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WORK DUE AT	* = APU HRS		
DATE	HOURS	LANDINGS	CYCLES

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 5 DAY 25 YEAR 90 AIRCRAFT HOURS: 4608.3 LANDINGS: 3193

TECHNICIAN SIGNATURE: James E Oelkly CERTIFICATE NUMBER: 565505463

INSPECTED BY: _____ KIND OF CERTIFICATE: A & P

****

230121 PART NAME: VHF NO.1 TRANSCEIVER MM 23-20-00
REASON REMOVED: (CHECK ONE) TECHNICIAN: JSO INSP: _____
TIME A( ) FAIL B( ) WORN C( ) LOANER D(X) SCHED CONV E( ) MOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG M( ) DAMAGED T( )

PART REMOVED: PART NUMBER 622-1879-002 SERIAL NUMBER: 19471

PART INSTALLED: PART NUMBER 622-1334-002 SERIAL NUMBER: 4592

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

WARRANTY TIME REMAINING: HRS_____LDGS_____MOS_____ MAN-HOURS: HRS_____TENTHS_____PRICE: $_____

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230126 PART NAME: VHF NO.2 TRANSCEIVER MM 23-20-00
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: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

WARRANTY TIME REMAINING: HRS_____LDGS_____MOS_____ MAN-HOURS: HRS_____TENTHS_____PRICE: $_____

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230121, 230126
VHF TRANSCEIVER - REMOVAL AND INSTALLATION (REFER TO FIGURE 6 ON CARD 23-1)
CONSUMABLES: SAFETY WIRE

A REMOVAL (REFER TO FIGURE 6)
1. REMOVE SAFETY WIRE FROM KNURLED NUTS AND LOOSEN NUTS.
2. REMOVE VHF-20 FROM MOUNT.
3. 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 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.
4. TIGHTEN THE TWO KNURLED NUTS TO HOOK PROJECTIONS ON THE FRONT OF THE VHF-20 TRANSCEIVER.
5. SAFETYWIRE THE KNURLED NUTS.

CAMP SYSTEMS, Inc.

COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 23.050

AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD ISSUED 07-80 REV.

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WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 05 DAY 08 YEAR 90 AIRCRAFT HOURS: 4591.8 LANDINGS: 3168

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: 565-55-0463

INSPECTED BY: _____ KIND OF CERTIFICATE: A&P

****

230121 PART NAME: VHF NO.1 TRANSCEIVER MM 23-20-00

REASON REMOVED: (CHECK ONE) TECHNICIAN: JSO INSP: _____

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

PART REMOVED: PART NUMBER 622-1334-002 SERIAL NUMBER: 4592

PART INSTALLED: PART NUMBER 622-1879-002 SERIAL NUMBER: 19471

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS 0 LDGS_____MOS_____

WARRANTY TIME REMAINING: HRS_____LDGS_____MOS_____ MAN-HOURS: HRS_____TENTHS_____PRICE: $_____

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230126 PART NAME: VHF NO.2 TRANSCEIVER MM 23-20-00

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: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

WARRANTY TIME REMAINING: HRS_____LDGS_____MOS_____ MAN-HOURS: HRS_____TENTHS_____PRICE: $_____

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230121, 230126

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

CONSUMABLES: SAFETY WIRE

A REMOVAL (REFER TO FIGURE 6)

1. REMOVE SAFETY WIRE FROM KNURLED NUTS AND LOOSEN NUTS.
2. REMOVE VHF-20 FROM MOUNT.
3. 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 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.
4. TIGHTEN THE TWO KNURLED NUTS TO HOOK PROJECTIONS ON THE FRONT OF THE VHF-20 TRANSCEIVER.
5. SAFETYWIRE THE KNURLED NUTS.

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WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 30 YEAR 90 AIRCRAFT HOURS: 4578.2 LANDINGS: _____

TECHNICIAN SIGNATURE: Aero Air Inc. CERTIFICATE NUMBER: GFER332E

INSPECTED BY: D E Elkins KIND OF CERTIFICATE: Repair Station

****

240116 PART NAME: LEFT STARTER/GENERATOR MM 80-10-00
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 23065-018-01 SERIAL NUMBER: 3007

PART INSTALLED: PART NUMBER 23065-018-01 SERIAL NUMBER: 3268

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS 349.1 LDGS_____MOS_____

WARRANTY TIME REMAINING: HRS_____LDGS_____MOS_____ MAN-HOURS: HRS_____TENTHS_____PRICE: $_____

SIGNOFF ANY WORK ACCOMPLISHED BELOW.	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
240121 CHECK LEFT STARTER/GENERATOR BRUSH WEAR/TENSION...MM 80-10-00.....		DEE	_____._____
240123 INSPECT/LUBRICATE LEFT STARTER GENERATOR SPLINE...SM 72-00-00.....		DEE	_____._____

****

240126 PART NAME: RIGHT STARTER/GENERATOR MM 80-10-00
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 23065-018-01 SERIAL NUMBER: 3268

PART INSTALLED: PART NUMBER 23065-018-01 SERIAL NUMBER: 2258

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS 0 LDGS_____MOS_____

WARRANTY TIME REMAINING: HRS 1000 LDGS_____MOS_____ MAN-HOURS: HRS_____TENTHS_____PRICE: $_____

SIGNOFF ANY WORK ACCOMPLISHED BELOW.	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
240131 CHECK RIGHT STARTER/GENERATOR BRUSH WEAR/TENSION...MM 80-10-00.....			_____._____
240133 INSPECT/LUBRICATE RIGHT STARTER GENERATOR SPLINE...SM 72-00-00.....		DEE	_____._____

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240116, 240126
STARTER/GENERATOR - REMOVAL AND INSTALLATION, SERVICE, INSPECTION (REFER TO ILLUSTRATION ON CARD 24-1)
EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 TO 90 INCH-POUNDS, SOLVENT (FEDERAL SPECIFICATION PD 680, TYPE I)

NOTE: EQUIVALENT SUBSTITUTES MAY BE USED FOR THE FOLLOWING ITEMS: GREASE AEROSHELL 17 (MIL-G-21164), GREASE AEROSHELL 22 (MIL-G-81322), MOBIL GREASE NO.28 (MIL-G-81322), MOBIL GREASE NO.29 MOLYBDENUM-DISOLPHIDE (MIL-G-81827), GREASE MIL-G-21164

A REMOVAL

1. DISCONNECT ELECTRICAL POWER FROM AIRCRAFT.
2. OPEN ENGINE SIDE COWL.
3. REMOVE BOLTS AND WASHERS SECURING AIR COOLING DUCT TO STARTER/GENERATOR AND DISCONNECT DUCT.
4. REMOVE NUT AND WASHERS SECURING PLASTIC COVER TO TERMINAL BLOCK AND REMOVE COVER.
5. TAG ELECTRICAL LEADS AND DISCONNECT THEM FROM TERMINAL BLOCK.
6. REMOVE SCREW AND WASHERS SECURING BONDING STRAP TO STARTER/GENERATOR AND DISCONNECT BONDING STRAP.
7. SUPPORT STARTER/GENERATOR AND LOOSEN CLAMP SECURING STARTER/GENERATOR TO MOUNTING PAD.
8. REMOVE STARTER/GENERATOR.

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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.
DATE	HOURS	LANDINGS	CYCLES	
				UNSCHEDULED

9. COVER ACCESSORY GEARBOX PAD.
10. 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. UNCOVER ACCESSORY GEARBOX PAD.
3. THOROUGHLY CLEAN ENGINE DRIVE SPUR GEAR AND STARTER/GENERATOR DRIVE SHAFT WITH APPROVED SOLVENT.
4. LUBRICATE STARTER/GENERATOR DRIVE SHAFT WITH LUBRICANT LISTED IN THE ABOVE NOTE.
5. FOR GENERAL ELECTRIC 2CM504D2D: INSTALL STARTER/GENERATOR ON MOUNTING ADAPTER AND INSTALL SECURING CLAMP. TIGHTEN AND TORQUE CLAMP NUT 80 TO 90 INCH-POUNDS SAFETYWIRE CLAMP.
6. FOR LEAR SIEGLER 23065: INSTALL STARTER/GENERATOR ON MOUNTING ADAPTER AND INSTALL SECURING CLAMP. TIGHTEN AND TORQUE CLAMP NUT TO 70 INCH-POUNDS. SAFETYWIRE CLAMP.
7. CONNECT BONDING TO STARTER/GENERATOR, AND SECURE WITH WASHERS AND SCREW.
8. CONNECT ELECTRICAL LEADS TO TERMINAL BLOCK AND SECURE WITH WASHERS AND NUTS. REMOVE MARKING TAGS.
9. INSTALL PLASTIC COVER ON TERMINAL BLOCK AND SECURE WITH WASHERS AND NUTS.
10. CONNECT AIR COOLING DUCT TO STARTER/GENERATOR AND SECURE WITH WASHERS AND BOLTS.
11. PERFORM GROUND ENGINE START AND CHECK FOR NORMAL STARTER/GENERATOR OPERATION IN ACCORDANCE WITH THE AIRCRAFT FLIGHT MANUAL AND MAINTENANCE MANUAL, CHAPTER 24-30-00, ADJUSTMENT/TEST.

NOTE: REFER TO CHAPTER 71-00-00 FOR CAUTIONS REGARDING GROUND MAINTENANCE ENGINE RUN UP.

12. CLOSE ENGINE SIDE COWL.

240121, 240131

C CHECK GENERATOR BRUSH WEAR/TENSION

NOTE: FOR GE STARTER/GENERATOR PERFORM STEPS 1 AND 3. FOR LEAR SIEGLER STARTER/GENERATOR PERFORM STEPS 2 AND 3.

1. CHECK GE STARTER/GENERATOR AS FOLLOWS:
   A. OPEN ENGINE COWL.
   B. LOOSEN BRUSH COVER TENSION SCREW SUFFICIENTLY TO UNSNAP CROSSBAR, EXPAND COVER TO CLEAR ALIGNMENT PIN AND REMOVE COVER TO EXPOSE BRUSHES.

      CAUTION: DO NOT REMOVE BRUSHES OR DISTURB BRUSH SPRING CONTACT. BRUSHES SHOULD BE REPLACED ONLY BY PERSONNEL HAVING RUN-IN FACILITIES.

   C. MEASURE OVERALL LENGTH OF EACH BRUSH, FROM COMMUTATOR SURFACE TO THE OUTERMOST EDGE OF THE EXPOSED SLOPED END, USING A SMALL SCALE WITH SLIDING CLIP, A 2-1/2 INCH SCALE SEGMENT MAY BE USEFUL TO MEASURE THE TOP BRUSHES OF THE STARTER/GENERATOR.
   D. RECORD MEASURED LENGTHS OF EACH BRUSH, USING A SCHEME WHICH CAN BE REPEATED CONSISTENTLY FOR SUBSEQUENT INSPECTIONS FOR COMPARISON PURPOSES.

      NOTE: NEW RUN-IN BRUSHES HAVE AN OVERALL LENGTH OF APPROXIMATELY 1.38 INCH. BRUSHES SHOULD BE REPLACED WHEN ANY BRUSH IS WORN TO AN OVERALL LENGTH OF 0.875 INCH, OR 450 OPERATING HOURS, WHICHEVER OCCURS FIRST. BRUSHES MUST BE REPLACED WHEN ANY BRUSH IS WORN TO AN OVERALL LENGTH OF 0.70 INCH. BRUSH SPRING TENSION SHOULD BE CHECKED WHEN NEW BRUSHES ARE INSTALLED OR STARTER/GENERATOR IS OVERHAULED.

      CAUTION: CONTINUED USE OF A STARTER/GENERATOR WITH ANY BRUSH OF MINIMUM LENGTH OR LESS WILL LIKELY RESULT IN DAMAGE TO THE COMMUTATOR AND FAILURE OF THE STARTER/GENERATOR.

   E. INSPECT THE ARMATURES COMMUTATOR SURFACE. AN EXCESSIVELY WORN, GROOVED OR DISCOLORED COMMUTATOR REQUIRES IMMEDIATE STARTER/GENERATOR MAINTENANCE OR REPLACEMENT. THE COMMUTATOR SURFACE SHOULD BE A BROWNISH COLOR. BLUISH DISCOLORATION INDICATES OVERHEATING CONDITIONS, CHECK FOR ELECTRICAL OVERLOADING AND FOR STARTER/GENERATOR COOLING AIR SYSTEM LEAKS OR RESTRICTIONS. BLACKENED DISCOLORATION INDICATES ARCING DUE TO POOR BRUSH/COMMUTATOR CONTACT.
   F. REPLACE BRUSH COVER INTO POSITION WITH ALIGNMENT PIN AND TIGHTEN TENSION SCREW 15 TO 20 INCH-POUNDS TORQUE.

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	DATE	HOURS	LANDINGS	CYCLES	
					UNSCHEDULED

G. CHECK BRUSH SPRING TENSION IN ACCORDANCE WITH GENERAL ELECTRIC MANUAL GEK-34448, 24-31-30.
H. CLOSE ENGINE COWL.

2. CHECK LEAR SIEGLER STARTER/GENERATOR AS FOLLOWS:
   A. OPEN ENGINE COWL.
   B. REMOVE BRUSH COVER.
   C. REMOVE THE SCREWS SECURING THE BRUSH LEADS TO THE BRUSH HOLDERS.
   D. WITH A STIFF WIRE HOOK, LIFT SPRINGS FROM BRUSHES AND REMOVE BRUSHES.

      NOTE: IF BRUSHES ARE TO BE REUSED, MARK EACH BRUSH TO ALLOW REINSTALLATION IN THE BRUSH HOLDER FROM WHICH IT WAS REMOVED.

   E. EVALUATE THE REMAINING LIFE OF EACH BRUSH ACCORDING TO ILLUSTRATION.
   F. IF IT IS ESTIMATED THAT ANY ONE BRUSH WILL BE COMPLETELY WORN OUT BEFORE THE NEXT INSPECTION OR OVERHAUL, THEN ALL BRUSHES SHOULD BE REPLACED.

      CAUTION: NEW BRUSHES MAY BE INSTALLED AT THE LINE MAINTENANCE LEVEL ONLY UNDER THE FOLLOWING PROVISIONS:
      A. THE UNIT WAS FUNCTIONING NORMALLY IMMEDIATELY PRIOR TO THE BRUSH REPLACEMENT.
      B. IF INSPECTION OF STARTER/GENERATOR COMPONENTS AS DESCRIBED BELOW HAS SHOWN NO DEFECTS INDICATING THE NEED FOR OVERHAUL.
      C. BRUSHES ARE OF THE "INSTANT FILMING" TYPE AND ARE OF THE SPECIFIED LSI PART NUMBER (ILLUSTRATION).
      D. BRUSHES MUST BE CORRECTLY INSTALLED ACCORDING TO ILLUSTRATION.

      NOTE: IF NEW BRUSHES HAVE BEEN INSTALLED, IT IS NOT NECESSARY TO CONDUCT SEATING OR RUN-IN OPERATIONS DUE TO THE ABILITY OF THE "INSTANT FILMING" BRUSHES TO CARRY FULL STARTING AND GENERATING CURRENTS WITHOUT SUCH RUN-IN. IF THE SPECIFIED BRUSH IS NOT OF ONE OF THESE TYPES, THE UNIT MUST BE RETURNED TO THE OVERHAUL SHOP FOR BRUSH REPLACEMENT, RUN-IN AND TEST.

   G. CHECK THE FOLLOWING ITEMS FOR CONDITION WHILE BRUSHES ARE REMOVED: BEARINGS, BRUSH HOLDERS AND SPRINGS, COMMUTATOR DAMPER ASSEMBLY, DRIVE SHAFT, FAN AND FAN COVER.
   H. INSTALL BRUSHES, BRUSH SPRINGS AND SECURE BRUSH LEADS TO THE BRUSH HOLDERS WITH SCREWS.
   I. INSTALL BRUSH COVER AND ENSURE IT IS SEATED IN THE HOUSING RECESS.
   J. CHECK BRUSH SPRING TENSION BY INSERTING A SMALL LOOP OF WIRE UNDER TANG OF SPRING. RAISE BRUSH BY MEANS OF A SCALE UNTIL POSITION OF SPRING TANG APPROXIMATES DISTANCE IT WOULD BE RAISED IF LOWER END OF BRUSH WERE FLUSH WITH LOWER END OF BRUSH HOLDER ASSEMBLY. IN THIS POSITION, SPRING TENSION SHOULD BE BETWEEN 40 AND 55 OUNCES. TAKE AN AVERAGE OF SEVERAL READINGS. IF SPRING TENSION IS NOT WITHIN THIS RANGE, REPLACE THE SPRING.
   K. CLOSE ENGINE COWL.

3. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

240123, 240133
D SPLINE - INSPECTION/LUBRICATION

1. REMOVE STARTER/GENERATOR. REFER TO STEP A.
2. (PRE SB 72-3124) INSPECT AND LUBRICATE STARTER/GENERATOR DRIVE SPLINES OF ACCESSORY DRIVE GEARBOX.
   A. CLEAN STARTER/GENERATOR SPLINES ON ACCESSORY DRIVE GEARBOX AND SPLINES ON REMOVED ACCESSORY WITH SOLVENT (FEDERAL SPECIFICATION PD-680, TYPE I).
   B. DRY CLEANED SPLINES USING A DIRECTED AIR BLAST OF CLEAN COMPRESSED AIR.
   C. INSPECT STARTER/GENERATOR SPLINES ON ACCESSORY DRIVE GEARBOX FOR WEAR. MAXIMUM ALLOWABLE DEPTH OF INTERNAL SPLINE WEAR, MEASURED AT PITCH LINE OF TOOTH, IS 0.010 INCH. DETERMINE WEAR DEPTH BY COMPARING MAXIMUM WEAR AREA ON SPLINE WITH END AREA WHERE THERE IS NO WEAR. THIS "NO WEAR" AREA IS NORMALLY AT EXTREME AFT END OF SPLINE WHERE THERE IS NO ENGAGEMENT WITH MATING SPLINE OF ACCESSORY. IF ALLOWABLE WEAR LIMIT IS EXCEEDED, REMOVE AND REPLACE GEARSHAFT IN ACCORDANCE WITH ENGINE LMM 72-60-02.
   D. PACK SPLINE CAVITY OF STARTER/GENERATOR SPLINE ON FORWARD FACE OF ACCESSORY DRIVE GEARBOX WITH ONE OF THE FOLLOWING LUBRICANTS.
      (1) GREASE (AEROSHELL NO.17 (MIL-G-21164)).

<< CONTINUED >>

(2) GREASE (AEROSHELL NO.22 (MIL-G-81322)).
(3) GREASE (MIL-G-21164).
(4) GREASE (MOBIL 28 (MIL-G-81322)).
(5) GREASE (MOBIL 29 (MIL-G-81827) (MOLYBDENUM DISULPHIDE)).

E. REFER TO STEP 6.

3. (POST SB 72-3124) INSPECT STARTER/GENERATOR DRIVE SPLINES OF ACCESSORY DRIVE GEARBOX.

NOTE: IT IS NOT NECESSARY TO REMOVE SPLINED ADAPTER UNLESS INSPECTION INDICATES REPLACEMENT IS NECESSARY.

A. VISUALLY INSPECT INTERNAL SPLINES OF STARTER/GENERATOR DRIVE SPLINED ADAPTER FOR EVIDENCE OF CRACKING. CRACKING IS NOT ACCEPTABLE. VISUALLY INSPECT INTERNAL SPLINES FOR WEAR OR DEFORMATION. WEAR OR DEFORMATION OF SPLINES IS ACCEPTABLE PROVIDED THAT IT DOES NOT EXCEED 0.020 INCH DEPTH, MEASURED AT PITCH LINE OF THE TEETH. REMOVE AND REPLACE SPLINED ADAPTER IN ACCORDANCE WITH ENGINE LMM 72-60-02, IF REQUIREMENTS ARE NOT MET.

B. REFER TO STEP 6.

4. (PRE SB 72-3128) INSPECT AND LUBRICATE ALTERNATOR DRIVE SPLINES ON ACCESSORY DRIVE GEARBOX.

R A. REMOVE ALTERNATOR FROM FORWARD FACE OF ACCESSORY DRIVE GEARBOX.

B. CLEAN ALTERNATOR SPLINES ON ACCESSORY DRIVE GEARBOX AND SPLINES ON REMOVED ACCESSORY WITH SOLVENT (FEDERAL SPECIFICATION PD-680, TYPE I).

C. DRY CLEANED SPLINES USING A DIRECTED AIR BLAST OF CLEAN COMPRESSED AIR.

D. INSPECT ALTERNATOR DRIVE SPLINES ON ACCESSORY DRIVE GEARBOX FOR WEAR. MAXIMUM ALLOWABLE DEPTH OF INTERNAL SPLINE WEAR, MEASURED AT PITCH LINE OF TOOTH, IS 0.010 INCH. DETERMINE WEAR DEPTH BY COMPARING MAXIMUM WEAR AREA ON SPLINE WITH END WHERE THERE IS NO WEAR. THIS "NO WEAR" AREA IS NORMALLY AT EXTREME AFT END OF SPLINE WHERE THERE IS NO ENGAGEMENT WITH MATING SPLINE OF ACCESSORY. IF ALLOWABLE WEAR LIMIT IS EXCEEDED, REMOVE AND REPLACE GEARSHAFT IN ACCORDANCE WITH ENGINE LMM 72-60-02, IF REQUIREMENTS ARE NOT MET.

E. PACK SPLINE CAVITY OF ALTERNATOR SPLINE ON FORWARD FACE OF ACCESSORY DRIVE GEARBOX WITH ONE OF THE FOLLOWING LUBRICANTS.
(1) GREASE (AEROSHELL NO.17 (MIL-G-21164)).
(2) GREASE (AEROSHELL NO.22 (MIL-G-81322)).
(3) GREASE (MIL-G-21164).
(4) GREASE (MOBIL 28 (MIL-G-81322)).
(5) GREASE (MOBIL 29 (MIL-G-81827) (MOLYBDENUM DISULPHIDE)).

R F. INSTALL ALTERNATOR ON FORWARD FACE OF ACCESSORY DRIVE GEARBOX.

G. REFER TO STEP 6.

5. (POST SB 72-3128) INSPECT ALTERNATOR DRIVE SPLINES ON ACCESSORY DRIVE GEARBOX.

NOTE: IT IS NOT NECESSARY TO REMOVE SPLINED ADAPTER UNLESS INSPECTION INDICATES REPLACEMENT IS NECESSARY.

A. VISUALLY INSPECT INTERNAL SPLINES OF ALTERNATOR DRIVE SPLINED ADAPTER FOR EVIDENCE OF CRACKING. CRACKING IS NOT ACCEPTABLE. VISUALLY INSPECT INTERNAL SPLINES FOR WEAR OR DEFORMATION. WEAR OR DEFORMATION OF SPLINES IS ACCEPTABLE PROVIDED THAT IT DOES NOT EXCEED 0.020 INCH DEPTH, MEASURED AT PITCH LINE OF THE TEETH. REMOVE AND REPLACE SPLINED ADAPTER IN ACCORDANCE WITH ENGINE LMM 72-60-02, IF REQUIREMENT ARE NOT MET.

6. INSTALL STARTER/GENERATOR. REFER TO STEP B.

7. RECORD LUBRICATION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

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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.
DATE	HOURS	LANDINGS	CYCLES	
				UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 30 YEAR 90 AIRCRAFT HOURS: 4578.2 LANDINGS: _____

TECHNICIAN SIGNATURE: Aero Air Inc. CERTIFICATE NUMBER: GFER.232E

INSPECTED BY: [signature] KIND OF CERTIFICATE: Repair Station

		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
240123	INSPECT/LUBRICATE LEFT STARTER GENERATOR SPLINE...SM 72-00-00.....	[signature]		-----.-----
240133	INSPECT/LUBRICATE RIGHT STARTER GENERATOR SPLINE...SM 72-00-00.....	[signature]		-----.-----

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240123, 240133
INSPECT/LUBRICATE STARTER/GENERATOR SPLINE
EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 TO 90 INCH-POUNDS, SOLVENT (FEDERAL SPECIFICATION PD 680, TYPE 1)

NOTE: EQUIVALENT SUBSTITUTES MAY BE USED FOR THE FOLLOWING ITEMS: GREASE AEROSHELL 17 (MIL-G-21164), GREASE AEROSHELL 22 (MIL-G-81322), MOBIL GREASE NO.28 (MIL-G-81322), MOBIL GREASE NO.29 MOLYBDENUM-DISOLPHIDE (MIL-G-81827), GREASE MIL-G-21164

1. DISCONNECT ELECTRICAL POWER FROM AIRCRAFT.
2. OPEN ENGINE SIDE COWL.
3. REMOVE BOLTS AND WASHERS SECURING AIR COOLING DUCT TO STARTER/GENERATOR AND DISCONNECT DUCT.
4. REMOVE NUT AND WASHERS SECURING PLASTIC COVER TO TERMINAL BLOCK AND REMOVE COVER.
5. TAG ELECTRICAL LEADS AND DISCONNECT THEM FROM TERMINAL BLOCK.
6. REMOVE SCREW AND WASHERS SECURING BONDING STRAP TO STARTER/GENERATOR AND DISCONNECT BONDING STRAP.
7. SUPPORT STARTER/GENERATOR AND LOOSEN CLAMP SECURING STARTER/GENERATOR TO MOUNTING PAD.
8. (PRE SB 72-3124) INSPECT AND LUBRICATE STARTER/GENERATOR DRIVE SPLINES OF ACCESSORY DRIVE GEARBOX.
   A. CLEAN STARTER/GENERATOR SPLINES ON ACCESSORY DRIVE GEARBOX AND SPLINES ON REMOVED ACCESSORY WITH SOLVENT (FEDERAL SPECIFICATION PD-680, TYPE I).
   B. DRY CLEANED SPLINES USING A DIRECTED AIR BLAST OF CLEAN COMPRESSED AIR.
   C. INSPECT STARTER/GENERATOR SPLINES ON ACCESSORY DRIVE GEARBOX FOR WEAR. MAXIMUM ALLOWABLE DEPTH OF INTERNAL SPLINE WEAR, MEASURED AT PITCH LINE OF TOOTH, IS 0.010 INCH. DETERMINE WEAR DEPTH BY COMPARING MAXIMUM WEAR AREA ON SPLINE WITH END AREA WHERE THERE IS NO WEAR. THIS "NO WEAR" AREA IS NORMALLY AT EXTREME AFT END OF SPLINE WHERE THERE IS NO ENGAGEMENT WITH MATING SPLINE OF ACCESSORY. IF ALLOWABLE WEAR LIMIT IS EXCEEDED, REMOVE AND REPLACE GEARSHAFT IN ACCORDANCE WITH ENGINE LMM 72-60-02.
   D. PACK SPLINE CAVITY OF STARTER/GENERATOR SPLINE ON FORWARD FACE OF ACCESSORY DRIVE GEARBOX WITH ONE OF THE FOLLOWING LUBRICANTS.
      (1) GREASE (AEROSHELL NO.17 (MIL-G-21164)).
      (2) GREASE (AEROSHELL NO.22 (MIL-G-81322)).
      (3) GREASE (MIL-G-21164).
      (4) GREASE (MOBIL 28 (MIL-G-81322)).
      (5) GREASE (MOBIL 29 (MIL-G-81827) (MOLYBDENUM DISULPHIDE)).
R E. INSTALL STARTER/GENERATOR ON FORWARD FACE OF ACCESSORY DRIVE GEARBOX.
   E. REFER TO STEP 12.
9. (POST SB 72-3124) INSPECT STARTER/GENERATOR DRIVE SPLINES OF ACCESSORY DRIVE GEARBOX.

   NOTE: IT IS NOT NECESSARY TO REMOVE SPLINED ADAPTER UNLESS INSPECTION INDICATES REPLACEMENT IS NECESSARY.

   A. VISUALLY INSPECT INTERNAL SPLINES OF STARTER/GENERATOR DRIVE SPLINED ADAPTER FOR EVIDENCE OF CRACKING. CRACKING IS NOT ACCEPTABLE. VISUALLY INSPECT INTERNAL SPLINES FOR WEAR OR DEFORMATION. WEAR OR DEFORMATION OF SPLINES IS ACCEPTABLE PROVIDED THAT IT DOES NOT EXCEED 0.020 INCH DEPTH, MEASURED AT PITCH LINE OF THE TEETH. REMOVE AND REPLACE SPLINED ADAPTER IN ACCORDANCE WITH ENGINE LMM 72-60-02, IF REQUIREMENTS ARE NOT MET.
   B. REFER TO STEP 12.
10. (PRE SB 72-3128) INSPECT AND LUBRICATE ALTERNATOR DRIVE SPLINES ON ACCESSORY DRIVE GEARBOX.
R A. REMOVE ALTERNATOR FROM FORWARD FACE OF ACCESSORY DRIVE GEARBOX.

<< CONTINUED >>

B. CLEAN ALTERNATOR SPLINES ON ACCESSORY DRIVE GEARBOX AND SPLINES ON REMOVED ACCESSORY WITH SOLVENT (FEDERAL SPECIFICATION PD-680, TYPE I).

C. DRY CLEANED SPLINES USING A DIRECTED AIR BLAST OF CLEAN COMPRESSED AIR.

D. INSPECT ALTERNATOR DRIVE SPLINES ON ACCESSORY DRIVE GEARBOX FOR WEAR. MAXIMUM ALLOWABLE DEPTH OF INTERNAL SPLINE WEAR, MEASURED AT PITCH LINE OF TOOTH, IS 0.010 INCH. DETERMINE WEAR DEPTH BY COMPARING MAXIMUM WEAR AREA ON SPLINE WITH END WHERE THERE IS NO WEAR. THIS "NO WEAR" AREA IS NORMALLY AT EXTREME AFT END OF SPLINE WHERE THERE IS NO ENGAGEMENT WITH MATING SPLINE OF ACCESSORY. IF ALLOWABLE WEAR LIMIT IS EXCEEDED, REMOVE AND REPLACE GEARSHAFT IN ACCORDANCE WITH ENGINE LMM 72-60-02, IF REQUIREMENTS ARE NOT MET.

E. PACK SPLINE CAVITY OF ALTERNATOR SPLINE ON FORWARD FACE OF ACCESSORY DRIVE GEARBOX WITH ONE OF THE FOLLOWING LUBRICANTS.

(1) GREASE (AEROSHELL NO.17 (MIL-G-21164)).
(2) GREASE (AEROSHELL NO.22 (MIL-G-81322)).
(3) GREASE (MIL-G-21164).
(4) GREASE (MOBIL 28 (MIL-G-81322)).
(5) GREASE (MOBIL 29 (MIL-G-81827) (MOLYBDENUM DISULPHIDE)).

R F. INSTALL ALTERNATOR ON FORWARD FACE OF ACCESSORY DRIVE GEARBOX.

G. REFER TO STEP 12.

11. (POST SB 72-3128) INSPECT ALTERNATOR DRIVE SPLINES ON ACCESSORY DRIVE GEARBOX.

NOTE: IT IS NOT NECESSARY TO REMOVE SPLINED ADAPTER UNLESS INSPECTION INDICATES REPLACEMENT IS NECESSARY.

A. VISUALLY INSPECT INTERNAL SPLINES OF ALTERNATOR DRIVE SPLINED ADAPTER FOR EVIDENCE OF CRACKING. CRACKING IS NOT ACCEPTABLE. VISUALLY INSPECT INTERNAL SPLINES FOR WEAR OR DEFORMATION. WEAR OR DEFORMATION OF SPLINES IS ACCEPTABLE PROVIDED THAT IT DOES NOT EXCEED 0.020 INCH DEPTH, MEASURED AT PITCH LINE OF THE TEETH. REMOVE AND REPLACE SPLINED ADAPTER IN ACCORDANCE WITH ENGINE LMM 72-60-02, IF REQUIREMENT ARE NOT MET.

12. UNCOVER ACCESSORY GEARBOX PAD.
13. THOROUGHLY CLEAN ENGINE DRIVE SPUR GEAR AND STARTER/GENERATOR DRIVE SHAFT WITH APPROVED SOLVENT.
14. LUBRICATE STARTER/GENERATOR DRIVE SHAFT WITH LUBRICANT LISTED IN THE ABOVE NOTE.
15. FOR GENERAL ELECTRIC 2CM304D2D: INSTALL STARTER/GENERATOR ON MOUNTING ADAPTER AND INSTALL SECURING CLAMP. TIGHTEN AND TORQUE CLAMP NUT 80 TO 90 INCH-POUNDS SAFETYWIRE CLAMP.
16. FOR LEAR SIEGLER 23065: INSTALL STARTER/GENERATOR ON MOUNTING ADAPTER AND INSTALL SECURING CLAMP. TIGHTEN AND TORQUE CLAMP NUT TO 70 INCH-POUNDS. SAFETYWIRE CLAMP.
17. CONNECT BONDING TO STARTER/GENERATOR, AND SECURE WITH WASHERS AND SCREW.
18. CONNECT ELECTRICAL LEADS TO TERMINAL BLOCK AND SECURE WITH WASHERS AND NUTS. REMOVE MARKING TAGS.
19. INSTALL PLASTIC COVER ON TERMINAL BLOCK AND SECURE WITH WASHERS AND NUTS.
20. CONNECT AIR COOLING DUCT TO STARTER/GENERATOR AND SECURE WITH WASHERS AND BOLTS.
21. PERFORM GROUND ENGINE START AND CHECK FOR NORMAL STARTER/GENERATOR OPERATION IN ACCORDANCE WITH THE AIRCRAFT FLIGHT MANUAL AND MAINTENANCE MANUAL, CHAPTER 24-30-00, ADJUSTMENT/TEST.

NOTE: REFER TO CHAPTER 71-00-00 FOR CAUTIONS REGARDING GROUND MAINTENANCE ENGINE RUN UP.

22. CLOSE ENGINE SIDE COWL.
23. RECORD LUBRICATION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

90008
24-006
29 29

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 5 DAY 1 YEAR 90 AIRCRAFT HOURS: 4578.2 LANDINGS: 3154

TECHNICIAN SIGNATURE: Aero Air Inc. CERTIFICATE NUMBER: EFER232E

INSPECTED BY: _____ KIND OF CERTIFICATE: Repair Station

****

240146 PART NAME: LEFT GENERATOR CONTROL UNIT MM 24-30-00
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: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

WARRANTY TIME REMAINING: HRS_____LDGS_____MOS_____ MAN-HOURS: HRS_____TENTHS_____PRICE: $_____

****

240151 PART NAME: (RIGHT) GENERATOR CONTROL UNIT MM 24-30-00
REASON REMOVED: (CHECK ONE) TECHNICIAN: ~~BAT~~ INSP: _____
TIME A( ) FAIL B(X) WORN C( ) LOANER D( ) SCHED CONV E( ) MOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG M( ) DAMAGED T( )

PART REMOVED: PART NUMBER MFR P/N 3F2060DC16D1 IAI P/N 833515-1 SERIAL NUMBER: 661927M1

PART INSTALLED: PART NUMBER SAME SERIAL NUMBER: 663958M1

TIME SINCE NEW: HRS UNK LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS UNK LDGS_____MOS_____

WARRANTY TIME REMAINING: HRS_____LDGS_____MOS_____ MAN-HOURS: HRS_____TENTHS_____PRICE: $_____

****

240146, 240151
GENERATOR CONTROL UNIT (GCU) - REMOVAL AND INSTALLATION
EQUIPMENT: DC VOLTMETER

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 FROM 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 BAGGAGE 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 POTENTIOMETER 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

<< CONTINUED >>

90011 / 24-001 / 29 29

WORK DUE AT	* = APU HRS.		
DATE	HOURS	LANDINGS	CYCLES
	4562		

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: MONTH 4 DAY 30 YEAR 90 AIRCRAFT HOURS: 4578.1 LANDINGS: 3154

TECHNICIAN SIGNATURE: AERO AIR INC. CERTIFICATE NUMBER:

INSPECTED BY: D.E. Atkins KIND OF CERTIFICATE: RS GFER 232E

****

ONLY THE FOLLOWING WORK IS DUE AT THE TIME(S) NOTED ABOVE: NOTE* LT S/GEN S/N 3268
DUE > 240126 (RIGHT STARTER/GENERATOR) RT S/GEN S/N 2258 MM 80-10-00

****

240126 PART NAME: RIGHT STARTER/GENERATOR MM 80-10-00
REASON REMOVED: (CHECK ONE) TECHNICIAN: _____ INSP: _____
TIME A(X) 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: 23065-018-1 SERIAL NUMBER: ~~3007~~ ~~3268~~ 3007 *1

PART INSTALLED: PART NUMBER 23065-018-1 SERIAL NUMBER: 2258

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS 0 LDGS 0 MOS 0

WARRANTY TIME REMAINING: HRS 1000 LDGS NA MOS NA MAN-HOURS: HRS_____TENTHS_____PRICE: $_____

SIGNOFF ANY WORK ACCOMPLISHED BELOW.	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
240131 CHECK RIGHT STARTER/GENERATOR BRUSH WEAR/TENSION...MM 80-10-00.....	DEA		____.____
240133 INSPECT/LUBRICATE RIGHT STARTER GENERATOR SPLINE...SM 72-00-00.....	DEA		____.____

****

240116, 240126
STARTER/GENERATOR - REMOVAL AND INSTALLATION, SERVICE, INSPECTION (REFER TO ILLUSTRATION ON CARD 24-1)
EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 TO 90 INCH-POUNDS, SOLVENT (FEDERAL SPECIFICATION PD 680, TYPE I)

NOTE: EQUIVALENT SUBSTITUTES MAY BE USED FOR THE FOLLOWING ITEMS: GREASE AEROSHELL 17 (MIL-G-21164), GREASE AEROSHELL 22 (MIL-G-81322), MOBIL GREASE NO.28 (MIL-G-81322), MOBIL GREASE NO.29 MOLYBDENUM-DISOLPHIDE (MIL-G-81827), GREASE MIL-G-21164

A REMOVAL
1. DISCONNECT ELECTRICAL POWER FROM AIRCRAFT.
2. OPEN ENGINE SIDE COWL.
3. REMOVE BOLTS AND WASHERS SECURING AIR COOLING DUCT TO STARTER/GENERATOR AND DISCONNECT DUCT.
4. REMOVE NUT AND WASHERS SECURING PLASTIC COVER TO TERMINAL BLOCK AND REMOVE COVER.
5. TAG ELECTRICAL LEADS AND DISCONNECT THEM FROM TERMINAL BLOCK.
6. REMOVE SCREW AND WASHERS SECURING BONDING STRAP TO STARTER/GENERATOR AND DISCONNECT BONDING STRAP.
7. SUPPORT STARTER/GENERATOR AND LOOSEN CLAMP SECURING STARTER/GENERATOR TO MOUNTING PAD.
8. REMOVE STARTER/GENERATOR.
9. COVER ACCESSORY GEARBOX PAD.
10. 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. UNCOVER ACCESSORY GEARBOX PAD.
3. THOROUGHLY CLEAN ENGINE DRIVE SPUR GEAR AND STARTER/GENERATOR DRIVE SHAFT WITH APPROVED SOLVENT.
4. LUBRICATE STARTER/GENERATOR DRIVE SHAFT WITH LUBRICANT LISTED IN THE ABOVE NOTE.
5. FOR GENERAL ELECTRIC 2CM504D2D: INSTALL STARTER/GENERATOR ON MOUNTING ADAPTER AND INSTALL SECURING CLAMP. TIGHTEN AND TORQUE CLAMP NUT 80 TO 90 INCH-POUNDS SAFETYWIRE CLAMP.
6. FOR LEAR SIEGLER 23065: INSTALL STARTER/GENERATOR ON MOUNTING ADAPTER AND INSTALL SECURING CLAMP. TIGHTEN AND TORQUE CLAMP NUT TO 70 INCH-POUNDS. SAFETYWIRE CLAMP.
7. CONNECT BONDING TO STARTER/GENERATOR, AND SECURE WITH WASHERS AND SCREW.
8. CONNECT ELECTRICAL LEADS TO TERMINAL BLOCK AND SECURE WITH WASHERS AND NUTS. REMOVE MARKING TAGS.

<< CONTINUED >>

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC. REPORT DATE 05/11/90 WORK COMPLIANCE FORM NO. 24.130A
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. PAGE 1

90131 00-000 29 29	WORK DUE AT DATE	* = APU HRS. HOURS	LANDINGS	CYCLES	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
	07/10/90	4710			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 11 YEAR 90 AIRCRAFT HOURS: 4718 LANDINGS: 3309

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: 560767740

INSPECTED BY: [signature] KIND OF CERTIFICATE: A + P

****

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

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
241606 INSPECT EMERGENCY POWER SUPPLY BATTERY...NO REF.....	[signature]	[signature]	_____._____

****

NO TEXT AVAILABLE AT THIS TIME.

CAMP SYSTEMS, Inc.

COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

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

REPORT DATE 01/11/90
MODEL: 1124A WESTWIND
ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 24.130A

90011	WORK DUE AT	* = APU HRS.		
00-000	DATE	HOURS	LANDINGS	CYCLES
29 29	02/28/90	4580		

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: MONTH 4 DAY 10 YEAR 90 AIRCRAFT HOURS: 4560 LANDINGS: 3132

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: 560767740

INSPECTED BY: [signature] KIND OF CERTIFICATE: A+P

****

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

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
241606 INSPECT EMERGENCY POWER SUPPLY BATTERY...NO REF.....	[signature]	[signature]	.-

****

NO TEXT AVAILABLE AT THIS TIME.

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC. REPORT DATE 02/09/90 WORK COMPLIANCE FORM NO. 25.050
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. PAGE 1

90040 00-000 29 29	WORK DUE AT DATE	HOURS	* = APU HRS. LANDINGS	CYCLES	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
	03/23/90				CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 23 YEAR 90 AIRCRAFT HOURS: 4578.2 LANDINGS: 3154

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

THE FOLLOWING WORK IS DUE AT THE TIME(S) NOTED ABOVE: TECHNICIAN INSPECTOR MAN-HOURS HRS.THS

250161 INSPECT LIFE RAFT...NO REF..... _____ _____ _____

NO TEXT AVAILABLE AT THIS TIME.

The life raft was inspected on 4/23/90 by J.F. McRAE'S Aero Craft, repair station # 4177. See yellow tag dated 4/23/90. Signed off by

MAC 3

REMOVED
T 308
12-27-90
4786 A/L 3387 LAS

SERVICEABLE PART

Manufacturer TAI AERO

Part Name FUEL BOOST PUMP Ser. No. T-758

Part No. 653724-505 Model 2070col T3

Type Ship & No. ——

Remarks OVERHAULED TO MFG SPECS.

☒ Overhauled ☐ Repaired ☐ Bench Tested

☒ By [signature]

Form W-10

RB JV ROTEK 23

ATLANTIC AVIATION CORP.
NEW CASTLE COUNTY AIRPORT
153 NORTH DUPONT HIGHWAY
NEW CASTLE, DE 19720

MAINTENANCE RELEASE

The aircraft and/or component identified on reverse side was repaired and inspected in accordance with current Federal Aviation Regulations and is approved for Return to Service. Pertinent Details of the repair are on File at this agency under work order No. A1304 (AAC A25)

Date 10/25/90. Signed _____ for

ATLANTIC AVIATION CORP.

NEW CASTLE COUNTY AIRPORT 153 NORTH DUPONT HIGHWAY NEW CASTLE, DE 19720

Certified Repair Station No. QU2R122L

Airframe Class 1, 3, 4 (No Limitation)

Radio Class 1, 2, 3

Limited Ratings:

Autopilot

Flight Director

Instrument

ATLANTIC AVIATION

Fuel Boost Pump	LOCATION: BOVH	DEPARTMENT: 07		WORK ORDER NUMBER ▶ A1304
CUSTOMER NUMBER: 222273	REGISTRATION NUMBER: 653744-505	A/C TYPE CODE: Potck		A/C MAKE/MODEL: Tat Aero 2070C01-T3
CUSTOMER: Supply Co.	TYPE SERVICE CODE: MO	MAINT. TYPE: O/H		
BILLING ADDRESS:	S/N: T-758	TIME		LANDINGS
	ENG. / ENG. S/N / OIL TYPE	ENG. TIME	ENG. CYCLES	DATE OPENED: 10-15-90
CUSTOMER P.O. NUMBER: 3547175 / A/C ARRIVAL DATE: 10-15-90	1			DATE CLOSED
	2			
CUSTOMER REP.: Pete / ESTIMATED DELIVERY DATE: 10-26-90	3			WRITTEN BY
	4			

WO	ITEM: Overhaul	DATE: 10/25/90
OP		
LABOR EST.		
MSP/WARR.	ACTION: OVERHAULED TO MFG. SPECS.	TECHNICIAN: RB ROTEK IV 23
OVERTIME		
CUST. INIT.	DISASSEMBLED, CLEANED, AND INSPECTED	
	ELECTRICALLY CHECKED PARTS. TURNED AND	INSPECTOR
	UNDERCUT COMMUTATOR. BALANCED ARMATURE. 1	AAC 25
P/N	S/N OFF / S/N ON / CR#	

WO	ITEM	DATE
OP	TESTED PUMP IAW MFG SPECS.	
LABOR EST.	RAN-IN BRUSHES	
MSP/WARR.	ACTION: LEAK CHECKED PUMP.	TECHNICIAN
OVERTIME	UNIT PASSED ALL REQUIRED	
CUST. INIT.	CHECKS.	
	MC ROTEK IV 8	INSPECTOR
	2	
P/N	S/N OFF / S/N ON / CR#	

WO	ITEM	DATE
OP		
LABOR EST.		
MSP/WARR.	ACTION	TECHNICIAN
OVERTIME		
CUST. INIT.		
		INSPECTOR
	3	
P/N	S/N OFF / S/N ON / CR#	

Form 1010
Rev. (0590)

I hereby authorize performance of the above work and acquisition of the materials necessary for that work and grant Atlantic Aviation Corporation and its employees permission to operate the aircraft and/or power plant(s) herein described for the purpose of testing and/or inspection. Enter my order for the above under the terms and conditions specified on the face and reverse side hereof.

Authorized Signature: ________________ *Date:* ________

89068
28-001
29 29

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.
DATE	HOURS	LANDINGS	CYCLES	
				UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 12 DAY 27 YEAR 90 AIRCRAFT HOURS: 4786 LANDINGS: 3387

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: 560767740

INSPECTED BY: _____ KIND OF CERTIFICATE: A+P

****

280121 PART NAME: LEFT MAIN BOOST PUMP MM 28-20-00
REASON REMOVED: (CHECK ONE) TECHNICIAN: Ø INSP: Ø
TIME A( ) FAIL B(X) WORN C( ) LOANER D( ) SCHED CONV E( ) MOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG M( ) DAMAGED T(

PART REMOVED: PART NUMBER 5653744-1 SERIAL NUMBER: T308

PART INSTALLED: PART NUMBER 653744-505 SERIAL NUMBER: T758

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS Ø LDGS_____MOS_____

WARRANTY TIME REMAINING: HRS_____LDGS_____MOS_____ MAN-HOURS: HRS_____TENTHS_____PRICE: $_____
SIGNOFF ANY WORK ACCOMPLISHED BELOW. TECHNICIAN INSPECTOR MAN-HOURS HRS.THS

280123 CHECK LEFT MAIN BOOST PUMP BRUSH WEAR...NO REF..... _____ _____ _____.____

****

280126 PART NAME: LEFT ALTERNATE BOOST PUMP MM 28-20-00
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: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

WARRANTY TIME REMAINING: HRS_____LDGS_____MOS_____ MAN-HOURS: HRS_____TENTHS_____PRICE: $_____
SIGNOFF ANY WORK ACCOMPLISHED BELOW. TECHNICIAN INSPECTOR MAN-HOURS HRS.THS

280128 CHECK LEFT ALTERNATE BOOST PUMP BRUSH WEAR...NO REF..... _____ _____ _____.____

****

280121, 280126, 280131, 280136

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 28.T01, 28.T02.

BOOST PUMP - REMOVAL AND INSTALLATION (REFER TO FIGURES 1, 2 AND 3 ON CARD 28-1)

NOTE: FOR BOOST PUMP PERFORM STEPS A AND B. FOR (NEW) BOOST PUMP PERFORM STEPS C AND D. REFER TO ILLUSTRATIONS FOR EFFECTIVITES.

EQUIPMENT/CONSUMABLES: AS APPLICABLE: GASKET P/N 2653080-501, SEAL P/N 2653066, GASKET P/N 5653054, O-RING (2 EACH) P/N MS29513-215, GASKET P/N 4653743-1, TORQUE WRENCH 0 TO 70 INCH-POUNDS, GASKET P/N 4653743-501, SEAL WASHERS P/N NAS1598-4R

A REMOVAL (REFER TO FIGURE 1) (FOR AIRCRAFT S/N 154, 187-225, 227, 229, 232-234)

NOTE: FOR AIRCRAFT POST SERVICE LETTER WW-2434, PERFORM REMOVAL/INSTALLATION IN ACCORDANCE WITH 28-20-00, PARAGRAPHS 3 AND 4.

1. CHECK THAT FUEL INTERCONNECT VALVES ARE CLOSED.
2. DEFUEL APPROPRIATE TANK. REFER TO WORK COMPLIANCE FORM 28.T01. REMOVE ELECTRICAL POWER FROM AIRCRAFT.

<< CONTINUED >>

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.T02.
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 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 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 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 ON 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. 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.T02.
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.T01.
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 WW-2434)

<< CONTINUED >>

89068 28-001 29 29	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.
	DATE	HOURS	LANDINGS	CYCLES	
					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 SUMP AT THE LOWER SIDE OF THE FUSELAGE.
3. DISCONNECT ELECTRICAL CONNECTOR AT THE APPLICABLE PUMP.
4. LOOSEN 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 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 SERIAL NUMBER 181, 226, 228, 230, 231 POST SERVICE LETTER WW-2434.
      (1) MAIN BOOST PUMP INTERTECHNIQUE (P/N 565372-7-400) INSTALL WITH NEW GASKET. ENSURE THAT TRANSFER TUBE AND O-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 BOOST 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 BOOST PUMP AND GASKET SEAL DRAIN HOLES ALIGN WITH HOLES IN SUMP FLANGE. TORQUE MOUNTING 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 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 AND SAFETY.
   B. FOR AIRCRAFT 152, 174, 181, 185, 186, 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 O-RINGS ARE INSTALLED PROPERLY. SECURE WITH WASHERS AND BOLTS. TORQUE 50 TO 70 INCH-POUNDS AND SAFETY.
5. INSTALL PUMP SEAL DRAIN TUBE ASSEMBLY.
6. LOOSEN 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 WW-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.T01.

<< CONTINUED >>

89068 28-001 29 29	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.
	DATE	HOURS	LANDINGS	CYCLES	
					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.

89313
28-001
29 29

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.
DATE	HOURS	LANDINGS	CYCLES	
				UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 14 YEAR 90 AIRCRAFT HOURS: 4751 LANDINGS: 3346

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: 560767740

INSPECTED BY: [signature] KIND OF CERTIFICATE: A+P

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280131 PART NAME: RIGHT MAIN BOOST PUMP MM 28-20-00
REASON REMOVED: (CHECK ONE) TECHNICIAN: [signature] INSP: [signature]
TIME A( ) FAIL B(X) WORN C( ) LOANER D( ) SCHED CONV E( ) MOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG M( ) DAMAGED T( )

PART REMOVED: PART NUMBER 2070C0111 SERIAL NUMBER: T 415

PART INSTALLED: PART NUMBER 2070C01 SERIAL NUMBER: T 808

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS 0 LDGS_____MOS_____

WARRANTY TIME REMAINING: HRS_____LDGS_____MOS_____ MAN-HOURS: HRS_____TENTHS_____PRICE: $_____
SIGNOFF ANY WORK ACCOMPLISHED BELOW. TECHNICIAN INSPECTOR MAN-HOURS HRS.THS

280133 CHECK RIGHT MAIN BOOST PUMP BRUSH WEAR...NO REF..... _____ _____ _____.____

****

280136 PART NAME: RIGHT ALTERNATE BOOST PUMP MM 28-20-00
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: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

WARRANTY TIME REMAINING: HRS_____LDGS_____MOS_____ MAN-HOURS: HRS_____TENTHS_____PRICE: $_____
SIGNOFF ANY WORK ACCOMPLISHED BELOW. TECHNICIAN INSPECTOR MAN-HOURS HRS.THS

280138 CHECK RIGHT ALTERNATE BOOST PUMP BRUSH WEAR...NO REF..... _____ _____ _____.____

****

280121, 280126, 280131, 280136

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 28.T01, 28.T02.

BOOST PUMP - REMOVAL AND INSTALLATION (REFER TO FIGURES 1, 2 AND 3 ON CARD 28-1)

NOTE: FOR BOOST PUMP PERFORM STEPS A AND B. FOR (NEW) BOOST PUMP PERFORM STEPS C AND D. REFER TO ILLUSTRATIONS FOR EFFECTIVITES.

EQUIPMENT/CONSUMABLES: AS APPLICABLE: GASKET P/N 2653080-501, SEAL P/N 2653066, GASKET P/N 5653054, O-RING (2 EACH) P/N MS29513-215, GASKET P/N 4653743-1, TORQUE WRENCH 0 TO 70 INCH-POUNDS, GASKET P/N 4653743-501, SEAL WASHERS P/N NAS1598-4R

A REMOVAL (REFER TO FIGURE 1) (FOR AIRCRAFT S/N 154, 187-225, 227, 229, 232-234)

NOTE: FOR AIRCRAFT POST SERVICE LETTER WW-2434, PERFORM REMOVAL/INSTALLATION IN ACCORDANCE WITH 28-20-00, PARAGRAPHS 3 AND 4.

1. CHECK THAT FUEL INTERCONNECT VALVES ARE CLOSED.
2. DEFUEL APPROPRIATE TANK. REFER TO WORK COMPLIANCE FORM 28.T01. REMOVE ELECTRICAL POWER FROM AIRCRAFT.

((CONTINUED))

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.T02.
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 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 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 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 ON 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. 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.T02.
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.T01.
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 WW-2434)

<< CONTINUED >>

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. LOOSEN 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 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 SERIAL NUMBER 181, 226, 228, 230, 231 POST SERVICE LETTER WW-2434.
      (1) MAIN BOOST PUMP INTERTECHNIQUE (P/N 565372-7-400) INSTALL WITH NEW GASKET. ENSURE THAT TRANSFER TUBE AND O-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 BOOST 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 BOOST PUMP AND GASKET SEAL DRAIN HOLES ALIGN WITH HOLES IN SUMP FLANGE. TORQUE MOUNTING 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 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 AND SAFETY.
   B. FOR AIRCRAFT 152, 174, 181, 185, 186, 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 O-RINGS ARE INSTALLED PROPERLY. SECURE WITH WASHERS AND BOLTS. TORQUE 50 TO 70 INCH-POUNDS AND SAFETY.
5. INSTALL PUMP SEAL DRAIN TUBE ASSEMBLY.
6. LOOSEN 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 WW-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.T01.

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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.

88349
29-015
29 29

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 9 YEAR 90 AIRCRAFT HOURS: 4718 LANDINGS: 3309

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: 560767740

INSPECTED BY: _____ KIND OF CERTIFICATE: A+P

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290141 PART NAME: LEFT HYDRAULIC PUMP MM 29-10-00
REASON REMOVED: (CHECK ONE) TECHNICIAN: _____ INSP: _____
TIME A( ) FAIL B(X) WORN C( ) LOANER D( ) SCHED CONV E( ) MOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG M( ) DAMAGED T( )

PART REMOVED: PART NUMBER 65-71352-4-507 SERIAL NUMBER: BL-46-A3

PART INSTALLED: PART NUMBER 71352-4-507 SERIAL NUMBER: BL-58

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS 0 LDGS 0 MOS 0

WARRANTY TIME REMAINING: HRS_____LDGS_____MOS_____ MAN-HOURS: HRS_____TENTHS_____PRICE: $_____
SIGNOFF ANY WORK ACCOMPLISHED BELOW.

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
290143 INSPECTION/LUBRICATION LEFT HYDRAULIC PUMP SPLINES...SM 72-00-00.....	_____	_____	_____._____
950780 SLWW-2478			

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290176 PART NAME: RIGHT HYDRAULIC PUMP MM 29-10-00
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: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

WARRANTY TIME REMAINING: HRS_____LDGS_____MOS_____ MAN-HOURS: HRS_____TENTHS_____PRICE: $_____
SIGNOFF ANY WORK ACCOMPLISHED BELOW.

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
290178 INSPECTION/LUBRICATION RIGHT HYDRAULIC PUMP SPLINES...SM 72-00-00.....	_____	_____	_____._____
950785 SLWW-2478			

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290141, 290176
ENGINE HYDRAULIC PUMP - REMOVAL AND INSTALLATION, INSPECT/LUBRICATE SPLINES (REFER TO FIGURES 1, 2 AND 3 ON CARD 29-5)
EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 TO 100 INCH-POUNDS, SKYDROL 500B OR EQUIVALENT, GREASE AEROSHELL 17 (MIL-G-21164), GREASE AEROSHELL 22 (MIL-G-81322), MOBIL GREASE NO.28 (MIL-G-81322), MOBIL GREASE NO.29 MOLYBDENUM-DISULPHIDE (MIL-G-81827), GREASE MIL-G-21164 SOLVENT (FEDERAL SPECIFICATION PD-680 TYPE I), O-RING P/N 6270-012

A REMOVAL
1. ENGAGE ELECTRICAL POWER SUPPLY AND ENUSRE FIRE EXT LH AND RH AND HYD SHUTOFF LH AND RH CIRCUIT BREAKERS ARE ENGAGED.
2. PUSH THE LEFT-HAND OR RIGHT-HAND FIRE BUTTON SWITCH (RED AND GUARDED). THE BUTTON WILL STAY IN.
3. THE HYDRAULIC SHUTOFF VALVE WILL CLOSE.
4. DISENGAGE THE LH OR RH HYD SHUTOFF CIRCUIT BREAKER (2 AMP).
5. RELEASE THE LEFT-HAND OR RIGHT-HAND FIRE BUTTON SWITCH.
6. DISENGAGE THE LR OR RH FIRE EXT CIRCUIT BREAKER (7-1/2 AMP).
7. RELEASE MAIN AND EMERGENCY HYDRAULIC PRESSURE.
8. RELEASE HYDRAULIC RESERVOIR AIR PRESSURE.

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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.
29-015	DATE	HOURS	LANDINGS	CYCLES	
29 29					UNSCHEDULED

9. OPEN ENGINE SIDE COWL.

WARNING: DO NOT INHALE SKYDROL VAPORS OR ALLOW VAPOR TO CONTACT THE EYES.

CAUTION: USE CARE WHEN DISCONNECTING HYDRAULIC LINES TO PREVENT SPILLING SKYDROL FLUID ON PAINTED SURFACE OF AIRCRAFT. CLEAN SPILLED FLUID FROM PAINTED SURFACES IMMEDIATELY.

10. DISCONNECT AND CAP HYDRAULIC FLUID SUPPLY AND HYDRAULIC PRESSURE LINES AT PUMP ELBOW FITTINGS.
11. REMOVE PUMP RETAINING NUTS, WASHERS, BONDING STRIP AND PRESSURE FUEL SWITCH MOUNTING BRACKET.
12. REMOVE PUMP AND PUMP GASKET FROM MOUNTING PAD.
13. REMOVE ELBOW FITTINGS AND NOTE FITTINGS POSITION.

NOTE: IF A REPLACEMENT PUMP IS NOT BEING INSTALLED IMMEDIATELY, A TEMPORARY COVER SHOULD BE SECURED OVER THE PUMP MOUNTING PAD.

14. 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 ELBOW FITTINGS ON NEW PUMP.
3. LUBRICATE PUMP DRIVE SPLINE SHAFT WITH MOBIL GREASE 28.
4. REMOVE TEMPORARY COVER FROM PUMP MOUNTING PAD.
5. POSITION A NEW PUMP GASKET AND PUMP OVER PUMP MOUNTING STUDS AND ALIGN PUMP DRIVE SPLINE SHAFT WITH ENGINE ACCESSORY DRIVE SPLINE.
6. SECURE PUMP TO MOUNTING PAD WITH WASHERS, BONDING STRIP AND NUTS. INSTALL FUEL PRESSURE SWITCH MOUNTING BRACKET. TORQUE NUTS TO 100 INCH-POUNDS.
7. FILL PUMP HOUSING THROUGH CASE DRAIN PLUG, AND TUBES WITH HYDRAULIC FLUID SKYDROL 500B OR EQUIVALENT HYDRAULIC FLUID (REFER TO 12-10-20). TIGHTEN PLUG 40 TO 65 INCH-POUNDS TORQUE AND LOCKWIRE.
8. REMOVE CAPS, CONNECT AND TIGHTEN HYDRAULIC FLUID SUPPLY AND HYDRAULIC PRESSURE LINE TO PUMP.
9. ENGAGE HYD SHUTOFF AND FIRE EXT CIRCUIT BREAKER.
10. HYDRAULIC SHUTOFF VALVE WILL OPEN.
11. CHECK FLUID LEVEL IN HYDRAULIC RESERVOIR AND FILL RESERVOIR IF NECESSARY.
12. START ENGINE AND PERFORM HYDRAULIC PUMP OPERATIONAL CHECK AND MAIN HYDRAULIC POWER SYSTEM CHECK AS FOLLOWS:

NOTE: 1. A HYDRAULIC PUMP OPERATIONAL TEST SHALL BE PERFORMED UPON THE FOLLOWING CONDITIONS:
AFTER INSTALLATION OF NEW PUMP.
WHENEVER THE PUMP RUNS DRY.
WHENEVER METAL PARTICLES ARE FOUND IN THE HYDRAULIC SYSTEM PRESSURE FILTER.
2. IF A NEW PUMP HAS BEEN INSTALLED ON AN ENGINE, START AND OPERATE THE OPPOSITE ENGINE AT IDLE RPM FOR A SHORT PERIOD OF TIME TO PRESSURIZE THE HYDRAULIC FLUID SUPPLY TO THE NEW PUMP.
3. IF BOTH ENGINES, OR BOTH HYDRAULIC PUMPS ARE BEING CHANGED, PRIME THE PUMP SUPPLY LINES BY APPLYING A MAXIMUM OF 10 PSI AIR PRESSURE THROUGH THE FITTING IN THE AFT FUSELAGE. GAIN ACCESS TO THE FITTING BY REMOVING THE AFT BAGGAGE COMPARTMENT FRONT PANEL.

A. START LEFT-HAND ENGINE. HYDRAULIC PRESSURE SHOULD BE 2000 + OR -50 PSI.
B. CHECK LEFT HYDRAULIC PUMP, AND PUMP CONNECTIONS FOR LEAKS.
C. WITH ENGINE AT IDLE POWER, PLACE LIFT DUMPER CONTROL SWITCH TO ON AND OFF FOR FIVE OPERATING CYCLES DURING 10 SECONDS. AFTER A RECOVERY PERIOD OF 10 SECONDS, CHECK THAT PUMP PRESSURE IS 1800 PSI MINIMUM. CHECK FOR LIFT DUMPER CYCLE TIME OF 2 SECONDS MAXIMUM. SHUT DOWN LEFT-HAND ENGINE.
D. REPEAT STEPS 1 THROUGH 3 FOR RIGHT ENGINE.
E. CHECK HIGH-PRESSURE FILTERS POP-OUT BUTTONS.
F. RELEASE HYDRAULIC PRESSURE AND CHECK HYDRAULIC FLUID LEVEL IN THE RESERVOIR.

13. CHECK FOR EXTERNAL LEAKS.
14. CLOSE ENGINE SIDE COWL.

<< CONTINUED >>

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.
89-015	DATE	HOURS	LANDINGS	CYCLES	
29 29					UNSCHEDULED

C SPLINE INSPECTION/LUBRICATION

1. REMOVE HYDRAULIC PUMP. REFER TO STEP A.
2. CLEAN DRIVE SPLINES ON HYDRAULIC PUMP AND MATING SPLINES ON ACCESSORY DRIVE GEARBOX WITH SOLVENT (FEDERAL SPECIFICATION PD-680, TYPE I).
3. DRY CLEAN DRIVE SPLINES USING A DIRECTED AIR BLAST OF CLEAN COMPRESSED AIR.
4. INSPECT HYDRAULIC PUMP DRIVE SPLINES ON ACCESSORY DRIVE GEARBOX FOR WEAR. MAXIMUM ALLOWABLE DEPTH OF INTERNAL SPLINE WEAR, MEASURED AT PITCH LINE OF TOOTH, IS 0.010 INCH. DETERMINE WEAR DEPTH BY COMPARING MAXIMUM WEAR AREA ON SPLINE WITH END AREA WHERE THERE IS NO WEAR. THIS "NO WEAR" AREA IS NORMALLY AT EXTREME AFT END OF SPLINE WHERE THERE IS NO ENGAGEMENT WITH MATING SPLINE OF ACCESSORY. IF ALLOWABLE WEAR LIMIT IS EXCEEDED, REMOVE AND REPLACE GEARSHAFT IN ACCORDANCE WITH 72-60-02, MAINTENANCE PRACTICES.
5. PACK CAVITY OF HYDRAULIC PUMP DRIVE SPLINE OF FORWARD FACE OF ACCESSORY DRIVE GEARBOX WITH ONE OF THE FOLLOWING LUBRICANTS.
   A. GREASE (AEROSHELL 17 (MIL-G-21164))
   B. GREASE (AEROSHELL 22 (MIL-G-81322))
   C. GREASE (MIL-G-21164))
   D. GREASE (MOBIL GREASE NO.28 (MIL-G-81322))
   E. GREASE (MOBIL GREASE NO.29 (MOLYBDENUM-DISULPHIDE)) (MIL-G-81827)
6. ON AIRCRAFT WITH HYDRAULIC PUMP P/N 713524 PERFORM THE FOLLOWING:
   A. REMOVE DRIVE COUPLING P/N 7102-7 FROM BOTH PUMPS BY REMOVING SNAPRING. REFER TO FIGURE 2.
   B. CLEAN ALL GREASE FROM DRIVE COUPLING, PUMP AND ENGINE FEMALE SPLINES.
   C. INSPECT DRIVE COUPLING SPLINES FOR EXCESSIVE WEAR. REFER TO FIGURE 3 FOR WEAR LIMIT AND CHECK PROCEDURE.

      NOTE: IF SPLINES ARE WORN BEYOND LIMITS ON PUMP END, BOTH COUPLING AND CAM IN PUMP WILL REQUIRE REPLACEMENT. PUMP SHOULD BE RETURNED TO ATLANTIC AVIATION FOR AN EXCHANGE UNIT.

   D. REMOVE O-RING SEAL FROM COUPLING AND INSTALL NEW O-RING SEAL P/N 6270-012.
   E. LUBRICATE ENGINE AND PUMP FEMALE SPLINES WITH GREASE MOBIL 28 OR EQUIVALENT.

      NOTE: EXCESSIVE APPLICATION OF GREASE MAY MAKE IT VERY DIFFICULT TO INSERT COUPLING INTO PUMP AND ENGINE.

   F. INSTALL DRIVE COUPLING IN PUMP AND RETAIN WITH SNAPRING.
7. INSTALL HYDRAULIC PUMP. REFER TO STEP B.
8. RECORD INSPECTION/LUBRICATION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

90123
32-015
29 29

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 7 DAY 27 YEAR 90 AIRCRAFT HOURS: 4651.2 LANDINGS: 3249

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: A+P 52060 0432

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

****

320146 PART NAME: NOSE GEAR LEFT WHEEL MM 32-40-00
REASON REMOVED: (CHECK ONE) TECHNICIAN: Rm INSP: _____
TIME A( ) FAIL B( ) WORN C( ) LOANER D( ) SCHED CONV E(X) MOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG M( ) DAMAGED T( )

PART REMOVED: PART NUMBER 95 50016 SERIAL NUMBER: NOV 12 1440

PART INSTALLED: PART NUMBER 95 50016 SERIAL NUMBER: OCT 75-641

TIME SINCE NEW: HRS _____ LDGS _____ MOS _____ TIME SINCE OVERHAUL: HRS 0 LDGS 0 MOS _____

WARRANTY TIME REMAINING: HRS _____ LDGS _____ MOS _____ MAN-HOURS: HRS _____ TENTHS _____ PRICE: $ _____

SIGNOFF ANY WORK ACCOMPLISHED BELOW.

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
320156 INSPECT/CLEAN/LUBE LEFT NOSE WHEEL/BEARINGS...MM 32-40-00.....	Rm	_____	_____

****

320161 PART NAME: NOSE GEAR LEFT TIRE MM 32-40-00
REASON REMOVED: (CHECK ONE) TECHNICIAN: Rm INSP: _____
TIME A( ) FAIL B(X) WORN C( ) LOANER D( ) SCHED CONV E( ) MOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG M( ) DAMAGED T( )

PART REMOVED: PART NUMBER 169F 43-1 SERIAL NUMBER: 111 80 717

PART INSTALLED: PART NUMBER 169F 43-1 SERIAL NUMBER: 9336 1077

TIME SINCE NEW: HRS 0 LDGS 0 MOS _____ TIME SINCE OVERHAUL: HRS _____ LDGS _____ MOS _____

WARRANTY TIME REMAINING: HRS _____ LDGS _____ MOS _____ MAN-HOURS: HRS _____ TENTHS _____ PRICE: $ _____

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320146, 320151

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 32.T01.

ITEM 1 - NOSE GEAR WHEEL - REMOVAL AND INSTALLATION, INSPECT/CLEAN/LUBE (REFER TO ILLUSTRATION ON CARD 32-2)
EQUIPMENT: TORQUE WRENCH 0 TO 250 INCH-POUNDS, GREASE MIL-G-81322
A REMOVAL (REFER TO ILLUSTRATION)

1. JACK AIRCRAFT. REFER TO WORK COMPLIANCE FORM 32.T01.

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

2. DRAW A CHALK LINE ACROSS BOTH TIRES, SO THAT TIRES AND WHEELS CAN BE REINSTALLED IN THEIR ORIGINAL POSITION.
3. REMOVE VALVE CAP AND APPLY A TIRE DEFLATOR TO RELEASE TIRE PRESSURE COMPLETELY.

   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.

4. LOOSEN WHEEL DRIVE COMPRESSION BOLT, ON LEFT TORSION SHAFT DRIVE.
5. REMOVE THREE DRIVE RETAINING BOLTS SECURING TORSION SHAFT DRIVE TO OUTBOARD WHEEL HALF AND REMOVE TORSION SHAFT DRIVE.

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NOTE: THIS IS SUFFICIENT TO REMOVE LEFT WHEEL. TO REMOVE RIGHT WHEEL PROCEED AS FOLLOWS:
A. CUT SAFETY WIRE ON RIGHT WHEEL HUB AND REMOVE THREE BOLTS THAT ATTACH SHAFT ASSEMBLY. PULL OUT SHAFT ASSEMBLY WITH DRIVE.

6. REMOVE LOCKING BOLT AND NUT SECURING AXLE NUT.
7. REMOVE AXLE NUT, WASHER, OUTER BEARING SPACER, BEARING SEAL AND BEARING CONE FROM WHEEL.
8. REMOVE NOSE WHEEL ASSEMBLY FROM AIRCRAFT.
A. REMOVE BEARING CONE, BEARING SEAL AND BEARING SPACER FROM WHEEL ASSEMBLY.

CAUTION: HANDLE BEARING CONES WITH EXTREME CARE. MISHANDLING OF BEARINGS CAN CAUSE BEARING FAILURE.

9. INSPECT/LUBE NOSE WHEEL BEARING. REFER TO STEP C.
10. 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.
R 2. CHECK THAT ALL PARTS AND THREADS ARE CLEAN, PACK THREADS AND BEARINGS WITH AEROSHELL 22, MIL-G-81322 GREASE.
R 3. INSTALL INNER BEARING SPACER, INNER BEARING SEAL AND INNER BEARING CONE ONTO AXLE.

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

4. SLIDE WHEEL ASSEMBLY INTO POSITION ON AXLE ENSURING THAT INNER BEARING CONE AND INNER BEARING SEAL REMAIN IN POSITION.
5. INSTALL OUTER BEARING CONE, OUTER BEARING SEAL, OUTER BEARING SPACER, WASHER AND AXLE NUT.

CAUTION: ENSURE THAT WHEEL GREASE SEAL DOES NOT SPIN IN WHEEL AND THAT THE RUBBER OF THE SEAL IS NOT STUCK TO THE AXLE SPACER.

R 6. INSTALL ROTATING WHEEL ASSEMBLY, TORQUE AXLE NUT TO 120 IN-LBS, LOOSEN TO ZERO TORQUE, FINAL TORQUE TO MINIMUM
R OF 20 IN-LBS AND CONTINUE TO LOCATE NEXT SAFETY HOLE CASTELLATION, IF NECESSARY.

R CAUTION: ENSURE THAT WHEEL GREASE SEAL P/N 9524218 REMAINS STATIONARY WITH THE NUT, WASHERS, AND SPACERS.

7. INSTALL AXLE NUT LOCK BOLT AND SELF-LOCKING NUT.
8. INSTALL WHEELS SO THAT MARKS MATCH PREVIOUSLY DRAWN ON TIRES ALIGN. REFER TO ITEM 2, STEP B.
9. INSERT TORSION SHAFT TO WHEEL AXLE FROM THE RIGHT SIDE. INSTALL TORSION SHAFT DRIVE ON LEFT WHEEL AND SECURE WITH SIX RETAINING BOLTS AND WASHERS. SAFETYWIRE. INSTALL WHEEL DRIVE COMPRESSION BOLT, SPACER, WASHER AND NUT. TORQUE NUT TO 120 INCH-POUND MINIMUM, CONTINUE TO NEXT LOCKING HOLE, SECURE WITH NEXT COTTER PIN.
10. INFLATE NOSE WHEEL TIRE TO 55 PSI.

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.

11. REMOVE AIRCRAFT FROM JACKS. REFER TO WORK COMPLIANCE FORM 32.T01.

320156, 320158

C INSPECT/CLEAN/LUBE NOSE WHEEL/BEARINGS
CONSUMABLES: GREASE MIL-G-81322, CLEANING SOLVENT
1. REMOVE NOSE WHEELS. REFER TO STEP A.
2. CHECK TIRES FOR WEAR, WEATHER CHECKING, OIL SATURATION, CUTS AND FLAT SPOTS, PROPER INFLATION, ETC.
3. INSPECT WHEELS FOR CORROSION AND DAMAGE.
4. CHECK AXLE FOR CORROSION (INTERNAL AND EXTERNAL) DAMAGE AND EVIDENCE OF IRREGULAR WEAR.
5. AFTER THE TIRE IS REMOVED, THE WHEEL SHOULD BE CLEANED, INSPECTED (REFER TO ILLUSTRATION) AND REPAIRED. PARTS HAVING CRACKS MUST BE REPLACED. SMALL NICKS OR SCRATCHES SHOULD BE BLENDED OUT, POLISHED AND TREATED WITH TWO COATS OF ZINC CHROMATE PRIMER AND TWO COATS OF ALUMINUM LACQUER IN ACCORDANCE WITH GOODYEAR COMPONENT

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MAINTENANCE MANUAL AP-507.

NOTE: HANDLE AND MAINTAIN THE WHEEL HALVES PROPERLY TO PROTECT THE PAINT AND SURFACE FINISHES. EXPOSED MAGNESIUM IS SUSCEPTIBLE TO CORROSION. NICKS, SCRATCHES, AND OTHER DAMAGE CAUSED BY IMPROPER HANDLING OF THE WHEEL HALVES INVITES CORROSION, WHICH IF UNATTENDED WILL LEAD EVENTUALLY TO FATIGUE CRACKS AND WHEEL FAILURE.

WARNING: WHEN USING CLEANING SOLVENTS, OBSERVE NORMAL FIRE AND HEALTH PRECAUTIONS FOR THE PARTICULAR SOLVENT BEING USED. DRY CLEANING SOLVENTS ARE TOXIC AND VOLATILE. USE ONLY IN WELL VENTILATED AREAS. AVOID PHYSICAL CONTACT WITH SOLVENT AND DO NOT INHALE VAPOR.

CAUTION: CLEAN BEARING CONES IN A SEPARATE CONTAINER OF CLEAN SOLVENT.

6. STRIP PAINT AS NECESSARY TO INSPECT WHEEL HALVES.
7. CLEAN ALL METAL PARTS IN DRY CLEANING SOLUTION, FEDERAL SPECIFICATION PD-680, OR THE EQUIVALENT. USE A SOFT BRISTLE BRUSH TO REMOVE HARDENED GREASE OR DIRT.

CAUTION: DO NOT SPIN BEARING CONES WITH COMPRESSED AIR WHILE DRYING.

8. DRY ALL METAL PARTS THOROUGHLY, USING DRY FILTERED COMPRESSED AIR.
9. VAPOR DEGREASE BEARING CONES AND VISUALLY CHECK ROLLER SURFACES FOR NICKS, SCRATCHES, RUST, CORROSION, SPALLING, GALLING, FLAT SPOTS, PITTING, HEAT DISCOLORATION, AND WEAR. CHECK BEARING RETAINER FOR DENTS OR DISTORTION, AND FOR WEAR OF SIDES, CORNERS AND END OF ROLLER POCKETS. REPLACE BEARING CONES HAVING ANY DEFECTS.
10. CHECK BEARING CUPS FOR LOOSENESS, GALLING, EXCESSIVE WEAR, SCRATCHES, PITTING, CORROSION, AND EVIDENCE OF OVERHEATING. IF ANY DEFECTS EXIST, REPLACE BEARING CUP. CHECK BEARING SPACER FOR GALLING AND GENERAL CONDITION.
11. IMMEDIATELY AFTER DRYING, PACK BEARING CONES AND COAT BEARING CUPS IN WHEEL HALVES WITH CLEAN BEARING GREASE, SPECIFICATION MIL-G-81322.
12. CLEAN ALL RUBBER PARTS IN ISOPROPYL ALCOHOL AND DRY WITH A CLEAN, SOFT CLOTH.

CAUTION: DO NOT USE DRY CLEANING SOLVENTS RECOMMENDED FOR METAL PARTS TO CLEAN RUBBER PARTS.

13. CHECK BEARING SEALS FOR CUTS, NICKS, DISTORTION, AND OTHER DAMAGE, CHECK FOR SECURITY OF RUBBER-TO-METAL BOND AND FOR DAMAGE OR DISTORTION TO METAL BASE. REPLACE SEALS HAVING ANY OF THESE DEFECTS. CHECK BEARING SEAL FOR WEAR BY MEASURING THE TIP-TO-FACE DISTANCE AS SHOWN IN ILLUSTRATION, REPLACE SEALS WORN BELOW THE MINIMUM DIMENSION.
14. CHECK WHEEL HALVES FOR CRACKS, NICKS, SCRATCHES, TOOL MARKS AND OTHER DAMAGE, PAYING PARTICULAR ATTENTION TO BEAD SEAT, BOLT BOSS AND VALVE STEM HOLE AREAS. REPLACE CRACKED, SEVERLY CORRODED, OR BADLY DAMAGED PARTS.

NOTE: MAGNESIUM ALLOY IS SUBJECT TO CORROSION. CORROSION ORIGINATES AT POINTS WHERE THE PROTECTIVE COATING HAS BEEN RUPTURED AND THE MAGNESIUM EXPOSED TO AIR AND CHEMICALS, PARTICULARLY RUNWAY DEICING CHEMICAL. CORROSION PROCEEDS AT AN INCREASING RATE, AS THE CORROSION RESIDUE ACCELERATES THE PROCESS. THE BEAD SEAT AREA IS ESPECIALLY VULNERABLE. ALL TRACES OF CORROSION AND RESIDUE MUST BE REMOVED BEFORE WHEEL HALVES ARE TREATED AND REPAINTED.

CAUTION: REMOVAL OF CORROSION AND SURFACE DAMAGE WILL PREVENT STRESS CONCENTRATIONS AND PREMATURE WHEEL FAILURE. HOWEVER, ANY REMOVAL OF MATERIAL WILL SHORTEN THE ROLL LIFE OF THE WHEEL; THEREFORE, IT IS RECOMMENDED THAT REMOVAL OF MATERIAL BY BLENDING BE LIMITED TO THE MINIMUM REQUIRED FOR REMOVING CORROSION OR SURFACE DAMAGAE DEFINED IN GOODYEAR COMPONENT MAINTENANCE MANUAL AP-507. NO ATTEMPT SHOULD BE MADE TO REPAIR CRACKED, SEVERLY CORRODED, OR BADLY DAMAGED PARTS. COMPONENTS THAT CANNOT BE REPAIRED WITHIN THE LIMITS DEFINED IN AP-507 MANUAL SHOULD BE REPLACED.

15. CHECK WHEEL HALVES FOR CORROSION, PARTICULARLY ON SURFACES THAT CONTACT TIRE BEADS. REMOVE ANY CORROSION AND SURFACE DAMAGE TO THE LIMITS GIVEN IN GOODYEAR COMPONENT MAINTENANCE MANUAL AP-507.
16. CHECK VALVE HOLE SEAL AREA IN THE OUTBOARD WHEEL HALF FOR DAMAGE. IF SEAL AREA IS DAMAGED CAUSING AIR LEAKAGE,

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REPLACE SUB-ASSEMBLY.

17. CHECK VALVE STEM, CORE, AND CAP FOR STRIPPED THREADS, CORROSION, OR OTHER DAMAGE. REPLACE DEFECTIVE PARTS.
18. CHECK WHEEL O-RING PACKING FOR CUTS, PERMANENT SET, STRETCHING, AND OTHER DAMAGE. DISCARD PACKING IF ANY OF THESE DEFECTS EXIST. REMOVE BURRS OR OTHER DAMAGE ON WHEEL HALVES THAT COULD CAUSE RECURRENT PACKING DAMAGE.
19. CHECK WHEEL BOLTS FOR CRACKS AT THE RADIUS UNDER THE BOLTHEAD AND IN THE THREADS ADJACENT TO THE BOLT SHANK BY MAGNETIC PARTICLE INSPECTION METHOD. DISCARD IF CRACKED OR IF THREADS ARE STRIPPED OR DAMAGED. NO REWORK OF BOLTS IS PERMISSIBLE.
20. CHECK NUTS FOR WEAR, DAMAGED THREADS, AND SELF-LOCKING CAPABILITY. REPLACE WORN OR DAMAGED NUTS OR NUTS HAVING FIFTEEN APPLICATIONS. IF NUMBER OF APPLICATIONS CANNOT BE DETERMINED, DEGREASE NUT AND BOLTS AND CHECK TORQUE REQUIRED TO TURN IT ON A NONLUBRICATED WHEEL BOLT. REPLACE ANY NUT REQUIRING LESS THAN THE MINIMUM TORQUE VALUE OF 6 INCH-POUNDS.
21. INSTALL NOSE GEAR TIRE. REFER TO STEP B.
22. RECORD INSPECTION/CLEAN/LUBE COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

320161, 320166
ITEM 2 - NOSE GEAR TIRE - REMOVAL AND INSTALLATION (REFER TO ILLUSTRATION ON CARD 32-2)
EQUIPMENT/CONSUMABLES: TORQUE WRENCH, DENATURED ALCOHOL, ANTI-SEIZE COMPOUND

A REMOVAL (REFER TO ILLUSTRATION)

1. REMOVE WHEEL. REFER TO ITEM 1.
2. APPLY PRESSURE EVENLY AROUND SIDEWALL OF TIRE AS CLOSE TO TIRE BEAD AS POSSIBLE AND BREAK TIRE FROM WHEEL FLANGE.

   CAUTION: HANDLE BEARING CONES WITH EXTREME CARE, MISHANDLING OF BEARINGS CAN CAUSE BEARING FAILURE.

3. REPEAT STEP 2 TO BREAK OPPOSITE TIRE BEAD FROM SIDEWALL.

   CAUTION: DO NOT PUSH TIRE INTO VALVE STEM WHEN BREAKING BEAD FROM FLANGE. DO NOT PRY BETWEEN WHEEL FLANGE AND TIRE BEAD WITH SHARP TOOLS, OR SEALING OF TIRE AND WHEEL MAY BE IMPAIRED. DO NOT USE IMPACK OR POWER WRENCHES TO REMOVE WHEEL NUTS AND BOLTS.

4. REMOVE SELF-LOCKING NUTS, WASHERS AND BOLTS SECURING WHEEL HALVES.
5. SEPARATE WHEEL HALVES AND REMOVE O-RING SEAL FROM INBOARD WHEEL HALF.
6. REMOVE TIRE FROM OUTBOARD HALF OF WHEEL BY LIFTING TIRE OVER VALVE SO THAT THE BEAD WILL NOT BE DAMAGED.
7. REMOVE VALVE STEM ASSEMBLY FROM OUTBOARD WHEEL HALF.
8. 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: 1. IT IS RECOMMENDED THAT A NEW WHEEL SEAL AND VALVE GROMMET BE INSTALLED AT EACH OVERHAUL. IF IT IS NECESSARY TO REUSE OLD SEAL AND GROMMET, CHECK FOR CUTS, PERMANENT SET, AND OTHER DAMAGE. DO NOT USE DAMAGED SEALS OR GROMMETS WITH PERMANENT SET.
   2. CUTS ON SEALS OFTEN INDICATE THE PRESENCE OF BURRS OR OTHER DAMAGE THAT MAY CAUSE RECURRENT PACKING DAMAGE.

2. INSTALL VALVE STEM AS FOLLOWS:
   A. PLACE GROMMET ON VALVE STEM.
   B. POSITION VALVE STEM AND GROMMET IN WHEEL.
   C. INSTALL SPACER ON VALVE STEM.
   D. SCREW HEX NUT ON VALVE STEM AND TIGHTEN NUT.
3. CHECK TIRE FOR WORD 'TUBELESS AND 210 M.P.H.' ON SIDEWALL.
4. INSPECT TIRE TO ENSURE IT IS FREE OF FOREIGN MATERIAL AND THAT BEAD AREAS ARE CLEAN.
5. VISUALLY INSPECT TIRE BEADS FOR DAMAGE.
6. WIPE WHEEL FLANGE BEAD SEAT AND WHEEL MATING SURFACE AREA WITH A CLEAN CLOTH DAMPENED WITH ISOPROPYL ALCOHOL.
7. INSPECT WHEEL FOR PROPER SEALING AND SECURITY OF VALVE STEM LOCKING NUT.
8. CLEAN WHEEL O-RING SEAL P/N S0310-336R WITH ISOPROPYL ALCOHOL AND LUBRICATE LIGHTLY WITH MIL-G-81322 GREASE.

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9. INSTALL WHEEL O-RING SEAL ON WHEEL HALF.

   CAUTION: SEAL SHOULD BE EQUALIZED ON WHEEL AND NOT TWISTED. USED SEALS SHOULD BE REINSTALLED AS NEAR AS POSSIBLE TO THE ORIGINAL POSITION.

10. PLACE TIRE ON OUTBOARD WHEEL HALF WITH RED BALANCE DOT AT VALVE STEM.
11. POSITION INBOARD WHEEL HALF IN TIRE AND INSTALL WHEEL HALF RETAINING BOLTS AS FOLLOWS:
    A. LUBRICATE THREADS OF WHEEL HALF RETAINING BOLTS AND BEARING SURFACES OF NUTS, BOLTHEADS AND WASHERS WITH ANTI-SEIZE COMPOUND, SPECIFICATION MIL-T-5544.
    B. COMPRESS WHEEL SECTION TO ALLOW INSTALLATION OF TWO BOLTS AND NUTS 180 DEGREES APART. TIGHTEN BOLTS EVENLY UNTIL WHEEL HALVES SEAT THEN INSTALL REMAINING WHEEL HALF RETAINING BOLTS, WASHERS AND NUTS.

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

    C. TIGHTEN WHEEL-HALF RETAINING BOLTS IN EQUAL INCREMENTS OF APPROXIMATELY 20 INCH-POUNDS TO A FINAL TORQUE VALUE OF 120 INCH-POUNDS, USING A CRISSCROSS PATTERN TO ENSURE EVEN TORQUE.

       WARNING: PLACE WHEEL IN AN INFLATION CAGE FOR INITIAL INFLATION. DO NOT INFLATE TIRE IN EXCESS OF FULL OPERATION PRESSURE TO SEAT THE BEADS. REDUCE TIRE PRESSURE TO RECOMMENDED STORAGE PRESSURE OF 20 PSI UNTIL WHEEL/TIRE ASSEMBLY IS READY FOR TESTING. 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.

12. INSTALL VALVE CORE INTO VALVE STEM, INFLATE TIRE WITH JUST ENOUGH AIR TO SEAT BEADS. DO NOT OVER INFLATE.
13. AFTER BEADS ARE PROPERLY SEATED, INFLATE TIRE TO 55 PSI. LEAVE FOR 5 TO 10 MINUTES. REDUCE TO STORAGE PRESSURE OF 20 PSI. REMOVE WHEEL ASSEMBLY FROM CAGE. INSTALL VALVE CAP ON VALVE STEM.
14. INSTALL WHEEL. REFER TO ITEM 1.

90123
32-015
29 29

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 7 DAY 27 YEAR 90 AIRCRAFT HOURS: 4651.2 LANDINGS: 3249

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: A&P 5206 0932

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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320151 PART NAME: NOSE GEAR RIGHT WHEEL MM 32-40-00
REASON REMOVED: (CHECK ONE) TECHNICIAN: [signature] INSP: _____
TIME A( ) FAIL B( ) WORN C( ) LOANER D( ) SCHED CONV E(X) MOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG M( ) DAMAGED T( )

PART REMOVED: PART NUMBER 954 [illegible] 1874 SERIAL NUMBER: MAR 81 1179

PART INSTALLED: PART NUMBER 954 [illegible] 1874 SERIAL NUMBER: APR 66-109

TIME SINCE NEW: HRS _____ LDGS _____ MOS _____ TIME SINCE OVERHAUL: HRS 0 LDGS 0 MOS _____

WARRANTY TIME REMAINING: HRS _____ LDGS _____ MOS _____ MAN-HOURS: HRS _____ TENTHS _____ PRICE: $ _____

SIGNOFF ANY WORK ACCOMPLISHED BELOW. TECHNICIAN INSPECTOR MAN-HOURS HRS.THS

320158 INSPECT/CLEAN/LUBE RIGHT NOSE WHEEL BEARINGS...MM 32-40-00..... [signature] _____ ____.____

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320166 PART NAME: NOSE GEAR RIGHT TIRE MM 32-40-00
REASON REMOVED: (CHECK ONE) TECHNICIAN: [signature] 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: 915 30728

PART INSTALLED: PART NUMBER 164F43-2 SERIAL NUMBER: [illegible] 933510

TIME SINCE NEW: HRS 0 LDGS 0 MOS _____ TIME SINCE OVERHAUL: HRS _____ LDGS _____ MOS _____

WARRANTY TIME REMAINING: HRS _____ LDGS _____ MOS _____ MAN-HOURS: HRS _____ TENTHS _____ PRICE: $ _____

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320146, 320151

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 32.T01.

ITEM 1 - NOSE GEAR WHEEL - REMOVAL AND INSTALLATION, INSPECT/CLEAN/LUBE (REFER TO ILLUSTRATION ON CARD 32-2)
EQUIPMENT: TORQUE WRENCH 0 TO 250 INCH-POUNDS, GREASE MIL-G-81322
A REMOVAL (REFER TO ILLUSTRATION)

1. JACK AIRCRAFT. REFER TO WORK COMPLIANCE FORM 32.T01.

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

2. DRAW A CHALK LINE ACROSS BOTH TIRES, SO THAT TIRES AND WHEELS CAN BE REINSTALLED IN THEIR ORIGINAL POSITION.
3. REMOVE VALVE CAP AND APPLY A TIRE DEFLATOR TO RELEASE TIRE PRESSURE COMPLETELY.

   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.

4. LOOSEN WHEEL DRIVE COMPRESSION BOLT, ON LEFT TORSION SHAFT DRIVE.
5. REMOVE THREE DRIVE RETAINING BOLTS SECURING TORSION SHAFT DRIVE TO OUTBOARD WHEEL HALF AND REMOVE TORSION SHAFT DRIVE.

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NOTE: THIS IS SUFFICIENT TO REMOVE LEFT WHEEL. TO REMOVE RIGHT WHEEL PROCEED AS FOLLOWS:
A. CUT SAFETY WIRE ON RIGHT WHEEL HUB AND REMOVE THREE BOLTS THAT ATTACH SHAFT ASSEMBLY. PULL OUT SHAFT ASSEMBLY WITH DRIVE.

6. REMOVE LOCKING BOLT AND NUT SECURING AXLE NUT.
7. REMOVE AXLE NUT, WASHER, OUTER BEARING SPACER, BEARING SEAL AND BEARING CONE FROM WHEEL.
8. REMOVE NOSE WHEEL ASSEMBLY FROM AIRCRAFT.
A. REMOVE BEARING CONE, BEARING SEAL AND BEARING SPACER FROM WHEEL ASSEMBLY.

CAUTION: HANDLE BEARING CONES WITH EXTREME CARE. MISHANDLING OF BEARINGS CAN CAUSE BEARING FAILURE.

9. INSPECT/LUBE NOSE WHEEL BEARING. REFER TO STEP C.
10. 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.
R 2. CHECK THAT ALL PARTS AND THREADS ARE CLEAN, PACK THREADS AND BEARINGS WITH AEROSHELL 22, MIL-G-81322 GREASE.
R 3. INSTALL INNER BEARING SPACER, INNER BEARING SEAL AND INNER BEARING CONE ONTO AXLE.

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

4. SLIDE WHEEL ASSEMBLY INTO POSITION ON AXLE ENSURING THAT INNER BEARING CONE AND INNER BEARING SEAL REMAIN IN POSITION.
5. INSTALL OUTER BEARING CONE, OUTER BEARING SEAL, OUTER BEARING SPACER, WASHER AND AXLE NUT.

CAUTION: ENSURE THAT WHEEL GREASE SEAL DOES NOT SPIN IN WHEEL AND THAT THE RUBBER OF THE SEAL IS NOT STUCK TO THE AXLE SPACER.

R 6. INSTALL ROTATING WHEEL ASSEMBLY, TORQUE AXLE NUT TO 120 IN-LBS, LOOSEN TO ZERO TORQUE, FINAL TORQUE TO MINIMUM
R OF 20 IN-LBS AND CONTINUE TO LOCATE NEXT SAFETY HOLE CASTELLATION, IF NECESSARY.

R CAUTION: ENSURE THAT WHEEL GREASE SEAL P/N 9524218 REMAINS STATIONARY WITH THE NUT, WASHERS, AND SPACERS.

7. INSTALL AXLE NUT LOCK BOLT AND SELF-LOCKING NUT.
8. INSTALL WHEELS SO THAT MARKS MATCH PREVIOUSLY DRAWN ON TIRES ALIGN. REFER TO ITEM 2, STEP B.
9. INSERT TORSION SHAFT TO WHEEL AXLE FROM THE RIGHT SIDE. INSTALL TORSION SHAFT DRIVE ON LEFT WHEEL AND SECURE WITH SIX RETAINING BOLTS AND WASHERS. SAFETYWIRE. INSTALL WHEEL DRIVE COMPRESSION BOLT, SPACER, WASHER AND NUT. TORQUE NUT TO 120 INCH-POUND MINIMUM, CONTINUE TO NEXT LOCKING HOLE, SECURE WITH NEXT COTTER PIN.
10. INFLATE NOSE WHEEL TIRE TO 55 PSI.

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.

11. REMOVE AIRCRAFT FROM JACKS. REFER TO WORK COMPLIANCE FORM 32.T01.

320156, 320158

C INSPECT/CLEAN/LUBE NOSE WHEEL/BEARINGS
CONSUMABLES: GREASE MIL-G-81322, CLEANING SOLVENT
1. REMOVE NOSE WHEELS. REFER TO STEP A.
2. CHECK TIRES FOR WEAR, WEATHER CHECKING, OIL SATURATION, CUTS AND FLAT SPOTS, PROPER INFLATION, ETC.
3. INSPECT WHEELS FOR CORROSION AND DAMAGE.
4. CHECK AXLE FOR CORROSION (INTERNAL AND EXTERNAL) DAMAGE AND EVIDENCE OF IRREGULAR WEAR.
5. AFTER THE TIRE IS REMOVED, THE WHEEL SHOULD BE CLEANED, INSPECTED (REFER TO ILLUSTRATION) AND REPAIRED. PARTS HAVING CRACKS MUST BE REPLACED. SMALL NICKS OR SCRATCHES SHOULD BE BLENDED OUT, POLISHED AND TREATED WITH TWO COATS OF ZINC CHROMATE PRIMER AND TWO COATS OF ALUMINUM LACQUER IN ACCORDANCE WITH GOODYEAR COMPONENT

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MAINTENANCE MANUAL AP-507.

NOTE: HANDLE AND MAINTAIN THE WHEEL HALVES PROPERLY TO PROTECT THE PAINT AND SURFACE FINISHES. EXPOSED MAGNESIUM IS SUSCEPTIBLE TO CORROSION. NICKS, SCRATCHES, AND OTHER DAMAGE CAUSED BY IMPROPER HANDLING OF THE WHEEL HALVES INVITES CORROSION, WHICH IF UNATTENDED WILL LEAD EVENTUALLY TO FATIGUE CRACKS AND WHEEL FAILURE.

WARNING: WHEN USING CLEANING SOLVENTS, OBSERVE NORMAL FIRE AND HEALTH PRECAUTIONS FOR THE PARTICULAR SOLVENT BEING USED. DRY CLEANING SOLVENTS ARE TOXIC AND VOLATILE. USE ONLY IN WELL VENTILATED AREAS. AVOID PHYSICAL CONTACT WITH SOLVENT AND DO NOT INHALE VAPOR.

CAUTION: CLEAN BEARING CONES IN A SEPARATE CONTAINER OF CLEAN SOLVENT.

6. STRIP PAINT AS NECESSARY TO INSPECT WHEEL HALVES.
7. CLEAN ALL METAL PARTS IN DRY CLEANING SOLUTION, FEDERAL SPECIFICATION PD-680, OR THE EQUIVALENT. USE A SOFT BRISTLE BRUSH TO REMOVE HARDENED GREASE OR DIRT.

CAUTION: DO NOT SPIN BEARING CONES WITH COMPRESSED AIR WHILE DRYING.

8. DRY ALL METAL PARTS THOROUGHLY, USING DRY FILTERED COMPRESSED AIR.
9. VAPOR DEGREASE BEARING CONES AND VISUALLY CHECK ROLLER SURFACES FOR NICKS, SCRATCHES, RUST, CORROSION, SPALLING, GALLING, FLAT SPOTS, PITTING, HEAT DISCOLORATION, AND WEAR. CHECK BEARING RETAINER FOR DENTS OR DISTORTION, AND FOR WEAR OF SIDES, CORNERS AND END OF ROLLER POCKETS. REPLACE BEARING CONES HAVING ANY DEFECTS.
10. CHECK BEARING CUPS FOR LOOSENESS, GALLING, EXCESSIVE WEAR, SCRATCHES, PITTING, CORROSION, AND EVIDENCE OF OVERHEATING. IF ANY DEFECTS EXIST, REPLACE BEARING CUP. CHECK BEARING SPACER FOR GALLING AND GENERAL CONDITION.
11. IMMEDIATELY AFTER DRYING, PACK BEARING CONES AND COAT BEARING CUPS IN WHEEL HALVES WITH CLEAN BEARING GREASE, SPECIFICATION MIL-G-81322.
12. CLEAN ALL RUBBER PARTS IN ISOPROPYL ALCOHOL AND DRY WITH A CLEAN, SOFT CLOTH.

CAUTION: DO NOT USE DRY CLEANING SOLVENTS RECOMMENDED FOR METAL PARTS TO CLEAN RUBBER PARTS.

13. CHECK BEARING SEALS FOR CUTS, NICKS, DISTORTION, AND OTHER DAMAGE, CHECK FOR SECURITY OF RUBBER-TO-METAL BOND AND FOR DAMAGE OR DISTORTION TO METAL BASE. REPLACE SEALS HAVING ANY OF THESE DEFECTS. CHECK BEARING SEAL FOR WEAR BY MEASURING THE TIP-TO-FACE DISTANCE AS SHOWN IN ILLUSTRATION, REPLACE SEALS WORN BELOW THE MINIMUM DIMENSION.
14. CHECK WHEEL HALVES FOR CRACKS, NICKS, SCRATCHES, TOOL MARKS AND OTHER DAMAGE, PAYING PARTICULAR ATTENTION TO BEAD SEAT, BOLT BOSS AND VALVE STEM HOLE AREAS. REPLACE CRACKED, SEVERLY CORRODED, OR BADLY DAMAGED PARTS.

NOTE: MAGNESIUM ALLOY IS SUBJECT TO CORROSION. CORROSION ORIGINATES AT POINTS WHERE THE PROTECTIVE COATING HAS BEEN RUPTURED AND THE MAGNESIUM EXPOSED TO AIR AND CHEMICALS, PARTICULARLY RUNWAY DEICING CHEMICAL. CORROSION PROCEEDS AT AN INCREASING RATE, AS THE CORROSION RESIDUE ACCELERATES THE PROCESS. THE BEAD SEAT AREA IS ESPECIALLY VULNERABLE. ALL TRACES OF CORROSION AND RESIDUE MUST BE REMOVED BEFORE WHEEL HALVES ARE TREATED AND REPAINTED.

CAUTION: REMOVAL OF CORROSION AND SURFACE DAMAGE WILL PREVENT STRESS CONCENTRATIONS AND PREMATURE WHEEL FAILURE. HOWEVER, ANY REMOVAL OF MATERIAL WILL SHORTEN THE ROLL LIFE OF THE WHEEL; THEREFORE, IT IS RECOMMENDED THAT REMOVAL OF MATERIAL BY BLENDING BE LIMITED TO THE MINIMUM REQUIRED FOR REMOVING CORROSION OR SURFACE DAMAGAE DEFINED IN GOODYEAR COMPONENT MAINTENANCE MANUAL AP-507. NO ATTEMPT SHOULD BE MADE TO REPAIR CRACKED, SEVERLY CORRODED, OR BADLY DAMAGED PARTS. COMPONENTS THAT CANNOT BE REPAIRED WITHIN THE LIMITS DEFINED IN AP-507 MANUAL SHOULD BE REPLACED.

15. CHECK WHEEL HALVES FOR CORROSION, PARTICULARLY ON SURFACES THAT CONTACT TIRE BEADS. REMOVE ANY CORROSION AND SURFACE DAMAGE TO THE LIMITS GIVEN IN GOODYEAR COMPONENT MAINTENANCE MANUAL AP-507.
16. CHECK VALVE HOLE SEAL AREA IN THE OUTBOARD WHEEL HALF FOR DAMAGE. IF SEAL AREA IS DAMAGED CAUSING AIR LEAKAGE,

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REPLACE SUB-ASSEMBLY.

17. CHECK VALVE STEM, CORE, AND CAP FOR STRIPPED THREADS, CORROSION, OR OTHER DAMAGE. REPLACE DEFECTIVE PARTS.
18. CHECK WHEEL O-RING PACKING FOR CUTS, PERMANENT SET, STRETCHING, AND OTHER DAMAGE. DISCARD PACKING IF ANY OF THESE DEFECTS EXIST. REMOVE BURRS OR OTHER DAMAGE ON WHEEL HALVES THAT COULD CAUSE RECURRENT PACKING DAMAGE.
19. CHECK WHEEL BOLTS FOR CRACKS AT THE RADIUS UNDER THE BOLTHEAD AND IN THE THREADS ADJACENT TO THE BOLT SHANK BY MAGNETIC PARTICLE INSPECTION METHOD. DISCARD IF CRACKED OR IF THREADS ARE STRIPPED OR DAMAGED. NO REWORK OF BOLTS IS PERMISSIBLE.
20. CHECK NUTS FOR WEAR, DAMAGED THREADS, AND SELF-LOCKING CAPABILITY. REPLACE WORN OR DAMAGED NUTS OR NUTS HAVING FIFTEEN APPLICATIONS. IF NUMBER OF APPLICATIONS CANNOT BE DETERMINED, DEGREASE NUT AND BOLTS AND CHECK TORQUE REQUIRED TO TURN IT ON A NONLUBRICATED WHEEL BOLT. REPLACE ANY NUT REQUIRING LESS THAN THE MINIMUM TORQUE VALUE OF 6 INCH-POUNDS.
21. INSTALL NOSE GEAR TIRE. REFER TO STEP B.
22. RECORD INSPECTION/CLEAN/LUBE COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

320161, 320166
ITEM 2 - NOSE GEAR TIRE - REMOVAL AND INSTALLATION (REFER TO ILLUSTRATION ON CARD 32-2)
EQUIPMENT/CONSUMABLES: TORQUE WRENCH, DENATURED ALCOHOL, ANTI-SEIZE COMPOUND

A REMOVAL (REFER TO ILLUSTRATION)

1. REMOVE WHEEL. REFER TO ITEM 1.
2. APPLY PRESSURE EVENLY AROUND SIDEWALL OF TIRE AS CLOSE TO TIRE BEAD AS POSSIBLE AND BREAK TIRE FROM WHEEL FLANGE.

   CAUTION: HANDLE BEARING CONES WITH EXTREME CARE, MISHANDLING OF BEARINGS CAN CAUSE BEARING FAILURE.

3. REPEAT STEP 2 TO BREAK OPPOSITE TIRE BEAD FROM SIDEWALL.

   CAUTION: DO NOT PUSH TIRE INTO VALVE STEM WHEN BREAKING BEAD FROM FLANGE. DO NOT PRY BETWEEN WHEEL FLANGE AND TIRE BEAD WITH SHARP TOOLS, OR SEALING OF TIRE AND WHEEL MAY BE IMPAIRED. DO NOT USE IMPACK OR POWER WRENCHES TO REMOVE WHEEL NUTS AND BOLTS.

4. REMOVE SELF-LOCKING NUTS, WASHERS AND BOLTS SECURING WHEEL HALVES.
5. SEPARATE WHEEL HALVES AND REMOVE O-RING SEAL FROM INBOARD WHEEL HALF.
6. REMOVE TIRE FROM OUTBOARD HALF OF WHEEL BY LIFTING TIRE OVER VALVE SO THAT THE BEAD WILL NOT BE DAMAGED.
7. REMOVE VALVE STEM ASSEMBLY FROM OUTBOARD WHEEL HALF.
8. 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: 1. IT IS RECOMMENDED THAT A NEW WHEEL SEAL AND VALVE GROMMET BE INSTALLED AT EACH OVERHAUL. IF IT IS NECESSARY TO REUSE OLD SEAL AND GROMMET, CHECK FOR CUTS, PERMANENT SET, AND OTHER DAMAGE. DO NOT USE DAMAGED SEALS OR GROMMETS WITH PERMANENT SET.
   2. CUTS ON SEALS OFTEN INDICATE THE PRESENCE OF BURRS OR OTHER DAMAGE THAT MAY CAUSE RECURRENT PACKING DAMAGE.

2. INSTALL VALVE STEM AS FOLLOWS:
   A. PLACE GROMMET ON VALVE STEM.
   B. POSITION VALVE STEM AND GROMMET IN WHEEL.
   C. INSTALL SPACER ON VALVE STEM.
   D. SCREW HEX NUT ON VALVE STEM AND TIGHTEN NUT.
3. CHECK TIRE FOR WORD 'TUBELESS AND 210 M.P.H.' ON SIDEWALL.
4. INSPECT TIRE TO ENSURE IT IS FREE OF FOREIGN MATERIAL AND THAT BEAD AREAS ARE CLEAN.
5. VISUALLY INSPECT TIRE BEADS FOR DAMAGE.
6. WIPE WHEEL FLANGE BEAD SEAT AND WHEEL MATING SURFACE AREA WITH A CLEAN CLOTH DAMPENED WITH ISOPROPYL ALCOHOL.
7. INSPECT WHEEL FOR PROPER SEALING AND SECURITY OF VALVE STEM LOCKING NUT.
8. CLEAN WHEEL O-RING SEAL P/N S0310-336R WITH ISOPROPYL ALCOHOL AND LUBRICATE LIGHTLY WITH MIL-G-81322 GREASE.

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9. INSTALL WHEEL O-RING SEAL ON WHEEL HALF.

   CAUTION: SEAL SHOULD BE EQUALIZED ON WHEEL AND NOT TWISTED. USED SEALS SHOULD BE REINSTALLED AS NEAR AS POSSIBLE TO THE ORIGINAL POSITION.

10. PLACE TIRE ON OUTBOARD WHEEL HALF WITH RED BALANCE DOT AT VALVE STEM.
11. POSITION INBOARD WHEEL HALF IN TIRE AND INSTALL WHEEL HALF RETAINING BOLTS AS FOLLOWS:
    A. LUBRICATE THREADS OF WHEEL HALF RETAINING BOLTS AND BEARING SURFACES OF NUTS, BOLTHEADS AND WASHERS WITH ANTI-SEIZE COMPOUND, SPECIFICATION MIL-T-5544.
    B. COMPRESS WHEEL SECTION TO ALLOW INSTALLATION OF TWO BOLTS AND NUTS 180 DEGREES APART. TIGHTEN BOLTS EVENLY UNTIL WHEEL HALVES SEAT THEN INSTALL REMAINING WHEEL HALF RETAINING BOLTS, WASHERS AND NUTS.

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

    C. TIGHTEN WHEEL-HALF RETAINING BOLTS IN EQUAL INCREMENTS OF APPROXIMATELY 20 INCH-POUNDS TO A FINAL TORQUE VALUE OF 120 INCH-POUNDS, USING A CRISSCROSS PATTERN TO ENSURE EVEN TORQUE.

       WARNING: PLACE WHEEL IN AN INFLATION CAGE FOR INITIAL INFLATION. DO NOT INFLATE TIRE IN EXCESS OF FULL OPERATION PRESSURE TO SEAT THE BEADS. REDUCE TIRE PRESSURE TO RECOMMENDED STORAGE PRESSURE OF 20 PSI UNTIL WHEEL/TIRE ASSEMBLY IS READY FOR TESTING. 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.

12. INSTALL VALVE CORE INTO VALVE STEM, INFLATE TIRE WITH JUST ENOUGH AIR TO SEAT BEADS. DO NOT OVER INFLATE.
13. AFTER BEADS ARE PROPERLY SEATED, INFLATE TIRE TO 55 PSI. LEAVE FOR 5 TO 10 MINUTES. REDUCE TO STORAGE PRESSURE OF 20 PSI. REMOVE WHEEL ASSEMBLY FROM CAGE. INSTALL VALVE CAP ON VALVE STEM.
14. INSTALL WHEEL. REFER TO ITEM 1.

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WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 30 YEAR 90 AIRCRAFT HOURS: 4578.2 LANDINGS: 3154

TECHNICIAN SIGNATURE: Aero Rig Inc. CERTIFICATE NUMBER: GFER232E

INSPECTED BY: D.E. Atkins KIND OF CERTIFICATE: Repair Station

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320151 PART NAME: NOSE GEAR RIGHT WHEEL MM 32-40-00

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: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

WARRANTY TIME REMAINING: HRS_____LDGS_____MOS_____ MAN-HOURS: HRS_____TENTHS_____PRICE: $_____

SIGNOFF ANY WORK ACCOMPLISHED BELOW. TECHNICIAN INSPECTOR MAN-HOURS HRS.THS

320158 INSPECT/CLEAN/LUBE RIGHT NOSE WHEEL BEARINGS...MM 32-40-00..... _____ _____ _____

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320166 PART NAME: NOSE GEAR RIGHT TIRE MM 32-40-00

REASON REMOVED: (CHECK ONE) TECHNICIAN: [illegible] INSP: _____

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

PART REMOVED: PART NUMBER 164F43-2 SERIAL NUMBER: UNK

PART INSTALLED: PART NUMBER 164F43-2 SERIAL NUMBER: 91230728

TIME SINCE NEW: HRS 0 LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

WARRANTY TIME REMAINING: HRS NA LDGS NA MOS NA MAN-HOURS: HRS_____TENTHS_____PRICE: $_____

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320146, 320151

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 32.T01.

ITEM 1 - NOSE GEAR WHEEL - REMOVAL AND INSTALLATION, INSPECT/CLEAN/LUBE (REFER TO ILLUSTRATION ON CARD 32-2)
EQUIPMENT: TORQUE WRENCH 0 TO 250 INCH-POUNDS, GREASE MIL-G-81322
A REMOVAL (REFER TO ILLUSTRATION)

1. JACK AIRCRAFT. REFER TO WORK COMPLIANCE FORM 32.T01.

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

2. DRAW A CHALK LINE ACROSS BOTH TIRES, SO THAT TIRES AND WHEELS CAN BE REINSTALLED IN THEIR ORIGINAL POSITION.
3. REMOVE VALVE CAP AND APPLY A TIRE DEFLATOR TO RELEASE TIRE PRESSURE COMPLETELY.

   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.

4. LOOSEN WHEEL DRIVE COMPRESSION BOLT, ON LEFT TORSION SHAFT DRIVE.
5. REMOVE THREE DRIVE RETAINING BOLTS SECURING TORSION SHAFT DRIVE TO OUTBOARD WHEEL HALF AND REMOVE TORSION SHAFT DRIVE.

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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
DATE	HOURS	LANDINGS	CYCLES	
				UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 30 YEAR 90 AIRCRAFT HOURS: 4578.2 LANDINGS: 3154

TECHNICIAN SIGNATURE: Aero Air Inc. CERTIFICATE NUMBER: GFER 232E

INSPECTED BY: D.E. Aikin KIND OF CERTIFICATE: Repair Station

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320671 PART NAME: ~~LEFT~~ MAIN GEAR WHEEL MM 32-40-00

REASON REMOVED: (CHECK ONE) TECHNICIAN: _____ INSP: _____

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

PART REMOVED: PART NUMBER 5002806 SERIAL NUMBER: UNK

PART INSTALLED: PART NUMBER 5002806-2 SERIAL NUMBER: JUN 83-470

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

WARRANTY TIME REMAINING: HRS_____LDGS 400 MOS_____ MAN-HOURS: HRS_____TENTHS_____PRICE: $_____

SIGNOFF ANY WORK ACCOMPLISHED BELOW.

		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
	320676 INSPECT/LUBE LEFT MAIN GEAR WHEEL BEARINGS...MM 32-40-00	DEA		..
	320686 REPLACE LEFT MAIN WHEEL BOLTS...NO REF	DEA		..
R	320678 DYE PENETRANT LEFT WHEEL AXLE...REFER TO WORK COMPLIANCE FORM 32.550			
R	322156 INSPECT/CLEAN LEFT ANTI-SKID DETECTOR...REFER TO WORK COMPLIANCE FORM 32.410A			
R	320691 INSPECT LEFT MAIN GEAR/WELL...REFER TO WORK COMPLIANCE FORM 32.020			
R	322174 OPERATIONAL CHECK ANTI-SKID LIGHTS...REFER TO WORK COMPLIANCE FORM 32.425			

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320681 PART NAME: LEFT MAIN GEAR TIRE MM 32-40-00

REASON REMOVED: (CHECK ONE) TECHNICIAN: _____ INSP: DEA

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

PART REMOVED: PART NUMBER 249K83-3 SERIAL NUMBER: _____

PART INSTALLED: PART NUMBER 249K83-3 SERIAL NUMBER: 9141.0614

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

WARRANTY TIME REMAINING: HRS NA LDGS NA MOS NA MAN-HOURS: HRS_____TENTHS_____PRICE: $_____

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320671, 321171

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 32.T01, 32.410.

ITEM 1 - MAIN LANDING GEAR WHEEL - REMOVAL AND INSTALLATION, INSPECT/LUBE WHEEL BEARINGS, REPLACE WHEEL BOLTS (REFER TO FIGURES 1 AND 2 ON CARD 32-5)
EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 TO 400 INCH-POUNDS, GREASE MIL-G-81322, LOCKWIRE, NITROGEN 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 WORK COMPLIANCE FORM 32.410.

1. JACK AIRCRAFT. REFER TO WORK COMPLIANCE FORM 32.T01.

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89313
32-022
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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.
DATE	HOURS	LANDINGS	CYCLES	
				UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 19 YEAR 90 AIRCRAFT HOURS: 4485 LANDINGS: 3041

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: 560767740

INSPECTED BY: [signature] KIND OF CERTIFICATE: A+P

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320671 PART NAME: LEFT MAIN GEAR WHEEL — MM 32-40-00
REASON REMOVED: (CHECK ONE) — TECHNICIAN: [signature] INSP: [signature]
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 5002806-2 SERIAL NUMBER: JUN 88-470

PART INSTALLED: PART NUMBER 5002806-2 SERIAL NUMBER: JUL 83-123

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS 0 LDGS 0 MOS_____

WARRANTY TIME REMAINING: HRS_____LDGS_____MOS_____ MAN-HOURS: HRS_____TENTHS_____PRICE: $_____

SIGNOFF ANY WORK ACCOMPLISHED BELOW.

		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
	320676 INSPECT/LUBE LEFT MAIN GEAR WHEEL BEARINGS...MM 32-40-00.....	_____	_____	_____._____
	320686 REPLACE LEFT MAIN WHEEL BOLTS...NO REF.....	_____	_____	_____._____
R	320678 DYE PENETRANT LEFT WHEEL AXLE...REFER TO WORK COMPLIANCE FORM 32.550			
R	322156 INSPECT/CLEAN LEFT ANTI-SKID DETECTOR...REFER TO WORK COMPLIANCE FORM 32.410A			
R	320691 INSPECT LEFT MAIN GEAR/WELL...REFER TO WORK COMPLIANCE FORM 32.020			
R	322174 OPERATIONAL CHECK ANTI-SKID LIGHTS...REFER TO WORK COMPLIANCE FORM 32.425			

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320681 PART NAME: LEFT MAIN GEAR TIRE — MM 32-40-00
REASON REMOVED: (CHECK ONE) — TECHNICIAN: [signature] INSP: [signature]
TIME A( ) FAIL B( ) WORN C(X) LOANER D( ) SCHED CONV E( ) MOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG M( ) DAMAGED T( )

PART REMOVED: PART NUMBER 249K83-3 SERIAL NUMBER: 91250932

PART INSTALLED: PART NUMBER 249K83-3 SERIAL NUMBER: 91401928

TIME SINCE NEW: HRS 0 LDGS 0 MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

WARRANTY TIME REMAINING: HRS_____LDGS_____MOS_____ MAN-HOURS: HRS_____TENTHS_____PRICE: $_____

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320671, 321171

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 32.T01, 32.410.

ITEM 1 - MAIN LANDING GEAR WHEEL - REMOVAL AND INSTALLATION, INSPECT/LUBE WHEEL BEARINGS, REPLACE WHEEL BOLTS (REFER TO FIGURES 1 AND 2 ON CARD 32-5)
EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 TO 400 INCH-POUNDS, GREASE MIL-G-81322, LOCKWIRE, NITROGEN 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 WORK COMPLIANCE FORM 32.410.

1. JACK AIRCRAFT. REFER TO WORK COMPLIANCE FORM 32.T01.

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

2. REMOVE VALVE CAP AND APPLY A TIRE DEFLATOR TO RELEASE TIRE PRESSURE COMPLETELY.

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 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.

B INSTALLATION

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

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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.

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/O WEIGHT	A/C WEIGHT ON WHEELS	A/C WEIGHT 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 CONES 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, COUNTERSUNK 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
A REMOVAL (REFER TO FIGURE 2)
1. REMOVE WHEEL. REFER TO ITEM 1.

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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:
   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. 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, 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 TWISTED.

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

<< CONTINUED >>

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 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 TWO 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 PSI FOR EACH 5 DEGREES F OF TEMPERATURE. FOR COLD WEATHER TIRE PRECAUTIONS, REFER TO S.I.L. NO.11.

A/C MAX. T/O WEIGHT	A/C WEIGHT ON WHEELS	A/C WEIGHT 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 CONES WITH EXTREME CARE. MANY AIRCRAFT BEARING FAILURES RESULT FROM MISHANDLING OF BEARINGS DURING OVERHAUL.

17. INSTALL WHEEL. REFER TO ITEM 1.

OPERATOR: ED-WES, INC. WORK COMPLIANCE FORM NO. 32.190

AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 08-89 PAGE 1

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32-022
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WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 5 DAY 23 YEAR 90 AIRCRAFT HOURS: 4603 LANDINGS: 3186

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: 560767740

INSPECTED BY: _____ KIND OF CERTIFICATE: A+P

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321171 PART NAME: RIGHT MAIN GEAR WHEEL MM 32-40-00

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 5002806-1 SERIAL NUMBER: APR 80-47

PART INSTALLED: PART NUMBER 5002806-2 SERIAL NUMBER: 1357

TIME SINCE NEW: HRS 0 LDGS _____ MOS _____ TIME SINCE OVERHAUL: HRS _____ LDGS _____ MOS _____

WARRANTY TIME REMAINING: HRS _____ LDGS _____ MOS _____ MAN-HOURS: HRS _____ TENTHS _____ PRICE: $ _____

SIGNOFF ANY WORK ACCOMPLISHED BELOW.

		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
	321176 INSPECT/LUBE RIGHT MAIN GEAR WHEEL BEARINGS...MM 32-40-00			
	321186 REPLACE RIGHT MAIN WHEEL BOLTS...NO REF			
R	321178 DYE PENETRANT RIGHT WHEEL AXLE...REFER TO WORK COMPLIANCE FORM 32.550			
R	322171 INSPECT/CLEAN RIGHT ANTI-SKID DETECTOR...REFER TO WORK COMPLIANCE FORM 32.410A			
R	321191 INSPECT RIGHT MAIN GEAR/WELL...REFER TO WORK COMPLIANCE FORM 32.020			
R	322174 OPERATIONAL CHECK ANTI-SKID LIGHTS...REFER TO WORK COMPLIANCE FORM 32.425			

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321181 PART NAME: RIGHT MAIN GEAR TIRE MM 32-40-00

REASON REMOVED: (CHECK ONE) TECHNICIAN: _____ INSP: _____

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

PART REMOVED: PART NUMBER 249K83-3 SERIAL NUMBER: 91521927

PART INSTALLED: PART NUMBER 249K83-3 SERIAL NUMBER: 00900830

TIME SINCE NEW: HRS 0 LDGS _____ MOS _____ TIME SINCE OVERHAUL: HRS _____ LDGS _____ MOS _____

WARRANTY TIME REMAINING: HRS _____ LDGS _____ MOS _____ MAN-HOURS: HRS _____ TENTHS _____ PRICE: $ _____

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320671, 321171

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 32.T01, 32.410.

ITEM 1 - MAIN LANDING GEAR WHEEL - REMOVAL AND INSTALLATION, INSPECT/LUBE WHEEL BEARINGS, REPLACE WHEEL BOLTS (REFER TO FIGURES 1 AND 2 ON CARD 32-5)

EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 TO 400 INCH-POUNDS, GREASE MIL-G-81322, LOCKWIRE, NITROGEN 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 WORK COMPLIANCE FORM 32.410.

1. JACK AIRCRAFT. REFER TO WORK COMPLIANCE FORM 32.T01.

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90150
32-022
29 29

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.
DATE	HOURS	LANDINGS	CYCLES	
				UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 12 DAY 13 YEAR 90 AIRCRAFT HOURS: 4772 LANDINGS: 3372

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: 560767740

INSPECTED BY: [signature] KIND OF CERTIFICATE: A+P

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321171 PART NAME: RIGHT MAIN GEAR WHEEL MM 32-40-00
REASON REMOVED: (CHECK ONE) TECHNICIAN: [signature] INSP: [signature]
TIME A( ) FAIL B( ) WORN C( ) LOANER D( ) SCHED CONV E( ) MOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG M(X) DAMAGED T( )

PART REMOVED: PART NUMBER 5002806-2 SERIAL NUMBER: 1357

PART INSTALLED: PART NUMBER 5002806 SERIAL NUMBER: JUN 88-470

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS 0 LDGS_____MOS_____

WARRANTY TIME REMAINING: HRS_____LDGS_____MOS_____ MAN-HOURS: HRS_____TENTHS_____PRICE: $_____

SIGNOFF ANY WORK ACCOMPLISHED BELOW.

		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
	321176 INSPECT/LUBE RIGHT MAIN GEAR WHEEL BEARINGS...MM 32-40-00.....	[signature]	[signature]	.5
	321186 REPLACE RIGHT MAIN WHEEL BOLTS...NO REF.....	[signature]	[signature]	.5
R	321178 DYE PENETRANT RIGHT WHEEL AXLE...REFER TO WORK COMPLIANCE FORM 32.550			
R	322171 INSPECT/CLEAN RIGHT ANTI-SKID DETECTOR...REFER TO WORK COMPLIANCE FORM 32.410A			
R	321191 INSPECT RIGHT MAIN GEAR/WELL...REFER TO WORK COMPLIANCE FORM 32.020			
R	322174 OPERATIONAL CHECK ANTI-SKID LIGHTS...REFER TO WORK COMPLIANCE FORM 32.425			

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321181 PART NAME: RIGHT MAIN GEAR TIRE MM 32-40-00
REASON REMOVED: (CHECK ONE) TECHNICIAN: [signature] INSP: [signature]
TIME A( ) FAIL B( ) WORN C(X) LOANER D( ) SCHED CONV E( ) MOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG M( ) DAMAGED T( )

PART REMOVED: PART NUMBER 249K83-3 SERIAL NUMBER: 00900[illegible]830

PART INSTALLED: PART NUMBER 249K83-3 SERIAL NUMBER: 00951068

TIME SINCE NEW: HRS 0 LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

WARRANTY TIME REMAINING: HRS_____LDGS_____MOS_____ MAN-HOURS: HRS_____TENTHS_____PRICE: $_____

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320671, 321171

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 32.T01, 32.410.

ITEM 1 - MAIN LANDING GEAR WHEEL - REMOVAL AND INSTALLATION, INSPECT/LUBE WHEEL BEARINGS, REPLACE WHEEL BOLTS (REFER TO FIGURES 1 AND 2 ON CARD 32-5)
EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 TO 400 INCH-POUNDS, GREASE MIL-G-81322, LOCKWIRE, NITROGEN 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 WORK COMPLIANCE FORM 32.410.

1. JACK AIRCRAFT. REFER TO WORK COMPLIANCE FORM 32.T01.

<< CONTINUED >>

90150 32-022 29 29	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.
	DATE	HOURS	LANDINGS	CYCLES	
					UNSCHEDULED

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

2. REMOVE VALVE CAP AND APPLY A TIRE DEFLATOR TO RELEASE TIRE PRESSURE COMPLETELY.

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 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.

B INSTALLATION

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

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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.

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/O WEIGHT	A/C WEIGHT ON WHEELS	A/C WEIGHT 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 CONES 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, COUNTERSUNK 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
A REMOVAL (REFER TO FIGURE 2)
1. REMOVE WHEEL. REFER TO ITEM 1.

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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:
   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. 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, 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 TWISTED.

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

<< CONTINUED >>

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 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 TWO 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 PSI FOR EACH 5 DEGREES F OF TEMPERATURE. FOR COLD WEATHER TIRE PRECAUTIONS, REFER TO S.I.L. NO.11.

A/C MAX. T/O WEIGHT	A/C WEIGHT ON WHEELS	A/C WEIGHT OFF WHEELS
22,850 POUNDS	150 PSI	143 PSI
23,300 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 CONES WITH EXTREME CARE. MANY AIRCRAFT BEARING FAILURES RESULT FROM MISHANDLING OF BEARINGS DURING OVERHAUL.

17. INSTALL WHEEL. REFER TO ITEM 1.

OPERATOR: ED-WES, INC. WORK COMPLIANCE FORM NO. 32.390
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. PAGE 1

89347
32-049
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WORK DUE AT	* = APU HRS.		
DATE	HOURS	LANDINGS	CYCLES

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 20 YEAR 90 AIRCRAFT HOURS: 4757 LANDINGS: 3351

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: 560877740

INSPECTED BY: [signature] KIND OF CERTIFICATE: A+P

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322113 PART NAME: LEFT MAIN GEAR BRAKE UNIT MM 32-40-00
REASON REMOVED: (CHECK ONE) TECHNICIAN: [illegible] INSP: [illegible]
TIME A( ) FAIL B( ) WORN C(X) LOANER D( ) SCHED CONV E( ) MOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG M( ) DAMAGED T( )

PART REMOVED: PART NUMBER 5002805-3 SERIAL NUMBER: 81-136

PART INSTALLED: PART NUMBER 5002805-3 SERIAL NUMBER: 82-334

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS 0 LDGS_____MOS_____

WARRANTY TIME REMAINING: HRS_____LDGS_____MOS_____ MAN-HOURS: HRS_____TENTHS_____PRICE: $_____

SIGNOFF ANY WORK ACCOMPLISHED BELOW. TECHNICIAN INSPECTOR MAN-HOURS HRS.THS

322116 INSPECT/CHECK LEFT BRAKE LININGS...MM 12-10-04..... _____ _____ _____.____

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322128 PART NAME: RIGHT MAIN GEAR BRAKE UNIT MM 32-40-00
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: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

WARRANTY TIME REMAINING: HRS_____LDGS_____MOS_____ MAN-HOURS: HRS_____TENTHS_____PRICE: $_____

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322113, 322128

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 32.T01, 32.400, 32.180, 32.190.

MAIN GEAR BRAKE UNIT - REMOVAL AND INSTALLATION, INSPECT/CHECK (REFER TO ILLUSTRATION ON CARD 32-11)
EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 TO 144 INCH-POUNDS, GREASE MIL-G-81322, O-RING P/N 9510672 (AS REQUIRED), BOLT P/N NAS6705U8 (AS REQUIRED)

A REMOVAL

1. JACK MAIN WHEEL. REFER TO WORK COMPLIANCE FORM 32.T01.
2. REMOVE MAIN WHEEL. REFER TO WORK COMPLIANCE FORM 32.180, 32.190.

NOTE: RELEASE PARKING BRAKES.

3. DISCONNECT AND CAP HYDRAULIC LINES FROM BRAKE PORTS.
4. REMOVE NUTS, WASHERS AND BOLTS SECURING BRAKE UNIT ASSEMBLY TO TORQUE PLATE.
5. EASE BRAKE UNIT ASSEMBLY OFF AXLE AND REMOVE BRAKE UNIT ASSEMBLY.
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.

NOTE: NEW BOLTS P/N NAS6705U8, POST SERVICE LETTER NO.WW-24103, MUST BE INSPECTED AT EACH BRAKE OVERHAUL USING DYE CHECK FOR ZYGLO INSPECTION METHOD. ANY BOLTS EXHIBITING CRACKS, STRIPPED OR CROSSED THREADS OR ANY

CONTINUED

OTHER DAMAGE MUST BE DISCARDED AND A NEW BOLT P/N NAS6705U8 INSTALLED.

2. CLEAN SURFACES OF TORQUE TUBE SUBASSEMBLY THAT CONTACT STRUT TORQUE PLATE AND APPLY A LIGHT COAT OF GREASE, SPECIFICATION MIL-G-81322 TO CONTACTING SURFACE.
3. SLIDE BRAKE ASSEMBLY ONTO AXLE BEING CAREFUL TO AVOID DAMAGE TO AXLE THREADS.
4. POSITION BRAKE ASSEMBLY ON AXLE FLANGE SO THAT ONE BEARING STUD IS IN THE TOP HOLE. SECURE WITH BOLTS P/N NAS6705U8, WASHERS AND NUTS. DRY TORQUE 120 TO 144 INCH-POUNDS.

NOTE: EXAMINE SELF-LOCKING NUTS FOR WORN, STRIPPED, OR CROSSED THREADS AND DISCARD IF DAMAGED. NUTS SHOULD BE DISCARDED AFTER 15 APPLICATIONS. IF THE NUMBER OF APPLICATIONS CANNOT BE DETERMINED, DEGREASE NUT AND BOLT AND CHECK TORQUE REQUIRED TO TURN THE NUT ON AN UNLUBRICATED BOLT PAST THE SELF-LOCKING SECTION. IF A NUT CAN BE FINGER-TIGHTENED PAST ITS SELF-LOCKING SECTION, DISCARD THE NUT.

5. REMOVE CAPS FROM HYDRAULIC LINES AND CONNECT LINES TO BRAKE INLET PORTS.
6. INSTALL MAIN WHEEL. REFER TO WORK COMPLIANCE FORM 32.180, 32.190.
7. PERFORM BRAKE BLEEDING. REFER TO WORK COMPLIANCE FORM 32.400.

322116, 322131

C INSPECT/CHECK BRAKE LININGS (REFER TO ILLUSTRATION)

1. SET PARKING BRAKE.
2. IF MEASUREMENT BETWEEN THE CENTER OF THE AFT HOUSING AND PRESSURE PLATE IS MORE THAN 0.410 INCHES, BRAKES ARE WORN TO LIMITS. REFER TO STEP A FOR REPLACEMENT.
3. RECORD INSPECTION/CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WEST, INC. WORK COMPLIANCE FORM NO. 33.100A

AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD ISSUED 07-88 REV. PAGE 1

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33-010
29 29

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 11 YEAR 90 AIRCRAFT HOURS: 4718 LANDINGS: 3309

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: 560767740

INSPECTED BY: _____ KIND OF CERTIFICATE: A+P

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
330228 CHARGE EMERGENCY LIGHT BATTERY...MM 12-10-06.....			_____.____

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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, O (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 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.

OPERATOR: ED-WES, INC. REPORT DATE 05/11/90 WORK COMPLIANCE FORM NO. 33.100A
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. PAGE 1

90131
33-010
29 29

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
07/10/90	4710		

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: MONTH 7 DAY 11 YEAR 90 AIRCRAFT HOURS: 4646 LANDINGS: 3239

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: 560267740

INSPECTED BY: [signature] KIND OF CERTIFICATE: A+P

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THE FOLLOWING WORK IS DUE AT THE TIME(S) NOTED ABOVE: TECHNICIAN INSPECTOR MAN-HOURS HRS.THS

330228 CHARGE EMERGENCY LIGHT BATTERY...MM 12-10-06..... [signature] [signature] ____.____

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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 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.

90011	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.
33-010	DATE	HOURS	LANDINGS	CYCLES	
29 29	02/28/90	4580			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 10 YEAR 90 AIRCRAFT HOURS: 4560 LANDINGS: 3132

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: 560767740

INSPECTED BY: _____ KIND OF CERTIFICATE: A+P

****

THE FOLLOWING WORK IS DUE AT THE TIME(S) NOTED ABOVE: TECHNICIAN INSPECTOR MAN-HOURS HRS.THS

330228 CHARGE EMERGENCY LIGHT BATTERY...MM 12-10-06..... _____ _____ _____.____

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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, O (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 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.

88349
34-040
29 29

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.
DATE	HOURS	LANDINGS	CYCLES	
				UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 11 YEAR 90 AIRCRAFT HOURS: 4718 LANDINGS: 3309

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: 560767240

INSPECTED BY: [signature] KIND OF CERTIFICATE: A+P

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
(344616) ( ) INSP EMER POWER SUPPLY BATTERY/STAND-BY ATTITUDE GYRO..VHM SL-80/SLB9			

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344616

NOTE: THE FOLLOWING ADDITIONAL WCF(S) 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 AND 5 ON CARD 34-12)

NOTE: 1. FOR PS-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 PS-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 MOUNT AND LOOSEN KNOB.
(3) REMOVE EMERGENCY POWER 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.

WARNING: THE ELECTROLYTE USED IN NICKEL-CADMIUM BATTERIES 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 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 OHM + OR -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.T02, STEPS 4.A(3) SPECIFIED ENDING VOLTAGE ARE TO CRITICAL ELEMENT. A DISCHARGE CURVE WITH ONE OR MORE PREMATURE DIPS AS SHOWN IN THE DASHED CURVE (FIGURE 3) INDICATE CELLS WHICH NEED MAINTENANCE. WHEN

<< CONTINUED >>

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.T02, 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, CONNECT A 28 V DC POWER SUPPLY TO PS-823 PINS 10 (+) AND 7 (-) IN ACCORDANCE WITH FIGURE 1. TURN ON THE 28 V DC POWER 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 SERVICE 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.T02.

2. CHECK MODEL PS-835 EMERGENCY POWER SUPPLY AS FOLLOWS:
   A. WITH NO POWER APPLIED TO THE PS-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 REMAIN ILLUMINATED DURING THE TEST.

   NOTE: IF UNIT TEST SWITCH (S1) OR REMOTE TEST SWITCH 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 PS-835 TEST SWITCH (OR COCKPIT REMOTE 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 MODEL 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 MATES WITH MOUNT CONNECTOR. ENSURE THAT PINS ARE PROPERLY ALIGNED, THEN FIRMLY PRESS POWER SUPPLY BACK UNTIL REAR CONNECTOR IS FIRMLY ENGAGED WITH MOUNTING 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.

90011 34-040 29 29

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
02/28/90	4580		

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: MONTH 4 DAY 10 YEAR 90 AIRCRAFT HOURS: 4560 LANDINGS: 3132

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: 560767740

INSPECTED BY: [signature] KIND OF CERTIFICATE: A+P

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THE FOLLOWING WORK IS DUE AT THE TIME(S) NOTED ABOVE: TECHNICIAN INSPECTOR MAN-HOURS HRS.THS

(344616) ( ) INSP EMER POWER SUPPLY BATTERY/STAND-BY ATTITUDE GYRO..VMM SL-80/SLBQ [signature] [signature]

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344616

NOTE: THE FOLLOWING ADDITIONAL WCF(S) 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 AND 5 ON CARD 34-12)

NOTE: 1. FOR PS-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 PS-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 MOUNT AND LOOSEN KNOB.
(3) REMOVE EMERGENCY POWER 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.

WARNING: THE ELECTROLYTE USED IN NICKEL-CADMIUM BATTERIES 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 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 OHM + OR -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.T02, STEPS 4.A(3) SPECIFIED ENDING VOLTAGE ARE TO CRITICAL ELEMENT. A DISCHARGE CURVE WITH ONE OR MORE

<< CONTINUED >>

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.T02, 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, CONNECT A 28 V DC POWER SUPPLY TO PS-823 PINS 10 (+) AND 7 (-) IN ACCORDANCE WITH FIGURE 1. TURN ON THE 28 V DC POWER 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 SERVICE 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.T02.

2. CHECK MODEL PS-835 EMERGENCY POWER SUPPLY AS FOLLOWS:

A. WITH NO POWER APPLIED TO THE PS-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 REMAIN ILLUMINATED DURING THE TEST.

NOTE: IF UNIT TEST SWITCH (S1) OR REMOTE TEST SWITCH 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 PS-835 TEST SWITCH (OR COCKPIT REMOTE 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 MODEL 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 MATES WITH MOUNT CONNECTOR. ENSURE THAT PINS ARE PROPERLY ALIGNED, THEN FIRMLY PRESS POWER SUPPLY BACK UNTIL REAR CONNECTOR IS FIRMLY ENGAGED WITH MOUNTING 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.

90131
34-039
29 29

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
07/10/90	4710		

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: MONTH 7 DAY 11 YEAR 90 AIRCRAFT HOURS: 4646 LANDINGS: 3239

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: 560767740

INSPECTED BY: _____ KIND OF CERTIFICATE: A+P

****

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

DUE > 344616 INSP EMER PWR SUPPLY BATT VMM SL-80 SL-80

****

344611 PART NAME: ( ) EMERGENCY POWER SUPPLY BATTERY/STAND-BY ATTITUDE GYRO MM 34-20-09

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: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

WARRANTY TIME REMAINING: HRS_____LDGS_____MOS_____ MAN-HOURS: HRS_____TENTHS_____PRICE: $_____

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
R (344616) ( ) INSP EMER POWER SUPPLY BATTERY/STAND-BY ATTITUDE GYRO..SL-80/SL-80C..	Ø	Ø	.0
R 344621 DEEP CYCLE EMERGENCY POWER SUPPLY SYSTEM (PS 823 ONLY)...SL-80.....			.0
R 344618 TEST EMERGENCY BATTERY/STAND-BY ATTITUDE GYRO (PS-835 ONLY)...JET SL-80C...			.0

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344611

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 34.T01, 34.T02.

EMERGENCY POWER SUPPLY BATTERY/STAND-BY ATTITUDE GYRO - REMOVAL AND INSTALLATION, DEEP CYCLE, TEST (REFER TO FIGURES 1, 2, 3, 4 AND 5 ON CARD 34-12)

A REMOVAL (REFER TO FIGURE 5)

NOTE: FOR MODEL PS-823 EMERGENCY POWER SUPPLY.

1. REMOVE ELECTRICAL POWER FROM AIRCRAFT.
2. REMOVE SAFETY WIRE FROM KNURLED KNOB TO MOUNT AND LOOSEN KNOB.
3. REMOVE EMERGENCY POWER SUPPLY UNIT FROM MOUNTING RACK BY PULLING GENTLY.
4. RECORD PART NUMBER, SERIAL NUMBER, AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

B INSTALLATION

NOTE: FOR MODEL PS-823 EMERGENCY POWER SUPPLY.

1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
2. POSITION EMERGENCY POWER SUPPLY IN FRONT OF MOUNTING RACK.
3. CAREFULLY SLIDE EMERGENCY POWER SUPPLY BACK UNTIL REAR CONNECTOR MATES WITH MOUNT CONNECTOR. ENSURE THAT PINS ARE PROPERLY ALIGNED, THEN FIRMLY PRESS POWER SUPPLY BACK UNTIL REAR CONNECTOR IS FIRMLY ENGAGED WITH MOUNTING RACK CONNECTOR.
4. LIFT KNURLED KNOB ONTO SECURING HOOK IN FRONT OF POWER SUPPLY AND TIGHTEN KNOB.
5. SAFETYWIRE KNURLED KNOB.
6. CONNECT ELECTRICAL POWER TO AIRCRAFT.

344616

C INSPECT EMERGENCY POWER SUPPLY BATTERY/STAND-BY ATTITUDE GYRO (REFER TO FIGURES 1, 2 AND 3)

<< CONTINUED >>

CAMP SYSTEMS, Inc — COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC. — WORK COMPLIANCE FORM NO. 34.430

AIRCRAFT NO.: 368 — MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD — ISSUED 07-88 REV. — PAGE 1

90334 / 00-000 / 29 29

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 12 DAY 12 YEAR 90 AIRCRAFT HOURS: 4770.4 LANDINGS: 3369

TECHNICIAN SIGNATURE: J. S. ORTLIEB CERTIFICATE NUMBER: 565550463

INSPECTED BY: _____ KIND OF CERTIFICATE: A&P

****

342801 PART NAME: NO.1 GYRO ATTITUDE INDICATOR — NO REF

REASON REMOVED: (CHECK ONE) — TECHNICIAN: _____ INSP: _____

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

PART REMOVED: PART NUMBER 4020531-170 SERIAL NUMBER: 79120626

PART INSTALLED: PART NUMBER 4020531-170 SERIAL NUMBER: 81080928

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

WARRANTY TIME REMAINING: HRS_____LDGS_____MOS_____ MAN-HOURS: HRS_____TENTHS_____PRICE: $_____

****

342811 PART NAME: NO.2 GYRO ATTITUDE INDICATOR — NO REF

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: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

WARRANTY TIME REMAINING: HRS_____LDGS_____MOS_____ MAN-HOURS: HRS_____TENTHS_____PRICE: $_____

****

NO TEXT AVAILABLE AT THIS TIME.

11/10/91

Jim Christ: mistakenly put in #1, should have been #2

Jim

1 is still Part # 4883751-501 SN# UNK

CAMP SYSTEMS, Inc. — COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: **ED-WEST, INC.** — WORK COMPLIANCE FORM NO. **34.430**

AIRCRAFT NO.: **368** — MODEL: **1124A WESTWIND**

AIRCRAFT REG.: **N368MD** — **ISSUED 07-88 REV.** — **PAGE 1**

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29 29

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.
DATE	HOURS	LANDINGS	CYCLES	
				UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 1 DAY 26 YEAR 90 AIRCRAFT HOURS: 4489 LANDINGS: 3046

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: 560767740

INSPECTED BY: [signature] KIND OF CERTIFICATE: A+P

****

342801 PART NAME: NO.1 GYRO ATTITUDE INDICATOR — NO REF

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: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

WARRANTY TIME REMAINING: HRS_____LDGS_____MOS_____ MAN-HOURS: HRS_____TENTHS_____PRICE: $_____

****

342811 PART NAME: NO.2 GYRO ATTITUDE INDICATOR — NO REF

REASON REMOVED: (CHECK ONE) — TECHNICIAN: [signature] INSP: [signature]

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

PART REMOVED: PART NUMBER 4883751-501 SERIAL NUMBER: 81100948

PART INSTALLED: PART NUMBER 4020531-170 SERIAL NUMBER: 79120626

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS 0 LDGS 0 MOS 0

WARRANTY TIME REMAINING: HRS_____LDGS_____MOS_____ MAN-HOURS: HRS_____TENTHS_____PRICE: $_____

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NO TEXT AVAILABLE AT THIS TIME.

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC. WORK COMPLIANCE FORM NO. 34.430

AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD ISSUED 07-88 REV. PAGE 1

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WORK DUE AT		* = APU HRS		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. SIGN AND DATE FOR YOUR RECORDS. RETURN CARBON COPY TO DISPATCH OFFICE.
DATE	HOURS	LANDINGS	CYCLES	
				UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 7 DAY 11 YEAR 90 AIRCRAFT HOURS: 4696.6 LANDINGS: 3239

TECHNICIAN SIGNATURE: J. S. ORTLIEB CERTIFICATE NUMBER: 565550463

INSPECTED BY: _____ KIND OF CERTIFICATE: A&P

****

342801 PART NAME: NO.1 GYRO ATTITUDE INDICATOR NO REF

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: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

WARRANTY TIME REMAINING: HRS_____LDGS_____MOS_____ MAN-HOURS: HRS_____TENTHS_____PRICE: $_____

****

342811 PART NAME: NO.2 GYRO ATTITUDE INDICATOR NO REF

REASON REMOVED: (CHECK ONE) TECHNICIAN: _____ INSP: _____

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

PART REMOVED: PART NUMBER 4020531-170 SERIAL NUMBER: F9120626

PART INSTALLED: PART NUMBER 4020531-170 SERIAL NUMBER: F10809 28

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS 0 LDGS_____MOS_____

WARRANTY TIME REMAINING: HRS_____LDGS_____MOS_____ MAN-HOURS: HRS_____TENTHS_____PRICE: $_____

****

NO TEXT AVAILABLE AT THIS TIME.

OPERATOR: ED-WES, INC. WORK COMPLIANCE FORM NO. 34,430

AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND

AIRCRAFT REG.: N369MD ISSUED 07-88 REV.

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WORK DUE AT	* = APU HRS.		
DATE	HOURS	LANDINGS	CYCLES

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 24 YEAR 90 AIRCRAFT HOURS: 4726.9 LANDINGS: 3319

TECHNICIAN SIGNATURE: J. S. ORTLIEB CERTIFICATE NUMBER: 565550463

INSPECTED BY: _____ KIND OF CERTIFICATE: A&P

****

342801 PART NAME: NO.1 GYRO ATTITUDE INDICATOR NO REF

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: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

WARRANTY TIME REMAINING: HRS_____LDGS_____MOS_____ MAN-HOURS: HRS_____TENTHS_____PRICE: $_____

****

342811 PART NAME: NO.2 GYRO ATTITUDE INDICATOR NO REF

REASON REMOVED: (CHECK ONE) TECHNICIAN: _____ INSP: _____

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

PART REMOVED: PART NUMBER 4020513-170 SERIAL NUMBER: 81080928

PART INSTALLED: PART NUMBER 4020513-170 SERIAL NUMBER: 79120626

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS Ø LDGS_____MOS_____

WARRANTY TIME REMAINING: HRS_____LDGS_____MOS_____ MAN-HOURS: HRS_____TENTHS_____PRICE: $_____

****

NO TEXT AVAILABLE AT THIS TIME.

OPERATOR: ED-WES, INC. WORK COMPLIANCE FORM NO. 35.070
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND
AIRCRAFT REG.: N368MD ISSUED 07-88 REV.

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WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 09 DAY 13 YEAR 90 AIRCRAFT HOURS: 46826 LANDINGS: 3283

TECHNICIAN SIGNATURE: James L Cobb CERTIFICATE NUMBER: 516555O463

INSPECTED BY: _____ KIND OF CERTIFICATE: A/P

****

350146 PART NAME: PILOT'S OXYGEN MASK NO REF

REASON REMOVED: (CHECK ONE) TECHNICIAN: _____ INSP: _____

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

PART REMOVED: PART NUMBER MC1013-20 SERIAL NUMBER: 4836

PART INSTALLED: PART NUMBER MC1013-20 SERIAL NUMBER: S134

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS 0 LDGS_____MOS_____

WARRANTY TIME REMAINING: HRS_____LDGS_____MOS_____ MAN-HOURS: HRS_____TENTHS_____PRICE: $_____

SIGNOFF ANY WORK ACCOMPLISHED BELOW. TECHNICIAN INSPECTOR MAN-HOURS HRS.THS

350166 INSPECT/TEST PILOT'S OXYGEN MASK...MM 35-00-00..... _____ _____ _____.____

****

350156 PART NAME: COPILOT'S OXYGEN MASK NO REF

REASON REMOVED: (CHECK ONE) TECHNICIAN: _____ INSP: _____

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

PART REMOVED: PART NUMBER MC1013-20 SERIAL NUMBER: 8258

PART INSTALLED: PART NUMBER MC1013-20 SERIAL NUMBER: 3495

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

WARRANTY TIME REMAINING: HRS_____LDGS_____MOS_____ MAN-HOURS: HRS_____TENTHS_____PRICE: $_____

SIGNOFF ANY WORK ACCOMPLISHED BELOW. TECHNICIAN INSPECTOR MAN-HOURS HRS.THS

350169 INSPECT/TEST COPILOT'S OXYGEN MASK...MM 35-00-00..... _____ _____ _____.____

****

350146, 350156
OXYGEN MASK - REMOVAL AND INSTALLATION, INSPECT/TEST
A REMOVAL
NO TEXT AVAILABLE AT THIS TIME.
B INSTALLATION
NO TEXT AVAILABLE AT THIS TIME.

350166, 350169
C INSPECT/TEST OXYGEN MASK
1. UNFOLD MASK.
2. CHECK FACE-PIECE FOR HOLES, CUTS, OR TEARS.
3. EXAMINE FRONT AND BACK VALVE HOUSINGS FOR CRACKS, BREAKS, AND DAMAGE TO VALVE SEATS.
4. CHECK ECONOMIZER BAG FOR TORN OR IMPERFECT SEAMS, HOLES, AND MILDEW (PASSENGER MASKS ONLY).
5. CHECK TUBING CLAMP FOR SECURITY OF INSTALLATION, CRACKS, AND DISTORTION.
6. CHECK TUBING FOR CRACKS AND KINKS.
7. CHECK HEAD STRAP FOR CORRODED OR DISTORTED CLIPS, ELASTICITY, CLEANLINESS, AND SECURITY OF INSTALLATION.
8. TESTING OF THE MASK REQUIRES SPECIAL EQUIPMENT. IT IS RECOMMENDED THAT ALL MASKS BE RETURNED TO AN APPROVED REPAIR AGENCY FOR TEST.
9. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

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WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 30 YEAR 90 AIRCRAFT HOURS: 4578.2 LANDINGS: _____

TECHNICIAN SIGNATURE: Aero Air Inc. CERTIFICATE NUMBER: GVFER232E

INSPECTED BY: D E Atkins KIND OF CERTIFICATE: Repair Station

****

350146 PART NAME: PILOT'S OXYGEN MASK NO REF

REASON REMOVED: (CHECK ONE) TECHNICIAN: _____ INSP: _____

TIME A(X) 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 MC1013-20 SERIAL NUMBER: 5134

PART INSTALLED: PART NUMBER MC1013-20 SERIAL NUMBER: 4836

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS 0 LDGS_____MOS_____

WARRANTY TIME REMAINING: HRS_____LDGS_____MOS 36 MAN-HOURS: HRS_____TENTHS_____PRICE: $_____

SIGNOFF ANY WORK ACCOMPLISHED BELOW.	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
350166 INSPECT/TEST PILOT'S OXYGEN MASK...MM 35-00-00.....	AAE	DEA	_____._____

****

350156 PART NAME: COPILOT'S OXYGEN MASK NO REF

REASON REMOVED: (CHECK ONE) TECHNICIAN: _____ INSP: _____

TIME A(X) 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 MC1013-20 SERIAL NUMBER: 3495

PART INSTALLED: PART NUMBER MC1013-20 SERIAL NUMBER: 8258

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS 0 LDGS_____MOS_____

WARRANTY TIME REMAINING: HRS_____LDGS_____MOS 29 MAN-HOURS: HRS_____TENTHS_____PRICE: $_____

SIGNOFF ANY WORK ACCOMPLISHED BELOW.	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
350169 INSPECT/TEST COPILOT'S OXYGEN MASK...MM 35-00-00.....	AAE	DEA	_____._____

****

350146, 350156
OXYGEN MASK - REMOVAL AND INSTALLATION, INSPECT/TEST
A REMOVAL
NO TEXT AVAILABLE AT THIS TIME.
B INSTALLATION
NO TEXT AVAILABLE AT THIS TIME.

350166, 350169
C INSPECT/TEST OXYGEN MASK
1. UNFOLD MASK.
2. CHECK FACE-PIECE FOR HOLES, CUTS, OR TEARS.
3. EXAMINE FRONT AND BACK VALVE HOUSINGS FOR CRACKS, BREAKS, AND DAMAGE TO VALVE SEATS.
4. CHECK ECONOMIZER BAG FOR TORN OR IMPERFECT SEAMS, HOLES, AND MILDEW (PASSENGER MASKS ONLY).
5. CHECK TUBING CLAMP FOR SECURITY OF INSTALLATION, CRACKS, AND DISTORTION.
6. CHECK TUBING FOR CRACKS AND KINKS.
7. CHECK HEAD STRAP FOR CORRODED OR DISTORTED CLIPS, ELASTICITY, CLEANLINESS, AND SECURITY OF INSTALLATION.
8. TESTING OF THE MASK REQUIRES SPECIAL EQUIPMENT. IT IS RECOMMENDED THAT ALL MASKS BE RETURNED TO AN APPROVED REPAIR AGENCY FOR TEST.
9. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

CAMP SYSTEMS, Inc. — COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WEST, INC. — WORK COMPLIANCE FORM NO. 35.120

AIRCRAFT NO.: 368 — MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD — ISSUED 07-88 REV. — PAGE 1

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WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 09 DAY 13 YEAR 90 AIRCRAFT HOURS: 46826 LANDINGS: 3283

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: 510550463

INSPECTED BY: _____ KIND OF CERTIFICATE: A/P

****

350148 PART NAME: PILOT'S MASK/REGULATOR (EROS) NO REF

REASON REMOVED: (CHECK ONE) TECHNICIAN: _____ INSP: _____

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

PART REMOVED: PART NUMBER MC1013-20 SERIAL NUMBER: 4836

PART INSTALLED: PART NUMBER MC 1013-20 SERIAL NUMBER: 5134

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS 0 LDGS_____MOS_____

WARRANTY TIME REMAINING: HRS_____LDGS_____MOS_____ MAN-HOURS: HRS_____TENTHS_____PRICE: $_____

****

350158 PART NAME: COPILOT'S MASK/REGULATOR (EROS) NO REF

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 MC1013-20 SERIAL NUMBER: 8258

PART INSTALLED: PART NUMBER MC1013-20 SERIAL NUMBER: 3485

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS 0 LDGS_____MOS_____

WARRANTY TIME REMAINING: HRS_____LDGS_____MOS_____ MAN-HOURS: HRS_____TENTHS_____PRICE: $_____

****

350246 PART NAME: THERAPEUTIC OXYGEN OUTLET NO REF

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: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

WARRANTY TIME REMAINING: HRS_____LDGS_____MOS_____ MAN-HOURS: HRS_____TENTHS_____PRICE: $_____

****

NO TEXT AVAILABLE AT THIS TIME.

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WEB, INC. REPORT DATE 03/13/90 WORK COMPLIANCE FORM NO. 35.120
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. PAGE 1

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WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
05/01/90			

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: MONTH 4 DAY 30 YEAR 90 AIRCRAFT HOURS: 4578.2 LANDINGS: NA

TECHNICIAN SIGNATURE: Aero Dir. Inc CERTIFICATE NUMBER: _____

INSPECTED BY: D.E. Atkins KIND OF CERTIFICATE: RS GFER-232-E

****

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

DUE > 350158 COPILOT'S MASK/REGULATOR (EROS) NO REF

****

350158 PART NAME: COPILOT'S MASK/REGULATOR (EROS) NO REF

REASON REMOVED: (CHECK ONE) TECHNICIAN: _____ INSP: _____

TIME A(X) 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: MC-1013-02 SERIAL NUMBER: 4438

PART INSTALLED: PART NUMBER MC1013-20 SERIAL NUMBER: 8258

TIME SINCE NEW: HRS_____LDGS_____MOS 3 TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

WARRANTY TIME REMAINING: HRS_____LDGS_____MOS 29 MAN-HOURS: HRS_____TENTHS_____PRICE: $_____

****

NO TEXT AVAILABLE AT THIS TIME.

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC. REPORT DATE 11/12/90 WORK COMPLIANCE FORM NO. 35.UPD1

AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

90316 XX-XXX 29 29	WORK DUE AT DATE	* = APU HRS HOURS	LANDINGS	CYCLES	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
	02/11/85				CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 29 YEAR 90 AIRCRAFT HOURS: 4765.4 LANDINGS: 3363

TECHNICIAN SIGNATURE: J. S. ORTLIEB CERTIFICATE NUMBER: 306-55-0463

INSPECTED BY: _____ KIND OF CERTIFICATE: A & P

****

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

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
350150 FUNCTIONAL TEST PILOTS MASK/REGULATOR...NO REF.....	JSO	_____	____.____

****

FORM/TEXT CURRENTLY UNDER REVIEW.

CAMP SYSTEMS, Inc.

COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: **ED-WES, INC.** REPORT DATE 11/12/90 WORK COMPLIANCE FORM NO. **35.UPD1**

AIRCRAFT NO.: **368** MODEL: **1124A WESTWIND**

AIRCRAFT REG.: **N368MD** PAGE 1

90316 XX-XXX 29 29	WORK DUE AT DATE	HOURS	* = APU HRS. LANDINGS	CYCLES	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
	02/11/85				CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 29 YEAR 90 AIRCRAFT HOURS: 4765.4 LANDINGS: 3363

TECHNICIAN SIGNATURE: J. S. ORTLIEB CERTIFICATE NUMBER: 565557 0463

INSPECTED BY: _____ KIND OF CERTIFICATE: A & P

****

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

		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
350160	FUNCTIONAL TEST COPILOTS MASK/REGULATOR...NO REF.....	JSO	_____	____.____

****

FORM/TEXT CURRENTLY UNDER REVIEW.

90011
55-005
29 29

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
	4574		

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: MONTH 4 DAY 30 YEAR 90 AIRCRAFT HOURS: 4578.2 LANDINGS: 3154

TECHNICIAN SIGNATURE: Aero Air Inc CERTIFICATE NUMBER: _____

INSPECTED BY: D. Gilkerson KIND OF CERTIFICATE: RS GFER 3328

****

THE FOLLOWING WORK IS DUE AT THE TIME(S) NOTED ABOVE: TECHNICIAN INSPECTOR MAN-HOURS HRS.THS

550656 CHECK STABILIZER AFT SPAR SPLICE-HINGE FITTING OUTBOARD LUGS FOR CRACKS.... D. Gilkerson _____.____
910200 SERVICE BULLETIN 1124-55-020 REVISION 2
990131 AD 89-12-08 HORIZONTAL STABLIZER AFT SPAR SPLICE FITTING.
SUPERSEDES: AD 86-14-02

****

550656
CHECK STABILIZER AFT SPAR SPLICE HINGE (REFER TO ILLUSTRATION ON CARD 55-4)
EQUIPMENT/CONSUMABLES: BRIGHT LIGHT, 10X MAGNIFYING GLASS

R 1. REMOVE TAIL CONE, AND EMPENNAGE FAIRINGS TO GAIN ACCESS TO THE HORIZONTAL STABILIZER HINGE ASSEMBLY.
R 2. INSPECT OUTBOARD LUGS FOR CRACKS WITH BRIGHT LIGHT AND A 10X MAGNIFYING GLASS, FOR BROKEN LUGS. REFER TO
R ILLUSTRATION.
R 3. IF A DISCREPANCY IS FOUND, REFER TO SERVICE BULLETIN NO.1124-55-021 R3 FOR REPLACEMENT OR REPAIR OF THE HORIZONTAL
R STABILIZER SPAR SPLICE.
R

4. 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
5. REPLACE EMPENNAGE FAIRINGS, RECONNECT TAIL LIGHT AND REPLACE TAIL CONE.
6. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON 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.
71-001	DATE	HOURS	LANDINGS	CYCLES	
29 29					UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 30 YEAR 90 AIRCRAFT HOURS: 4578.2 LANDINGS: 3154

TECHNICIAN SIGNATURE: Aero Dig Inc CERTIFICATE NUMBER: GFER 235E

INSPECTED BY: D.E. Atkins KIND OF CERTIFICATE: Repair Station

		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
710106	INSPECT LEFT ENGINE (A)	MAE	DEA	---.---
713606	INSPECT RIGHT ENGINE (A)	MAE	DEA	---.---

****

710106, 713606
INSPECT ENGINE (A) (FOR CAMP OPERATORS, REFER TO ILLUSTRATION ON CARD 71-2. FOR SCAMP OPERATORS, REFER TO MAINTENANCE MANUAL) MECH INSP
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 MORE 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 SMOOTH 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. ---- DEA
3. CHECK FOR FUEL AND OIL 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 FAN INLET FOR FOREIGN MATERIAL, OBSTRUCTIONS, OR DAMAGE. ---- ----
6. CHECK INLET PRESSURE AND TEMPERATURE SENSOR FOR SECURITY AND EVIDENCE OF DAMAGE OR CLOGGING. ---- ----

   NOTE: IF OIL LEVEL HAS INCREASED SINCE LAST CHECK, OR IF THE ODOR OF FUEL IS DETECTED IN THE OIL,
R TEST FOR PRESENCE OF FUEL IN OIL.

7. CHECK OIL LEVEL. ---- ----
8. CHECK SECURITY OF IGNITION WIRING AND CONNECTIONS. ---- ----
9. CHECK FOR OIL SEAL LEAKAGE AROUND STARTER/GENERATOR MOUNT, AIRCRAFT ACCESSORY MOUNT AND FUEL PUMP MOUNT. ---- ----
10. CHECK EXHAUST OUTLET 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
R (EXTENDED), REMOVE AND INSPECT FUEL FILTER ELEMENT. FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE FORM
R 73.140, FOR SCAMP OPERATORS, REFER TO MAINTENANCE MANUAL. ---- DEA
   A. IF FUEL FILTER ELEMENT IS CONTAMINATED (PLUGGED UP), CLEAN FILTER CAVITY, INSTALL CLEAN FILTER
R ELEMENT. FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE FORM 73.140, FOR SCAMP OPERATORS, REFER TO
R MAINTENANCE MANUAL AND PERFORM FUEL MANIFOLD ASSEMBLY PRESSURE CHECK.
R
R B. IF FUEL FILTER ELEMENT IS NOT CONTAMINATED (PLUGGED UP), INSTALL CLEAN ELEMENT.

<< CONTINUED >>

89164 71-001 29 29	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.
	DATE	HOURS	LANDINGS	CYCLES	
					UNSCHEDULED

R C. ALL STEPS A. THROUGH B. COMPLETED.

12. CHECK INDICATOR PIN ON OIL FILTER BY-PASS INDICATOR VALVE AS FOLLOWS: (REFER TO ILLUSTRATION) (CAMP ONLY).
    A. IF PIN IS EXTENDED, RESET PIN AND PERFORM THE FOLLOWING PROCEDURES.
R (1) CHECK MAGNETIC PLUG OF CHIP DETECTOR. FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE FORM 79.120,
R FOR SCAMP OPERATORS, REFER TO SM 72-00-00, CHIP DETECTOR INSPECTION.
R (2) REMOVE, INSPECT AND REPLACE OIL FILTER. FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE FORM
R 79.110, FOR SCAMP OPERATORS, REFER TO SM 72-00-00, OIL FILTER INSPECTION.
R (3) PERFORM SOAP CHECK AND FORWARD OIL SAMPLE AND REMOVED OIL FILTER TO APPROVED SOAP LABORATORY.
R (FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE FORM 79.100, FOR SCAMP OPERATORS, REFER TO SM
R 72-00-00) SPECTROMETRIC OIL ANALYSIS PROGRAM (SOAP) 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).

TEXT FROM MM 5-20-07

14. INSPECT P2 T2 SENSOR FOR SECURITY AND CONDITION.
15. INSPECT COWL 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 SAFETY.
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 OIL 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.

89065 71-001 29 29	WORK DUE AT DATE	* = APU HRS HOURS	LANDINGS	CYCLES	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
					UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 30 YEAR 90 AIRCRAFT HOURS: 4578.2 LANDINGS: 3154

TECHNICIAN SIGNATURE: Aero Air Inc. CERTIFICATE NUMBER: GFER232E

INSPECTED BY: D E Atkins KIND OF CERTIFICATE: Repair Station

		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
710106	INSPECT LEFT ENGINE (A)	AAI	DEA	---.---
713606	INSPECT RIGHT ENGINE (A)	AAI	DEA	---.---

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710106, 713606
INSPECT ENGINE (A) (FOR CAMP OPERATORS, REFER TO ILLUSTRATION ON CARD 71-2. FOR SCAMP OPERATORS, REFER TO MAINTENANCE MANUAL) MECH INSP
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 MORE 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 SMOOTH 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. ---- DEA
3. CHECK FOR FUEL AND OIL 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 FAN INLET FOR FOREIGN MATERIAL, OBSTRUCTIONS, OR DAMAGE. ---- ----
6. CHECK INLET PRESSURE AND TEMPERATURE SENSOR FOR SECURITY AND EVIDENCE OF DAMAGE OR CLOGGING. ---- ----

   NOTE: IF OIL LEVEL HAS INCREASED SINCE LAST CHECK, OR IF THE ODOR OF FUEL IS DETECTED IN THE OIL,
R TEST FOR PRESENCE OF FUEL IN OIL.

7. CHECK OIL LEVEL. ---- ----
8. CHECK SECURITY OF IGNITION WIRING AND CONNECTIONS. ---- ----
9. CHECK FOR OIL SEAL LEAKAGE AROUND STARTER/GENERATOR MOUNT, AIRCRAFT ACCESSORY MOUNT AND FUEL PUMP MOUNT. ---- ----
10. CHECK EXHAUST OUTLET 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
R (EXTENDED), REMOVE AND INSPECT FUEL FILTER ELEMENT. FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE FORM
R 73.140, FOR SCAMP OPERATORS, REFER TO MAINTENANCE MANUAL. ---- DEA
   A. IF FUEL FILTER ELEMENT IS CONTAMINATED (PLUGGED UP), CLEAN FILTER CAVITY, INSTALL CLEAN FILTER
R ELEMENT. FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE FORM 73.140, FOR SCAMP OPERATORS, REFER TO
R MAINTENANCE MANUAL AND PERFORM FUEL MANIFOLD ASSEMBLY PRESSURE CHECK.
R
R B. IF FUEL FILTER ELEMENT IS NOT CONTAMINATED (PLUGGED UP), INSTALL CLEAN ELEMENT.

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89065	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.
71-001	DATE	HOURS	LANDINGS	CYCLES	
29 29					UNSCHEDULED

R C. ALL STEPS A. THROUGH B. COMPLETED. ---- ----

12. CHECK INDICATOR PIN ON OIL FILTER BY-PASS INDICATOR VALVE AS FOLLOWS: (REFER TO ILLUSTRATION) (CAMP ONLY).

A. IF PIN IS EXTENDED, RESET PIN AND PERFORM THE FOLLOWING PROCEDURES.

R (1) CHECK MAGNETIC PLUG OF CHIP DETECTOR. FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE FORM 79.120,
R FOR SCAMP OPERATORS, REFER TO SM 72-00-00, CHIP DETECTOR INSPECTION.
R (2) REMOVE, INSPECT AND REPLACE OIL FILTER. FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE FORM
R 79.110, FOR SCAMP OPERATORS, REFER TO SM 72-00-00, OIL FILTER INSPECTION.
R (3) PERFORM SOAP CHECK AND FORWARD OIL SAMPLE AND REMOVED OIL FILTER TO APPROVED SOAP LABORATORY.
R (FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE FORM 79.100, FOR SCAMP OPERATORS, REFER TO SM
R 72-00-00) SPECTROMETRIC OIL ANALYSIS PROGRAM (SOAP) CHECK.
(4) INSPECT INTERIOR OF TRANSFER GEARBOX FOR METAL PARTICLES.

B. STEP A. COMPLETED. ---- DEQ

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). ---- ----

TEXT FROM MM 5-20-07

14. INSPECT P2 T2 SENSOR FOR SECURITY AND CONDITION. ---- ----
15. INSPECT COWL 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 SAFETY. ---- ----
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 OIL PRESSURE LINES FOR CLAMPING AND SECURITY, PRESSURE TRANSMITTER FOR SECURITY, INSTALLATION AND SAFETY, AND LOW-PRESSURE SWITCH FOR SECURITY, INSTALLATION AND SAFETY. ---- DEQ
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.

89164 71-002 29 29	WORK DUE AT DATE	* = APU HRS HOURS	LANDINGS	CYCLES	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
					UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 30 YEAR 90 AIRCRAFT HOURS: 4578.2 LANDINGS: 3154

TECHNICIAN SIGNATURE: Aero Air Inc. CERTIFICATE NUMBER: GFER 232E

INSPECTED BY: D E Atkins KIND OF CERTIFICATE: Repair Station

		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
710108	INSPECT LEFT ENGINE (B)	AAI	DEA	..
710106	INSPECT LEFT ENGINE (A)			
713608	INSPECT RIGHT ENGINE (B)	AAI	DEA	..
713606	INSPECT RIGHT ENGINE (A)			

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710108, 713608

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

INSPECT ENGINE (B) (FOR CAMP OPERATORS, REFER TO ILLUSTRATION ON CARD 71-2. FOR SCAMP OPERATORS, REFER TO MAINTENANCE MANUAL) MECH INSP
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. DEA
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 MORE 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 SMOOTH 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 OIL 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 FAN INLET FOR FOREIGN MATERIAL, OBSTRUCTIONS, OR DAMAGE. ____ ____
6. CHECK INLET PRESSURE AND TEMPERATURE SENSOR FOR SECURITY AND EVIDENCE OF DAMAGE OR CLOGGING. ____ ____

   NOTE: IF OIL LEVEL HAS INCREASED SINCE LAST CHECK, OR IF THE ODOR OF FUEL IS DETECTED IN THE OIL,
R TEST FOR PRESENCE OF FUEL IN OIL.

7. CHECK OIL LEVEL.
8. CHECK SECURITY OF IGNITION WIRING AND CONNECTIONS.
9. CHECK FOR OIL SEAL LEAKAGE AROUND STARTER/GENERATOR MOUNT, AIRCRAFT ACCESSORY MOUNT AND FUEL PUMP MOUNT. ____ ____
10. CHECK EXHAUST OUTLET 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). ____ DEA

<< CONTINUED >>

89164
71-002
29 29

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES

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

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
R MAINTENANCE MANUAL) AND PERFORM FUEL MANIFOLD ASSEMBLY PRESSURE CHECK.
B. IF FUEL FILTER ELEMENT IS NOT CONTAMINATED (PLUGGED UP), INSTALL CLEAN ELEMENT.
C. BOTH STEPS A. AND B. COMPLETED. ---- DDL

12. CHECK INDICATOR PIN ON OIL FILTER BY-PASS INDICATOR VALVE AS FOLLOWS: (REFER TO ILLUSTRATION) (CAMP ONLY).
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 OIL FILTER. (FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE FORM 79.110. FOR SCAMP OPERATORS, REFER TO SM 72-00-00), OIL FILTER INSPECTION.
R (3) PERFORM SOAP CHECK, AND FORWARD OIL SAMPLE AND REMOVED OIL FILTER TO APPROVED SOAP LABORATORY. (FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE FORM 79.100. FOR SCAMP OPERATORS, REFER TO SM 72-00-00), SPECTROMETRIC OIL ANALYSIS PROGRAM (SOAP) 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 COWL 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 SAFETY. ---- ----
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 OIL PRESSURE LINES FOR CLAMPING AND SECURITY, PRESSURE TRANSMITTER 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 MOUNT 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 FIREWALLS FOR CRACKS, CONDITION OF FIREWALL SEALANT, SECURITY OF HYDRAULIC, FUEL, ELECTRICAL CONNECTIONS AND MECHANICAL FEED THROUGHS. ---- DDL
30. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

89065 71-002 29 29

WORK DUE AT	* = APU HRS.		
DATE	HOURS	LANDINGS	CYCLES

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 30 YEAR 90 AIRCRAFT HOURS: 4578.2 LANDINGS: 3154

TECHNICIAN SIGNATURE: Aero Air Inc. CERTIFICATE NUMBER: GFER232E

INSPECTED BY: D E Elkins KIND OF CERTIFICATE: Repair Station

		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
710108	INSPECT LEFT ENGINE (B)	MAI	DEE	----.----
710106	INSPECT LEFT ENGINE (A)			
713608	INSPECT RIGHT ENGINE (B)	MAI	DEE	----.----
713606	INSPECT RIGHT ENGINE (A)			

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710108, 713608

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

INSPECT ENGINE (B) (FOR CAMP OPERATORS, REFER TO ILLUSTRATION ON CARD 71-2. FOR SCAMP OPERATORS, REFER TO MAINTENANCE MANUAL) MECH INSP
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. ---- DEE
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 MORE 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 SMOOTH 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 OIL 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 FAN INLET FOR FOREIGN MATERIAL, OBSTRUCTIONS, OR DAMAGE. ---- ----
6. CHECK INLET PRESSURE AND TEMPERATURE SENSOR FOR SECURITY AND EVIDENCE OF DAMAGE OR CLOGGING. ---- ----

   NOTE: IF OIL LEVEL HAS INCREASED SINCE LAST CHECK, OR IF THE ODOR OF FUEL IS DETECTED IN THE OIL,
R TEST FOR PRESENCE OF FUEL IN OIL.

7. CHECK OIL LEVEL.
8. CHECK SECURITY OF IGNITION WIRING AND CONNECTIONS.
9. CHECK FOR OIL SEAL LEAKAGE AROUND STARTER/GENERATOR MOUNT, AIRCRAFT ACCESSORY MOUNT AND FUEL PUMP MOUNT. ---- ----
10. CHECK EXHAUST OUTLET 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). DEE

<< CONTINUED >>

89065 71-002 29 29	WORK DUE AT DATE	* = APU HRS. HOURS	LANDINGS	CYCLES	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
					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
R MAINTENANCE MANUAL) AND PERFORM FUEL MANIFOLD ASSEMBLY PRESSURE CHECK.
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 ONLY).
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 OIL FILTER. (FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE FORM 79.110. FOR SCAMP OPERATORS, REFER TO SM 72-00-00), OIL FILTER INSPECTION.
R (3) PERFORM SOAP CHECK, AND FORWARD OIL SAMPLE AND REMOVED OIL FILTER TO APPROVED SOAP LABORATORY. (FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE FORM 79.100. FOR SCAMP OPERATORS, REFER TO SM 72-00-00), SPECTROMETRIC OIL ANALYSIS PROGRAM (SOAP) 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 COWL 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 SAFETY. ---- ----
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 OIL PRESSURE LINES FOR CLAMPING AND SECURITY, PRESSURE TRANSMITTER 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 MOUNT 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 FIREWALLS FOR CRACKS, CONDITION OF FIREWALL SEALANT, SECURITY OF HYDRAULIC, FUEL, ELECTRICAL CONNECTIONS AND MECHANICAL FEED THROUGHS. ---- ----
30. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC. WORK COMPLIANCE FORM NO: 71.060

AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD ISSUED 03-90 REV. PAGE 1

90076 71-006 29 29	WORK DUE AT DATE	HOURS	* = APU HRS. LANDINGS	CYCLES	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
					UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 30 YEAR 90 AIRCRAFT HOURS: 4578.2 LANDINGS: 3154

TECHNICIAN SIGNATURE: Aero Air Inc. CERTIFICATE NUMBER: GFER 332E

INSPECTED BY: D.E. Atkins KIND OF CERTIFICATE: Repair Station

		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
710110	INSPECT LEFT ENGINE PLUMBING LINES AND CONNECTIONS...MM 72-00-00.....	AMT	IA	____.____
710610	INSPECT RIGHT ENGINE PLUMBING LINES AND CONNECTIONS...MM 72-00-00.....	AMT	IA	____.____

****

710110, 710610

INSPECT ENGINE PLUMBING LINES AND CONNECTIONS

1. INSPECT FOR SECURITY, LEAKS, CRACKS, CUTS OR RUBBING.
2. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

CAMP SYSTEMS, inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: **ED-WEB, INC.** **REPORT DATE 02/09/90** WORK COMPLIANCE FORM NO. **71.UPD1**

AIRCRAFT NO.: **368** MODEL: **1124A WESTWIND**

AIRCRAFT REG.: **NJ68ND** **PAGE 1**

90040 XX-XXX 29 29	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.
	DATE	HOURS	LANDINGS	CYCLES	
		600			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 30 YEAR 90 AIRCRAFT HOURS: 4578.2 LANDINGS: 3154

TECHNICIAN SIGNATURE: Aero Air Inc. CERTIFICATE NUMBER: _____

INSPECTED BY: D E Atkins KIND OF CERTIFICATE: RS GFER 232E

****

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

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
710610 INSPECT RIGHT ENGINE PLUMBING LINES AND CONNECTIONS...MM 72-00-00.....		T S	____.____

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FORM/TEXT CURRENTLY UNDER REVIEW.

CAMP SYSTEMS, Inc.

COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: **ED-WEB, INC.** REPORT DATE **02/09/90** WORK COMPLIANCE FORM NO. **71.UPD1**

AIRCRAFT NO.: **368** MODEL: **1124A WESTWIND**

AIRCRAFT REG.: **N368MD**

90040 XX-XXX 29 29	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.
	DATE	HOURS	LANDINGS	CYCLES	
		600			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 30 YEAR 90 AIRCRAFT HOURS: 4578.2 LANDINGS: 3154

TECHNICIAN SIGNATURE: Desoto Jive CERTIFICATE NUMBER: _____

INSPECTED BY: D.E. Wilkins KIND OF CERTIFICATE: RS GFER 7328

****

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

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
710110 INSPECT LEFT ENGINE PLUMBING LINES AND CONNECTIONS...MM 72-00-00.....	_____	D&L	____.____

****

FORM/TEXT CURRENTLY UNDER REVIEW.

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC. REPORT DATE 01/11/90 WORK COMPLIANCE FORM NO. 73.140

AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD ISSUED 07-88 REV. PAGE 1

90011	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.
73-013	DATE	HOURS	LANDINGS	CYCLES	
29 29		4573			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 30 YEAR 90 AIRCRAFT HOURS: 4578.2 LANDINGS: 3154

TECHNICIAN SIGNATURE: Aero Air Inc CERTIFICATE NUMBER: ____

INSPECTED BY: D.E. Atkin KIND OF CERTIFICATE: RS GFER 235E

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THE FOLLOWING WORK IS DUE AT THE TIME(S) NOTED ABOVE: TECHNICIAN INSPECTOR MAN-HOURS HRS.THS

732616 INSPECT/REPLACE RIGHT ENGINE FUEL FILTER...SM 72-00-00.................... ____ DEA ____.____

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730116, 732616

INSPECT/REPLACE ENGINE FUEL FILTER (REFER TO ILLUSTRATION ON CARD 73-8)

NOTE: COMPLY WITH SERVICE BULLETIN NO.73-3019, IF APPLICABLE.

EQUIPMENT/CONSUMABLES: PACKING P/N S9413-212, PACKING P/N S9412-032, COMPOUND LIQUI-MOLY NV OR EQUIVALENT, FILTER P/N 897513-1 OR P/N AC6091F8417 (POST SERVICE BULLETIN NO.73-3053), FILTER P/N 865791-4 (PRE-SB 73-3053), TORQUE WRENCH 0 TO 40 INCH-POUNDS

NOTE: THE FOLLOWING MAINTENANCE PRACTICES DO NOT REQUIRE THE REMOVAL OF THE FUEL PUMP.

1. USING WRENCH ON SQUARE FITTING OF FILTER BOWL COVER (5), UNSCREW AND REMOVE FILTER BOWL COVER. REMOVE AND DISCARD PACKING (10).
2. REMOVE FUEL FILTER ELEMENT (15) FROM FILTER CAVITY OF FUEL PUMP. DISCARD FUEL FILTER ELEMENT (15) AND PACKING (20).
3. INSPECT FILTER BOWL COVER (5) FOR STRIPPED OR DAMAGED THREADS, AND ANY OBVIOUS DAMAGE. REPLACE FILTER BOWL COVER WITH STRIPPED OR DAMAGED THREADS OR ANY OBVIOUS DAMAGE.
4. INSTALL NEW PACKINGS (10, 20) ON FUEL FILTER ELEMENT (15) AND FILTER BOWL COVER (5).

   NOTE: ENSURE PACKINGS (20) IS PROPERLY POSITIONED IN FUEL FILTER ELEMENT (15).

5. INSTALL FUEL FILTER ELEMENT (15) IN FILTER CAVITY OF FUEL PUMP.
6. COAT THREADS OF FILTER BOWL COVER (5) WITH LIGHT COAT OF LUBRICATING COMPOUND (LIQUI-MOLY, GRADE NV). INSTALL FILTER BOWL COVER (5), TIGHTEN TO TORQUE VALUE OF 40 INCH-POUNDS AND LOCKWIRE.
7. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WEB, INC. REPORT DATE 07/13/90 WORK COMPLIANCE FORM NO. 85.UPD1
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND
AIRCRAFT REG.: N368MD

90194	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.
90-CBT	DATE	HOURS	LANDINGS	CYCLES	
29 29	08/31/90				CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 8 DAY 19 YEAR 90 AIRCRAFT HOURS: _____ LANDINGS: _____

TECHNICIAN SIGNATURE: J. S. ORTLIEB CERTIFICATE NUMBER: 565550463 CFI

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

****

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

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
850001 CFI CERT. JIM ORTLIEB.....	_____	_____	_____

****

FORM ADDED BY CUSTOMER REQUEST. REFER TO APPROPRIATE MANUAL FOR PROCEDURE(S).

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC. REPORT DATE 04/13/90 WORK COMPLIANCE FORM NO. 91.UPD1

AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

90103
90-001
29 29

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.
DATE	HOURS	LANDINGS	CYCLES	
	150			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 20 YEAR 90 AIRCRAFT HOURS: 4621 LANDINGS: 3211

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: 560767740

INSPECTED BY: [signature] KIND OF CERTIFICATE: A+P

****

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

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
910100 SERVICE BULLETIN 1124-27-100 FLIGHT CONTROLS.....	[signature]	[signature]	____.____

A/C EFFECTIVITY: ALL SERIALS.

REASON: TO DRAW ATTENTION TO THE POSSIBLE EXISTENCE OF CORROSION IN THE AILERON TORQUE TRANSFER TUBE ASSEMBLY P/N 513506-503 MADE FROM 4130 STEEL AND TO DETERMINE REMOVAL AND REPLACEMENT OF THOSE FOUND WITH ANY SIGN OF EXTERIOR CORROSION DURING SCHEDULED PERIODIC INSPECTION.

COMPLIANCE: IT IS RECOMMENDED THAT THIS SERVICE BULLETIN BE ACCOMPLISHED AT THE NEXT 150-HOUR INSPECTION AND AT EACH 150-HOUR INSPECTION THEREAFTER AS SPECIFIED IN THE 1124/1124A WESTWIND MAINTENANCE MANUAL, CHAPTER 5-20-03 STEP 1.D.(2) SCHEDULED INSPECTION PROGRAM.

****

REFER TO APPLICABLE SERVICE BULLETIN FOR PROCEDURE.

OPERATOR: ED-WES, INC. REPORT DATE 05/11/90 WORK COMPLIANCE FORM NO. 99.UPD1
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND
AIRCRAFT REG.: N368MD PAGE 1

90131
99-001
29 29

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
07/09/90			

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: MONTH 7 DAY 11 YEAR 90 AIRCRAFT HOURS: 4646 LANDINGS: 3239

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: 560767240

INSPECTED BY: [signature] KIND OF CERTIFICATE: A+P

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

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
990988 AD90-07-08 FLUOR LIGHTING.....	[signature]	[signature]	..

****

REFER TO APPLICABLE AIRWORTHINESS DIRECTIVE FOR PROCEDURE.

AD 90-07-07 N/A AEROSPACE LIGHTING CORPORATION INSTALLED IN AIRCRAFT. [signature]

67295Y 5/83
67243Y 5/83
67213Y 5/83
67309Y 5/83

*Repairs

J04

U.S. Department of Transportation
Federal Aviation Administration

AIRWORTHINESS DIRECTIVE

AVIATION STANDARDS NATIONAL FIELD OFFICE
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which one records indicate was once by the registered owner. Airworthiness Directives affect aviation safety. There are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (FAR 39.3)

90-07-08 S.E.L.A. LABORATOIRE ABADIE (SELA): Amendment 39-6546.

Applicability: Fluorescent lighting lamp connectors, Part Number (P/N) 3185-1A, and Remote Power Units (RPU), P/Ns TR 992, TR 992A, TR 992-1, TR 992-3, TR 992-4 and TR 992-5, installed in, but not limited to AMD-BA Model Falcons 10, 20, 50, 900, BAe Model Jetstream 3101, Beech Model 2000, CASA 235, Embraer, Piper PA-42, and SAAB-Scania Model SF 340A airplanes certificated in any category.

NOTE 1: SELA and Aerospace Lighting Corporation (ALC) components have similar size, shape, color and part numbers. They may be identified by trademark. The SELA RPU can be identified by a starburst pattern incorporating the text "laboratoire, abadie, France." The ALC RPU can be identified by a stylized ALC logo with "Aerospace Lighting Corp" in smaller print beneath the logo. The ALC lamp connector has "ALC" molded into the body of the conical piece of the connector. The SELA lamp connector is only stamped in yellow ink. The ALC lamp can be positively identified by the presence of a small hole in the locking channel of each blue plastic end piece.

Compliance: Required as indicated in the body of the AD, unless already accomplished.

To prevent smoke, fire, and possible electrical shock, or electromagnetic interference to flight critical or essential systems, accomplish the following:

(a) Within the next 5 calendar days after the effective date of this AD, and thereafter until the actions described in paragraph (b) of this AD are accomplished, prior to each takeoff in conditions where cabin fluorescent lights are used, visually check the cabin fluorescent lighting, and remedy as follows:

(1) Replace all failed lamps prior to further flight.

(2) Replace all failing lamps which are noticeably darker than adjacent lamps within the next 10 hours time-in-service after the lamp condition is found.

(b) Within the next 90 calendar days after the effective date of this AD, visually inspect all cabin fluorescent lighting system components, and prior to further flight remedy all defects found following the instructions in this AD.

NOTE 2: The aircraft manufacturer's maintenance manual, the installer's maintenance manual, other service information, SELA Technical Data Sheet (TDS) REF 90/11980, dated February 9, 1990, or SELA "How To" Number 1 manual, dated May 10, 1989, may have supplemental information to the instructions described in this AD.

K04

J05

2 90-07-08

(1) Insure that the aircraft manufacturer's instructions regarding electrical safety precautions are followed.

NOTE 3: Hazardous voltages may exist in the fluorescent lighting system.

(2) Visually inspect all installed SELA RPUs (P/Ns) TR 992, TR 992A, TR 992-1, TR 992-3, TR 992-4, and TR 992-5) wiring harnesses:

(i) If charred, burned, or peeling insulation on wires is found, replace the RPU. Do not replace high voltage wires.

(ii) Remove and discard any foil insulation installed around the RPU.

(iii) Remove all tywraps where wires may be bundled together and inspect the wire insulation for crimps, kinks, or abrasion. Replace the RPU if the insulation is damaged. Do not fold the wire harness against itself.

(iv) Insure that the wire insulation is protected from abrasion against the aircraft structure by use of grommets, standoffs, or similar items.

(v) Measure the length of the output wires from the RPU termination to the lamp connectors. Insure that each high voltage wire does not exceed 78 inches (2M) in length. If the wire exceeds 78 inches, cut the lamp connector end of the wire and install a new fitting (P/N 3185-5) by stripping between 0.12 inch (3mm), and 0.20 inch (5mm) of insulation from the end of the wire and crimping the fitting onto the wire with Deutsch crimping pliers P/N 15500 and SELA positioner P/N 3185-8 in place of Deutsch positioner 20 MS (red). Do not solder the wire into the fitting.

(3) Replace any non-SELA lamps or lamp connector assemblies or lamp clips with SELA components. Do not intermix parts (including lamps) from different manufacturers.

(4) Visually inspect all lamp connector assemblies and for each such assembly:

(i) Replace all burned, melted, cracked, or incorrectly installed lamp connectors, (SELA TDS REF 90/11980 dated February 9, 1990, provides installation criteria).

(ii) Insure that the lamp connector spring (P/N 3185-22), is free to move within the connector, is unbroken and undamaged, and the wire does not bind within the connector. After the lamp connector is correctly installed on the lamp, the spring will not move freely.

(iii) Insure that the contact fitting (P/N 3185-5) is properly crimped and is not soldered onto the wire.

(iv) Insure that the contact fitting is installed flush over the end of the lamp contact with no more than a 0.04 inch (1mm) gap between the mating ends.

(v) Insure that the lamp connector body (P/N 3185-7) is installed first over the lamp until it "clicks" into position. Slide the locking sleeve (P/N 3185-15) over the connector body. Do not slide the locking sleeve onto the connector before installation on the lamp.

K05

			114	219	
			115	062	
PIPER	895100-50	6/9/83	101	144	3/83
			102	028	
			103	124	8/82
			104	129	
			105	030	
PIPER	800112-20	6/16/83	9139	12079Y	4/83
PIPER	895040-50	6/28/83	116	153	8/82
			117	152	
			119	217	
			125	219	
PIPER	895100-50	7/6/83	106	267	9/82
			107	033	8/82
			108	135	
			109	166	
			110	040	
PIPER	895040-50	7/6/83	118	211	8/82

J06

(vi) Insure that there are no bare wires or stray wire strands at the end of the connector after assembly.

NOTE 4: Potentials of 4,500 volts may exist between adjacent output wires and hasten the formation of arcing damage.

(5) Insert the lamp into no more than 2 clips insuring a snug fit. Insure that lamp clips are screwed and not adhesively bonded to the airplane structure. Reposition any lamps that contact this structure.

(c) Aircraft may be flown in accordance with FAR 21.197 to a location where this AD may be accomplished.

(d) The visual check, only, required by paragraph (a) of this AD, may be accomplished by a certificated flightcrew member.

NOTE 5: When the checks required by paragraph (a) of this AD are accomplished by a flightcrew member pursuant to the restrictions specified in paragraph (d) of this AD, maintenance records must be made as required by FAR 43.9 and those records must be maintained as required by FAR 91.173, 121.380, or 135.439 as applicable.

(e) An alternate method of compliance or adjustment of the compliance times which provides an equivalent level of safety may be approved by the Manager, Brussels Aircraft Certification Staff, FAA, Europe, Africa, and Middle East Office, c/o American Embassy, B-1000 Brussels, Belgium.

NOTE 6: The request should be forwarded through an FAA Maintenance Inspector, who may add comments and then send it to the Manager, Brussels Aircraft Certification Staff.

All persons affected by this directive may obtain copies of the documents referred to herein upon request to S.E.L.A. Laboratoire Abadie, BP No. 1 65500, Vic En Bigorre, France; Telephone (33) 62.96.71.56; Facsimile (33) 62.96.23.09, or Bigorre Aerospace Corporation (BAC), Suite 1107, 6543-46th Street North, Pinellas Park, Florida 34665; Telephone (813) 525-8115; Facsimile (813) 522-5820; or may examine these documents at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 East 12th Street, Kansas City, Missouri 64106.

This amendment (39-6546, AD 90-07-08) becomes effective on April 9, 1990.

FOR FURTHER INFORMATION CONTACT:

Mr. Wayne E. Gaulzetti, Aircraft Certification Staff, Europe, Africa, and Middle East Office, FAA, c/o American Embassy, B-1000 Brussels, Belgium; Telephone (322) 517.38.30 ext. 2710; Facsimile (322) 230.05.34; or Mr. John P. Dow, Sr., Small Airplane Directorate, Aircraft Certification Service, FAA, 601 East 12th Street, Kansas City, Missouri 64106; Telephone (816) 426-6932; Facsimile (816) 426-2169.

K06

STEWART-WARNER

81-09-09 STEWART-WARNER (SOUTH WIND DIVISION): Amendment 39-6102. Applies to Model Series 8240, 8253, 8259, and 8472 marked as meeting the standards of FAA TSO-C20, installed in aircraft certificated in all categories.

Compliance required as indicated. To prevent a hazardous condition caused by deterioration of the combustion heater, accomplish the following:

A. For combustion heaters having 250 hours or more time in service after the effective date of this AD, conduct the 250 hour inspection in accordance with the manufacturer's service manual (see Note 2) within the next 50 hours of combustion heater operation, unless already accomplished within the last 200 hours of heater time, and thereafter at intervals not to exceed 250 hours of combustion heater operation. Also, along with the above inspection, a general inspection of the combustion heater installation must also be accomplished including at least the following:

IB 89-002
Issued: 06/01/89

INFORMATION BULLETIN

FOR

INSPECTION OF

1/2 INCH (12mm)

FLUORESCENT LAMPS

If additional information or clarification is required concerning this information bulletin, contact:

Aerospace Lighting Corporation
101-8 Colin Drive
Holbrook, New York 11741
(516) 563-6400
Telex: 64-5135
Fax: (516) 563-8781

Attention: Chief Engineer

I. INTRODUCTION

Aerospace Lighting Corporation (ALC) has been made aware that electronic components manufactured by ALC as part of a certified aircraft interior fluorescent lighting system are being used to power non-certified fluorescent lamps.

During testing and certification, all components are checked as a system to assure compatibility. Control during the subsequent manufacturing process is accomplished via the FAA-Part Manufacturer Approval process (FAR 21.303).

The results of using fluorescent lamps not certified by ALC with ALC components are unknown. In order to preclude poor reliability or an unsafe condition, it is recommended that this bulletin be accomplished as soon as practical.

Therefore, the procedures contained herein are intended to assist responsible maintenance personnel in determining that only ALC certified fluorescent lamps are used with ALC manufactured fluorescent lighting system components.

II. APPLICABILITY

ALC recommends the procedures specified in this information bulletin be performed on all aircraft fluorescent lighting system installations that use ALC manufactured components.

It is further recommended that the 31.85.1.A lamp connectors be inspected in accordance with ALC information bulletin IB 89-001.

WARNING

Voltages capable of causing injury are used to power these fluorescent lighting systems. Ensure power is disconnected before performing any of the following procedures.

III. INSPECTION FLOW CHART

Figure 1 provides a flow chart to direct maintenance personnel to the procedures that are required to be performed, based on the markings found on the lamp.

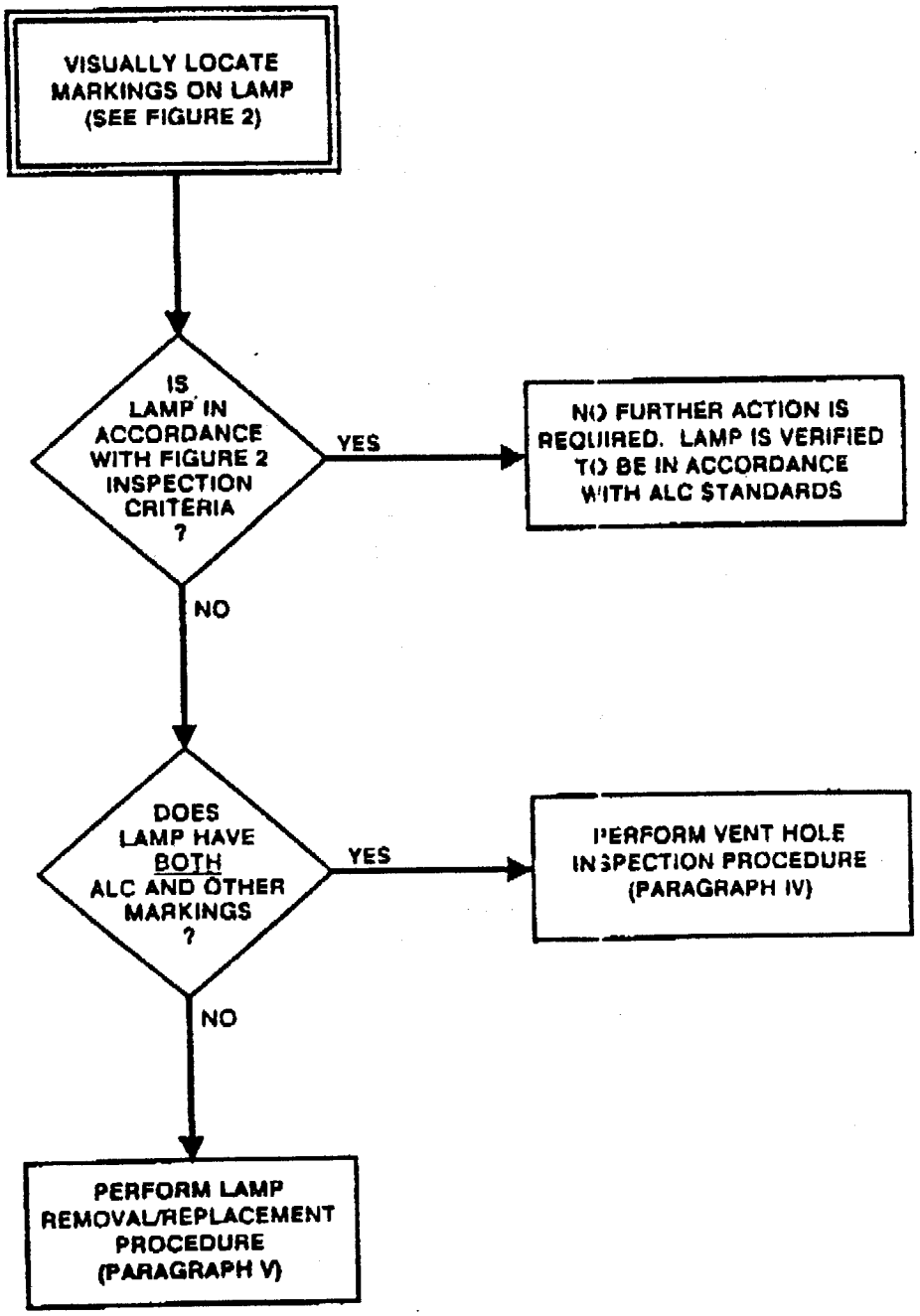
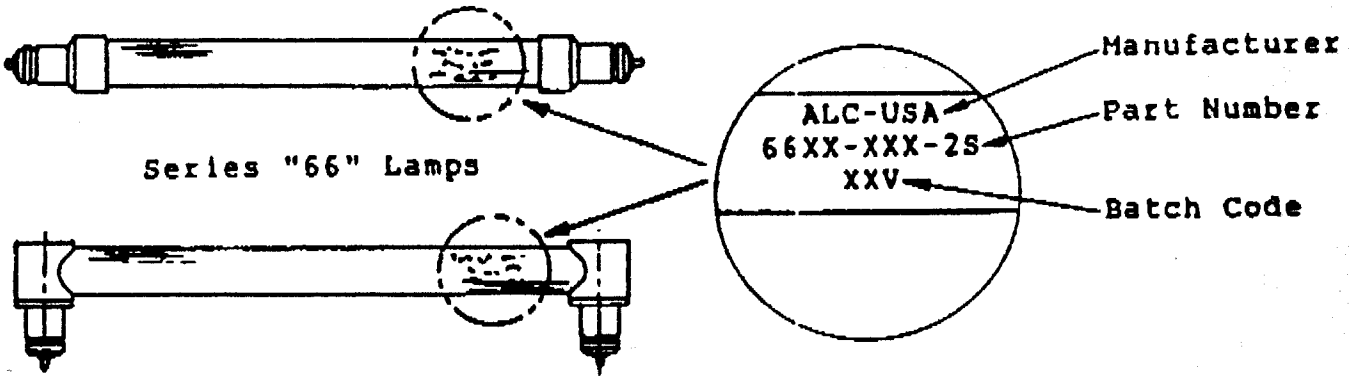


Figure 1. Lamp Markings Inspection Flow Chart



INSPECTION CRITERIA- Lamp must meet the criteria below.

1. Shape of lamp must be in accordance with either lamp shape illustrated above, and;

2. Lamp must have only ALC markings as shown in Detail A, and;

3. The last character of the Batch Code Identifier must be the letter V as shown.

NOTE

The letter X is used for illustrative purposes only, and can represent any letter or number. For example, a typical Batch Code Identifier would be A8V.

Figure 2. ALC Lamp Inspection Criteria

IV. VENT HOLE INSPECTION

The following procedures provide step-by-step instructions to determine if a vent hole is present on the lamp end. A flat head screwdriver is required to perform this procedure.

Step 1. Disassemble lamp connector from one end of lamp as follows (refer to Figure 3):

a. Remove Locking Ring (Item A) from Lamp Connector Body (Item B) by sliding ring away from lamp connector.

b. Place flat head screwdriver between Lamp Connector Body (Item B) and lamp end. Disengage Lamp Connector Body from lamp end by carefully twisting screwdriver.

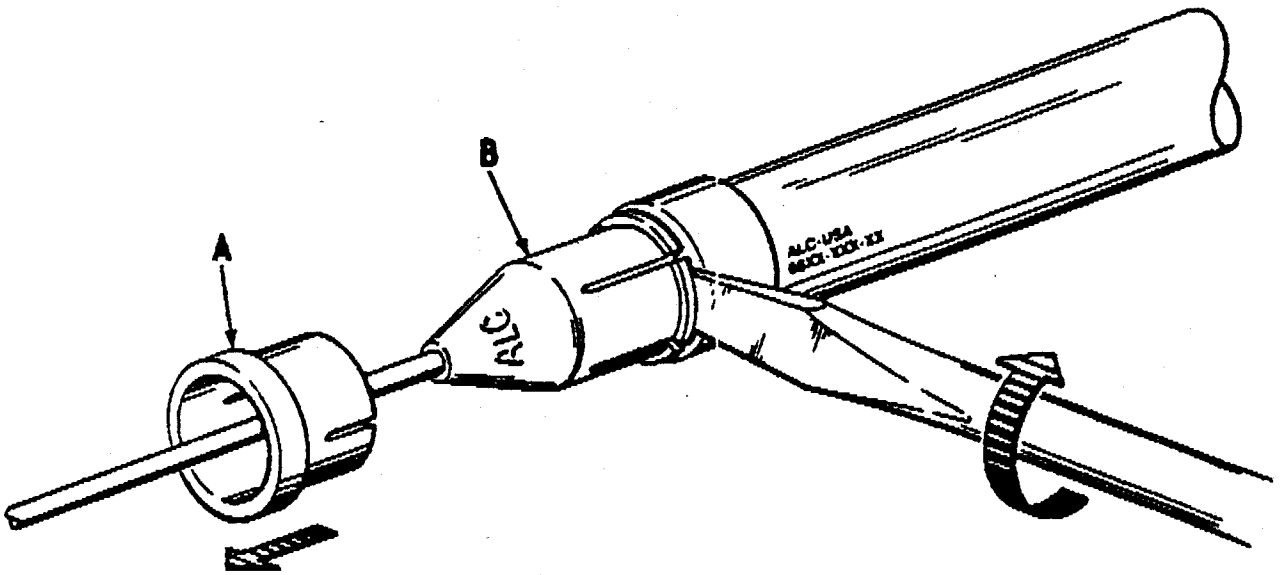


Figure 3. Removal of Lamp Connector

Step 2. Rotate lamp to check for presence of vent hole (refer to Detail A of Figure 4).

NOTE

Presence of vent hole needs to be checked only at one lamp end.

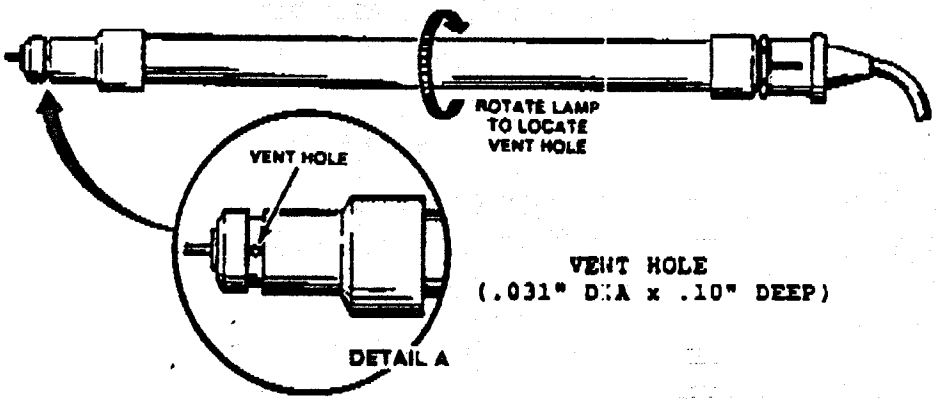


Figure 4. Vent Hole Location

Step 3. If the vent hole exists, the lamp is verified to be in accordance with ALC standards. Proceed to lamp connector installation procedures (paragraph VI).

Step 4. If the vent hole does not exist, disassemble lamp connector from other end of lamp as described in Step 1.

Step 5. Proceed to lamp removal/replacement procedures (paragraph V).

V. LAMP REMOVAL/REPLACEMENT PROCEDURES

Proceed as follows for removal and replacement of the 1/2 inch (12mm) fluorescent lamps.

Step 1. Remove lamp from holders and discard.

Step 2. Install ALC approved lamp (with vent hole) into lamp holders and proceed to lamp connector installation procedures (paragraph V).

Step 3. Proceed to lamp connector installation procedures (paragraph VI).

VI. LAMP CONNECTOR INSTALLATION PROCEDURES

The following procedures provide step-by-step instructions for installation of the 31.85.1.A lamp connector on the series "66" fluorescent lamp. Refer to Figure 5 when performing these procedures.

Step 1. Ensure Locking Ring (Item A) is removed from Lamp Connector Body (Item B).

Step 2. Place Contact Pin (Item D) over pin on end of fluorescent lamp.

Step 3. Slide Contact Spring (Item C) over Contact Pin (Item D).

Step 4. Slide Lamp Connector Body (Item B) over lamp end until Lamp Connector Body snaps into place.

NOTE

Proper positioning of Contact Spring and Contact Pin must be maintained with lamp end pin.

Step 5. Slide Locking Ring (Item A) completely over Lamp Connector Body (Item B).

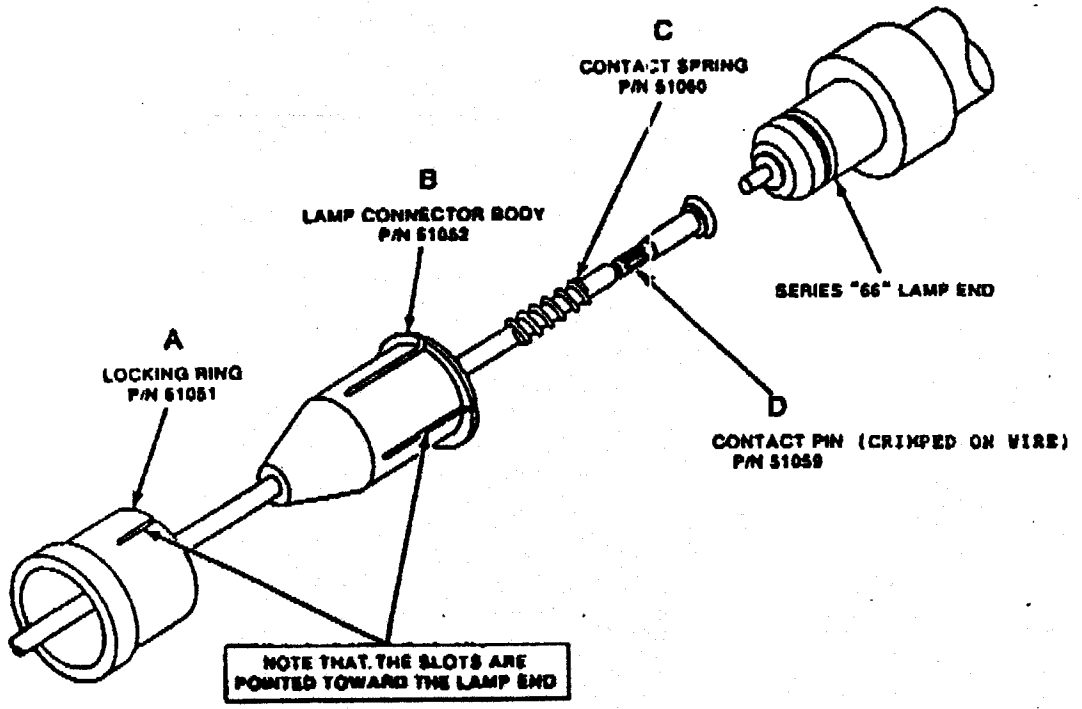


Figure 5. Lamp Connector Installation

CAUTION

Failure to use or properly position the Locking Ring may result in inadvertent disconnection between the 31.85.1.A lamp connector and fluorescent lamp. If this occurs, close proximity between the connector and aircraft structure may result in arcing.

Step 6. Inspect each lamp connector to ensure the connector is correctly locked onto the lamp end as shown on Figure 6.

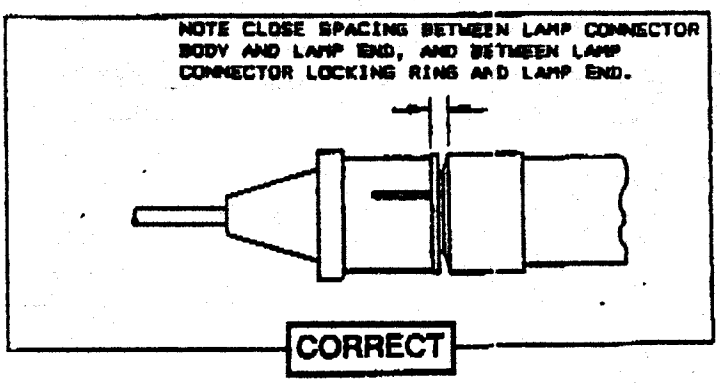


Figure 6. Correctly Locked Lamp Connector

NOTE

If the lamp connector is not correctly locked (as shown on Figure 7), tension or pulling on the wire will separate the connector from the lamp end.

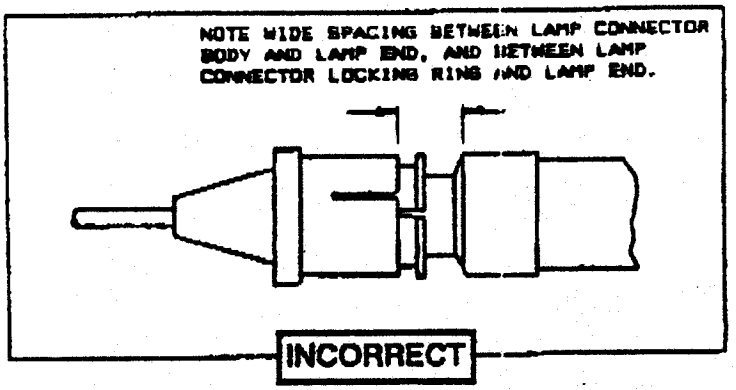


Figure 7. Incorrectly Locked Lamp Connector

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: **ED-WES, INC.** **REPORT DATE 03/13/90** WORK COMPLIANCE FORM NO. **99.110**

AIRCRAFT NO.: **368** MODEL: **1124A WESTWIND**

AIRCRAFT REG.: **N368MD** **PAGE 1**

90072
99-001
29 29

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
	4630		

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: MONTH 4 **DAY** 10 **YEAR** 90 **AIRCRAFT HOURS:** 4560 **LANDINGS:** 3132

TECHNICIAN SIGNATURE: [signature] **CERTIFICATE NUMBER:** 560767740

INSPECTED BY: [signature] **KIND OF CERTIFICATE:** A+P

****

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

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
990100 AD 84-02-08.....	[signature]	[signature]	____.____

****

REFER TO APPLICABLE AIRWORTHINESS DIRECTIVE FOR PROCEDURE.

AD N/A