

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

A

REPORT DATE 10/31/90  
 MODEL: 1124A WESTWIND

WORK COMPLIANCE FORM NO.

050150+ 150 HR INSPECTION

OPER01

90304	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	
29 29		4728			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

050150+ 150 HR INSPECTION

CODE NO.	WCF NO. CARD NO.	WRK DESCRIPTION REFERENCE	C/W DATE MO/ DAY/YR	C/W HOURS	C/W LANDINGS	ACTUAL MAN HOURS	TECHNICIAN	INSPECTOR	EST MH
100310+	10.010	CK AIRWORTHY DIRECTIVES MM 5-20-10	11/06/90	4731.2	3324		JMO	DEB	
100320+	10.020	CK SERVICE BULLETINS MM 5-20-10	/ /						
100330+	10.030	CK SERVICE LETTERS MM 5-20-10	/ /						
120150+	12.010	CK PREFLIGHT COMPLETE MM 5-20-10	/ /						
210191+	21.040A 21- 2	INS/CLN OUTFLOW NORM VLV MM 21-30-00	/ /						
210201+	21.040A 21- 2	INS/CLN OUTFLOW SAFE VLV MM 21-30-00	/ /						
210671+	21.050A 21- 3	INS/CLN/TST WATER SEP CON MM 21-70-00	/ /						.1
210681	21.290A 21- 7	CHG COOLING TURBINE OIL MM 12-10-10	/ /						
210622+	21.420A	INSP 350 DUCT SENSOR MM5-20-05	/ /						
240121+	24.010A 24- 1	CK L START/GEN BR WEAR/TN MM 80-10-10	/ /						
240131+	24.010A 24- 1	CK R START/GEN BR WEAR/TN MM 80-10-10	/ /						
240161+	24.020A 24- 2	CK ELECTROLYTE LEFT BATT MM 12-10-06	/ /						.1
240176+	24.020A 24- 2	CK ELECTROLYTE RIGHT BATT MM 12-10-06	/ /						.1
240166	24.020B	DEEP CYCLE LEFT BATTERY MM 12-10-06	/ /						.2
240181	24.020B	DEEP CYCLE RIGHT BATTERY MM 12-10-06	/ /						.2
240203+	24.070	F/CK BATT TEMP/WARN SYS. MM 24-30-01	/ /						
260174+	26.030 26- 2	INSPECT COCKPIT FIRE EXT MM 26-20-00	/ /						
260184+	26.030 26- 2	INSPECT CABIN FIRE EXT MM 26-20-00	/ /						
270158+	27.130	INSP ROD TRIM TAB FREE PL MM 27-20-00	/ /						
270193+	27.150A 27- 3	INSP L ELEV SKIN SEPARATE MM 27-30-00	/ /						
270203+	27.150A 27- 3	INSP R ELEV SKIN SEPARATE MM 27-30-00	/ /						
270213+	27.190 27- 5	LUB ELEVATOR ATTACH PTS MM 12-20-00	/ /						
270237+	27.200B 27- 6	INSP L FLAP VANE MM 27-50-00	/ /						
270247+	27.200B 27- 6	INSP R FLAP VANE MM 27-50-00	11/06/90	4731.2	3324		JMO	DEB	

CONTINUED

OPERATOR: ED-WES, INC.

REPORT DATE 10/31/90

WORK COMPLIANCE FORM NO.

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

(CONTINUED)

OPER01

AIRCRAFT REG.: N368MD

050150+ 150 HR INSPECTION

90304

WORK DUE AT		* = APU HRS.
DATE	HOURS	LANDINGS
29 29	4728	

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

CK CURRENT DUE LIST FOR DUE TIME CHGS

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CODE NO.	WCF NO. CARD NO.	WORK DESCRIPTION REFERENCE	C/W DATE MD/ DAY/YR	C/W HOURS	C/W LANDINGS	ACTUAL MAN HOURS	TECHNICIAN	INSPECTOR	EST MH
270335+	27.280	OP CK BP BRK/LIFT DUMP MM 27-60-00	11/06/90	4731.2	3324		SNO	JEA	
281150+	28.090C	CK OPERATION BOOST PUMPS MM 28-00-00	/ /						
290143+	29.120A 29- 5	INS/LUB L HYD PUMP SPLINE MM 05-20-07	/ /						.1
290178+	29.120A 29- 5	INS/LUB R HYD PUMP SPLINE MM 05-20-07	/ /						.1
300150+	30.140 ( ) 30- 5	CK VLTG DROP CPLTS WNDSLD SB1124-30-036 II	/ /						
910361	30.140 ( ) 30- 5	SB 1124-30-036 PART II SB 1124-30-036	/ /						
320201+	32.0101	INSPECT NOSE GEAR (A) WCF 32.0101	/ /						.1
320691+	32.020	INSP L MAIN GEAR/WELL (A) WCF 32.020	/ /						.1
321191+	32.020	INSP R MAIN GEAR/WELL (A) WCF 32.020	/ /						.1
320106	32.030 32- 1	LUBE NOSE GEAR/DOORS MM 12-20-00	/ /						
320606	32.030 32- 1	LUBE LEFT MAIN GEAR MM 12-20-00	/ /						
321106	32.030 32- 1	LUBE RIGHT MAIN GEAR MM 12-20-00	/ /						
320156+	32.110A 32- 2	INS/CL/LUB L NS WHL/BRGS MM 32-40-00	/ /						.1
320158+	32.110A 32- 2	INS/CL/LUB R NS WHL/BRGS MM 32-40-00	/ /						.1
320676+	32.180A 32- 5	INSP/LUBE LMG WHEEL BRGS MM 32-40-00	/ /						.1
321176+	32.180A 32- 5	INSP/LUBE RMC WHEEL BRGS MM 32-40-00	/ /						.1
322116+	32.390A 32-11	INSP/CK L BRAKE LININGS MM 12-10-04	/ /						.1
322131+	32.390A 32-11	INSP/CK R BRAKE LININGS MM 12-10-04	/ /						.1
322156+	32.410A 32-14	INSP/CL L ANTI-SKID DET MM 5-20-04	/ /						.1
322171+	32.410A 32-14	INSP/CL R ANTI-SKID DET MM 5-20-00	/ /						.1
322174+	32.425	OP CK ANTI-SKID LIGHTS MM 5-20-04	/ /						
322206+	32.440	OP CK EMER GEAR EXT CABLE MM 5-20-00	/ /						.1
340121	34.060 34- 3	DRAIN PITOT/STATIC SYSTEM MM 34-10-00	/ /						.1
520106+	52.010A 52- 1	INS/LUB CABIN ENTR DOOR WCF 52.010A	/ /						
520116+	52.010B	OPER CK ENTRY DOOR MM 52-10-00	11/06/90	4731.2	3324		SNO	JEA	

CONTINUED

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

REPORT DATE 10/31/90  
 MODEL: 1124A WESTWIND (CONTINUED)

WORK COMPLIANCE FORM NO.

050150+ 150 HR INSPECTION

OPER01

90304	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		
29 29		4728			CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 3

CODE NO.	WCF NO. CARD NO.	WORK DESCRIPTION REFERENCE	C/W DATE MO/ DAY/YR	C/W HOURS	C/W LANDINGS	ACTUAL MAN HOURS	TECHNICIAN	INSPECTOR	EST MH
530101+	53.010	INSP FUSELAGE (A) MM 5-20-02	11/06/90	4731.2	3324		IM	TEP	
530116+	53.0201	INSP NOSE COMPT (A) WCF 53.0201	/ /						
530131+	53.0301	INSP COCKPIT (A) WCF 53.0301	/ /						
530146+	53.0401	INSP CABIN (150HR) WCF 53.0401	/ /						
530161+	53.0501	INSP REAR COMPT (A) WCF 53.0501	/ /						
540101+	54.0101 54- 1	INSP L ENG NAC/PYLON (A) WCF 54.0101	/ /						
540121+	54.0101 54- 1	INSP R ENG NAC/PYLON (A) WCF 54.0101	/ /						
550101+	55.0101 55- 1	INSPECT EMPENNAGE (A) WCF 55.0101	/ /						
570101+	57.0101 57- 1	INSPECT LEFT WING (A) WCF 57.0101	/ /						.1
570116+	57.0101 57- 1	INSPECT RIGHT WING (A) WCF 57.0101	/ /						.1
570106+	57.020	INSP L AILERON BELLCRANK MM 5-20-03	/ /						
570120+	57.020	INSP R AILERON BELLCRANK MM 5-20-03	/ /						
710106+	71.0201 71- 2	INSPECT LEFT ENGINE A WCF 71.0201	/ /						.1
713606+	71.0201 71- 2	INSPECT RIGHT ENGINE A WCF 71.0201	/ /						.1
790116+	79.100	SDAP CHECK L ENGINE SM 72-00-00	/ /						.1
791616+	79.100	SDAP CHECK R ENGINE SM 72-00-00	/ /						.1
790126+	79.120	INSP L ENG CHIP DETECTOR SM 72-00-00	/ /						
791626+	79.120	INSP R ENG CHIP DETECTOR SM 72-00-00	/ /						
950500 ( )	95.050 95- 2	SL WW-2450B INSP NAEL CWL SL WW-2450B	/ /						
950920 ( )	95.090	SL WW-2492 HYD NOSE INSP SL WW-2492	11/06/90	4731.2	3324		IM	TEP	

TOTAL ESTIMATED MAN-HOURS 2.8

CONTINUED

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

REPORT DATE 10/31/90  
 MODEL: 1124A WESTWIND (CONTINUED)

WORK COMPLIANCE FORM NO.

050150+ 150 HR INSPECTION

OPER 1

90304	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		
29-29		4728			CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 4

THE ABOVE LISTED INSPECTIONS, TESTS, CHECKS AND/OR LIFE-LIMITED PARTS REPLACEMENTS WERE PERFORMED IN ACCORDANCE WITH THE INSTRUCTIONS AND PROCEDURES FOR THE CONDUCT OF INSPECTIONS DESCRIBED IN THE APPROVED INSPECTION PROGRAM FOR:

ED-WES, INC.	1124A	1124A WESTWIND	368	N368MD
-----	-----	-----	-----	-----
OWNER/OPERATOR	AIRCRAFT MAKE	AIRCRAFT MODEL	A/C SERIAL NO	AIRCRAFT REG. NO.

AND A SIGNED AND DATED LIST OF DEFECTS, IF ANY, FOUND DURING THE INSPECTION WAS GIVEN TO THE OWNER OR OPERATOR OF THE AIRCRAFT. REF WORK ORDER NO. AERO Air Inc. 2304

050150+ 150 HR INSPECTION COMPLETED.

<u>11/06/90</u>	<u>4731.2</u>	<u>3324</u>	<u>IS Alkin</u>	<u>GPER 232E</u>
MO/ DAY/YR	AIRCRAFT HOURS	LANDINGS	HRS.THS SIGNATURE	CERTIFICATE NUMBER
				<u>Class 4 Airframe</u>
				KIND OF CERTIFICATE

OPERATOR: ED-WES, INC.

REPORT DATE 10/31/90

WORK COMPLIANCE FORM NO.

10.010

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER01

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050150+ 150 HR INSPECTION

90304

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.

00-000

DATE

HOURS

LANDINGS

CYCLES

29 29

4728

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 06 YEAR 90

AIRCRAFT HOURS: 4731.2

LANDINGS: 3334

TECHNICIAN SIGNATURE: [Signature]

CERTIFICATE NUMBER: GFER 232E

INSPECTED BY: [Signature]

KIND OF CERTIFICATE: Class 4 Airframe

TECHNICIAN INSPECTOR

MAN-HOURS

100310 CHECK AIRWORTHY DIRECTIVES...MM 5-20-00.....

NO TEXT AVAILABLE AT THIS TIME.

OPERATOR: ED-MES, INC.

REPORT DATE 10/31/90

WORK COMPLIANCE FORM NO.

10.020

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPERO1

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050150+ 150 HR INSPECTION

90304

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.

00-000

DATE

HOURS

LANDINGS

CYCLES

29 29

4728

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 06 YEAR 90 AIRCRAFT HOURS: 4731.2 LANDINGS: 3324

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: GFER232E

INSPECTED BY: [Signature] KIND OF CERTIFICATE: Class 4 Airframe

TECHNICIAN INSPECTOR MAN-HOURS  
HRS.THB

100320 CHECK SERVICE BULLETINS...MM 5-20-00.....

NO TEXT AVAILABLE AT THIS TIME.

OPERATOR: ED-WES, INC.

REPORT DATE 10/31/90

WORK COMPLIANCE FORM NO.

10.030

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER01

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050150+ 150 HR INSPECTION

90304

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.

00-000

DATE

HOURS

LANDINGS

CYCLES

29 29

4728

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 06 YEAR 90 AIRCRAFT HOURS: 4731.2 LANDINGS: 3324

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: 6PER232E

INSPECTED BY: [Signature] KIND OF CERTIFICATE: class 4 Airframe

TECHNICIAN INSPECTOR MAN-HOURS  
HRS.THS

100330 CHECK SERVICE LETTERS...MM 5-20-00.....

NO TEXT AVAILABLE AT THIS TIME.

OPERATOR: ED-WES, INC.

REPORT DATE 10/31/90

WORK COMPLIANCE FORM NO.

12.010

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER01

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050150+ 150 HR INSPECTION

90304

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.

00-000

DATE

HOURS

LANDINGS

CYCLES

29 29

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CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 06 YEAR 90 AIRCRAFT HOURS: 4731.2 LANDINGS: 3324

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: GFER232E

INSPECTED BY: [Signature] KIND OF CERTIFICATE: CLASS 4 AIRFRAME

TECHNICIAN INSPECTOR MAN-HOURS

120150 CHECK PRE-FLIGHT COMPLETE...MM 5-30-00.....

[Signature] [Signature]

HRS.THS

NO TEXT AVAILABLE AT THIS TIME.



OPERATOR: ED-WES, INC.

REPORT DATE 10/31/90

WORK COMPLIANCE FORM NO.

21.040A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER01

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050150+ 150 HR INSPECTION

90304

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.

21-005

DATE

HOURS

LANDINGS

CYCLES

29 29

4728

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 06 YEAR 90 AIRCRAFT HOURS: 4731.2 LANDINGS: 3324

TECHNICIAN SIGNATURE: T. O'Donnell CERTIFICATE NUMBER: GFER 232E

INSPECTED BY: D. E. O'Brien KIND OF CERTIFICATE: Class 4 Airframe

TECHNICIAN INSPECTOR MAN-HOURS  
HRS. THS

210191 INSPECT/CLEAN NORMAL OUTFLOW VALVE...MM 21-30-00.....

210201 INSPECT/CLEAN SAFETY OUTFLOW VALVE...MM 21-30-00.....

210191, 210201

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 21.030.

INSPECT/CLEAN OUTFLOW VALVE (REFER TO ILLUSTRATION ON CARD 21-2)

EQUIPMENT/CONSUMABLES: GASKET P/N 5783111-15, CLEANING SOLVENT PD-680, SAFETY WIRE

1. REMOVE CABIN FURNISHINGS AND INTERIOR FITTINGS AS REQUIRED TO GAIN ACCESS TO CABIN FLOOR ACCESS PANEL BETWEEN STATIONS 98.76 AND 117.18.
2. REMOVE FLOOR ACCESS PANEL.
3. REMOVE CLAMPS AND REMOVE AIR CONDITIONING DUCT ABOVE SAFETY VALVE.
4. DISCONNECT AND CAP TUBING FROM SAFETY VALVE.
5. REMOVE SCREWS SECURING EXTERIOR SAFETY VALVE FAIRING TO VALVE FROM LOWER FUSELAGE.
6. REMOVE SAFETY WIRE AND ATTACHING BOLTS AND WITHDRAW VALVE, TAKING CARE NOT TO DAMAGE RUBBER DIAPHRAGM.
7. COMPRESS THE POPPET VALVE BY PLACING EQUAL FORCE ON OPPOSITE SIDES OF VALVE TO EXPOSE THE VALVE LIP AND BEAT. CAREFULLY WIPE THESE TWO SURFACES WITH A CLEAN CLOTH MOISTENED IN PD-680 CLEANING SOLVENT.
8. INSPECT SAFETY VALVE FOR CONDITION.
9. ENSURE VALVES ARE FREE OF NICOTINE AND CONTAMINATION AND OPENINGS ARE CLEAN. THEN INSTALL NEW VALVE GASKET P/N 5783111-15 IN VALVE.
10. INSTALL SAFETY VALVE AND SECURE WITH ATTACHING BOLTS. TORQUE BOLTS UNTIL GASKET IS COMPRESSED TO 25 PERCENT OF ORIGINAL THICKNESS. SAFETYWIRE ATTACHING BOLTS.
11. INSTALL EXTERIOR OUTFLOW VALVE FAIRING ON LOWER FUSELAGE. SECURE WITH SCREWS.
12. REMOVE CAPS AND CONNECT TUBING TO VALVE.
13. INSTALL AIR CONDITIONING DUCT ABOVE SAFETY VALVE.
14. PERFORM PRESSURIZATION SYSTEM CHECK, REFER TO WORK COMPLIANCE FORM 21.030.
15. INSTALL FLOOR ACCESS PANEL AND CABIN FURNISHINGS AND INTERIOR.
16. RECORD CLEANING/INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

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 AIRCRAFT REG.: N368MD

REPORT DATE 10/31/90  
 MODEL: 1124A WESTWIND  
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 21.050A  
 OPERO 1  
 050150+ 150 HR INSPECTION

90304	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.
21-007	DATE	HOURS	LANDINGS	CYCLES	
29 29		4728			

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 06 YEAR 90 AIRCRAFT HOURS: 4731.2 LANDINGS: 3324

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: GFER 232E

INSPECTED BY: [Signature] KIND OF CERTIFICATE: Class 4 Airframe

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRS. THS
210671 INSPECT/CLEAN/TEST WATER SEPEARATOR CONDENSER...MM 21-70-00.....	<u>[Signature]</u>	<u>[Signature]</u>	

210671

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 21.030.

INSPECT/CLEAN/TEST WATER SEPARATOR CONDENSER (REFER TO ILLUSTRATION ON CARD 21-3)  
 EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 TO 25 INCH-POUNDS, SUITABLE DRY CLEANING SOLVENT, TRICHLORETHYLENE, SOURCE OF DRY COMPRESSED REGULATED AIR, MILD DETERGENT, APPROVED GREEN PRIMER AND BLACK ENAMEL, SAFETY WIRE

1. REMOVE REAR BAGGAGE COMPARTMENT FRONT PANEL.
2. REMOVE MAIN BAGGAGE COMPARTMENT REAR PANEL.
3. REMOVE CLAMP SECURING DRAIN LINE TO SEPARATOR AT THE BOTTOM OF THE WATER SEPARATOR.
4. REMOVE CLAMPS SECURING AIR INLET DUCT TO WATER SEPARATOR.
5. REMOVE CLAMPS SECURING AIR OUTLET DUCT TO WATER SEPARATOR.
6. REMOVE CLAMPS SECURING WATER SEPARATOR TO MOUNTING BRACKET.
7. REMOVE WATER SEPARATOR.
8. REMOVE SEPARATOR DRAIN, PACKING AND STRAINER.
9. REMOVE COUPLING CLAMP AND SEPARATE SEPARATOR SHELL FROM DUCT ASSEMBLY.
10. REMOVE SCREWS SECURING BRACKET AND CONDENSER TO SEPARATOR SHELL. REMOVE GASKET AND WITHDRAW CONDENSER FROM SEPARATOR SHELL.

NOTE: BEFORE REMOVING CHAIN ASSEMBLY FROM CONDENSER, FASTEN STRING OR CORD (APPROXIMATELY 20 INCHES LONG) TO ONE END OF THE CHAIN ASSEMBLY. AS CHAIN ASSEMBLY IS WITHDRAWN FROM CONDENSER HEM, THE CORD WILL BE STRUNG INTO HEM READY FOR USE AT REASSEMBLY TO FACILITATE INSTALLATION OF CHAIN ASSEMBLY.

WARNING: WEAR GLOVES TO PROTECT HANDS WHILE HANDLING FIBERGLAS CONDENSER. EXERCISE CARE TO AVOID STRETCHING OR TEARING CONDENSER WHILE SLIDING CONDENSER ON OR OFF SUPPORT ASSEMBLY.

11. REMOVE CHAIN ASSEMBLY AND CAREFULLY REMOVE CONDENSER SUPPORT.

NOTE: DO NOT DISASSEMBLE BY-PASS VALVE ASSEMBLY. DO NOT REMOVE FASTENERS FROM CHAIN UNLESS REQUIRED FOR INSPECTION.

12. CLEAN ALL PARTS, EXCEPT CONDENSER WITH DRY CLEANING SOLVENT AND DRY THOROUGHLY WITH COMPRESSED AIR.
13. IF REQUIRED, DECREASE SUPPORT ASSEMBLY BY SUSPENDING SUPPORT ASSEMBLY IN A VAPOR DEGREASER FOR 15 MINUTES USING TRICHLORETHYLENE HEATED TO 250 DEGREES F (121.1 DEGREES C). SPRAY TRICHLORETHYLENE OVER SUPPORT ASSEMBLY TO CLEAN IT THOROUGHLY. WHEN SUPPORT ASSEMBLY IS COOL ENOUGH TO HANDLE, RINSE THOROUGHLY WITH DRY CLEANING SOLVENT AND DRY THOROUGHLY WITH COMPRESSED AIR.
14. CLEAN CONDENSER, IF REQUIRED, BY IMMERSING CONDENSER AND SUPPORT ASSEMBLY IN SOLUTION OF MILD DETERGENT AND LUKEWARM WATER. AGITATE SOLUTION BY ALTERNATELY REMOVING AND IMMERSING SUPPORT ASSEMBLY WITH ATTACHED CONDENSER. AFTER CONDENSER HAS BEEN CLEANED SATISFACTORILY RINSE CONDENSER AND SUPPORT ASSEMBLY IN CLEAR, LUKEWARM WATER UNTIL WATER RUNS CLEAR. ALLOW CONDENSER AND SUPPORT ASSEMBLY TO AIR DRY THOROUGHLY.

CAUTION: RUBBING OR BRUSHING CONDENSER WILL RESULT IN DAMAGE TO CONDENSER.

15. INSPECT ALL PARTS FOR CRACKS, NICKS OR CORROSION.

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 AIRCRAFT REG.: N368MD

REPORT DATE 10/31/90  
 MODEL: 1124A WESTWIND  
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 21.290A  
 OPER01  
 050150+ 150 HR INSPECTION

90304	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.
21-030	DATE	HOURS	LANDINGS	CYCLES		
29 29		4728				CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 06 YEAR 90 AIRCRAFT HOURS: 4731.2 LANDINGS: 3324

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: RS# GFER232E

INSPECTED BY: [Signature] KIND OF CERTIFICATE: Class 4 Airframe

TECHNICIAN INSPECTOR MAN-HOURS  
 HRS.THS

210681 CHANGE COOLING TURBINE OIL...MM 12-10-10.....

210681

CHANGE COOLING TURBINE OIL (REFER TO FIGURE 3 ON CARD 21-7)  
 CONSUMABLES: OIL EXXON 2380 (MOBIL JET OIL II, OR MIL-L-23699)

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

2. AT EACH ROUTINE INSPECTION PERIOD (150) HOURS, THE OIL SHOULD BE DRAINED THROUGH THE DRAIN PORT, ON THE BOTTOM OF THE TURBINE AND FRESH OIL ADDED TO THE TOP OF THE FILL PORT AS FOLLOWS:

- AIRCRAFT WITH SERVICE LETTER WW-2458 MODIFICATION ACCOMPLISHED, REMOVE PLUG AND PACKING (EITHER SIDE OF CASTING) AND ADD OIL TO THE TOP OF THE CASTING HOLE.
- AIRCRAFT PRE-SERVICE LETTER WW-2458, REMOVE THE DIPSTICK. IF OIL LEVEL DOES NOT REACH THE LINE ON DIPSTICK, ADD OIL TO TOP OF FILL PORT. THE DIPSTICK IS ATTACHED TO THE HEX PLUG LOCATED ON THE RIGHT SIDE OF THE REFRIGERATION UNIT. REFER TO FIGURE 3.

NOTE: OIL VOLUME IS 122 C.C.

3. RECDRD OIL CHANGE COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.

REPORT DATE 10/31/90

WORK COMPLIANCE FORM NO.

21.420A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPERO 1

AIRCRAFT REG.: N368MD

ISSUED 08-89 REV.

050150+ 150 HR INSPECTION

90304

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.

21-027

DATE

HOURS

LANDINGS

CYCLES

29 29

4728

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 06 YEAR 90 AIRCRAFT HOURS: 4731.2 LANDINGS: 3324

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: RS# GFER232E

INSPECTED BY: [Signature] KIND OF CERTIFICATE: Class 4 Airframe

TECHNICIAN	INSPECTOR	MAN-HOURS
		HRS. THS
<u>[Signature]</u>	<u>[Signature]</u>	

210622 INSPECT 35 DEGREE DUCT SENSOR..MM 5-20-05.....

210622

INSPECT 35 DEGREE DUCT SENSOR

CONSUMABLES: AIR CONDITIONING FREDM SPRAY

1. INSPECT ELECTRICAL CONNECTION FOR CORROSION.
2. CLEAN AREA WITH FREDM SPRAY ONLY.
3. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.  
 AIRCRAFT NO.: 368  
 AIRCRAFT REG.: N368MO

REPORT DATE 10/31/90  
 MODEL: 1124A WESTWIND  
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 24.010A  
 OPER01  
 050150+ 150 HR INSPECTION

90304	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.
24-002	DATE	HOURS	LANDINGS	CYCLES	
29 29		4728			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 06 YEAR 90 AIRCRAFT HOURS: 4731.2 LANDINGS: 3324

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: RS# GFER 232E

INSPECTED BY: [Signature] KIND OF CERTIFICATE: Class 4 Airframe

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
240121 CHECK LEFT STARTER/GENERATOR BRUSH WEAR/TENSION...MM 80-10-00.....	<u>[Signature]</u>	<u>[Signature]</u>	
240131 CHECK RIGHT STARTER/GENERATOR BRUSH WEAR/TENSION...MM 80-10-00.....	<u>[Signature]</u>	<u>[Signature]</u>	

240121, 240131  
 CHECK GENERATOR BRUSH WEAR/TENSION (REFER TO ILLUSTRATION ON CARD 24-1)

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.
- 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.

OPERATOR: ED-WES, INC.  
 AIRCRAFT NO.: 368  
 AIRCRAFT REG.: N368MO

REPORT DATE 10/31/90  
 MODEL: 1124A WESTWIND  
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 24.020A  
 OPERO1  
 050150+ 150 HR INSPECTION

90304	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.
24-005	DATE	HOURS	LANDINGS	CYCLES	
29 29		4728			

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 06 YEAR 90 AIRCRAFT HOURS: 4731.2 LANDINGS: 3314

TECHNICIAN SIGNATURE: J. O. Amell CERTIFICATE NUMBER: RS# 6FER 232 E

INSPECTED BY: D. E. Olfers KIND OF CERTIFICATE: Class 4 Airframe

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRS. THS
240161 CHECK LEFT BATTERY ELECTROLYTE LEVEL...MM 12-10-06.....	<u>JWO</u>	<u>DEO</u>	
240176 CHECK RIGHT BATTERY ELECTROLYTE LEVEL...MM 12-10-06.....	<u>JWO</u>	<u>DEO</u>	
240161, 240176			

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

- CHECK BATTERY ELECTROLYTE LEVEL (REFER TO ILLUSTRATION ON CARD 24-2)  
 EQUIPMENT/CONSUMABLES: DISTILLED OR DEMINERALIZED WATER, SAFT TOOL KIT
1. PLACE BATTERY MASTER SWITCH IN OFF POSITION.
  2. GAIN ACCESS TO BATTERIES LOCATED IN MAIN BAGGAGE COMPARTMENT BY REMOVING FORWARD ACCESS PANEL.
  3. DISCONNECT BATTERY CONNECTOR AND CONNECTOR FROM BATTERY TEMPERATURE PROBE.
  4. REMOVE VENT LINES FROM BATTERY VENTS.
  5. LOOSEN WING NUTS ON HOLD-DOWN CLAMPS AND REMOVE BATTERY.

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

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

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

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

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

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

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

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

REPORT DATE 10/31/90  
 MODEL: 1124A WESTWIND  
 ISSUED 07-88 REV. 01-89

WORK COMPLIANCE FORM NO. 24.020B  
 OPERO1  
 050150+ 150 HR INSPECTION

90304	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.
24-016	DATE	HOURS	LANDINGS	CYCLES	
29 29		4728			

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 06 YEAR 90 AIRCRAFT HOURS: 4731.2 LANDINGS: 3324

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: R5# GFER 232E

INSPECTED BY: [Signature] KIND OF CERTIFICATE: Class 4 Airframe

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRS. THS
R 240166 DEEP CYCLE LEFT BATTERY...MM 12-10-06.....	<u>[Signature]</u>	<u>[Signature]</u>	
R 240181 DEEP CYCLE RIGHT BATTERY...MM 12-10-06.....	<u>[Signature]</u>	<u>[Signature]</u>	
240166, 240181			

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

**DEEP CYCLE BATTERY**

1. PLACE BATTERY MASTER SWITCH IN OFF POSITION.
2. GAIN ACCESS TO BATTERIES LOCATED IN MAIN BAGGAGE COMPARTMENT BY REMOVING FORWARD ACCESS PANEL.
3. DISCONNECT BATTERY CONNECTOR AND CONNECTOR FROM BATTERY TEMPERATURE PROBE.
4. REMOVE VENT LINES FROM BATTERY VENTS.
5. LOOSEN WING NUTS ON HOLD-DOWN CLAMPS AND REMOVE BATTERY.
6. REMOVE COVER FROM BATTERY.
7. VISUALLY INSPECT BATTERY FOR ANY EVIDENCE OF CORROSION OR PHYSICAL DAMAGE.

CAUTION: UNDER NO CIRCUMSTANCES SHOULD A WIRE BRUSH BE USED FOR CLEANING. WHEN CLEANING BATTERIES, USE EXTREME CARE TO PREVENT THIS MATERIAL FROM COMING IN CONTACT WITH THE EYES. PROTECTIVE CLOTHING SUCH AS RUBBER GLOVES, AN APRON AND FACE SHIELD SHOULD BE WORN.

8. ENSURE THAT ALL VENT PLUGS ARE TIGHT. TIP BATTERY TO SIDE OPPOSITE RECEPTACLE AND CLEAN USING A SOFT BRISTLE BRUSH AND TAP WATER. DRY OFF EXCESS WATER WITH AN AIR HOSE.
9. CHARGE THE BATTERIES AT A RATE OF 8 AMPERES FOR 7 HOURS.
10. CHECK FOR PROPER ELECTROLYTE LEVEL, IT SHOULD BE JUST ABOVE THE TOP OF THE PLATES. (ON TADIRAN AND SAFT BATTERIES 1/4 INCH IMMEDIATELY AFTER CHARGE OF 1/8 INCH AFTER STANDING 3 HOURS.

NOTE: USE ONLY DISTILLED, DEIONIZED OR DEMINERALIZED WATER FOR LIQUID LEVEL ADJUSTMENT. TAP WATER MAY CONTAMINATE BATTERIES.

11. DISCHARGE BATTERIES AT A RATE OF 20 AMPERES OR LESS FOR 2 HOURS. DISCHARGE DOWN TO 19 VOLTS (1.0 VOLT PER CELL AVERAGE).
12. MONITOR TOTAL BATTERY VOLTAGE DURING DISCHARGE AND RECORD THE TIME FROM START OF DISCHARGE UNTIL TOTAL BATTERY VOLTAGE DROPS TO 19 VOLTS.
13. IF THE DISCHARGE TIME DOWN TO TOTAL BATTERY VOLTAGE OF 19 VOLTS WAS GREATER THAN 90 MINUTES, THE BATTERY IS READY FOR A COMPLETE 4-HOUR CHARGE CYCLE. PROCEED TO STEP 19. (IF THIS IS IN ACCORDANCE WITH CURRENT INSPECTION INTERVALS, STEPS 11 THROUGH 13 MUST BE PERFORMED).
14. IF THE DISCHARGE TIME DOWN TO TOTAL BATTERY VOLTAGE OF 19 VOLTS WAS LESS THAN 90 MINUTES, IT MUST BE FURTHER DISCHARGED AS FOLLOWS:
15. CONTINUE DISCHARGE, AS OUTLINED IN STEP 11 WHILE MONITORING INDIVIDUAL CELL VOLTAGE.
16. AS EACH INDIVIDUAL CELL DROPS TO 0.6 VOLT, PLACE A METAL SHORTING STRAP ACROSS THE CELL TERMINALS UNTIL ALL CELLS ARE SHORTED.
17. IF ANY CELL FAILS TO DROP TO 0.6 VOLT, PLACE A 1.0 OHM RESISTOR OF 1 OR 2 WATTS ACROSS THE TERMINALS.
18. LET BATTERY STAND FOR THREE OR MORE HOURS OR UNTIL IT HAS COOLED TO ROOM TEMPERATURE. AFTER BATTERY HAS COOLED, REMOVE SHORTING STRAPS.
19. CHARGE BATTERIES AT A RATE OF 8 AMPERES FOR 7 HOURS.
20. DURING THE FINAL FIVE MINUTES OF CHARGE, READ INDIVIDUAL CELL VOLTAGES. MARK ANY CELL WHICH PEAKS ABOVE 1.55 VOLTS THEN DECREASES BELOW 1.50 VOLTS. MARK ANY CELL WHICH IS IN EXCESS OF 1.75 VOLTS. REMOVE MARKED CELLS

OPERATOR: ED-WES, INC.

REPORT DATE 10/31/90

WORK COMPLIANCE FORM NO.

24.070

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER01

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050150+ 150 HR INSPECTION

90304

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.

24-008

DATE

HOURS

LANDINGS

CYCLES

29 29

4728

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 06 YEAR 90 AIRCRAFT HOURS: 4731.2 LANDINGS: 3324

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: KS # GFER 232E

INSPECTED BY: [Signature] KIND OF CERTIFICATE: Class 4 Airframe

TECHNICIAN INSPECTOR MAN-HOURS  
HRS. THS

240203 FUNCTIONAL CHECK BATTERY TEMPERATURE AND WARNING SYSTEM...MM 24-30-01.....

240203

FUNCTIONAL CHECK BATTERY TEMPERATURE AND WARNING SYSTEM

1. CONNECT ELECTRICAL EXTERNAL POWER TO AIRCRAFT.
2. ENGAGE BATTERY TEMPERATURE CIRCUIT BREAKER LOCATED ON OVERHEAD PANEL.
3. PRESS BATTERY PRESS-TO-TEST SWITCH. RIGHT INSTRUMENT PANEL BATTERY TEMPERATURE INDICATORS SHOULD INDICATE IN THE RED BAND (OVER 160 DEGREES F OR 71.1 DEGREES C) AND BATTERY OVERHEAT WARNING LIGHTS ON THE ANNUNCIATOR PANEL SHOULD COME ON.

NOTE: BATTERY AMBIENT TEMPERATURE SHOULD BE BETWEEN 32 DEGREES F AND 180 DEGREES F (0.0 DEGREES C AND 82.2 DEGREES C).

4. RECORD FUNCTIONAL CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.



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

REPORT DATE 10/31/90  
 MODEL: 1124A WESTWIND  
 ISSUED 07-88 REV. 08-89

WORK COMPLIANCE FORM NO. 26.030  
 OPER01

050150+ 150 HR INSPECTION

90304	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.
26-003	DATE	HOURS	LANDINGS	CYCLES	
29 29		4728			

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 06 YEAR 90 AIRCRAFT HOURS: 4731.2 LANDINGS: 3324

TECHNICIAN SIGNATURE: TD Jowell CERTIFICATE NUMBER: RS# GFER 232E

INSPECTED BY: DE Alkin KIND OF CERTIFICATE: Class 4 Airframe

ONLY THE FOLLOWING WORK IS DUE IN OPER01 AT THE TIME(S) NOTED ABOVE:

DUE > 260174 INSPECT COCKPIT FIRE EXT MM 26-20-00  
 DUE > 260184 INSPECT CABIN FIRE EXT MM 26-20-00

260166 PART NAME: COCKPIT PORTABLE EXTINGUISHER TECHNICIAN: \_\_\_\_\_ INSP: \_\_\_\_\_  
 REASON REMOVED: (CHECK ONE)  
 TIME A ( ) FAIL B ( ) WORN C ( ) LOANER D ( ) SCHED CONV E ( ) MOD G ( ) SERVICE K ( ) ENG CHG L ( ) TIRE CHG M ( ) DAMAGED T ( )

PART 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
#260171	WEIGHT CHECK COCKPIT EXTINGUISHER...MM 26-20-00.....	<u>TD</u>	<u>DE</u>	
	RECORD DATE OF WEIGHT CHECK <u>11/06/90</u>			
R 260172	DISCHARGE/OVERHAUL AND REFILL COCKPIT FIRE EXTINGUISHER...NO REF.....			
#260173	HYDROSTATIC TEST COCKPIT FIRE EXTINGUISHER...NO REF.....			
	RECORD DATE OF HYDRSTATIC TEST <u>1/1/90</u>			
260174	INSPECT COCKPIT FIRE EXTINGUISHER...NO REF.....	<u>TD</u>	<u>DE</u>	
	RECORD DATE OF INSPECTION <u>11/06/90</u> HRS <u>4731.2</u> LDGS <u>3324</u>			

260176 PART NAME: CABIN PORTABLE EXTINGUISHER TECHNICIAN: \_\_\_\_\_ INSP: \_\_\_\_\_  
 REASON REMOVED: (CHECK ONE)  
 TIME A ( ) FAIL B ( ) WORN C ( ) LOANER D ( ) SCHED CONV E ( ) MOD G ( ) SERVICE K ( ) ENG CHG L ( ) TIRE CHG M ( ) DAMAGED T ( )

PART 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
#260181	WEIGHT CHECK CABIN EXTINGUISHER...MM 26-20-00.....	<u>TD</u>	<u>DE</u>	
	RECORD DATE OF WEIGHT CHECK <u>11/06/90</u>			
R 260182	DISCHARGE/OVERHAUL AND REFILL CABIN FIRE EXINGUISHER...NO REF.....			
#260183	HYDROSTATIC TEST CABIN FIRE EXTINGUISHER...NO REF.....			
	RECORD DATE OF HYDRSTATIC TEST <u>1/1/90</u>			
260184	INSPECT CABIN FIRE EXTINGUISHER...NO REF.....	<u>TD</u>	<u>DE</u>	
	RECORD DATE OF INSPECTION <u>11/06/90</u> HRS <u>4731.2</u> LDGS <u>3324</u>			

260166, 260176  
 R COCKPIT/CABIN PORTABLE FIRE EXTINGUISHER - REMOVAL AND INSTALLATION, WEIGHT CHECK, DISCHARGE/OVERHAUL AND REFILL, HYDROSTATIC TEST, INSPECTION (REFER TO FIGURES 1 AND 2 ON CARD 26-2)

OPERATOR: ED-WES, INC.  
 AIRCRAFT NO.: 368  
 AIRCRAFT REG.: NJ68MD

REPORT DATE 10/31/90  
 MODEL: 1124A WESTWIND  
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 27.130  
 OPER01  
 050150+ 150 HR INSPECTION

90304	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.
27-013	DATE	HOURS	LANDINGS	CYCLES	
29 29		4728			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 06 YEAR 90 AIRCRAFT HOURS: 4731.2 LANDINGS: 3324

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: RS# QFER232E

INSPECTED BY: [Signature] KIND OF CERTIFICATE: Class 4 Airframe

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRS. THS
270158 INSPECT RUDDER TRIM TAB FREEPLAY...MM 27-20-00.....	<u>[Signature]</u>	<u>[Signature]</u>	

270158  
 INSPECT RUDDER TRIM TAB FREEPLAY

NOTE: IN PRACTICE WHEN OPERATING THE TRIM TAB ACTUATORS, SINCE THEY ARE NOT SYNCHRONIZED, AND THEY USUALLY PRELOAD EACH OTHER, RUN TAB TO FULL LEFT TRAVEL, THEN TO FULL RIGHT TRAVEL AND LEAVE SWITCH DEPRESSED FOR FIVE SECONDS MINIMUM TO ENSURE BOTH ACTUATORS ARE AT THE STOPS AND COMPENSATED. RETURN TAB TO CENTER POSITION.

- CHECK THAT THE FREEPLAY OF THE RUDDER TRIM TAB MEASURED FROM EACH OF ITS EXTREME POSITIONS DOES NOT EXCEED 1/8 INCH.
- CHECK THAT FREEPLAY OF TRIM TAB HINGE MEASURED FROM VERTICAL STABILIZER HINGE TO TRAILING EDGE OF TAB DOES NOT EXCEED 0.197 INCH.
- CHECK THE BACKLASH IN THE FREEPLAY OF EACH ACTUATOR, USING FORCE OF 4 POUNDS IN BOTH DIRECTIONS. THE TOTAL MEASURED BACKLASH, INCLUDING THAT OF THE END BEARING, SHOULD NOT EXCEED 0.010 INCH.

NOTE: STEPS 1, 2, AND 3 CHECK THE FREEPLAY OF THE HINGE AND HINGE WIRE, ROD END BEARINGS, BOLTS AND ACTUATOR SCREW JACK.

- RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.

REPORT DATE 10/31/90

WORK COMPLIANCE FORM NO.

27.150A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPERO 1

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050150+ 150 HR INSPECTION

90304	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.
27-016	DATE	HOURS	LANDINGS	CYCLES	
29 29		4728			

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 06 YEAR 90 AIRCRAFT HOURS: 4431.2 LANDINGS: 3324

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: RS# GFER 232E

INSPECTED BY: [Signature] KIND OF CERTIFICATE: Class 4 Airframe

\*\*\*\*\*

TECHNICIAN	INSPECTOR	MAN-HOURS
		HRS.THS

270193	INSPECT LEFT ELEVATOR SKIN SEPARATION...MM 27-30-00.....	<u>[Signature]</u>	<u>[Signature]</u>	-----
270203	INSPECT RIGHT ELEVATOR SKIN SEPARATION...MM 27-30-00.....	<u>[Signature]</u>	<u>[Signature]</u>	-----

\*\*\*\*\*

270193, 270203  
INSPECT ELEVATOR SEPARATION OF SKIN (REFER TO FIGURES 1 AND 2 ON CARD 27-3)

NOTE: THE PURPOSE OF THIS INSPECTION IS TO DETERMINE IF ANY SEPARATION OF UPPER AND LOWER SKIN AND HONEY-COMB CORE HAS OCCURED AND IF SO WHETHER THE LOCATION AND EXTENT OF SEPARATION ARE WITHIN SAFE LIMITS FOR CONTINUED OPERATION.

1. VISUALLY INSPECT UPPER AND LOWER SURFACE OF ELEVATORS FOR LOCAL BULGING OR LOOSENESS OF SKINS. EVIDENCE OF SEPARATION MAY BE VERIFIED IF THE SKIN MOVES UNDER LIGHT FINGER PRESSURE.
2. IF AN ELEVATOR APPEARS SOUND UPON VISUAL INSPECTION, CARRY OUT THE FOLLOWING: A TAP TEST ON BOTH UPPER AND LOWER SURFACES. IF THE TAP DISCLOSED SEPARATED AREAS BEYOND THE LIMITS GIVEN IN FIGURE 2, REPLACE THE ELEVATOR.
  - A. TAP TESTING IS TO BE PERFORMED BY LIGHTLY TAPPING THE SKIN WITH A FIFTY CENT COIN OR EQUIVALENT AND COMPARING THE SOUND AT ADJACENT LOCATIONS. SEPARATION BETWEEN SKIN AND HONEY-COMB CORE CAN READILY BE IDENTIFIED BY A HOLLOW SOUND PRODUCED BY TAPPING AS COMPARED TO THE RESPONSE AT SOLIDLY BONDED AREAS. TAPPING SHOULD BE DONE ALONG LINES PARALLEL TO THE TRAILING EDGE AT INTERVALS OF ABOUT ONE INCH, ADVANCING ABOUT 0.75 INCH BETWEEN TAPS. A RATE OF TAPPING OF ABOUT TWO TAPS PER SECOND IS DESIRABLE FOR COMPARING SOUNDS.

CAUTION: IF THE TAP TEST DISCLOSED SEPARATE AREAS WHICH DO NOT EXCEED THE LIMITATIONS GIVEN IN FIGURE 2, THE PART MAY CONTINUE IN SERVICE PROVIDING THE ELEVATOR IS REINSPECTED EVERY 25 HOURS WITH THE EXTENT AND LOCATION OF SEPARATION MAPPED OUT AND RECORDED EACH TIME THIS INSPECTION IS CARRIED OUT. ANYTIME THE LIMITS IN FIGURE 2 ARE EXCEEDED, THE ELEVATOR IS CONSIDERED UNAIROWORTHY AND MUST BE REPLACED, OR REMOVED FOR REPAIR.

3. LIMITS OF TOLERABLE SEPARATION BETWEEN SKIN AND HONEY-COMB CORE (FIGURES 1 AND 2):
  - A. LIMITS APPLY TO BOTH TOP AND BOTTOM SKINS INDIVIDUALLY.
  - B. ZONE A - LIMITS FOR AREA AROUND HINGE POINTS (FIGURES 1 AND 2).
  - C. ZONE B - LIMITS FOR REMAINING AREA (FIGURES 1 AND 2).
4. MAKE APPROPRIATE ENTRY IN PERMANENT MAINTENANCE RECORDS AS FOLLOWS: MAINTENANCE MANUAL 27-30-00 ENTITLED FLIGHT CONTROLS - SEPARATION OF SKIN FROM HONEY-COMB CORE, ACCOMPLISH (DATED) AT (AIRCRAFT HOURS) (RECORD CONDITION PER EXAMPLES, AS APPLICABLE) ENTER IN LOG BOOK MARKED UP MAPCOPY OF FIGURE 2.
5. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.

REPORT DATE 10/31/90

WORK COMPLIANCE FORM NO.

27.190

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER01

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 03-90

050150+ 150 HR INSPECTION

90304

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.

27-020

DATE

HOURS

LANDINGS

CYCLES

29 29

4728

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 06 YEAR 90 AIRCRAFT HOURS: 4731.2 LANDINGS: 3324

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: RS#GFER232E

INSPECTED BY: [Signature] KIND OF CERTIFICATE: Class four Airframe

TECHNICIAN INSPECTOR MAN-HOURS  
HRS.THS

270213 LUBRICATE ELEVATOR ATTACH POINTS...MM 12-20-00.....

270213

LUBRICATE ELEVATOR ATTACH POINT (REFER TO ILLUSTRATION ON CARD 27-5)

CONSUMABLES: REFER TO TABLE OF LUBRICANTS

R NOTE: THIS PROCEDURE IS NOT REQUIRED FOR AIRCRAFT WITH SERVICE BULLETIN 1124-55-021, PARA 2D INCORPORATED.

CAUTION: WEAR GOGGLES AND HEAVY DUTY RUBBER GLOVES WHEN USING HIGH-PRESSURE GREASE GUNS.

- NOTE:
1. USE ONLY CLEAN AND APPROVED LUBRICANTS. REMOVE ALL EXCESS OIL AND GREASE THAT TEND TO ACCUMULATE NEAR THE LUBRICATION FITTINGS AND AREAS.
  2. GREASE ALL FITTINGS BELOW THE CABIN FLOOR AND AT THE ELEVATOR PIVOT POINT ANY TIME THE FITTINGS ARE ACCESSIBLE AS A RESULT OF OTHER MAINTENANCE.
  3. BEFORE APPLYING LUBRICANTS, REMOVE ALL FOREIGN MATTER FROM JOINTS, FITTINGS, OR BEARING SURFACES.
  4. WHEN APPLYING LUBRICANTS, THROUGH PRESSURE TYPE FITTINGS, MAKE CERTAIN LUBRICANT HAS EMERGED FROM AROUND BUSHINGS, THEN WIPE OFF EXCESS.
  5. INVESTIGATE CAUSE IF NO GREASE HAS EMERGED FROM AROUND BUSHINGS.
  6. STANDARD ZERK FITTING AND SPECIAL FLUSH FITTING ARE BOTH USED THROUGHOUT THE AIRCRAFT.

1. LUBRICATE ELEVATOR ATTACH POINTS AS PER ILLUSTRATION.
2. RECORD LUBRICATION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

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

REPORT DATE 10/31/90  
 MODEL: 1124A WESTWIND  
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 27.200B  
 OPERO1  
 050150+ 150 HR INSPECTION

90304	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.
27-023	DATE	HOURS	LANDINGS	CYCLES	
29 29		4728			

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 06 YEAR 90 AIRCRAFT HOURS: 4731.2 LANDINGS: 3324

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: RS# GFER232E

INSPECTED BY: [Signature] KIND OF CERTIFICATE: Class 4 Airframe

\*\*\*\*\*

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRS.THS

270237	INSPECT LEFT FLAP VANE...MM 27-50-00.....	<u>[Signature]</u>	
270247	INSPECT RIGHT FLAP VANE...MM 27-50-00.....	<u>[Signature]</u>	

\*\*\*\*\*

270237, 270247  
 INSPECT FLAP VANE (REFER TO FIGURE 3 ON CARD 27-6)

EQUIPMENT/CONSUMABLES: BOLTS P/N AN3H-3A (6 PER VANE), TORQUE WRENCH 0 TO 70 INCH-POUNDS, INSERT P/N NAS1833-3N-500, ADHESIVE (HYSOL) EA9309-1 WITH 20 TO 25 PERCENT MILLED GLASS FIBERS RP-32, LIQUID SOAP OR ANY OTHER RELEASE AGENT, METHYLETHYLKETONE, AND SAFETY WIRE, .032.

1. ACCOMPLISH THE FOLLOWING VISUAL INSPECTION.
  - A. VISUALLY INSPECT EACH FLAP VANE SEGMENT WHERE IT ATTACHES TO THE END-PLATES FOR BLACK STREAKS INDICATING MOVEMENT OR SEPARATION BETWEEN END-PLATE AND VANE.
  - B. CHECK FOR LOOSE BOLTS WHERE END-PLATES ATTACH TO VANE SEGMENTS.
  - C. APPLY UP AND DOWN PRESSURE TO THE TRAILING EDGE OF EACH VANE SEGMENT NEAR END-PLATES AND WATCH FOR MOVEMENT BETWEEN THE VANE AND END-PLATES.
2. IF A DEFECT IS SUSPECTED AFTER COMPLETION OF STEP 1, ACCOMPLISH THE FOLLOWING:
  - A. REMOVE FLAP VANE SEGMENT. TAKE NOTE OF SPACER WASHERS AND POSITION, RETAIN FOR REINSTALLATION. MARK AN OUTLINE ON THE END-PLATE OF THE FLAP VANE AS A GUIDE FOR REINSTALLATION.
  - B. REMOVE ALL THREE (3) ATTACHMENT BOLTS FROM THE AFFECTED END-PLATE AND REMOVE END-PLATE FROM VANE.
  - C. CHECK THE THREADED INSERT AT TRAILING EDGE OF VANE FOR MOVEMENT.
  - D. VISUALLY INSPECT LEADING EDGE STRUCTURE FORWARD FOR VANE SPAR AND ATTACHMENTS FOR LOOSE RIVETS OR CRACKS AROUND FORWARD END-PLATE ATTACHMENT BOLTS. CRACKS IN THE STRUCTURE WILL REQUIRE REPLACEMENT OF THE ENTIRE FLAP VANE ASSEMBLY. LOOSE RIVETS SHOULD BE REPLACED.
3. IF NO DEFECTS ARE FOUND IN STEP 2, REINSTALL END-PLATES WITH NEW BOLTS P/N AN3H-3A. TORQUE THE TWO FORWARD BOLTS 20 TO 25 INCH-POUNDS AND TIGHTEN THE BOLT P/N AN3H-3A TO A SNUG FIT (NO TORQUE). SAFETY ALL THREE BOLTS. REINSTALL VANE ASSEMBLY USING EXISTING WASHERS TO PREVENT SIDE LOADING OF VANE END-PLATES. CHECK FOR ANY CLEARANCE BETWEEN THE VANE END-PLATE AND THE FLAP ATTACHMENT FITTING. WITH PREVIOUSLY REMOVED WASHERS BACK IN PLACE THERE SHOULD BE NO END-CLEARANCE. ATTACH THE VANE FIRMLY TO THE FLAP BRACKET AT ONE END. SHOULD THERE BE CLEARANCE OR A GAP AT THE OPPOSITE END, AN APPROPRIATE (SHIM-TYPE) WASHER SHOULD BE INSTALLED TO PREVENT ANY TENSION ON THE END-PLATES. TORQUE VANE MOUNT BOLTS 50 TO 70 INCH-POUNDS. IF A DEFECT IS FOUND TO EXIST, DO NOT REINSTALL END-PLATE AND PROCEED TO STEP 4.
4. IF THE THREADED INSERT NEAR THE TRAILING EDGE OF THE VANE IS FOUND TO BE LOOSE, THE FOLLOWING REPAIR MAY BE ACCOMPLISHED:
  - A. WITH THE END-PLATE REMOVED FROM THE FLAP VANE REMOVE EXISTING EPOXY ADHESIVE AND LOOSE INSERT. ENLARGE (IF NECESSARY) INSERT HOLE TO 0.65 INCH DIAMETER, 0.76 INCH DEEP. A 0.565 DIAMETER HOLE IS ALLOWABLE IN CASES WHERE A 0.65 INCH DIAMETER HOLE CANNOT BE DRILLED WITHOUT CONTACTING THE INSIDE OF THE SKIN. REFER TO FIGURE 3.
  - B. REMOVE HONEY-COMB MATERIAL (IF NECESSARY) EXPOSED AT END OF FLAP VANE TO A DEPTH OF 0.25 INCH (REFER TO FIGURE 3). USE CAUTION NOT TO DAMAGE FLAP VANE SKIN.
  - C. ATTACH THE NEW INSERT, P/N NAS1833-3N-500 TO THE END-PLATE AFT HOLE WITH BOLT P/N AN3H-3A. HAND TIGHTEN BOLT ONLY.
  - D. MIX A SUFFICIENT QUANTITY OF ADHESIVE, EA9309-1 (HYSOL) WITH 20 TO 25 PERCENT MILLED GLASS FIBERS BY WEIGHT AND FILL THE ENTIRE VOID AREA AT THE END OF FLAP VANE AROUND THE INSERT, INCLUDING THE HOLE PREPARED TO RECEIVE THE INSERT. COAT INSIDE SURFACE OF END-PLATE ONLY WITH LIQUID SOAP OR ANY OTHER RELEASE AGENT TO PREVENT PLATE FROM STICKING TO EPOXY ADHESIVE. APPLY ADHESIVE AROUND INSERT PRIOR TO ASSEMBLY OF END-PLATE TO VANE TO ENSURE THERE WILL BE NO VOID.
  - E. PRESS END-PLATE (WITH INSERT ATTACHED) ONTO END OF VANE AND SECURE IN PLACE (NOTE OUTLINE OF FLAP VANE ON INSIDE INBOARD SURFACE OF END-PLATE). ENSURE THAT ENTIRE CAVITY IS FILLED. EXCESS ADHESIVE SHOULD EXTRUDE

OPERATOR: ED-WES, INC.

REPORT DATE 10/31/90

WORK COMPLIANCE FORM NO.

27.280

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER 1

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050150+ 150 HR INSPECTION

90304	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.
27-032	DATE	HOURS	LANDINGS	CYCLES	
29 29		4728			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 06 YEAR 90 AIRCRAFT HOURS: 4731.2 LANDINGS: 3314

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: RS# GFER 132E

INSPECTED BY: [Signature] KIND OF CERTIFICATE: Class 4 Airframe

\*\*\*\*\*  
 270335 OPERATIONAL CHECK SPEED BRAKES AND LIFT DUMPERS...MM 27-60-00.....  
 \*\*\*\*\*

TECHNICIAN INSPECTOR MAN-HOURS  
 HRS.THS

[Signature] [Signature]

270335

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

**OPERATIONAL CHECK SPEED BRAKES AND LIFT DUMPERS**

EQUIPMENT/CONSUMABLES: HYDRAULIC PRESSURE SUPPLY, EXTERNAL ELECTRICAL POWER SOURCE, PROTRACTOR, COTTER PIN

**1. PREPARE AIRCRAFT AS FOLLOWS:**

- A. JACK AIRCRAFT UNTIL MAIN LANDING GEARS ARE CLEAR OF GROUND. REFER TO WORK COMPLIANCE FORM 32.T01.
- B. SUPPLY 2000 PSI HYDRAULIC PRESSURE TO MAIN HYDRAULIC SYSTEM.
- C. CONNECT EXTERNAL ELECTRICAL POWER SOURCE TO AIRCRAFT.
- D. CLEAR AREA ON THE UPPER SURFACE OF WING.

NOTE: THE PROCEDURE OUTLINED BELOW IS BASED ON THE ASSUMPTION THAT THROTTLE MICROSWITCHES ARE ALREADY ADJUSTED.

- 2. ENGAGE LIFT DUMPER AND SPEED BRAKES CIRCUIT BREAKERS LOCATED ON OVERHEAD CONTROL PANEL.
- 3. CHECK THAT SPEED BRAKE CONTROL SWITCH IS IN RETRACT POSITION, AND LIFT DUMPER CONTROL SWITCH IS IN OFF POSITION.
- 4. CHECK SPEED BRAKES EXTEND AND LIFT DUMPER EXTEND WARNING LIGHTS OUT.
- 5. CHECK BOTH THROTTLES ARE IN IDLE POSITION.
- 6. ADVANCE LEFT-HAND THROTTLE SLIGHTLY (SO THAT MICROSWITCH OPENS) AND PLACE LIFT DUMPER SWITCH IN ON POSITION.
- 7. REMOVE COTTER PINS, NUTS, WASHERS AND BOLTS SECURING GROUND CONTACT SWITCH ARMS TO MAIN LANDING GEAR.
- 8. ACTUATE LEFT-HAND AND RIGHT-HAND GROUND CONTACT SWITCHES TO GROUND POSITION. CHECK THAT LIFT DUMPERS AND SPEED BRAKES DO NOT EXTEND AND THEIR INDICATING LIGHTS ARE OUT.
- 9. WITH GROUND CONTACT SWITCHES IN GROUND POSITION, RETARD LEFT-HAND THROTTLE TO IDLE AND CHECK THAT SPEED BRAKE AND LIFT DUMPERS EXTEND AND SPEED BRAKES EXTEND AND LIFT DUMPERS EXTEND LIGHTS ILLUMINATE.
- 10. USING PROTRACTOR CHECK SPEED BRAKES AND LIFT DUMPERS ANGLE IN EXTEND POSITION. ANGLE SHOULD BE 45 DEGREES + 3 DEGREES, -1 DEGREE. MAXIMUM UNBALANCE BETWEEN LEFT-HAND AND RIGHT-HAND SURFACES IS + OR -2 DEGREES.
- 11. WITH SPEED BRAKES AND LIFT DUMPERS RETRACTED, OPERATE THE FLAP TO FULL DOWN POSITION. DURING FLAP OPERATION CHECK FOR A MINIMUM CLEARANCE OF 1/16 INCH BETWEEN FLAP VANES AND SPEED BRAKES/LIFT/DUMPERS.

NOTE: ADJUSTMENT OF THE ACTUATOR EYE-BOLT 1/2 A TURN RECESSES THE SPEED BRAKES/LIFT DUMPERS APPROXIMATELY 1/16 INCH.

- 12. RETRACT AND EXTEND SPEED BRAKES AND LIFT DUMPERS USING LIFT DUMPERS CONTROL SWITCH AND CHECK OPERATING TIME IN EACH DIRECTION TO BE 5 SECONDS MAXIMUM.
- 13. ACTUATE EACH GROUND CONTACT SWITCH ON MAIN LANDING GEARS SEVERAL TIMES TO GROUND AND AIR POSITION AND CHECK SURFACES REMAIN EXTENDED.
- 14. ADVANCE RIGHT-HAND THROTTLE SLIGHTLY (SO THAT THE MICROSWITCH OPENS), SPEED BRAKES AND LIFT DUMPERS MUST RETRACT AND INDICATING LIGHTS EXTINGUISH.
- 15. ADVANCE BOTH THROTTLES TO TAKE-OFF POSITION, CHECK THAT SURFACES REMAIN RETRACTED.
- 16. PLACE LIFT DUMPER SWITCH IN OFF POSITION AND CHECK OPERATION OF SPEED BRAKES USING SPEED BRAKE CONTROL SWITCH. CHECK THAT LIFT DUMPERS REMAIN RETRACTED.
- 17. RETRACT THE LIFT DUMPERS AND THE SPEED BRAKES, REDUCE HYDRAULIC PRESSURE TO ZERO, AND CHECK MANUALLY THAT ALL SURFACES ARE MECHANICALLY LOCKED IN PLACE.
- 18. DISCONNECT ELECTRICAL AND HYDRAULIC POWER SOURCES.

OPERATOR: ED-WES, INC.

REPORT DATE 10/31/90

WORK COMPLIANCE FORM NO.

28.090C

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPERO 1

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050150+ 150 HR INSPECTION

90304

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.

28-011

DATE

HOURS

LANDINGS

CYCLES

29 29

4728

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 06 YEAR 90 AIRCRAFT HOURS: 4731.2 LANDINGS: 3324

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: RS#BFERJ32E

INSPECTED BY: [Signature] KIND OF CERTIFICATE: Class 4 Airframe

TECHNICIAN INSPECTOR MAN-HOURS  
HRS.THS

281150 CHECK OPERATION FUEL BOOST PUMPS...MM 28-00-00.....

281150

CHECK OPERATION BOOST PUMPS

1. PLACE L SHUTOFF AND R SHUTOFF SWITCHES IN OPEN POSITION. OBSERVE IN TRAN LIGHTS INDICATE OPENING.
2. PLACE BOTH LEFT AND RIGHT ENGINE BOOST PUMP SWITCHES IN ALTER POSITION. ALT BOOST PUMP ON WARNING LIGHTS COME ON AND FUEL PRESS LOW WARNING LIGHT GOES OUT.
3. PLACE BOTH BOOST PUMP SWITCHES IN OFF (RESET) MOMENTARILY AND THEN TO MAIN POSITION. OBSERVE ALT BOOST PUMP ON WARNING LIGHT GOES OUT AND FUEL PRESS LOW WARNING LIGHT REMAINS EXTINGUISHED.
4. PLACE L SHUTOFF AND R SHUTOFF SWITCHES IN CLOSE POSITION. OBSERVE IN TRAN LIGHTS INDICATE VALVE'S CLOSING.
5. DISCONNECT LEFT AND RIGHT ENGINE FUEL SUPPLY LINE BETWEEN FIREWALL SHUTOFF VALVE AND ENGINE. CONNECT HOSE EXTENSION TO A SUITABLE CONTAINER.
6. CHECK THAT FUEL PRESS LOW AND ALT BOOST PUMP ON WARNING LIGHT COMES ON.
7. PLACE L SHUTOFF AND R SHUTOFF SWITCHES IN OPEN POSITION, OBSERVE IN TRAN LIGHT INDICATES VALVE OPENING.
8. RECONNECT ENGINE FUEL SUPPLY LINE.
9. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

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

REPORT DATE 10/31/90  
 MODEL: 1124A WESTWIND  
 ISSUED 07-88 REV. 08-90

WORK COMPLIANCE FORM NO. 29.120A  
 OPER01  
 050150+ 150 HR INSPECTION

90304	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.
29-016	DATE	HOURS	LANDINGS	CYCLES	
29 29		4728			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 06 YEAR 90 AIRCRAFT HOURS: 4731.5 LANDINGS: 3324

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: RS# GFER 232E

INSPECTED BY: [Signature] KIND OF CERTIFICATE: Class 4 Airframe

	TECHNICIAN	INSPECTOR	MAN-HOURS
	HRS.	HRS.	THS
290143 INSPECTION/LUBRICATION LEFT HYDRAULIC PUMP SPLINES...SM 72-00-00.....	<u>1.00</u>	<u>DEL</u>	
290178 INSPECTION/LUBRICATION RIGHT HYDRAULIC PUMP SPLINES...SM 72-00-00.....	<u>1.00</u>	<u>DEL</u>	

\*\*\*\*\*

290143, 290178  
 INSPECT/LUBRICATE HYDRAULIC PUMP 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

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

- DISCONNECT AND CAP HYDRAULIC FLUID SUPPLY AND HYDRAULIC PRESSURE LINES AT PUMP ELBOW FITTINGS.
- REMOVE PUMP RETAINING NUTS, WASHERS, BONDING STRIP AND PRESSURE FUEL SWITCH MOUNTING BRACKET.
- REMOVE PUMP AND PUMP GASKET FROM MOUNTING PAD.
- 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.

- CLEAN DRIVE SPLINES ON HYDRAULIC PUMP AND MATING SPLINES ON ACCESSORY DRIVE GEARBOX WITH SOLVENT (FEDERAL SPECIFICATION PD-680, TYPE I).
- DRY CLEAN DRIVE SPLINES USING A DIRECTED AIR BLAST OF CLEAN COMPRESSED AIR.
- 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.
- PACK CAVITY OF HYDRAULIC PUMP DRIVE SPLINE OF FORWARD FACE OF ACCESSORY DRIVE GEARBOX WITH ONE OF THE FOLLOWING LUBRICANTS.
  - GREASE (AEROSHELL 17 (MIL-G-21164))
  - GREASE (AEROSHELL 22 (MIL-G-81322))



OPERATOR: ED-WES, INC.

REPORT DATE 10/31/90

WORK COMPLIANCE FORM NO.

30.140

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER01

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050150+ 150 HR INSPECTION

90304	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.
30-015	DATE	HOURS	LANDINGS	CYCLES	
29 29		4728			

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 06 YEAR 90 AIRCRAFT HOURS: 4731.2 LANDINGS: 3324

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: RS# GFER 232E

INSPECTED BY: [Signature] KIND OF CERTIFICATE: Class 4 Airframe

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRS. THS
(300150) ( ) INSPECT COPILOT WINDSHIELD CYCLING CONTACTOR...MM 30-40-00.....	<u>[Signature]</u>	<u>[Signature]</u>	
910361 SB 1124-30-036 PART II			
HAS P/N 7264-4654 MCC (MFG LEACH) BEEN INSTALLED? YES ___ NO ___			
(300147) ( ) INSPECT PILOT WINDSHIELD CYCLING CONTACTOR...MM 30-40-00.....	<u>[Signature]</u>	<u>[Signature]</u>	
910361 SB 1124-30-036 PART II			
HAS P/N 7264-4654 MCC (MFG LEACH) BEEN INSTALLED? YES ___ NO ___			

- \*\*\*\*\*
- 300147, 300150
- INSPECT WINDSHIELD CYCLING CONTACTOR (REFER TO ILLUSTRATION ON CARD 30-5)
- EQUIPMENT: EXTERNAL POWER FOR AIRCRAFT, DIGITAL VOLTMETER WITH A 1 VOLT SCALE, LEACH P/N 7264-4654 OR CUTLER HAMMER P/N 6041H-215 OR CUTLER HAMMER P/N 6041H-243
1. GAIN ACCESS TO BOTH DC CONTACTOR BOXES AND REMOVE THEIR COVERS. REFER TO ILLUSTRATION.
  2. VISUALLY INSPECT CONTACTOR WIRING FOR EVIDENCE OF OVERHEATING. WIRING THAT HAS BEEN OVERHEATED SHOULD BE REPLACED.
  3. APPLY EXTERNAL POWER TO THE AIRCRAFT AND SELECT BATTERY MASTER TO "OVERRIDE" TO OPERATE THE WINDSHIELD HEAT SYSTEM ON "HI" (TO CLOSE CONTACTOR).
  4. CONNECT A DIGITAL VOLTMETER ACROSS WINDSHIELD CYCLING CONTACTOR TERMINALS A1 AND A2. SET METER TO 1 VOLT SCALE.
  5. VOLTAGE DROP SHOULD NOT EXCEED 0.2 V DC. IF VOLTAGE DROP EXCEEDS 0.2 VOLTS, ERATIC READINGS ARE OBSERVED, OR CONTACTORS SHDW EVIDENCE OF EXCESSIVE HEATING, REPLACE THE CONTACTORS.
  6. REINSTALL DC CONTACTOR BOX COVERS AND RETURN AIRCRAFT TO SERVICE.
  7. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.



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

REPORT DATE 10/31/90  
 MODEL: 1124A WESTWIND  
 ISSUED 07-88 REV. 08-90

WORK COMPLIANCE FORM NO. 32.020  
 OPER01

050150+ 150 HR INSPECTION

90304	WORK DUE AT				* = APU HRS
32-003	DATE	HOURS	LANDINGS	CYCLES	
29 29		4728			

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 06 YEAR 90 AIRCRAFT HOURS: 4736.2 LANDINGS: 3324

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: BS # GFER 232E

INSPECTED BY: [Signature] KIND OF CERTIFICATE: Class 4 Airframe

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRB.THS
320691 INSPECT LEFT MAIN GEAR/WELL (A).....	<u>[Signature]</u>	<u>[Signature]</u>	
321191 INSPECT RIGHT MAIN GEAR/WELL (A).....	<u>[Signature]</u>	<u>[Signature]</u>	
320691, 321191			

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

MAIN LANDING GEAR/WELL INSPECTION (A)

R TEXT FROM MM 5-20-04/PHASE 1, 4, 7, 10

1. JACK AIRCRAFT. REFER TO WORK COMPLIANCE FORM 32.T01. USE WEIGHTED TAIL STAND SUPPORT, MINIMUM WEIGHT 1200 POUNDS.
2. REMOVE MAIN GEAR WHEELS. REFER TO WORK COMPLIANCE FORMS 32.180/32.190.
3. CHECK TIRES FOR WEAR, WEATHER CHECKING, OIL SATURATION, CUTS, FLAT SPOTS, PROPER INFLATION, ETC.
4. INSPECT WHEEL FOR CORROSION, DAMAGE, WHEEL HALF RETAINING BOLT LOOSENESS AND OVERHEAT CONDITION.
5. CHECK DRIVE KEYS FOR LOOSENESS AND WEAR.
6. CHECK BLOWOUT PLUG FOR DAMAGE AND LEAKAGE.
7. CHECK AXLES FOR CORROSION (INTERNAL AND EXTERNAL), DAMAGE AND EVIDENCE OF IRREGULAR WEAR.
8. INSPECT BRAKE DISCS FOR WEAR, CRACKS AND MAXIMUM WEAR. CHECK MOUNTING BOLTS PER SL 24103.
9. CHECK BRAKE HOUSING FOR LEAKS AND GENERAL CONDITION.
10. INSPECT BRAKE LINES FOR CHAFING AND FRAYING.
11. INSPECT BRAKE LINES FOR CHAFING, FRAYING, CORRECT ROUTING AND GENERAL CONDITION.
12. INSTALL MAIN GEAR WHEELS. REFER TO WORK COMPLIANCE FORMS 32.180/32.190.
13. REMOVE AIRCRAFT FROM JACKS. REFER TO WORK COMPLIANCE FORM 32.T01.
14. CHECK DRIVE CLIP AND CAP FOR SECURITY AND GENERAL CONDITION.
15. MAIN LANDING GEAR - CHECK FOR GENERAL CONDITION, CRACKS, SECURITY OF ATTACHMENT AND LEAKAGE.
16. INSPECT MAIN BODY TRUNNION AND CYLINDRICAL LENGTH FORGING PARTING PLANE AND ROOTS OF LUGS FOR GENERAL CONDITION, CRACKS, SECURITY OF ATTACHMENT AND LEAKAGE.
17. INSPECT STRUT FOR LEAKAGE, SECURITY OF ATTACHMENT, CRACKS AND GENERAL CONDITION.
18. INSPECT SCISSORS, DRAG LINK, UPPER SIDE BRACE, LUGS AND FITTINGS, RETRACT CYLINDERS AND ATTACHING POINTS FOR SECURITY, CONDITION AND FREEDOM OF MOVEMENT.
19. INSPECT JURY BRACE AND TRUNNION RETAINING BOLTS FOR TIGHTNESS, CRACKS, SECURITY OF ATTACHMENT AND GENERAL CONDITION.
20. INSPECT MICROSWITCHES, ELECTRICAL CONNECTIONS AND WIRE HARNESSSES FOR SECURITY, ROUTING AND GENERAL CONDITION.
21. CHECK SEALING COMPOUND AROUND MAIN WHEEL AXLE PLUG BOTTOM GROMMET AND UPPER FLARED END OF ANTI-SKID CONDUIT FOR SECURITY, LEAKAGE AND CONDITION.
22. INSPECT WHEEL WELL FOR GENERAL CONDITION AND CLEANLINESS.
23. CHECK UPLOCK ASSEMBLY FOR SECURITY AND LEAKAGE.
24. INSPECT ALL FLUID CARRYING LINES FOR CHAFING, DAMAGE AND LEAKAGE.
25. INSPECT ELECTRICAL CONNECTIONS FOR SECURITY.
26. INSPECT WIRE BUNDLES FOR ROUTING AND CONDITION.
27. CHECK STRUCTURE FOR CLEANLINESS, CRACKS, CORROSION AND GENERAL CONDITION.
28. CHECK PAINT FOR CRACKING, PEELING AND GENERAL CONDITION.
29. INSPECT MAIN GEAR DOORS AND LINKAGE FOR FREEDOM OF MOVEMENT, SECURITY OF ATTACHING POINTS, CLEANLINESS AND GENERAL CONDITION.
30. CHECK FUEL VENT LINES AND CLAMPS FOR CONDITION AND SECURITY.
31. INSPECT UPLOCK AND DOWNLOCK MICROSWITCHES FOR SECURITY, CLEANLINESS AND CONDITION.

MECH INSP

[Signature]

OPERATOR: ED-WES, INC.

REPORT DATE 10/31/90

WORK COMPLIANCE FORM NO.

32.030

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER01

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050150+ 150 HR INSPECTION

90304	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.
32-004	DATE	HOURS	LANDINGS	CYCLES	
29 29		4728			

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 06 YEAR 90 AIRCRAFT HOURS: 4731.2 LANDINGS: 3324

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: RS# GFER 232E

INSPECTED BY: [Signature] KIND OF CERTIFICATE: Class 4 Airframe

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
320106 LUBE NOSE LANDING GEAR/DOORS...MM 12-12-00.....	<u>[Signature]</u>	<u>[Signature]</u>	
320606 LUBE LEFT MAIN GEAR...MM 12-12-00.....	<u>[Signature]</u>	<u>[Signature]</u>	
321106 LUBE RIGHT MAIN GEAR...MM 12-12-00.....	<u>[Signature]</u>	<u>[Signature]</u>	

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 320106, 320606, 321106  
 LUBRICATE LANDING GEAR/DOORS (REFER TO FIGURES 1, 2 AND 3 ON CARD 32-1)  
 CONSUMABLES: LUBRICATING OIL MIL-L-7870A, GREASE MIL-G-81322

- NOTE:
1. PRIOR TO PERFORMING THE VARIOUS LUBRICATION TASKS IN EACH AREA, IT IS IMPORTANT THAT PROPER SAFETY PRECAUTIONS AND ACCESS TO THE SPECIFIC AREAS BE ACCOMPLISHED.
  2. USE ONLY CLEAN AND APPROVED LUBRICANTS. REMOVE ALL EXCESS OIL AND GREASE THAT TEND TO ACCUMULATE NEAR THE LUBRICATION FITTINGS AND AREAS.
  3. GREASE ALL FITTINGS BELOW THE CABIN FLOOR AND AT THE HORIZONTAL STABILIZER PIVOT POINT ANY TIME THE FITTINGS ARE ACCESSIBLE AS A RESULT OF OTHER MAINTENANCE.
  4. BEFORE APPLYING LUBRICANTS, REMOVE ALL FOREIGN MATTER FROM JOINTS, FITTINGS, OR BEARING SURFACES.
  5. WHEN APPLYING LUBRICANTS, THROUGH PRESSURE TYPE FITTINGS, MAKE CERTAIN LUBRICANT HAS EMERGED FROM AROUND BUSHINGS, THEN WIPE OFF EXCESS.
  6. INVESTIGATE CAUSE IF NO GREASE HAS EMERGED FROM AROUND BUSHINGS.
  7. STANDARD ZERK FITTING AND SPECIAL FLUSH FITTING ARE BOTH USED THROUGHOUT THE AIRCRAFT.

CAUTION: WEAR GOGGLES AND HEAVY DUTY RUBBER GLOVES WHEN USING HIGH-PRESSURE GREASE GUNS.

1. LUBRICATE LANDING GEAR AND GEAR DOORS WITH TYPE LUBRICANT AND METHOD OF APPLICATION INDICATED IN FIGURES 1, 2 AND 3.
2. RECORD LUBRICATION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

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

REPORT DATE 10/31/90  
 MODEL: 1124A WESTWIND  
 ISSUED 07-88 REV. 05-90

WORK COMPLIANCE FORM NO. 32.110A  
 OPERO1  
 050150+ 150 HR INSPECTION

90304	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.
32-016	DATE	HOURS	LANDINGS	CYCLES	
29 29		4728			

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 06 YEAR 90 AIRCRAFT HOURS: 4731.2 LANDINGS: 3324

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: RS# GFER 232E

INSPECTED BY: [Signature] KIND OF CERTIFICATE: Class 4 Airframe

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRS. THS
320156 INSPECT/CLEAN/LUBE LEFT NOSE WHEEL/BEARINGS...MM 32-40-00.....	<u>[Signature]</u>	<u>[Signature]</u>	
320158 INSPECT/CLEAN/LUBE RIGHT NOSE WHEEL/BEARINGS...MM 32-40-00.....	<u>[Signature]</u>	<u>[Signature]</u>	
320156, 320158			

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

INSPECT/CLEAN/LUBE NOSE WHEEL/BEARINGS (REFER TO ILLUSTRATION ON CARD 32-2)  
 EQUIPMENT/CONSUMABLES: GREASE MIL-G-81322, CLEANING SOLVENT, TORQUE WRENCH 0 TO 250 INCH-POUNDS, DENATURED ALCOHOL, ANTI-SEIZE COMPOUND

- REMOVE NOSE WHEELS AS FOLLOWS:
  - 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.

- DRAW A CHALK LINE ACROSS BOTH TIRES, SO THAT TIRES AND WHEELS CAN BE REINSTALLED IN THEIR ORIGINAL POSITION.
- 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.

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

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.

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

- CHECK TIRES FOR WEAR, WEATHER CHECKING, OIL SATURATION, CUTS AND FLAT SPOTS, PROPER INFLATION, ETC.
- INSPECT WHEELS FOR CORROSION AND DAMAGE.
- CHECK AXLE FOR CORROSION (INTERNAL AND EXTERNAL) DAMAGE AND EVIDENCE OF IRREGULAR WEAR.
- 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 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  
 COPYRIGHT 1990 CAMP SYSTEMS, INC. << CONTINUED >>

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

REPORT DATE 10/31/90  
 MODEL: 1124A WESTWIND  
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 32.180A  
 OPERO1  
 050150+ 150 HR INSPECTION

90304	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.
32-023	DATE	HOURS	LANDINGS	CYCLES	
29 29		4728			

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 06 YEAR 90 AIRCRAFT HOURS: 4731.2 LANDINGS: 3324

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: R5\*GFER132E

INSPECTED BY: [Signature] KIND OF CERTIFICATE: Class 4 Airframe

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	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRS. THS

320676	INSPECT/LUBE LEFT MAIN GEAR WHEEL BEARINGS...MM 32-40-00.....	<u>[Signature]</u>	<u>[Signature]</u>	
321176	INSPECT/LUBE RIGHT MAIN GEAR WHEEL BEARINGS...MM 32-40-00.....	<u>[Signature]</u>	<u>[Signature]</u>	

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320676, 321176

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 32.T01, 32.410, 32.180.

INSPECT/LUBE MAIN WHEEL BEARINGS (REFER TO FIGURES 1 AND 2 ON CARD 32-5)

EQUIPMENT/CONSUMABLES: GREASE MIL-G-81322, DRY CLEANING SOLUTION, TORQUE WRENCH 0 TO 400 INCH-POUNDS, LOCKWIRE, NITROGEN SOURCE

1. REMOVE MAIN GEAR WHEELS AS FOLLOWS:

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.

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

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

B. 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.

C. REMOVE VALVE CORE TO VENT TIRE.

D. REMOVE SCREWS SECURING FAIRING TO OUTBOARD SIDE OF WHEEL ASSEMBLY.

E. REMOVE SCREWS SECURING ANTI-SKID SPEED DETECTOR DRIVING CAP TO WHEEL.

F. 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.

G. REMOVE AXLE NUT AND WASHER. REMOVE MAIN WHEEL ASSEMBLY FROM AIRCRAFT. REMOVE BEARING CONES AND BEARING SEALS.

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.

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.

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

REPORT DATE 10/31/90  
 MODEL: 1124A WESTWIND  
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 32.390A  
 OPERO 1  
 050150+ 150 HR INSPECTION

90304 32-050 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	
		4728			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 06 YEAR 90 AIRCRAFT HOURS: 4731.2 LANDINGS: 3324

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: RS# GFER 232 E

INSPECTED BY: [Signature] KIND OF CERTIFICATE: Class 4 Airframe

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRS. THS
322116 INSPECT/CHECK LEFT BRAKE LININGS...MM 12-10-04.....	<u>[Signature]</u>	<u>[Signature]</u>	
322131 INSPECT/CHECK RIGHT BRAKE LININGS...MM 12-10-04.....	<u>[Signature]</u>	<u>[Signature]</u>	
322116, 322131			

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 32.390.

- INSPECT/CHECK BRAKE LININGS (REFER TO ILLUSTRATION ON CARD 32-11)
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 WORK COMPLIANCE FORM 32.390 FOR REPLACEMENT.
  3. RECORD INSPECTION/CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.

REPORT DATE 10/31/90

WORK COMPLIANCE FORM NO.

32.410A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPERO1

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 05-90

050150+ 150 HR INSPECTION

90304	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.
32-053	DATE	HOURS	LANDINGS	CYCLES	
29 29		4728			

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 06 YEAR 90 AIRCRAFT HOURS: 4731.2 LANDINGS: 3324

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: RS# GFER 232E

INSPECTED BY: [Signature] KIND OF CERTIFICATE: Class 4 Airframe

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HR5.THB
322156 INSPECT/CLEAN LEFT ANTI-SKID DETECTOR...MM 5-20-04.....	<u>JRW</u>	<u>DEA</u>	
( ) 322176 FUNCTIONAL CHECK ANTI-SKID DETECTOR SYSTEM...REFER TO WORK COMPLIANCE FORM 32.420.			
322171 INSPECT/CLEAN RIGHT ANTI-SKID DETECTOR...MM 5-20-04.....	<u>JRW</u>	<u>DEA</u>	
( ) 322176 FUNCTIONAL CHECK ANTI-SKID DETECTOR SYSTEM...REFER TO WORK COMPLIANCE FORM 32.420.			
322156, 322171			

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

INSPECT/CLEAN ANTI-SKID DETECTOR (REFER TO ILLUSTRATION ON CARD 32-14)

EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 TO 25 INCH-POUNDS, LOCKWIRE, EXTERNAL HYDRAULIC POWER SOURCE, 28 V DC EXTERNAL ELECTRICAL POWER SOURCE, HYDRAULIC PRESSURE GAUGES (0 TO 3000 PSI), DOW CORNING 4 COMPOUND (MIL-S-8600B, AMEND. 3)

1. REMOVE ANTI-SKID DETECTOR AS FOLLOWS:
  - A. DISENGAGE ANTI-SKID CONTR AND TEST CIRCUIT BREAKERS.
  - B. REMOVE SCREWS SECURING WHEEL FAIRING TO WHEEL HUB. REMOVE FAIRING.
  - C. REMOVE BOLTS AND WASHERS SECURING HUB CAP TO WHEEL HUB. REMOVE CAP.
  - D. REMOVE LOCKWIRE AND SCREWS SECURING DETECTOR TO AXLE.
  - E. WITH ALLEN WRENCH LOOSEN TWO HOLD-DOWN SCREWS AND DETECTOR CAN BE WITHDRAWN.
  - F. WITHDRAW DETECTOR AND DISCONNECT ELECTRICAL CONNECTOR AT INNER SIDE OF DETECTOR. REMOVE DETECTOR.
2. CHECK FOR CORROSION, CONTAMINATION AND CLEAN AS REQUIRED.
3. COAT AXLE INTERIOR SURFACE WITH DOW CORNING 4 COMPOUND (MIL-S-8660B, AMENDMENT 3).
4. INSTALL ANTI-SKID DETECTOR AS FOLLOWS:
  - A. CONNECT ELECTRICAL CONNECTOR TO DETECTOR.
  - B. INSERT DETECTOR INTO WHEEL AXLE.
  - C. INSTALL SCREWS, SECURING DETECTOR TO AXLE AND LOCKWIRE.
  - D. WITH ALLEN WRENCH TIGHTEN HOLD-DOWN SCREWS. TORQUE SCREWS 20 TO 25 INCH-POUNDS.
  - E. PERFORM ANTI-SKID OPERATIONAL CHECK AS FOLLOWS:

NOTE: 1. PERFORM THIS CHECK AFTER ANTI-SKID SYSTEM EQUIPMENT REPLACEMENT OR FOR TROUBLESHOOTING.  
 2. ON AIRCRAFT 221, TWO INOP LIGHTS ON ANNUNCIATOR PANEL OPERATE SIMULTANEOUSLY WITH INOP LIGHTS ABOVE CONTROL SWITCH.

- (1) JACK AIRCRAFT. REFER TO WORK COMPLIANCE FORM 32.T01.
- (2) CONNECT EXTERNAL HYDRAULIC POWER SOURCE TO AIRCRAFT. CHECK THAT PARKING BRAKE IS RELEASED.
- (3) CONNECT A 28 V DC EXTERNAL ELECTRICAL POWER SOURCE TO AIRCRAFT.
- (4) ENGAGE ANTI-SKID CONTROL AND TEST CIRCUIT BREAKERS.
- (5) RETRACT LANDING GEAR.
- (6) PLACE ANTI-SKID CONTROL SWITCH TO OFF POSITION.
- (7) PLACE INDICATOR TEST SWITCH TO IND LTS POSITION. ANTI-SKID LEFT INOPERATIVE AND RIGHT INOPERATIVE INDICATING LIGHTS SHOULD COME ON.
- (8) PLACE INDICATOR TEST SWITCH TO OFF. LEFT INOPERATIVE AND RIGHT INOPERATIVE LIGHTS SHOULD GO OUT.
- (9) EXTEND LANDING GEAR. LEFT INOPERATIVE AND RIGHT INOPERATIVE INDICATING LIGHTS SHOULD COME ON.
- (10) PLACE ANTI-SKID CONTROL SWITCH TO ON. LEFT INOPERATIVE AND RIGHT INOPERATIVE INDICATING LIGHTS SHOULD GO OUT.
- (11) REMOVE AIRCRAFT FROM JACKS. REFER TO WORK COMPLIANCE FORM 32.T01.
- (12) REMOVE ANTI-SKID WHEEL SPEED DETECTOR. REFER TO STEP A AND DISCONNECT ELECTRICAL CONNECTOR (P-205) FROM



OPERATOR: ED-WES, INC.

REPORT DATE 10/31/90

WORK COMPLIANCE FORM NO.

32.425

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER01

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050150+ 150 HR INSPECTION

90304

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
32-055	4728		
29 29			

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

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 06 YEAR 90 AIRCRAFT HOURS: 4731.2 LANDINGS: 3354

TECHNICIAN SIGNATURE: *[Signature]* CERTIFICATE NUMBER: RS# GFER 232E

INSPECTED BY: *[Signature]* KIND OF CERTIFICATE: Class 4 Airframe

TECHNICIAN INSPECTOR MAN-HOURS  
HRS. THS

322174 OPERATIONAL CHECK ANTI-SKID LIGHTS...MM 5-20-04.....

322174

OPERATIONAL CHECK ANTI-SKID LIGHTS

1. CHECK ANTI-SKID SYSTEM AS FOLLOWS:

- A. ANTI-SKID CONTROL SWITCH - OFF (BOTH ANTI-SKID INOP LIGHTS ON).
- B. ANTI-SKID CONTROL SWITCH - ON (BOTH ANTI-SKID INOP LIGHTS OUT).

2. RECORD OPERATIONAL CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.

REPORT DATE 10/31/90

WORK COMPLIANCE FORM NO.

32.440

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPERO1

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050150+ 150 HR INSPECTION

90304	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.
32-057	DATE	HOURS	LANDINGS	CYCLES	
29 29		4728			

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 06 YEAR 90 AIRCRAFT HOURS: 4731.2 LANDINGS: 3324

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: RS# GFER 232E

INSPECTED BY: [Signature] KIND OF CERTIFICATE: Class 4 Airframe

TECHNICIAN INSPECTOR MAN-HOURS  
HRS.THS

[Signature] [Signature]

322206 OPERATIONAL CHECK EMERGENCY GEAR EXTENSION CABLE...MM 32-00-00.....

322206

OPERATIONAL CHECK EMERGENCY GEAR EXTENSION CABLE

1. REMOVE CLEVIS PINLOCATED IN ARM OF ACTUATING VALVE AND OPERATE EMERGENCY GEAR DOWN HANDLE ON PILOT'S PEDESTAL SEVERAL TIMES. CHECK FOR FREEDOM OF MOVEMENT.
2. REINSTALL CLEVIS PIN REMOVED IN STEP 1.
2. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

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

REPORT DATE 10/31/90  
 MODEL: 1124A WESTWIND  
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 34.060  
 OPERO1  
 050150+ 150 HR INSPECTION

90304	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.
34-005	DATE	HOURS	LANDINGS	CYCLES	
29 29		4728			

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH: 11 DAY 06 YEAR 90 AIRCRAFT HOURS: 4731.2 LANDINGS: 3324

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: RS# GFER 232 E

INSPECTED BY: [Signature] KIND OF CERTIFICATE: Class 4 Airframe

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRS. THS
340121 DRAIN PITOT/STATIC SYSTEM...MM 34-10-01.....	<u>[Signature]</u>	<u>[Signature]</u>	

340121 DRAIN PITOT/STATIC SYSTEM (REFER TO ILLUSTRATION ON CARD 34-3)

- NOTE: 1. FOR 1124 MODELS, USE STEP 1.  
 2. FOR 1124A MODELS, USE STEP 2.

1. DRAIN PITOT/STATIC SYSTEM (1124 MODELS) AS FOLLOWS:
- A. FOUR STATIC-LINE DRAIN VALVES ARE LOCATED AT FUSELAGE STATION 80.50 AND ARE ACCESSIBLE FROM OUTSIDE THE FUSELAGE. THREE OF THE DRAIN VALVES ARE ON THE RIGHT-HAND SIDE OF THE FUSELAGE AND ONE VALVE IS ON THE LEFT SIDE. DRAIN THE STATIC SYSTEM BY PUSHING UP ON THE SPRING RETAINER AND THE VALVE AGAINST THE SPRING UNTIL THE VALVE IS CLEAR OF ITS SEAT. ANY WATER COLLECTED WILL ESCAPE VIA THE PORTS AND CENTRAL DRILLING OF THE VALVE. BE SURE THAT THE VALVES SNAP BACK INTO PLACE AND ARE PROPERLY SEATED WHEN RELEASED.

NOTE: AIRCRAFT S/N 240 AND SUBSEQUENT HAVE STATIC DRAIN AT ADC 80 AND/OR TAS COMPUTER.

- B. TWO PITOT LINE DRAIN TRAPS ARE LOCATED FORWARD OF THE PRESSURE BULKHEAD AND INBOARD OF THE PITOT HEADS INSIDE THE NOSE COMPARTMENT AT FUSELAGE STATION 10.14. THEY ARE SITUATED ONE ON EACH SIDE OF THE AIRCRAFT. OTHER DRAIN TRAPS ARE LOCATED INSIDE THE COCKPIT, BEHIND AND JUST BELOW THE RUDDER PEDALS ON BOTH SIDES OF THE AIRCRAFT. ALL PITOT LINE WATER COLLECTORS SHOULD BE PERIODICALLY REMOVED AND DRAINED.
2. DRAIN PITOT/STATIC SYSTEM (1124A MODELS) AS FOLLOWS:
- A. FOUR STATIC-LINE DRAIN VALVES ARE LOCATED AT FUSELAGE STATION 83.75 AND ARE ACCESSIBLE FROM OUTSIDE THE FUSELAGE. THREE OF THEM ARE ON THE RIGHT SIDE AND ONE IS ON THE LEFT SIDE OF THE FUSELAGE. DRAIN THE STATIC SYSTEMS BY PUSHING UP THE SPRING RETAINER AND THE VALVE UNTIL THE VALVE IS CLEAR OF ITS SEAT. ANY WATER COLLECTED WILL BE DRAINED THROUGH THE VALVE PORT. BE SURE THE VALVES SNAP BACK INTO THEIR PLACES AND ARE PROPERLY SEATED, WHEN RELEASED. THE LEFT SIDE STATIC SYSTEM IS DRAINED AT STATION 250 NEAR THE ADC-80.
  - B. TWO PITOT PROBE LINE DRAIN TRAPS ARE LOCATED INSIDE THE NOSE COMPARTMENT AT FUSELAGE STATION 10.14, ONE ON EACH SIDE OF THE AIRCRAFT. A THIRD DRAIN TRAP IS LOCATED AT STATION 83.78 AND IS ACCESSIBLE BY REMOVING THE INSPECTION PANEL FOR THE OUTFLOW VALVES. THE FLEXIBLE TUBE FOR PILOTS CONDITIONED AIR SHALL BE REMOVED BEFORE REMOVING THE DRAIN TRAP FOR CLEANING. A DRAIN TRAP FOR THE LEFT SIDE STATIC LINE DRAIN IS LOCATED AT STATION 174 IN LINE WITH THE PASSENGER ESCAPE HATCHES AND IS ACCESSIBLE BY REMOVING THE CENTER FLOOR INSPECTION PANEL. TWO PITOT AND STATIC DRAIN TRAPS ARE LOCATED AT STATION 259 BEHIND THE REAR WALL OF THE TOILET DROP FLOOR AREA AND ARE ACCESSIBLE BY REMOVING THE DROP FLOOR PANEL. ALL DRAIN TRAPS SHOULD BE PERIODICALLY REMOVED AND DRAINED TO PRECLUDE WATER DAMAGE IN THE PITOT/STATIC SYSTEM.
  - C. AFTER DRAINING, IF ANY OF THE PITOT/STATIC INSTRUMENTS ARE ERRATIC, CLEAR THE PITOT AND STATIC VENT LINES OF ANY REMAINING RESTRICTIONS WITH LOW-PRESSURE COMPRESSED AIR.
  - D. CHECK THAT THE LEFT STATIC HEATER AND PITOT HEATERS ARE OPERATIVE.

CAUTION: BEFORE PLACING PITOT/STATIC ANTI-ICE SWITCH IN THE 'ON' POSITION MAKE SURE THAT THE PITOT TUBE COVERS ARE REMOVED. PLACE THE PITOT/STATIC ANTI-ICE SWITCH TO 'ON' POSITION ONLY MOMENTARILY UNTIL PITOT AND STATIC HEAT CAN BE PHYSICALLY DETECTED BY TOUCH. DO NOT OPERATE HEATERS FOR MORE THAN TWO MINUTES. DAMAGE TO HEATERS MAY RESULT.

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

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

REPORT DATE 10/31/90  
 MODEL: 1124A WESTWIND  
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 52.010A  
 OPER 1  
 050150+ 150 HR INSPECTION

90304 52-002 29 29	WORK DUE AT				RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
	DATE	HOURS	LANDINGS	CYCLES	
		4728			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 06 YEAR 90 AIRCRAFT HOURS: 4731.2 LANDINGS: 3324

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: R5<sup>th</sup> QFER 232E

INSPECTED BY: [Signature] KIND OF CERTIFICATE: Class 4 Airframe

TECHNICIAN INSPECTOR MAN-HOURS  
 HRS. THS  
[Signature] [Signature]

520106 INSPECT/LUBRICATE CABIN ENTRANCE DOOR...MM 52-10-00.....

520106

INSPECT/LUBRICATE CABIN ENTRANCE DOOR (REFER TO FIGURE 2 ON CARD 52-1)

CONSUMABLES: SILICONE LUBRICANT, LUBRICATING OIL MIL-L-7820A

1. INSPECT DOOR, STEP, TRACKS, UPPER AND LOWER FLAPPERS, SEAL AND ALL ATTACHMENTS FOR SECURITY, CLEANLINESS AND GENERAL CONDITION.
2. CHECK THAT SPRING-LOADED LATCH AND LATCH BAYONETS ARE FULLY EXTENDED WHEN DOOR IS IN CLOSED POSITION.
3. CHECK THAT SPRING-LOADED LATCH AND LATCH BAYONETS ARE FULLY RETRACTED WHEN DOOR IS IN OPEN POSITION.
4. WITH DOOR CLOSED AND LATCHES ENGAGED, PULL OUTSIDE HANDLE OUT OF RECESS AND ROTATE COUNTERCLOCKWISE TO DISENGAGE LATCHES. ENSURE THAT SUFFICIENT FORCE IS REQUIRED TO RELEASE LATCHES.
5. ROTATE OUTSIDE HANDLE CLOCKWISE TO ENGAGE LATCHES. ENSURE THAT SUFFICIENT FORCE IS REQUIRED TO ENGAGE LATCHES.
6. REPEAT STEPS 4 AND 5 TO CHECK INSIDE HANDLES.
7. CLEAN AND LUBRICATE DOOR SEAL USING SILICONE LUBRICANT AS PER FIGURE 2.

NOTE: A VERY LIGHT COAT SHOULD BE APPLIED; TOO MUCH LUBRICANTION WILL COLLECT DIRT AND CAUSE LEAKAGE AT DOOR SEAL.

8. LUBRICATE DOOR WITH LUBRICATING OIL MIL-L-7870A AS PER FIGURE 2.
9. RECORD INSPECTION/LUBRICATION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.

REPORT DATE 10/31/90

WORK COMPLIANCE FORM NO.

53.010

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER01

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 08-89

050150+ 150 HR INSPECTION

90304	WORK DUE AT	* = APU HRS.		
53-001	DATE	HOURS	LANDINGS	CYCLES
29 29		4728		

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

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 06 YEAR 90 AIRCRAFT HOURS: 4731.5 LANDINGS: 3324

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: RS# GFER132E

INSPECTED BY: [Signature] KIND OF CERTIFICATE: Class 4 Airframe

TECHNICIAN INSPECTOR MAN-HOURS  
HRS. THS

530101 INSPECT FUSELAGE (A).....[Signature] [Signature]

530101

INSPECT FUSELAGE (A)

TEXT FROM MM 5-20-02

1. INSPECT PITOT TUBES AND STATIC PORTS FOR OBVIOUS DAMAGE AND OBSTRUCTIONS.
2. INSPECT OXYGEN THERMAL DISCHARGE DISC.
3. INSPECT ALL DRAIN HOLES AND FITTINGS FOR OBVIOUS DAMAGE AND OBSTRUCTIONS.
4. INSPECT FUSELAGE SKIN FOR LOOSE RIVETS, CRACKS, LEAKAGE AND CONDITION OF FINISH.
- R 5. INSPECT FUEL BOOST PUMPS FOR LEAKS AND GENERAL CONDITION.
6. INSPECT STATIC SOURCES, DRAIN VALVES, AND TRAPS.
7. INSPECT ANTENNA FOR GENERAL CONDITION AND SECURITY.
8. INSPECT LOWER ANTI-COLLISION LIGHT FOR CRACKED OR BROKEN LENS, GENERAL CONDITION AND SECURITY.
9. INSPECT WINDSHIELD WIPERS FOR GENERAL CONDITION AND SECURITY.
10. INSPECT WINDSHIELDS AND WINDOWS FOR DELAMINATIONS, SCRATCHES, CRACKS AND LEAKAGE.
11. CHECK ELECTRICAL CONNECTIONS AND COMPONENTS FOR DAMAGE, TIGHTNESS, CHAFING, FRAYING AND CUTS.
12. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

MECH INSP

[Handwritten marks]

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

REPORT DATE 10/31/90  
 MODEL: 1124A WESTWIND  
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 52.010B  
 OPER01  
 050150+ 150 HR INSPECTION

90304	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.
52-003					
29 29		4728			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 06 YEAR 90 AIRCRAFT HOURS: 4731.2 LANDINGS: 3324

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: RS# GFER232E

INSPECTED BY: [Signature] KIND OF CERTIFICATE: Class 4 Airframe

\*\*\*\*\*  
 520116 OPERATIONAL CHECK CABIN ENTRANCE DOOR...MM 52-10-00.....  
 \*\*\*\*\*

TECHNICIAN	INSPECTOR	MAN-HOURS
<u>[Signature]</u>	<u>[Signature]</u>	HRS. THS

520116

OPERATIONAL CHECK CABIN ENTRANCE DOOR

1. PULL OUTSIDE HANDLE OUT OF RECESS AND ROTATE COUNTERCLOCKWISE TO DISENGAGE LATCHES.
2. ENSURE THAT SUFFICIENT FORCE IS REQUIRED TO RELEASE LATCHES.
3. OPEN DOOR AND CHECK FOR SMOOTH OPERATION.
4. CHECK THAT SPRING-LOADED LATCH AND LATCH BAYONETS ARE FULLY RETRACTED WHEN DOOR IS IN OPEN POSITION.
5. CLOSE DOOR AND CHECK THAT SPRING-LOADED LATCH AND LATCH BAYONETS ARE EXTENDED WHEN DOOR IS CLOSED.
6. CHECK INSIDE DOOR HANDLE FOR SMOOTH OPERATION.
7. RECORD OPERATIONAL CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.

REPORT DATE 10/31/90

WORK COMPLIANCE FORM NO.

53.0201

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER01

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 08-90

050150+ 150 HR INSPECTION

90304

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.

53-002

DATE

HOURS

LANDINGS

CYCLES

29 29

4728

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 06 YEAR 90 AIRCRAFT HOURS: 4731.2 LANDINGS: 3354

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: RS# 9FER132E

INSPECTED BY: [Signature] KIND OF CERTIFICATE: Class 4 Airframe

TECHNICIAN INSPECTOR MAN-HOURS  
HRS. THS

530116 INSPECT NOSE COMPARTMENT (A)

530116

INSPECT NOSE COMPARTMENT (A)

R TEXT FROM MM 5-20-01, 5-20-05/PHASE 1, 4, 7, 10

1. INSPECT PITOT LINES FOR CHAFING AND DAMAGE.
2. INSPECT STRUCTURE FOR CONDITION AND SECURITY.
3. INSPECT AC INVERTERS, COOLING FAN AND ELECTRICAL CONNECTIONS FOR SECURITY, CLEANLINESS AND GENERAL CONDITION.
4. CHECK BATTERIES FOR ANY EVIDENCE OF CORROSION OR PHYSICAL DAMAGE. CHECK VENT LINES FOR OBSTRUCTION AND SECURITY OF INSTALLATION.
5. FOR AIRCRAFT EQUIPPED WITH COLLINS WXR 300 WEATHER RADAR, CHECK THE CRYSTAL DESICCANT BOTTLE INSTALLED IN THE NOSE COMPARTMENT AS FOLLOWS:
  - A. CHECK DESICCANT BOTTLE CRYSTAL COLOR AGAINST COLOR COMPARISON CHART AFFIXED TO BOTTLE.
  - B. SHOULD CRYSTAL COLOR INDICATE NEED FOR REPLACEMENT REPLACE WITH A DESICCANT REFILL.
  - C. STEPS A. AND B. COMPLIED WITH.
6. CHECK BATTERY QUICK DISCONNECTS FOR CORROSION AND GENERAL CONDITION.
7. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

MECH INSP

[Signature] [Signature]  
[Signature] [Signature]

OPERATOR: ED-WES, INC.

REPORT DATE 10/31/90

WORK COMPLIANCE FORM NO. 53.0301

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPERO1

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 08-90

050150+ 150 HR INSPECTION

90304	WORK DUE AT		* = APU HRS	
53-004	DATE	HOURS	LANDINGS	CYCLES
29 29		4728		

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 06 YEAR 90 AIRCRAFT HOURS: 4731.2 LANDINGS: 3324

TECHNICIAN SIGNATURE: T. J. O'Connell CERTIFICATE NUMBER: RS# GFER 232E

INSPECTED BY: D. E. Alkin KIND OF CERTIFICATE: Class 4 Airframe

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
530131 INSPECT COCKPIT (A).....	<u>TJO</u>	<u>DEA</u>	

530131  
INSPECT COCKPIT (A)  
R TEXT FROM MM 5-20-02, MM 5-20-03/PHASE 2, 5, 8, 11

1. INSPECT COCKPIT FOR CLEANLINESS.
2. INSPECT INTERIOR SIDE OF WINDSHIELDS AND WINDOWS FOR DELAMINATION, SCRATCHES, CRACKS AND GENERAL CONDITION.
3. INSPECT PILOT'S OPENABLE WINDOW SEAL AND LATCH FOR CONDITION.
4. INSPECT DESSICANT CRYSTALS FOR MOISTURE CONTENT. RENEW OR REACTIVATE DESICANT CRYSTALS AS NECESSARY. IF MOISTURE NOTED, PERFORM VENT AND STATIC LINE PRESSURE CHECK (DO NOT EXCEED 2.0 PSI).
5. INSPECT INSTRUMENT PANEL FOR GENERAL CONDITION.
6. INSPECT INSTRUMENT HOSES, LINES, ELECTRICAL WIRE BUNDLES AND CONNECTIONS FOR ROUTING, SECURITY AND GENERAL CONDITION.
7. INSPECT CONTROL PEDESTAL INDICATORS, CONTROLS, SWITCHES AND ELECTRICAL CONNECTIONS FOR CONDITION.
8. INSPECT THROTTLE AND REVERSER CONTROLS FOR EASE OF OPERATION.
9. CHECK ALL INTERNAL AND EXTERNAL LIGHTS, INCLUDING PRESS-TO-TEST (IN COCKPIT) LIGHTS.
10. CHECK GENERAL CONDITION OF PRESSURIZATION/OXYGEN SYSTEM.
11. VISUALLY CHECK THAT PRESSURIZATION SYSTEM HOSES, LINES AND FITTINGS ARE IN GOOD CONDITION.
12. VISUALLY CHECK THAT PRESSURIZATION SYSTEM ISOBARIC VALVE IS SAFETIED IN OPEN POSITION.
13. CHECK TERMINAL CONTACT ASSEMBLIES FOR ARCING (WINDSHIELD).
14. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

MECH	INSP
<u>TJO</u>	<u>DEA</u>
<u>TJO</u>	<u>DEA</u>





OPERATOR: ED-WES, INC.

REPORT DATE 10/31/90

WORK COMPLIANCE FORM NO.

53.0501

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPERO1

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 08-90

050150+ 150 HR INSPECTION

90304	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.	
53-010	DATE	HOURS	LANDINGS	CYCLES		
29 29		4728			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1	

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 06 YEAR 90 AIRCRAFT HOURS: 4731.2 LANDINGS: 3334

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: RS# REFER 232E

INSPECTED BY: [Signature] KIND OF CERTIFICATE: Class 4 Airframe

TECHNICIAN INSPECTOR MAN-HOURS  
HRS.THS

530161	INSPECT REAR COMPARTMENT (A)	<u>[Signature]</u>	<u>[Signature]</u>	
530161				

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 29.050C.

- INSPECT REAR COMPARTMENT (A)
- R TEXT FROM MM 5-20-05/PHASE 2, 5, 8, 11
1. INSPECT FUSELAGE FUEL TANK AREA FOR GENERAL CONDITION AND LEAKAGE.
  2. CHECK FUEL SUPPLY LINES FOR CONDITION.
  3. INSPECT PRESBURE REFUELING POINT AREA AND FUEL BOOST PUMP AREA. FOR GENERAL CONDITION.
  4. INSPECT FUEL SHUTOFF VALVES - CYCLE AND ON, FOR GENERAL CONDITION AND LEAKAGE.
  5. INSPECT AC AND DC ELECTRICAL COMPONENTS FOR SECURITY IN MOUNTS AND CONDITION.
  6. INSPECT ELECTRICAL WIRE BUNDLES FOR DAMAGE AND SECURITY.
  7. REMOVE THE COVERS FROM THE LEFT-HAND AND RIGHT-HAND DC CONTACTOR BOXES AND FLAP CONTACTOR BOX AND CHECK INSIDE FOR CLEANLINESS, SAFETY, CONDITION AND EVIDENCE OF OVERHEATING OF ELECTRICAL PARTS.
  8. INSPECT ANTI-SKID CONTROL VALVES FOR LEAKAGE AND ELECTRICAL CONNECTIONS FOR CONDITION AND SECURITY OF ATTACHMENT.
  9. CHECK HYDRAULIC SYSTEM COMPONENTS, FLUID CARRYING LINES AND FITTINGS FOR DAMAGE, CHAFING, LEAKAGE AND GENERAL CONDITION.

MECH INBP

[Signature]

NOTE: CHECK FOR CLEARANCE BETWEEN FLUID LINES, FLAP FLEX DRIVE CABLES AND AILERON TORQUE TUBES WHILE FLAPS AND AILERONS ARE MOVED THROUGH FULL TRAVEL.

10. CHECK LIFT DUMPER AND SPEED BRAKE SELECTOR VALVES FOR LEAKAGE AND CONDITION AND ELECTRICAL CONNECTIONS FOR SECURITY.
11. INSPECT HYDRAULIC POWER PANEL FOR LEAKAGE AND CONDITION.
12. CHECK HYDRAULIC HIGH PRESSURE FILTERS. CHECK RED POP-OUT BUTTON. IF BUTTON IS OUT (EXTENDED), THE FILTER IS CLOGGED; FILTER ELEMENT MUST BE REPLACED AND APPLICABLE PUMP CHECKED. FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE FORM 29.050C. FOR SCAMP OPERATORS, REFER TO MAINTENANCE MANUAL.
13. CHECK HYDRAULIC EMERGENCY BRAKE SYSTEM ACCUMULATOR DRY NITROGEN CHARGE. REFER TO TABLE BELOW.

-20 DEGREES TO	+30 DEGREES F	170 + OR -5 PSI
+30 DEGREES TO	+80 DEGREES F	180 + OR -5 PSI
+80 DEGREES TO	+130 DEGREES F	190 + OR -5 PSI

TEXT FROM MM 5-20-05

14. CHECK THRUST REVERSER ACCUMULATOR AND CYLINDER DRY NITROGEN CHARGE. REFER TO TABLE BELOW.

-20 DEGREES TO	+30 DEGREES F	750 + OR -40 PSI
+30 DEGREES TO	+80 DEGREES F	825 + OR -40 PSI
+80 DEGREES TO	+130 DEGREES F	900 + OR -40 PSI

TEXT FROM MM 5-20-05

15. INSPECT HOSES, LINES AND ELECTRICAL BUNDLES ENTERING FUSELAGE FROM ENGINE NACELLES FOR DAMAGE, CHAFING AND SECURITY.
16. INSPECT PNEUMATIC DE-ICING EQUIPMENT AND ELECTRICAL CONNECTION FOR SECURITY AND CONDITION.

OPERATOR: ED-WES, INC.

REPORT DATE 10/31/90

WORK COMPLIANCE FORM NO.

53.0501

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND (CONTINUED)

OPER01

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 08-90

050150+ 150 HR INSPECTION

90304

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.

53-010

DATE

HOURS

LANDINGS

CYCLES

29 29

4728

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 2

- 17. INSPECT ELECTRICAL BUNDLES AND TERMINAL STRIPS FOR DAMAGE, SECURITY AND LOOSE CONNECTIONS.
- 18. INSPECT AIR EJECTOR FOR OBSTRUCTIONS AND CONDITION.
- 19. INSPECT FLAP PRIME MOVER AND FLEX SHAFTS FOR GENERAL CONDITION AND SECURITY.
- 20. INSPECT AUXILIARY TANK AREA FOR GENERAL CONDITION AND SECURITY.
- 21. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

*Handwritten initials and marks:*  
 ---  
 ---  
 f-a

OPERATOR: ED-WES, INC.

REPORT DATE 10/31/90

WORK COMPLIANCE FORM NO.

54.0101

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPERO1

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 08-90

050150+ 150 HR INSPECTION

90304	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.
54-001	DATE	HOURS	LANDINGS	CYCLES	
29 29		4728			

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 06 YEAR 90 AIRCRAFT HOURS: 4731.2 LANDINGS: 3324

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: RS# GPER232E

INSPECTED BY: [Signature] KIND OF CERTIFICATE: Class 4 Airframe

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRS.THS
540101 INSPECT LEFT ENGINE NACELLE/PYLON (A)	<u>[Signature]</u>	<u>[Signature]</u>	
540121 INSPECT RIGHT ENGINE NACELLE/PYLON (A)	<u>[Signature]</u>	<u>[Signature]</u>	

\*\*\*\*\*  
 540101, 540121  
 INSPECT ENGINE NACELLE/PYLON (A) (FOR CAMP OPERATORS, REFER TO ILLUSTRATION ON CARD 54-1. FOR SCAMP OPERATORS, REFER TO MAINTENANCE MANUAL)  
 R TEXT FROM MM 5-20-08/PHASE 3, 6, 9, 12

- NOTE: 1. DEPLOY THRUST REVERSER AND INSTALL GROUND DEPLOY LOCKS.  
 2. REMOVE STANG COVERS AND ACCESS COVER (THROTTLE RETARDER FEEDBACK CONTROL).

1. INSPECT THRUST REVERSER MECHANICAL SYSTEM INCLUDING THROTTLE RETARDER FEEDBACK CONTROL AND ACTUATOR, LINKAGE FOR CHAFING, DISTORTION, SECURITY AND EVIDENCE OF WORN BUSHINGS.
2. INSPECT THRUST REVERSER FOR GENERAL CONDITION, CLEANLINESS, FOREIGN OBJECT DAMAGE, FLUID ACCUMULATION AND LOOSE OR WORKING FASTENERS.
3. INSPECT THRUST REVERSER ACTUATOR MOUNTING AND STOP BOLTS FOR SECURITY AND SAFETYWIRE.
4. REINSTALL ACCESS COVER AND STANG COVERS. REMOVE GROUND DEPLOY LOCKS AND RESTORE TO NORMAL POSITION.
5. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

[Signature]  
[Signature]

OPERATOR: ED-WES, INC.

REPORT DATE 10/31/90

WORK COMPLIANCE FORM NO.

55.0101

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER01

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 08-90

050150+ 150 HR INSPECTION

90304

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES
55-001	4728		
29 29			

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

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 06 YEAR 90 AIRCRAFT HOURS: 4731.2 LANDINGS: 3334

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: RS# OPER 232E

INSPECTED BY: [Signature] KIND OF CERTIFICATE: Class 4 Airframe

TECHNICIAN INSPECTOR MAN-HOURS  
HRS.THS

[Signature] [Signature]

550101 INSPECT EMPENNAGE (A).....

550101

INSPECT EMPENNAGE (A) (FOR CAMP OPERATORS, REFER TO ILLUSTRATION ON CARD 55-1. FOR SCAMP OPERATORS, REFER TO MAINTENANCE MANUAL)

MECH INSP

R TEXT FROM MM 5-20-06/PHASE 2, 5, 8, 11

1. INSPECT RUDDER HINGE POINTS, CHECK ALL BEARINGS FOR LOOSENESS, ROUGHNESS, SAFETY AND GENERAL CONDITION.
2. INSPECT RUDDER ATTACH POINTS FOR SECURITY, CRACKS AND GENERAL CONDITION.
3. CHECK STOP PADS AND STOP BOLTS FOR CONDITION AND SECURITY.
4. INSPECT RUDDER TRIM TAB ACTUATOR(S) ATTACH POINTS FOR SECURITY AND GENERAL CONDITION.
5. INSPECT TAIL SKID FOR SECURITY AND GENERAL CONDITION.
6. INSPECT FRAME STATION 540.00 AND BALLAST AND JACK ADAPTER MOUNTING (IF INSTALLED) FOR CONDITION, DAMAGE AND CORRECT INSTALLATION.
7. INSPECT TAIL CONE AND LIGHT FOR CONDITION AND SECURITY.
8. CHECK STATIC DISCHARGE WICKS FOR CONDITION AND SECURITY.
9. INSPECT ELEVATOR HINGE POINTS FWD AND AFT, CHECK ALL BEARINGS FOR LOOSENESS, ROUGHNESS, SAFETY AND GENERAL CONDITION.
10. INSPECT ELEVATOR TORQUE TUBE FOR CONDITION AND SECURITY OF ATTACH POINTS.
11. INSPECT UNIVERSAL JOINTS AND TAPER PINS FOR LOOSENESS AND GENERAL CONDITION.
12. CHECK ELEVATOR TRAVEL STOP BOLTS AND STOP PADS FOR SECURITY AND CONDITION.
13. INSPECT VERTICAL STABILIZER FOR STRUCTURE CONDITION, ATTACH POINTS AND SECURITY.
14. INSPECT HORIZONTAL STABILIZER FOR CONDITION AND SECURITY.
15. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

[Signature] [Signature]

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

REPORT DATE 10/31/90  
 MODEL: 1124A WESTWIND  
 ISSUED 08-89 REV. 08-90

WORK COMPLIANCE FORM NO. 57.0101  
 OPER 1

90304	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.
57-001	DATE	HOURS	LANDINGS	CYCLES	
29 29		4728			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 06 YEAR 90 AIRCRAFT HOURS: 4731.2 LANDINGS: 3324

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: REF 232E

INSPECTED BY: [Signature] KIND OF CERTIFICATE: Class 4 Airframe

	TECHNICIAN	INSPECTOR	MAN-HOURS
	HRS.	HRS.	HRS.
570101 INSPECT LEFT WING (A).....	<u>[Signature]</u>	<u>[Signature]</u>	
570116 INSPECT RIGHT WING (A).....	<u>[Signature]</u>	<u>[Signature]</u>	

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 23.120, 27.230A, 27.280, 27.200B.

ITEM 1 - INSPECT WINGS (A) (FOR CAMP OPERATORS, REFER TO ILLUSTRATION ON CARD 57-1. FOR SCAMP OPERATORS, MECH INSP REFER TO MAINTENANCE MANUAL)

CONSUMABLES: LP-3 OR EQUIVALENT

R TEXT FROM MM 5-20-03/PHASE 2, 6, 9, 12

NOTE: WHEN PERFORMING THIS INSPECTION, PERFORM INSPECTIONS INDICATED IN ITEM 2.

1. INSPECT WING FLAPS FOR SECURITY, CRACKS, LOOSE RIVETS AND CONDITION OF SKIN.
2. INSPECT ATTACH POINTS, HINGES AND BEARINGS FOR GENERAL CONDITION, SECURITY AND CRACKS.
3. INSPECT FLEXIBLE DRIVE SHAFTS FOR COUPLING NUTS SECURITY, ROUTING AND STRUCTURE CLEARANCE. FOR CAMP OPERATORS REFER TO WORK COMPLIANCE FORM 27.230A. FOR SCAMP OPERATORS, REFER TO MM 27-50-00.
4. INSPECT FLAP ACTUATING JACKS, ATTACH POINTS, ELECTRICAL CONNECTIONS, RIGGING AND MICROSWITCH SLIDERS FOR SECURITY AND GENERAL CONDITION.
5. INSPECT FLAP POSITION TRANSMITTER POTENTIOMETER, ATTACH POINTS AND ELECTRICAL CONNECTIONS FOR SECURITY AND CONDITION.
6. CHECK FLAP VANE SEGMENTS CONDITION FOR FAILED OR LOOSE FASTENERS AND SECURITY OF ATTACH PLATE. FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE FORM 27.200B. FOR SCAMP OPERATORS, REFER TO MM 27-50-00.
7. INSPECT AILERON FOR SECURITY AND CONDITION.
8. INSPECT AILERON SKIN FOR CONDITION AND LOOSE RIVETS.
9. INSPECT TORQUE TRANSFER TUBES FOR SECURITY OF ATTACHMENT AND SAFETY.
10. CHECK AILERON TRIM TABS TO ACTUATOR ATTACH POINTS AND ELECTRICAL CONNECTIONS FOR SECURITY AND CONDITION.
11. INSPECT AILERON HINGE POINTS, CHECK ALL BEARINGS FOR LOOSENESS, ROUGHNESS, SAFETY AND GENERAL CONDITION.
12. LUBRICATE PUSH-PULL TUBE ROLLER GUIDES (ROLLER AND TUBE) WITH LPS-3 OR EQUIVALENT.
13. LUBRICATE TRIM TAB AND SERVO TAB HINGES FROM INSIDE WITH LPS-3 OR EQUIVALENT.
14. CHECK NON-ICING FUEL VENT FOR OBSTRUCTIONS AND FUEL LEAKAGE.
15. INSPECT TIP TANK AND WING FILLET FOR CONDITION, SECURITY AND FUEL LEAKS.
16. INSPECT TIP TANK NAVIGATION LIGHT LENS FOR CRACKS, SECURITY AND CONDITION. (POSITION AND STROBE.)
17. INSPECT LANDING LIGHT LENS AND LIGHT FOR SECURITY AND CONDITION.
18. CHECK DRAIN HOLES FOR OBSTRUCTIONS.
19. PERFORM STATIC DISCHARGE WICK RESISTANCE CHECK (AILERONS AND TIP TANKS) (REFER TO WORK COMPLIANCE FORM 23.120).
20. INSPECT LOWER SURFACE OF WING SKIN FOR CRACKS, SCRATCHES, LOOSE RIVETS, AND VORTEX GENERATORS FOR SECURITY AND CONDITION.
21. CHECK CONDITION OF LEADING EDGE PNEUMATIC DE-ICER BOOT.
22. CHECK FUEL TANK DRAINS FOR CONDITION AND LEAKAGE.
23. INSPECT WING SKIN FOR CRACKS, SCRATCHES, LOOSE RIVETS, FUEL LEAKAGE AND GENERAL CONDITION.
24. CHECK ALL PLUMBING ATTACHED ALONG WING REAR SPAR FOR PROPER ROUTING SECURITY, CONDITION AND LEAKS.

[Handwritten notes and signatures]

OPERATOR: ED-WES, INC.

REPORT DATE 10/31/90

WORK COMPLIANCE FORM NO.

57.0101

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND (CONTINUED)

OPER01

AIRCRAFT REG.: N368MD

ISSUED 08-89 REV. 08-90

050150+ 150 HR INSPECTION

90304

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.

57-001

DATE

HOURS

LANDINGS

CYCLES

29 29

4728

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 2

NOTE: CHECK FOR CLEARANCE BETWEEN FLUID LINES AND FLAP FLEX DRIVE CABLES AND AILERON TORQUE TUBES WHILE FLAPS AND AILERONS ARE MOVED THROUGH FULL TRAVEL.

- 25. CHECK WIRE BUNDLES ENTERING THE WING FROM THE AFT FUSELAGE FOR DAMAGE, CHAFING AND SECURITY.
- 26. INSPECT WING FAIRINGS FOR SECURITY, CRACKS AND GENERAL CONDITION.
- 27. CHECK SPEED BRAKES AND LIFT DUMPERS FOR CONDITION, SECURITY AND HYDRAULIC FLUID LEAKAGE AND INSPECT RIGHT-HAND OUTBOARD MICROSWITCH FOR SECURITY. FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE FORM 27.280. FOR SCAMP OPERATORS, REFER TO MM 27-60-00.
- 28. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

*JW*  
*JW*

950569, 950570

ITEM 2 - INSPECT WING FLAP HINGE AND BEARING (SL NO. WW-2457) MINOR

EQUIPMENT/CONSUMABLES: WD-40, 0 TO 190 INCH-POUNDS TORQUE WRENCH

- 1. REMOVE WING FLAP HINGE FAIRINGS, SO THAT BEARING(S) ACTION MAY BE OBSERVED.
- 2. PERFORM THE FOLLOWING INSPECTIONS:
  - A. CLOSELY OBSERVE BEARING(S) WHILE FLAPS ARE OPERATED AND NOTE WHETHER BEARING INNER RACE ROTATES WITH FLAP HINGE. THIS CHECKS FOR 'FROZEN' BEARING.
  - B. USING A FLASHLIGHT, INSPECT OUTER RIM OF HINGE FOR CRACKS, AS VISIBLE FROM BOTTOM PART OF HINGE THROUGHOUT TOTAL FLAP TRAVEL RANGE.
  - C. FULLY EXTEND FLAPS AND CHECK FOR ANY UNUSUAL LOOSENESS IN FLAP HINGE BEARINGS BY GRASPING TRAILING EDGE OF FLAPS AND SHAKING UP AND DOWN, THEN GRASP FLAP HINGE (NOT WING HINGE) AND SHAKE SIDEWAYS TO ESTABLISH IF THERE IS LOOSENESS BETWEEN BEARING(S) OUTER RIM AND HINGE.
- 3. IF EACH OF THESE CHECKS ARE SATISFACTORY, RETURN AIRCRAFT TO SERVICE. IF A DISCREPANCY IS FOUND PROCEED AS FOLLOWS:
  - A. IF BEARING(S) APPEAR TO BE 'FROZEN' REMOVE WING FLAP AND INSTALL A BOLT AND NUT IN BEARING INNER RACE AND CHECK TORQUE REQUIRED TO ROTATE INNER RACE. AN INSTALLED BEARING IS CONSIDERED SATISFACTORY IF THE INNER RACE WILL ROTATE AT 15 INCH-POUNDS OR LESS TORQUE. IF INITIAL TORQUE IS HIGH, LUBRICATE BEARING WITH WD-40, ROTATE BEARING AND OSCILLATE AT THE SAME TIME AS THIS IS SELF ALIGNING SPHERICAL BEARING. IF THIS FREES BEARING TO OPERATE SMOOTHLY WITHIN THE TORQUE LIMIT, BEARING MAY BE CONTINUED IN SERVICE.
  - B. IF BEARING IS LOOSE IN HINGE OR OTHERWISE FAULTY (BINDING OR ROUGH), CONTACT YOUR IAI INTERNATIONAL TECHNICAL REPRESENTATIVE FOR BEARING REPLACEMENT PROCEDURES.
  - C. IF HINGE IS CRACKED (CONFIRMED BY DYE-CHECK), REPLACE HINGE ASSEMBLY.
  - D. REINSTALL WING FLAP(S) AND TORQUE FLAP HINGE BOLT NUT 160 TO 190 INCH-POUNDS AND SAFETY.
- 4. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.

REPORT DATE 10/31/90

WORK COMPLIANCE FORM NO.

57.020

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPERO1

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050150+ 150 HR INSPECTION

90304	WORK DUE AT * = APU HRS			
57-002	DATE	HOURS	LANDINGS	CYCLES
29 29		4728		

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

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 06 YEAR 90 AIRCRAFT HOURS: 4731.2 LANDINGS: 3324

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: RS# BFER 232E

INSPECTED BY: [Signature] KIND OF CERTIFICATE: Class 4 Airframe

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	TECHNICIAN	INSPECTOR	MAN-HOURS
			HR&THS

[Signature] [Signature]

570106 INSPECT LEFT AILERON BELLCRANK...MM 5-20-03.....

570120 INSPECT RIGHT AILERON BELLCRANK...MM 5-20-03.....

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570106, 570120  
INSPECT AILERON BELLCRANK

1. INSPECT AILERON BELLCRANK TRAVEL STOPS AND ATTACH POINTS FOR SAFETY, GENERAL CONDITION AND SECURITY.
2. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.



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

REPORT DATE 10/31/90  
 MODEL: 1124A WESTWIND  
 ISSUED 07-88 REV. 08-90

WORK COMPLIANCE FORM NO. 71.0201  
 OPERO1  
 050150+ 150 HR INSPECTION

90304	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		4728			

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 06 YEAR 90 AIRCRAFT HOURS: 4731.2 LANDINGS: 3324

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: R#GFER232E

INSPECTED BY: [Signature] KIND OF CERTIFICATE: Class 4 Airframe

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
710106 INSPECT LEFT ENGINE (A).....	<u>[Signature]</u>	<u>[Signature]</u>	
713606 INSPECT RIGHT ENGINE (A).....	<u>[Signature]</u>	<u>[Signature]</u>	

\*\*\*\*\*  
 710106, 713606  
 INSPECT ENGINE (A) (FOR CAMP OPERATORS, REFER TO ILLUSTRATION ON CARD 71-2. FOR SCAMP OPERATORS, REFER TO MAINTENANCE MANUAL) MECH INSP  
 R TEXT FROM ENGINE SM 72-00-00/MM 5-20-07/PHASE 3, 6, 9, 12

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.
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.

[Handwritten notes and signatures]

- NOTE: IF OIL LEVEL HAS INCREASED SINCE LAST CHECK, OR IF THE ODOR OF FUEL IS DETECTED IN THE OIL, 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.
    - A. IF FUEL FILTER ELEMENT IS CONTAMINATED (PLUGGED UP), CLEAN FILTER CAVITY, INSTALL CLEAN FILTER ELEMENT. FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE FORM 73.140, FOR SCAMP OPERATORS, REFER TO MAINTENANCE MANUAL AND PERFORM FUEL MANIFOLD ASSEMBLY PRESSURE CHECK.
    - B. IF FUEL FILTER ELEMENT IS NOT CONTAMINATED (PLUGGED UP), INSTALL CLEAN ELEMENT.

OPERATOR: ED-WES, INC.

REPORT DATE 10/31/90

WORK COMPLIANCE FORM NO.

71.0201

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND (CONTINUED)

OPERO1

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 08-90

050150+ 150 HR INSPECTION

90304

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

4728

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 2

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.

- (1) CHECK MAGNETIC PLUG OF CHIP DETECTOR. FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE FORM 79.120, FOR SCAMP OPERATORS, REFER TO SM 72-00-00, CHIP DETECTOR INSPECTION.
- (2) REMOVE, INSPECT AND REPLACE OIL FILTER. FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE FORM 79.110, FOR SCAMP OPERATORS, REFER TO SM 72-00-00, OIL FILTER INSPECTION.
- (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).

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.

*[Handwritten signature and vertical lines]*

OPERATOR: ED-WES, INC.

REPORT DATE 10/31/90

WORK COMPLIANCE FORM NO.

79.100

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPERO1

AIRCRAFT REG.: NJ68MO

ISSUED 07-88 REV. 01-89

050150+ 150 HR INSPECTION

90304	WORK DUE AT		* = APU HRS.	
79-008	DATE	HOURS	LANDINGS	CYCLES
29 29		4728		

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

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 06 YEAR 90 AIRCRAFT HOURS: 4731.2 LANDINGS: 3324

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: RS# GFER 232E

INSPECTED BY: [Signature] KIND OF CERTIFICATE: Class 4 Airframe

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	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRG.THS

(790116) ( ) SOAP CHECK LEFT ENGINE...ENG SM 72-00-00.....	<u>[Signature]</u>	<u>[Signature]</u>	.....
RECORD FREQUENCY OF NEXT SOAP CHECK HOURS _____			
(791616) ( ) SOAP CHECK RIGHT ENGINE...ENG SM 72-00-00.....	<u>[Signature]</u>	<u>[Signature]</u>	.....
RECORD FREQUENCY OF NEXT SOAP CHECK HOURS _____			

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790116, 791616  
SOAP CHECK ENGINE

CONSUMABLES: SAMPLING KIT P/N 294199-1

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

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

NOTE: 1. WHENEVER LEAKAGE OF FUEL INTO THE OIL SYSTEM IS SUSPECTED (ODOR OF FUEL DETECTED IN OIL OR OIL LEVEL INCREASING), PERFORM FUEL-IN-OIL INSPECTION.  
2. WEAR OF INTERNAL ENGINE PARTS IS NOT ALWAYS DETECTED BY SPECTROMETRIC ANALYSIS OF THE OIL SAMPLE ALONE. THEREFORE, IT IS ALSO VERY IMPORTANT TO INSPECT THE OIL FILTER FOR TRAPPED METALLIC PARTICLES THAT CAN PROVIDE IMPORTANT INFORMATION AS TO THE SOURCE OF SUCH MATERIAL.

2. SIPHON AN OIL SAMPLE FROM THE ENGINE OIL TANK AT THE FILLER CAP USING PLASTIC TUBE PROVIDED IN SAMPLING KIT. ROUTE THE PLASTIC TUBE INTO THE SMALL CONTAINER PROVIDED IN THE SAMPLING KIT TO CONTAIN THE OIL SAMPLE.
3. REMOVE OIL FILTER FROM ENGINE.
4. VISUALLY INSPECT OIL FILTER. IF AN ABNORMAL NUMBER OF TRAPPED PARTICLES IS EVIDENT, CONTACT A GARRETT FIELD SERVICE ENGINEER FOR GUIDANCE AND FURTHER INSTRUCTIONS.
5. PLACE OIL FILTER IN CONTAINER SUPPLIED IN SAMPLING KIT.
6. INSTALL REPLACEMENT OIL FILTER ON ENGINE.

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

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

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

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

REPORT DATE 10/31/90  
 MODEL: 1124A WESTWIND  
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 79.120  
 OPERO1  
 050150+ 150 HR INSPECTION

90304	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.
79-010	DATE	HOURS	LANDINGS	CYCLES	
29 29		4728			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 06 YEAR 90 AIRCRAFT HOURS: 4731.2 LANDINGS: 3324

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: RS# BFER 232E

INSPECTED BY: [Signature] KIND OF CERTIFICATE: Class 4 Airframe

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRB.THS
790126 INSPECT LEFT ENGINE CHIP DETECTOR...ENG SM 72-00-00.....	<u>[Signature]</u>	<u>[Signature]</u>	
791626 INSPECT RIGHT ENGINE CHIP DETECTOR...ENG SM 72-00-00.....	<u>[Signature]</u>	<u>[Signature]</u>	
790126, 791626			

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

**INSPECT ENGINE CHIP DETECTOR**

EQUIPMENT/CONSUMABLES: PACKING P/N 59413-557, PACKING P/N 59413-012, TORQUE WRENCH 0 TO 40 INCH-POUNDS, PACKING P/N 59413-236, TRICHLOROTRIFLUOROETHANE SOLVENT (MS 180 FREON)

1. REMOVE MAGNETIC PLUG.
2. HOLD CHECK VALVE HOUSING WITH WRENCH, USE SECOND WRENCH TO REMOVE MAGNETIC PLUG. DISCARD PACKING.
3. CHECK MAGNETIC PLUG FOR METAL PARTICLES.
4. IF METAL PARTICLES ARE EVIDENT, PERFORM THE FOLLOWING PROCEDURES.
  - A. RESET PIN ON OIL FILTER BY-PASS VALVE IF EXTENDED.
  - B. REMOVE, INSPECT AND REPLACE OIL FILTER. REFER TO WORK COMPLIANCE FORM 79.100
  - C. PERFORM SOAP CHECK. REFER TO WORK COMPLIANCE FORM 79.110.
  - D. INSPECT TRANSFER GEARBOX FOR METAL PARTICLES IN ACCORDANCE WITH THE FOLLOWING PROCEDURES.
    - (1) REMOVE NUTS, WASHER AND COVER.
    - (2) REMOVE AND DISCARD PACKING.
    - (3) CHECK BEVEL GEAR TEETH. THERE SHALL BE NO ABNORMAL WEAR PATTERN, EXCESSIVE WEAR, OR CHIPPED OR BROKEN TEETH. REPLACE TRANSFER GEARBOX IF REQUIREMENTS ARE NOT MET.
    - (4) CHECK INTERIOR OF TRANSFER GEARBOX FOR METAL PARTICLES. IF METAL PARTICLES ARE PRESENT, CHECK FOR SOURCE AND REPAIR.
    - (5) INSTALL NEW PACKING P/N 59413-236 ON COVER.
    - (6) INSTALL COVER AND SECURE WITH WASHERS AND NUTS.
    - (7) TORQUE NUTS TO 30 INCH-POUNDS.
5. IF METAL PARTICLES ARE EVIDENT ON MAGNETIC PLUG ONLY, NONE IN OIL FILTER OR TRANSFER GEARBOX, PERFORM THE FOLLOWING PROCEDURES.
  - A. CLEAN MAGNETIC PLUG, AND REINSTALL MAGNETIC PLUG. (REFER TO STEPS 6 AND 7.)
  - B. RUN ENGINE THROUGHOUT FULL POWER RANGE IN ACCORDANCE WITH AIRCRAFT FLIGHT MANUAL AND/OR APPROPRIATE AIRCRAFT DOCUMENT FOR 15 MINUTES. (IN COLD WEATHER OPERATION, RUN ENGINE MORE THAN 15 MINUTES IF REQUIRED TO OBTAIN MINIMUM OIL TEMPERATURE OF 4 DEGREES C (40 DEGREES F). DETERMINE IF ENGINE IS ACCEPTABLE FOR CONTINUED OPERATION (RUN DID NOT PRODUCE RECURRENCE OF INITIAL INDICATION) BY REPEATING MAGNETIC PLUG, OIL FILTER BY-PASS INDICATOR VALVE, SOAP AND TRANSFER GEARBOX INSPECTIONS.
  - C. UPON REACHING THREE TO FIVE HOURS OF ENGINE OPERATION FOLLOWING ENGINE RUN AND CHECKS IN PREVIOUS STEP, REPEAT MAGNETIC PLUG, OIL FILTER BY-PASS INDICATOR VALVE, SOAP, AND TRANSFER GEARBOX INSPECTIONS.
6. INSTALL NEW PACKING P/N 59413-012 ON MAGNETIC PLUG.
7. INSTALL MAGNETIC PLUG IN CHECK VALVE HOUSING. HOLD CHECK VALVE HOUSING WITH WRENCH, AND USING A SECOND WRENCH, TORQUE MAGNETIC PLUG TO 20 INCH-POUNDS AND LOCKWIRE.
8. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

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

REPORT DATE 10/31/90  
 MODEL: 1124A WESTWIND

WORK COMPLIANCE FORM NO. 95.050  
 OPER01

050150+ 150 HR INSPECTION

90304	WORK DUE AT			* = APU HRS.
95-006	DATE	HOURS	LANDINGS	CYCLES
29 29		4728		

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 30 YEAR 90 AIRCRAFT HOURS: 4731.2 LANDINGS: 3324

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: RS# GFER 232E

INSPECTED BY: [Signature] KIND OF CERTIFICATE: Class 4 Airframe

TECHNICIAN INSPECTOR MAN-HOURS  
 HRS.THS

[Signature] [Signature]

(950500) ( ) INSPECT MACELLE COWLS...BL NO. WW-2450B.....

950500

INSPECT MACELLE COWLS (REFER TO ILLUSTRATION ON CARD 95-2)

R EQUIPMENT/CONSUMABLES: BORESCOPE MODEL BF, TYPE JC3 WITH A COLD LIGHT POWER MODEL LK4 OR EQUIVALENT (OLYMPUS CORP. OF AMERICA) HUCK MODEL 200 RIVET GUN, OR EQUIVALENT, DEBURRING TOOL, GAC P/N 3491-1963-114 OR EQUIVALENT

NOTE: THE FOLLOWING PROCEDURES SHALL BE ACCOMPLISHED ON BOTH MACELLES.

1. TURN OFF ELECTRICAL POWER, DISCONNECT AIRCRAFT BATTERIES.
2. WITH INLET IN PLACE, INSPECT ANTI-ICING AIR PASSAGE RIVETS IN AREA DEFINED IN ILLUSTRATION.

NOTE: A DARK MARK OR STAIN ORIGINATING FROM THE RIVET HEAD WILL INDICATE EITHER A LOOSE RIVET, OR A RIVET WHOSE HEAD PROTRUDES ABOVE OR BELOW THE SURFACE. DO NOT CLEAR STREAKS UNTIL ALL SUSPECT RIVETS HAVE BEEN CHECKED AS OUTLINED BELOW.

3. PERFORM THE FOLLOWING CHECKS IN SEQUENCE: IF A RIVET IS DETERMINED TO BE LOOSE, USING TECHNIQUES OF A. AND/OR B. BELOW, MARK FOR REFERENCE WITH GREASE PENCIL AND PROCEED TO NEXT STEP.
  - A. PRESS RIVET WITH THUMBNAIL OR TOOL SUCH AS AWL TO DETERMINE IF THERE IS ANY RELATIVE MOTION OR ROTATION BETWEEN RIVET AND SKIN. IF LOOSENESS IS IN DOUBT PROCEED TO NEXT STEP.
  - B. DIRECT FLASHLIGHT ON RIVET HEAD AND APPLY DOWNWARD FORCE WITH A DULL AWL, FIRST AT CENTER OF RIVET HEAD AND THEN AT A MINIMUM OF THREE POINTS NEAR PERIPHERY. OBSERVE FOR ANY RIVET MOTION.
4. IF NO LOOSE OR MISSING RIVETS ARE FOUND, RETURN THE AIRCRAFT TO SERVICE.
5. IF LOOSE AND/OR MISSING RIVETS ARE FOUND ON MACELLE INLET P/N F10A5B20201-X, CONTINUE TO STEP 7.

NOTE: DO NOT ATTEMPT TO REPLACE LOOSE OR MISSING RIVETS.

6. IF LOOSE AND/OR MISSING RIVETS ARE FOUND IN THE LEADING EDGE ON MACELLE INLETS P/N F10A5B50201-X OR P/N F10A5RDB50201-X, REFER TO GRUMMAN AEROSPACE MAINTENANCE BULLETIN (GAC-002-084, DATED 5-7-84) FOR LIMITATIONS AND REPAIR PROCEDURES. IF LOOSE AND/OR MISSING RIVETS ARE FOUND ON THE ABOVE ASSEMBLIES IN AREAS OTHER THAN THE LEADING EDGE, CONTACT AN IAII TECHNICAL REPRESENTATIVE.

NOTE: GRUMMAN AEROSPACE MAINTENANCE BULLETIN IS ATTACHED TO S.L.WW-2450B.

7. CHECK THE MID-FRAME FOR CRACKS, UTILIZING THE BORESCOPE SPECIFIED OR AN EQUIVALENT BY INSERTING THE BORESCOPE THROUGH THE VENTS. THE PATH OF EACH INSERTION IS SHOWN BY THE HEAVY DASHED LINES AS NOTED ON ILLUSTRATION. RECORD ANY CRACKS OBSERVED.

NOTE: TO INSPECT FLANGE FOR CRACKS, INSERT BORESCOPE THROUGH LIGHTENING HOLE. CHECK FLANGE FOR CRACKS BETWEEN RIVETS AND FROM RIVETS AFT TO FLANGE BEND RADIUS. REFER TO TABLE FOR MACELLE INLET COWL DISPOSITION.

TABLE

CONDITION	LOOSE RIVETS	FRAME CRACKED	DISPOSITION
1	NO	---	NO FURTHER ACTION REQUIRED. RETURN AIRCRAFT TO SERVICE. REINSPECT AT 150 HOURS.
2	YES	NO	A. IF TWELVE (12) OR MORE DEFECTIVE RIVETS ARE FOUND IN ONE FRAME OR IF SIX (6) OR MORE

OPERATOR: ED-WES, INC.

REPORT DATE 10/31/90

WORK COMPLIANCE FORM NO.

95.090

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER01

AIRCRAFT REG.: N368MD

050150+ 150 HR INSPECTION

90304 95-001 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	
		4728			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 06 YEAR 90 AIRCRAFT HOURS: 4731.2 LANDINGS: 3324

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: RS# BFER 232E

INSPECTED BY: [Signature] KIND OF CERTIFICATE: Class 4 Airframe

\*\*\*\*\*  
 950920 SERVICE LETTER MW-2492 HYDRAULIC HOSE INSPECTION...SL MW-2492.....  
 TECHNICIAN [Signature] INSPECTOR [Signature] MAN-HOURS  
 HRS.THS

REASON: REMIND PERSONNEL OF THE LEAK INSPECTION REQUIREMENTS FOR ALL HYDRAULIC SYSTEM HOSES AND TO PAY SPECIAL ATTENTION TO THOSE THAT CONTAIN A RUBBER LINER MATERIAL (COLOR CODED BY A GREEN EXTERNAL APPEARANCE).

INSTRUCTIONS: ROUTINE INSPECTION SHOULD BE PERFORMED OF ALL HYDRAULIC SYSTEM FLEXIBLE HOSES FOR LEAKAGE OR DETERIORATION IN ACCORDANCE WITH THE REQUIREMENTS OF CHAPTER 5 OR 50 HOUR PHASE INSPECTION PROGRAM. MATERIALS USED IN TEFLON LINED HOSES ARE MORE RESISTANT TO WEAR AND DETERIORATION THAN THE RUBBER LINER HOSES. EITHER TYPE HOSE MAY BE USED OR REPLACEMENT OF DEFECTIVE HOSES, HOWEVER, THE TEFLON LINED HOSES SHOULD PROVIDE EXTENDED SERVICE LIFE.

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REFER TO APPLICABLE SERVICE LETTER FOR PROCEDURE.

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 32.180

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 08-89

PAGE 1

89275	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.
32-022	DATE	HOURS	LANDINGS	CYCLES	
29 29					UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 06 YEAR 90 AIRCRAFT HOURS: 4731.2 LANDINGS: 3324

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: RS# GFER 232E

INSPECTED BY: [Signature] KIND OF CERTIFICATE: Class 4 Airframe

320671 PART NAME: LEFT MAIN GEAR WHEEL MM 32-40-00 REASON REMOVED: (CHECK ONE) TIME A ( ) FAIL B ( ) WORN C ( ) LOANER D ( ) SCHED CONV E ( ) MOD G ( ) SERVICE K ( ) ENG CHG L ( ) TIRE CHG M ( ) DAMAGED T ( )

PART REMOVED: PART NUMBER SERIAL NUMBER:

PART INSTALLED: PART NUMBER 5002806-2 SERIAL NUMBER: APR 80-471

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

- 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

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

PART REMOVED: PART NUMBER SERIAL NUMBER:

PART INSTALLED: PART NUMBER 249K93-3 SERIAL NUMBER: 00900832

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

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.

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

REPORT DATE 05/11/90  
 MODEL: 1124A WESTWIND

WORK COMPLIANCE FORM NO. 96.UPD1

PAGE 1

90131 WA-001 9 29	WORK DUE AT				RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
	DATE	HOURS	* = APU HRS. LANDINGS	CYCLES	
		150			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 06 YEAR 90 AIRCRAFT HOURS: 4731.2 LANDINGS: 3324

TECHNICIAN SIGNATURE: J O'Donnell CERTIFICATE NUMBER: RS# RFR 232E

INSPECTED BY: D E. Alkier KIND OF CERTIFICATE: Class 4 Airframe

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

960078 SIL 1124-21-078 35 DEGREE TEMP SENSOR...SIL 1124-21-078.....

TECHNICIAN	INSPECTOR	MAN-HOURS
<u>JMO</u>	<u>DEA</u>	HRS. THS

REASON: TO REDUCE THE EFFECTS OF DISSIMILAR METAL CORROSION ON THE CONTACTS OF TEMP SENSOR CONNECTOR, P/J116 AND ENSURE A MORE POSITIVE ELECTRICAL CONNECTION.

EFFECTIVITY: MODEL 1124/1124A WESTWIND. ALL SERIAL NUMBERS.

NOTE: RECOMMEND THE INSPECTION AND PACKING PROCEDURE BE ACCOMPLISHED AT EVERY 150 HOUR INSPECTION INTERVAL.

REFER TO APPLICABLE SERVICE BULLETIN FOR PROCEDURE.



OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO. 21.360

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

PAGE 1

88349	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
00-000	DATE	HOURS	LANDINGS	CYCLES	
29 29					

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 06 YEAR 90 AIRCRAFT HOURS: 4731.2 LANDINGS: 3324

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: GFER 232E

INSPECTED BY: [Signature] KIND OF CERTIFICATE: CLASS 3 RS

\*\*\*\*\*

210108 PART NAME: LEFT BLEED AIR CONTROL UNIT 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 3213894-4-1 SERIAL NUMBER: P419C

PART INSTALLED: PART NUMBER \_\_\_\_\_ SERIAL NUMBER: P336C

TIME SINCE NEW: HRS \_\_\_\_\_ LDGS \_\_\_\_\_ MOS \_\_\_\_\_ TIME SINCE OVERHAUL: HRS \_\_\_\_\_ LDGS \_\_\_\_\_ MOS \_\_\_\_\_

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

\*\*\*\*\*

210118 PART NAME: RIGHT BLEED AIR CONTROL UNIT 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 3213894-4-1 SERIAL NUMBER: P337C

PART INSTALLED: PART NUMBER \_\_\_\_\_ SERIAL NUMBER: P402C

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: \$ \_\_\_\_\_

\*\*\*\*\*

NO TEXT AVAILABLE AT THIS TIME.

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

REPORT DATE 01/11/90  
 MODEL: 1124A WESTWIND

WORK COMPLIANCE FORM NO.

OPER02


050300+ 150/300 HR INSPECTION

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.
	DATE	HOURS	LANDINGS	CYCLES	
29 29		4573			CK CURRENT DUE LIST FOR DUE TIME CHGB PAGE 1

050300+ 150/300 HR INSPECTION

CODE NO.	WCF NO. CARD NO.	WORK DESCRIPTION REFERENCE	C/W DATE MD/ DAY/YR	C/W HOURS	C/W LANDINGS	ACTUAL MAN HOURS	TECHNICIAN	INSPECTOR	EST MH
100310+	10.010	CK AIRWORTHY DIRECTIVES MM 5-20-10	4/30/90	4578.2	3154		AAE	DEA	
100320+	10.020	CK SERVICE BULLETINS MM 5-20-10	/ /						
100330+	10.030	CK SERVICE LETTERS MM 5-20-10	/ /						
120150+	12.010	CK PREFLIGHT COMPLETE MM 5-20-10	/ /						
210276+	21.030	DP CK PRESS SWITCHES/VALV MM 21-00-00	/ /						
210191+	21.040A	INS/CLN OUTFLOW NORM VLV MM 21-30-00	/ /						
210201+	21.040A	INS/CLN OUTFLOW SAFE VLV MM 21-30-00	/ /						
210671+	21.050A	INS/CLN/TST WATER SEP CON MM 21-70-00	/ /						.1
210681	21.290A	CHG COOLING TURBINE OIL MM 12-10-10	/ /						
210622+	21.420A	INSP 35D DUCT SENSOR MM 5-20-05	/ /						
230218+	23.120	CHECK S/D WICK RESISTANCE MM 23-60-00	/ /						
240121+	24.010A	CK L START/GEN BR WEAR/TN MM 80-10-10	/ /						
240131+	24.010A	CK R START/GEN BR WEAR/TN MM 80-10-10	/ /						
240141+	24.020A	CK ELECTROLYTE LEFT BATT MM 12-10-06	/ /						.1
240176+	24.020A	CK ELECTROLYTE RIGHT BATT MM 12-10-06	/ /						.1
240166	24.020B	DEEP CYCLE LEFT BATTERY MM 12-10-06	/ /						.2
240181	24.020B	DEEP CYCLE RIGHT BATTERY MM 12-10-06	/ /						.2
240203+	24.070	F/CK BATT TEMP/WARN SYS. MM 24-30-01	/ /						
260186+	26.020	DP CK FIRE PROTECTION SYS MM 26-00-00	/ /						
260174+	26.030	INSPECT COCKPIT FIRE EXT MM 26-20-00	/ /						
260184+	26.030	INSPECT CABIN FIRE EXT MM 26-20-00	/ /						
270158+	27.130	INSP ROD TRIM TAB FREE PL MM 27-20-00	/ /						
270193+	27.150A	INSP L ELEV SKIN SEPARATE MM 27-30-00	/ /						
270203+	27.150A	INSP R ELEV SKIN SEPARATE MM 27-30-00	/ /						

CONTINUED

DE Acker  
 RS GFER 232E  


OPERATOR: ED-WES, INC.

REPORT DATE 01/11/90

WORK COMPLIANCE FORM NO.

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

(CONTINUED)

OPER02

AIRCRAFT REG.: N368MD

050300+ 150/300 HR INSPECTION

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.
	DATE	HOURS	LANDINGS		
29 29		4573			CK CURRENT DUE LIST FOR DUE TIME CHGS

CODE NO.	WCF NO. CARD NO.	WORK DESCRIPTION REFERENCE	C/W DATE MO/ DAY/YR	C/W HOURS	C/W LANDINGS	ACTUAL MAN HOURS	TECHNICIAN	INSPECTOR	EST MH
270213+	27.190 27-5	LUB ELEVATOR ATTACH PTS MM 12-20-00	4 / 30 / 90	4578.2	3154		AAE	DER	
270238+	27.200A 27-6	INSPECT LEFT FLAP MM 27-50-00	/ /						
270243+	27.200A 27-6	INSPECT RIGHT FLAP MM 27-50-00	/ /						
270237+	27.200B 27-6	INSP L FLAP VANE MM 27-50-00	/ /						
270247+	27.200B 27-6	INSP R FLAP VANE MM 27-50-00	/ /						
270248+	27.200C	FUNCT CK FLP TIME EXD RLY MM 27-50-00	/ /						
270335+	27.280	OP CK SP BRK/LIFT DUMP MM 27-60-00	/ /						
270211+	27.500 27-19	INSP SCISSORS ASSY SB1124-55-097	/ /						
281150+	28.090C	CK OPERATION BOOST PUMPS MM 28-00-00	/ /						
290118	29.050D	CLN/CK HYD RES AIR PR VA MM 29-10-00	/ /						
950780	29.120 29-5	SL WW-2478 L HYD PUMP SL WW-2478	/ /						
950785	29.120 29-5	SL WW-2478 R HYD PUMP SL WW-2478	/ /						
290143+	29.120A 29-5	INS/LUB L HYD PUMP SPLINE MM 05-20-07	/ /						.1
290178+	29.120A 29-5	INS/LUB R HYD PUMP SPLINE MM 05-20-07	/ /						.1
300102+	30.010A 30-1	INSP L DEICER CK VALVE MM 30-10-00	/ /						
300104+	30.010A 30-1	INSP R DEICER CK VALVE MM 30-10-00	/ /						
300150+	30.140 ( ) 30-5	CK VLTG DROP CPLTS WNDBLD SB1124-30-036 II	/ /						
910361	30.140 ( ) 30-5	SB 1124-30-036 PART II SB 1124-30-036	/ /						
320201+	32.0101	INSPECT NOSE GEAR (A) MM 5-20-01	/ /						.1
320206+	32.0102	INSPECT NOSE GEAR (B) MM 5-20-01	/ /						
320691+	32.020	INSP L MAIN GEAR/WELL (A) MM 5-20-04	/ /						.1
321191+	32.020	INSP R MAIN GEAR/WELL (A) MM 5-20-04	/ /						.1
320106	32.030 32-1	LUBE NOSE GEAR/DOORS MM 12-20-00	/ /						
320606	32.030 32-1	LUBE LEFT MAIN GEAR MM 12-20-00	/ /						
321106	32.030 32-1	LUBE RIGHT MAIN GEAR MM 12-20-00	/ /						

CONTINUED

*Handwritten signatures and notes:*  
 DER  
 RS OPER 232E  
 CHIEF DEPT INSP

OPERATOR: ED-WES, INC.

REPORT DATE 01/11/90

WORK COMPLIANCE FORM NO.

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

(CONTINUED)

OPER02

AIRCRAFT REG.: NJ68MD

050300+ 150/300 HR INSPECTION

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.
	DATE	HOURS	LANDINGS		
29 29		4573			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 3

CODE NO.	WCF NO. CARD NO.	WORK DESCRIPTION REFERENCE	C/W DATE MO/ DAY/YR	C/W HOURS	C/W LANDINGS	ACTUAL MAN HOURS	TECHNICIAN	INSPECTOR	EST MH
320116	32.040	SERVICE NLG SHOCK STRUT	4 / 30 / 90	4578.2	3154		AAI	DEA	.2
	32-1	MM 12-10-04	/ /						
320636	32.040	SERVICE LMG SHOCK STRUT	/ /						.2
	32-1	MM 12-10-04	/ /						
321136	32.040	SERVICE RMG SHOCK STRUT	/ /						.2
	32-1	MM 12-10-04	/ /						
320156+	32.110A	INS/CL/LUB L NS WHL/BRGS	/ /						.1
	32-2	MM 32-40-00	/ /						
320158+	32.110A	INS/CL/LUB R NS WHL/BRGS	/ /						.1
	32-2	MM 32-40-00	/ /						
320676+	32.180A	INSP/LUBE LMG WHEEL BRGS	/ /						.1
	32-5	MM 32-40-00	/ /						
321176+	32.180A	INSP/LUBE RMG WHEEL BRGS	/ /						.1
	32-5	MM 32-40-00	/ /						
322116+	32.390A	INSP/CK L BRAKE LININGS	/ /						.1
	32-11	MM 12-10-04	/ /						
322131+	32.390A	INSP/CK R BRAKE LININGS	/ /						.1
	32-11	MM 12-10-04	/ /						
322156+	32.410A	INSP/CL L ANTI-SKID DET	/ /						.1
	32-14	MM 5-20-04	/ /						
322171+	32.410A	INSP/CL R ANTI-SKID DET	/ /						.1
	32-14	MM 5-20-00	/ /						
322176+	32.420	FUNCT CK ANTI-SKID DETECT	/ /						.1
		MM 32-41-00	/ /						
322174+	32.425	DP CK ANTI-SKID LIGHTS	/ /						
		MM 5-20-04	/ /						
322191+	32.430	OPER CK LANDING GEAR NORM	/ /						
		MM 32-00-00	/ /						
322206+	32.440	DP CK EMER GEAR EXT CABLE	/ /						.1
		MM 5-20-00	/ /						
322201+	32.460	CK LANDING GEAR FREE FALL	/ /						
			/ /						
320678	32.550	DYE PENETRANT L WHEEL AXL	/ /						
		MM 5-20-04	/ /						
321178	32.550	DYE PENETRANT R WHEEL AXL	/ /						
		MM 5-20-04	/ /						
320800	32.560	CK L/H MAIN LANDING GEAR	/ /						
		MM 5-20-04	/ /						
321200	32.560	CK R/H MAIN LANDING GEAR	/ /						
		MM 5-20-04	/ /						
320607	32.570	LUB L/H ACTUATOR BOLTS	/ /						
	32-16	MM 12-20-00	/ /						
321107	32.570	LUB R/H ACTUATOR BOLTS	/ /						
	32-16	MM 12-20-00	/ /						
950941	32.570	SL WW-2494 L/H	/ /						
	32-16	SL WW-2494	/ /						
950942	32.570	SL WW-2494 R/H	/ /						
	32-16	SL WW-2494	/ /						
340121	34.060	DRAIN PITOT/STATIC SYSTEM	/ /						
	34-3	MM 34-10-00	/ /						

CONTINUED

*DE Alker*  
RS GFER 232 E



OPERATOR: ED-WES, INC.

REPORT DATE 01/11/90

WORK COMPLIANCE FORM NO.

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

(CONTINUED)

OPER02

AIRCRAFT REG.: N368MD

050300+ 150/300 HR INSPECTION

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.

29 29

DATE

HOURS

LANDINGS

CYCLES

4573

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 4

CODE NO.	WCF NO. CARD NO.	WORK DESCRIPTION REFERENCE	C/W DATE MO/ DAY/YR	C/W HOURS	C/W LANDINGS	ACTUAL MAN HOURS	TECHNICIAN	INSPECTOR	EST MH
520106+	52.010A 52-1	INS/LUB CABIN ENTR DOOR WCF 52.010A	4/30/90	4578.2	3154		DAI	Dick	
520116+	52.010B	OPER CK ENTRY DOOR MM 52-10-00	/ /						
530101+	53.010	INSP FUSELAGE (A) MM 5-20-02	/ /						
530116+	53.0201	INSP NOSE COMPT (A) MM 5-20-01.05	/ /						
530121+	53.0202	INSP NOSE COMPT (B) MM 5-20-01.05	/ /						
530131+	53.0301	INSP COCKPIT (A) WCF 53.0301	/ /						
530136+	53.0302	INSP COCKPIT (B) 53-1 MM 5-20-02	/ /						
530146+	53.0401	INSP CABIN (150HR) MM 5-20-02	/ /						
530161+	53.0501	INSP REAR COMPT (A) MM 5-20-02	/ /						
530166+	53.0502	INSP REAR COMPT (B) MM 5-20-05	/ /						
540101+	54.0101	INSP L ENG NAC/PYLON (A) 54-1 WCF 54.0101	/ /						
540121+	54.0101	INSP R ENG NAC/PYLON (A) 54-1 WCF 54.0101	/ /						
540106+	54.0102	INSP L ENG NAC/PYLON (B) 54-1 WCF 54.0102	/ /						.3
540126+	54.0102	INSP R ENG NAC/PYLON (B) 54-1 WCF 54.0102	/ /						.3
550101+	55.0101	INSPECT EMPENNAGE (A) 55-1 MM 5-20-06	/ /						
550106+	55.0102	INSPECT EMPENNAGE (B) 55-1 MM 5-20-06	/ /						
910200	55.040	SB 1124-55-020 REV 2 55-4 SB 1124-55-020	/ /						
570101+	57.0101	INSPECT LEFT WING (A) 57-1 MM 5-20-03	/ /						.1
570116+	57.0101	INSPECT RIGHT WING (A) 57-1 MM 5-20-03	/ /						.1
950569	57.0101	SL WW-2457 PART A,L/H 57-1 SL WW-2457	/ /						
950570	57.0101	SL WW-2457 PART A,R/H 57-1 SL WW-2457	/ /						
570104+	57.0102	INSPECT LEFT WING (B) 57-01 MM 5-20-03	/ /						
570119+	57.0102	INSPECT RIGHT WING (B) 57-01 MM 5-20-03	/ /						
570106+	57.020	INSP L AILERON BELLCRANK MM 5-20-03	/ /						
570120+	57.020	INSP R AILERON BELLCRANK MM 5-20-03	/ /						

CONTINUED

*[Handwritten Signature]*  
RS GFER 133E



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

REPORT DATE 01/11/90  
 MODEL: 1124A WESTWIND (CONTINUED)

WORK COMPLIANCE FORM NO.

050300+ 150/300 HR INSPECTION

OPER02

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

90011	WORK DUE AT			
	DATE	HOURS	LANDINGS	CYCLES
29 29		4573		

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 5

CODE NO.	WCF NO. CARD NO.	WORK DESCRIPTION REFERENCE	C/W DATE MO/ DAY/YR	C/W HOURS	C/W LANDINGS	ACTUAL MAN HOURS	TECHNICIAN	INSPECTOR	EST MH
710106+	71.0201 71-2	INSPECT LEFT ENGINE A SM 72-00-00	4 30 90	4578.2	3154		MAE	DEA	.1
713606+	71.0201 71-2	INSPECT RIGHT ENGINE A SM 72-00-00	/ /						.1
710108+	71.0202 71-2	INSPECT LEFT ENGINE B MM 5-20-07	/ /						
713608+	71.0202 71-2	INSPECT RIGHT ENGINE B MM 5-20-07	/ /						
710606+	71.030	INSP L FAN/ROTOR ASSY SM 72-00-00	/ /						
714106+	71.030	INSP R FAN/ROTOR ASSY SM 72-00-00	/ /						
730116+	73.140 73-8	INSP/REPL L FUEL FILTER SM 72-00-00	/ /						
732616+	73.140 73-8	INSP/REPL R FUEL FILTER SM 72-00-00	/ /						
790116+	79.100	SOAP CHECK L ENGINE SM 72-00-00	/ /						.1
791616+	79.100	SOAP CHECK R ENGINE SM 72-00-00	/ /						.1
790126+	79.120	INSP L ENG CHIP DETECTOR SM 72-00-00	/ /						
791626+	79.120	INSP R ENG CHIP DETECTOR SM 72-00-00	/ /						
950500 ( )	95.050 95-2	SL WW-2450B INSP NAEL CWL SL WW-2450B	/ /						
950920 ( )	95.090	SL WW-2492 HYD HOSE INSP SL WW-2492	/ /						

*J.E. Alkin*  
 RS GFEE 232  
 TOTAL ESTIMATED HOURS 4.1



THE ABOVE LISTED INSPECTIONS, TESTS, CHECKS AND/OR LIFE-LIMITED PARTS REPLACEMENTS WERE PERFORMED IN ACCORDANCE WITH THE INSTRUCTIONS AND PROCEDURES FOR THE CONDUCT OF INSPECTIONS DESCRIBED IN THE APPROVED INSPECTION PROGRAM FOR:

ED-WES, INC.	1124A WESTWIND	368	N368MD
-----	-----	-----	-----
OWNER/OPERATOR	AIRCRAFT MAKE	AIRCRAFT MODEL	AIRCRAFT REG. NO.

AND A SIGNED AND DATED LIST OF DEFECTS, IF ANY, FOUND DURING THE INSPECTION WAS GIVEN TO THE OWNER OR OPERATOR OF THE AIRCRAFT. REF WORK ORDER NO. 5900

050300+ 150/300 HR INSPECTION COMPLETED.

<u>4 30 90</u>	<u>4578.2</u>	<u>3154</u>		<i>J.E. Alkin</i>	<u>RS GFEE 232</u>
MO/ DAY/YR	AIRCRAFT HOURS	LANDINGS	HRS.THS	SIGNATURE	CERTIFICATE NUMBER



KIND OF CERTIFICATE

OPERATOR: ED-WES, INC.

REPORT DATE 01/11/90

WORK COMPLIANCE FORM NO.

10.010

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER02

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050300+ 150/300 HR INSPECTION

90011  
00-000  
29 29

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES
	4573		

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

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

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

TECHNICIAN SIGNATURE: Ag Air Inc. CERTIFICATE NUMBER: \_\_\_\_\_

INSPECTED BY: DZ. Alkin KIND OF CERTIFICATE: RS GEP 232E



TECHNICIAN INSPECTOR MAN-HOURS  
HRS.THS

LBR

100310 CHECK AIRWORTHY DIRECTIVES...MM 5-20-00.....

NO TEXT AVAILABLE AT THIS TIME.

OPERATOR: ED-WES, INC.

REPORT DATE 01/11/90

WORK COMPLIANCE FORM NO. 10.020

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER02

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050300+ 150/300 HR INSPECTION

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

90011	WORK DUE AT	* = APU HRS.		
00-000	DATE	HOURS	LANDINGS	CYCLES
29 29		4573		

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

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

TECHNICIAN SIGNATURE: Asst Dir Inc CERTIFICATE NUMBER: \_\_\_\_\_

INSPECTED BY: J. E. Alkin KIND OF CERTIFICATE: RS GFER 232 R



TECHNICIAN INSPECTOR MAN-HOURS  
HRB.THS

100320 CHECK SERVICE BULLETINS...MM 5-20-00..... J. E. Alkin

NO TEXT AVAILABLE AT THIS TIME.



OPERATOR: ED-WES, INC.

REPORT DATE 01/11/90

WORK COMPLIANCE FORM NO. 10.030

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER02

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050300+ 150/300 HR INSPECTION

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.

00-000

DATE

HOURS

LANDINGS

CYCLES

29 29

4573

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

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

TECHNICIAN SIGNATURE: Agro Air Inc CERTIFICATE NUMBER: \_\_\_\_\_

INSPECTED BY: D E Alkin KIND OF CERTIFICATE: RS GFEE 232 E



TECHNICIAN INSPECTOR MAN-HOURS  
HRS. THIS

D E Alkin

100330 CHECK SERVICE LETTERS...MM 5-20-00.....

NO TEXT AVAILABLE AT THIS TIME.

OPERATOR: ED-WES, INC.

REPORT DATE 01/11/90

WORK COMPLIANCE FORM NO.

12.010

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER02

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050300+ 150/300 HR INSPECTION

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.

00-000

DATE

HOURS

LANDINGS

CYCLES

29 29

4573

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

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

TECHNICIAN SIGNATURE: Aero Air Inc. CERTIFICATE NUMBER: \_\_\_\_\_

INSPECTED BY: DE. Alkin KIND OF CERTIFICATE: RS GPER 235 E



TECHNICIAN INSPECTOR MAN-HOURS  
HRS. THS

DE

120150 CHECK PRE-FLIGHT COMPLETE...MM 5-30-00.....

NO TEXT AVAILABLE AT THIS TIME.