# **© CAMP SYSTEMS,**

## COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR ED WES - INC.

WORK COMPLIANCE FORM NO.

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY

32.190

AIHUHAFT NO .:

368

MODEL: 1124A WESTWIND

AIRCRAFT REG .: N368MD ISSUED 07-88 REV. 12-88 89192 WORK DUE AT = APU HRS.

PAGE 1

32-022	DATE	Е НО	DURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RE	ETURN CARE	ON COPY 1	ro esi foi	R UPDATING.
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NOTE	: THE FO	LLOWING ADD	ITIONAL W	CF(S) ARE R	EQUIRED TO F	PERFORM THIS TASK 32.TO	01, 32,410.			
TO F	IGURES 1	AND 2 DN CAI	RD 32-5)			TION, INSPECT/LUBE WHEE				OLTS (REFER
		FER TO FIGU								

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.TO1.

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

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



OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 32.190

AIRCRAFT NO.:

348

MODEL: 1124A WESTWIND

WORK COMPLIANCE FURIN NO

PAGE 2

AIRCRAFT REG.: N368MD

155UED 07-88 REV. 12-88

(CONTINUED)

89192 WORK DUE AT \* = APU HRS. RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY

32-022 DATE HOURS LANDINGS CYCLES FOR YOUR RECORDS, RETURN CARBON COPY TO CSI FOR UPDATING.

UNSCHEDULED

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

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

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

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

#### B INSTALLATION

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

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

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

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

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

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

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

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

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

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

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OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 32.190

AIRCRAFT NO.: 368

MODEL: 1124A HESTHIND

(CONTINUED)

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 12-88

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89192	WORK DUE AT * = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP	
32-022	DATE	HOURS LANDINGS		CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
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67 67			İ		ONSCREDULED

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

NOTE: 1. INFLATION GAS IS NITROGEN.

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

A/C MAX. T/D	A/C WEIGHT	A/C WEIGHT
WEIGHT	ON WHEELS	OFF WHEELS
22,850 POUNDS	150 PSI	143 PSI
23,500 POUNDS	154 PSI	147 PSI
24.150 POUNDS	159 PST	(52 PRI

11. INSTALL VALVE CAP ON VALVE ASSEMBLY.

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

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

320676, 321176

C INSPECT/LUBE MAIN WHEEL BEARINGS

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

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

320686, 321186

D REPLACE MAIN WHEEL BOLTS (REFER TO FIGURE 1)

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

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

320681, 321181

ITEM 2 - MAIN GEAR TIRE - REMOVAL AND INSTALLATION

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

A REMOVAL (REFER TO FIGURE 2)

1. REMOVE WHEEL. REFER TO ITEM 1.

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

2, REMOVE HEAT SHIELD AS FOLLOWS!

#### COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC.

MODEL: 1124A HESTHIND

WORK COMPLIANCE FORM NO. 32.190

(CONTINUED)

AIRCRAFT NO.: 368
AIRCRAFT REG.: N368MD

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89192	WORK DUE AT		* = APU HRS.	Y	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY
35-055	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
29 29					UNSCHEDULED

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

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

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

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

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

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

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

NOTE: BEARING CUPS ARE SHRUNK FIT INTO WHEEL HALVES AND SHOULD NOT BE RENOVED 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 HORE THAN 20 MINUTES BEFORE REMOVING CUP. SUPPORT THE WHEEL HUB WHILE REMOVING CUP.

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

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

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

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

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

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

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

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

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

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

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OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO.

(CONTINUED)

DACE 5

32.190

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

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89192	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY
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<i>2</i> 9 <b>29</b>					UNSCHEDULED

FOREIGN OBJECTS, LODSE BALANCE PATCHES, ETC.

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

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

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

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

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

WARNING: PLACE WHEEL IN AN INFLATION CAGE FOR INITIAL INFLATION. DO NOT INFLATE TIRE IN EXCESS OF FULL

OPERATING PRESSURE TO SEAT THE BEADS. REDUCE TIRE PRESSURE TO RECOMMENDED STORAGE PRESSURE UNTIL

WHEEL/TIRE ASSEMBLY IS READY FOR TESTING. TIRE AND/OR WHEEL FAILURE MAY DCCUR, CAUSING INJURY TO

PERSONNEL OR DAMAGE TO EQUIPMENT IF TIRE IS INFLATED FROM ANY HIGH PRESSURE SOURCE. TIRE AND WHEEL

ASSEMBLIES MUST BE SERVICED WITH INFLATION EQUIPMENT THAT HAS BEEN SPECIFICALLY DESIGNED FOR THIS

OPERATION.

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

NOTE: 1. INFLATION GAS IS NITROGEN.

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

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

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

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

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

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

17. INSTALL WHEEL. REFER TO ITEM 1.

OPERATOR: ED-WES, INC.		WORK C	COMPLIANCE FOR MIRE	32.190
AIRCRAFT NO.: 368	MODEL: 1124A WES	STWIND		
AIRCRAFT REG.: N368MD	ISSUED 07-88 RE	EV. 12-88		PAGE 1
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NOTE: THE FOLLOWING ADDITIONA	L WCF(S) ARE REQUIRED TO	PERFORM THIS TASK 32.T01, 3	32.410.	
ITEM 1 - MAIN LANDING GEAR WHE TO FIGURES 1 AND 2 ON CARD 32- EQUIPMENT/CONSUMABLES: TORQUE A REMOVAL (REFER TO FIGURES 1	-5) E WRENCH O TO 400 INCHPBU			
NOTE: BE EXTREMELY CAREFUL		EEL FROM ITS AXLE. DO NOT		

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.TO1.

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

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

OPERATOR: ED-WES, INC.

MODEL: 1124A WESTWIND

WORK COMPUARCE FUNE NO.

32.190

AIRCRAFT NO. 368 AIRCRAFT REG.: N368MD

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APU HPS HOURS LANDINGS

RECORD TIME WORK ACCOMPLISE: LIFE BY

PAGE 2

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WORK DUE AT FOR YOUR RECORDS HE TEST CARDED 32-022 29 29 UNSCHEDULED

ISSUED 07-88

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.

REV. 12-88

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

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

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

#### **B INSTALLATION**

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

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

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

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

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

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

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

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

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

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

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORMING

32.190

AIRCRAFT NO. 368
AIRCRAFT REG. N368MD

MODEL: 1124A HESTHIND

(CONTINUED)

89017 WORK DUE AT

ISSUED 07-88 REV. 12-88

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PAGE 3

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	29 29					UNSCHEDULED
_	32-022	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS, RETURN CARBON NO.
	89017	WORK DUE AT		* = APU HRS.		RECORD TIME WORK AUCOMPUISHED FOR S

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

NOTE: 1. INFLATION GAS IS NITROGEN.

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

A/C MAX. T/O	A/C WEIGHT	A/C WEIGHT
WEIGHT	ON WHEELS	OFF WHEELS
22.850 POUNDS	150 PSI	143 PSI
23.500 POUNDS	154 PSI	147 PSI
24.150 POUNDS	159 PSI	152 PSI

11. INSTALL VALVE CAP ON VALVE ASSEMBLY.

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

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

320676, 321176

C INSPECT/LUBE MAIN WHEEL BEARINGS

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

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

320686, 321186

D REPLACE MAIN WHEEL BOLTS (REFER TO FIGURE 1)

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

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

320681, 321181

ITEM 2 - MAIN GEAR TIRE - REMOVAL AND INSTALLATION

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

A REMOVAL (REFER TO FIGURE 2)

1. REMOVE WHEEL. REFER TO ITEM 1.

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

2. REMOVE HEAT SHIELD AS FOLLOWS:

OPERATOR: ED-WES, INC.

MODEL: 1124A WESTWIND

WORK COMPLIANCE FRANK ACE.

32.190

AIRCRAFT NO. 368 AIRCRAFT REG : N368MD

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PAGE 4

RECORD TIME WORK ACCOST CREET COR FOR YOUR RECORDS OF TERM CARBOLIC = APU HPS. 89017 WORK DUE AT LANDINGS DATE **32-055** 29 29 UNSCHEDULED

ISSUED 07-88

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

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

REV. 12-88

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

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

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

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

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

NOTE: BEARING CUPS ARE SHRUNK FIT INTO WHEEL HALVES AND SHOULD NOT BE REMOVED UNLESS REPLACEMENT IS NECESSARY. IF A BEARING CUP IS TO BE REPLACED, HEAT THE WHEEL HALF TO 149 DEGREES C (300 DEGREES F) MAXIMUM FOR NOT MORE THAN 20 MINUTES BEFORE REMOVING CUP. SUPPORT THE WHEEL HUB WHILE REMOVING CUP.

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

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

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

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

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

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

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

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

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

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

OPERATOR: ED-HES, INC.

WORK COMPLIANCE FOR ALCO

32.190

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND ISSUED 07-88 REV. 12-88 (CONTINUED)

PAGE 5

AIRCRAFT	REG.: N368MD		ISSUE	07-88	REV. 12-88	PAGE 5
89017	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMP, WHICH IS NOT	
32-022	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS, RETURN, CARBON C	AGN RONGERS ATTICLE
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FOREIGN OBJECTS, LOOSE BALANCE PATCHES, ETC.

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

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

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

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

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

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

- 13. INFLATE TIRE TO THE RECOMMENDED OPERATING PRESSURE, AND ALLOW TO REMAIN IN THE INFLATION CAGE FOR FIVE TO TEN MINUTES. REFER TO CHART BELOW.
  - NOTE: 1. INFLATION GAS IS NITROGEN.
    - 2. TIRE PRESSURE WILL CHANGE APPROXIMATELY 1.5 PSI FOR EACH 5 DEGREES F OF TEMPERATURE. FOR COLD WEATHER TIRE PRECAUTIONS, REFER TO S.I.L. NO.11.

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

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

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

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

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

17. INSTALL WHEEL. REFER TO ITEM 1.

320671, 321171

## COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-HEST, INC. WORK COMPLIANCE FORM NO.

AIRCRAFT NO 348 MODEL: 11244 HESTHIND 32.190

AITIOTIAL	110 200		IVIODEL	· TIEAW MEG:	HANG
AIRCRAFT	REG.: N368MD		ISSUED	07-88 RE	7. 12-88 PAGE 1
88349	WORK DUE AT	* = A	PU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COP
32-022	DATE	HOURS LAI	NDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
29 29			<i>j</i> / /	1/00	UNSCHEDULED
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29 29	UNSCHEDULED
WORK ACCOMPLISHED: DATE: MONTH	AIRCRAFT HOURS: 4/27 LANDINGS: 2632
	CERTIFICATE NUMBER: 560767740
INSPECTED BY:	KIND OF CERTIFICATE:
***************************************	***************************************
321171 PART NAME: RIGHT MAIN GEAR WHEEL	MM 32-40-00 ()
REASON REHOVED: (CHECK ONE)	TECHNICIAN: INSP:
TIME A() FAIL B() WORN C() LOANER D() BCHED CONV.E() MO	7
PART RENDVED: PART NUMBER 5002806-2	
PART INSTALLED: PART NUMBER	D SERIAL NUMBER: JUN 88-470
TIME SINCE NEW: HRSLDGSMOST	IME SINCE OVERHAUL: HRSLDGSMOS
WARRANTY TIME REMAINING: HRB LDGS MOS NOS NOS NOS NOS NOS NOS NOS NOS NOS N	TECHNICIAN INSPECTOR MAN-HOURS
321186 REPLACE RIGHT MAIN WHEEL BOLTSNO REF	R P
***************************************	***************************************
321181 PART NAME: RIGHT MAIN GEAR TIRE REASON REMOVED: (CHECK ONE) TIME A() FAIL B() WORN C() LOANER D() SCHED CONV E() MO	MM 32-40-00 TECHNICIAN:INSP: D G() SERVICE K() ENG CHG L() TIRE CHG H() DAMAGED T()
PART REMOVED: PART NUMBER UNK	
PART INSTALLED: PART NUMBER 249 K83-3	SERIAL NUMBER: 80050605
TIME SINCE NEW: HRSLDGSMOST	IME SINCE OVERHAUL: HRSLDGSNOS

NOTE: THE FOLLOWING ADDITIONAL WCF(8) ARE REQUIRED TO PERFORM THIS TASK 32.701, 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)

WARRANTY TIME REMAINING: HRS\_\_\_\_\_LDGS\_\_\_\_MOS\_\_\_\_\_MAN-HDURS: HRS\_\_\_\_\_TENTHS\_\_\_\_\_PRICE: \$\_\_\_\_\_ 

EQUIPMENT/CONBUMABLES: TORQUE WRENCH O 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.

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

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



OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO.

32.190

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

(CONTINUED)

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 12-88

PAGE 2

88349 WORK DUE AT

\* = APU HRS.

DATE HOURS LANDINGS CYCLES

PAGE 2

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

UNBCHEDULED

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

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

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

- 7. REHOVE AXLE NUT AND WASHER. REHOVE MAIN WHEEL ASSEMBLY FROM AIRCRAFT. REHOVE BEARING CONES AND BEARING SEALS.
- 8. INSPECT/LUBE MAIN WHEEL BEARINGS. REFER TO STEP C.
- 9. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.
- **B INSTALLATION** 
  - 1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
  - 2. PACK BEARING COMES AND COAT BEARING CUPS AND LIPS OF BEARING SEAL WITH CLEAN BEARING GREASE, SPECIFICATION MIL-G-81322. APPLY GREASE SPARINGLY BUT THOROUGHLY. DO NOT OVERLUBRICATE.

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

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

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

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

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

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

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

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

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

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OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO.

32.190

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

(CONTINUED)

AIRCRAFT REG.: N348ND

ISSUED 07-88 REV. 12-88

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88349	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TA	
32-02	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO C	SI FOR UPDATING.
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29 29					UNSCHEDULED	

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

NOTE: 1. INFLATION GAS IS NITROGEN.

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

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

11. INSTALL VALVE CAP ON VALVE ASSEMBLY.

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

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

320676, 321176

C INSPECT/LUBE MAIN WHEEL BEARINGS

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

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

320686, 321186

D REPLACE MAIN WHEEL BOLTS (REFER TO FIGURE 1)

EQUIPMENT: BOLTS P/N GY186-36, SELF-LOCKING NUTB P/N GYN186, COUNTERSUNK WASHERB P/N GWM182-6

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

320681, 321181

ITEM 2 - MAIN GEAR TIRE - REMOVAL AND INSTALLATION

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

A REMOVAL (REFER TO FIGURE 2)

1. REMOVE WHEEL. REFER TO ITEM 1.

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

2. REMOVE HEAT SHIELD AS FOLLOWS:



OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO.

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

(CONTINUED)

PAGE 4

32.190

AIRCRAFT REG.: N368ND ISSUED 07-88 REV. 12-88 88349 WORK DUE AT RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY \* = APU HBS FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING. HOURS LANDINGS CYCLES 132-022 29 29 UNSCHEDULED

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

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

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

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

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

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

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

NOTE: BEARING CUPS ARE SHRUNK FIT INTO WHEEL HALVES AND SHOULD NOT BE REMOVED UNLESS REPLACEMENT IS NECESSARY. IF A BEARING CUP IS TO BE REPLACED, HEAT THE WHEEL HALF TO 149 DEGREES C (300 DEGREES F) MAXIMUM FOR NOT MORE THAN 20 MINUTES BEFORE REMOVING CUP. SUPPORT THE WHEEL HUB WHILE REMOVING CUP.

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

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

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

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

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

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

CAUTION: EQUALIZE PACKING AROUND PACKING GRODVE. BE CAREFUL THAT IT IS NOT STRETCHED OR TWISTED.

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

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

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

OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO.

32.190

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

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AIRCRAF	TREG.: N368HD		ISSUE	0 07-88 RE	7. 12-88	PAGE 5
88349	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TA	
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29 29					UNSCHEDULED	

FOREIGN OBJECTS, LOOSE BALANCE PATCHES, ETC.

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

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

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

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

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

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

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

NOTE: 1. INFLATION GAS IS NITROGEN.

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

A/C HAX. T/D	A/C WEIGHT	A/C WEIGHT		
WEIGHT	ON WHEELS	OFF WHEELS		
22.850 POUNDS	150 PSI	143 PSI		
23.500 POUNDS	154 PSI	147 PSI		
24,150 POUNDS	159 PSI	152 PSI		

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

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

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

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

17. INSTALL WHEEL. REFER TO ITEM 1.



DATE

#### COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

WORK COMPLIANCE FORM NO.

FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING

32.390

AIRCRAFT NO.: 368

32-049

OPERATOR: ED-WES, INC.

MODEL: 1124A WESTWIND

CYCLES

AIRCRAFT REG.: N368MD ISSUED 07-88 WORK DUE AT 89313 = APU HRS RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY

LANDINGS

HOURS

PAGE 1

67 67	UNSCHEDULED
HURK ACCOMPLISHED: DATE: MONTH 12 DAY 7 YEAR 8	7 AIRCRAFT HOURS: 4436 LANDINGS: 2994
	CERTIFICATE NUMBER: 560767740
INSPECTED BY: All Junes	KIND OF CERTIFICATE: ATP
322113 PART NAME: LEFT MAIN GEAR BRAKE UNIT REASON REMOVED: (CHECK ONE) TIME A() FAIL B() WORN C () LOANER D() SCHED CONV E()	MM 32-40-00 TECHNICIAN: INSP: MOD G() SERVICE K() ENG CHG L() TIRE CHG M() DAMAGED T()
PART REMOVED: PART NUMBER 50033 40	SERIAL NUMBER:
PART INSTALLED: PART NUMBER 5002805-3	SERIAL NUMBER: TV6 81-136/R12067
	TIME SINCE OVERHAUL: HRSLDGSMOS
WARRANTY TIME REMAINING: HRSLDGSMOS SIGNOFF ANY WORK ACCOMPLISHED BELOW.	MAN-HOURS: HRSTENTHSPRICE: \$ 3104  TECHNICIAN INSPECTOR MAN-HOURS HRS.THS
	******************************
322128 PART NAME: RIGHT MAIN GEAR BRAKE UNIT REASON REMOVED: (CHECK ONE)	MM 32-40-00 TECHNICIAN:INSP:
	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: HRSLDGSMDS	TIME SINCE OVERHAUL: HRSLDGSMOS
WARRANTY TIME REMAINING: HRSLDGSMOS ********************************	MAN-HOURS: HRSTENTHSPRICE: \$

## A REMOVAL

- 1. JACK MAIN WHEEL. REFER TO WORK COMPLIANCE FORM 32.TO1.
- 2. REMOVE MAIN WHEEL. REFER TO WORK COMPLIANCE FORM 32.180, 32.190.

NOTE: RELEASE PARKING BRAKES.

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

BOLT P/N NAS6705U8 (AS REQUIRED)

- 5. EASE BRAKE UNIT ASSEMBLY OFF AXLE AND REMOVE BRAKE UNIT ASSEMBLY.
- 6. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

#### B INSTALLATION

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

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

EQUIPMENT/CONSUMABLES: TORQUE WRENCH O TO 144 INCH-POUNDS, GREASE MIL-G-81322, O-RING P/N 9510672 (AS REQUIRED),

MAIN GEAR BRAKE UNIT - REMOVAL AND INSTALLATION, INSPECT/CHECK (REFER TO ILLUSTRATION ON CARD 32-11)

NOTE: NEW BOLTS P/N NAS6705U8, POST SERVICE LETTER NO.WW-24103, MUST BE INSPECTED AT EACH BRAKE OVERHAUL USING DYE CHECK FOR ZYGLO INSPECTION METHOD. ANY BOLTS EXHIBITING CRACKS, STRIPPED OR CROSSED THREADS OR ANY << CONTINUED >> COPYRIGHT 1987 CAMP SYSTEMS, INC.



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

WORK COMPLIANCE FORM NO.

32.390

MODEL: 1124A WESTWIND

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	89313	WORK DUE AT		* = APU HRS		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY
	32-049	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
1						
	29 29					UNSCHEDULED

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

- 2. CLEAN SURFACES OF TORQUE TUBE SUBASSEMBLY THAT CONTACT STRUT TORQUE PLATE AND APPLY A LIGHT COAT OF GREASE, SPECIFICATION MIL-G-81322 TO CONTACTING SURFACE.
- 3. SLIDE BRAKE ASSEMBLY ONTO AXLE BEING CAREFUL TO AVOID DAMAGE TO AXLE THREADS.
- 4. POSITION BRAKE ASSEMBLY ON AXLE FLANGE SO THAT ONE BEARING STUD IS IN THE TOP HOLE. SECURE WITH BOLTS P/N NAS6705UB, WASHERS AND NUTS. DRY TDRQUE 120 TO 144 INCH-POUNDS.

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

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

#### 322116, 322131

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



OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO.

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY

32.390

PAGE 1

AIRCRAFT NO.: 368 AIRCRAFT REG.: N368HD

88349 WORK DUE AT

MODEL: 1124A WESTWIND

\* = APU HRS.

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29 29	1			CYCLES				
67 67						UNSCHEDU	KED	
WORK ACCOME	PLISHED: DA	TE: MONTH	6 DAY 9	YEAR 89	AIRCRAFT HOURS:	4272.1	LANDINGS:_	2800
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INSPECTED E	3Y:				KIND OF CERTIFICA		1 .	
322113 REASON RENO TIME A( ) F	PART NAME OVED: (CHEC FAIL B( ) W	: LEFT MAIN K DNE) DRN C( ) LO	GEAR BRAKE UI	NIT Rotors ED CONV E()	KOD G( ) SERVICE K(	MM 32- Techni ) eng Chg L( )	-40-00 CIAN: // TIRE CHG M(	INSP: 27
PART REMOVE	D: PART	WUMBER	500334	10	SERIAL NUMBE	r: <u>N/k</u>		
PART INSTAL	LED: PART	NUMBER 600	500334	18	SERIAL NUMBER	r: <u>N/A</u>		
TIME SINCE	NEH: HR8	LDG	SM	09	TIME SINCE OVERHAUL	HRS	_LDG8	NO6
SIGNOFF ANY	WORK ACCO	MPLISHED BEI	LOW.		MAN-HOURS: HRS	TECHNIC	CIAN INSPECTOR	MAN-HOUR HRS.THS
					******			
	PART NAME	RIGHT HAI	N GEAR BRAKE I			MN 32-	-40-00 ICIAN:	
•			ANER D( ) BCH	ED CONV E( )	MOD G( ) SERVICE K(			
PART REMOVE	DI PARTI	NUMBER			SERIAL NUMBE	R:		
DADT THREAT	IER+ DART							
PAKI INSTAL	LED. PRRI	NUMBER			SERIAL NUMBER	R:		
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TIME SINCE	NEH: HRB	LDG	SN	08		+ HRS	LDG8	HOS
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TIME SINCE WARRANTY TI ************************************	NEW: HRS THE REMAINING 1888-1888-1881 122128 THE FOLLOWING THE BRAKE UNITED	LDG: NG: HRS  C ADDITIONAL T - REMOVAL ES: TORQUE	SNI LDGS LHCF(S) ARE I	MOS MOS REQUIRED TO F	TIME SINCE OVERHAUL  MAN-HOURS: HRS  ERFORM THIS TASK 32.  //CHECK (REFER TO ILL)  DS. GREASE HIL-G-813	TENTHS TENTHS TO1, 32.400, 3	PRICE: \$	HOS

3. DISCONNECT AND CAP HYDRAULIC LINES FROM BRAKE PORTS.

NOTE: RELEASE PARKING BRAKES.

- 4. REMOVE NUTS, WASHERS AND BOLTS SECURING BRAKE UNIT ASSEMBLY TO TORQUE PLATE.
- 5. EASE BRAKE UNIT ASSEMBLY OFF AXLE AND REMOVE BRAKE UNIT ASSEMBLY.
- 6. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

## B INSTALLATION

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

NOTE: NEW BOLTS P/N NAS6705U8, POST SERVICE LETTER NO.WW-24103, MUST BE INSPECTED AT EACH BRAKE OVERHAUL USING DYE CHECK FOR ZYGLO INSPECTION METHOD. ANY BOLTS EXHIBITING CRACKS, STRIPPED OR CROSSED THREADS OR ANY COPYRIGHT 1988 CAMP SYSTEMS, INC. << CONTINUED >>



OPERATOR: \_ED-WEST, INC.

WORK COMPLIANCE FORM NO.

32.390

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

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AIRCRAFT	REG.: N368MD		ISSUEI	) 07-88 REV	·	PAGE 2
88349	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK.	KEEP TOP COPY
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29 29					UNSCHEDULED	

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

- 2. CLEAN SURFACES OF TORQUE TUBE SUBASSEMBLY THAT CONTACT STRUT TORQUE PLATE AND APPLY A LIGHT COAT OF GREASE, SPECIFICATION MIL-G-81322 TO CONTACTING SURFACE.
- 3. SLIDE BRAKE ASSEMBLY ONTO AXLE BEING CAREFUL TO AVOID DAMAGE TO AXLE THREADS.
- 4. POSITION BRAKE ASSEMBLY ON AXLE FLANGE SO THAT ONE BEARING STUD IS IN THE TOP HOLE. SECURE WITH BOLTS P/N NAS6705US, WASHERS AND NUTS. DRY TORQUE 120 TO 144 INCH-POUNDS.

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

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

#### 322116, 322131

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

DATE

## COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO.

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

32.390

MODEL: 1124A WESTWIND

CYCLES

AIRCRAFT REG.: N368HD 87164 | WORK DUE AT

AIRCRAFT NO.: 368

32-049

MD ISSUED 07-88 REV.

HOURS

\* = APU HRS

LANDINGS

PAGE 1

29 29				UNSCHEDULED	
WORK ACCOMPLISHED: DA	TE: HONTH	/ / / / / / / / / / / / / / / / / / /	29 AIRCRAFT HOURS: 9		
TECHNICIAN SIGNATURE:		Mylam	CERTIFICATE NUMBER:	56076779	10
INSPECTED BY:	(LK)	Home	KIND OF CERTIFICATE:	ATP	
**********	********	************		***************	*******
322113 PART NAME	ELEFT MAIN GEAR I	RAKE UNIT		MM 32-40-00	
REASON REMOVED: (CHEC	K DNE)			TECHNICIAN:	_ INSP:
TIME A( ) FAIL B( ) W	IORN C( ) LOANER D	) SCHED CONV E (	) MOD G( ) SERVICE K( ) EN	IG CHG L() TIRE CHG M	( ) DAMAGED T(
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PART INSTALLED: PART	NUMBER		SERIAL NUMBER:		
TIME SINCE NEW: HRS_	LDGS	MOS	TIME SINCE DVERHAUL: HR	RSLDGS	aoM
WARRANTY TIME REMAINS	NG: HRSLDG!	MOS	MAN-HOURS: HRST	TENTHSPRICE: \$_	
SIGNOFF ANY WORK ACCO	MPLISHED BELOW.			TECHNICIAN INSPECT	OR MAN-HOURS HRS.THS
322116 INSPECT/CHE	CK LEFT BRAKE LIN	NGSMM 12-10-0	4	····	
322128 PART NAME REASON REMOVED: JONES	RIGHT MAIN GEAR	BRAKE UNIT		MM 32-40-00	INSP:
TIME A() FAIL B	IORN CX LOANER D	) SCHED CONV E(	) MOD G( ) SERVICE K( ) EN	IG CHG L() TIRE CHG	( ) DAMAGED T(
			SERIAL NUMBER:	_	
PART INSTALLED: PART	NUMBER <u>5002</u>	805-3	SERIAL NUMBER:	R10392-1	7 
TIME SINCE NEW: HR6_	LDGS	MOS	TIME SINCE OVERHAUL: HF	RSLDGS	MOS
WARRANTY TIME REMAINS	NG: HRSLDG	SNOS	MAN-HOURS: HRS1	FENTHSPRICE: \$	***********
NOTE: THE FOLLOWIN	IG ADDITIONAL HCF(	3) ARE REQUIRED T	O PERFORM THIS TASK 32.TOI	32.400, 32.180, 32.19	70.
	.ES: TORQUE WRENCI		ECT/CHECK (REFER TO ILLUSTF OUNDS, GREASE MIL-G-81322, ED)		3 REQUIRED),
A REMOVAL					
A LACH MATE INTE	n accepto unby	COMPLIANCE FORM	79 TA1		

3. DISCONNECT AND CAP HYDRAULIC LINES FROM BRAKE PORTS.

NOTE: RELEASE PARKING BRAKES.

- 4. REMOVE NUTS, WASHERS AND BOLTS SECURING BRAKE UNIT ASSEMBLY TO TORQUE PLATE.
- 5. EASE BRAKE UNIT ASSEMBLY OFF AXLE AND REMOVE BRAKE UNIT ASSEMBLY.

2. REMOVE MAIN WHEEL. REFER TO WORK COMPLIANCE FORM 32.180. 32.190.

6. RECORD PART NUMBER. SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

## **B INSTALLATION**

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

NOTE: NEW BOLTS P/N NAS6705UB, POST SERVICE LETTER NO.WW-24103, MUST BE INSPECTED AT EACH BRAKE OVERHAUL USING DYE CHECK FOR ZYGLO INSPECTION METHOD. ANY BOLTS EXHIBITING CRACKS, STRIPPED OR CROSSED THREADS OR ANY COPYRIGHT 1989 CAMP SYSTEMS, INC.



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

368

MODEL: 1124A WESTWIND

WORK COMPLIANCE FORM NO.

32.390

(CONTINUED)

AIRCRAFT	REG.: N368MD		ISSUEI	) 07-88 REV	PAGE 2
89164	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY
32-049	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
29 29					UNSCHEDULED

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

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

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

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

#### 322116, 322131

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

OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO.

32.520

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD ISSUED 12-88 REV.

88349 WORK DUE AT \*= APU HRS. RE

PAGE 1

88349	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY
32-064	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
29 29					IMPAIPRILES
27 27	<u> </u>				UNSCHEDULED

(900280) ( ) SB WH.24-28A

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320120

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TABK 32,T01, 32.040, 32.050.

2. P/N E812854-501 IS INSTALLED, INITIAL INSPECTION AT 1500 HRB.

INSPECT NOSE GEAR DUTER STRUT-BODY FORGING (REFER TO FIGURES 1 AND 2 DN CARD 32-15)

EQUIPMENT/CONSUMABLES: 10 POWER MAGNIFYING GLASS, .157 INCH ROTARY FILE, 400 GRIT PAPER, ALODINE 1201, PRIMER CAT-A-LAC NO.462-12-1A, WHITE POLYURETHANE CAT-A-LAC NO.643-3-23

NOTE: IT IS SUGGESTED THAT COMPLIANCE WITH THIS SERVICE BULLETIN BE COORDINATED WITH THE ACCOMPLISHMENT OF SERVICE LETTER NO.4W-2491.

- 1. TURN OFF BATTERY AND ELECTRIC MASTER SWITCHES AND ENSURE THAT EXTERNAL POWER HAS BEEN DISCONNECTED. DEPLETE HYDRAULIC SYSTEM PRESSURE.
- 2. JACK AIRCRAFT. REFER TO WORK COMPLIANCE FORM 32.TO1.
- 3. REMOVE AND DISASSEMBLY MOSE LANDING GEAR ASSEMBLY. REFER TO MORK COMPLIANCE FORM 32.050. DISASSEMBLY MAY BE LIMITED TO REMOVING OUTER STRUT BODY FORGING FROM OTHER COMPONENTS.
- 4. CLEAN DUTER STRUT BODY AND STRIP PAINT FROM AREAS TO BE INSPECTED. REFER TO FIGURE 1.
- 5. INSPECT THE FOLLOWING AREAS FOR CRACKS AND/OR CORROSION USING DYE PENETRANT OR FLUORESCENT INSPECTION METHOD AND A 10 POWER MAGNIFYING GLASS:
  - AREA A ROOTS OF LUG WHERE RETRACTION CYLINDER ATTACHES TO OUTER STRUT BODY.
  - AREA B THE AREA WHERE THE UPPER BEARING RETAINING NUT THREADS HEET THE THREADED HOLE FOR THE RETAINING NUT LOCK SCREW.
  - AREA C THE UPPER BEARING BORE SHOULDER AREA. THIS INSPECTION IS REQUIRED ON P/N ES12854-1 OR STRUTS HANDFACTURED FROM 7079-T6 ALUMINUM ALLOY ONLY.

NOTE: THE DUTER STRUT BODY FORGING IS DISQUALIFIED FOR FURTHER FLIGHT IF A CRACK IS DETECTED IN ANY OF THE THREE AREAS UNLESS IT CAN BE BLENDED OUT IN ACCORDANCE WITH THE REWORK LIMITS OF STEP 6 OF THIS SERVICE BULLETIN. CORROSION IN EXCESS OF THE LIMITS OF STEP 6 WILL ALSO DISQUALIFY THE OUTER STRUT BODY FOR FLIGHT.

- 6. CRACKS OR CORROSION FOUND IN THE AFORE METHIONED INSPECTION MAY BE BLENDED OUT WITH A .157 INCH DIAMETER ROTARY FILE AND THEN POLISHED WITH 400 GRIP PAPER AS LONG AS THEY DO NOT EXCEED THE FOLLOWING LIMITS.
  - A. CORROSION IN THE BEARING BORE SHOULDER MAY NOT EXCEED A DEPTH OF .039 INCHES.
  - B. CRACKS MAY NOT EXCEED .118 INCHES IN LENGTH AND .039 INCHES IN DEPTH.
  - C. TREAT ALL REWORKED AREAS WITH ALODINE 1201.
- 7. REWORK OF AREAS A AND B MUST BE ACCOMPLISHED TO REMOVE CRACKS AND MAY ALSO BE ACCOMPLISHED TO RELIEVE STRESS THAT COULD CAUSE CRACKING IN THE FUTURE. REFERENCE FIGURE 2. (REWORK WILL NOT BE NECESSARY IF IT HAS ALREADY BEEN ACCOMPLISHED.)
- 8. ACCOMPLISH REWORK TO AREA A AS FOLLOWS:
  - A. INCREASE DEPTH OF CUT AT LUG WHERE RETRACTION CYLINDER ATTACHES BY .098 INCH. ROOT CORNERS OF CUT SHOULD BE A RADIUS OF .098 + OR -.02 INCH. REFER TO FIGURE 2.



OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO.

32.520

AIRCRAFT NO.: 368

MODEL: 1124A WESTHIND

(CONTINUED)

AIRCRAFT	REG.: N368ND		ISSUE	D 12-88 RE	V. PAGE 2	
88349	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COP	·Υ
32-064	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.	
29 29					UNSCHEDULED	

NOTE: IT MAY BE NECESSARY TO PENETRATE THE WEB PORTION OF THE STRUT WHILE ACCOMPLISHING THE ABOVE STEP. PENETRATION INTO THE WEB IS ALLOWED TO A MAXIMUM DEPTH OF .062 INCH.

- B. REINSPECT CUT AREA FOR CRACKS BEFORE POLISHING.
- C. POLISH CUT AREA WITH 400 GRIT PAPER.
- D. TREAT BARE METAL WITH ALODINE 1201.
- 9. ACCOMPLISH REWORK OF AREA B AS FOLLOWS:
  - A. DRILL AND REAM LOCK BCREWHOLE, THROUGH DUTER STRUT BODY, TO A DIAMETER OF .211 + .008 INCH.

- .000

NOTE: THE UPPER BEARING RETAINING NUT LOCKSCREW HOLE MAY BE MISALIGNED IN ITS BOSS BY A MAXIMUM OF .087 INCH WITHOUT REDUCING THE EDGE DISTANCE BELOW MINIMUM.

- B. RETHREAD HOLE WITH 1/4-28UNF BOTTOMING TAP TO A DEPTH OF .177 + .02 .00 INCH FROM OUTER BURFACE. THE REMAINDER OF THE HOLE IS LEFT SMOOTH AND UNTHREADED.
- C. CHAMFER BOTH ENDS OF HOLE (INSIDE AND OUTSIDE) TO A 45 DEGREE ANGLE. OUTSIDE BEVEL TO BE .020 INCHES DEEP.

  INSIDE BEVEL TO BE .039 INCHES DEEP.
- D. CAREFULLY CLEAN ANY BURRS FROM HOLE AND THREADS, ESPECIALLY AT HOLE/THREAD INTERSECTION.
- E. REINSPECT AREA FOR CRACKS.
- F. POLISH HOLE AND CHAMFERED AREAS.
- G. TREAT AREA WITH ALODINE 1201.
- H. REPAINT STRIPPED AREAS OF FORGING AS FOLLOWS:
  - (1) ENSURE THAT ALL BARE AREAS HAVE BEEN TREATED WITH ALODINE 1201.
  - (2) PRIME AREAS WITH FLUID RESISTANT PRIMER CAT-A-LAC NO.462-12-1A.
  - (3) FINISH AREA WITH WHITE POLYURETHANE CAT-A-LAC TOP COAT NO.643-3-23.
- I. ACCOMPLISH SERVICE LETTER NO.WW-2491 BEFORE REASSEMBLING NOSE LANDING GEAR ASSEMBLY.
- J. REASBEMBLE NLG AND INSTALL IN AIRCRAFT. REFER TO WORK COMPLIANCE FORM 32.050.
- K. SERVICE NOSE GEAR STRUT. REFER TO WORK COMPLIANCE FORM 32.040.
- L. ACCOMPLISH LANDING GEAR RETRACTION CHECK.
- M. REMOVE AIRCRAFT FROM JACKS AND RETURN TO BERVICE. REFER TO WORK COMPLIANCE FORM 32.TO1.
- 10. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WEST, INC.

AIRCRAFT REG .: N368MD

88349 WORK DUE AT

WORK COMPLIANCE FORM NO.

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY

32.530

AIRCRAFT NO.: 368

MODEL: 1124A HESTHIND

\* = APU HRS

ISSUED 12-88

PAGE 1

32-065	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR	UPDATING.
29 29					UNSCHEDULED	
UNDY AC	COMPLICATED: N	ATE: MONTU	12 nav 1	T VEAD P	7 AIRCRAFT HOURS: 3767 LANDINGS:	
WUNN NO	CONFEISHED. D	nie banin <sub>es</sub>	L	C IENN-L	MINCHAFT ROUND' LANDINGS'	
TECHNIC	IAN BIGNATURE				CERTIFICATE NUMBER:	****
	/		' - A	1, 1-	KIND OF CERTIFICATE:	
INSPECT	ED BY:	Qu. Lez	S. M.	s and	KIND OF CERTIFICATE:	
					TECHNICIAN INSPECTOR	MAN-HOURS HRS.THS
7000	E CUECY MOSE	CEAD STRUT		)_01		פחווהאח
JEVEE	3 CUECY MOSE	WERK DIKUI	ישרב חתועטפ	/01		

## 320225

CHECK NOSE GEAR STRUT BODY

- 1. CHECK INNER AND OUTER BODY TRUNNION AND CYLINDER LENGTH FORGING PARTING PLANE AND ROOT LUGB FOR GENERAL CONDITION, CRACKS, CORROSION, SECURITY OF ATTACHMENT AND LEAKAGE.
- 2. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

NOSE STRUT HOUSING WAS REPLACED AT 3767 HOURS WITH NEW HOUSING. NEXT INSPECTION DUE AT 4967 HOURS.

SEE LOG BOOKS 12-15-87 AIRCRAFT AT YOUR CALL, INT'L. MMAN 3-20-89

#### COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC. REPORT I

REPORT DATE 11/13/89

WORK COMPLIANCE FORM NO.

32.540

PAGE 1

AIRCRAFT NO.: 368
AIRCRAFT REG.: N368HD

MODEL: 1124A WESTWIND ISSUED 12-88 REV.

89317 WORK DUE AT \* = APU HRS. RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY

32-046 DATE HOURS LANDINGS CYCLES FOR YOUR RECORDS, RETURN CARBON COPY TO CSI FOR UPDATING.

29 29 12/29/89 4997 CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH // DAY 30 YEAR 89	AIRCRAFT HOURS: 4	4302	ANDINGS: 2	987
TECHNICIAN SIGNATURE: S. J. BURONT				
INSPECTED BY:				
THE FOLLOWING WORK IS DUE AT THE TIME(S) NOTED ABOVE:	*****	TECHNICIAN	INSPECTOR	MAN-HOURS
320118 INSPECT/LUBRICATE NOSE GEAR UPPER/LOWER STRUT BEAR	INGS BODY(SL WW-24918	2715	M-	HRS.THS
950911 SL-WW-2491B	*************	********	********	********

320118

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 32.040, 32.050, 32.430, 32.460.

INSPECT/LUBRICATE UPPER AND LOWER GUTER STRUT BODY BEARINGS (SL MW-2491B) (REFER TO FIGURE 2 ON CARD 32-16)

EQUIPMENT/CONSUMBLES: SANDPAPER 360 GRIT HET/DRY, ALODINE 1200, GREASE MIL-G-21164C, RETAINING NUT P/N 910.003.59,

O-RING P/N NAS1611-235, SCRAPER P/N 932874, SKYDROL HYDRAULIC FLUID, TORQUE WRENCH CAPABLE OF

O TO 180 INCH-POUNDS, SEALANT RTV-106

NOTE: CHECK NOSE LANDING GEAR STRUT IDENTIFICATION PLATE FOR STRUT HODEL AND SERIAL NUMBER. IF SHL SERIAL NUMBER IS
IL 94 OR ABOVE AND HODEL E IS MARKED ON THE PLATE, PROCEED TO STEP 4. OTHERNISE, PROCEED AS FOLLOWS:

- 1. REMOVE INNER BODY OF NOSE STRUT FROM OUTER BODY AS FOLLOWS:
  - A. REMOVE NOSE LANDING GEAR ASSEMBLY FROM AIRCRAFT. REFER TO WORK COMPLIANCE FORM 32.050.
  - B. REMOVE VALVE CAP FROM AIR FILLER VALVE AND ROTATE DUTER NUT ON VALVE BODY COUNTERCLOCKWISE SLOWLY TO COMPLETELY DEFLATE SHOCK STRUT.
  - C. REMOVE SAFETY WIRE, LOCKING SCREW AND LOCKING PLUG SECURING BEARING RETAINING NUT ON TOP OF DUTER BODY ASSEMBLY.
  - D. REMOVE BEARING RETAINING NUT FROM INNER BODY ASSEMBLY.
  - E. REMOVE RETAINER RING AND UPPER OUTER BODY BEARING.
  - F. DRAW OUTER BODY ASSEMBLY FROM INNER BODY ASSEMBLY.
  - G. REMOVE LOWER OUTER BODY BEARING AND FELT WIPER.
- 2. CAREFULLY RADIUS THE TOP EDGES OF THE INNER BODY WITH 360 GRIT HET/DRY SANDPAPER TO A RADIUS OF .039 TO .059 INCHES. REFER TO FIGURE 2. DETAIL D.

NOTE: RADIUSING IS REQUIRED TO PREVENT DAMAGE TO NEW SEAL SCRAPER WHEN IT IS SLIPPED OVER THE INNER BODY WHILE INSTALLED IN BEARING RETAINER NUT.

- 3. TREAT AREA WHERE INNER BODY HAS BEEN RADIUSED WITH ALDDINE 1200.
- 4. REMOVE INNER BODY OF NOSE STRUT FROM OUTER BODY. REFER TO STEP 1.
- 5. REMOVE BEARING SEAL AND RETAINER FROM ONE SIDE OF EACH BEARING (UPPER AND LOWER) AND INSPECT FOR EVIDENCE OF MOISTURE OR CORROSION. REFER TO FIGURE 2, DETAIL B.

NOTE: DEFECTIVE BEARINGS MUST BE REPLACED. LEAVE OFF SEAL AND RETAINER FROM ONE SIDE OF UPPER BEARING DNLY OR REMOVE SEAL AND RETAINER FROM ONE SIDE OF NEW UPPER BEARING BEFORE REASSEMBLY.

6. THOROUGHLY CLEAN BEARINGS AND LUBRICATE WITH GREASE MIL-G-21164C.

NOTE: REFER TO FIGURE 2 DURING STRUT REASSEMBLY.

- 7. INSTALL LOWER BEARING WIPER AND LOWER BEARING ON INNER BODY.
- 8. HAND PACK AREA BETWEEN UPPER AND LOWER BEARINGS ON BOTH INNER AND OUTER BODIES WITH GREASE MIL-G-21164C. AREA MUST BE FULL OF GREASE WHEN STRUT IS ASSEMBLED.
- 9. SLIDE INNER BODY UP INTO OUTER BODY, WIPE OFF EXCESS GREASE, AND INSTALL UPPER BEARING AND RETAINING RING. ENSURE COPYRIGHT 1989 CAMP SYSTEMS, INC. << CONTINUED >>



OPERATOR: ED-WES, INC.

REPORT DATE 11/13/89

WORK COMPLIANCE FORM NO.

32.540

AIRCRAFT NO.:

368

MODEL: 1124A WESTWIND

(CONTINUED)

PAGE 2

89317

AIRCRAFT REG .: N348HD WORK DUE AT

199UED 12-88 REV. \* = APU HRS

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY

29 29	12/29/89	4997			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES
35-066					
	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
0/31/					

THAT SIDE OF BEARING WITH SEAL AND SEAL RETAINER REMOVED IS DOWN.

- 10. ASSEMBLE NEW RETAINING NUT P/N 910.003.59. O-RING P/N NAS1611235, AND SCRAPER P/N 832874 (REFER TO FIGURE 2, DETAIL A). LUBRICATE O-RING AND SCRAPER WITH SKYDROL HYDRAULIC FLUID BEFORE INSTALLATION.
- 11. INSTALL RETAINING NUT ASSEMBLY AND TORQUE 150 + OR -30 INCH-POUNDS THEN SECURE WITH LOCKSCREW.
- 12. CHECK NOSE STRUT FOR FREEDOM OF ROTATION FROM LEFT TO RIGHT BEFORE BAFETYING LOCKSCREW.
- 13. APPLY A BEAD OF SEALANT RTV-106 AROUND RETAINING NUT THREAD LINE (REFER TO FIGURE 2, DETAIL C), AND WIPE SMOOTH WITH FINGER OR PLASTIC SCRAPER.
- 14. INSTALL VALVE CAP INTO AIR FILLER VALVE.
- 15. INSTALL NOSE LANDING GEAR ASSEMBLY DN AIRCRAFT. REFER TO WORK COMPLIANCE FORM 32.050.
- 16. SERVICE SHOCK STRUT. REFER TO WORK COMPLIANCE FORM 32.040.
- 17. PERFORM LANDING GEAR OPERATIONAL CHECK (NORMAL RETRACTION AND FREE FALL EXTENSION). REFER TO WORK COMPLIANCE FORM 32.430 AND 32.460.
- 18. RECORD INSPECTION/LUBRICATION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO.

32.540

AIRCRAFT NO.: 368

32-066

320118

MODEL: 1124A WESTHIND

AIRCRAFT REG .: N368MD ISSUED 12-88 88349 WORK DUE AT RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY \* = APU HRS FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING. HOURS LANDINGS CYCLES

PAGE 1

29 29	UNSCHEDULED
HORK ACCOMPLISHED: DATE: MONTH 12 DAY 29 YEAR 87	AIRCRAFT HOURS: 3797 LANDINGS: 2386
TECHNICIAN BIGNATURE: 1 Exarched by S.S. ORTLIEB	
See aircraft logbook for aircraft signoffs.	KIND OF CERTIFICATE:  TECHNICIAN INSPECTOR MAN-HOURS HRS.THS
320118 INSPECT/LUBRICATE NOSE GEAR UPPER/LOWER STRUT BEAF 950911 SL-WW-2491B	RINGS BODY(SL WW-2491B)

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 32.040, 32.050, 32.430, 32.440.

INSPECT/LUBRICATE UPPER AND LOWER OUTER STRUT BODY BEARINGS (SL WH-2491B) (REFER TO FIGURE 2 ON CARD 32-16) EQUIPMENT/CONSUMABLES: SANDPAPER 360 GRIT WET/DRY, ALDDINE 1200, GREASE MIL-G-21164C, RETAINING NUT P/N 910.003.59, D-RING P/N NAS1611-235, SCRAPER P/N S32874, SKYDROL HYDRAULIC FLUID, TORQUE WRENCH CAPABLE OF O TO 180 INCH-POUNDS, SEALANT RTV-106

NOTE: CHECK NOSE LANDING GEAR STRUT IDENTIFICATION PLATE FOR STRUT HODEL AND SERIAL NUMBER. IF SHL SERIAL NUMBER IS IL 94 OR ABOVE AND MODEL E IS MARKED ON THE PLATE, PROCEED TO STEP 4. OTHERWISE, PROCEED AS FOLLOWS:

- 1. REMOVE INNER BODY OF NOSE STRUT FROM OUTER BODY AS FOLLOWS:
  - A. REMOVE NOSE LANDING GEAR ASSEMBLY FROM AIRCRAFT. REFER TO HORK COMPLIANCE FORM 32.050.
  - B. REMOVE VALVE CAP FROM AIR FILLER VALVE AND ROTATE DUTER NUT ON VALVE BODY COUNTERCLOCKWISE SLOWLY TO COMPLETELY DEFLATE SHOCK STRUT.
  - C. REMOVE SAFETY WIRE, LOCKING SCREW AND LOCKING PLUG SECURING BEARING RETAINING NUT ON TOP OF OUTER BODY ASSEMBLY.
  - D. REMOVE BEARING RETAINING NUT FROM INNER BODY ASSENBLY.
  - E. REMOVE RETAINER RING AND UPPER OUTER BODY BEARING.
  - F. DRAW OUTER BODY ASSEMBLY FROM INNER BODY ASSEMBLY.
  - G. REMOVE LOWER OUTER BODY BEARING AND FELT WIPER.
- 2. CAREFULLY RADIUS THE TOP EDGES OF THE INNER BODY WITH 360 GRIT WET/DRY SANDPAPER TO A RADIUS OF .039 TO .059 INCHES. REFER TO FIGURE 2, DETAIL D.

NOTE: RADIUSING IS REQUIRED TO PREVENT DAMAGE TO NEW SEAL SCRAPER WHEN IT IS SLIPPED OVER THE INNER BODY WHILE INSTALLED IN BEARING RETAINER NUT.

- 3. TREAT AREA WHERE INNER BODY HAS BEEN RADIUSED WITH ALODINE 1200.
- 4. REMOVE INNER BODY OF NOSE STRUT FROM OUTER BODY. REFER TO STEP 1.
- 5. REMOVE BEARING SEAL AND RETAINER FROM ONE SIDE OF EACH BEARING (UPPER AND LOWER) AND INSPECT FOR EVIDENCE OF MOISTURE OR CORROBION. REFER TO FIGURE 2, DETAIL B.

NOTE: DEFECTIVE BEARINGS MUST BE REPLACED. LEAVE OFF SEAL AND RETAINER FROM ONE SIDE OF UPPER BEARING ONLY OR REMOVE SEAL AND RETAINER FROM ONE SIDE OF NEW UPPER BEARING BEFORE REASSEMBLY.

6. THOROUGHLY CLEAN BEARINGS AND LUBRICATE WITH GREASE MIL-G-21164C.

NOTE: REFER TO FIGURE 2 DURING STRUT REASSEMBLY.

- 7. INSTALL LOWER BEARING WIPER AND LOWER BEARING ON INNER BODY.
- 8. HAND PACK AREA BETHEEN UPPER AND LOWER BEARINGS ON BOTH INNER AND DUTER BODIES WITH GREASE MIL-G-21164C. AREA MUST BE FULL OF GREASE WHEN STRUT IS ASSEMBLED.
- 9. SLIDE INNER BODY UP INTO OUTER BODY, WIPE OFF EXCESS GREASE, AND INSTALL UPPER BEARING AND RETAINING RING. ENSURE THAT SIDE OF BEARING WITH SEAL AND SEAL RETAINER REMOVED IS DOWN.



OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO.

32.540

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

(CONTINUED)

AIRCRAFT REG.: N368ND

ISSUED 12-88 PEV.

PAGE 2

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	18349	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY
_		DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
	32-046					
7	29 29					UNSCHEDULED

- 10. ASSEMBLE NEW RETAINING NUT P/N 910.003.59. O-RING P/N NAS1611235, AND SCRAPER P/N S32874 (REFER TO FIGURE 2, DETAIL A). LUBRICATE D-RING AND SCRAPER WITH SKYDROL HYDRAULIC FLUID BEFORE INSTALLATION.
- 11. INSTALL RETAINING NUT ASSEMBLY AND TORQUE 150 + DR -30 INCH-POUNDS THEN SECURE WITH LOCKSCREW.
- 12. CHECK NOSE STRUT FOR FREEDOM OF ROTATION FROM LEFT TO RIGHT BEFORE SAFETYING LOCKSCREW.
- 13. APPLY A BEAD OF SEALANT RTV-106 AROUND RETAINING NUT THREAD LINE (REFER TO FIGURE 2, DETAIL C), AND WIPE SMOOTH WITH FINGER OR PLASTIC SCRAPER.
- 14. INSTALL VALVE CAP INTO AIR FILLER VALVE.
- 15. INSTALL NOSE LANDING GEAR ASSEMBLY ON AIRCRAFT. REFER TO WORK COMPLIANCE FORM 32.050.
- 16. BERVICE SHOCK STRUT. REFER TO WORK COMPLIANCE FORM 32.040.
- 17. PERFORM LANDING GEAR OPERATIONAL CHECK (NORMAL RETRACTION AND FREE FALL EXTENSION). REFER TO WORK COMPLIANCE FORM 32.430 AND 32.460.
- 18. RECORD INSPECTION/LUBRICATION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY

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

OPERATOR: ED-WES, INC.

89164 WORK DUE AT

MODEL: 1124A WESTWIND

CYCLES

WORK COMPLIANCE FORM NO. 33.030

AIRCRAFT NO.:

**33-003** 

308

AIRCRAFT REG .: N368HD

DATE

ISSUED 07-88 REV.

\* = APU HRS

LANDINGS

HOURS

ITCH MEDIMAN

PAGE 1

	29 29					UNSCHEDUL		
	MORK AC	COMPLISHED: D	ATE: MONTH	DAY 29 YEAR	20 AIRCRAFT HOURS: 4	1492	_ LANDINGS:	3050
	TECHNIC	IAN SIGNATURE	·	Rymo	CERTIFICATE NUMBER	: 56076	7740	g ago top 100 000 ago not an an an' an' ma ani a
	INSPECT	ED BY:	UGH	mm	KIND OF CERTIFICATE	;	ATP	
	330156 REASON TIME A(	REMOVED: (CHE)	E: UPPER ANTI-CO CK ONE) HORN C( ) LOANER		) MOD G( ) SERVICE K( )	MM 33-4 TECHNIC ENG CHG L( )	0-00 IAN: PHG MI	INSP: DANAGED TO
ļ	PART RE	MOVED: PART	NUMBER 4-8	23005-501	SERIAL NUMBER:	11188		
					SERIAL NUMBER:			
	TIME SI	NCE NEW: HRS_	LDGS	MOS	TIME SINCE OVERHAUL:	HRS 2	LDGS	MOS
	WARRANT	Y TIME REMAIN	ING: HRSL	DGSMOS_6	MAN-HOURS: HRS	TENTHS	PRICE: \$	
	REASON	REMOVED: (CHE			) HOD G( ) SERVICE K( )		IAN:	INSP:
_	PART RE	MOVED: PART	NUMBER		SERIAL NUMBER:			me dan dan dan dan dan dan bah san san bah dan d
	PART IN	ISTALLED: PART	NUMBER	******************	BERIAL NUMBER:			and all the state of the state
	TIME SI	NCE NEW: HRS_	LDGS	MOS	TIME SINCE OVERHAUL:	HRS	LDG5	MOS
	33015 - ITAA	**************************************	HT - REMOVAL ANI O ILLUSTRATION)	INSTALLATION (REFE	MAN-HOURS: HRS	33-2)	***********	****
	MOT	C: END DEMNU	AL OF LOUSE ANTI	COLLISION LIGHT. F	FFFR TO STEPS 1. 2 AND 3.	FOR REMOVAL	DF UPPER AN'	TI-COLLISION

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

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

B INSTALLATION



OPERATOR: ED-WEB, INC.

WORK COMPLIANCE FORM NO.

33.030

AIRCRAFT NO.:

368

MODEL: 1124A WESTWIND

(CONTINUED)

AIRCRAFT	REG.: N368ND		ISSUED	07-88 REV		PAGE	2	
89164	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK.			
33-003	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI F	OR UPD	ATIN	G
/ 23-003								

89164	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, KEEP TOP COPY FOR YOUR RECORDS, RETURN CARBON COPY TO CSI FOR UPDATING.
33-003	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COTT TO COTT OF BATTING.
29 29					UNSCHEDULED

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

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