. SCREW AFT RIGID CABING COUPLING NUT INTO INNER THREAD OF SWIVEL THREADED COUPLING AND TIGHTEN UNTIL RIGID CABING BOTTOMS AT CONTROL BOX AND AT SHIVEL THREADED COUPLING.
- F. INSTALL THE NEX NUTS AND WASHER ONTO SHIVEL THREADED COUPLING AND TIGHTEN.
- G. APPLY HEDIUM COAT OF GREASE HIL-G-23827 OR GREASE GL 105 D1 TO FORMARD 8.1 INCHES OF COMBINATION CABLE THAT INTERMESHES WITH CONTROL BOX. APPLY LIGHT COAT OF DOW CORNING DC33 LIGHT CONSISTENCY GREASE TO REMAINING PORTION OF COMBINATION CABLE. REFER TO FIGURE 2.
- H. INSERT COMBINATION CABLE AND INNER CABING INTO AFT TELESCOPIC DUTER CABING ALLOWING BELLCRANK OF SINGLE LEAD CONTROL BOX TO ROTATE AS REQUIRED.
- I. IF REMOVED FROM IMMER CABING, REINSTALL JAMMUT AND ROD-END ASSEMBLY.

NOTE: THREADED END OF CABLE MUST BE VISIBLE THROUGH INSPECTION HOLE OF ROD-END ASSEMBLY.

- J. CONNECT ROD-END ABSEMBLY TO LOWER BOOK WITH BOLT, BUSHING, MASHER AND NUT. SECURE WITH COTTER PIN.
- K. PERFORM THROTTLE RETARDER ADJUSTMENT. REFER TO STEP 4.
- L. WITH DUTER CASING REMOVED FROM FORMARD TELESCOPIC UNIT, REMOVE TWO HEX NUTS AND WASHER FROM SWIVEL-THREADED COUPLING, AND INSERT SWIVEL-THREADED COUPLING THROUGH FORWARD SUPPORT BRACKET AND INSTALL TWO HEX NUTS AND WASHER.
- M. INSERT FORWARD RIGID CABING THROUGH HOLE IN REAR NACELLES FOREMOST BULKHEAD AND SCREW COUPLING NUT INTO INNER THREAD OF SHIVEL-THREADED COUPLING. TIGHTEN UNTIL RIGID CABING BOTTOMS.
- N. INSTALL FAIRLEAD (TWO PIECES MATCHED) SECURING RIGID CABING TO MACELLE STRUCTURE. INSTALL SCREWS SECURING FAIRLEAD.
- D. APPLY LIGHT COAT OF LIGHT COMBISTENCY GREASE DOW CORNING DC-33 TO THE ENTIRE LENGTH OF FORWARD CABLE.
- P. PERFORM 40 DEGREES IDLE FCU RETARDATION AND POWER LEVER FEEDBACK CABLE ADJUSTMENT. REFER TO STEP 8.
- Q. PERFORM THROTTLE RETARDER ADJUSTMENT AS FOLLOWS:
  - (1) REMOVE INSPECTION PANELS ON OUTER SIDE OF REAR NACELLE, TO GAIN ACCESS TO THROTTLE RETARDER SYSTEM UNITS.
  - (2) ATTACH GROUND HYDRAULIC POWER SUPPLY LINES TO CORRESPONDING THRUST REVERSER STOW AND THRUST REVERSER DEPLOY QUICK-DISCONNECTS ON INBOARD SIBE OF NACELLE.

NOTE: IT IS RECOMMENDED THAT THRUST REVERSER LOWER DOOR BE DISCONNECTED FROM ITS PUSHROD BEFORE INSTALLATION OF RETARDER UNITS TO PREVENT THE NEED FOR HYDRAULIC OPERATION DURING ADJUSTMENT.

OPERATOR: ED-WES. INC.

AIRCRAFT NO .: 368

REPORT DATE 06/13/89

WORK COMPLIANCE FORM NO. 78.090A

MODEL: 1124A HESTHIND

(CONTINUED)

AIRCRAFT	REG.: N368MD		I SSUED	07-88 RE	
89164	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY
78-010	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
29 29	07/30/89				CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

- (1) REMOVE HARDWARE ATTACHING FORWARD TELESCOPE ROD-END BEARING TO CONTROL BOX BELLCRANK. RETAIN HARDWARE FOR REINSTALLATION.
- (2) INSTALL RIGGING TOOL P/N F10A-5-P20900-11 (REFER TO FIGURES 3-6) UNDER HEADS OF TWO AFT SCREWS OF AFT SCREWS OF AFT CONTROL BOX SO THAT BOTTOM OF SLOTS IN TOOL AREA. IN CONTACT WITH SHANK OF SCREWS. TIGHTEN SCREUS TO HOLD TOOL FIRMLY.
- (3) WITH LOWER DOOR IN STOWED POSITION, CHECK THAT CONNECTING HOLE IN CONTROL BOX BELLCRANK ALIGNS WITH HOLE IN RIGGING TOOL. IF NOT, FOR COARSE ADJUSTMENT REMOVE BELLCRANK FROM CONTROL BOX SPLINED SHAFT AND REPOSITION TO IMPROVE ALIGNMENT. TIGHTEN MUT AND SECURE WITH COTTER PIN P/N M824655-153.
- (4) FOR FINE ADJUSTMENT REMOVE SPENT TRAVEL TUBE OF AFT CONTROL BOX.
- (5) LOOSEN JAMMUT AT ROD-END BEARING WHICH COMMECTS AFT TELESCOPE TO LOWER DOOR.
- (6) ROTATE THE INNER PART OF AFT TELESCOPE IN REQUIRED DIRECTION UNTIL CORRECT ALIGNMENT OF HOLES IS OBTAINED ON BELLCRANK AND RIGGING TOOL.

NOTE: THREADED END OF CABLE MUST BE VISIBLE THROUGH INSPECTION HOLE OF ROD-END ASSEMBLY.

- (7) TICHTEN ROD-END JANNUT AND SAFETY.
- (B) INSTALL SPENT TRAVEL TUBE. TIGHTEN TO CONTROL BOX AND SAFETY.
- (9) AFTER ADJUSTMENT IS COMPLETE. CHECK THE TELESCOPIC UNIT DOES NOT BOTTOM IN STOWED POSITION. CLEARANCE . IF THIS CLEARANCE IS BETWEEN TELESCOPIC UNIT DUTER AND INNER CASING SHOULD BE NOT LESS THAN O. NOT OBTAINED, MOVE BELLCRANK ONE TOOTH ON SERRATION, AND REPEAT FINE ADJUSTMENT PER STEPS (4) THROUGH (8).
- (10) REMOVE RIGGING TOOL AND TIGHTEN CONTROL BOX COVER SCREWS.
- 8. PREPARE AIRCRAFT FOR 40 DEGREES IDLE FCU RETARDATION ADJUSTMENT AS FOLLOWS:
  - (1) REMOVE ROD-END BEARING, JAMMUT AND HEIAGON CONNECTOR FROM FORWARD TELESCOPIC UNIT. REFER TO FIGURE 5.
  - (2) SCREW IN THE INNER TELESCOPIC PART ON CABLE RIGID END UP TO THREAD END. CABLE RIGID END THREAD SHALL PROTRUDE DUT OF TELEBOOPIC PART APPROXIMATELY 0.70 INCH. DIMENSION E IN FIGURE 5.
  - (3) INSTALL HEXAGON CONNECTOR ON CABLE THREAD AND TIGHTEN AGAINST INNER TELESCOPIC PART; CABLE THREAD SHALL PASS THE INSPECTION HOLES OF THE CONNECTOR. REFER TO FIGURE 5.

CAUTION: WHEN INSTALLING THE HEXAGON CONNECTOR ON PROTRUDING CABLE END. DO NOT ROTATE THE CABLE INSIDE THE INMER TELESCOPE.

- (4) RECORD DIMENSION C FOR BOTTOMED FORMARD TELESCOPE, AS SHOWN IN FIGURE 5.
- (5) LOOSELY REINSTALL ROD-END BEARING AND JANNUT (ROD-END BEARING TO PASS INSPECTION HOLE) AND ATTACH TO CONTROL BOX BELLCRANK.
- T. PERFORM COARSE ADJUSTMENT FOR 40 DEGREES IDLE FCU RETARDATION AS FOLLOWS:
  - (1) LOCK THRUST REVERSER DOORS IN "STOW" POSITION.
  - (2) DISCONNECT RIGID CABLE CASING FROM FORWARD (DOUBLE LEAD) CONTROL BOX. PERFORM COARSE ADJUSTMENT OF CABLE POSITION INSIDE THE RIGID CASING BY ROTATING THE COMPLETE FORWARD CABLE ASSEMBLY WITH THE HEXAGON CONNECTOR RELATIVE TO THE ROD-END BEARING, SO AS TO OBTAIN DIMENSION A OF 3.85 TO 3.90 INCH (TO BE MEASURED WITH A DEPTH CALIPER). REFER TO FIGURE 4.
  - (3) RELEASE THRUST REVERSER DOORS LOCKING LATCH AND SLOWLY OPEN DOORS UNTIL FORMARD TELESCOPE REACHES MINIMUM RETRACTED LENGTHS (DOORS ABOUT HALF OPEN).

CAUTION: WHILE OPENING THRUST REVERSER DOORS HONITOR CONTINUOUSLY DIMENSION D (FIGURE 5) IN ORDER THAT BOTTONING DOES NOT OCCUR BEFORE REACHING THE TELESCOPE RETRACTED POSITION.

- (4) RECORD DIMENSION D (FIGURE 5) IN THIS POSITION AND COMPARE WITH DIMENSION C RECORDED IN STEP 8-(4). THE DIFFERENCE D HINUB C (MINIMUM CLEARANCE BEFORE BOTTOMING) SHOULD BE 0.125 INCH MINIMUM.
- (5) IF D HINUS C IS LESS THAN 0.125 INCH REPEAT PROCEDURE FROM STEP 8-(1) AND (2) AND REDUCE DIMENSION E BY THE AMOUNT NECESSARY TO INCREASE THE CLEARANCE ABOVE 0.125 INCH.
- (6) RETURN DOORS TO "STON" POSITION AND LOCK.
- U. PERFORM POWER LEVER FEEDBACK CABLE ADJUSTMENT AS FOLLOWS:
  - (1) BET ENGINE POWER LEVER TO IDLE POSITION TO OBTAIN 20 DEGREES IDLE ON FCU SCALE.
  - (2) REMOVE PLASTIC SCREW FROM RIG PIN HOLE ON FCU AND INSERT A 0.125 DIAMETER RIG PIN TO LOCK FCU INPUT SHAFT AT 20 DEGREES (IDLE POSITION).

OPERATOR! ED-WES, INC.

REPORT DATE 06/13/89

WORK COMPLIANCE FORM NO. 78.070A

AIRCRAFT NO .:

MODEL: 1124A WESTUIND

(CONTINUED)

AIRCRAFT	REG.: N368ND		1980E1	07-88 RE	v. PAGE 4
87164	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY
78-010	ĐATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
29 29	07/30/89				CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

- (3) TO CHECK DIMENSION B (FIGURE 4) INSTALL RIGGING TOOL P/N F10A-5-P20900-15 ON POWER LEVER CONTROL BOX LOCATED ON FCU. THREAD TOOL INTO RETARDER CABLE DUTER CABING RECEPTACLE UNTIL TOOL BOTTOMS.
- (4) INSERT RIGGING TOOL P/N F10A-5-P20900-13 INTO TOOL P/N F10A-5-P20900-15 WITH EDGE ETCHED FND. WITH TOOL -13 BOTTOMED AGAINST RETARDER CABLE, GROOVE MUST MATCH WITH SURFACE OF TOOL -15. IF TOOLS ARE NOT AVAILABLE USE DEPTH CALIPER TO CHECK THAT CONTROL BOX RETARDER CABLE EXTENDS 1.199 + OR -0.02 INCH FROM INNER BOTTOHING SURFACE OF RETARDER CABLE DUTER CASING RECEPTACLE. READJUST, IF NECESSARY TO OBTAIN B DIMENSION BY REMOVING THE ANTI-ROTATION TUBE FROM THE POMER LEVER CONTROL BOX AND ROTATING THE FEEDBACK IN 90 DEGREES INCREMENTS DALLY, (80 AS NOT TO CHANGE ANTI-ROTATION TUBE POSITION WHEN REASSEMBLED).
- (5) REINSTALL ANTI-ROTATION TUBE WITH CURVATURE IN ORIGINAL POSITION, TIGHTEN COUPLING NUT AND SAFETYWIRE.
- (6) REMOVE RIGGING TOOLS FROM POWER LEVER CONTROL BOX.
- (7) REMOVE PIN FROM FCU AND REINSTALL PLASTIC SCREW.
- (8) CONNECT THROTTLE RETARDER RIGID CABLE CABING TO POWER LEVER CONTROL BOX, SAFETY WITH WIRE.
- (9) STROKE POWER LEVER FROM CUTOFF TO MAX. POWER AND RECORD THE ANGLES OBTAINED ON FCU SCALE WHEN POWER LEVER CONTROL HITS ITS TWO INTERNAL STOPS (MAX. POWER AND CUTOFF).
- V. PERFORM FINE ADJUSTMENT FOR 40 DEGREES IDLE FCU RETARDATION AS FOLLOWS:
  - (1) SET POWER LEVER TO HAX POWER POSITION.
  - (2) RELEASE THRUST REVERSER DOORS LOCKING LATCH. DEPLOY DOORS SLOWLY, AND RECORD THE ANGLE TO WHICH THE POWER CONTROL HAS BEEN RETARDED FROM FCU SCALE.
  - (3) PERFORM FINE RIGGING OF THRUBT REVERSER FEEDBACK BY ROTATING AS NECESSARY THE COMPLETE FORWARD CABLE ASSEMBLY, WITH TELESCOPE AND HEXAGON CONNECTOR ATTACHED, RELATIVE TO THE FIXED ROD-END BEARING. ADJUST AND RECHECK PER STEPS A. AND B. ABOVE, UNTIL RETARDATION TO 40 DECREES + OR -2 DEGREES FCU IDLE IS OBTAINED.
  - (4) CHECK THE ROD-END THREAD IS STILL VISIBLE THROUGH HEXAGON CONNECTOR INSPECTION HOLE.
  - (5) TIGHTEN ROD-END BEARING JAMNUT AND SAFETY JAMNUT, HEXAGON CONNECTOR AND INNER TELESCOPE.
  - (4) RECHECK BY REPEATING STEPS (1) AND (2).
- W. IF ALL THE ABOVE PROCEDURES WERE PERFORMED, PROCEED AS FOLLOWS:
  - (1) LOCK THRUST REVERSER DOORS IN "STON" POSITION.
  - (2) OPERATE POWER LEVER THROUGH FULL RANGE (CUTOFF TO MAX. POWER) AND CHECK THAT ANGLES ON FCU SCALE COINCIDE WITH THE ANGLES RECORDED IN STEP U-(9).
  - (3) LOCK THRUST REVERSER DOORS IN "DEPLOY" POSITION.
  - (4) EMBURE ALL CONNECTIONS, ATTACHMENTS, JANNUTS AND COUPLINGS ARE PROPERLY TIGHTENED AND SECURED.
  - (5) IF DISCONNECTED, RECONNECT LOHER THRUST REVERSER DOOR TO ITS PUBL ROD, SECURE WITH BOLT, WASHER, BUSHING AND NUT. SECURE WITH COTTER PIN.
  - (6) REMOVE DEPLOY GROUND LOCK.
  - (7) PERFORM THRUST REVERSER OPERATIONAL CHECK. REFER TO WORK COMPLIANCE FORM 78.110.
  - (B) INSTALL ACCESS PANELS.
- 7. RECORD LUBRICATION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.

90076 WORK DUE AT

WORK COMPLIANCE FORM NO

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KLEF TOP COPY

71.010

AIRCRAFT NO .: AIRCRAFT REG.:

MODEL: 1124A WESTWIND

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N368HD	I SSUED	07-88	REV.	03-90

PAGE 1

71.010 DATE HOURS LANDINGS CYCLES 29 29	FOR YOUR RECORDS RETURN CARBON COPY TO CSLEOR UPDATING.
	UNSCHEDULED
WORK ACCOMPLISHED: DATE: HONTH 7 DAY /2 YEAR	91 AIRCRAFT HOURS: 4878,5 LANDINGS: 3494
TECHNICIAN SIGNATURE:	CERTIFICATE NUMBER! ANSR377L
INSPECTED BY:	KIND OF CERTIFICATE: REPAIR STATION #
***************************************	***************************************
710101 PART NAME: LEFT ENGINE	MH 71-00-00
REASON REMOVED: (CHECK DNE)	TECHNICIAN: INSP:
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TIME SINCE NEW: HRS 4635,6 LDGS MOB MOB	TIME SINCE OVERHAUL: HRSLDGSMOS
	R ENGINE BEING INSTALLED.
·	ENG HRS TECHNICI
(710116) (NKP) (	A TAL PAR TENT LAMB ANION
RECORD TOTAL ENGINE HOURS HAJOR	PERIODIC INSPECTION WAS ACCOMPLISHED: 4635,6
RECORD IF APPLICABLE:	.S.
(  ⟨  ⟨  ⟨  ⟨  ⟨  ⟨  ⟨  ⟨  ⟨  ⟨  ⟨  ⟨  ⟨	IN FREQUENCY TO: 1400 ENG HRS
(720106) (NKP) ( ) INSPECT ACCESSORY GEARBOX: REF	ENG LMM 72-60-02
RECORD TOTAL ENGINE HOURS ACCES (725053) (NKP) ( ) INSPECT FAN SUPPORT ASSEMBLY:	SORY GEARBOX INSPECTION WAS ACCOMPLISHED:
·	REP ENG LAW 72-70-00 RUPPORT ASSEMBLY INSPECTION WAS ACCOMPLISHED:
(725069) (NKP) ( ) INSPECT PLENUM CASE: REF ENG L	
RECORD TOTAL ENGINE HOURS PLENU	M CASE INSPECTION WAS ACCOMPLISHED:
(726001) (NKP) ( ) INSPECT COMPRESSOR CORE: REF E	
REFER TO WORK COMPLIANCE FORM 7	ESSOR CORE INSPECTION WAS ACCOMPLISHED:
NECONS INTELLIGENCE INTELLIGENC	
	,
NOTE: INITIAL THE SERVICE TASKS BELOW WHICH WERE AC DURING ENGINE CHANGE, RECORD TIME ACCRUED SIN	COMPLISHED DURING ENGINE CHANGE. IF TASKS WERE NOT ACCOMPLISHED
	ICE TASK LAST ACCOMPLISHED.
	ICE TASK LAST ACCOMPLISHED.  TIME ACCRUED SIN
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240121 ( ) CHECK STARTER/GENERATOR BRUSH WEARHM	TIME ACCRUED SIN TECHNICIAN INSPECTOR MANHOURS LAST ACCOMPLISHE
240121 ( ) CHECK STARTER/GENERATOR BRUSH WEARHM 240123 ( INSP/LUBE STARTER/GENERATOR SPLINEEN	TIME ACCRUED SIN TECHNICIAN INSPECTOR MANHOURS LAST ACCOMPLISHE
240121 ( ) CHECK STARTER/GENERATOR BRUSH WEARHM 240123 ( \times \tau \tau \tau \tau \tau \tau \tau \tau	TIME ACCRUED SIN TECHNICIAN INSPECTOR MANHOURS LAST ACCOMPLISHE



AHCRAFT NO. 38  MODE: 1124A MESTINING  MODES AREV. 0.3-90  PAGE 2  MODES AREV. 0.3-90  MODES AREV. 0.3-90	OPERAT	OR: EI	D-WE	S, INC.				•	WORK COMPLIANCE FO	ORM NO 71.010
AIRCRAFT FEGE	AIRCRAF	T NO.:				MODI	EL: 1124A W			
1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000	AIRCRAF					1 SSU				PAGE 2
710106 (		•			HOURS		CVCLES			OH TASK KEFF TOP COP
710106 (				_	10010	LAMDINGS	OTOLES	TON TOOK RECORD	3. NETONN CARBON COP	r to Oster at Grinalista.
71010 ( ) INSPECT FAN ROTOR ASSENBLYENG SH 72-00-00  713101 ( ) ADJUST/TRIN CHECK ENGINEMN 71-00-00  713106 ( ) COMPRESSOR HASHLNH 72-00-00  726003 ( ) CHECK NI SPOOLDOWNENG SH 72-00-00  730109 ( ) REPLACE FUEL CONTROL FILTERLNH 73-21-01  730116 ( ) INSPECT/CLEAN REPLACE FUEL FILTERENG SH 72-00-00  732111 ( ) ADJUST/TEST FLOWHETER SYSTEMNM 28-40-00  732111 ( ) ADJUST/TEST FLOWHETER SYSTEMHM 28-40-00  731616 ( ) CHECK FUEL HAMIFOLD CROSSFLOWENG LNH 72-00-00  HAS S.B. NO. 73-3016 BEEN C/W? YES ( ) NO ( )  740106 ( ) CHECK IGNITION SERVICEABILITYENG SH 72-00-00  740116 ( ) INSPECT 7 D'CLOCK PLUGENG SH 72-00-00  750111 ( ) TEST ENGINE A/I PRESSURE SMITCHLNH 75-10-01  780116 ( ) OPERATIONAL CHECK THRUST REVERSERNH 78-30-00  790121 ( ) OPERATIONAL CHECK THRUST REVERSERNH 78-30-00  790121 ( ) INSPECT CHIP DETECTORENG SH 72-00-00  790122 ( ) INSPECT CHIP DETECTORENG SH 72-00-00  790123 ( ) INSPECT CHIP DETECTORENG SH 72-00-00  790124 ( ) INSPECT CHIP DETECTORENG SH 72-00-00  790125 ( ) INSPECT TURBINE INTERSTAGE TRANSITION DUCT MOST QUE OF TURBINE INTERSTAGE TRANSITION DUCT STILL REQUIRED? YES ( ) NO ( )	29 2	19				<u> </u>	<u> </u>			
71010 ( ) INSPECT FAN ROTOR ASSENBLYENG SH 72-00-00  713101 ( ) ADJUST/TRIN CHECK ENGINEMN 71-00-00  713106 ( ) COMPRESSOR HASHLNH 72-00-00  726003 ( ) CHECK NI SPOOLDOWNENG SH 72-00-00  730109 ( ) REPLACE FUEL CONTROL FILTERLNH 73-21-01  730116 ( ) INSPECT/CLEAN REPLACE FUEL FILTERENG SH 72-00-00  732111 ( ) ADJUST/TEST FLOWHETER SYSTEMNM 28-40-00  732111 ( ) ADJUST/TEST FLOWHETER SYSTEMHM 28-40-00  731616 ( ) CHECK FUEL HAMIFOLD CROSSFLOWENG LNH 72-00-00  HAS S.B. NO. 73-3016 BEEN C/W? YES ( ) NO ( )  740106 ( ) CHECK IGNITION SERVICEABILITYENG SH 72-00-00  740116 ( ) INSPECT 7 D'CLOCK PLUGENG SH 72-00-00  750111 ( ) TEST ENGINE A/I PRESSURE SMITCHLNH 75-10-01  780116 ( ) OPERATIONAL CHECK THRUST REVERSERNH 78-30-00  790121 ( ) OPERATIONAL CHECK THRUST REVERSERNH 78-30-00  790121 ( ) INSPECT CHIP DETECTORENG SH 72-00-00  790122 ( ) INSPECT CHIP DETECTORENG SH 72-00-00  790123 ( ) INSPECT CHIP DETECTORENG SH 72-00-00  790124 ( ) INSPECT CHIP DETECTORENG SH 72-00-00  790125 ( ) INSPECT TURBINE INTERSTAGE TRANSITION DUCT MOST QUE OF TURBINE INTERSTAGE TRANSITION DUCT STILL REQUIRED? YES ( ) NO ( )	71	0104 /	И.	IMEDECI	ENCINE	ENC 88 7000	- 22		(3 <sup>C</sup> )	
71010 ( ) INSPECT FAN ROTOR ASSENBLYENG SM 72-00-00	/1	0106 (	Y	INDEC	ENGINE	.EMG 3N /2****	-00		··	
710606 ( ) INSPECT FAN ROTDR ASSENBLYENG SH 72-00-00  713101 ( ) ADJUST/TRIN CHECK ENGINEHN 71-00-00  713106 ( ) COMPRESSOR HASHLNH 72-00-00  726003 ( ) CHECK NI SPOOLDONNENG SH 72-00-00  730109 ( ) REPLACE FUEL CONTROL FILTERLNH 73-21-01  730116 ( ) INSPECT/CLEAM/REPLACE FUEL FILTERENG SH 72-00-00  732111 ( ) ADJUST/TEST FLOWMETER SYSTEMHN 28-40-00  732111 ( ) ADJUST/TEST FLOWMETER SYSTEMHN 28-40-00  731616 ( ) CHECK FUEL HANIFOLD CROSSFLOWENG LNH 72-00-00  HAS S.B. NO. 73-3016 BEEN C/W? YES ( ) NO ( )  740106 ( ) CHECK IGNITION SERVICEABILITYENG SH 72-00-00  740116 ( ) INSPECT 7 D'CLOCK PLUGENG SH 72-00-00  750111 ( ) TEST ENGINE A/I PRESSURE SMITCHLNH 75-10-01  780116 ( ) OPERATIONAL CHECK THRUST REVERSERHM 78-30-00  790121 ( ) SOAP CHECKENG SH 72-00-00  790121 ( ) REVISE SDAP CHECK FREQUENCY (IF APPLICABLE) TO:	R 71	0110 (	M٠	INSP EN	GINE PLUM	BING LINES AN	D CONNECTION	NSMM 72-00-00	(a)	
713101 (			M							
713106 ( ) COMPRESSOR HASHLHM 72-00-00  726003 ( ) CHECK NI SPOOLDGUNENG SM 72-00-00  730109 ( ) REPLACE FUEL CONTROL FILTERLHM 73-21-01  730116 ( ) INSPECT/CLEAN/REPLACE FUEL FILTERENG SM 72-00-00  73111 ( ) ADJUST/TEST FLOMMETER SYSTEMHM 28-40-00  731616 ( ) CHECK FUEL HAMIFOLD CROSSFLOWENG LHM 72-00-00  HAS S.B. NO. 73-3016 BEEN C/W? YES ( ) NO ( )  740106 ( ) CHECK IGNITION SERVICEABILITYENG SM 72-00-00  740116 ( ) INSPECT 6 D'CLOCK PLUGENG SM 72-00-00  740116 ( ) INSPECT 7 O'CLOCK PLUGENG SM 72-00-00  750111 ( ) TEST ENGINE A/I PRESSURE SWITCHLHM 75-10-01  780116 ( ) OPERATIONAL CHECK THRUST REVERSERHM 78-30-00  790116 ( ) SDAP CHECKENG SM 72-00-00  ( ) REVISE SDAP CHECK FREQUENCY (IF APPLICABLE) TO:	71	0606 (	KI	INSPECT	FAN ROTO	R ASSEMBLY	ENG SH 72-00	)-00		
713106 ( ) COMPRESSOR MASHLHM 72-00-00  726003 ( ) CHECK NI SPOOLDGUNENG SH 72-00-00  730109 ( ) REPLACE FUEL CONTROL FILTERLHN 73-21-01  730116 ( ) INSPECT/CLEAN/REPLACE FUEL FILTERENG SH 72-00-00  73111 ( ) ADJUST/TEST FLOHMETER SYSTEMHM 28-40-00  731616 ( ) CHECK FUEL HARIFOLD CROSSFLOWENG LHM 72-00-00  MAS S.B. NO. 73-3016 BEEN C/W? YES ( ) NO ( )  740106 ( ) CHECK IGNITION SERVICEABILITYENG SH 72-00-00  740116 ( ) INSPECT 6 D'CLOCK PLUGENG SH 72-00-00  740116 ( ) INSPECT 7 D'CLOCK PLUGENG SH 72-00-00  750111 ( ) TEST ENGINE A/I PRESSURE SWITCHLHM 75-10-01  780116 ( ) OPERATIONAL CHECK THRUST REVERSERHM 78-30-00  790116 ( ) SDAP CHECKENG SH 72-00-00  ( ) REVISE SDAP CHECK FREQUENCY (IF APPLICABLE) TD:			,						( <b>?</b>	
726003 ( ) CHECK NI SPOOLDOWNENG SH 72-00-00	71	3101 (	Ø	AD JUST/	TRIM CHEC	K ENGINEMM	71-00-00			
726003 ( ) CHECK NI SPOOLDOWNENG SH 72-00-00			١,						₹\$ <b>`</b>	
730109 ( ) REPLACE FUEL CONTROL FILTERLMM 73-21-01  730116 ( ) INSPECT/CLEAM/REPLACE FUEL FILTEREMG SM 72-00-00  732111 ( ) ADJUST/TEST FLOWMETER SYSTEMMM 28-40-00  731616 ( ) CHECK FUEL MANIFOLD CROSSFLOMEMG LMM 72-00-00  MAS S.B. MO. 73-3016 BEEN C/M? YES ( ) NO ( )  740106 ( ) CHECK IGNITION SERVICEABILITYEMG SM 72-00-00  740116 ( ) INSPECT 6 D'CLOCK PLUGEMG SM 72-00-00  740126 ( ) INSPECT 7 D'CLOCK PLUGEMG SM 72-00-00  750111 ( ) TEST EMGINE A/I PRESSURE SWITCHLMM 75-10-01  780116 ( ) OPERATIONAL CHECK THRUBT REVERSERHM 78-30-00  790116 ( ) SOAP CHECKEMG SM 72-00-00  ( ) REVISE SOAP CHECK FREQUENCY (IF APPLICABLE) TO:ENGINE HRS  790121 ( ) CHANGE ENGINE DILEMG SM 72-00-00  790126 ( ) INSPECT CHIP DETECTOREMG SM 72-00-00  790126 ( ) INSPECT CHIP DETECTOREMG SM 72-00-00  790127 ( ) INSPECT TURBINE INTERSTAGE TRANSITION DUCT MPT CEQ'D  REF AD 81-24-08	71	3106 (	K	COMPRES	SOR WASH.	LMM 72-00-0	0			***
730109 ( ) REPLACE FUEL CONTROL FILTERLHM 73-21-01  730116 ( ) INSPECT/CLEAM/REPLACE FUEL FILTERENG BM 72-00-00  732111 ( ) ADJUST/TEST FLOWMETER SYSTEMHM 28-40-00  731616 ( ) CHECK FUEL HAN1FOLD CROSSFLOMENG LHM 72-00-00  HAS S.B. MO. 73-3016 BEEN C/H? YES ( ) ND ( )  740106 ( ) CHECK IGNITION SERVICEABILITYENG SM 72-00-00  740116 ( ) INSPECT 6 D'CLOCK PLUGENG SM 72-00-00  740126 ( ) INSPECT 7 D'CLOCK PLUGENG SM 72-00-00  750111 ( ) TEST ENGINE A/I PRESSURE SWITCHLHM 75-10-01  780116 ( ) OPERATIONAL CHECK THRUST REVERSERHM 78-30-00  790116 ( ) SOAP CHECKENG SM 72-00-00  ( ) REVISE SOAP CHECKENG SM 72-00-00  790126 ( ) INSPECT CHIP DETECTORENG SM 72-00-00  790126 ( ) INSPECT CHIP DETECTORENG SM 72-00-00  790126 ( ) INSPECT TURBINE INTERSTAGE TRANSITION DUCT MPT CEQ'D  REF AD 81-24-08  ( ) INSPECT TURBINE INTERSTAGE TRANSITION DUCT STILL REQUIRED? YES ( ) NO ( )	70			A11.501/ A						
730116 (	/2	0003 (	,	CHECK N	ı SPOOLDO	INENG SM 7	2-00-00			
730116 (	77	0109 (	3	REPLACE	EREI CUM.	IRM FILTED	.INN 73-21-0	11		
732111 ( ) ADJUST/TEST FLOWMETER SYSTEMMM 28-40-00  731616 ( ) CHECK FUEL MANIFOLD CROSSFLOWENG LMM 72-00-00  HAS S.B. NO. 73-3016 BEEN C/W? YES ( ) NO ( )  740106 ( ) CHECK IGNITION SERVICEABILITYENG SM 72-00-00  740116 ( ) INSPECT 6 0'CLOCK PLUGENG SM 72-00-00  740126 ( ) INSPECT 7 0'CLOCK PLUGENG SM 72-00-00  750111 ( ) TEST ENGINE A/I PRESSURE SWITCHLMM 75-10-01  780116 ( ) OPERATIONAL CHECK THRUST REVERSERMM 78-30-00  790116 ( ) SDAP CHECKENG SM 72-00-00  ( ) REVISE SDAP CHECK FREQUENCY (IF APPLICABLE) TO:ENGINE HRS.  790121 ( ) CHANGE ENGINE OILENG SM 72-00-00  990085 ( ) INSPECT CHIP DETECTORENG SM 72-00-00  ( ) INSPECT TURBINE INTERSTAGE TRANSITION DUCT MPT (220'D)  REF AD 81-24-08  ( ) IS INSP OF TURBINE INTERSTAGE TRANSITION DUCT STILL REQUIRED? YES ( ) NO ( )	,,	010, (	•	/	I VEL CON	-	.Lnn /3-21-0	/ A = + + + + + + + + + + + + + + + + + +	·····	
732111 ( ) ADJUST/TEST FLOWMETER SYSTEMMM 28-40-00  731616 ( ) CHECK FUEL MANIFOLD CROSSFLOWENG LMM 72-00-00  HAS S.B. NO. 73-3016 BEEN C/W? YES ( ) NO ( )  740106 ( ) CHECK IGNITION SERVICEABILITYENG SM 72-00-00  740116 ( ) INSPECT 6 0'CLOCK PLUGENG SM 72-00-00  740126 ( ) INSPECT 7 0'CLOCK PLUGENG SM 72-00-00  750111 ( ) TEST ENGINE A/I PRESSURE SWITCHLMM 75-10-01  780116 ( ) OPERATIONAL CHECK THRUST REVERSERMM 78-30-00  790116 ( ) SDAP CHECKENG SM 72-00-00  ( ) REVISE SDAP CHECK FREQUENCY (IF APPLICABLE) TO:ENGINE HRS.  790121 ( ) CHANGE ENGINE OILENG SM 72-00-00  990085 ( ) INSPECT CHIP DETECTORENG SM 72-00-00  ( ) INSPECT TURBINE INTERSTAGE TRANSITION DUCT MPT (220'D)  REF AD 81-24-08  ( ) IS INSP OF TURBINE INTERSTAGE TRANSITION DUCT STILL REQUIRED? YES ( ) NO ( )	73	0116 (	V	INSPECT	/ CLEAN REI	PLACE FUEL FI	LTERENG S	3M 72-00-00	Coly	
731616 ( ) CHECK FUEL HANIFOLD CROSSFLOWENG LMM 72-00-00										
731616 ( ) CHECK FUEL HANIFOLD CROSSFLOWENG LMM 72-00-00	73	2111 (	)	ADJUST/	TEST FLOW	IETER SYSTEM.	MM 28-40-0	00		
HAS S.B. NO. 73-3016 BEEN C/N? YES ( ) NO ( )  740106 ( ) CHECK IGNITION SERVICEABILITYENG SM 72-00-00										
740126 ( ) INSPECT 7 D'CLOCK PLUGENG SM 72-00-00			)	CHECK F	UEL MANIF	OLD CROSSFLOW	ENG LHM 7	72-00-00	·	****
740126 ( ) INSPECT 7 D'CLOCK PLUGENG SM 72-00-00				HAS S.E	. NO. 73-3	3016 BEEN C/W	? YES (	) NO ( )	<b>^</b>	
740126 ( ) INSPECT 7 D'CLOCK PLUGENG SM 72-00-00			ΝŽ.		·				(0. F)	
740126 ( ) INSPECT 7 D'CLOCK PLUGENG SM 72-00-00	74	0106 (	K	CHECK I	GNITION SI	ERVICEABIL ITY	ENG SM 72	?-00-00	······································	
740126 ( ) INSPECT 7 D'CLOCK PLUGENG SM 72-00-00	<b>\</b>		Ν.	14655.07			AW 70 AA AA			
750111 ( ) TEST ENGINE A/I PRESSURE SWITCHLMM 75-10-01	/4	0116 (	M	INSPECI	P 0.CF DC	Y PLUGENG	SM /2-00-00.			
750111 ( ) TEST ENGINE A/I PRESSURE SWITCHLMM 75-10-01	74	0124 /	N,	INCRECT	7 070 00	( DI HC ENC	EM 73-00-00		Contra	
780116 ( ) OPERATIONAL CHECK THRUST REVERSERMM 78-30-00	/ 7'	01E0 1	NX	INSPECT	/ U CL BC	' FLVGERG	an /2-00-00,			****
780116 ( ) OPERATIONAL CHECK THRUST REVERSERMM 78-30-00	75	0111 (	)	TEST EN	GINE A/I	PRESSURE SWIT	CHI MM 75-	-10-01	_	
790116 ( ) SDAP CHECKENG SM 72-00-00			•	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	<b> </b>					
( ) REVISE SOAP CHECK FREQUENCY (IF APPLICABLE) TO:ENGINE HRS.  790121 ( ) CHANGE ENGINE DILENG SM 72-00-00	78	0116 (	)	OPERATI	DNAL CHECK	THRUST REVE	RSERMM 78	3-30-00		
( ) REVISE SOAP CHECK FREQUENCY (IF APPLICABLE) TO:ENGINE HRS.  790121 ( ) CHANGE ENGINE DILENG SM 72-00-00										
790121 ( X) CHANGE ENGINE DILENG SM 72-00-00	79	0116 (	)	SDAP CH	ECKENG	SM 72-00-00.				
790126 ( ) INSPECT CHIP DETECTORENG SM 72-00-00		(	)	REVISE	SDAP CHECK	FREQUENCY (	IF APPLICABL	.E) TO:EN	IGINE HRS.	
790126 ( ) INSPECT CHIP DETECTORENG SM 72-00-00							•		(a)	
790126 ( ) INSPECT CHIP DETECTORENG SM 72-00-00	79	0121 (	Κı	CHANGE	ENGINE DIL	ENG SM 72	-00-00			
990085 (X) INSPECT TURBINE INTERSTAGE TRANSITION DUCT MPT QEQ'D  REF AD 81-24-08									/ CT.	
( ) IS INSP OF TURBINE INTERSTAGE TRANSITION DUCT STILL REQUIRED? YES ( ) NO ( )	79	0126	く	INSPECT	CHIP DETE	CTORENG S	m 72-00-00			
( ) IS INSP OF TURBINE INTERSTAGE TRANSITION DUCT STILL REQUIRED? YES ( ) NO ( )	en.	ا، عوره	٧.	INDDEAT	TUDDING S	NTEBOT 40F TP	ANDITION OUT	•	<u>.</u>	
( ) IS INSP OF TURBINE INTERSTAGE TRANSITION DUCT STILL REQUIRED? YES ( ) NO ( )	79	ן) כפטט	ハ	INSPECT	DI-SY-VO INKRIME (	MIERSIAGE IR	WASTIIGH DAC	" MPI REQ'A		
		,		KET AU	01-24-00.	• • • • • • • • • • • • •				
REFER TO WORK COMPLIANCE FORM 71.TO1 FOR TEXT (CAMP ONLY)		•	,						7: 160 \ / NU \	,

#### ENGINE COMPONENTS STATUS-

NOTE: 1. IF ANY OF THE FOLLOWING COMPONENTS INSTALLED ARE DIFFERENT THAN THE ONE REMOVED, RECORD INFORMATION BELOW.

- 2. IF THE SAME SERIAL NUMBER COMPONENT REMOVED IS REINSTALLED CHECK "SAME" LINE.
- 3. REABON RMKS FOR S/N OFF: A=TIME, B=FAIL, C=WORN, D=LOANER, E=CONVEN, G=MOD, K=SERVICE, L=ENG CHG, T=DAMAGED.

( ) RECORD NEXT INSPECTION OF TURBINE INTERSTAGE TRANSITION DUCT. INSPECTION DUE AT:\_\_\_\_\_A/C HOURS

4. TSN AND TSO INFORMATION IS FOR COMPONENT INSTALLED.



OPERATOR: ED-WES, INC. AIRCRAFT NO .:

MODEL: 1124A WESTWIND

WORK COMPLIANCE FORM NO

71.010

(CONTINUED)

AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 03-90 PAGE 3 90076 WORK DUE AT RECORD TIME WORK ACCOMPLISHED FOR EACH 1656, RETAILED FOR YOUR RECORDS, RETURN CARBON COPY TO CSLEDGE UPDATING. \* = APU HRS DATE HOURS LANDINGS CYCLES 71.010 29 29 UNSCHEDULED

240116 STARTER/GENERATOR:						
	P/N OFF:	*********		S/N OFF:		RMKS
	P/N ON:			S/N ON:		SANE
	TSN: HRS	LDG8	MOS	TSO: HRS	L DGS	MO5
290141 NO.1 HYDRAULIC PUMP			***********	* * * * * * * * * * * * * * * * * * * *		* * * * * * * * * * * * * * * * * * * *
	P/N OFF:			9/N OFF:		RMKS
	P/N ON:			S/N ON:		SANE
	TSN: HRS	LDGS	MOS	TSO: HRS	LDGS	MOS
720101 ACCESSORY GEARBOX:						
	P/N OFF:			9/N OFF:		RMK5
	P/N ON:			S/N DN:		SAME
	w			TSO: HRS		
720601 TRANSFER GEARBOX:		-				
	P/N OFF:	-		5/N OFF;		RMK5
	P/N ON:			S/N DN:		SAME
	7241- 448-		wan			
				TSO: HRS		
725066 COMBUSTION PLENUM C						
	P/N DFF:			S/N OFF:	****	RMKS
	P/N ON:			S/N ON:	-	SANE
	T		Man	**************************************		MAG
*************	18M: HKB	rnes	nus	TSO: HRS	LDG5	nus
730106 FUEL CONTROL UNIT:						
	P/N OFF:	*****	********	S/N OFF:		RMKS
	P/N ON:	-	~~~~~	S/N ON:		SAME
	70N. UDD	1.500	W00	Ten. Une	l ncc	MOS
.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				TSO: HRS		nub
730111 FUEL PUMP:	<b>. .</b>			n 5		
	P/N OFF:			9/N OFF:		RMKS
	P/N ON:	*****		S/N DN:		SAME
	TOM: UDO	LDGS	MUG	TON: UDE	) nce	NO5
	104. 145			180' NKD		

#### COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC. WORK COMPLIANCE FORM NO. 71.010 AIRCRAFT NO .: MODEL: 1124A WESTWIND (CONTINUED) AIRCRAFT REG.: ISSUED 07-88 REV. 03-90 PAGE 4 RECORD TIME WORK ACCOMPLISHED FOR EACH TASK FOR YOUR RECORDS. HETURN CARBON COPY TO USE WORK DUE AT \* = APLLHRS 90076 HOURS LANDINGS 71.010 29 29 UNSCHEDULED 730121 FLOW DIVIDER VALVE: S/N OFF: RMK5 P/N OFF: S/N ON: SAME TSO: HRS LDGS MOS 730601 FUEL HEATER: P/N OFF: S/N OFF: RMKS\_ S/N DN: SAKE TSN: HRS LDGS MOS TSO: HRS LDGS MOB\_\_\_\_ 730606 FUEL/OIL COOLER: S/N DFF: \_\_\_\_RMKS\_\_ P/N OFF: S/N ON: SAME\_ TSD: HRS LDGS MOS 731101 FUEL COMPUTER: P/N OFF: S/N OFF: \_\_\_\_RMKS\_\_ S/N ON: \_\_\_\_SAME\_ TSO: HRS LDGS MOS 731601 SURGE BLEED VALVE: P/N OFF: S/N OFF: RMKS\_ S/N ON: \_\_\_\_SAME\_\_ TSD: HRS\_\_\_\_LDGS\_\_\_\_MOS\_\_\_ 731606 SOLENOID CONTROLLER VALVE: P/N OFF; S/N OFF: RMKS\_ P/N ON: S/N ON: SAME\_ TSO: HRS\_\_\_LDGS\_\_\_\_MOS\_\_\_ 732101 FUEL FLOW TRANSMITTER: S/N DFF: RMK5\_ P/N OFF: S/N ON: \_\_\_\_SAME\_\_ TSO: HRS\_\_\_\_LDGS\_\_\_\_MOS\_\_\_\_

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO.

71.010

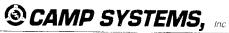
AIRCRAFT NO.:

ARCRAFT NO.:	368	MOI	DEL: 1124A WES	STH IND	(CONTINUED)		
JRCRAFT REG.:	HOUSING	18	SUED 07-88 RI	EV. 03-90			PAGE 5
90076 WORK	DUE AT	* = APU HRS.			WORK ACCOMPLISHED		KEEP TOP COPY
71.010	DATE HOUR:	S LANDINGS	CYCLES	FOR YOUR RE	CORDS. RETURN CARB	DN COPY TO USE	POS UPDATINO
29 29					UNSCH	EDULED	
73211A PRI	ESSURE LIMITER VA						
702110 / NE	LOSONE CINITER VA				S/N OFF:		RMKS
						***	
		P/N DN:			S/N DN:		SAME_
					TSO: HRS		
	NITION UNIT:	· • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • •		•••••••		
. ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		P/N OFF:			S/N OFF:		RMKS
						***	,
		P/N ON:	-		S/N ON:		SAME_
		Ten, use	1.700	M08	700. UDG		***
*********					TSO: HRS		
740111 1GA	VITION PLUG 6 0'C						
		P/N OFF:			S/N OFF:	***	RMKS
		DAN DNA			<b></b>		
		P/N UN:			S/N ON:		5AME_
		TSN: HRS	LDGS	NOS	TSO: HRS	LDGS	MOS
740121 IGN	ITTION PLUG 7 0'C						
		P/N OFF:			5/N OFF:		RMKS_
		P/N GN:			5/N ON:		QAME
		1714 014			J/R DR'		
		TSN: HRS	LDGS	MOS	TSO: HRS	L DGS	MDS
					• • • • • • • • • • • • • • • • • • • •		
750101 ANT	TI-ICE SHUT-OFF V				C/N OPT.		DMVC
		F/N UFF:	*****	*******	S/N OFF:	***	
		P/N ON:			S/N ON:		SAME_
					TSO: HRS		
750104 ANS	TI-ICE PRESSURE S						
/30100 AR	11-1CE PRESSURE S				S/N OFF:		RMKS
		P/N DN:			S/N ON:		SAME
					TSO: HRS		
750116 INI	ET TEMPERATURE S					*******	
5 - 5 - 4 - 4 - 4 - 4 - 4 - 4 - 4 - 4 -	ल्ला रक्षारण क्षारण्या सर्वाची स्थ				S/N OFF:		RMKS_
		P/N ON:			5/N ON:		SAME_
		Ten: UDE	ו אכפ	MUd	TSO: HRS	LDGS	NOS
		. 411. INIB ****					, <del></del>

**© CAMP SYSTEMS, Inc.** COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM OPERATOR: ED-WES. INC. WORK COMPLIANCE FORM NO. 71.010 AIRCRAFT NO .: MODEL: 1124A WESTHIND (CONTINUED) AIRCRAFT REG.: ISSUED 07-88 REV. 03-90 PAGE 6 RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEET TOP COPY FOR YOUR RECORDS, RETURN CARBON COPY TO CSLEOR UPDATING. 90076 WORK DUE AT = APU HRS HOURS LANDINGS 71.010 29 29 UNSCHEDULED 770101 LOW-PRESSURE (N1) TRANSDUCER: P/N OFF: S/N OFF: RMKS P/N ON: SAME TSN: HRS \_\_LDGS \_\_MOS \_\_\_\_ TSO: HRS \_\_LDGS \_\_MOS 770601 HIGH-PRESSURE (N2) TRANSDUCER: P/N OFF: S/N OFF: RMKS P/N ON: SAME TSN: HRS\_\_\_\_LDGS\_\_\_\_MOS\_\_\_ TSO: HRS\_\_\_\_LDGS\_\_\_\_MOS\_\_\_ 771101 ITT THERMOCOUPLE HARNESS: P/N OFF: 3077008-/ S/N OFF: 1418 RMK67 P/N ON: 3073595-1 S/N DN: 1-20219-407 SAME TSN: HRS \_\_\_\_\_LDGS \_\_\_\_MOS \_\_\_\_LDGS \_\_\_\_MOS \_\_\_\_ 790101 DIL TANK: P/N OFF: S/N OFF: RMKS P/N ON: \_\_\_\_\_\_\_ S/N ON: \_\_\_\_\_ SAME TSN: HRS\_\_\_\_LDGS\_\_\_\_MOS\_\_\_ TSO: HRS\_\_\_\_LDGS\_\_\_\_MOS\_\_ 790106 DIL PUMP: P/N OFF: S/N OFF: RMKS P/N ON: SAME TSN: HRS LDGS MOS TSO: HRS LDGS MOS 790131 OIL BY-PASS VALVE: P/N OFF: \_\_\_\_\_ RMKS\_ P/N ON: SAME TSN: HRS LDGS MOS TSO: HRS LDGS MOS 790136 BREATHER VALVE: P/N OFF: S/N OFF: RMKS

P/N ON: \_\_\_\_\_\_\_\_SAME\_\_\_\_\_\_SAME\_\_\_

TSN: HRS LDGS MOS TSO: HRS LDGS MOS



OPERATOR: ED-WES, INC. AIRCRAFT NO.:

368

MODEL: 1124A WESTWIND

WORK COMPLIANCE FORM NO

71.010

(CONTINUED)

AIR	CRAFT I	REG.:	N368MD	19	SUED 07-88	REV. 03-90	(CONTINUED)		PAGE 7
		WORK DI	JE AT	* ~ APU HRS		RECORD TIME	WORK ACCOMPLISHE	D FOR EACH 785	
	71.010			HOURS LANDINGS			CORDS. RETURN CARE		
	29 29						UNSC	HEDULED	
	2004				1 = 100 to booking the law or				
	/7001	UI UPPE	R DIL COOLE				O/N GEE.		BHILB
				F/R U/F/			S/N OFF:		RAKS_
				P/N ON:			S/N DN:		SAME
				<del>-</del>					
							TSO: HRS		
					• • • • • • • • • • • •	*********	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • •	
	79060	D6 LOWE	R LEFT DIL						
				P/N UPF:			S/N QFF:	*******	RMKS_
				P/N BN:			S/N DN:		SAME
					~~~~				
				TSN: HRS	LDGS	MOS	TSO: HRS	LDGS	MOS
					• • • • • • • • • • • •	**********		• • • • • • • • • • • • • • • • • • • •	
	79061	II LUWE	R RIGHT DIL				0 (N. 000)		
				r/A UFF+			S/N OFF:	******	RMK5_
				P/N ON:			S/N ON:		SAME
				TSN: HRS	LDGS	MOS	TSO: HRS	LDGS	MOS
					• • • • • • • • • • • • •	***********	••••••••	• • • • • • • • • • • • • • • • • • • •	
	/4061	IO UIL	TEMPERATURE				B/M BEE.		DMVO
				F/N UFF		والمراجعة	S/N OFF:	********	кпк5_
				P/N DN:			S/N ON:		SAME
				TSN: HRS	LDGS_	NOS	TSD: HRS	LDG9	MOS
					• • • • • • • • • • • • •	***********	• • • • • • • • • • • • • • • • • • • •		• • • • • • • • • • • • • • • • • • • •
	79110	) OIL	PRESSURE SW				S/N OFF:		DMVE
				F/H UFF	***********		3/N UFF+		Kn^2_
				P/N DN:			S/N ON:		SAME
				TSN: HRS	LDGS	MOS	TSO: HRS	LDGS	MO5
	70111				• • • • • • • • • • • •	************			•••••
	/7111	II DIL	PRESSURE TRI				S/N OFFI		RMKG
				1714 011 1			0/11		
				P/N ON:			5/N DN:		SAHE
				TSN: HRS	LDGS	MO9	TSO: HRS	LDGS	MOS
	******				,,,,,,,,,,,,	* * * * * * * * * * * * * * * * * * * *			
	/4111	IS OIL	TEMPERATURE				S/N OFF:		DWK C
				178 011			3/14 0/11		(III)
				P/N ON:			S/N ON:	,	SAME_
							TSO: HRS		

OPERATOR: ED-WES, INC.

MODEL: 1124A WESTWIND

WORK COMPLIANCE FORMING

71.010

AIRCRAFT NO .:

368

(CONTINUED)

AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 03-90 PAGE 8 RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP GOT FOR YOUR RECORDS, RETURN CARBON COPY TO CSI FOR UPDATING 90076 WORK DUE AT - APU HRS DATE HOURS LANDINGS CYCLES 71.010 29 29 UNSCHEDULED

						HOURSCYC	
725051	FAN SHAFT:						
RECORD	TIME SINCE NEW: HOUR			( ) RECORD MA			
		P/N ONT			8/N ON:	****	SAI
, EU VTG	HIAN LUPBANE THEEF				8/N OFF:		RMI
	HIGH-PRESSURE IMPELL	• • • • • • • • • •					
RECORD	TIME SINCE NEW: HOUR						
	LOW-PRESSURE TIE ROD	1					
	TIME SINCE NEW: HOUR						
		P/N ON:			S/N ON:		5/
/23016	HIGH-PRESSURE TURBIN		******************	*****	S/N OFF:		RI
• • • • • •	• • • • • • • • • • • • • • • • • • • •	*******		( ) KECUKU MA			
becupy	TIME SINCE NEW: HOUR						
	IANDINE DISC.						
	STAGE 3 LOW-PRESSURE TURBINE DISC:						
	TIME SINCE NEW: HOUR						
		P/N ON:			S/N ON:		5
725006	STAGE 2 LOW-PRESSURE TURBINE DISC:				S/N OFF:	The state of the think of the state of the s	RI
				( ) RECORD MA			
056000	TIME STAR MEUR MENT	_		-4			
	TURBINE DISC:			-4			
	STAGE 1 LOW-PRESSURE		マタンハ マくっ	· _//		ハマコンロ マーぐ	4



	ED-WES, INC.				WORK COMPLIANCE FO	RM NO. 71.010
IRCRAFT NO			MODEL: 1124A	WESTH IND	(CONTINUED)	
	G N368MD		ISSUED 07-88	REV. 03-90		PAGE 9
	ORK DUE AT HOURS	* = APU		RECORD TIME	E WORK ACCOMPLISHED FOR EAC ECORDS: RETURN CARBON COPY	OH TASK REEP TOP COPY
71.010 29 29						The second secon
L/ 57					UNSCHEDULED	
725056	ROTATING AIR SEAL:		:	6 1		
		P/N OFF:	307272	9-1	S/N OFF: 3-23/5/	- 477 RMKS
		P/N ON; _	30/3/14		5/N DN: 0-23/5/	- 343 SAME
PECAPA	TIME OTNCE NEU - HOU	· -	CYCLES -		D MAX LIFE LINITS: HOURS	
NECOND	THE STAGE NEW - HUVI	, g	_ CTULES	( ) RECUR	D MAX LIFE LIMITS: HOURS	CYCLES
	HIGH-PRESSURE SHOUL		••••••	*************	** * * * * * * * * * * * * * * * * * * *	
		P/N OFF:			S/N OFF:	RMKS
		P/N DN: _			S/N ON:	SAME
054608	71M7 611/66 1/6/1- 1/6/M				_	
					D MAX LIFE LIMITS: HOURS	
	HIGH-PRESSURE ROTOR		* * * * * * * * * * * 7 * 8 * 2 *	************	*******************	
, 25 5 = 5					S/N OFF:	RMKS
		•••	*******			
		P/N DN:		****	S/N ON:	SAME
					D MAX LIFE LINITS: HOURS	
725021	FAN ROTOR DISC:					
		P/N OFF:			9/N OFF:	RMKS_
		P/N ON:			S/N ON:	SAME
RECORD	TIME SINCE NEW: HOUR	85	CYCLES	( ) RECOR	D MAX LIFE LIMITS: HOURS	CYCLES
						DISC CYC TECHNICIA
(990110	)) (NKP) ( ) REPLAC					
	STAGE 1 LOW-PRESSURE	· · · · · · · · · · · · · · · · · · ·				*****************
	COMPRESSOR DISC:	-			S/N OFF:	RMKS_
		P/N ON:			5/N ON:	SAME
		_				
RECORD	TIME SINCE NEW: HOUR	₹\$	CYCLES	( ) RECORI	D MAX LIFE LIMITS: HOURS	
					• • • • • • • • • • • • • • • • • • • •	DISC HRS TECHNICIA
	STAGE 2 LOW-PRESSURE				• • • • • • • • • • • • • • • • • • • •	
		=			S/N OFF:	RMK5
		P/N ON:		*****	5/N ON:	SAHE
			AVA: 55	,		A.A. +A
RECORD	ITHE SINCE NEW! HOUR	(2	CACTE2	( ) RECORI	D MAX LIFE LIMITS: HOURS	DISC HRS TECHNICIA

# **© CAMP SYSTEMS, Inc.**

## COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

DISC HRS TECHNICIA

OPERATOR: ED-WES, INC. WORK COMPLIANCE FORM MC 71.010 AIRCRAFT NO .: MODEL: 1124A WESTWIND (CONTINUED) AIRCRAFT REG.: ISSUED 07-88 REV. 03-90 PAGE 10 RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY FOR YOUR RECORDS, RETURN CARBON COPY TO USEFUR UPDATING. WORK DUE AT \* = APU HRS. 90076 HOURS ANDINGS CYCLES 71.010 29 29 UNSCHEDULED 725036 STAGE 3 LOW-PRESSURE COMPRESSOR DISC: P/N OFF: \_\_\_\_\_RMKS\_\_ P/N DN: \_\_\_\_\_SAME\_\_ RECORD TIME SINCE NEW: HOURS \_\_\_\_\_ CYCLES \_\_\_\_ ( ) RECORD MAX LIFE LIMITS: HOURS \_\_\_\_ CYCLES \_\_\_\_ DISC HRS TECHNICIA . 725041 STAGE 4 LOW-PRESSURE COMPRESSOR DISC: P/N OFF: \_\_\_\_\_RMKS\_\_ P/N ON: \_\_\_\_\_\_\_ SAHE\_\_\_\_\_\_\_ SAHE\_\_\_\_\_\_ RECORD TIME SINCE NEW: HOURS\_\_\_\_\_CYCLES\_\_\_\_\_CYCLES\_\_\_\_\_CYCLES\_\_\_\_\_CYCLES\_\_\_\_\_CYCLES\_\_\_\_\_ **EAMP SYSTEMS, Inc.** 

OPERATOR ED-WES, INC.

REPORT DATE 01/12/89

WORK COMPLIANCE FORM NO

AIRCRAFT NO.

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368ND ISSUED 07-88 REV. PAGE 1 87012 WORK DUE A RECORD TIME WORK ACCOMPLISHED FOR FAIL OF FOR YOUR RECORDS. RETURN CARBON COPY TO - APU HRS. ALL A TOP HOES LANDINGS

27 29	4200			CHECK CURRENT DUE	LIST FOR DUF T	THE CHANCES	
	ATE: MONTH	DAY 18	YEAR \$9	AIRCRAFT HOURS:			745
TECHNICIAN SIGNATURE				CERTIFICATE NUMBER:			
INSPECTED BY:	MM	kelen	any 1	KIND OF CERTIFICATE:	R	<u>'S</u>	
710101 PART NAME	: LEFT ENGINE	******	*********	*******	*********	*******	********
REASON REMOVED: (CHEC					MM 71-00-	-ou N: insi	٥,
		ER D( ) SCHEI	CONV E( )	MOD G( ) SERVICE K( ) E			
PART REMOVED: PART	NUMBER		n will did nin ago who ass nin die wat nas na	SERIAL NUMBER:_			
PART INSTALLED: PART	NUMBER			SERIAL NUMBER:_			
TITE SINCE NEW! HKS	LD68_			TIME SINCE OVERHAUL: H	Karp	/GSn(	JS
NOTE: 1. IF THE LE OUT THE 1 2. REFERENCE	FT ENGINE IS INFORMATION BEINFORK COMPLIA	REPLACED, UPI LOW OR BY SEM	NATE THE INS IDING A COPY	MAN-HOURS: HRSTALLED ENGINE COMPONENT OF THE ENGINE LOG BOOK NE CHANGE PROCEDURE (CAI	AND SERVICE R	ECORDS BY FILL	ING
710101 LEFT ENGIN Note: Record Engin		INFORMATION E	ELOW FOR EN	GINE BEING INSTALLED.			
	<u>-</u>					ENG HRS	TECHNICIAN
(710116) (NKP) (X	) MAJOR PERIO	DIC INSPECTIO	IN: REF EN	G LMM 72-00-00			^
•	REFER TO WO	RK COMPLIANCE	FORM 71.TO	1 FOR TEXT (CAMP ONLY)		47150	IA A
	RECORD IS A	L ENGINE HUUR Dricadie:	S MAJUR PER	IODIC INSPECTION WAS ACC	COMPLISHED:	727070	27170
(			SPECTION FR	EQUENCY TD:	ENG HRS	1	•
(720106) (NKP) (X	' <u>-</u>						
	RECORD TOTAL	L ENGINE HOUR	S ACCESSORY	LMM 72-60-02 GEARBOX INSPECTION WAS ENG LNM 72-70-06	ACCOMPLISHED:	4215.0	LA 100
(725053) (NKP) (X	) INSPECT FAN	SUPPORT ASSE	MBLY: REF	ENG LMM 72-70-06 RT ASSEMBLY INSPECTION (		17150	14.6
	RECORD TOTAL	L ENGINE HOUR	S FAN SUPPO	RT ASSEMBLY INSPECTION I	WAS ACCOMPLISH	ED:7210.0	LATIO
(725069) (NKP) (	INSPECT PLE	NUM CASE: RE	F ENG LMM 7	2-00-00 Re incretting has accom-	Di TCHEN:	4215.0	LA INS
(726001) (NKP) (X	) INSPECT COM	PRESSOR CORE:	REF ENG L	2-00-00 SE INSPECTION WAS ACCOM MM 72-00-00 1 FOR TEXT (CAMP ONLY) R CORE INSPECTION WAS A	reioneu		
.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	REFER TO NO	RK COMPLIANCE	FORM 71.TO	1 FOR TEXT (CAMP ONLY)		4	
	RECORD TOTAL	L ENGINE HOUR	S COMPRESSO	R CORE INSPECTION WAS A	CCOMPLISHED:	4213.10	LA 100
				• • • • • • • • • • • • • • • • • • • •		************	
NOTE: INITIAL THE	CEDUICE TARKS	שבו חנו טעזכע	HEDE ACCOMO	LISHED DURING ENGINE CH	ANCE IS TARK	R WEDE NOT ACC	AMPITSHES
				ASK LAST ACCOMPLISHED.	ANGL: IF INSA	J WEILE NO! HOUL	A:: LID!!LD
200-200 200-200						TIME ACC	CRUED SINCE
				TECHNICIAN	INSPECTOR MAN	IHDURS LAST ACC	COMPLISHED
240121 ( ) CHECK	STARTER/GENER	ATOR BRUSH WE	ARMM 80-	10-10		*	
				72-00-00 4215.0			<b>)</b>
( 240123 ( <b>X</b> ) INSP/L	.UBE STARTER/GI	ENERATOR SPLI	NEENG SM	72-00-00 4213.0	****	-710	r 

710106 (X) INSPECT ENGINE...ENG SM 72-00-00.....

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290143 ( INSP/LUBE HYDRAULIC PUMP SPLINE...ENG LMM 72-00-00..... 4215.0

**OCAMP SYSTEMS,** Inc.

OPERATOR: ED-WES, INC.

REPORT DATE 01/12/89

WORK COMPLIANCE FORM AL

71.010

AIRCHAFT NO : AIRCRAFT REG .: N368HD 89012 WORK DUE 31

MODEL: 1124A WESTWIND

ISSUED 07-88 REV.

(CONTINUED)

PAGE 2

B9012	ORY DUE	) HOURS	* = APU HRS LANDINGS	CYCLES		ME WORK ACC RECORDS RET			HOLD BARRE
71.010 29 29		4200						OUE TIME CHANG	:ES
710606	رX)	INSPECT FAN ROTOR	ASSEMBLYEN	G SM 72-00-0	0	. 4215.0	)	A 10 (3)	D SEE THE SEE HE SEE
713101	(X)	ADJUST/TRIM CHECK	ENGINEMM 7	1-00-00	• • • • • • • • • • •	. 4215.0		AID (A)	) 
	•	COMPRESSOR WASH						<i></i> −	o onjo 18da ugija remo lako ema olidi Anni Alba (am. 18do ema olio ema paga vini apara
726003		CHECK N1 SPOOLDOWN						~~~~	n 1955 liker waps neitr Gill' bille yeirn islen waps gele Gill deltr gele kwa, way o
730109		REPLACE FUEL CONTR				*	tro- dos este alto del que dos laboras.		ي بوري جين جين جين مين جين جين جين جين بوري در ر
730116		INSPECT/CLEAN/REPL						_	r was dan wise own con down date had not own one was been been date.
732111	·	ADJUST/TEST FLOWME							s anna Allan Allan Allan Sala Sala Sala Sala Sala Sala Sala
731616	( )	CHECK FUEL MANIFOLI HAS S.B. NO. 73-30	D CROSSFLOW 16 BEEN C/W?	.ENG LMM 72-(	00-00	<u>A</u>		~~~** ****** ***	, <sub>1884</sub> , 1879, 1887, 1887, 1887, 1887, 1887, 1887, 1887, 1887, 1887, 1887, 1887, 1887, 1887, 1887, 1887, 1887, 1
740106	(X)	CHECK IGNITION SER		<b>,</b> -		. 4215.0	느.	A10.	
		INSPECT & D'CLOCK						AID	n agai, agai, agai, aran chin muu mari dan mijir mirk bilir kida mida dan tuur
		INSPECT 7 D'CLOCK						~~~	
750111		TEST ENGINE A/I PR							
780116	( )	DPERATIONAL CHECK	THRUST REVERS	ERMM 78-3	0-00		~~~~	~~~**************	، مورد مورد بدود بدود ماه شده و المورد بدود المورد
790116	( <del>/</del> )	SDAP CHECKENG SI	H 72-00-00			. 4215	0 4	A10	, ang ann ang lain laip spir spir spir spir spir spir spir sp
									quencies
790121	X	CHANGE ENGINE DIL.	ENG SM 72-0	0-00		. 4215.8	9	-A10(61)	
790126	14	INSPECT CHIP DETEC	TORENG SM	72-00-00		. 4215.0		#10(B)_	
990085	( )	INSPECT TURBINE IN						_	
		IS INSP OF TURBINE REFER TO WORK COMP	INTERSTAGE T LIANCE FORM 7	RANSITION DU 1.TO1 FOR TE	CT STILL RE XT (CAMP ON	QUIRED? YES LY)		•	A/C HOURS

## ENGINE COMPONENTS STATUS-

- NOTE: 1. IF ANY OF THE FOLLOWING COMPONENTS INSTALLED ARE DIFFERENT THAN THE ONE REMOVED, RECORD INFORMATION BELOW.
  - 2. IF THE SAME SERIAL NUMBER COMPONENT REMOVED IS REINSTALLED CHECK "SAME" LINE.
  - 3. REASON RMKS FOR S/N OFF: A=TIME, B=FAIL, C=WORN, D=LOANER, E=CONVEN, G=MOD, K=SERVICE, L=ENG CHG, T=DAMAGED.
  - 4. TSN AND TSO INFORMATION IS FOR COMPONENT INSTALLED.

OPERATOR: ED-WES, INC. AIŘCRAFT NO.:

REPORT DATE 01/12/89 MODEL: 1124A WESTWIND

WORK COMPLIANCE FORM NO

(CONTINUED)

71.010

AIRCHAFT REG.: N368HD ISSUED 07-88 REV. PAGE 3 89012 WORK DUE AT RECORD TIME WORK ACCOMPLISHED FOR EXE FOR YOUR RECORDS, RETURN CARBON CORE APU HRS TOP COPY DATING HOURS LANDINGS 71.010 29 29 4200 CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

OAAAA ATABTED OPNERATED.						
240116 STARTER/GENERATOR:	P/N DFF:	****	***	S/N DFF:	*****	RMKS
	P/N ON:	- War will all this wife him was well also seen ago you go you was wis you ago.		S/N ON:		SAME
	TSN: HRS	LDGS	MOS	TSO: HRS	LDGS	MOS
290141 NO.1 HYDRAULIC PUMP				• • • • • • • • • • • • • • • • • • • •		
E70171 NO.1 HIDAMOLIC PORF				S/N OFF:	. <del></del>	RMKS
	P/N ON:	ther with Aller Ann was duri this side with spin ann ann agus who did side your o	**	S/N DN:	. The state and the test test will be state and the state	SAME
				TSO: HRS		
720101 ACCESSORY GEARBOX:	• • • • • • • • • • • • •		• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •	***************	
	P/N OFF:			S/N DFF:		RMKS
	P/N DN:	nith ann tar 1814 ann 1816 tha ann 1816 tha ann 1816 ann ann ann ann ann ann ann ann ann an		S/N DN:		SAME
	TSN: HRS	LDG5	MOS	TSO: HRS	LDGS	Mos
720601 TRANSFER GEARBOX:		• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •		•••••••	• • • • • • • • • • • • • • • • • • • •
TEVOUL TRANSFER GENROUX.	P/N OFFI		. <b></b>	S/N OFF:		RMKS
	P/N ON:	ه چيز بولد خال خاه خاه ميد چيد ده خال خان خال		S/N CN:		SAME
	TSN: HRS	LDGS	MOS	TSO: HRS	LDGS	MDS
725066 COMBUSTION PLENUM CA			• • • • • • • • • • • • • • • • • • • •		• • • • • • • • • • • • • • • • • • • •	
				S/N OFF:	TH OF THE BE THE BETT BE BETT AND THE BETT BETT BETT BETT BETT BETT BETT	RHKS
	P/N DN:			5/N ONF		SAME
				TSO: HRS		
730106 FUEL CONTROL UNIT:						
	P/N OFF:	3070200	-8	8/N DFF:	6892P	RMKS
	P/N ON:	3070800	- &-	S/N ON: A	3593pT	SAME
	TEN: HRS	LDGS	MOS	TSO: HRS	LDGS	MOS
730111 FUEL PUMP:		• • • • • • • • • • • • • • • •				
/30111 FUEL FURF	P/N DFF:			S/N OFF:		RMKS
	P/N ONF	***************************************		S/N BN:	****	SAME
	TSN: HRS	LDG8	NOS	TSO: HRS	LDGS	MOS
******************					• • • • • • • • • • • • • • • • •	

**©CAMP SYSTEMS,** Inc

OPERATOR: ED-WES, INC. AIRCRAFT NO.: 368

REPORT DATE 01/12/89 MODEL: 1124A WESTHIND

WORK COMPLIANCE FURNING 71.010 (CONTINUED)

AIRCRAFT	REG. N368MD		ISSUED	07-88	REV.	•	PAGE 4	
89012	WORK DUE AT		* = APU HRS.		:	RECORD TIME WORK ACCOMPLISHED FOR EACH THE		
71.010		HOURS	LANDINGS	CYCLE		FOR YOUR RECORDS RETURN CARPON CONTINUES.		
29 29		4200				CHECK CURRENT DUE LIST FOR DUE TIME CHANGES		

730121 FLOW DIVIDER VALVE:						
	P/N OFF:		**********	S/N OFF:	. April 160 160 160 160 160 160 160 160 160 160	RMKS
	P/N DN:	~~~	- CONTROL - CONT	9/N ON:		SAME
	TSN: HRS	LDGS	MOS	TSO: HRS	LDGS	MDS
730601 FUEL HEATER:	**********	••••••••	*********			*******
, , , , , , , , , , , , , , , , , , ,	P/N OFF:	. The Control of the	** *** *** *** *** *** *** *** *** ***	S/N OFF:		RMKS
	P/N DN:	Note with the last tip with such the size was one was now	**	8/N ON:	***	SAME
***************************************				TSD: HRS		
730606 FUEL/DIL CODLER:	***********		•••••		***********	*************
	P/N DFF:			S/N OFF:		RMKS
	P/N ON:			S/N ON:		SAME
				TSO: HRS		
731101 FUEL COMPUTER:						
,	P/N OFF:		00 da 40 40 da 40 an	9/N OFF:		RMKS
	P/N DN:			S/N DN:		SAME
				TSO: HRS		
731601 BURGE BLEED VALVE:		***********	• • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • •	
	P/N OFF:			S/N OFF:		RMKS
	P/N ON:			S/N DN:		SAME
	TSN: HRS	LDGS	MOS	TSO: HRS	LDGS	MOS
**************************************					<del>-</del> -	
731606 SOLENDID CONTROLLER	P/N OFF:			S/N OFF;		RMKS
	P/N ON:			S/N ON:		SAME
				TSO: HRS		
***************************************					**********	-
732101 FUEL FLOW TRANSMITTE				S/N OFF:		RMKS
	P/N DN:			S/N ON:		SAME
				TSO: HRS		
********************						<i></i>

CPERATOR: ED-HES, INC. AIRCRAFT NO...

REPORT DATE 01/12/89 MODEL: 1124A WESTWIND

CYCLES

WORK COMPLIANCE FORM (S.)

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

71.010

AIRCRAFT REG.: N368HD

89012 WORK DUE AT

71.010 29 29

HOURS

4200

ISSUED 07-88 REV. \* = APU HRS.

LANDINGS

(CONTINUED)

RECORD TIME WORK ACCOMPLISHED FOR LAF FOR YOUR RECORDS. RETURN CARBON CORE

PAGE 5 TOP COPY POATING

732116 PRESSURE LIMITE						
	P/N OFF:			S/N OFF:		RNKS
	P/N ONE		narr dan tan narr will salp dan dan dan dan dan ban dan	5/N ON:		SAME
				TSO: HRS		
740101 IGNITION UNIT:	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • •		• • • • • • • • • • • • • • • • • • • •		• • • • • • • • • • • • • • • • • • • •
	P/N 0FF:	10° 10° 10° 10° 10° 10° 10° 10° 10° 10°		S/N OFF:	*******	RMKS
	P/N ON:		THE STATE			SAME
••••				TSD: HRS		
740111 IGNITION PLUG 6		• • • • • • • • • • • • • • • • • • •			•••••••••••	
	P/N OFF;	********		S/N DFF:		RMKS
	P/N ON:			9/N DN:		SAME
				TSO: HRS		
740121 IGNITION PLUG 7				•••••••		*************
				S/N OFF:		RMKS
	P/N DN:			S/N DN:		SAME
				TSD: HRS		
750101 ANTI-ICE SHUT-OF				***************	•••••	• • • • • • • • • • • • • • • • • • • •
				S/N OFF:	****	RMKS
	P/N ON:			8/N DN:		SAME
				TSO: HRS	LDGS	MOS
750106 ANTI-ICE PRESSUR			***********		• • • • • • • • • • • • • • • •	
, , , , , , , , , , , , , , , , , , , ,		***		S/N DFF:		RMKS
	P/N ON:			S/N ON:		SAME
		LDGS				MOS
750116 INLET TEMPERATUR		******	• • • • • • • • • • • • • • • • • • • •	•••••	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •
, OWILD ANKEL TENFERRIUR				S/N OFF:		RMKS
	P/N DN:	***	~~~~~~~~~	S/N DN:		SAME
	TON: USC	1.000	MAD	700. UDD		MDD



OPERATOR: ED-WES, INC.

# REPORT DATE 01/12/89

WORK COMPHANCE FOR LOW

71.010

AIRCRAFT NO .: MODEL: 1124A WESTWIND (CONTINUED) AIRCRAFT REG : ISSUED 07-88 REV. N368MD PAGE 6 89012 | MORK DUE RECORD TIME WORK ACCOMPLISHED FOR FOR YOUR RECORDS, RETURN CARE, NO. TOP CO. HOURS **\71.010** 29 29 4200 CHECK CURRENT DUE LIST FOR DUE TIME CHANGES 770101 LOW-PRESSURE (N1) P/N OFF: \_\_\_\_\_RNKS\_\_ TRANSDUCER: P/N ON: S/N ON: \_\_\_\_\_SAME\_\_ TSN: HRS\_\_\_\_LDGS\_\_\_\_MOS\_\_\_ TSD: HRS\_\_\_\_LDGS\_\_\_\_MOS\_\_\_ 770601 HIGH-PRESSURE (N2) TRANSDUCER: P/N OFF:\_\_\_\_\_\_S/N OFF:\_\_\_\_\_RMKS\_\_ P/N ON: S/N DN: SAME TSN: HRS LDGS MOS TSD: HRS LDGS MOS 771101 ITT THERMOCOUPLE HARNESS: P/N DFF: 3071849-/ 5/N DFF: 2840 3077008-1 1584 5/N DN: 9 - 202/9 - 358 SAME P/N ON: 3073950 - / TSN: HRS LDGS MOS TSO: HRS LDGS MOS 790101 DIL TANK: P/N OFF:\_\_\_\_\_RMKS\_\_ S/N ON: \_\_\_\_\_SAME\_\_ P/N DN: TSO: HRS\_\_\_\_LDGS\_\_\_\_MOS\_\_\_\_ 790106 DIL PUMP: S/N OFF: \_\_\_\_RMKS\_\_\_ P/N OFF: P/N ON: S/N ON: \_\_\_\_\_SAME\_\_ TSO: HRS\_\_\_\_LDGS\_\_\_\_MOS\_\_\_\_ TSN: HRS\_\_\_\_LDGS\_\_\_\_MOS\_\_\_\_ 790131 DIL BY-PASS VALVE: P/N OFF: S/N OFF: RMKS\_ P/N ON: S/N ON: SAME\_ TSO: HRS\_\_\_\_LDGS\_\_\_\_MOS\_\_\_\_ TSN: HRS\_\_\_\_\_LDGS\_\_\_\_\_MOS\_\_\_\_ 790136 BREATHER VALVE: 

P/N ON: 307/564-8 S/N ON: 2988

SAME

TSN: HRS LDGS MOS TSO: HRS LDGS MOS

CPERATOR: ED-WES, INC. AIRCRAFT NO.: 368

REPORT DATE 01/12/89 MODEL: 1124A WESTHIND

WORK COMPLIANCE FORM RU-

71.010

(CONTINUED)

					100H: INGED/	
AIRCRAFT	REG.: N368ND		ISSUED	07-88 REV		PAGE 7
89012	WORK DUE AT		* = APU HRS		RECORD TIME WORK ACCOMPLISHED HOR THE	
71.010	DATE	HOURS	LANDINGS		FOR YOUR RECORDS RETURN CARBON COURS	
29 29	1	4200			CHECK CURRENT DUE LIST FOR DUE TIME C	HANGES

790601 UPPER OIL COOLER:						
	P/N DFF:			S/N DFF:	-	RMKS
	P/N ON:			5/N ON:		SAME
	TON: UDG	I DCB	MUG	TSO: HRS	1.000	MAD
************				150, 183		
790606 LOWER LEFT DIL CO						
	P/N OFF:			S/N DFF:		RMKS
	P/N ON:			S/N DN:		SAME
	Ten. upe	I DCC	MOC	TOD: UDO	1.000	<b>400</b>
**********************		LDG3		TSO: HRS		nub
790611 LOWER RIGHT DIL C						
	P/N OFF:			S/N OFF:		RMKS
	P/N DN:			5/N ON:		SAME
	TON, USE	LDGS	MDD	TON: UDD	1.000	MOS
*****************	198' MO	Lbes				
790616 DIL TEMPERATURE V						
,	P/N OFF:			S/N OFF:		RMKS
	P/N ON:			S/N ON:	* * * * * * * * * * * * * * * * * *	SAME
	TON . HOD		MDD	700. UDD	1.000	MDB
******************		' <del>-</del> '		TSO: HRS		- <del>-</del>
791101 DIL PRESSURE SWITE						
	P/N OFF:			S/N OFF:		RMKS
	P/N DN:			S/N DN:		SAME
						<b>MB</b>
				TSO: HRS		
791111 DIL PRESSURE TRANS	SMITTER:					
	P/N OFF:			S/N DFF:		RMKS
	P/N ON:			S/N DN:		SAME
	<del>_</del>			TSO: HRS		
791116 GIL TEMPERATURE B	ULB:					
	P/N OFF:			S/N OFF:		RHKS
	P/N ON:		***	S/N ON:		SAHE
``````````````````````````````````````		-	-	TSO: HRS		



OPERATOR: ED-WES, INC. AIRCRAFT NO.: AIRCRAFT REG : N368HD

REPORT DATE 01/12/89 MODEL: 1124A WESTHIND

WORK COMPLIANCE FORK TO

71.010

ISSUED 07-88 REV.

(CONTINUED)

PAGE B

9012 1.010	ORK DUE AT DATE	HOURS	- APU HRS CANDINGS	CYCLES	RECORD TIME WO	DBK ACCOMPLISHED CELLARDS, RETURN CARBON SERV.		
						NT DUE LIST FOR DUE TIME		
	LIFE LIMITED		ONENTS- RECI	ORD INFORMAT	ION BELOW TO CO	NTROL LIFE LIMITED COMPO	NENTS ON CAMP	
,	TURBINE DISC		FF:	## ### ### ### ### ### ### ### ### ###	***	S/N OFF:		RMK
		P/N OI	N:		*******	S/N ON:		SAP
						LIFE LIMITS: HOURS		
	STAGE 2 LOW-F	PRESSURE						
	TURBINE DISC	: P/N DI	FF:			S/N OFF:		RHI
		P/N DI	N:	ja. dys ans spyr gyn hay sale 170 The same the spir s	~~~~~~~~	S/N DN:		SAI
RECORD	TIME SINCE NE	EW: HOURS	CYCLES		( ) RECORD MAX	LIFE LIMITS: HOURS	CYCLES	
	STAGE 3 LOW-F	PRESSURE						
	TURBINE DISC	F/N OI	FF: 307	12544		S/N OFF: 0-1804	9-77+9	RM
		P/N OI	n: <u>307</u>	2544-	<b>Z</b>	5/N DN: 6-1804	9-4905	SA
RECORD	TIME BINCE NE	EW: HOURS	CYCLES		( ) RECORD MAX	LIFE LIMITS: HOURS	CYCLES	
728014		E TURBINE ROTO						• • • •
, 25010	WIGHT I KEDOOM					S/N OFF:		RM
		P/N 01	N:			S/N DN:		SA
RECORD	TIME SINCE N	EW: HOURS	CYCLES		( ) RECORD MAX	LIFE LIMITS: HOURS	CYCLES	
725043	LOW-PRESSURE	P/N O	FF:			S/N OFF:	~	RM
		P/N D	NI			S/N DN:		SA
KECURD	IME SINCE N		CYCLES			LIFE LIMITS: HOURS		
725046	HIGH-PRESSURI	E IMPELLER: P/N D	FF:			S/N OFF:		RM
						5/N ON:		
RECORD	TIME SINCE N				( ) RECORD MAX	LIFE LIMITS: HOURS	CYCLES	
725051	FAN SHAFT:	B /41 B	rr.			S/N OFF:		RM
	·							
		P/N D	N:			S/N ON:	, -,, -,	SA
DECORN	TIME CINCE N	cu. Munbe	רערו בכ		( ) RECORD MAY	LIFE LIMITS: HOURS	CYCLES	

OPERATOR: ED-WES, INC. AFRORAFT NO.: 368

REPORT DATE 01/12/89
MODEL: 1124A WESTWIND

WORK COMPLIANCE FORM (III)

71.010

(CONTINUED)

IRCRAFT REG.: N36	8MD	ISSUED	07-88 REV	V.	PAGE
87012 WORK DUE AT		* = APU HRS		RECORD TIME WORK ACCOMPLISHED FOR EARLY TAKEN	· ()}
~71.010 DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS RETURN CARBON COME THE CARBON	on a love,
V11.010					
29 29	4200	İ		CHECK CURRENT DUE LIST FOR DUE TIME CHANGES	

725056	ROTATING AIR SEAL:					
		P/N OFF:_		9/N DFF:		RMKS
		P/N ON: _		S/N ON:		SAME
RECORD	) TIME SINCE NEW: HOUR	S	( ) RECORD MA	X LIFE LIMITS: HOURS	CYCLES	
******			*************			
725061	HIGH-PRESSURE SHOULD			C/N 055+		DMKG
		F/N UFF:_		3/N UFF		
		P/N ON: _		S/N ON:		SAME
RECORI	TIME SINCE NEW: HOUR		CYCLES ( ) RECORD MA			
725084	HIGH-PRESSURE ROTOR:			•••••		
/ E300¢	HIGH-FRESSORE ROTON			S/N OFF:		RMKS
		<b>5 5</b>		5 W 5W		DAME
		P/N UN: _		5/N UN:		5ANE
RECORD			_ CYCLES ( ) RECORD MA	X LIFE LIMITS: HOURS	CYCLES	
	FAN ROTOR DIBC:		IFE LIMITED COMPONENTS ON CAMP.	S/N OFF:		RMKS
		P/N DN: _		S/N ON:		SAME
			_ CYCLES ( ) RECORD MA	X LIFE LIMITS: HOURS	CYCLES DISC CYC T	
(9901)		TOTAL DIS	R DISC AD 86-04-02 (AD 86-11-05) C CYCLES SINCE NEW			
725026	STAGE 1 LOW-PRESSURE COMPRESSOR DISC:					RMKS
		P/N ON: _		S/N DN:		SAME
RECORI			( ) RECORD MA		DISC HRS T	ECHNICIAN
725031		_		,		
	COMPRESSOR DISC:			S/N OFF:		RMKS
		P/N ON: _		S/N ON:		SAHE
RECORI	D TIME SINCE NEW: HOUF	RS	CYCLES ( ) RECORD MA	AX LIFE LIMITS: HOURS	CYCLES_ DISC HRS T	ECHNICIAN

OPERATOR: ED-WES, INC. AIRCRAFT NO.: 368 AIRCRAFT REG.: NIJARMD

REPORT DATE 01/12/89
MODEL: 1124A WESTWIND

(CONTINUED)

WORK COMPLIANCE FORM NO.

71.010

PAGE 10 FER CORN FRANKS

AIRCRAFT	REG : N368MD		ISSUED	07-88 REV	,	Þ
89012	WORK DUE AT		* = APU HRS.		BECORD TIME WORK ACCOMPLISHED FOR TWO SERVICES	•
71.010	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS FEITURN CARBON CO. CO. 1.	
29 29		4200			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES	

725036	STAGE 3 LOW-PRESSURE					
	COMPRESSOR DISC:	P/N OFF:	ته ماه های مورد این	the res do not the the total the total the total the total the total the total total the total total the total tot	S/N OFF:	RNKS
		P/N DN:		*	S/N ON:	SAME
						JRSCYCLES DISC HRS TECHNICIAN
	STAGE 4 LOW-PRESSURE		*******	• • • • • • • • • • • • • • • • • • • •		
	COMPRESSOR DISC:	P/N OFF:	to Piller 1970 1880 1881 liber from 1880 1880 1880 1880 1880 1880 1880 188	<b>***</b>	S/N OFF:	RMKS
		P/N ON:			S/N ON:	SAME
RECORD	TIME SINCE NEW: HOUR	S	CYCLES	( ) RECORD MAX	LIFE LIMITS: HOL	PRSCYCLES
						DISC HRS TECHNICIAN
SEND C	DMPLETED FORM TO CAMP	SYSTEMS, IN	IC. FOR PROCESSING	-		

**© CAMP SYSTEMS,** Inc.

# COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-NES, INC.

REPORT DATE 03/13/89

72.010

AIRCRAFT NO .:

MODEL: 1124A WESTWIND

WORK COMPLIANCE FORM NO.

AIRCRAFT REG.: N368MD

ISSUED 07-88

89072 WORK DUE AT 72.010

\* = APU HRS.

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.

29 29

HOURS LANDINGS CYCLES 4200

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

FILL OUT THE TIME WORK ACCOMPLISHED FOR THE 0 N WORK COMPLIANCE FBRM N O 72.010

ONLY THE FOLLOWING WORK IS DUE AT THE TIME(S) NOTED ABOVE:

DUE > 720106

INSPECT L ACC. GEARBOX

LMM 72-60-02



OPERATOR: ED-WEST, INC. AIRCRAFT NO .: 368

AIRCRAFT REG.: N368ND

MODEL: 1124A WESTWIND

WORK COMPLIANCE FORM NO.

71.011

PAGE 2

ISSUED 07-88

(CONTINUED)

	11165		MODOUR		122050	V/-88	REV.	PAGE	2
7600	WORK	DUE		HOUSE	* = APU HRS.	0)/2:	RECORD TIME WORK ACCOMPLISHED FOR EACH TA	ASK, KEEP TO	P COPY
71.011		DA	-	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO C	SI FOR UPDA	TING.
29 29							impaies es		
					1		UNSCHEDULED		
7444	<b>14</b> 4		****						
71410	) av	)	INSPEC)	FAN ROTOR	ASSERBLYEN	G BM 72-L	00-00	10 mm sign sign sign sign sign sign sign sign	
71660	01 (	)	ADJUST/	TRIM CHECK	ENGINEMM 7.	1-00-00	***************************************		
71660	)6 (	)	COMPRES	SOR WASH	LMM 72-00-00.		***************************************		
	-	-				1			
72660	)3 /	•	CHECK M	I SPANI DALM	FNC PM 70 4	30-00			
. 2001	- ·	,		こ・こりしかい 神代	DR /2"	20 -00		77 - Co (100 - Co)))))))))))))))))))))))))))))	
770/0	10 -								
73260	17 (	)	KEPLACE	: FUEL CONTRA	UL FILTERLI	nn 73-21-	-01		
73261	6 (	)	INSPECT	CLEAN/REPL	ACE FUEL FILTE	ERENG	SH 72-00-00		
73461	1 (	)	ADJUST/	TEST FLOWNEY	TER SYSTEM	YM 28-40-	-00		
	•	•				w 7V'	The second secon		
73411	61	•	CHEUR E	IFI MANTEM .	) CBUGGEI UN	ENG 1 mm	72+00-00		ļ
, 5411	1	,					72-00-00		
			nas S.B	. NU. 75-30.	TO SEEN C/W?	TES (	) NO ( )		
		*		***	*********	ma:			
74060	16 (	)	CHECK 1	GNITION SER	VICEABILITY	.ENG SH 7	72-00-00		
74061	6 (	)	INSPECT	. 9 D.CFOCK 1	PLUGENG BH	72-00-00	0	P 400 cm 400 cm	» ** **
74062	6 (	)	INSPECT	7 O'CLOCK I	PLUGENG SM	72-00-00	0		
75061	1 (	)	TEST FM	GINE A/I PPE	TRURE BUITCH	LHM 75-	-10-01		
	- •	•	WA		was will				
78061			Apch	DAIA! ALIFAL -	**************************************	15. see	102000		
/5001	<b>0</b> (	,	urckall	UMPL CHECK	INNUS I KEVERSL	crff 7	78-30-00		
									ļ
79161		)	SDAP CH	ECKENG SI	M 72-00-00				
	(	)	REVISE :	BOAP CHECK F	FREQUENCY (IF	APPLICAB	BLE) TO:ENGINE HRS.		
									ļ
79162	1 (	)	CHANGE I	ENGINE OIL	ENG SM 72-00	1-00	***************************************		
<del></del>				J =		<b></b>			~~~~~
79162	61	3	INSPECT	CHIP DETECT	TORFMC CM 7	12-00-00	***************************************		į
. ,	. <b>_ `</b>	′		ar Walfe	# # # # # # # # # # # # # # # #	_ vv-vv:		*	> 00 40 40 40 40 40
99009	n .		140050-	TIEDTHE THE		)]TIME	ICT		ļ
77009	v (				TERBTAGE TRANS		- <del>-</del> -		į
			KEF AD	51-24-08				\	
									L.

### ENGINE COMPONENTS STATUS-

NOTE: 1. IF ANY OF THE FOLLOWING COMPONENTS INSTALLED ARE DIFFERENT THAN THE ONE REMOVED, RECORD INFORMATION BELOW.

) RECORD NEXT INSPECTION OF TURBINE INTERSTAGE TRANSITION DUCT, INSPECTION DUE AT:

) IB INSP OF TURBINE INTERSTAGE TRANSITION DUCT STILL REQUIRED? YES ( ) NO ( )

2. IF THE SAME SERIAL NUMBER COMPONENT REMOVED IS REINSTALLED CHECK "SAME" LINE.

REFER TO WORK COMPLIANCE FORM 71.TO1 FOR TEXT (CAMP DNLY)

- 3. REASON RMKS FOR S/N OFF: A=TIME, B=FAIL, C=WORN, D=LOANER, E=CONVEN, G=MOD, K=SERVICE, L=ENG CHG, T=DAMAGED.
- 4. TSN AND TSD INFORMATION IS FOR COMPONENT INSTALLED.

OPERATOR: -

AIRCRAFT	''' ED-WEST   No.: 368	T, INC.	MODE	l · · · · · · · · · · · · · · · · · · ·		COMPLIANCE FORM	1 NO. 71.011
AIRCRAFT	r REG.: N			L: 1124A WES			
88349			* = APU HRS.	07-88 RE	RECORD TIME WORK ACCO	MDI ISHED FOR FACE	PAGE 1
71.011	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETU	JRN CARBON COPY TO	TASK, KEEP TOP COF CSI FOR UPDATING.
29 29						HUCCUETUS EN	
	*			7		UNSCHEDULED	
WORK A	CCOMPLISHE	D: DATE: MONTH_	_ DAY 2	YEAR &	2 AIRCRAFT HOURS: 4	156.0 LANDII	NGS: 2668
TECHNI	CIAN BIGNA	TURE:			CERTIFICATE NUMBER:	$\mathcal{U}_{0}$	52L
TMEDEC	TED BY:	8			KIND OF CERTIFICATE:	<b>- A</b> • • •	
INSPEC	HED BA: ""				KIND OF CERTIFICATE:	6/23 6	1022
713601	PART	NAME: RIGHT EN	:IMF	*******		**************************************	······································
		(CHECK DNE)				TECHNICIAN:	INSP:
TIME A	( ) FAIL E	( ) WORN C( ) LO	MANER D( ) SCHE	D CONV E( )	MOD G( ) BERVICE K( ) EN	G CHG L() TIRE CH	G M( ) DAMAGED T(
						-	
PART R	EMOVED	PART NUMBER	307250	30-2	SERIAL NUMBER	1/486	
848= -	NOTAL PR	DART MINISTE	200000	v1->	SERIAL NUMBER:	Carret	
PART I	RETALLED!	MAKI NUMBER 1502- No	201630		SERIAL NUMBER:	84146	
FMC	JAY //~	100 W	2456	e	TIME SINCE OVERHAUL: HRS		- Mag
EN	5~16	WILL 354	6.7 C15	3370	TIRE SINCE DVERNAUL. HK	2rvG2	una
WARRAN	TY TIME RE	MAINING: HRS	LDGS	MOS	MAN-HOURS: HRSTE	ENTHS PRICE:	. •
NOTE	: 1. IF T	HE RIGHT ENGINE	IS REPLACED. U	PDATE THE I	NSTALLED ENGINE COMPONENT	AND SERVICE RECORD	8 BY FILLING OUT
					THE ENGINE LOG BOOK TO CA		
	2. REFE	RENCE WORK COMPL	IANCE FORM 71.	TO1 FOR ENG	INE CHANGE PROCEDURE (CAMP	P ONLY).	
7136	*********** A: DICUT	THE THE CHANCE	***********	*********	*********	*********	************
7		ENGINE CHANGE	N INFROMATION		NGINE BEING INSTALLED.		
NOIL	NEGOND	ENGINE INSPECTIO	M INFORMATION	DECOM FOR E	udius being tugiusten.		ENG HRS TECHNICIA
(713	616) (NKP)	( ) MAJOR PER	IODIC INSPECTI	DN: REF E	NG LMM 72-00-00		end into Teoimeur
•		REFER TO	HORK COMPLIANCE	E FORM 71.T	01 FOR TEXT (CAMP DNLY)		
		RECORD TO	TAL ENGINE HOU	RS MAJOR PE	RIDDIC INSPECTION WAS ACCO	OMPLISHED:	
			APPLICABLE:				
					REQUENCY TO:	ENG HRS	
(722.	106) (MKP)				G LMM 72-60-02		
(725)	ASTI (MMD)				Y GEARBOX INSPECTION WAS A ENG LHM 72-70-06	ACCOMPLISHED:	
17231	DUG! (MNF)				DRT ASSEMBLY INSPECTION WA	AS ACCOMPLISHED:	
(725	669) (NKP)	( ) INSPECT P				10 1100011 F 1011F 2 . 1 . 1 .	
		RECORD TO	TAL ENGINE HOU	RS PLENUM C	ASE INSPECTION WAS ACCOMPL	ISHED:	
(726	601) (NKP)	( ) INSPECT C	OMPRESSOR CORE	REF ENG	LMM 72-00-00		
				. ,	01 FOR TEXT (CAMP ONLY)		
					DR CORE INSPECTION WAS ACC	<del>-</del>	
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NOTE	: [MITTA)	THE REDUICE TAR	KG BEIUN NATUR	HEDE ACCOM	PLISHED DURING ENGINE CHAR	MCE IF TARMS UPSE	MOT ACCOMOLIGHTS
MUIC					reished boking engine char TASK LAST ACCOMPLISHED.	TUE. IF IMOND WERE	. MUI MCCUNFLISHED
	- WILLIAM	vind1#E; //		vinvL	Pict LAARIN PSAIMAS		TIME ACCRUED SING
					TECHNICIAN IN	ISPECTOR MANHOURS	
							,
2401	31 ( ) C	HECK STARTER/GEN	ERATOR BRUSH WE	EARMM 80	-10-10		****
2401	33 ( ) 1	NSP/LUBE STARTER	/GENERATOR SPLI	INEENG SI	M 72-00-00		
9004	70 / 1 **	MBB/I IJBE IIVBBA	10 DIMB BB: 125	ENV 1 mm .	79_00_00		
29017	/5 ( ) I	MOF/LUBE HYDRAUL	IC PUMP SPLINE.	ENG LAM	72-00-00		~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~
7174	06 ( ) 1	MRPECT ENGINE	FNC SM 72-00-04	3			

# **© CAMP SYSTEMS, Inc.**

### COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WEST, INC. AIRCRAFT NO .: 368

WORK COMPLIANCE FORM NO.

71.0201

AIRCRAFT	NO.: 368		MODE	TWIND	
AIRCRAFT	REG. N368ND			D 07-88 REV	
88349	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY
	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS, RETURN CARBON COPY TO CSI FOR UPDATING.
71-001			***************************************		
29 29					UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 5 DAY 18 YEAR 89	AIRCRAFT HOURS: 4	215.0 L	ANDINGS: 27	145
TECHNICIAN SIGNATURE:	CERTIFICATE NUMBER:	4022	_	
INSPECTED BY:	KIND OF CERTIFICATE:	RIS		
				MAN-HOURS
710106 INSPECT LEFT ENGINE (A)	*********	4215.0	LA 10 49	HRS.THS
713606 INSPECT RIGHT ENGINE (A)	• • • • • • • • • • • • • • • • • • • •	7972,Z	4A10(10)	
***************************************	************	**********	**********	********

710106, 713606

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 73.140, 79.120, 79.110, 79.100.

INSPECT ENGINE (A) (FOR CAMP OPERATORS, REFER TO ILLUSTRATION ON CARD 71-2. FOR SCAMP OPERATORS, REFER MECH INSP TO MAINTENANCE MANUAL)

TEXT FROM ENGINE SM 72-00-00 AND MM 5-20-07

NOTE: THE FOLLOWING GENERAL INSPECTIONS SHALL BE PERFORMED DURING ANY ENGINE MAINTENANCE, AS APPLICABLE, FOR THE LEVEL OF MAINTENANCE BEING PERFORMED.

- 1. VISUALLY INSPECT ALL ACCESSIBLE WELDED, BRAZED OR SOLDERED ASSEMBLIES FOR SECURITY OF JOINTS.
- 2. INSPECT ALL ACCESSIBLE TUBES AS FOLLOWS:
  - A. VISUALLY INSPECT TUBES FOR KINKS, CRACKS, EXCESSIVE WEAR, SIGNS OF CORROSION OR OTHER DAMAGE. INSPECT ALL FITTINGS FOR BROKEN THREADS, DETERIORATION AND CLEANLINESS.
  - B. INSPECT FOR CRACKED OR GALLED TUBE FLARES AND SLEEVES. DENTS OR KINKS SHALL NOT REDUCE INSIDE DIAMETER AREA OF TUBE HORE THAN 20 PERCENT ON LOW-PRESSURE TUBES (FUNCTIONALLY TESTED AT LESS THAN 1000 PSI), SUCH AS OIL SCAVENGE LINES AND NOT MORE THAN 15 PERCENT ON HIGH-PRESSURE TUBES (FUNCTIONALLY TESTED AT 1000 PSI OR GREATER), SUCH AS FUEL LINES. ANY SHARP EDGES AT A CHAFED AREA SHALL BE BLENDED TO A BHOOTH CONTOUR. SHARP DENTS ARE UNACCEPTABLE. CHAFING IS ACCEPTABLE PROVIDED TUBE WALL THICKNESS IS NOT REDUCED BY 20 PERCENT FOR LOW-PRESSURE TUBES OR 15 PERCENT FOR HIGH-PRESSURE TUBES. SLEEVING MAY BE INSTALLED ON TUBES AT AREAS OF NOTED CHAFING DURING TUBE INSTALLATION.
  - C. REFER TO LIGHT MAINTENANCE MANUAL INSTRUCTIONS FOR PERFORMING A VIBRATION CHECK ANY TIME EVIDENCE INDICATES POSSIBLE EXCESSIVE ENGINE VIBRATION (CRACKED BRACKETS, CRACKED OR LEAKING PLUMBING LINES, ETC.).
  - D. ALL STEPS A. THROUGH C. COMPLETED.
- 3. CHECK FOR FUEL AND DIL LEAKS. FUEL PUMP DRAIN LEAKAGE ACCEPTABLE IF LEAKAGE RATE DOES NOT EXCEED 30 DROPS PER HOUR (ONE DROP EVERY TWO MINUTES).
- 4. CHECK DRAINS AND VENTS FOR RESTRICTIONS.
- 5. CHECK FAM INLET FOR FOREIGN MATERIAL, OBSTRUCTIONS, OR DAMAGE.
- 6. CHECK INLET PRESSURE AND TEMPERATURE SENSOR FOR SECURITY AND EVIDENCE OF DAMAGE OR CLOGGING.

NOTE: IF DIL LEVEL HAB INCREASED SINCE LAST CHECK, OR IF THE DDDR OF FUEL IS DETECTED IN THE DIL, TEST FOR PRESENCE OF FUEL IN OIL. IN ACCORDANCE WITH LMM 72-00-00.

- 7. CHECK DIL LEVEL.
- 8. CHECK BECURITY OF IGNITION WIRING AND CONNECTIONS.
- 9. CHECK FOR DIL SEAL LEAKAGE AROUND STARTER/GENERATOR HOUNT, AIRCRAFT ACCESSORY MOUNT AND FUEL PUMP MOUNT.
- 10. CHECK EXHAUST DUTLET FOR DAMAGED TURBINE BLADES AND TAIL PIPE FOR CONTAMINATION OR DAMAGE.
- 11. CHECK INDICATOR PIN ON FUEL FILTER BY-PASS INDICATOR VALVE OF FUEL PUMP. IF INDICATOR PIN IS ACTUATED (EXTENDED), REMOVE AND INSPECT FUEL FILTER ELEMENT. (FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE FORM 73.140. FOR SCAMP OPERATORS, REFER TO MAINTENANCE MANUAL).
  - A. IF FUEL FILTER ELEMENT IS CONTAMINATED (PLUGGED UP), CLEAN FILTER CAVITY, INSTALL CLEAN FILTER ELEMENT (FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE FORM 73.140. FOR SCAMP OPERATORS, REFER TO << CONTINUED >> COPYRIGHT 1988 CAMP SYSTEMS, INC.

OPERATOR: ED-WEST, INC. AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

WORK COMPLIANCE FORM NO.

71.0201

(CONTINUED)

AINCHAF	HEG. N368HD		ISSUE	D 07-88 RE	PAGE 2		
88349	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY		
71-001	DATE	HOURS	HOURS LANDINGS CYCLES		FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATI		
. /1-001	1						
29 29					UNSCHEDULED		

MAINTENANCE MANUAL) AND PERFORM FUEL MANIFOLD ASSEMBLY PRESSURE CHECK IN ACCORDANCE WITH LMM 72-00-00.

- B. IF FUEL FILTER ELEMENT IS NOT CONTAMINATED (PLUGGED UP), INSTALL CLEAN ELEMENT.
- C. BOTH STEPS A. AND B. COMPLETED.
- 12. CHECK INDICATOR PIN ON DIL FILTER BY-PASS INDICATOR VALVE AS FOLLOWS: (REFER TO ILLUSTRATION) (CAMP DNLY).
  - A. IF PIN IS EXTENDED, RESET PIN AND PERFORM THE FOLLOWING PROCEDURES.
    - (1) CHECK MAGNETIC PLUG OF CHIP DETECTOR. FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE FORM 79.120. FOR SCAMP OPERATORS, REFER TO SM 72-00-00, CHIP DETECTOR INSPECTION.
    - (2) REMOVE, INSPECT AND REPLACE OIL FILTER. FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE 79.110. FOR SCAMP OPERATORS, REFER TO SM 72-00-00, DIL FILTER INSPECTION.
    - (3) PERFORM SOAP CHECK AND FORWARD DIL SAMPLE AND REMOVE DIL FILTER TO APROVED SOAP LABORATORY. FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE FORM 79.100. FOR SCAMP OPERATORS, REFER TO SM 72-00-00, SPECTROMETRIC DIL ANALYBIB PROGRAM (SDAP) CHECK.
    - (4) INSPECT INTERIOR OF TRANSFER GEARBOX FOR METAL PARTICLES.
  - B. STEP A. COMPLETED.
- 13. VIBUALLY CHECK BRACKETS AND SUPPORTS FOR DAMAGE THAT WOULD IMPAIR FUNCTION OR ASSEMBLY. REFER TO LIGHT MAINTENANCE MANUAL INSTRUCTIONS FOR PERFORMING A VIBRATION CHECK ANY TIME EVIDENCE INDICATES POSSIBLE EXCESSIVE ENGINE VIBRATION (CRACKED BRACKET OR SUPPORTS).

TEXT FROM NM 5-20-07

- 14. INSPECT P2 T2 SENSOR FOR SECURITY AND CONDITION.
- INSPECT COME STRUCTURE AND SKIN FOR DENTS, CRACKS, FIT AND GENERAL CONDITION.
- 16. INSPECT DOORS AND LATCHES FOR DENTS, CRACKS, FIT, GENERAL CONDITION AND OPERATION.
- 17. IMBPECT FIRE DETECTOR ELEMENT FOR CHAFING, KINKB, SECURITY AND GENERAL CONDITION.
- 18. INSPECT LOW-PRESSURE BLEED DUCT FOR LEAKS, CRACKS, FIT AND GENERAL CONDITION.
- 19. INSPECT HIGH-PRESSURE BLEED DUCT FOR LEAKS, CRACKS, FIT AND GENERAL CONDITION.

NOTE: INSPECT MANIFOLD ASSEMBLY DURING ENGINE PERIODIC INSPECTION OR WHENEVER THE AFTER BODY IS REMOVED.

- 20. INSPECT THE STARTER-GENERATOR, ELECTRICAL LEADS AND COOLING DUCT FOR INSTALLATION, CLAMPING, SECURITY
- 21. INSPECT FUEL LINES FOR CLAMPING AND SECURITY, FUEL FLOW TRANSMITTER FOR INSTALLATION, SECURITY AND SAFETY, AND PRESSURE SWITCH FOR INSTALLATION, SECURITY AND SAFETY.
- 22. INSPECT HYDRAULIC LINES FOR CLAMPING AND SECURITY, ATTENUATOR FOR INSTALLATION, SECURITY AND SAFETY, HYDRAULIC PUMP FOR INSTALLATION, SECURITY AND SAFETY, AND QUICK-DISCONNECTS FOR INSTALLATION, SECURITY AND SAFETY.
- 23. INSPECT HYDRAULIC PUMP. REMOVE DRIVE SPLINE, INSPECT AND LUBRICATE. REFER TO MM 29-10-00, INSPECTION/CHECK.
- 24. INSPECT DIL PRESSURE LINES FOR CLAMPING AND SECURITY, PRESSURE TRANSMITTER FOR SECURITY, INSTALLATION AND SAFETY, AND LOW-PRESSURE SWITCH FOR SECURITY, INSTALLATION AND SAFETY.
- 25. INSPECT ELECTRICAL WIRING CONNECTORS, FOR SECURITY AND GENERAL CONDITION.
- 26. VISUALLY INSPECT JET TAIL PIPE NOZZLES FOR DENTS, CRACKS, BULGES AND GENERAL CONDITION.
- 27. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: All

MORK COMPLIANCE FORM NO

RCRA	FT NO.	D-WEST, INC	•	MODE	L: 1124A WES	GHIND	WORK CO	MPLIANCE	FORM NO.	71.020	92
		G.: N368HD		* = APU HRS.	D 07-88 RE					PAGE	1
8834 71-0	7	DATE	HOURS	LANDINGS	CYCLES	RECORD TIME V	WORK ACCOMPL ORDS. RETURN	JISHED FOR CARBON CO	EACH TASK. KE PY TO CSI FOI	EEP TOP	⊃ COI
29 2	· i										
		****			74.			NSCHEDULED			
WORK	ACCOM	PLISHED: DA	TE: MONTH_	5 DAY 18	YEAR 8	2 AIRCRAFT H	IDURS: 42	15.0	LANDINGS: Z	2745	<del>-</del>
TECH	HICIAN	SIGNATURE				CERTIFICAT	E NUMBER:	40Z	<u> </u>		
•		<b>-</b>	111	1//1/	uwy [1.			0/2			
INSP	ECTED	BA:	12-12/1	sessesse	wy u:	KIND OF CER	TIFICATE:	145			
								TECHNICIAN	INSPECTOR		-HOUR
71	0108	INSPECT LEFT	T ENGINE (E	3)	5-1	7-89		4215.1	LA 10/0		3.THS
		INSPECT LEFT								Ś	
71	3608	INSPECT RIGH	HT ENGINE	B)	4-3	7-87		3972.2	LA 10 0	7	.•
71	3606	INSPECT RIGH	HT ENGINE	(A)							
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NΩ	TE: T	HE FOLLOWING	ADDITIONA	I MCF(S) APF D	PERITORN TO	PERFORM THIS TA	CK 77 140. 70	120 70 1/	00 76 110		
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IN	SPECT I	ENGINE (B)	FOR CAMP D	PERATORB, REFE	R TO ILLUST	RATION ON CARD	71-2. FOR SC	AMP OPERATO	ORS, REFER	MECH	INS
		ENANCE MANUA									
TE	XT FROI	M ENGINE SM	72-00-00 A	ND MM 5-20-07							:
											•
NO						RMED DURING ANY	ENGINE MAINT	ENANCE, AS	APPLICABLE.		
	Γŧ	DK INE FEAET	. UP MAINIE	NANCE BEING PE	KFUKMED.						
1.	VISUAL	LY INSPECT	ALL ACCEBS	IBLE WELDED. B	RAZED OR SO	LDERED ASBEMBLI	FS FOR SECURT	TV DE JOINI	r <b>R</b> .		
				S AS FOLLOWS:					<b>.</b>		
	A. VI	BUALLY INSPE	CT TUBES F	OR KINKS, CRAC	KS, EXCESSI	VE WEAR, SIGNS (	OF CORROSION	DR OTHER DA	MAGE.		
						ATION AND CLEAN					
						EVES. DENTS OR					
						-PRESSURE TUBES					
						E THAN 15 PERCEI H AS FUEL LINES:					
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						FOR LOW-PRESSURE				,	
						N TUBES AT AREAS					
	INE	STALLATION.									
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			IBLE EXCES	SIVE ENGINE VI	BRATION (CR	ACKED BRACKETS,	CRACKED DR LI	EAKING PLUM	BING LINES,		
		.). STEPS A. T	HBUILCH C	CAMPI ETER				•			
3.					DRAIN LEAKA	GE ACCEPTABLE IF	F I FAKAGE RATI	DOES ON	FYCEED 30		
				ERY THO MINUTE							_
4.	-			RESTRICTIONS.				, j			
				MATERIAL, OBS				7			
6.	CHECK	INLET PRESS	URE AND TE	MPERATURE BENS	OR FOR SECU	RITY AND EVIDENC	CE OF DAMAGE (	OR CLOGGIÑG	<b>.</b>		~
	NOTE:	1P 80: 1 ***	PI 1145 PAG	DP40PR 2000P -	107 AUTOU	no to the fire	ne puri ca so		we are		
	MUIE:					DR IF THE DDOR ( NCE WITH LMM 72-		IECIEU IN I	uc air.		
		IESI FUR F	NEDERVE UP	FOEL IN UIL.	IN ACCURDA	MAC MILL PUU /C.	-vu-vu.				
7.	CHECK	OIL LEVEL.									
			IGNITION	WIRING AND CON	NECTIONS.						

10. CHECK EXHAUST DUTLET FOR DAMAGED TURBINE BLADES AND TAIL PIPE FOR CONTAMINATION OR DAMAGE.

9. CHECK FOR DIL SEAL LEAKAGE AROUND STARTER/GENERATOR HOUNT, AIRCRAFT ACCESSORY MOUNT AND FUEL PUMP MOUNT.

11. CHECK INDICATOR PIN ON FUEL FILTER BY-PASS INDICATOR VALVE OF FUEL PUMP. IF INDICATOR PIN IS ACTUATED (EXTENDED), REMOVE AND INSPECT FUEL FILTER ELEMENT. (FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE

OPERATOR! ED-WEST, INC. AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

WORK COMPLIANCE FORM NO.

71.0202

(CONTINUED)

AIRCHAFI	HEG.: N368MD		ISSUEI	07-88 RE	PAGE 2
88349	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY
71-002	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
29 29					
					UNSCHEDULED

- A. IF FUEL FILTER ELEMENT IS CONTAMINATED (PLUGGED UP), CLEAN FILTER CAVITY, INSTALL CLEAN FILTER ELEMENT (FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE 73.140. FOR SCAMP OPERATORS, REFER TO MAINTENANCE MANUAL) AND PERFORM FUEL MANIFOLD ASSEMBLY PRESBURE CHECK IN ACCORDANCE WITH LMM 72-00-00.
- B. IF FUEL FILTER ELEMENT IS NOT CONTAMINATED (PLUGGED UP), INSTALL CLEAN ELEMENT.
- C. BOTH STEPS A. AND B. COMPLETED.
- 12. CHECK INDICATOR PIN ON OIL FILTER BY-PASS INDICATOR VALVE AS FOLLOWS: (REFER TO ILLUSTRATION) (CAMP
  - A. IF PIN IS EXTENDED, RESET PIN, AND PERFORM THE FOLLOWING PROCEDURES.
    - (1) CHECK MAGNETIC PLUG OF CHIP DETECTOR. (FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE 79.120. FOR SCAMP OPERATORS, REFER TO SM 72-00-00), CHIP DETECTOR INSPECTION.
    - (2) REMOVE, INSPECT AND REPLACE DIL FILTER. (FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE FORM 79.110. FOR SCAMP OPERATORS, REFER TO SM 72-00-00), DIL FILTER INSPECTION.
    - (3) PERFORM SDAP CHECK, AND FORWARD DIL SAMPLE AND REMOVE DIL FILTER TO APPROVED SDAP LABORATORY. (FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE FORM 79.100. FOR SCAMP OPERATORS, REFER TO SM 72-00-00), SPECTROMETRIC DIL ANALYSIS PROGRAM (SDAP) CHECK.
    - (4) INSPECT INTERIOR OF TRANSFER GEARBOX FOR METAL PARTICLES.
  - B. STEP A. COMPLETED.
- 13. VISUALLY CHECK BRACKETS AND SUPPORTS FOR DAMAGE THAT WOULD IMPAIR FUNCTION OR ASSEMBLY. REFER TO LIGHT MAINTENANCE MANUAL INSTRUCTIONS FOR PERFORMING A VIBRATION CHECK ANY TIME EVIDENCE INDICATES POSSIBLE EXCESSIVE ENGINE VIBRATION (CRACKED BRACKET OR SUPPORTS).
- 14. INSPECT P2 T2 SENSOR FOR SECURITY AND CONDITION.
- 15. INSPECT COUL STRUCTURE AND SKIN FOR DENTS, CRACKS, FIT AND GENERAL CONDITION.
- 16. INSPECT DOORS AND LATCHES FOR DENTS, CRACKS, FIT, GENERAL CONDITION AND OPERATION.
- 17. INSPECT FIRE DETECTOR ELEMENT FOR CHAFING, KINKS, SECURITY AND GENERAL CONDITION.
- 18. INSPECT LOW-PRESSURE BLEED DUCT FOR LEAKS, CRACKS, FIT AND GENERAL CONDITION.
- 19. INSPECT HIGH-PRESSURE BLEED DUCT FOR LEAKS, CRACKS, FIT AND GENERAL CONDITION.

NOTE: INSPECT MANIFOLD ASSEMBLY DURING ENGINE PERIODIC INSPECTION OR WHENEVER THE AFTER BODY IS REMOVED.

- 20. INSPECT THE STARTER-GENERATOR, ELECTRICAL LEADS AND COOLING DUCT FOR INSTALLATION, CLAMPING, SECURITY AND BAFETY.
- 21. INSPECT FUEL LINES FOR CLAMPING AND SECURITY, FUEL FLOW TRANSMITTER FOR INSTALLATION, SECURITY AND SAFETY, AND PRESSURE SWITCH FOR INSTALLATION, SECURITY AND SAFETY.
- 22. INSPECT HYDRAULIC LINES FOR CLAMPING AND SECURITY, ATTENUATOR FOR INSTALLATION, SECURITY AND SAFETY, HYDRAULIC PUMP FOR INSTALLATION, SECURITY AND SAFETY, AND QUICK-DISCONNECTS FOR INSTALLATION, SECURITY AND SAFETY.
- 23. INSPECT HYDRAULIC PUMP. REMOVE DRIVE SPLINE, INSPECT AND LUBRICATE. REFER TO MM 29-10-00, INSPECTION/CHECK.
- 24. INSPECT DIL PRESSURE LINES FOR CLAMPING AND SECURITY, PRESSURE TRANSHITTER FOR SECURITY, INSTALLATION AND SAFETY, AND LOW-PRESSURE SWITCH FOR SECURITY, INSTALLATION AND SECURITY.
- 25. INSPECT ELECTRICAL WIRING AND CONNECTIONS, FOR SECURITY, ATTACHMENT AND SAFETY.
- 26. INSPECT ENGINE HOUNT AND ATTACHMENT FOR SECURITY AND GENERAL CONDITION.
- 27. VISUALLY INSPECT JET TAIL PIPE NOZZLES FOR DENTS, CRACKS, BULGES AND GENERAL CONDITION,
- 28. CHECK ENGINE THROTTLE SYSTEM FOR FREEDOM OF MOVEMENT, CONTROL CABLE ROUTING, SECURITY OF CLAMPS, CLEARANCE AND GENERAL CONDITION.
- 29. CHECK PYLONS AND FIREHALLS FOR CRACKS, CONDITION OF FIREHALL SEALANT, SECURITY OF HYDRAULIC, FUEL, ELECTRICAL CONNECTIONS AND MECHANICAL FEED THROUGHS.
- 30. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WEST, INC. AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

WORK COMPLIANCE FORM NO.

71.030

AIRCRAF	REG.: N368MD		ISSUFI	D 07-88 RE	V. Bior 4
88349	WORK DUE AT		* = APU HRS.	7 50 715	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY
	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
71-003					
29 29					UNSCHEDUR FD

HORK ACCOMPLISHED: DATE: HONTH 5 DAY 18 YEAR 89	AIRCRAFT HOURS:4	215.0 L	ANDINGS: 27	745
TECHNICIAN SIGNATURE:	CERTIFICATE NUMBER:	4022	2_	
INSPECTED BY:	KIND OF CERTIFICATE:	Pls		
,		TECHNICIAN	THERECTOR	MAN-HOURS
710606 INSPECT LEFT FAN ROTOR ASSEMBLYSM 72-00-00 714106 INSPECT RIGHT FAN ROTOR ASSEMBLYSM 72-00-00	5/17/89	.4215.1	LAID	HRS.THS
714106 INSPECT RIGHT FAN ROTOR ASSEMBLYSM 72-00-00	.4/3/89	. <u>3972 · Z</u>	LA10(67)	
718181 744481		*********	*********	******

710606, 714106

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 71.040.

#### INSPECT FAN ROTOR ASSEMBLY

EQUIPMENT/CONSUMABLES: BORESCOPE MODEL NPF-S (WITH COLD LIGHT SUPPLY) OR (MODEL ILK TYPE H150E) (IF REQUIRED),
PACKING P/N 58990-006, PLUG P/N 3071769-1 OR P/N 3072336-1, TORQUE WRENCH CAPABLE OF 50
INCH-POUNDS

- 1. CHECK FAN BLADES FOR FOREIGN OBJECT DAMAGE, ERDSION, NICKS, CRACKS OR DISTORTION WHICH MAY AFFECT BALANCE OR BLADE SECURITY. ROTATE FAN ROTOR ASSEMBLY AND CHECK ALL FAN ROTOR ASSEMBLY BLADES.
  - NOTE: 1. PRESENCE OF OIL, DIRT, SALT, OR OTHER CONTAMINATION ON FAN BLADES INDICATES NEED TO PERFORM COMPRESSOR LIQUID CLEANING PROCEDURE. REFER TO WORK COMPLIANCE FORM 71.040.
    - 2. IF INSPECTION REQUIREMENTS OF STEP 1 ARE NOT MET, REPAIR OR REPLACE BLADES OF FAN ROTOR ASSEMBLY IN ACCORDANCE WITH LMM 72-70-03. IF FOREIGN OBJECT DAMAGE IS EVIDENT ON ANY FAN BLADES, PROCEED TO STEPS 2 THROUGH 8. IF NO DAMAGE IS PRESENT, PROCEED TO STEPS 7 AND 8.
- 2. REMOVE BORESCOPE INSPECTION PLUG AND PACKING AT 12 O'CLOCK POSITION ON ENGINE SUPPORT HOUSING.
- 3. INBERT BORESCOPE INTO BORE TO OBSERVE FORWARD SIDE OF BLADES ON FIRST-STAGE COMPRESSOR ROTOR ASSEMBLY. DIAMETER OF BORESCOPE OPTIC TUBE TO BE USED IS 3/16 INCH MAXIMUM. OPTIC TUBE LENGTH SHALL BE 12 INCH MINIMUM.
- 4. ROTATE FAN ROTOR ASSEMBLY TO ENABLE BORESCOPE INSPECTION OF ALL BLADES ON LOW-PRESSURE FIRST-STAGE COMPRESSOR ROTOR ASSEMBLY. EVIDENCE OF CRACKS, NICKS OR DISTORTION NOT ACCEPTABLE.
- 5. BLADES NOT MEETING THE INSPECTION REQUIREMENTS OF STEP 4 SHALL BE REPAIRED IN ACCORDANCE WITH LMM 72-30-04, APPROVED REPAIRS.
- 6. REMOVE BORESCOPE.
- 7. INSTALL PACKING P/N 58990-006 DN END OF PLUG AND INSTALL PLUG. TIGHTEN PLUG TO A TDRQUE OF 20 INCH-PDUNDS.
- 8. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

# **QCAMP SYSTEMS,** Inc

#### COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WEST, INC. WORK COMPLIANCE FORM NO. AIRCRAFT NO .: 368

MODEL: 1124A WESTWIND

71.040

AIRCRA	FT REG.: N368ND		ISSUEI	07-88 REV	•	PAGE 1
8834	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK.	
	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI F	OR UPDATING.
71-0	104					
29 2	9				UNSCHEDULED	

HORK ACCOMPLISHED: DATE: MONTH 5 DAY 18 YEAR 89	AIRCRAFT HOURS: 4215.0 LANDINGS: 2745
•	
TECHNICIAN SIGNATURE:  INSPECTED BY:	OLITATION E NOIDEN
INSPECTED BY:	KIND OF CERTIFICATE:
713106 COMPRESSOR WASH LEFT ENGINELMM 72-00-005	/15/89 42/5,0 LA 100
713106 COMPRESSOR WASH LEFT ENGINELMM 72-00-00	13/893972,2 LAIX(1)
***************************************	***************************************

713106, 716606

ENGINE COMPRESSOR WASH (REFER TO FIGURES 1 AND 2 ON CARD 71-3)

EQUIPMENT/CONSUMABLES: SPRAY MIX APPLICATOR P/N B AND B MODEL 299C, GAS PATH CLEANER P/N B AND B 3100, FRESH WATER SOURCE CAPABLE OF SUPPLYING FRESH WATER AT 25 TO 126 PBIG AT AN APPROXIMATE RATE OF 2 1/2 GALLONS PER MINUTE

- NOTE: 1. GAS PATH CLEAMER P/N B AND B 3100 IS NONCORROSIVE AND NONFLAMMABLE WHEN HIXED WITH WATER.
  - 2. SPRAY MIX APPLICATOR P/N B AND B MODEL 299C PROVIDES A REQUIRED RATIO OF ONE PART CLEANER TO FOUR PARTS OF WATER AT A PRE-SET DELIVERY RATE OF 2 1/2 GALLONS PER MINUTE.
  - 3. THIS PROCEDURE IS EFFECTIVE IN CLEANING DIL, DIRT, SALT AND OTHER FOREIGN MATERIALS WHICH ADHERE TO FAN ROTOR, COMPRESSOR BLADES AND VANE SURFACES. PERFORM PROCEDURE AT ANY TIME VISIBLE CONTAMINATION EXISTS OR AFTER EXPOSURE TO SALT SPRAY. THIS PROCEDURE MAY BE USED AS FREQUENTLY AS REQUIRED WITHOUT DETRIMENTAL EFFECTS TO THE ENGINE. CLEANING CAN BE ACCOMPLISHED ON ENGINE INSTALLED ON AIRCRAFT.
  - 4. SINCE COMPRESSOR CORROSION DAMAGE MAY RESULT BEFORE CONTAMINATION IS OBSERVED, PERIODIC CLEANING IS RECOMMENDED FOR ALL OPERATORS. THE FREQUENCY OR DESIRABILITY OF A PERIODIC CHEMICAL CLEANING/WASH PROGRAM SHOULD BE DETERMINED BY EACH INDIVIDUAL OPERATOR SINCE ENVIRONMENTAL CONDITIONS VARY WIDELY AMONG OPERATORS.
- 1. PREPARE AIRCRAFT FOR COMPRESSOR WASH AS FOLLOWS:
  - A. POSITION AIRCRAFT INTO WIND IN ORDER TO CARRY EXHAUST DISCHARGE AWAY FROM AIRCRAFT.
  - B. CLOSE ALL BLEED SYSTEMS; ANTI-ICE VALVES, CABIN PRESSURIZATION/AIR CONDITIONING, ETC. AND INSTALL PROTECTIVE COVERING OVER STARTER/GENERATOR PRIOR TO PERFORMING CLEANING PROCEDURE.
- 2. PREPARE THE ENGINE FOR COMPRESSOR WASH AS FOLLOWS:
  - A. DISCONNECT P3 TUBE AT FUEL CONTROL P3 PRESSURE LIMITER VALVE FITTING. LEAVE TUBE END OPEN TO ATMOSPHERE. CAP FUEL CONTROL P3 PRESBURE LIMITER VALVE FITTING.
  - B. PLACE PROTECTIVE COVER (OR TAPE) OVER INLET PRESSURE AND TEMPERATURE SENSOR (LOCATED AT ENGINE INLET).
- 3. PREPARE EQUIPMENT AND MATERIALS FOR COMPRESSOR LIQUID CLEANING PROCEDURE.

NOTE: PRIOR TO CONNECTING DELIVERY SIPHON HOSE OF THE SPRAY MIX APPLICATOR, FLUSH TO REMOVE ANY FOREIGN CONTAMINANT THAT MAY BE IN THE HOSE.

- A. ATTACH DELIVERY SIPHON HOSE TO SPRAY MIX APPLICATOR. INSERT DELIVERY SIPHON HOSE IN GAS PATH CLEANER: A MINIMUM OF ONE GALLON IS REQUIRED. TURN CLEANER CHEMICAL CONTROL VALVE TO ON POSITION, STRAIGHT UP OR DOWN.
- B. TURN WATER CONTROL VALVE TO DFF AND ATTACH FRESH WATER SUPPLY TO SPRAY MIX APPLICATOR INLET.

CAUTION: ALLOW THE ENGINE TO COOL APPROXIMATELY ONE HOUR OR UNTIL ITT INDICATOR READS 100 DEGREES C OR LESS.

NOTE: CAUTION SHOULD BE EXERCISED DURING COLD WEATHER WHEN TEMPERATURE IS BELOW O DEGREES C (32 DEGREES F), SINCE EQUIPMENT HAS NO PROVISIONS TO PREVENT FREEZING.

4. PERFORM THE COMPRESSOR WASH AS FOLLOWS:

CAUTION: DO NOT EXCEED STARTER DUTY CYCLE AT ANY TIME DURING CLEANING PROCEDURE.

NOTE: TO ELIMINATE BATTERY DISCHARGE DUE TO STARTER MOTORING CYCLES, IT IS RECOMMENDED THAT A GROUND POHER UNIT << CONTINUED >> COPYRIGHT 1988 CAMP SYSTEMS, INC.

# © CAMP SYSTEMS. Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

LANDINGS

OPERATOR: ED-WEST, INC. AIRCRAFT NO.: 348

DATE

MODEL: 1124A WESTWIND

CYCLES

WORK COMPLIANCE FORM NO.

71.040

HOURS

IIND (CONTINUED)

1	PAGE 2
_	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.

71-004
29 29
UNBCHEDULED

BE UTILIZED DURING THESE OPERATIONS.

- A. VERIFY THAT ITT INDICATOR READS 100 DEGREES C OR LESS.
- B. VERIFY THAT ALL BLEED SYSTEMS ARE CLOSED AND THAT POWER LEVER IS IN CUTOFF POSITION.
  - NOTE: 1. ENSURE THAT POWER LEVER IS IN CUTOFF POSITION NO FUEL AND IGNITION SYSTEM IS TURNED OFF THROUGHOUT CLEANING WASH RINSE CYCLES.
    - 2. IF SPRAY HIX APPLICATOR NOZZLE IS NOT PROPERLY ANGLED, FAN ROTOR ASSEMBLY WILL CENTRIFUGE FLUID. REFER TO FIGURE 2 FOR PROPER ANGLE.
- C. ENERGIZE STARTER AND MOTOR ENGINE. AS ENGINE HIGH-PRESSURE SPOOL STARTS TO ROTATE, DIRECT NOZZLE OF SPRAY MIX APPLICATOR AS CLOSE AS POSSIBLE TO BASE OF FAN ROTOR ASSEMBLY BLADES AT AN ANGLE THAT IS PARALLEL TO BLADE AIRFOIL CONTOUR AND BLADE BASE CONTOUR AND OPEN WATER CONTROL VALVE ON SPRAY MIX APPLICATOR TO INJECT CLEANING SOLUTION. MOTOR ENGINE TO A MINIMUM SPEED OF 10 PERCENT N2 INDICATION FOR 45 SECONDS OR STARTER DUTY CYCLE LIMIT, WHICHEVER IS LESS. DE-ENERGIZE STARTER AND CONTINUE TO INJECT CLEANING SOLUTION UNTIL ENGINE ROLLS DOWN THEN SHUT OFF WATER CONTROL VALVE ON SPRAY MIX APPLICATOR. SUCCESS OF CLEANING SOLUTION INDUCEMENT IS NOTED BY FLUID BEING DISCHARGED FROM EXHAUST NOZZLE.
- D. PERMIT CLEANING BOLUTION TO SOFTEN CONTAMINATION DEPOSITS FOR A PERIOD OF 15 TO 20 MINUTES.
- E. IF A SECOND CLEANING APPLICATION IS NECESSARY, REPEAT STEP 4-C. AND 4-D.
- F. REMOVE DELIVERY SIPHON HOSE FROM GAS PATH CLEANER.

NOTE: IF SPRAY MIX APPLICATOR NOZZLE IS NOT PROPERLY ANGLED, FAN ROTOR ASSEMBLY WILL CENTRIFUGE FLUID.

- G. ENERGIZE STARTER AND MOTOR ENGINE TO RINSE FRESH WATER. AS ENGINE HIGH-PRESSURE SPOOL STARTS TO ROTATE, DIRECT NOZZLE OF SPRAY MIX APPLICATOR AS CLOSE AS POSSIBLE TO BASE OF FAN ROTOR ASSEMBLY BLADES AT AN ANGLE THAT IS PARALLEL TO BLADE AIRFOIL CONTOUR AND BLADE BASE CONTOUR THEN OPEN WATER CONTROL VALVE ON SPRAY HIX APPLICATOR TO INJECT WATER. MOTOR ENGINE TO A MINIMUM SPEED OF 10 PERCENT N2 INDICATION FOR 30 SECONDS OR STARTER DUTY CYCLE LIMIT, WHICHEVER IS LESS. DE-ENERGIZE STARTER AND CONTINUE TO INJECT WATER UNTIL ENGINE ROLLS DOWN THEN SHUT OFF WATER CONTROL VALVE ON SPRAY HIX APPLICATOR.
- H. ALLOW STARTER TO COOL AND ALSO ALLOW ENGINE TO DRAIN INDUCED WATER.
- I. REPEAT RINSE CYCLE, STEP 4-G. AND 4-H. AS NECESSARY TO REMOVE ALL RESIDUAL CLEANING SOLUTION AND LOGSENED SOILS CONTAMINANTS FROM ENGINE. SUCCESS OF RINSE CYCLE IS INDICATED BY CLEAR MATER BEING DISCHARGED FROM EXHAUST NOZZLE.
- 5. RESTORE ENGINE TO OPERATIONAL STATUS AS FOLLOWS:
  - A. REMOVE PROTECTIVE COVER OR TAPE FROM PT2 SENSOR.
  - B. REVERSE BLOW APPROXIMATELY 50 PSIG COMPRESSED AIR THROUGH DISCONNECTED P3 TUBES REMOVED FROM FUEL CONTROL ASSEMBLY, P3 PRESSURE LIMITER VALVE FITTING.
  - C. REMOVE CAP PREVIOUSLY INSTALLED FROM FUEL CONTROL P3 PRESSURE LIMITER VALVE FITTING. CONNECT P3 TUBE TO FUEL CONTROL P3 PRESSURE LIMITER VALVE FITTING. REFER TO FIGURE 1.
- 6. PERFORM DRY OUT PROCEDURE OF THE ENGINE IMMEDIATELY FOLLOWING COMPRESSOR WASH STEP 4 AND RESTORATION OF ENGINE TO OPERATIONAL STATUS STEP 5 AS FOLLOWS:

NOTE: ENSURE THAT ANY SPECIAL INSTRUCTIONS RELATIVE TO DRY OUT PROCEDURE ARE OBSERVED.

WARNING: AREAS IN PROXIMITY OF ENGINE INLET AND EXHAUST ARE EXTREMELY HAZARDOUS TO PERSONNEL WHEN ENGINES ARE OPERATING. PERSONNEL SHALL CLEAR THESE AREAS DURING ENGINE START AND OPERATION TO AVOID INJURY.

- A. PERFORM NORMAL ENGINE START AND ACCELERATION TO IDLE SPEED IN ACCORDANCE WITH AIRCRAFT FLIGHT MANUAL AND/OR APPROPRIATE AIRCRAFT DOCUMENT.
- B. PRIOR TO SERVICE BULLETIN NO.72-3085, OPERATE ENGINE AT IDLE SPEED FOR APPROXIMATELY 10 MINUTES THEN ADVANCE POWER TO 80 PERCENT NI SPEED INDICATION. TURN ON ANTI-ICE AIR. WHEN ITT INDICATION RISES, TURN OFF ANTI-ICE AIR.
- C. POST OF SERVICE BULLETIN NO.72-3085, OPERATE ENGINE AT IDLE SPEED FOR AN ADDITIONAL 10 MINUTES.
- D. PERFORM NORMAL ENGINE SHUTDOWN IN ACCORDANCE WITH AIRCRAFT FLIGHT MANUAL AND/OR APPROPRIATE AIRCRAFT DOCUMENT.
- 7. RECORD COMPRESSOR WASH COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.



OPENATOR: ED-WES, INC.

89072 WORK DUE AT

REPORT DATE 03/13/89

WORK COMPLIANCE FORM NO.

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY

FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.

72.010

AIRCRAFT NO .: AIRCRAFT REG.:

72.014

368 N368MD MODEL: 1124A WESTWIND

ISSUED 07-88 REV.

\* = APU HRS

LANDINGS

HOURS

PAGE 1

£7 £7 <b>9</b> £00	CHECK CURRENT DUE LIST FOR DUE TIME CHANGES
WORK ACCOMPLISHED: DATE: MONTH 5 DAY 18 YEAR 8	9 AIRCRAFT HOURS: 4215.0 LANDINGS: 2745
TECHNICIAN SIGNATURE:	CERTIFICATE NUMBER: #0ZZ
TECHNICIAN SIGNATURE:  INSPECTED BY:    Marie   Marie	KIND OF CERTIFICATE: 12/5
	; <del></del>
720101 PART NAME: LEFT ENGINE ACCESSORY GEARBOX	LMM 72-60-01
REASON REMOVED: (CHECK ONE)	TECHNICIAN: INSP:
TIME A( ) FAIL B( ) WORN C( ) LOANER D( ) SCHED CONV E(	) MOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG M( ) DAMAGED T(
PART REMOVED: PART NUMBER	SERIAL NUMBER:
PART INSTALLED: PART NUMBER	SERIAL NUMBER:
TIME SINCE NEW: HRSLDGSMOS	TIME SINCE OVERHAUL: HRSLDGSMOS
WARRANTY TIME REMAINING: HRSLDGSMOS	MAN-HOURS: HRSTENTHSPRICE: \$
NOTE: 1. IF THE LEFT ENGINE ACCESSORY GEARBOX IS REP	LACED, UPDATE THE INSTALLED GEARBOX COMPONENT AND SERVICE
RECORDS BY FILLING OUT THE INFORMATION BELO	
2. REFERENCE WORK COMPLIANCE FORM 72.TO1 FOR G	
	***************************************
720601 PART NAME: LEFT ENGINE TRANSFER GEARBOX	ENG LMM 72-60-
REASON REMOVED: (CHECK ONE)	TECHNICIAN: INSP:
TIRE AL ) PAIL BL ) MURN CL ) LUANER DL ) SCHED CURV EL	) MOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG M( ) DAMAGED T( )
PART REMOVED: PART NUMBER	SERIAL NUMBER:
PART INSTALLED: PART NUMBER	SERIAL NUMBER:
TIME SINCE NEW: HRSLDGSMOSTIME	ME SINCE OVERHAUL: HRSLDGSMOS
WARRANTY TIME REMAINING: HRSLDGSMOS MA	N-HOURS: HRSTENTHSPRICE; \$
NOTE: 1. IF THE LEFT ENGINE TRANSFER GEARBOX IS REPL RECORDS BY FILLING OUT THE INFORMATION BELOW	ACED, UPDATE THE INSTALLED GEARBOX COMPONENT AND SERVICE
2. REFERENCE WORK COMPLIANCE FORM 72.TO2 FOR G	
***************************************	***************************************
720101 LEFT ENGINE ACCESSORY GEARBOX CHANGE	ISSUED 07-88 REV.
NOTE: RECORD GEARBOX INSPECTION INFORMATION BELOW FOR	GEARBOX BEING INSTALLED.
	TIME ACCRUED SING
	TECHNICIAN INSPECTOR MANHOURS LAST ACCOMPLISHED
720106 INSPECT LEFT ENGINE ACCESSORY GEARBOXENG LMM	72-60-02
REFER TO WORK COMPLIANCE FORM 72.TO1 (CAMP ONLY	
	5/17/89 4215.0 LAID



OPERATOR: ED-WES, INC.

REPORT DATE 03/13/89

WORK COMPLIANCE FORM NO.

72.010

AIRCRAFT NO.:

730106 FUEL CONTROL UNIT:

MODEL: 1124A WESTWIND

(CONTINUED)

AIRCRAFT REG .: N368MD ISSUED 07-88 REV. PAGE 2 89072 WORK DUE AT ⇒ APU HRS RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY HOURS FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING. LANDINGS CYCLES 72.010 29 29 4200 CHECK CURRENT DUE LIST FOR DUE TIME CHANGES NOTE: INITIAL THE SERVICE TASKS BELOW WHICH WERE ACCOMPLISHED DURING THE ACCESSORY GEARBOX CHANGE. IF THE TASKS WERE NOT ACCOMPLISHED DURING GEARBOX CHANGE, RECORD TIME ACCRUED SINCE TASK LAST ACCOMPLISHED. TIME ACCRUED SINCE TECHNICIAN INSPECTOR MANHOURS LAST ACCOMPLISHED ) CHECK STARTER/GENERATOR BRUSH WEAR...MM 80-10-10..... 240121 ( ) INSPECT/LUBE START/GENERATOR SPLINE...ENG SM 72-00-00.. 240123 ( ) INSPECT/LUBE HYDRAULIC PUMP SPLINE...ENG LMM 72-00-00.. 290143 ( ) INSPECT/CLEAN/REPLACE FUEL FILTER...ENG SM 72-00-00... 730116 ( ) SOAP CHECK...ENG SM 72-00-00..... 790116 ( RECORD IF APPLICABLE ) REVISED SOAP CHECK FREQUENCY TO: \_\_\_\_ENG HRS 790121 ( ) CHANGE ENGINE DIL...ENG SM 72-00-00..... 790126 ( ) INSPECT CHIP DETECTOR...ENG SM 72-00-00..... ACCESSORY GEARBOX COMPONENT STATUS-NOTE: 1. IF ANY OF THE FOLLOWING COMPONENTS ARE DIFFERENT THAN THE ONE REMOVED, RECORD INFORMATION BELOW. 2. IF THE SAME SERIAL NUMBER COMPONENT IS REINSTALLED CHECK "SAME" LINE. 3. REASON RMKS FOR S/N OFF: A=TIME, B=FAIL, C=WORN, D=LOANER, E=CONVEN, G=MOD, K=SERVICE, L=GRBX CHG,T=DAMAGED. 4. TSN AND TSO INFORMATION IS FOR COMPONENT INSTALLED. 240116 STARTER/GENERATOR: P/N OFF:\_\_\_\_\_\_RMKS\_\_ P/N ON: \_\_\_\_\_SAME\_\_\_

	TSN:	HRS	LDGS	MO5	TSO: HRS	LDGS	MOS
*******************				• • • • • • • • • • • • • • •		• • • • • • • • • • • • • •	
290141 HYDRAULIC PUMP:							

P/N OFF:\_\_\_\_\_\_RMKS\_\_\_ P/N ON: \_\_\_\_\_SAME\_\_\_

TSN: HRS LDGS MOS TSO: HRS LDGS MOS TSO: HRS LDGS MOS

P/N OFF: S/N OFF: RMKS\_

P/N ON: \_\_\_\_\_SAME\_\_

TSN: HRS LDGS MOS TSO: HRS LDGS MOS

# **© CAMP SYSTEMS,** Inc

#### COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC.

REPORT DATE 03/13/89

WORK COMPLIANCE FORM NO.

72.010

368

AIRCRAFT NO .: MODEL: 1124A WESTWIND (CONTINUED) AIRCRAFT REG.: N368MD ISSUED 07-88 PAGE 3 = APU HBS 89072 WORK DUE AT RECORD TIME WORK ACCOMPLISHED FOR EACH TASK KEEP TOP COPY HOURS LANDINGS CYCLES FOR YOUR RECORDS. RETURN CARBON COPY TO OSLEOR UPDATING. 72.010 29 29 4200 CHECK CURRENT DUE LIST FOR DUE TIME CHANGES 730111 FUEL PUMP: P/N OFF: S/N OFF: RMKS P/N ON: SAME SAME TSN: HRS LDGS MOS TSO: HRS\_\_\_\_LDGS\_\_\_\_MOS\_\_\_\_ 730121 FLOW DIVIDER VALVE: P/N OFF: S/N OFF: RMKS P/N ON: \_\_\_\_\_\_ SAME\_\_\_\_\_\_SAME\_\_\_ TSO: HRS LDGS MOS TSN; HRS\_\_\_\_LDGS\_\_\_\_MOS\_\_\_ 770601 (N2) TRANSDUCER: P/N OFF: \_\_\_\_\_\_\_ S/N OFF: \_\_\_\_\_\_\_RMKS\_\_\_ P/N ON: \_\_\_\_\_\_ SAME\_\_\_\_ TSN: HRS LDGS MOS TSO: HRS LDGS MOS 790106 DIL PUMP: P/N OFF: S/N OFF: RMKS\_ P/N QN: \_\_\_\_\_\_SAME\_\_ TSN: HRS LDGS MOS TSO: HRS\_\_\_\_LDGS\_\_\_\_MOS\_\_\_\_ 790131 DIL FILTER BY-PASS VALVE: P/N OFF: \_\_\_\_\_RMKS\_\_ P/N ON: SAME SAME

790136 PRESSURE BREATHER VALVE:

P/N OFF: S/N OFF: RMKS\_

TSN: HRS LDGS MOS

P/N ON: \_\_\_\_\_SAME\_\_

TSO: HRS\_\_\_\_LDGS\_\_\_\_MOS\_\_\_\_

TSN: HRS LDGS MOS TSO: HRS LDGS MOS

SEND COMPLETED FORM TO CAMP SYSTEMS, INC. FOR PROCESSING.



OPERATOR: ED-WES, INC.

REPORT DATE 02/14/89

WORK COMPLIANCE FORM NO. 72.011

AIRCRAFT NO.:

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368ND

ISSUED 07-88 REV.

29 29		4200			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES
72.011					
70 011	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
89045	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY

ACCOMPLISHED FOR THE DUT THE TIME WDRK COMPLIANCE FORM 72.011 ATTACHED.

ONLY THE FOLLOWING WORK IS DUE AT THE TIME(S) NOTED ABOVE:

INSPECT R ACC. GEARBOX

LMM 72-60-02



368

# COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC.

AIRCRAFT NO.:

REPORT DATE 02/14/89

WORK COMPLIANCE FORM NO.

MODEL: 1124A WESTWIND

72.011

ISSUED 07-88

AIRCRAFT REG.: N368MD PAGE 1 87045 WORK DUE AT \* = APU HRS RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY DATE HOURS LANDINGS 72.011 CYCLES FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING. 29 29 4200 CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 5 DAY 18 YEAR 89	AIRCRAFT HOURS: 4215.0	LANDINGS: 2745
TECHNICIAN SIGNATURE:	CERTIFICATE NUMBER:	4022
INSPECTED BY:	KIND OF CERTIFICATE:	R/s
7331A1 DART NAMP - DIGHT PHOTHE AGENCERY AGAIN		* * * * * * * * * * * * * * * * * * *
722101 PART NAME: RIGHT ENGINE ACCESSORY GEARBOX		72-60-01
REASON REMOVED: (CHECK ONE)	TECHI	NICIAN: INSP:
TIME A( ) FAIL B( ) WORN C( ) LOANER D( ) SCHED CONV E( ) HO	DG() BERVICE K() ENG CHG L(	) TIRE CHG H( ) DAMAGED T(
PART REHOVED: PART NUMBER	SERIAL NUMBER:	
PART INSTALLED: PART NUMBER	SERIAL NUMBER:	
TIME SINCE NEW: HRSLDGSMOST	THE SINCE OVERHAUL: HRS	LDG8MD8
WARRANTY TIME REMAINING: HRSLDGSMOSM	IAN_UMUDQ: UDQ TENTUG	DOTAE: A
NOTE: 1. IF THE RIGHT ENGINE ACCESSORY GEARBOX IS REPLACED	EN INDATE THE INSTALLER CEADS	A CUMBURAL YAR CENTER
RECORDS BY FILLING OUT THE INFORMATION BELOW.	EN! ALNUTE THE THEINTER PENKER	Y COULDMEN! WAD BEKAICE
2. REFERENCE WORK COMPLIANCE FORM 72.TO1 FOR GEARS		
790/04 PART NAME. DIGIT PAGES TO ANAMOUS		
722601 PART NAME: RIGHT ENGINE TRANSFER GEARBOX	ENG LMM 72-60-	
REASON REMOVED: (CHECK ONE)	TECHNICIAN: IN	ISP t
TIME A( ) FAIL B( ) WORN C( ) LOANER D( ) SCHED CONV E( ) HO	D G() SERVICE K() ENG CHG L(	) TIRE CHG M( ) DAMAGED T( )
PART REMOVED: PART NUMBER	SERIAL NUMBER:	
PART INSTALLED: PART NUMBER	SERIAL NUMBER:	·
TIME SINCE NEW: HRSLDGBMOS TIME S	INCE DVERHAUL: HRSLI	OGSMOS
WARRANTY TIME REMAINING: HRSLDGBMOSMAN-HD	URS: HRSTENTHS	PRICE: 8
NOTE: 1. IF THE RIGHT ENGINE TRANSFER GEARBOX IS REPLACE	D, UPDATE THE INSTALLED GEARBOX	COMPONENT AND SERVICE
RECORDS BY FILLING OUT THE INFORMATION BELOW.		
2. REFERENCE WORK COMPLIANCE FORM 72.TO2 FOR GEARB	DX CHANGE PROCEDURE (CAMP ONLY)	
***************************************	********************	*********************
722101 ENGINE ACCESSORY GEARBOX CHANGE	Iā	BUED 07-88 REV.
NOTE: RECORD GEARBOX INSPECTION INFORMATION BELOW FOR GEA	RBOX BEING INSTALLED.	
		TIME ACCRUED SINCE
	TECHNICIAN INSPECTOR	MANHOURS LAST ACCOMPLISHED
722106 INSPECT RIGHT ENGINE ACCESSORY GEARBOXENG LMM 72	-60-02	
REFER TO WORK COMPLIANCE FORM 72.TO1 (CAMP ONLY)	4-3-89 3972	3 (AID 72)
	4-3-89 39/4	16 0110



COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM OPERATOR: ED-WES, INC. REPORT DATE 02/14/89 WORK COMPLIANCE FORM NO. 72.011 AIRCRAFT NO .: 368 MODEL: 1124A WESTWIND (CONTINUED) AIRCRAFT REG.: N368MD ISSUED 07-88 REV. PAGE 2 89045 WORK DUE AT \* = APU HRS RECORD TIME WORK ACCOMPLISHED FOR EACH TASK KEEP TOP COPY LANDINGS CYCLES FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING. 72.011 29 29 4200 CHECK CURRENT DUE LIST FOR DUE TIME CHANGES NOTE: INITIAL THE SERVICE TASKS BELOW WHICH WERE ACCOMPLISHED DURING THE ACCESSORY GEARBOX CHANGE. IF THE TASKS WERE NOT ACCOMPLISHED DURING GEARBOX CHANGE, RECORD TIME ACCRUED SINCE TASK LAST ACCOMPLISHED. ) CHECK STARTER/GENERATOR BRUSH WEAR...MM 80-10-10..... 240131 ( ) INSPECT/LUBE START/GENERATOR SPLINE...ENG SM 72-00-00..\_\_\_\_ ) INSPECT/LUBE HYDRAULIC PUMP SPLINE...ENG LMM 72-00-00..\_\_\_\_\_ 290178 ( ) INSPECT/CLEAN/REPLACE FUEL FILTER...ENG SM 72-00-00... 732616 ( ) SDAP CHECK...ENG 8M 72-00-00..... 791616 ( RECORD IF APPLICABLE ) REVISED SUAP CHECK FREQUENCY TO: \_\_\_\_ENG HRS ) CHANGE ENGINE DIL...ENG 8M 72-00-00..... 791626 ( ) INSPECT CHIP DETECTOR...ENG SM 72-00-00..... ACCESSORY GEARBOX COMPONENT STATUS-NOTE: 1. IF ANY OF THE FOLLOWING COMPONENTS ARE DIFFERENT THAN THE ONE REMOVED, RECORD INFORMATION BELOW. 2. IF THE SAME SERIAL NUMBER COMPONENT IS REINSTALLED CHECK "SAME" LINE. 3. REASON RMKS FOR S/N OFF: A=TIME, B=FAIL, C=WORN, D=LOAMER, E=CONVEN, G=MOD, K=SERVICE, L=GRBX CHG,T=DAMAGED. 4. TSN AND TSO INFORMATION IS FOR COMPONENT INSTALLED. 290176 HYDRAULIC PUMP: P/N OFF:\_\_\_\_\_\_ S/N OFF:\_\_\_\_\_RMKS\_\_ P/N ON: \_\_\_\_\_\_SAME\_\_ TSN: HRS LDGS MOS LDGS MOS 732606 FUEL CONTROL UNIT: P/N OFF:\_\_\_\_\_RMKS\_\_ P/N ON: \_\_\_\_\_SAME\_\_\_ TSN: HRS LDGS HOS LDGS HOS 732611 FUEL PUMP: P/N OFF:\_\_\_\_\_\_RMKS\_\_

P/N ON: \_\_\_\_\_SAME\_\_\_

TSN: HRS\_\_\_\_LDGS\_\_\_\_MOS\_\_\_\_\_\_MOS\_\_\_\_\_\_



OPERATOR: ED-WES, INC. AIRCRAFT NO.: 368

REPORT DATE 02/14/89
MODEL: 1124A WESTWIND

WORK COMPLIANCE FORM NO.

(CONTINUED)

72.011

AIRCRAFT	REG.: N368MD		ISSUE	0 07-88 RE	V.	PAGE 3
89045	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK	
72.011	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI F	OR UPDATING
29 29		4200			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES	

			<u> </u>		THER. DUC CIGI FOR	DOE TIME CHANG	9C9
732621 FLOW DIVIDER VALVE:	1						
	P/N OF	F:		******	8/N OFF:		RHKS
	P/N ON	ļ1			S/N ON:		CAME
	TSN: H	IRS	LDG8	MO8	TSO: HRS	LDGS	MOS
772101 (N2) TRANSDUCER:	••••••	*********	*********	* * * * * * * * * * * * * * *		• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •
	P/N OF	F:			S/N OFF:		RMKS
	P/N ON	l¥			_ S/N DN:		SAME
	TSN: H	RS	LDGS	HOS	_ TSO: HRS	LDGS	HOS
***************************************	• • • • • • •	• • • • • • • • • •	•••••	*******	*******	• • • • • • • • • • • • • • •	
791606 DIL PUMP:	P/N NE	E:			nu mer.		
	, , N	' '			S/N OFF:		RMKS
	P/N ON				_ 8/N ON:	•	SAME
					_ TSO: HRS	LDG8	MO8
791631 DIL FILTER BY-PASS					• • • • • • • • • • • • • • • • • • • •	************	
•	P/N OF	F:	<u></u>		_ 8/N OFF:		RHKS
	P/N IIM	1			_ S/N DN:		D A MET
	7711 241				_ 8/A UN'		
	TBN: H	RS	_LDG8	NO8	TSO: HRS	LDG8	HOS
791636 PRESSURE BREATHER VA		• • • • • • • • • • • • • • • • • • • •	•••••	************	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •	
		F1			_ S/N OFF:		RMKS
	P/N ON				_ S/N DN:		SAME
	TSN: HE	RS	LDGS	MOS	TSO: HRS	i DGS	MAR
				'''''	- '77' '''		''''

SEND COMPLETED FORM TO CAMP SYSTEMS, INC. FOR PROCESSING.

DPERATO!	R: ED-WEST, IN	C.			WORK	COMPLIANCE FORM NO.	72.020
AIRCRAFT	NO.: 368		MODE	-: 1124A WEST	HIND		/L.VEV
AIRCRAFT	REG : N368ND			07-88 REV			PAGE 1
88349	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOM	MPLISHED FOR EACH TASK.	KEEP TOP COP
00-000	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETU	RN CARBON COPY TO CSI F	OR UPDATING.
29 29						UNSCHEDULED	
WORK A	CCOMPLISHED: D	ATE: MONTH	5 DAY 18	YEAR 89	AIRCRAFT HOURS:	LANDINGS:	
TECHNIC	CIAN SIGNATURE		د الله الله الله الله الله الله الله الل		CERTIFICATE NUMBER:	4022	
INSPECT	TED BY:	14/1	Setter	wyp.	KIND OF CERTIFICATE:	R/S	
725066	PART NAM	********	**************************************	*********	*****************	NO REF	**********
REASON	REMOVED: (CHE	K ONE)				TECHNICIAN:	INSP:
TIME A	( ) FAIL B( )	IORN C( ) LD	ANER D( ) SCHE	D CONV E( )	MOD G( ) SERVICE K( ) ENG	CHG L( ) TIRE CHG H(	
PART RE	EMOVED: PART	NUMBER			SERIAL NUMBER:		en in 181 de un es en en de de de de de de
PART YN	MATALLEN: DADT	MMDED			SPOTAL MAMPE.		

(X) 725069 INSPECT LEFT ENGINE PLENUM COMBUSTION CASE

REFER TO WORK COMPLIANCE FORM 72.030 5-17-89 - 4215.0 LATO

TIME SINCE NEW: HRS \_\_\_\_LDGS \_\_\_\_MDS \_\_\_\_TIME SINCE OVERHAUL: HRS \_\_\_\_LDGS \_\_\_\_MDS

WARRANTY TIME REMAINING: HRS\_\_\_\_LDGS\_\_\_\_MOS\_\_\_\_ MAN-HOURS: HRS\_\_\_\_TENTHS\_\_\_PRICE: \$\_\_\_\_

TIME A() FAIL B() WORN C() LOANER D() SCHED CONV E() HOD G() SERVICE K() ENG CHG L() TIRE CHG H() DAMAGED T()

PART REMOVED: PART NUMBER\_\_\_\_\_\_ SERIAL NUMBER:\_\_\_\_\_\_\_ SERIAL NUMBER:\_\_\_\_\_\_ SERIAL NUMBER:\_\_\_\_\_

TIME SINCE NEW: HRB\_\_\_\_LDGB\_\_\_\_MOS\_\_\_\_TIME SINCE OVERHAUL: HRS\_\_\_\_LDGS\_\_\_\_MDS\_\_\_

WARRANTY TIME REMAINING: HRS\_\_\_\_\_LDGS\_\_\_\_\_MOS\_\_\_\_ MAN-HOURS: HRS\_\_\_\_\_TENTHS\_\_\_\_\_PRICE: \$

(X) 725669 INSPECT RIGHT ENGINE PLENUM COMBUSTION CASE

REFER TO WORK COMPLIANCE FORM 72.030. 4-3-89 3972.2 LA 10

NO TEXT AVAILABLE AT THIS TIME.

N368MD

AIRCRAFT NO .: 368

WORK DUE AT

AIRCRAFT REG.:

88349

### COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

· OPERATOR ED-WEST, INC. MODEL: 1124A WESTWIND

\* = APU HRS.

WORK COMPLIANCE FORM NO.

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY

72.030

PAGE 1

ISSUED 07-88

72-001	DATE	HOUNS	LANDINGS	CYCLES	FOR TOOK RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
29 29					UNSCHEDULED
WORK A	CCOMPLISHED: D	ATE: MONTH	5 DAY 18	YEAR 89	AIRCRAFT HOURS: 4215,0 LANDINGS: 2745
TECHNI	CIAN SIGNATURE	•			CERTIFICATE NUMBER: 4022
INSPEC	TED BY:	MM	Utter	uush.	KIND OF CERTIFICATE: 12/5
				7	TECHNICIAN INSPECTOR MAN-HOURS
7250	69 INSPECT LEI	FT ENGINE COM	BUSTION CHAMB	ER PLENUM C	ASELHM 72-00-005-17-89 4215.0 LAID ST
7256	69 INSPECT RI	GHT ENGINE CO	MBUSTION CHAM	BER PLENUM	CABELHM 72-00-004.3-89 39722 40 21.

725069, 725669

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 74,010.

INSPECT COMBUSTION CHAMBER PLENUM CASE

CAUTION: ANY SUBSTITUTE USED FOR LISTED SILVER PENCIL OR INDUSTRIAL MARKING INK SHALL CONTAIN NO CARBON.

EGUIPMENT/CONSUMABLES: PORTABLE FLUORESCENT PENETRANT KIT P/N ZA-43, STODDARD SOLVENT P/N PD-680, TYPE I, 10 POWER MAGNIFIER, BILVER PENCIL (BEROL VERITHIN NO.753) (PREFERRED) OR INDUSTRIAL MARKING INK VOILET P/N 127-1/2 (ALTERNATE)

- 1. REMOVE BOTTOM PANEL IN ACCORDANCE WITH LMM 79-20-09.
- 2. REMOVE HALVES OF FUEL MANIFOLD ASSEMBLY, SPLASH SHIELDS AND GASKETS.
- 3. REMOVE IGNITER PLUGS AND GASKETS. REFER TO WORK COMPLIANCE FORM 74.010.
- 4. REMOVE AFT PLENUM DRAIN VALVE IN ACCORDANCE WITH LHM 72-40-01.
- 5. REMOVE COMBUSTION CHAMBER LINER. REFER TO WORK COMPLIANCE FORM 74.010
- 6. CLEAN AND VISUALLY INSPECT COMBUSTION CHAMBER PLENUM CASE AS FOLLOWS:
  - A. COMPLETELY CLEAN WELD AND SURROUNDING SHEET METAL ON OUTER SURFACE OF PLENUM CASE AROUND AFT FLANGE (TURBINE INTERBTAGE TRANSITION DUCT ATTACH POINT) FUEL NOZZLE BOSSES, IGNITER PLUG BOSSES, PLENUM DRAIN VALVE BOSSES, BLEED PORT BOSSES, AND BOSSES FOR BOLTS USED TO SECURE COMBUSTION CHAMBER LINER USING MAGNAFLUX CLEANER (ZC-7) (PART OF PORTABLE FLUORESCENT PENETRANT INSPECTION KIT (ZA-43) OR EQUIVALENT. PRELIMINARY CLEANING WITH SOLVENT (FEDERAL SPECIFICATION PD-680, TYPE I) MAY BE PERFORMED TO REDUCE THE AMOUNT OF CLEANER (ZC-7) REQUIRED FOR FINAL CLEANING.
  - B. VISUALLY INSPECT THE WELD SURFACE AND PARTICULARLY THE WELD-TO-SHEET METAL INTERFACE AREA AROUND SPECIFIED FLANCE AND BOSSES FOR CRACKS, USING 10% MAGNIFICATION (REFER TO LMM 72-40-04). CIRCLE ANY AREAS WITH DEFECTS FOR IDENTIFICATION USING SILVER PENCIL (BERDL VERITHIN, NO.753).
- 7. PERFORM FLUORESCENT PENETRANT INSPECTION IN ACCORDANCE WITH GOOD SHOP PRACTICES, USING MIL-I-6866, TYPE I, GROUP V OR BETTER, AS A GUIDE. USE MAGNAFLUX PORTABLE FLUORESCENT PENETRANT INSPECTION KIT P/N ZA-43 OR EQUIVALENT.
  - A. APPLY PENETRANT DIL TO WELDS ON OUTER SURFACE OF PLENUM CASE AROUND AFT FLANGE (TURBINE INTERSTAGE TRANSITION DUCT ATTACH POINT) FUEL NOZZLE BOSSES, IGNITER PLUG BOSSES, PLENUM DRAIN VALVE BOSSES, AND BOSSES FOR BOLTS USED TO SECURE COMBUSTION CHAMBER LINER. IF MAGNAFLUX PENETRANT OIL P/N 2L-22A, PART OF PORTABLE FLUORESCENT PENETRANT INSPECTION KIT, P/N ZA-43 IS USED, ALLOW PENETRANT DIL TO PENETRATE INTO INSPECTION AREAS FOR A MINIMUM OF 10 MINUTES.

NOTE: WHEN PERFORMING THE FOLLOWING STEP, CARE MUST BE TAKEN TO REMOVE ALL RESIDUAL PENETRANT OIL IN THE WELD-TO-BOSS INTERFACE AREA OR FALSE INDICATIONS MAY OCCUR.

B. REMOVE MAGNAFLUX PENETRANT DIL P/N ZL-22A BY WIPING TREATED SURFACES CLEAN USING CLEAN PAPER TOWELS DR CLOTHS. CONTINUE WIPING SURFACES AS NECESSARY TO REMOVE AS MUCH PENETRANT OIL AS POSSIBLE THEN MOISTEN A CLEAN TOWEL OR CLOTH WITH MAGNAFLUX CLEANER P/N IC-7 OR EQUIVALENT AND REMOVE RESIDUAL PENETRANT DIL. CHECK WITH BLACK LIGHT TO SEE IF RESIDUAL DIL IS REMOVED FROM SURFACE OF THE AREA BEING INSPECTED.

NOTE: MAGNAFLUX DEVELOPER P/N ZP-9, PART OF FLUORESCENT PENETRANT INSPECTION KIT P/N AZ-43 MAY BE USED TO ASSIST IN INSPECTION.

# **© CAMP SYSTEMS,** Inc.

OPERATOR: ED-WEST, INC.

29 29

## **COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM**

WORK COMPLIANCE FORM NO.

UNSCHEDULED

72.030 AIRCRAFT NO .: 368 MODEL: 1124A WESTWIND (CONTINUED) AIRCRAFT REG.: N368MD ISSUED 07-88 REV PAGE 2 WORK DUE AT = APU HRS RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY 88349 DATE HOURS LANDINGS FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING CYCLES 72-001

C. INSPECT TREATED WELD AREAS ON DUTSIDE OF PLENUM CASE FOR LINEAR INDICATIONS OR CRACKS USING BLACK LIGHT AND 10 POWER MAGNIFICATION. IF ANY LINEAR INDICATION OR CRACKS ARE EVIDENT, REFER TO 72-40-04, MAINTENANCE PRACTICES, 2. APPROVED REPAIRS. CIRCLE ANY AREAS WITH DEFECTS FOR IDENTIFICATION USING SILVER PENCIL BEROL VERITHIN NO.753 (PREFERRED) OR INDUSTRIAL MARKING INK VOILET P/N 127-1/2 (ALTERNATE). POROSITY (SMALL CIRCULAR VOIDS) DOES NOT REQUIRE ANY REPAIR IF NO BLEED-THROUGH OF PENETRANT DIL IS EVIDENT AT WELD AREA ON INNER SURFACE OF PLENUM CASE. IF BLEED-THROUGH IS EVIDENT, PLENUM CASE SHALL BE REPLACED.

- 8. INSTALL COMBUSTION CHAMBER LINER. REFER TO WORK COMPLIANCE FORM 74.010.
- 9. INSTALL AFT PLENUM DRAIN VALVE IN ACCORDANCE WITH LMM 72-40-01.
- 10. INSTALL IGNITER PLUGS AND GASKETS. REFER TO WORK COMPLIANCE FORM 74.010.
- 11. INSTALL HALVES OF FUEL MANIFOLD ASSEMBLY, SPLASH SHIELDS AND GASKETS.
- 12. INSTALL BOTTOM PANEL IN ACCORDANCE WITH LMM 79-20-09.
- 13. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

NOTE: AT COMPLETION OF PLENUM CASE INSPECTION, RECORD COMPLIANCE WITH INSPECTION IN ENGINE LOG BOOK ALONG WITH TOTAL ENGINE OPERATING HOURS. MAKE LOG BOOK ENTRY ON MAINTENANCE RECORD PORTION OF LIFE LIMITED PART LOG FOR PLENUM CASE.

# **© CAMP SYSTEMS,** Inc.

#### COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC.

REPORT DATE 02/14/89

WORK COMPLIANCE FORM NO.

72.040

AIRCRAFT NO.: AIRCRAFT REG.: N3AAND

368

MODEL: 1124A WESTWIND

AIRCRAFT	REG.: N368MD		ISSUE	D 07-88 RE	V. PAGE 1
89045	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY
72-008	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
29 29		4200			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLIBHED: DATE: MONTH 5 DAY 18 YEAR 89 AIRCRAFT HOURS:	4215.0	ANDINGS: 2745
TECHNICIAN SIGNATURE: CERTIFICATE NUMBER: INSPECTED BY: KIND OF CERTIFICATE:	plc	
	**********	*****************
THE FOLLOWING WORK IS DUE AT THE TIME(S) NOTED ABOVE:  725053 INSPECT LEFT ENGINE FAN SUPPORT ASSEMBLYLMM 72-70-06	TECHNICIAN	INSPECTOR HAN-HOURS
725053 INSPECT LEFT ENGINE FAN SUPPORT ASSEMBLYLHM 72-70-045-17-	9. 4215.1	LA 10
725653 INSPECT RIGHT ENGINE FAN SUPPORT ASSEMBLYLMM 72-70-064.5.5.5.	7 <u>3972.</u> 2	LA 10 (61)
***************************************	****	

725053, 725653

INSPECT ENGINE FAN SUPPORT ASSEMBLY

- 1. GAIN ACCESS TO APPLICABLE ENGINE.
- 2. INSPECT ENGINE FAN SUPPORT ASSEMBLY IN ACCORDANCE WITH GARRETT LIGHT MAINTENANCE MANUAL, CHAPTER 72-70-06.
- 3. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

RECORD TIME WORK ACCOMPLISHED FOR LAC FOR YOUR RECORDS. RETURN CARBON CO.

**© CAMP SYSTEMS,** Inc

OPERATOR: ED-WES, INC.

REPORT DATE 01/12/89

WORK COMPLIANCE FORM NO

73.120

AIRCRAFT NO.: 368

**\73-011** 

MODEL: 1124A HESTHIND

AIRCRAFT REG .: N368MD ISSUED 07-88 REV. 87012 WORK DUE AT APU HRS LANDINGS

PAGE 1

William Co.

29 29	300	CHECK CURRENT DUE LIST FOR DUE TIME CHANGES
WORK ACCOMPLISE	HED: DATE: HONTH 5 DAY 18	YEAR 89 AIRCRAFT HOURS: 4215.0 LANDINGS: 2745
TECHNICIAN SIG	NATURE:	CERTIFICATE NUMBER: 40 Z Z
INSPECTED BY:	MMetter	ELLEY A. KIND OF CERTIFICATE: P/5.
THE FOLLOWING	WORK IS DUE AT THE TIME(S) NOTED	ABOVE: TECHNICIAN INSPECTOR MAN-HOURS
(731616) (X	, ) CHECK LEFT ENGINE FUEL MANIFOL	PLD CROBSFLOWLMM 72-00-00
	HAS SERVICE BULLETIN NO.73-301	old OR SERVICE BULLETIN ND.73-3050 BEEN  NO FOLD CROSSFLOWLMM 72-00-00
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		16 OR SERVICE BULLETIN NO.73-3050 BEEN

731616. 734116

CHECK ENGINE FUEL MANIFOLD CROSSFLOW

EQUIPMENT: PRESSURE GAUGE 0 TO 250 PSIG, PRESSURE GAUGE 0 TO 1000 PSIG

NOTE: THIS CHECK IS NOT REQUIRED FOR ENGINES INCORPORATING THE IMPROVED FUEL MANIFOLD ASSEMBLY AT INITIAL ENGINE PRODUCTION OR IF SERVICE BULLETIN NO.73-3016 OR SERVICE BULLETIN NO.73-3050 HAS BEEN COMPLIED WITH.

- 1. REMOVE THE ENGINE LOWER COULING.
- 2. INBTALL PRESSURE GAUGE (O TO 250 PBIG) INTO P3 (COMPRESSOR DISCHARGE PRESSURE) LINE TO INDICATE P3 PRESSURE. INSTALL GAUGE EITHER WITH TEE CONNECTOR BETWEEN P3 BOSS ON SOLENOID CONTROLLER VALVE AND MATING P3 PNEUMATIC LINE OR INSTALL GAUGE WITH NIPPLE TO P3 PORT OF FUEL CONTROL.
- 3. INSTALL PRESSURE GAUGE (O TO 1000 PSIG) INTO PRIMARY FUEL LINE TO INDICATE PRIMARY FUEL PRESSURE. INSTALL GAUGE AT TEE CONNECTION ON PRIMARY FUEL BOSS AT FLOW DIVIDER AND DRAIN VALVE. (IF NO TEE CONNECTION IS AVAILABLE ON NORMAL ENGINE FUEL LINES, INSTALL GAUGE WITH TEE CONNECTOR BETWEEN PRIMARY FUEL BOSS ON FLOW DIVIDER AND DRAIN VALVE OR FLOW DIVIDER VALVE AND MATING FUEL LINE.)

MARNING: AREAS IN PROXIMITY OF ENGINE INLET OR EXHAUST IS EXTREMELY HAZARDOUS TO PERSONNEL. PERSONNEL SHALL CLEAR THESE AREAS PRIOR TO OPERATING ENGINE TO AVOID INJURY.

- 4. PERFORM NORMAL ENGINE START IN ACCORDANCE WITH AIRCRAFT FLIGHT MANUAL AND/OR APPROPRIATE AIRCRAFT DOCUMENT.
- 5. ADVANCE POWER LEVER TO OBTAIN COCKPIT INDICATION OF FUEL FLOWS (WF) AS SPECIFIED IN TABLE BELOW AND ALLOW TO STABILIZE A MINIMUM OF ONE MINUTE AT EACH FLOW SETTING.

WF	PSID
(PPH)	MIN
400	125
600	135
800	145

#### FUEL FLOW/PSID TABLE

- 6. RECORD P3 AND PRIMARY FUEL PRESSURE INDICATIONS FROM GAUGES INSTALLED IN STEPS 2 AND 3. P3 PRESSURE AS . PRIMARY FUEL PRESSURE AS RECORDED\_\_\_\_\_.
- 7. PERFORM NORMAL ENGINE SHUTDOWN IN ACCORDANCE WITH AIRCRAFT FLIGHT MANUAL AND/OR APPROPRIATE AIRCRAFT DOCUMENT.
- 8. USING VALUES RECORDED IN STEP 6, SUBTRACT P3 PRESSURE AS RECORDED FROM PRIMARY FUEL PRESSURE AS RECORDED. IF DIFFERENCE IN PRESSURE (PSID) IS LESS THAN THAT SPECIFIED IN TABLE ABOVE, REMOVE AND REPLACE FUEL MANIFOLD ASSEMBLY. REFER TO AIRESEARCH TFE731 MAINTENANCE MANUAL 73-10-01.
- 9. REMOVE PRESSURE GAUGES AND LINES INSTALLED FOR CHECK AND RESTORE NORMAL ENGINE CONNECTIONS.
- 10. INSTALL LOWER ENGINE CONLING.
- 11. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

# **© CAMP SYSTEMS, Inc.**

#### COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WEST, INC. **REPORT DATE 12/14/88** AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND AIDCDAET DEC :

WORK COMPLIANCE FORM NO. 73.120

AII	TONALI	ned. Nasanu		TRRAFI	) U/-85 KE	V. PAGE 1	
	88349	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COR	5γ
	73-011	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.	
	29 29		300			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES	

		300		OILOR COMMENT DOC	CIOI ION DOC 11	IIP GIMILAPO	
		•		AIRCRAFT HOURS:			
	TECHNICIAN SIGNA	TURE: J.S. C	PTLIEB	CERTIFICATE NUMBER:	APSIESSi	0443	, <del></del>
		No.		KIND OF CERTIFICATE:			
j N	THE FOLLOWING WO Spection NA (731616) ( )	HAS SERVICE BULLET COMPLIED WITH? () CHECK RIGHT ENGINE	HE (8) NOTED ABOVE:  Complied with a  FUEL MANIFOLD CROSSFLI IN NO.73-3016 OR SERV  () YES ( ) NO  FUEL MANIFOLD CROSSFI IN NO.73-3016 OR SERV	+ Production  DNLMM 72-00-00  ICE BULLETIN NO.73-3050 BI  LOWLMM 72-00-00  ICE BULLETIN NO.73-3050 BI	EEN		
	***********	************	**************	****************		**********	***********

731616. 734116

CHECK ENGINE FUEL MANIFOLD CROSSFLOW

EQUIPMENT: PRESSURE GAUGE 0 TO 250 PSIG, PRESSURE GAUGE 0 TO 1000 PSIG

NOTE: THIS CHECK IS NOT REQUIRED FOR ENGINES INCORPORATING THE IMPROVED FUEL MANIFOLD ASSEMBLY AT INITIAL ENGINE PRODUCTION OR IF SERVICE BULLETIN NO.73-3016 OR SERVICE BULLETIN NO.73-3050 HAS BEEN COMPLIED WITH.

- 1. REMOVE THE ENGINE LOWER COULING.
- 2. INSTALL PRESSURE GAUGE (0 TO 250 PSIG) INTO P3 (COMPRESSOR DISCHARGE PRESSURE) LINE TO INDICATE P3 PRESSURE. INSTALL GAUGE EITHER WITH TEE CONNECTOR BETWEEN P3 BOSS ON SCLENOID CONTROLLER VALVE AND MATING P3 PNEUMATIC LINE OR INSTALL GAUGE WITH NIPPLE TO P3 PORT OF FUEL CONTROL.
- 3. INSTALL PRESSURE GAUGE (O TO 1000 PSIG) INTO PRIMARY FUEL LINE TO INDICATE PRIMARY FUEL PRESSURE. INSTALL GAUGE AT TEE CONNECTION ON PRIMARY FUEL BOSS AT FLOW DIVIDER AND DRAIN VALVE. (IF NO TEE CONNECTION IS AVAILABLE ON NORMAL ENGINE FUEL LINES, INSTALL GAUGE WITH TEE CONNECTOR BETWEEN PRIMARY FUEL BOSS ON FLOW DIVIDER AND DRAIN VALVE OR FLOW DIVIDER VALVE AND MATING FUEL LINE.)

WARNING: AREAS IN PROXIMITY OF ENGINE INLET OR EXHAUST IS EXTREMELY HAZARDOUS TO PERSONNEL. PERSONNEL SHALL CLEAR THESE AREAS PRIOR TO OPERATING ENGINE TO AVOID INJURY.

- 4. PERFORM NORMAL ENGINE START IN ACCORDANCE WITH AIRCRAFT FLIGHT MANUAL AND/OR APPROPRIATE AIRCRAFT DOCUMENT.
- 5. ADVANCE POWER LEVER TO OBTAIN COCKPIT INDICATION OF FUEL FLOWS (WF) AS SPECIFIED IN TABLE BELOW AND ALLOW TO STABILIZE A MINIMUM OF ONE MINUTE AT EACH FLOW SETTING.

¥F	PSI
(PPH)	HIN
400	125
600	135
800	145

#### FUEL FLOW/PSID TABLE

- 6. RECORD P3 AND PRIMARY FUEL PRESSURE INDICATIONS FROM GAUGES INSTALLED IN STEPS 2 AND 3. P3 PRESSURE AS PRIMARY FUEL PRESSURE AS RECORDED\_
- 7. PERFORM MORMAL ENGINE SHUTDOWN IN ACCORDANCE WITH AIRCRAFT FLIGHT MANUAL AND/OR APPROPRIATE AIRCRAFT DOCUMENT.
- 8. USING VALUES RECORDED IN STEP 4, SUBTRACT P3 PRESSURE AS RECORDED FROM PRIMARY FUEL PRESSURE AS RECORDED. IF DIFFERENCE IN PRESSURE (PSID) IS LESS THAN THAT SPECIFIED IN TABLE ABOVE, REMOVE AND REPLACE FUEL MANIFOLD ASSEMBLY. REFER TO AIREBEARCH TFE731 MAINTENANCE MANUAL 73-10-01.
- 9. REMOVE PRESSURE GAUGES AND LINES INSTALLED FOR CHECK AND RESTORE NORMAL ENGINE CONNECTIONS.
- 10. INSTALL LOWER ENGINE COWLING.
- 11. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

# **© CAMP SYSTEMS,**

### COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC.

REPORT DATE 09/13/89

WORK COMPLIANCE FORM NO.

79.100

AIRCRAFT NO .:

29 29

R

368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 01-89 WORK DUE AT \* = APU HRS. 89256 DATE HOURS LANDINGS CYCLES 179-008

PAGE

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

11 DAY 30 WORK ACCOMPLISHED: DATE: MONTH AIRCRAFT HOURS:

TECHNICIAN SIGNATURE: CERTIFICATE NUMBER:

INSPECTED BY: KIND OF CERTIFICATE:

THE FOLLOWING WORK IS DUE AT THE TIME(S) NOTED ABOVE:

4423

INSPECTOR

MAN-HOURS

(791616) ( ) SOAP CHECK RIGHT ENGINE...ENG SM 72-00-00......

HRS. THS

RECORD FREQUENCY OF NEXT SOAP CHECK HOURS

790116, 791616 SOAP CHECK ENGINE

CONSUMABLES: SAMPLING KIT P/N 294199-1

1. POSITION DRIP PAN UNDER ENGINE TO CATCH ANY SPILLED DIL.

CAUTION: WHEN TAKING DIL SAMPLE FROM ENGINE FOR SOAP CHECK, ENSURE ALL EQUIPMENT USED IS CLEAN AND NOT CONTAMINATED TO PREVENT OBTAINING FALSE INDICATION OF DIL CONTAMINATION.

NOTE: 1. WHENEVER LEAKAGE OF FUEL INTO THE DIL SYSTEM IS SUSPECTED (BOOR OF FUEL DETECTED IN DIL OR DIL LEVEL INCREASING), PERFORM FUEL-IN-DIL INSPECTION.

- 2. WEAR OF INTERNAL ENGINE PARTS IS NOT ALWAYS DETECTED BY SPECTRUMETRIC ANALYSIS OF THE OIL SAMPLE ALONE. THEREFORE, IT IS ALSO VERY IMPORTANT TO INSPECT THE DIL FILTER FOR TRAPPED METALLIC PARTICLES THAT CAN PROVIDE IMPORTANT INFORMATION AS TO THE SOURCE OF SUCH MATERIAL.
- 2. SIPHON AN OIL SAMPLE FROM THE ENGINE OIL TANK AT THE FILLER CAP USING PLASTIC TUBE PROVIDED IN SAMPLING KIT. ROUTE THE PLASTIC TUBE INTO THE SMALL CONTAINER PROVIDED IN THE SAMPLING KIT TO CONTAIN THE DIL SAMPLE.
- 3. REMOVE OIL FILTER FROM ENGINE.
- 4. VISUALLY INSPECT OIL FILTER. IF AN ABNORMAL NUMBER OF TRAPPED PARTICLES IS EVIDENT, CONTACT A GARRETT FIELD SERVICE ENGINEER FOR GUIDANCE AND FURTHER INSTRUCTIONS.
- 5. PLACE OIL FILTER IN CONTAINER SUPPLIED IN SAMPLING KIT.
- 6. INSTALL REPLACEMENT OIL FILTER ON ENGINE.

CAUTION: ENSURE THAT CONTAINERS (SMALL CONTAINER FOR SOAP SAMPLE AND LARGE CONTAINER FOR OIL FILTER) ARE PROPERLY SEALED TO PREVENT LEAKAGE DURING SHIPMENT.

NOTE: A LIST OF GARRETT AUTHORIZED LABORATORIES FOR DIL ANALYSIS IS GIVEN IN SIL (SERVICE INFORMATION LETTER) F731-34.

- 7. PREPARE AND ROUTE SAMPLING KIT IN ACCORDANCE WITH SAMPLING KIT INSTRUCTIONS.
- 8. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

### **COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM**

OPERATOR: ED-WES, INC. WORK COMPLIANCE FORM NO. 79.100 AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND AIRCRAFT REG .: N368MD ISSUED 07-88 REV. 01-89 PAGE WORK DUE AT = APU HRS RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY 89031 FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING DATE HOURS LANDINGS CYCLES **`79-008** 29 29 UNSCHEDULED 4181 LANDINGS: 2697 WORK ACCOMPLISHED: DATE: MONTH AIRCRAFT HOURS: CERTIFICATE NUMBER: 50076774 TECHNICIAN SIGNATURE: \_\_\_KIND OF CERTIFICATE; TECHNICIAN INSPECTOR MAN-HOURS HRS.THS (790116) ( ) SDAP CHECK LEFT ENGINE...ENG SM 72-00-00..... RECORD FREQUENCY OF NEXT SDAP CHECK HOURS\_\_\_\_

790116, 791616

R

SDAP CHECK ENGINE

CONSUMABLES: SAMPLING KIT P/N 294199-1

1. POBITION DRIP PAN UNDER ENGINE TO CATCH ANY SPILLED OIL.

(791616) ( ) SDAP CHECK RIGHT ENGINE...ENG SM 72-00-00....

RECORD FREQUENCY OF NEXT SOAP CHECK

CAUTION: WHEN TAKING BIL SAMPLE FROM ENGINE FOR SDAP CHECK, ENSURE ALL EQUIPMENT USED IS CLEAN AND NOT CONTAMINATED TO PREVENT OBTAINING FALSE INDICATION OF DIL CONTAMINATION.

NOTE: 1. WHENEVER LEAKAGE OF FUEL INTO THE DIL SYSTEM IS SUSPECTED (ODDR OF FUEL DETECTED IN DIL OR DIL LEVEL INCREASING), PERFORM FUEL-IN-DIL INSPECTION,

HOURS 125

- 2. WEAR OF INTERNAL ENGINE PARTS IS NOT ALWAYS DETECTED BY SPECTROMETRIC ANALYSIS OF THE DIL SAMPLE ALONE. THEREFORE, IT IS ALSO VERY IMPORTANT TO INSPECT THE DIL FILTER FOR TRAPPED METALLIC PARTICLES THAT CAN PROVIDE IMPORTANT INFORMATION AS TO THE SOURCE OF SUCH MATERIAL.
- SIPHON AN DIL SAMPLE FROM THE ENGINE DIL TANK AT THE FILLER CAP USING PLASTIC TUBE PROVIDED IN SAMPLING KIT. ROUTE THE PLASTIC TUBE INTO THE SMALL CONTAINER PROVIDED IN THE SAMPLING KIT TO CONTAIN THE GIL SAMPLE.
- 3. REMOVE DIL FILTER FROM ENGINE.
- 4. VISUALLY INSPECT DIL FILTER. IF AN ABNORMAL NUMBER OF TRAPPED PARTICLES IS EVIDENT, CONTACT A GARRETT FIELD SERVICE ENGINEER FOR GUIDANCE AND FURTHER INSTRUCTIONS.
- 5. PLACE OIL FILTER IN CONTAINER SUPPLIED IN SAMPLING KIT.
- 6. INSTALL REPLACEMENT DIL FILTER ON ENGINE.

CAUTION: ENSURE THAT CONTAINERS (SMALL CONTAINER FOR SDAP SAMPLE AND LARGE CONTAINER FOR DIL FILTER) ARE PROPERLY SEALED TO PREVENT LEAKAGE DURING SHIPMENT.

NOTE: A LIST OF GARRETT AUTHORIZED LABORATORIES FOR OIL ANALYSIS IS GIVEN IN SIL (SERVICE INFORMATION LETTER) F731-34.

- 7. PREPARE AND ROUTE SAMPLING KIT IN ACCORDANCE WITH SAMPLING KIT INSTRUCTIONS.
- 8. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

### COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATORS ED-WES, INC. AIRURAFT NO :: 368 AIRCRAFT REG.: N368MD

REPORT DATE 03/13/89

WORK COMPLIANCE FORM NO.

79.110

MODEL: 1124A WESTWIND

ISSUED 07-88 REV. 01-89

DACE 4

WORK A	ACCOMPLISHED:	DATE: MONTH	5 DAY /	2 VEAD 89	470004F7 415000 /2/10 m			
29 29		4259			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES			
79-00	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR	EP TOF LUPDAT	P COPY FING.	
89072	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KE	THOL 1		

WORK ACCOMPLISHED: DATE: MONTH 5 DAY 18 YEAR 89 AIRCRAFT HOURS: 4	215,0	ANDINGS: Z	745-
TECHNICIAN SIGNATURE: CERTIFICATE NUMBER;	402	ZZ_	_
TECHNICIAN SIGNATURE: CERTIFICATE NUMBER:  INSPECTED BY: KIND OF CERTIFICATE:	Rls		offer spin ware made spin ware and spin spin spin spin spin
THE FOLLOWING WORK IS DUE AT THE TIME(S) NOTED ABOVE:	TECHNICIAN	INSPECTOR	
(790121) ( ) CHANGE LEFT ENGINE DILENG SM 72-00-00. 5-17-89 (791621) ( ) CHANGE RIGHT ENGINE DILENG SM 72-00-00. 4-3-8-89	4215.0	LAID L	HRS.THS
中中中共产业中国的企业中的企业中的企业中的企业中的企业中的企业企业的企业企业企业企业企业企业企业	**********	*********	*********

790121, 791621

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 79.120, 79.100.

CHANGE ENGINE DIL (REFER DT FIGURES 1 AND 2 DN CARD 79-7)

EQUIPMENT/CONSUMABLES: GASKET P/N S9413-556, GASKET P/N S9413-557, MOBIL JET OIL II (TYPE II), MOBIL 254 (TYPE II), EXXON/ESSO 2380 TURBO OIL (TYPE II), CASTROL 5000 (TYPE II), AEROSHELL/ROYCO TURBINE OIL 500 (TYPE II), TORQUE WRENCH O TO 160 INCH-POUNDS, PACKING P/N S9413-036 AND PACKING P/N S9413-214 (INCLUDED ON NEW FILTER)

NOTE: IF POSSIBLE, OIL SHALL BE DRAINED WHILE THE ENGINE IS STILL WARM FROM OPERATION.

- 1. OIL TANK DRAINING:
  - A. REMOVE DRAIN PLUG (FIGURE 1) AND DISCARD PACKING. ALLOW DIL TO DRAIN INTO SUITABLE CONTAINER.
  - B. INSTALL NEW PACKING ON DRAIN PLUG AND INSTALL PLUG.
  - C. TIGHTEN PLUG 120 TO 130 INCH-POUNDS TORQUE AND LOCKWIRE.
- 2. ACCESSORY DRIVE GEARBOX DRAINING:
  - A. REMOVE PLUG (FIGURE 1) AND DISCARD PACKING. ALLOW DIL TO DRAIN INTO SUITABLE CONTAINER.
  - B. INSTALL NEW PACKING ON PLUG AND INSTALL PLUG.
  - C. TIGHTEN PLUG TO 160 INCH-POUNDS.

NOTE: BEFORE REFILLING DIL SYSTEM, REPLACE DIL FILTER ELEMENT.

- 3. REMOVE OIL FILTER:
  - A. UNTHREAD BUSHING (FIGURE 2) AND REMOVE BUSHING, CAP AND DISCARD PACKING.
  - B. REMOVE FILTER FROM ACCESSORY DRIVE GEARBOX. IF SAME FILTER IS TO BE REINSTALLED, INSPECT PACKING (IN PLACE) IN FILTER. DO NOT REMOVE PACKING FROM FORWARD END OF FILTER UNLESS DAMAGE IS EVIDENT.
- 4. INSPECT OIL FILTER:
  - A. VISUALLY INSPECT OIL FILTER FOR CONTAMINATION. IF ANY METAL CHIPS ARE VISIBLE THROUGH OIL FILTER MESH, PERFORM THE FOLLOWING PROCEDURES.
    - (1) RESET PIN ON OIL FILTER BY-PASS INDICATOR VALVE IS EXTENDED.
    - (2) CHECK MAGNETIC PLUG OF CHIP DETECTOR. REFER TO WORK COMPLIANCE FORM 79.120, CHIP DETECTOR INSPECTION.
    - (3) PERFORM SOAP CHECK, AND FORWARD OIL SAMPLE AND REMOVED OIL FILTER TO APPROVED LABORATORY. REFER TO WORK COMPLIANCE FORM 79.100, SPECTROMETRIC OIL ANALYSIS PROGRAM (SOAP) CHECK.
    - (4) INSPECT INTERIOR OF TRANSFER GEARBOX FOR METAL PARTICLES. REFER TO WORK COMPLIANCE FORM 79.120, STEP 4-D. TRANSFER GEARBOX INSPECTION.
    - (5) IF METAL PARTICLES ARE EVIDENT ON OIL FILTER AND MAGNETIC PLUG ONLY, NONE IN TRANSFER GEARBOX, START PRELIMINARY INVESTIGATION OF SOURCE WHILE AWAITING SOAP RESULTS. LUBE AND SCAVENGE OIL PUMP CONTAMINATION INSPECTION MAY BE USED TO DETERMINE CAUSE OF OIL SAMPLE CONTAMINATION. REFER TO LIGHT MAINTENANCE MANUAL, 79-20-03.
  - B. VISUALLY INSPECT FOR CRACKS OR BREAKS IN OUTER SHELL.
  - C. REPLACE DAMAGED OR CONTAMINATED FILTER.
- 5. INSTALL OIL FILTER:

### COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR ED-WES, INC. AIRCRAFT NO .: 368

REPORT DATE 03/13/89

WORK COMPLIANCE FORM NO.

79.110

AIRCRAFT REG . N368MD

MODEL: 1124A WESTWIND

(CONTINUED)

ISSUED 07-00

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89072 WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TA	
79-009 DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO	OSE FOR UPDATING.
29 29	4259			CHECK CURRENT DUE LIST FOR DUE TIME CHA	NGES

NOTE: PACKING (FIGURE 2) IS INCLUDED AS PART OF NEW FILTER.

- A. IF FILTER PREVIOUSLY REMOVED IS TO BE REINSTALLED AND PACKING HAS BEEN REMOVED FOR DAMAGE, APPLY A LIGHT COAT OF ENGINE OIL AND INSTALL NEW PACKING. IF INSTALLING FILTER WITH PACKING IN PLACE, APPLY A LIGHT COAT OF ENGINE OIL TO INTERNAL DIAMETER OF PACKING WITHOUT REMOVING PACKING.
- B. INSTALL FILTER, SEATING IT FIRMLY ON TUBE IN ACCESSORY DRIVE GEARBOX.
- C. APPLY A LIGHT COAT OF ENGINE OIL TO NEW PACKING AND INSTALL PACKING IN PACKING GROOVE OF FILTER CAP.
- D. APPLY A LIGHT COAT OF ENGINE LUBRICATING OIL TO THREADS OF BUSHING. INSTALL CAP OVER FILTER AND SECURE BY THREADING BUSHING INTO ADAPTER HAND-TIGHT. DO NOT TIGHTEN BUSHING WITH WRENCH. SECURE BUSHING WITH LOCKWIRE.

NOTE: REFER TO ENGINE SERVICE MANUAL, WHEN FILLING OIL SYSTEM AT TIME OF INITIAL ENGINE INSTALLATION.

- 6. CHECK DRAIN PLUGS AND DIL FILTER:
  - A. CHECK DRAIN PLUGS (FIGURE 3) FOR PROPER INSTALLATION.
  - B. VERIFY OIL FILTER REPLACEMENT AND CHECK FOR PROPER INSTALLATION.
- 7. FILL DIL TANK:

CAUTION: USE ONLY APPROVED OIL.

- NOTE: 1. FAILURE TO LOCK OIL TANK FILLER PLUG CAN RESULT IN LOSS OF OIL FROM TANK.
  - 2. TOTAL AMOUNT OF OIL REQUIRED TO FILL A COMPLETELY DRAINED ENGINE IS APPROXIMATELY 12 QUARTS.
  - A. REMOVE FILLER PLUG (FIGURE 1).
  - B. FILL TANK WITH OIL UNTIL LIQUID LEVEL GAUGE INDICATES FULL.
  - C. REINSTALL FILLER PLUG, ENSURING PLUG IS POSITIVELY LOCKED.
- 8. RUN ENGINE:

WARNING: AREAS IN PROXIMITY OF ENGINE INLET AND EXHAUST ARE EXTREMELY HAZARDOUS TO PERSONNEL WHEN ENGINES ARE OPERATING. PERSONNEL SHALL CLEAR THESE AREAS DURING ENGINE START AND OPERATION TO AVOID INJURY.

CAUTION: SHUT DOWN ENGINE IMMEDIATELY IF OIL PRESSURE IS NOT INDICATED WITHIN TEN SECONDS.

- A. PERFORM NORMAL ENGINE START AND ACCELERATE IDLE SPEED IN ACCORDANCE WITH AIRCRAFT FLIGHT MANUAL AND/OR APPROPRIATE AIRCRAFT DOCUMENT.
- B. RUN ENGINE FOR THREE TO FIVE MINUTES, THEN PERFORM NORMAL ENGINE SHUTDOWN.
- 9. RECHECK DIL LEVEL:
  - A. RECHECK DIL LEVEL IN TANK.
  - B. IF REQUIRED, ADD OIL IN ACCORDANCE WITH STEP 7.
- 10. RECORD DIL CHANGE COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

## **©CAMP SYSTEMS,**

### COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR ED-WES, INC. AIRCRAFT NO.:

AIRCRAFT REG.:

348 N368MD REPORT DATE 09/13/89

WORK COMPLIANCE FORM NO.

79,120

MODEL: 1124A WESTWIND

ISSUED 07-88 REV.

PAGE RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY

WORK DUE AT \* = APU HRS 89256 FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING HOURS LANDINGS CYCLES 79-010 29 29 4423 CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 30 YEAR AIRCRAFT HOURS: 4430.2 LANDINGS: 2987 CERTIFICATE NUMBER: GRER 232 E TECHNICIAN SIGNATURE: INSPECTED BY: \_KIND OF CERTIFICATE: THE FOLLOWING WORK IS DUE AT THE TIME(S) NOTED ABOVE: TECHNICIAN INSPECTOR MAN-HOURS 791626 INSPECT RIGHT ENGINE CHIP DETECTOR...ENG SM 72-00-00.....

790126. 791626

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 79.100, 79.110.

INSPECT ENGINE CHIP DETECTOR

EQUIPMENT/CONSUMABLES: PACKING P/N S9413-557, PACKING P/N S9413-012, TORQUE WRENCH 0 TO 40 INCH-POUNDS, PACKING P/N 59413-236, TRICHLORDTRIFLUORDETHANE SOLVENT (MS 180 FREDN)

- 1. REMOVE MAGNETIC PLUG.
- 2. HOLD CHECK VALVE HOUSING WITH WRENCH, USE SECOND WRENCH TO REMOVE MAGNETIC PLUG. DISCARD PACKING.
- 3. CHECK MAGNETIC PLUG FOR METAL PARTICLES.
- 4. IF METAL PARTICLES ARE EVIDENT, PERFORM THE FOLLOWING PROCEDURES.
  - A. RESET PIN ON OIL FILTER BY-PASS VALVE IF EXTENDED.
  - B. REMOVE, INSPECT AND REPLACE OIL FILTER. REFER TO WORK COMPLIANCE FORM 79.100
  - C. PERFORM SUAP CHECK. REFER TO WORK COMPLIANCE FURM 79,110.
  - D. INSPECT TRANSFER GEARBOX FOR METAL PARTICLES IN ACCORDANCE WITH THE FOLLOWING PROCEDURES.
    - (1) REMOVE NUTS, WASHER AND COVER.
    - (2) REMOVE AND DISCARD PACKING.
    - (3) CHECK BEVEL GEAR TEETH. THERE SHALL BE NO ABNORMAL WEAR PATTERN, EXCESSIVE WEAR, OR CHIPPED OR BROKEN TEETH. REPLACE TRANSFER GEARBOX IF REQUIREMENTS ARE NOT MET.
    - (4) CHECK INTERIOR OF TRANSFER GEARBOX FOR METAL PARTICLES. IF METAL PARTICLES ARE PRESENT, CHECK FOR SOURCE AND REPAIR.
    - (5) INSTALL NEW PACKING P/N 59413-236 DN COVER.
    - (6) INSTALL COVER AND SECURE WITH WASHERS AND NUTS.
    - (7) TORQUE NUTS TO 30 INCH-POUNDS.
- 5. IF METAL PARTICLES ARE EVIDENT ON MAGNETIC PLUG ONLY, NONE IN OIL FILTER OR TRANSFER GEARBOX, PERFORM THE FOLLOWING PROCEDURES.
  - A. CLEAN MAGNETIC PLUG, AND REINSTALL MAGNETIC PLUG. (REFER TO STEPS 6 AND 7.)
  - B. RUN ENGINE THROUGHOUT FULL POWER RANGE IN ACCORDANCE WITH AIRCRAFT FLIGHT MANUAL AND/OR APPROPRIATE AIRCRAFT DOCUMENT FOR 15 MINUTES. (IN COLD WEATHER OPERATION, RUN ENGINE MORE THAN 15 MINUTES IF REQUIRED TO OBTAIN MINIMUM OIL TEMPERATURE OF 4 DEGREES C (40 DEGREES F). DETERMINE IF ENGINE IS ACCEPTABLE FOR CONTINUED OPERATION (RUN DID NOT PRODUCE RECURRANCE OF INITIAL INDICATION) BY REPEATING MAGNETIC PLUG, DIL FILTER BY-PASS INDICATOR VALVE, SOAP AND TRANSFER GEARBOX INSPECTIONS.
  - C. UPON REACHING THREE TO FIVE HOURS OF ENGINE OPERATION FOLLOWING ENGINE RUN AND CHECKS IN PREVIOUS STEP, REPEAT MAGNETIC PLUG, OIL FILTER BY-PASS INDICATOR VALVE, SOAP, AND TRANSFER GEARBOX INSPECTIONS.
- 6. INSTALL NEW PACKING P/N S9413-012 ON MAGNETIC PLUG.
- 7. INSTALL MAGNETIC PLUG IN CHECK VALVE HOUSING. HOLD CHECK VALVE HOUSING WITH WRENCH, AND USING A SECOND WRENCH, TORQUE MAGNETIC PLUG TO 20 INCH-POUNDS AND LOCKWIRE.
- 8. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

### COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-MES, INC.

**REPORT DATE 02/14/89** 

WORK COMPLIANCE FORM NO.

AIRCRAFT NO.:

368

DATE

MODEL: 1124A WESTWIND

71.010

AIRCRAFT REG.: N368MD 89045 WORK DUE AT

ISSUED 07-88 REV.

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.

71.010 29 29

HOURS LANDINGS CYCLES

\* = APU HRS

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

DUT THE TIME WORK ACCOMPLISHED FOR THE TASKS WORK COMPLIANCE FDRM 71.010 ATTACHED.

ONLY THE FOLLOWING WORK IS DUE AT THE TIME(S) NOTED ABOVE:

4200

DUE > 726001

INBP L ENG.COMP.CORE

LHH 72-00-00

OPERATOR: ED-WES, INC.

**REPORT DATE 02/14/89** 

WORK COMPLIANCE FORM NO.

71.010

AIRCRAFT NO.:

368

MODEL: 1124A HESTHIND

AIRCRAFT REG.: N368MI		55UED 07-88 RE			PAGE 1
89045 WORK DUE AT	* = APU H		RECORD TIME WORK ACCO FOR YOUR RECORDS. RET	OMPLISHED FOR EACH	TASK, KEEP TOP COPY
29 29	4200			LIST FOR DUE TIME (	
WORK ACCOMPLISHED: I	DATE: MONTH 4 DAY	3 YEAR 8"	AIRCRAFT HOURS: 4		
			f .		
TECHNICIAN SIGNATURE	11/11/		CERTIFICATE NUMBER:	4022	
BY:	MMMM	elemny 4.	KIND OF CERTIFICATE:	12/s	************
·	*******	**********	*************	**************************************	************
				TECHNICIAN	INSP:
		HOMES COMV E( )	NOD G( ) BERVICE K( ) E	NG CHG L( ) TIRE (	HG H( ) DAMAGED T(
PART REHUVEN PAGE	***********************		SERIAL NUMBER:	يدنون ما الشويوس هذه بالشاهات الشاهات التاسات	
PART INSTALLED: PART	NUMBER	o — 25 — iro ir da — an a pira	SERIAL NUMBER:		
			TIME SINCE OVERHAUL: H		
WARRANTY TIME REMAIN	IING: HRSLDG8_	MO8	MAN-HOURS: HRS	TENTHSPRICE	: \$
NOTE: 1. IF THE L	EFT ENGINE IS REPLACE	D, UPDATE THE INS	TALLED ENGINE COMPONENT	AND SERVICE RECORD	S BY FILLING
			OF THE ENGINE LOG BOOK		NC. FOR PROCESSING.
2. REFERENC	E WORK COMPLIANCE FOR	M 71.TO1 FOR ENGI	NE CHANGE PROCEDURE (CA	MP ONLY).	
******		******	<u> </u>		
710101 LEFT ENGI	NE CHANGE		****************	****	******
	ME INSPECTION INFORMAT	TION BELOW FOR EN	GINE BEING INSTALLED.		
	•				ENG HRS TECHNICIA
(710116) (NKP) (X	() MAJOR PERIODIC INS	PECTION: REF EN	G LMM 72-00-00		
, ,	REFER TO WORK COMPI	LIANCE FORM 71.TO	1 FOR TEXT (CAMP DNLY)		3972 > LAIN
	RECORD TOTAL ENGIN	E HOURS MAJOR PER	G LHM 72-00-00  1 FOR TEXT (CAMP ONLY)  IODIC INSPECTION WAS ACC	COMPLISHED:	07/4/2
1	REVISE MAJOR PERIOR  ) REVISE MAJOR PERIOR	DIC IMBRECTION ED	EQUENCY TO: NA	ENG NDO	
(720106) (NKP) ( V	/ INSPECT ACCESSORY	CEARBOX: REF ENG	LMM 72-60-02	ENW HR3	
- ······· ×	RECORD TOTAL ENGINE	E HOURS ACCESSORY	LMM 72-60-02 GEARBOX INSPECTION WAS	ACCOMPLISHED:	3972.2 LANG
(725053) (NKP) (X	) INSPECT FAN SUPPORT	ASSEMBLY: REF	ENG LMM 72-70-06 RT ASSEMBLY INSPECTION ( 2-00-00 SE INSPECTION WAS ACCOM		3072 2 11 2
17350481 (MMB) /\/	RECORD TOTAL ENGINE	E HOURS FAN SUPPO	RT ASSEMBLY INSPECTION	WAS ACCOMPLISHED:	011212 47196
(/COVDY) (MKP) (X	RECORD TOTAL ENGINE	E HOURS PLEMUM CA	C-UU-UU SE INSPECTION WAS ACCOM	PLISHED:	3972.2 LA10
(726001) (NKP) (×	) INSPECT COMPRESSOR	CORE: REF ENG L	MM 72-00-00		
<i>^</i>	REFER TO WORK COMPL	IANCE FORM 71.TO	MM 72-00-00 1 FOR TEXT (CAMP DNLY) R CORE INSPECTION WAS AG		30-0 - /AIN
	RECORD TOTAL ENGINE	E HOURS COMPRESSO	R CORE INSPECTION WAS A	CCDMPLISHED:	3972,2 4410
				• • • • • • • • • • • • • • • • • • • •	
NOTE: INITIAL THE	SERVICE TASKS RELOW N	HICH WERF ACCOMP	LISHED DURING ENGINE CH	ANCE. IF TARKS UFD	E NOT ACCOMPLISHED
			ASK LAST ACCOMPLISHED.	or require well	
					TIME ACCRUED SINC
			TECHNICIAN I	INSPECTOR MANHOURS	LAST ACCOMPLISHED
240121 ( ) CMFCK	STARTER/CEMERATIO RO	JSH WEARHM RO-	10-10	_	
ETVICE ( / UNEUR	STANIEN/BEREARIUM BAL		•v 4VIIIIIII		************
~ 240123 (X) INSP/	LUBE STARTER/GENERATOR	R SPLINEENG SM	72-00-00 3972.2	4A10 07.	
290143 ( X) INSP/	LUBE HYDRAULIC PUMP SF	PLINEENG LMM 7	10-10	LA10(6).	
710104 4 / 1 14000	AT ENGINE ENGINE TA	-00-00	3972,2	LA 10 6	
/IUIUO 🔨 ) INSPE	CI ERGIAEEAG ST 72-	-00-00		X,4·	



OPERATOR: ED-WES, INC.

REPORT DATE 02/14/89

WORK COMPLIANCE FORM NO.

71.010

AIRCRAFT NO.: 368 AIRCRAFT REG .: N368MD MODEL: 1124A WESTWIND

(CONTINUED)

PAGE 2

ISSUED 07-88 REV. 89045 WORK DUE AT = APU HRS. RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY HOURS FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING. LANDINGS CYCLES 71.010 29 29 4200 CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

710606	(X)	INSPECT FAN ROTOR ASSEMBLYENG SM 72-00-00
713101	(X)	ADJUST/TRIM CHECK ENGINE MM 71-00-00
713106	×	COMPRESSOR WASHLMM 72-00-00
72 <i>6</i> 003	ιX)	CHECK N1 SPOULDOWNENG SM 72-00-00
		REPLACE FUEL CONTROL FILTERLMM 73-21-01
730116	×	INSPECT/CLEAN/REPLACE FUEL FILTERENG SH 72-00-00 3972. Z LA 10
		ADJUST/TEST FLOWMETER SYSTEMMM 28-40-00
731616	íXi	CHECK FUEL MANIFOLD CROSSFLOWENG LMM 72-00-00
740106	KI	CHECK IGNITION BERVICEABILITYENG SM 72-00-00 3972. Z LA 10
740116	ίχ	INSPECT 6 0'CLOCK PLUGENG 8M 72-00-00
740126	iX)	INSPECT 7 D'CLOCK PLUGENG SM 72-00-00
750111	( )	TEST ENGINE A/I PRESSURE SWITCHLMM 75-10-01
780116	( )	OPERATIONAL CHECK THRUST REVERSERMM 78-30-00
790116	(*)	BDAP CHECKENG SM 72-00-00
790121	ιXi	CHANGE ENGINE DILENG 8M 72-00-00
790126	(X)	INSPECT CHIP DETECTORENG SH 72-00-00
770085		INSPECT TURBINE INTERSTAGE TRANSITION DUCT
		REF AD 81-24-08 IS INSP OF TURBINE INTERSTAGE TRANSITION DUCT STILL REQUIRED? YES ( ) NO ( )
	( )	REFER TO WORK COMPLIANCE FORM 71.TO1 FOR TEXT (CAMP ONLY) RECORD NEXT INSPECTION OF TURBINE INTERSTAGE TRANSITION DUCT. INSPECTION DUE AT:A/C HOURS

### ENGINE COMPONENTS STATUS-

- NOTE: 1. IF ANY OF THE FOLLOWING COMPONENTS INSTALLED ARE DIFFERENT THAN THE ONE REMOVED, RECORD INFORMATION BELOW.
  - 2. IF THE SAME BERIAL NUMBER COMPONENT REMOVED IS REINSTALLED CHECK "SAME" LINE.
  - 3. REASON RMKS FOR S/N OFF: A=TIME, B=FAIL, C=WORN, D=LOANER, E=CONVEN, G=MOD, K=BERVICE, L=ENG CHG, T=DAMAGED.
  - 4. TSN AND TSO INFORMATION IS FOR COMPONENT INSTALLED.



OPERATOR: ED-WES, INC.

AIRCRAFT REG .: N368HD

AIRCRAFT NO.:

REPORT DATE 02/14/89

WORK COMPLIANCE FORM NO.

71.010

MODEL: 1124A WESTWIND

ISSUED 07-88 REV.

(CONTINUED)

PAGE 3

89045	WORK DUE AT		* = APU HRS.		RECORD TIME	WORK ACCOMPLISHE	D FOR EACH TAS	K. KEEP TOP COPY
71.010	··	HOURS	LANDINGS	CYCLES	FOR YOUR RE	CORDS. RETURN CAR	BON COPY TO CS	FOR UPDATING.
29 29		4200			CHECK C	URRENT DUE LIST FOR	DUE TIME CHAN	GES
		.207			3.23.			
2401	16 STARTER/GE	MERATOR:						
			OFF:			8/N OFF:		RMKS
		P/N	DN:			S/N DN:		SAME
		TEN	₽ HRS	LDGS	MOS	TSO: HRS	LDGS	MOS
2901	41 NO.1 HYDRA	M IC PUMP:						
			OFF:			8/N OFF:		RMKS
					*******			
		P/N	ZDE:			S/N DN:		SAME
		TEN	: HRS	LDGS	ROM	TSO: HRS	LDGS	MOS
7201	01 ACCESSORY	GEARBOX:						
		P/N	OFF:			8/N OFF:		RMKS
		P/N	ON:			S/N DN:		SAME
		TSN	HRS	LDG8	MO8	TSO: HRS	LDG8	MDS
,,		<i>.</i>						
7206	01 TRANSFER G	EARBOX:						
		P/N	OFF:			S/N OFF:	···	RMKS
		P/N	ON:			S/N ON:		SAME
			• •					
		TSN	HRS	LDG8	MOS	TSO: HRS	LDGS	MDS
,,,,,								••••••
7250	66 COMBUSTION							
		P/N	OFF:			8/N OFF:		RMK5
		P/N	ON:		· · · · · · · · · · · · · · · · · · ·	S/N DN:		SAME
		TSN	HRS	LDG8	MD8	TSO: HRS	LDGS	RUS
			• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •	*************		
7301	06 FUEL CONTR							DWVD
		P/N	OFF:		_ * * * * * * - * * * *	S/N OFF:		
			-			C/N 5N1		CAME
		P/N	CM:			S/N ON:		
					<b>200</b>	TOO. UDG	1 700	MDS
		TSN	HK8	LDG8	una	TSO: HRS	rn/eg	
		• • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •	••••••	• • • • • • • • • • • • • •			
7301	11 FUEL PUMP:	<b>P</b> . sai	nee.			S/N OFF:		DWKD
		P/R	UTT 1			9/N UFF'		
		g. /N	n neu y			S'N UN:		SANE
		P/R				U/N UN*		

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368

### COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-NEB, INC.

AIRCRAFT NO.:

REPORT DATE 02/14/89

WORK COMPLIANCE FORM NO.

71.010

MODEL: 1124A WESTWIND

(CONTINUED)

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

PAGE 4

87045 WORK DUE AT \*= APU HRS.

71.010 DATE HOURS LANDINGS CYCLES FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.

29 29 4200 CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

730121 FLOW DIVIDER VALVE:						
ANTET LEAM DIAIDEM ANTAE:	P/N OFF:			8/N OFF:		RHKS
	P/N ON:			S/N ON:		SAME
	TSN: HRS_	LDG8	MOS	TSD: HRS	LDGS	M08
730601 FUEL HEATER:	P/N OFF:_			S/N OFF:		RMK8
	P/N ONF			S/N ON:		SAME
	TSN: HRS_	LDG8	MOS	TSO: HRS	LDG8	MOS
730606 FUEL/DIL COOLER:	P/N OFF:_			8/N OFF:	• • • • • • • • • • • • • • • • • •	RMKS
	P/N ON: _			S/N ON:		SAME
	TSN: HRS_	LDG8	HOB	TSO: HRB	LDGS	MOS
731101 FUEL COMPUTER:	P/N OFF:_			8/N OFF:		RMKS
	P/N ON: _	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		8/N ON:		SAME
	TSN: HRS_	LDG8	MO8	TSO: HRS	LDGS	MOS
731601 SURGE BLEED VALVE:	P/N OFF:			S/N OFF:		RMKS
	P/N ON: _			S/N ON:		SAME
	TSN: HRS_	LDGS	NO8	TSO: HRB	LDGS	MOS
731606 BOLENOID CONTROLLER		****				DHAD
	P/N ON: _			S/N ON:		SAME
	TEN: HRS_	LDG8	NOS	TSQ: HRS	LDGS	MOS
732101 FUEL FLOW TRANSMITTE	:R:			S/N OFF:		
	P/N ON: _			9/N ON:		SAME
	TSN: HRS_	LDG8	MO8	TSO: HRS	LDG8	MOS



OPERATOR: ED-WES, INC.

AIRCRAFT NO.:

368

REPORT DATE 02/14/89 MODEL: 1124A WESTWIND

WORK COMPLIANCE FORM NO.

71.010

(CONTINUED)

AIRCRAFI	REG.: N368MD		ISSUE	D 07-88 RE	V.	PAGE	5
89045	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK	KEEP TOP	COPY
71.010	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS, RETURN CARBON COPY TO CSI	FOR UPDA	TING.
29 29		4200			CHECK CURRENT DUE LIST FOR DUE TIME CHANGE	<b>:</b> 8	

				•		
732116 PRESSURE LIMITER				S/N OFF:		DMK¢
		# #	· <del>· · · · · · · · · · · · · · · · · · </del>			
	P/N DN:			8/N DN:		SAME
	TSN: HRS	LDG8	MOS	TSO: HRS	LDGS	MOS
740101 IGNITION UNIT:	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •		•••••••		
A LOSD S SENS SHALL	P/N OFF:			S/N OFF1	-# # ## - &- # - #	RMKS
	D/N (N):			S/N ON:		CAME
	1711 0011	<b></b>				Omic
				TSO: HRS	<b>-</b>	
740111 IGNITION PLUG 6	D'CLOCK					
	P/N DFF:	307 0967		8/N OFF:	<u> </u>	RMKS
	P/N ON:	3070967	7 -/	8/N ON:	0	SAME
	TON: UDC	1 000	MAG	TSO : HRS	i nee	MUG
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						
740121 IGNITION PLUG 7	D'CLOCK:	3070967	-/	8/N OFF:	<del>-()</del> -	PMYC
	P/N ON:	3070967		8/N ON:	· V	SAME
	TEN: HRS	LDG8	NO8	TSO: HRS	LDGS	NOS
750101 ANTI-ICE SHUT-OF		• • • • • • • • • • • • • • • •	• • • • • • • • • • • • •			
750101 MMIX-ICE SHOT-UF				S/N OFF:		RMKS
	D/N (M:			8/N DN:		CAME
	·-					
				T80: HRS		
750106 ANTI-ICE PRESSUR		• • • • • • • • • • • • • • • • • • • •	**********			•
	P/N OFF:			8/N OFF:		RMKS
	P/N ON:			S/N ON:		SAME
	<del></del>	roes		TSO: HRS	rneg	nus
750116 INLET TEMPERATURE						
	P/N OFF:			8/N OFF:		RMKS
	P/N ON:			S/N ON:		SAME
	TSN: HRS	LDGS	MOS	TSD: HRS	LDGS	MOS
				********		



OPERATOR: ED-WES, INC. AIRCRAFT NO.: 368

**REPORT DATE 02/14/89** MODEL: 1124A WESTWIND

WORK COMPLIANCE FORM NO.

(CONTINUED)

71.010

PAGE A

AIRCRAFT F	REG.: N368MD		ISSUED	07-88 REV	•			PAGE 6
0,0.0	ORK DUE AT	HOURS	* = APU HRS. LANDINGS	CYCLES		WORK ACCOMPLISHE CORDS. RETURN CAR		
71.010	DATE		LANDINGS	CYCLES				
29 29		4200			CHECK CUI	RRENT DUE LIST FOR	DUE TIME CHANGES	
770101	LON-PRESSURE	(N1)						
	TRANSDUCER	P/N	OFF:		*****	S/N OFF:	÷ # == = = = = = = = = = = = = = = = = =	RMKS
		P/N	ON:		*	S/N ON:		SAME
		TBN				TSO: HRS		
	HICH-PRESSURI		• • • • • • • • • • • • •	••••••	••••••			*********
*******	TRANSDUCER:		OFF:	د نوبا در مد د و بازانه به مرا		S/N OFF:		RMKS
		P/N	ON:			S/N ON:		SAME
		TSN		_		TSO: HRS		
771101	ITT THERMOCOL	UPLE HARNESS		**********	***********			* * * * * * * * * * * * * * * * *
		P/N	OFF:		*	8/N OFF:		RMKS
		P/N	ON:		******	S/N ON:	****	SAME
						TSO: HRS		
790101	OIL TANK:			**********	**********			
		P/N	OFF:			8/N OFF:		RMKS
		P/N	DN:			S/N ON:		SAME
						TSO: HRS		
•	OIL PUMP:	• • • • • • • • • • • •	• • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •	******			
		P/N	OFF:		***********	8/N OFF:		RMKS
		P/N	ON:			8/N ON:		SANE
		TSN	HRS	LDGS	MO8	TSO: HRS	LDGS	MOS
790171	OIL BY-PASS V		• • • • • • • • • • • • •	•••••	•••••	• • • • • • • • • • • • • • • • • • • •		**********
, 10131	AIF DILLEGS (		OFF:			8/N OFF:		RMKS
		P/N	OH:			S/N ON:		SAME
		TSN	HRS	LDG8	MOS	TSO: HRS	LDG8	MOS
70047	DEATHER MAN			• • • • • • • • • • • • • • • • • • • •	***********			**********
7 <b>7</b> 01 <b>36</b>	BREATHER VAL		OFF:			S/N OFF:	***********	RMKS
		P/N	ON:			S/N ON:		SAME

\_\_LDGS\_\_\_

TSO: HRS\_\_\_\_

LDGS MOS\_



OPERATOR: ED-WES, INC.

REPORT DATE 02/14/89

WORK COMPLIANCE FORM NO.

71.010

AIRCRAFT NO.:

368

MODEL: 1124A WESTWIND

(CONTINUED)

PAGE 7

AIRCRAFT REG .: N368HD ISSUED 07-88 REV. 87045 WORK DUE AT = APU HRS. RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY DATE HOURS LANDINGS CYCLES FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING. 71.010 29 29 4200 CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

790601 UPPER DIL COOLER:							
	P/N	OFF:			S/N DFF:		RMKS
	P/N	ON:		****	S/N ON:		SAME
	TSN	I HRS	i DCS	MOS	TSD: HRS	ince =	iñe
********************	• • • • •						
790606 LOWER LEFT DIL COOL		nee,			5 /N 5FF.		a.u.a.
	r/M	WFF'			S/N OFF:		KMK5
	P/N	ON:			8/N ON:		SAME
	TSN	HRS	LDGS	MOS	TSO: HRS	LDGS H	10S
700/44 (MIPS DOLLD SO. ASS.	• • • • •		••••••	• • • • • • • • • • • • • • • • • • • •			*********
790611 LOMER RIGHT DIL COD		OFF:			S/N OFF:		RMKS
	P/N	ON:		~~~~~~	S/N ON:		SAME
	TSN	: HRS	LDGS	MOS	TSO: HRS	LDGSM	08
	ur:	• • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •			• • • • • • • • • • • • • • • • • • • •	********
	-	OFF:			S/N OFF:		RMKS
	P/N	DM:			S/N ON:		RAME
	TSN			<b></b> -	TSO: HRS		
791101 OIL PRESSURE SWITCH							
	P/N	0FF :			S/N OFF:		RMKS
	P/N	ON:			8/N ON:		SAME
	TAN		1 200	MAA	TSO: HRS	1.000 M	00
*******************		· nko		~~una	190' NKS	rnes	
791111 OIL PRESSURE TRANSMI	ITTER				A 44 BEE-		DAME .
	P/N	UFF !	***************		S/W OFF:		KAKS
	P/N	ON:			S/N ON:		SAME
	TSN	: HRS	LDGS	MOS	TSO: HRS	LDGS H	05
******************							
791116 DIL TEMPERATURE BULE		OFF:			S/N OFF:		RMKS
	P/N	ON:			S/N ON:	u a a u u u u u u u a a a a a a a a a a	SAME
$\overline{}$					TSO: HRS		
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,							



OPERATOR: ED-WES, INC. AIRCRAFT NO.: 368

NC. REPORT DATE 02/14/89

MODEL: 1124A WESTWIND

WORK COMPLIANCE FORM NO.

71.010

(CONTINUED)

AIRCRAFT REG.: N368HD

ISSUED 07-88 REV.

PAGE 8

89045 WORK DUE AT

71.010

DATE HOURS LANDINGS CYCLES FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

	RECORD	TIME SINCE NEW: HOUR	s	CYCLES	( ) RECORD MAX	LIFE	LIMITS: HOURS	_CYCLES	~~~~~~
`							יאכ		
••	725051	FAN SHAFT:	•				)FF :		
	RECORD						LIMITS: HOURS		
			P/N ON:			8/N (	DN:		_6AME
	725046	HIGH-PRESSURE INPELLI				8/N (	0FF :		_RMKB
	RECORD	TIME SINCE NEW: HOUR	B	CYCLES	( ) RECORD MAX	LIFE	LINITS: HOURS	_CYCLES	
							)N:		
	/20043	LOW-PRESSURE TIE ROD	P/N OFF:				DFF :		
	• • • • • •		• • • • • • • • •				LIMITS: HOURS		
							)N:		
	/23016	HIGH-PRESSURE TURBIN	P/N OFF:				)FF :		
	•••••						LINIIS: NUVE		
•	DE MADA	TIME STANE MEH. MOUNT					LIMITS: HOURS		
		TURBINE DISC:					)FF		
• •	725011	STAGE 3 LOW-PRESSURE							
	RECORD	TIME SINCE NEW: HOUR	6	CYCLE8	( ) RECORD MAX	LIFE	LIMITS: HOURS	CYCLES	
							ON:		
••	725006	STAGE 2 LOW-PRESSURE TURBINE DISC:					)FF :		
	RECORD	TIME BINCE NEW: HOUR					LIMITS: HOURS		
			P/N ONF	ों की कर की के की का का आप का		8/N (	ON:		_same
	725001	STAGE 1 LOW-PRESSURE TURBINE DISC:			****	8/N (	OFF:		_RMKS
				S- RECORD INFORMA	TION BELOW TO COM	NTROL	LIFE LIMITED COMPONENT	B DN CAMP.	



OPERATOR: ED-WEB. INC.

REPORT DATE 02/14/89

WORK COMPLIANCE FORM NO.

(CONTINUED)

71.010

AIRCRAFT NO .:

368

MODEL: 1124A WESTWIND ISSUED 07-88

AIRCRAFT REG .: N368MD PAGE 9 87045 WORK DUE AT RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING. = APU HRS. DATE HOURS LANDINGS CYCLES 71.010 29 29 4200 CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

725056	6 ROTATING AIR SEAL:	P/N OFFI_	3072929-	- /	8/N OFF:	9-23151	-106	RMKS
		P/N ON:	3072929.		8/N ON: _	3-23/5/	- 472	SAME
RECORI	D TIME BINCE NEW: HOU	R6	CYCLEB	( ) RECORD MAX	LIFE LIMI	TS: HOURS	CYCLES	
		• • • • • • • • • • •	**************	•••••	•••••••		• • • • • • • • • •	•••••
, 2506.	THIS PRESSURE SHOUL				8/N OFF:			RMKS
		P/N ON:	***		8/N ON: _			SAME
RECORI	TIME SINCE NEW: HOU	RS	CYCLES			TS: HOURS		
725084	HIGH-PRESSURE ROTOR							
		P/N OFF:			S/N OFF:	. C + + - C + - C + - + - +		RMKS
		P/N ON:			S/N DN:			SAME
RECORD	TIME SINCE NEW: HOU		CYCLES		LIFE LIMI	TS: HOURS	CYCLES	*
RECORD	E LIFE LIMITED ROTATION INFORMATION BELOW TO	O CONTROL LI	FE LIMITED COMPONEN					
		P/N QFF:			S/N OFF:			RHKS
		P/N ON:	****		8/N ON: _			SAME
RECORD	TIME SINCE NEW: HOUR	ks	CYCLES	( ) RECORD HAX	LIFE LINI			TECHNICIAN
(99011	(0) (NKP) ( ) REPLAC RECORI	TOTAL DISC	CYCLES SINCE NEW	*************	• • • • • • • • •			****
725024	STAGE 1 LOW-PRESSURE		**************	**********	•••••	•••••••	********	• • • • • • • • • • •
760000	COMPRESSOR DISC:				S/N DFF:_			RMKS
		P/N ON:			S/N DN: _			SAME
RECORD	) TIME SINCE NEW: HOUR	86	CYCLEB	( ) RECORD HAX	LIFE LIMI			TECHNICIAN
708071						••••••		*4*******
/23031	STAGE 2 LOW-PRESSURE COMPRESSOR DISC:	-			S/N OFF:_			RMKS
		P/N ON:			8/N DN: _	. <b> </b>		SAME
RECORD	) TIME SINCE NEW: HOUF							
								TECHNICIAN

### COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC.

REPORT DATE 02/14/89

WORK COMPLIANCE FORM NO.

71.010

PAGE 10

AIRCRAFT NO.:

MODEL: 1124A WESTWIND ISSUED 07-88 REV.

(CONTINUED)

AIRCRAFT REG.: N368HD RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING. 89045 | WORK DUE AT \* = APU HRS. HOURS LANDINGS CYCLES DATE **\71.010** CHECK CURRENT DUE LIST FOR DUE TIME CHANGES 4200 29 29

725036	STAGE 3 LOW-PRESSURE						2442
	COMPRESSOR DISC:	P/N OFF:		 	8/N OFF:	5 H) 40 M (0) W (0) W (0) W (0) M (0	RNKS
		P/N ON:	****	 v	S/N ON:		SAME
						HOURSCYCLES	TECHNICIA
725041	STAGE 4 LOW-PRESSURE						
		P/N ON:		 	B/N ON:		SAME
						HOURSCYCLES	TECHNICIA
	OMPLETED FORM TO CAMP						



OPERATOR: ED-WEST, INC. AIRCRAFT NO.: 368

AIRCRAFT REG.: N368HD

MODEL: 1124A WESTWIND

WORK COMPLIANCE FORM NO.

PAGE 1

WORK DUE AT \* = APU HRS. RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY 88349 FOR YOUR RECORDS, RETURN CARBON COPY TO CSI FOR UPDATING. HOURS CYCLES LANDINGS 29 29 UNSCHEDULED COMPONENT UPDATE: WORK ACCOMPLISHED: DATE: MONTH\_\_\_\_\_DAY\_\_\_\_YEAR\_\_\_\_ AIRCRAFT HOURS:\_\_\_\_\_ LANDINGS:\_\_\_\_\_ TECHNICIAN SIGNATURE: \_\_\_\_\_ CERTIFICATE NUMBER: INSPECTED BY: \_\_\_\_\_KIND OF CERTIFICATE: \_\_\_ PART NAME: \_\_\_\_\_ REASON REMOVED: (CHECK ONE) TIME A( ) FAIL B( ) WORN C( ) LOANER D( ) SCHED CONV E( ) MOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG M( ) DAMAGED T( ) PART NUMBER\_\_\_\_\_\_ SERIAL NUMBER:\_\_\_\_\_ PART INSTALLED: PART NUMBER\_\_\_\_\_\_ SERIAL NUMBER:\_\_\_\_\_ TIME SINCE NEW: HRS LDGS MOS TIME SINCE OVERHAUL: HRS LDGS MOS WARRANTY TIME REMAINING: HRS\_\_\_\_LDGS\_\_\_\_\_MOS\_\_\_\_ MAN-HOURS: HRS\_\_\_\_TENTHS\_\_\_\_PRICE: \$\_\_\_\_\_ REMARKS: SERVICE/INSPECTION UPDATE: 9 DAY 6 YEAR 89 AIRCRAFT HOURS: 4272.1 LANDINGS: 2800 WORK ACCOMPLISHED: DATE: MONTH me certificate number: RS 503-17 TECHNICIAN SIGNATURE: KIND OF CERTIFICATE: Kenair TECHNICIAN INSPECTOR JOB DESCRIPTION **MAN-HOURS** CODE Service Bulletin 1124-32-009 REMARKS:

### COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC.

REPORT DATE 02/14/89

WORK COMPLIANCE FORM NO.

27.500

AIRCRAFT NO.:

368

MODEL: 1124A WESTWIND

AIRCRAFT REG .: N368MD

ISSUED 12-88 REV.

PAGE 1

89045 WORK DUE AT = APU HRS. RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY DATE HOURS LANDINGS CYCLES FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING. .00-000 300 CHECK CURRENT DUE LIST FOR DUE TIME CHANGES YEAR 89 AIRCRAFT HOURS: 4272,1 LANDINGS: 2800 WORK ACCOMPLISHED: DATE: MONTH TECHNICIAN SIGNATURE: \_\_\_\_\_ CERTIFICATE NUMBER: \_\_\_\_KIND OF CERTIFICATE: INSPECTED BY: TECHNICIAN INSPECTOR THE FOLLOWING WORK IS DUE AT THE TIME(S) NOTED ABOVE: MAN-HOURS 270211 INSPECT SCISSORS ASSEMBLY...SB 1124-55-097......

NO TEXT AVAILABLE AT THIS TIME.

OPERATOR: ED-WEST, INC. REPORT DATE 12/14/88 AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND

3570

WORK COMPLIANCE FORM NO.

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

55.040

AIRCRAFT REG .: N368ND ISSUED 07-88 REV. PAGE 1 WORK DUE AT 88349 = APU HRS RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY DATE HOURS LANDINGS CYCLES FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING 55-005

AIRCRAFT HOURS: 4129.6 WORK ACCOMPLISHED: DATE: MONTH CERTIFICATE NUMBER: 465-12-TECHNICIAN SIGNATURE:

THE FOLLOWING WORK IS DUE AT THE TIME(S) NOTED ABOVE:

TECHNICIAN INSPECTOR

MAN-HOURS

(550656) ( ) CHECK STABILIZER AFT BPAR SPLICE HINGE...HM 55-10-00.....

HRS.THS

910200 SB NO.1124-55-020

ISUAL INSPONLY EVERY 300 HRS

KIND OF CERTIFICATE:

550656

29 29

CHECK STABILIZER AFT SPAR SPLICE HINGE (REFER TO ILLUSTRATION ON CARD 55-4)

EQUIPMENT/CONSUMABLES: DYE PENETRANT, MAGNAFLUX ZL 22A FLUORESCENT PENETRANT MIL-I-25135 GROUP VI CLEANER REMOVER, TOWEL, ULTRAVIOLET LIGHT, MANUFACTURER'S DEVELOPER, ZINC CHROMATE PRIMER

- 1. REMOVE TAIL CONE, DISCONNECT TAIL LIGHT AND REMOVE EMPENNAGE FAIRINGS TO GAIN ACCESS TO THE HORIZONTAL STABILIZER HINGE ASSEMBLY.
- 2. STRIP PRIMER FROM OUTBOARD LUG RADDI FOR FULL WIDTH OF LUG AND AROUND LUG AND FACES. REFER TO ILLUSTRATION.
- 3. CLEAN STRIPPED AREA AND APPLY MAGNAFLUX ZL-22A FLUGRESCENT PENETRANT.
- 4. PERFORM DYE-PENETRANT INSPECTION ON OUTER RADIUS OF OUTBOARD LUGS, INCLUDING THE FORWARD AND AFT SURFACES.

NOTE: ANY FLUGRESCENT PENETRANT WHICH MEETS MIL-1-25135 GROUP VI REQUIREMENTS MAY BE USED.

- 5. AFTER FIVE MINUTES, REMOVE EXCESS PENETRANT BY WIPING WITH A TOWEL DAMPENED WITH CLEANER/REMOVER. DO NOT SPRAY CLEAMER/REMOVER ON PART. CONTINUE CLEANING UNTIL MOST OF THE "BACKGROUND" IS GONE AS REVEALED BY THE ULTRAVIOLET LIGHT.
- 6. APPLY DEVELOPER PER MANUFACTURER'S INSTRUCTIONS, AND INSPECT FOR CRACKS WITH ULTRAVIOLET LIGHT IN NEAR DARK CONDITIONS.
- 7. IF NO CRACKS ARE FOUND, REPAINT EXPOSED SURFACES WITH ZINC CHROMATE PRIMER.
- 8. IF CRACKS ARE FOUND, REFER TO SERVICE BULLETIN NO.1124-55-021 FOR REPLACEMENT OF THE HORIZONTAL STABILIZER SPAR SPLICE AND REPAIR OF THE HINGE ASSEMBLY.
- 9. ADDITIONAL INFORMATION MAY BE OBTAINED BY CONTACTING:

IAI INTERNATIONAL, INC.

P.O. BOX 10086

WILMINGTON, DE 19850

U.S.A.

TELEPHONE: (302) 322-7240

TELEX: 704034

- 10. REPLACE EMPENNAGE FAIRINGS, RECONNECT TAIL LIGHT AND REPLACE TAIL COME.
- 11. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

### COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC.

REPORT DATE 03/13/89

MODEL: 1124A WESTWIND

WORK COMPLIANCE FORM NO.

91.UPD1

AIRCRAFT NO.:

ISSUED

PAGE 1

AIRCRAFT REG .: N368HD RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING. \* = APU HRS. 89072 WORK DUE AT CYCLES HOURS LANDINGS DATE 90-001 CHECK CURRENT DUE LIST FOR DUE TIME CHANGES 4259 29 29

HORK ACCOMPLISHED: DATE: MONTH 4 DAY 12 YEAR 89 AIRCRAFT HOURS: 4218. QANDINGS: CERTIFICATE NUMBER: 4022 TECHNICIAN SIGNATURE: KIND OF CERTIFICATE: TECHNICIAN INSPECTOR THE FOLLOWING WORK IS DUE AT THE TIME(S) NOTED ABOVE: 910911 SB 1124-71-091 PART II.....

REFER TO APPLICABLE SERVICE BULLETIN FOR PROCEDURE.

ACCOMPLISHED ON # 1 ENGINE MOUNT ONLY

#### COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC. AIRCRAFT NO.:

29 29

REPORT DATE 06/13/89

WORK COMPLIANCE FORM NO.

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

MODEL: 1124A WESTWIND

91.UPD1

AIRCRAFT REG .: N368HD PAGE 1 89164 WORK DUE AT = APU HRS. RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING. HOURS LANDINGS 90-001

YEAR SG AIRCRAFT HOURS: 4265.8 LANDINGS: 2793 Resourched by

FOLLOWING WORK IS DUE AT THE TIME(S) NOTED ABOVE: TECHNICIAN

910912 88 1124-71-091 PART II.

REFER TO APPLICABLE SERVICE BULLETIN FOR PROCEDURE

4259

Reference to 5/29189 Lyberk entry. SB-1124-71-091 was completed at Garrett Aviation LAX Syned of by inspector John Robinson LA 40. 4265.8 Hours

#2 Engine

#### **COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM**

OPERATOR: ED-NEB. INC.

REPORT DATE 03/13/90

WORK COMPLIANCE FORM NO.

99.UPD1

AIRCRAFT NO.: AIRCRAFT REG.: N348HD

368

MODEL: 1124A WESTWIND

90-001 

WORK DUE AT = APU HRS HOURS LANDINGS 06/01/90 150

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

 $2_{-}$  aircraft hours: WORK ACCOMPLISHED: DATE: HONTH CERTIFICATE NUMBER: TECHNICIAN SIGNATURE: KIND OF CERTIFICATES \*\*\*\*\*\*\*\*\*\*\*\*\*\* TECHNICIAN INSPECTOR THE FOLLOWING WORK IS DUE AT THE TIME(8) NOTED ABOVE: HRS.THS 990983 AD 90-03-04 RIGHT HP DISC.....

NOT INSTACLED #

REFER TO APPLICABLE MERVICE BULLETIN FOR PROCEDURE.

### COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC.

REPORT DATE 03/13/90

WORK COMPLIANCE FORM NO.

99.UPD1

AIRCRAFT NO.:

368

MODEL: 1124A WESTWIND

NOT INSTALLED

AIRCRAFT REG : N368HD PAGE 1 RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY \* = APU HRS. WORK DUE AT 90072 FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING DATE HOURS LANDINGS CYCLES 70-001 CHECK CURRENT DUE LIST FOR DUE TIME CHANGES 150 29 29 06/01/90 AIRCRAFT HOURS! WORK ACCOMPLISHED: DATE: MONTH CERTIFICATE NUMBER: TECHNICIAN SIGNATURE: MAN-HOURS TECHNICIAN INSPECTOR THE FOLLOWING WORK IS DUE AT THE TIME(S) NOTED ABOVE: HRS. THS 990982 AD 90-03-04 LEFT HP DISC..... \*\*\*\*\*\*\*\*\*\*\*

REFER TO APPLICABLE SERVICE BULLETIN FOR PROCEDURE.



OPERATOR: ED-WES, INC.

MODEL: 1124A WESTWIND

WORK COMPLIANCE FORM NO.

99.UPD1

INCHALI	NO.: <b>368</b>		MODE	L: 1124A WEB	THIND		
IRCRAFT	REG.: N368HD						PAGE 1
90072	WORK DUTERT		* = APU HRS.		RECORD TIME WORK ACCOMPL		
99-001	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN	CARBON COPY TO CST FOR	T UPDATING.
29 29	60 BAYS				** NEW REQUIREMENT **	ADDED TO REPORT ON 03	5/05/90
WORK AC	COMPLIGHED: DAT	E: MONTH	DAY 2/	year_ 9	O AIRCRAFT HOURS:	LANDINGS:	ر در
TECHNIC:	IAN SIGNATURE		MD	1	CERTIFICATE NUMBER:	, 	
INSPECT	ED BY:		1 His	us.	KIND OF CERTIFICATE:	12580717740	
THE FOLI	LOWING WORK IS	DUE AT THE	TIME (8) NOTED	ABOVE:		TECHNISTAN INSPECTOR	MAN-HOURS HRS.THS
790980	AD90-03-02 VER	TICAL CYROS.	.,	********	****************		'
*****	AD90-03-02 VER	********	*********	********	**************************************	<del></del>	* 14 ### ################################

### COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WEST, INC.

REPORT DATE 12/14/88

MODEL: 1124A WESTWIND

WORK COMPLIANCE FORM NO.

95.100

AIRCRAFT NO.: 368

AIRCRAFT	REG.: N368MD		ISSUED	REV	. PAGE 1
88349	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY
75-001	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
29 29		150			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

HORK ACCOMPLISHED: DATE: MONTH 1 DAY 20 YEAR 89	AIRCRAFT HOURS: 417	ا م، وحد	ANDINGS: 2	280
A / 1 11	_ CERTIFICATE NUMBER:			
	KIND OF CERTIFICATE:			
THE FOLLOWING WORK IS DUE AT THE TIME(S) NOTED ABOVE:		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
730740 SL ##*2474		**********		**********

REFER TO APPLICABLE SERVICE LETTER FOR PROCEDURE.

#### COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WEST, INC.

**REPORT DATE 12/14/88** 

WORK COMPLIANCE FORM NO.

95,050

AIRCRAFT NO.:

368

MODEL: 1124A WESTWIND

PAGE 1

AIRCRAFT REG.: N348HD ISSUED REV. RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY 88349 WORK DUE AT = APU HRS FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING. CYCLES LANDINGS HOURS DATE **95-006** CHECK CURRENT DUE LIST FOR DUE TIME CHANGES 29 29 600

NORK ACCOMPLISHED: DATE: MONTH 91 DAY 20 YEAR 89 AIRCRAFT HOURS: 41	عم. رو د	ANDINGS: 2	<u>28</u> 0
TECHNICIAN SIGNATURE: Land School CERTIFICATE NUMBER:	465-18	44	
INSPECTED BY: KIND OF CERTIFICATE:	_		28
**************************************	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
(950500) ( ) INSPECT NACELLE COWLSSL NO. WW-2450B	<u> </u>	SB	nns.ins

INSPECT NACELLE CONLS (REFER TO ILLUSTRATION ON CARD 95-2)

NOTE: THE FOLLOWING PROCEDURES SHALL BE ACCOMPLISHED ON BOTH NACELLES.

- 1. TURN OFF ELECTRICAL POWER, DISCONNECT AIRCRAFT BATTERIES.
- 2. WITH INLET IN PLACE, INSPECT ANTI-ICING AIR PASSAGE RIVETS IN AREA DEFINED IN ILLUSTRATION.

NOTE: A DARK MARK OR STAIN ORIGINATING FROM THE RIVET HEAD WILL INDICATE EITHER A LOOSE RIVET, OR A RIVET WHOSE HEAD PROTRUDES ABOVE OR BELOW THE SURFACE. DO NOT CLEAR STREAKS UNTIL ALL SUSPECT RIVETS HAVE BEEN CHECKED AS OUTLINED BELOW.

- 3. PERFORM THE FOLLOWING CHECKS IN SEQUENCE: IF A RIVET IS DETERMINED TO BE LOOSE, USING TECHNIQUES OF A. AND/OR B. BELOW, MARK FOR REFERENCE WITH GREASE PENCIL AND PROCEED TO NEXT STEP.
  - A. PRESS RIVET WITH THUMBNAIL OR TOOL SUCH AS AML TO DETERMINE IF THERE IS ANY RELATIVE MOTION OR ROTATION BETHEEN RIVET AND SKIN. IF LOOSENESS IS IN DOUBT PROCEED TO NEXT STEP.
  - B. DIRECT FLASHLIGHT ON RIVET HEAD AND APPLY DOWNWARD FORCE WITH A DULL AWL, FIRST AT CENTER OF RIVET HEAD AND THEN AT A MINIMUM OF THREE POINTS NEAR PERIPHERY. OBSERVE FOR ANY RIVET MOTION.
- 4. IF NO LOOSE OR MISSING RIVETS ARE FOUND, RETURN THE AIRCRAFT TO NORMAL STATUS.
- 5. IF LODSE AND/OR MISBING RIVETS ARE FOUND ON NACELLE INLET P/N F10A5B20201-X, REFER TO SERVICE LETTER NO.WW-2450AB.

NOTE: DO NOT ATTEMPT TO REPLACE LOOSE OR MISSING RIVETS.

1 ODGE

6. IF LODGE AND/OR MISSING RIVETS ARE FOUND IN THE LEADING EDGE ON NACELLE INLETS P/N F10A5B50201-X OR P/N F10A5RDB50201-X, REFER TO GRUMMAN AEROSPACE MAINTENANCE BULLETIN (GAC-002-084, DATED 5-7-84) FOR LIMITATIONS AND REPAIR PROCEDURES. IF LOGSE AND/OR MISSING RIVETS ARE FOUND ON THE ABOVE ASSEMBLIES IN AREAS OTHER THAN THE LEADING EDGE, CONTACT AN IAII TECHNICAL REPRESENTATIVE.

NOTE: GRUMMAN AEROSPACE MAINTENANCE BULLETIN IS ATTACHED TO S.L.WW-2450B.

7. CHECK THE MID-FRAME FOR CRACKS, UTILIZING THE BORESCOPE SPECIFIED OR AN EQUIVALENT BY INSERTING THE BORESCOPE THROUGH THE VENTS. THE PATH OF EACH INSERTION IS SHOWN BY THE HEAVY DASHED LINES AS NOTED ON ILLUSTRATION. RECORD ANY CRACKS OBSERVED.

EDAME

NOTE: TO INSPECT FLANGE FOR CRACKS, INSERT BORESCOPE THROUGH LIGHTENING HOLE. CHECK FLANGE FOR CRACKS BETWEEN RIVETS AND FROM RIVETS AFT TO FLANGE BEND RADIUS. REFER TO TABLE FOR NACELLE INLET COWL DISPOSITION. TABLE

	FOOTE	1 1/17/10	
CONDITION	RIVETS	CRACKED	DISPOSITION
1	NO	200 Apr pl	NO FURTHER ACTION REQUIRED. RETURN AIRCRAFT TO SERVICE. REINSPECT AT 150 HOURS.
2	YES	NO	A. IF THELVE (12) OR MORE DEFECTIVE RIVETS ARE FOUND IN ONE FRAME OR IF SIX (6) OR MORE ADJACENT RIVETS ARE DEFECTIVE PROCEED TO STEP 8.  B. IF THERE ARE DEFECTIVE RIVETS, BUT NOT EXCEEDING

#### **COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM**

OPERATOR: ED-WES, INC.

89164 WORK DUE AT

REPORT DATE 06/13/89

WORK COMPLIANCE FORM NO.

97.UPD1

AIRCRAFT NO.:

AIRCRAFT REG.: N368ND

HOURS

\* = APU HRS

LANDINGS

MODEL: 1124A WESTWIND

PAGE 1 RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.

90-001 29 29 150 CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

CERTIFICATE NUMBER: KIND OF CERTIFICATE: \*\*\*\*\*\*\*\*\*\*\*\* THE FOLLOWING WORK IS DUE AT THE TIME(S) NOTED ABOVE: INSPECTOR HAN-HOURS HRS.THS 972200 TFE731-A72-3388 LEFT ENG.....

REFER TO APPLICABLE SERVICE BULLETIN FOR PROCEDURE.

Not applicable Due to Serial Number et enfine

### **COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM**

OPERATOR: ED-WES, INC.

REPORT DATE 06/13/89

WORK COMPLIANCE FORM NO.

97.UPD1

AIRCRAFT NO.:

MODEL: 1124A WESTWIND

PAGE 1

AIRCRAFT REG.: N368MD RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY 89164 WORK DUE AT = APU HRS. FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING. LANDINGS HOURS 90-001 29 29 CHECK CURRENT DUE LIST FOR DUE TIME CHANGES 150 AIRCRAFT HOURS: CERTIFICATE NUMBER: KIND OF CERTIFICATE: INSPECTED BY: THE FOLLOWING WORK IS DUE AT THE TIME(S) NOTED ABOVE: TECHNICIAN INSPECTOR 972202 TFE731-A72-3388 RIGHT ENG... REFER TO APPLICABLE SERVICE BULLETIN FOR PROCEDURE. Not applicable Due to Serial number of engine

### COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WEST, INC.

REPORT DATE 12/14/88

WORK COMPLIANCE FORM NO.

AIRCRAFT NO.: 368

MODEL: 1124A HESTHIND

PAGE 1

99.110

AIRCRAFT REG.: N368MD

ISSUED

REV.

7 (11 (0) () (1	ILCO. MARCHIN				
88349	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY
99-001	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
44-001					
29 29		500			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLIBHED: DATE: MONTH 01 DAY 20 YEAR 89	AIRCRAFT HOURS: 4189.6 LANDINGS: 2635
A ( )	CERTIFICATE NUMBER: 465-124
	KIND OF CERTIFICATE: REPAIR STATION
THE FOLLOWING WORK IS DUE AT THE TIME(S) NOTED ABOVE:	TECHNICIAN INSPECTOR MAN-HOURS HRS.TH6
990100 AD 84-02-08	

REFER TO APPLICABLE AIRWORTHINESS DIRECTIVE FOR PROCEDURE.



WORK COMPLIANCE FORM NO. OPERATOR: ED-WES, INC. 99.UPD1 MODEL: 1124A HESTHIND AIRCRAFT NO.: 368 AIRCRAFT REG .: N368HD ISSUED REV. PAGE 1 RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEED TOR CO FOR YOUR RECORDS, RETURN CARBON COPY TO USE FOR UPDATED 89012 WORK DUE NEXT APU HRS LANDINGS XX-XX ADDED TO REPORT ON 09/13/88 \*\* NEW REQUIREMENT \*\* 29 29 DAY 20 AIRCRAFT HOURS: 4129.6 HORK ACCOMPLISHED: DATE: MONTH CERTIFICATE NUMBER: 465-12 TECHNICIAN BIGNATURE: TECHNICIAN ANSPECTOR MAN-HOURS THE FOLLOWING WORK IS DUE AT THE TIME(S) NOTED ABOVE: 990165 AD88-18-03 LEFT ENGINE...

NO TEXT AVAILABLE AT THIS TIME.

### **COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM**

OPERATOR: ED-WEST, INC.

AIRCRAFT REG .: N368ND

WORK COMPLIANCE FORM NO.

AIRCRAFT NO.:

368

MODEL: 1124A WESTWIND

99.UPD1

PAGE 1

ISSUED

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY FOR YOUR RECORDS, RETURN CARBON COPY TO CSI FOR UPDATING.

88349 WORK DUE ANEXT = APU HRS. HOURS LANDINGS XX-XXX \*\* NEW REQUIREMENT \*\* ADDED TO REPORT ON 09/13/88 29 29

DAY 200 TECHNICIAN SIGNATURE: THE FOLLOWING WORK IS DUE AT THE TIME(S) NOTED ABOVE: TECHNICIAN INSPECTOR MAN-HOURS HRS. THS

NO TEXT AVAILABLE AT THIS TIME.

990166 AD88-18-03 RIGHT ENGINE.