

## **SERVICE BULLETIN**

### **SERVICE BULLETIN INDEX**

<b>NO.</b>	<b>DATE</b>	<b>SUBJECT</b>
1124-22-001	Feb 29/84	Navigation - Alternate Location for G/A (Go Around) and Vertical Sync Buttons
1124-28-002 Rev. No. 1	Apr 12/85	Inspection of Fuel Sump Check Valve Lever and Installation of Manual Lever Handle Stop
	Part A:	Inspection of Fuel Sump Check Valve Lever and Installation of Manual Lever Handle Stop
	Part B:	Replacement of Lower Fuel Sump Check Valve Lever, If Required
1124-27-003	CANCELED Nov 21/86	Flight Controls - Flap Vane Inspection
1124-57-004 Rev. No. 1	Sep 9/85	Drain Holes in Wing Trailing Edge Structure
1124-52-005	Jan 4/85	Doors - Improved Main Baggage Compartment Door Warning Switch Installation
1124-25-006	Jan 4/85	Cockpit Panels - Installation/Rework
1124-52-007	Jan 4/85	Main Cabin Door Lower Flapper Retract Spring
1124-24-008 Rev. No. 2	Jul 29/85	Installation of Larger Capacity Priority Bus Diodes and Elimination of Ground Pressure Bumps
1124-32-009	Jan 15/85	Gear Warning Horn Automatic Disable
1124-33-010 Rev. No. 2	Aug 12/85	Emergency and Entrance Light Module Corrections

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<u>NO.</u>	<u>DATE</u>	<u>SUBJECT</u>
1124-39-011 Rev. No. 1	Jun 14/85	Overhead Panel Access and Alignment Improvement and/or Retrofit
1124-27-012	CANCELED Feb 14/86	Flap Acatuator - Improvement and Repair
1124-23-013	Feb 11/85	VHF COM and Audio System Conformity
○ 1124-29-014 Rev. No. 1	Feb 18/86	Emergency Hydraulic Pump Protective Cover Installation
1124-34-015 Rev. No. 1	Aug 23/85	VOR/LOC Antenna Bonding and Phasing
1124-23-016 Rev. No. 2	May 23/86	Installation of Additional and Improved Static Wicks
1124-27-017	Oct 31/85	Flight Controls - Modification of Rudder Servo Trim Tab
1124-22-018	Apr 15/85	Autoflight - Nuisance Autopilot Disengagement
1124-52-019A	Aug 12/85	Improved Cabin Entrance Door-Stay
R1124-55-020 Rev. No. 2	Aug 8/88	Horizontal Stabilizer Aft Spar Splice Fitting P/N 453005-501 (Hinge Assembly) Inspection
○ R1124-55-021 Rev. No. 3	Oct 21/88	Horizontal Stabilizer Assembly - Inspection, Repair and Improvement (AFC 2037)
1124-26-022 Rev. No. 2	Nov 28/90	Fire Protection - Addition of Sonalert Horn to Fire Warning System
1124-34-023	Dec 9/85	Navigation - Elimination of Improper Mach Warnings
1124-22-024 Rev. No. 1	Jun 14/85	Elimination of FCS 105 Altitude Mode Transition Errors
1124-22-025A	Nov 17/86	Autoflight - Elimination of 1124A Overspeed Warning Failures
1124-53-026	Apr 18/85	Closure of Tail Cone Vent Holes
1124-34-027	Apr 18/85	Enable GNS-500A Series 3B Bank Command Option for Flight Director System

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<u>NO.</u>	<u>DATE</u>	<u>SUBJECT</u>
1124-21-028	Aug 23/85	Reduction of Cooling Air Volume to Both DC Contactor Boxes and Closure of Air Outlet Near Battery Installation
1124-21-029	Apr 24/85	Baggage Compartment Heat System
1124-32-030 Rev. No. 1	Sep 18/85	Rerouting of Nose Landing Gear Wiring Harness
1124-22-031	Jun 28/85	Vertical Gyro Fast Erect Switch
1124-22-032	Jun 28/85	Collins VNI-80 ( ), Vertical Navigation Indicator Altitude Preslave Switch
1124-23-033 Rev. No. 1	Jul 5/85	400 Cycle Hum in VHF COM Modulation
1124-33-034 Rev. No. 1	Jun 14/85	Logo Light Modification
1124-28-035 Rev. No. 1	Jun 14/85	Elimination of Erratic Fuel Quantity Indications
1124-30-036 Rev. No. 1	Dec 20/85	Ice and Rain  Part I: Windshield Heat Control Wiring Modification  Part II: Windshield Heat Cycling Contactor Inspection and/or Replacement
1124-52-037 Rev. No. 1	Jun 14/85	FWD Baggage Door - Positive Hold-Open Provision
1124-23-038 Rev. No. 1	Jun 9/86	Stereo Configuration Errors
1124-34-039	Jul 14/86	Navigation FPA-80 Option Improvements
1124-52-040	Apr 22/92	Doors - Door Handle Warning Switch Installation and Improved Door Wire Retract Tube Installation (AFC 2068)
○ 1124-23-041	Jun 14/85	Bypass of CTL(XX) Control Head Volume Controls
1124-56-042A	Sep 10/86	Windows - Repair of the Inner Windshield Panel

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<u>NO.</u>	<u>DATE</u>	<u>SUBJECT</u>
○ 1124-24-043 Rev. No. 2	Jan 8/92	Starter/Generator - Field Circuit Wiring Modification
1124-34-044 Rev. No. 1	Oct 7/85	331A-9G HSI Distance Display Improvements
1124-32-045 Rev. No. 1	Dec 2/85	Inspection of MLG Actuating Cylinder Inboard Rod-End Bearings and Attach Bolts
1124-23-046	Sep 9/85	Replacement and Relocation of Flight Telephone Antenna
○ 1124-34-047 Rev. No. 1	Dec 11/91	Navigation - Static Source Improvement for Copilot's Altimeter
1124-34-048 Rev. No. 1	Dec 9/85	Collins VNI-80 Vertical Navigation Indicator Operation Improvement
1124-34-049	Dec 2/85	Navigation - Radar Waveguide Pressurization and Installation of Silica Gel Container Assembly
1124-23-050	Jan 3/86	Communication - VHF COM 3 System Improvements
1124-23-051	Dec 2/85	Communications - Stereo System Improvements
1124-34-052	Jan 31/86	Navigation - Glideslope Raw Data Scalloping
1124-34-053	Dec 2/85	Navigation - Compass and ADF/RMI System Improvements
1124-24-054 Rev. No. 1	Jan 10/86	Electrical Power - Fuel Quantity and ITT Gauges to Priority Bus
1124-34-055	Jan 22/86	Navigation - FMS-90/LRN-85 Improvements
1124-22-056	Dec 2/85	Autoflight - Correction of Flight Director Annunciator Self-Test Circuit
124-33-058 Rev. No. 2	Jun 12/86	Lights - Corrections and Improvements to Dimming System for Avionics Digital Displays
1124-XX-059	RESERVED	
1124-33-060	Dec 9/85	Lights - Instrument Light Intensity and Dimmer Balance
1124-27-061	May 9/86	Flight Controls - Wing Flap Actuators, Improvement/Repair

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<b>NO.</b>	<b>DATE</b>	<b>SUBJECT</b>
1124-34-057 Rev. No. 1	Jan 31/86	Navigation - NCS-31 Display and Logic Power Supply Improvements
1124-27-062	Dec 23/85	Flight Controls - Speed Brake - Inadvertent Deployment
1124-25-063A	Apr 10/87	Equipment/Furnishings - Hot Liquid Container
1124-34-064 Rev. No. 1	Feb 16/87	Navigation - Repeat VOR/LOC Switching Improvements
1124-24-065	Jan 10/86	DC Electrical System - Remote Circuit Breaker Random Tripping
1124-30-066A Rev. No. 1	Oct 17/86	Ice and Rain Protection - AOA and SAT TAS Probes Heat Wiring Improvement
1124-34-067	Jan 8/86	Navigation - Retrofit of Collins Vertical Gyro(s) and Improved Vertical Gyro Mounting
1124-53-068	Feb 5/86	Doors - Nose Gear Trunnion Access Door Installation
1124-33-069	Jan 31/86	Lights - Change in Power Source for Cabin Lighting System
1124-34-070	Jan 15/86	Navigation - VLF/Omega Receiver Performance Improvement
1124-34-071 Rev. No. 1	Jun 30/87	Navigation - Copilot's Altimeter Part Number Changes
1124-22-072A	Sep 12/86	Autoflight - Elevator and Rudder Servo Idler Arm - Install New Attach Bolts
1124-23-073	Jan 15/86	Communications - DMQ-18-1A ELT Antenna Hum Correction During High Speed Flight
124-23-074 Rev. No. 1	May 23/86	Communications - Radio Telephone Improvements and Corrections
1124-24-075 Rev. No. 1	May 23/86	Electrical Power - Cockpit Voice and Flight Data Recorder Bus Change
124-21-076A	Jun 30/87	Air Conditioning - Improved Cap Assembly for Unused Port on Air Gasper P/N 2708 "WEMAC"

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<b>NO.</b>	<b>DATE</b>	<b>SUBJECT</b>
1124-35-077	Feb 7/86	Oxygen - Cabin Altitude Pressure Switch - Remote Test Connection Installation
1124-28-078	Jun 29/87	Fuel - Fuel Status System Improvements
1124-22-079	Jan 8/86	Autoflight - Establish Linear Deviation Steering Command to Autopilot
1124-23-080	Jan 12/87	Communication - Elimination of Cross-Side Transmitter Sidetone
1124-23-081A	Mar 17/86	Communications - Alternate VHF COM 1 Antenna
1124-23-082	Jan 31/86	Communications - Replacement of Audio Selector Panel Volume Controls
1124-28-083	CANCELED Feb 14/90	Fuel - Modification of Fuel Transfer Pump
1124-XX-084	RESERVED	
1124-25-085	Feb 24/86	Equipment/Furnishings - Crew Seat Slide Release Arm Assembly Improvement
1124-27-086	Apr 10/87	Flight Controls - Inspection and/or Replacement of LH and RH Elevator Reducer Tube Collars
1124-28-087	Apr 4/86	Fuel - Removal of EMI Filters from Intertechnique Boost Pump Circuit
1124-11-088A	Mar 20/87	Placards & Markings - Overwing and Single Point Fueling Filler Ports Placard Replacement
1124-21-089	Apr 6/87	Air Conditioning - Incorporation of Refrigeration Unit Overtemperature Protection System (OPS)
⑥ 1124-30-090 Rev. No. 1	Sep 8/89	Ice and Rain - NAC/ENG Anti-Ice - Switch Reliability (AFC 2071)
1124-71-091 Rev. No. 2	Jun 2/89	Power Plant - Forward Engine Mount Fasteners - Inspection/Replacement (AFC 2065)
124-57-092 Rev. No. 1	Jun 30/87	Wings - Flap Hinge Fasteners - Inspection/Replacement

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<u>NO.</u>	<u>DATE</u>	<u>SUBJECT</u>
1124-79-093	Mar 14/88	Oil - Engine - Oil Pressure Indication Installation (AFC 2066)
1124-32-094	Dec 16/87	Landing Gear - Selector Valve Arm - Secure Roll Pin (AFC 2063)
1124-27-095	Apr 4/88	Flight Controls - F44-14 Rod-Ends - Inspection/Replacement
1124-32-096	Apr 4/88	Landing Gear - F44-14 Rod-Ends - Inspection/Replacement
1124-55-097	Feb 3/89	Horizontal Stabilizer Scissors Assembly P/N 453516-501 or -503 Inspection
1124-28-098	Feb 15/89	Fuel - Preventing Fuel Spillage through Vent System During Refueling or Transfer Operations (AFC 2074)
○ 1124-34-099	Sep 1/89	Navigation - Pitot Head - Exchange of Certain Aero Instruments Company P/N PH1100 Pitot Heads
1124-27-100 Rev. No. 2	Apr 24/91	Flight Controls - Replacement of Left and Right Aileron Control Rod Assemblies P/N 513506-503
1124-53-101	Mar 7/90	Fuselage - Enlarge Existing Wing Attachment Access Holes in the Aft Pressure Bulkhead at Fuselage Station 269.879 for Structural Inspection (AFC 2075)
1124-53-102	Oct 9/91	Fuselage - Drain Valves Installation in the Fuselage Lower Skin (AFC 2076)
○ 1124-11-103	Nov 26/90	Placards and Markings - Towing Instruction Placard Replacement (AFC 2074)
○ 1124-27-104 Rev. No. 2	Jun 17/92	Flight Controls - Relocate Bonding Jumpers Between Horizontal and Vertical Stabilizers and Control Surfaces (AFC 1056)
1124-32-105 Rev. No. 1	May 8/91	Landing Gear - Nose Landing Gear Door Modification (AFC 1055)
1124-28-106	May 8/91	Fuel - Tip Tank - Sealing of Float Switch Wire Conduit
1124-55-107	Sep 28/94	Stabilizers - Horizontal Stabilizer Lower Scissor Fitting Replacement (AFC 2073)

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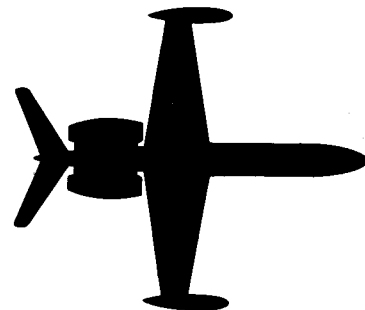
<u>NO.</u>	<u>DATE</u>	<u>SUBJECT</u>
124-21-108	May 15/91	Air Conditioning - Water Separator Duct Clamping Improvement (AFC 2077)
1124-34-109	Dec 11/91	Navigation - Static Port Tubing Slope Inspection and Correction
1124-32-110	Mar 11/92	Landing Gear - Emergency Gear Down Handle
1124-78-111	May 27/92	Exhaust - Thrust Reverser Fault Test Switch Reliability Improvement (AFC 2084)
○ 1124-54-112	Oct 7/92	Nacelles - Cowl Door Corrosion - Inspection, Prevention and Repair
1124-56-113	Jun 22/94	Windows - Improved Cockpit Side Window Installation
1124-53-114	Oct 28/92	Fuselage - Floor Panel Insulation Removal
1124-21-115 Rev. No. 1	Aug 3/94	Air Conditioning - Improve Operation of Cabin Auto Temp System
○ 1124-32-116	Nov 23/94	Landing Gear - Nose Wheel Steering System - Steering Control Cable Drum
1124-25-117	Jan 27/93	Equipment/Furnishing - Passenger Life Vest Accessibility
1124-53-118	Jan 26/94	Fuselage - Frame Reinforcement Repair Installation
1124-26-119	Jun 23/93	Fire Protection - Inspection of Aft Fire Extinguisher Line in Left and Right Engine Pylons
1124-24-120	Jun 22/94	Electrical Power - Improved Ground Returns
1124-33-121	May 25/94	Lights - Cabin Fluorescent Lighting Support System Improvement
1124-33-122	Jun 15/94	Lights - Tip Tank Strobe Light Wiring Conduit
1124-53-123	Sep 21/94	Fuselage - Drainage Under Cabin Deck
R 1124-55-124 R	Jul 12/95	Stabilizers - Horizontal Stabilizer Upper Scissor Fitting Replacement (AFC 2097)



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	<b>NO.</b>	<b>DATE</b>	<b>SUBJECT</b>
R	1124-57-126	Jul 26/95	Wings - Leading Edge Extension Drains
R	1124-27-129	Jun 12/95	Flight Controls - Aileron Push-Pull Tube and Guide
R			Roller Inspection

# **24-WESTWIND**



## **SERVICE BULLETIN**

RECOMMENDED

SERVICE BULLETIN NO. 1124-11-088A

March 20, 1987

(This Service Bulletin No. 1124-11-088A dated March 20, 1987 supersedes Service Bulletin No. 1124-11-088 dated December 19, 1986 in its entirety.)

SUBJECT: PLACARDS & MARKINGS - OVERWING AND SINGLE POINT FUELING FILLER PORTS PLACARD REPLACEMENT

### 1. PLANNING INFORMATION

#### A. EFFECTIVITY

1124A MODEL WESTWINDS, all serial numbers prior to 438, except 239.

#### B. REASON

To correct fuel capacity on overwing and single point fueling filler ports placards.

#### C. COMPLIANCE

It is recommended that this service bulletin be accomplished at the operator's earliest convenience.

#### D. DESCRIPTION

Replace existing (3 each) placards on the overwing fuel filler ports and a section of single point refueling data placard. Install replacement placards or utilize other suitable methods of placarding.

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SUBSIDIARY OF ISRAEL AIRCRAFT INDUSTRIES, LTD.  
BEN GURION AIRPORT, ISRAEL

SERVICE BULLETIN NO. 1124-11-088A

E. APPROVAL

This service bulletin has been reviewed by the Israel Civil Aviation Administration (ICAA). The design content conveyed herein complies with the applicable Civil Aviation Regulations and is ICAA approved.

F. MATERIAL

The material required to comply with this service bulletin may be obtained through Atlantic Aviation Supply Company in Wilmington, Delaware or their authorized dealers.

G. TOOLING

None

H. WEIGHT AND BALANCE

Not applicable

I. ELECTRICAL LOAD DATA

Not applicable.

J. REFERENCES

Not applicable.

K. PUBLICATIONS AFFECTED

Model 1124 Series Illustrated Parts Catalog will be changed to reflect the correct placard information. Model 1124 Series Maintenance Manual will be revised to reflect the new capacity placard.

2. ACCOMPLISHMENT INSTRUCTIONS

A. Remove existing placards (3 each) adjacent to the left and right overwing fuel filler ports using standard shop practices.

B. Utilizing available decals or other suitable placarding methods, re-placard left and right overwing fuel ports as illustrated in Figures 1, 2, and 3.

(1) For A/C serial numbers prior to 366, use decals: 2 each P/N 113001-189, (Figure 1); 1 each P/N 113001-188, (Figure 3).

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- (2) For A/C serial numbers 366 and subs, use decals:  
2 each P/N 113001-191, (Figure 2); 1 each P/N  
113001-188, (Figure 3).

- C. Apply decal P/N 113001RWK7-RE5 over the refueling data portion of the existing single point refueling placard, located by the filler port access door as illustrated in Figure 4.

NOTE

If decals are not utilized, placarding shall be accomplished with contrasting color with letter sizes as shown in Figures 4.

3. MATERIAL INFORMATION

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
1	113001-188	Decal (Fig. 3)
1	113001-189	Decal (Fig. 1)
	or	
	113001-191	Decal (Fig. 2)
1	113001RWK7-RE5	Decal (Fig. 4)

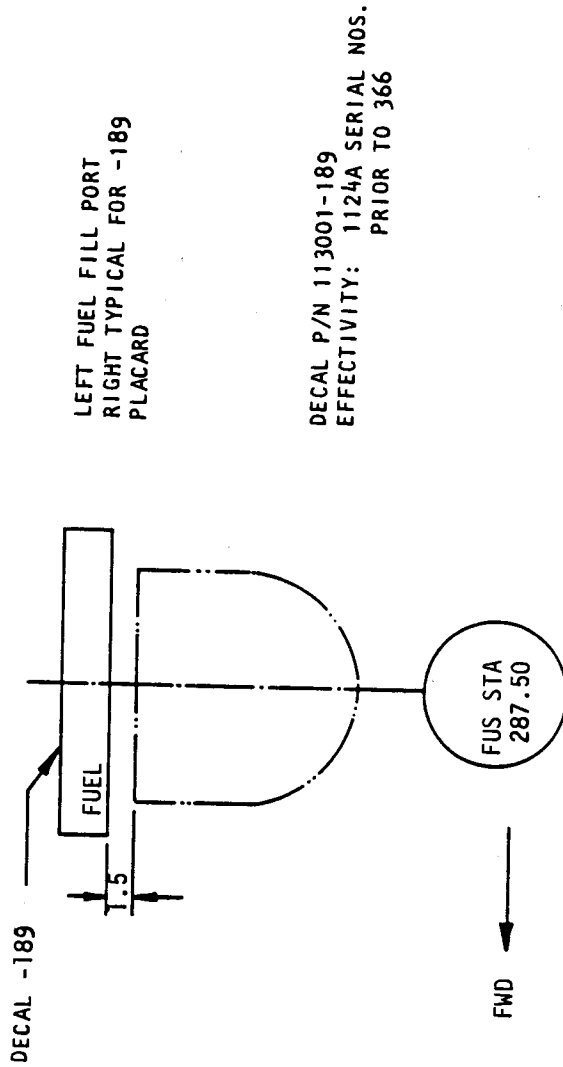
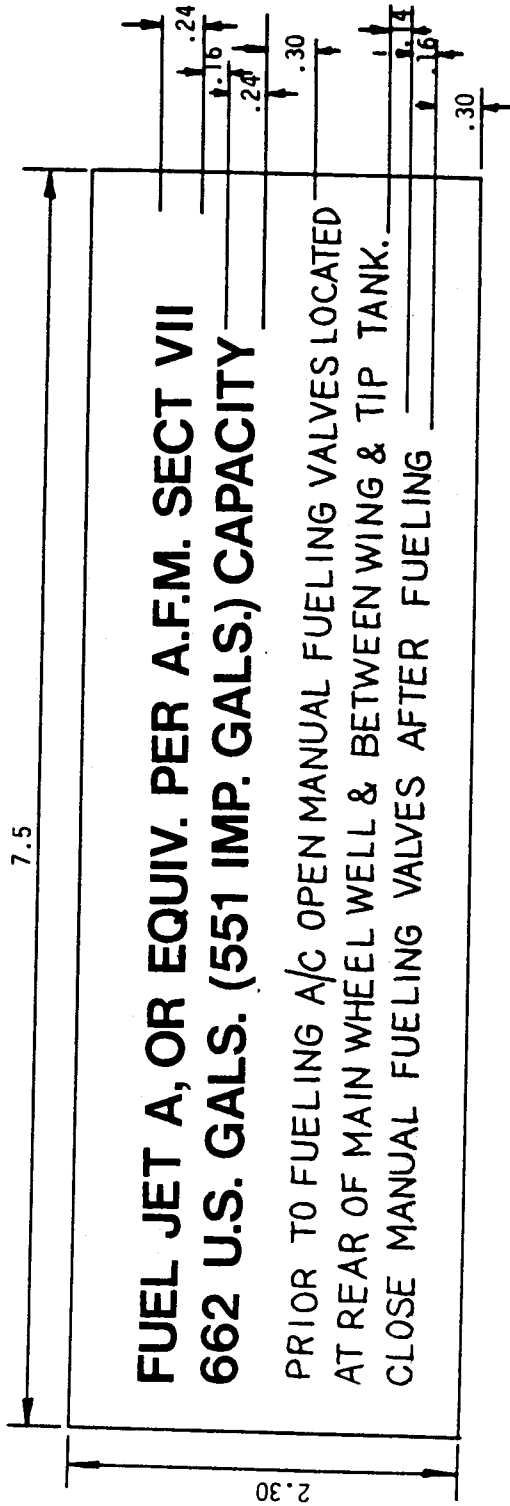
4. RECORD COMPLIANCE

Make the following entry in the aircraft log book:

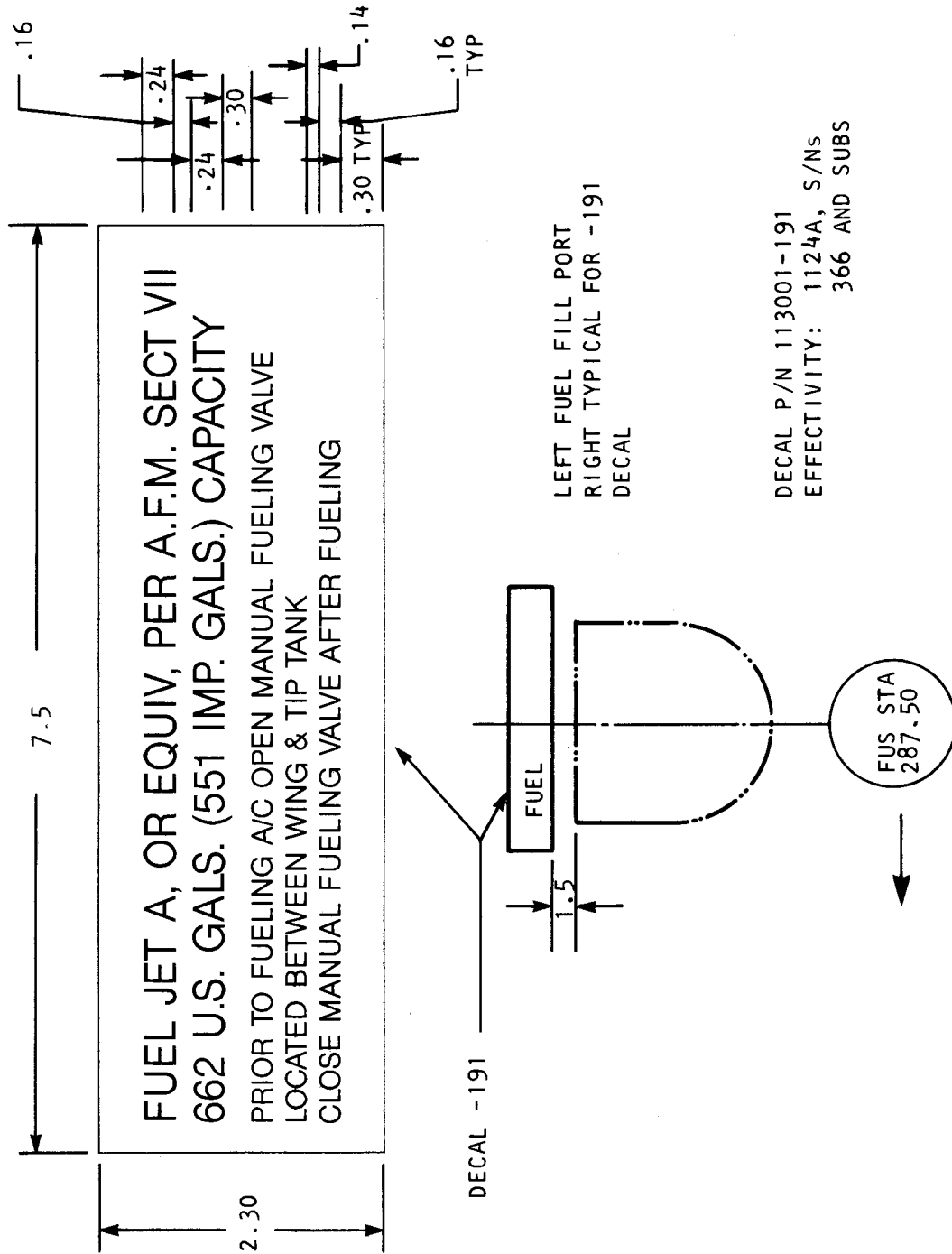
SERVICE BULLETIN NO. 1124-11-088A dated March 20, 1987, titled "Placards & Markings - Overwing and Single Point Fueling Filler Port Placard Replacement," has been accomplished this date \_\_\_\_\_.

March 20, 1987

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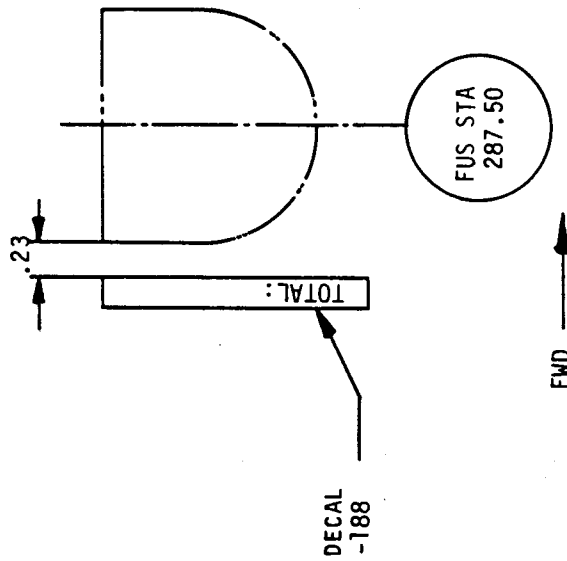
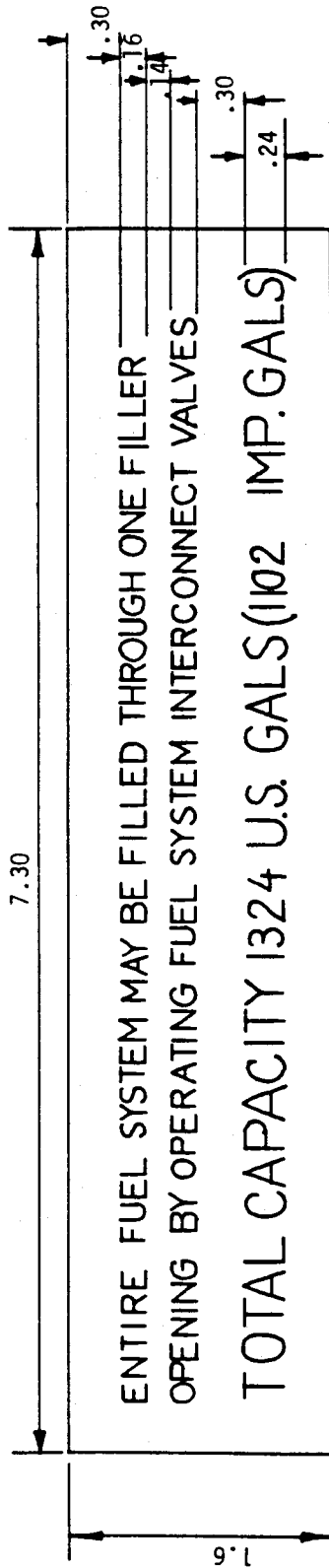


NOTE: ILLUSTRATION NOT TO SCALE.  
DIMENSIONS ARE IN INCHES.



FUEL CAPACITY PLACARD LOCATION

FIGURE 2



RIGHT FUEL FILL PORT  
DECAL P/N 113001-188  
EFFECTIVITY: 1124A, ALL  
SERIAL NUMBERS

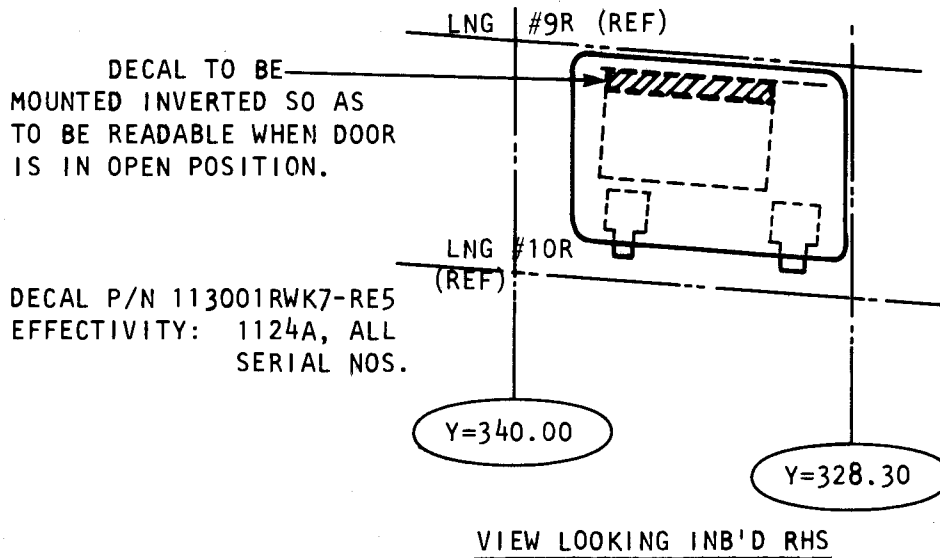
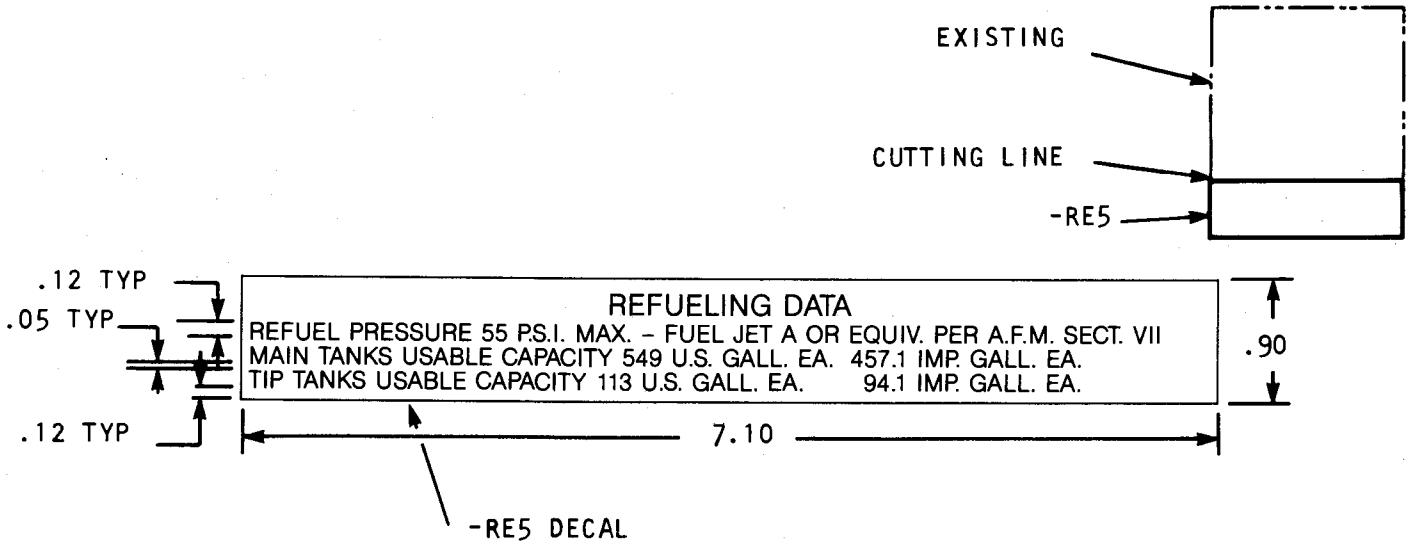
NOTE: Illustration not to scale.  
Dimensions are in inches.

FUEL CAPACITY PLACARD LOCATION

FIGURE 3

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NOTE: Illustration not to scale.  
Dimensions are in inches.



FUEL CAPACITY PLACARD LOCATION

Figure 4



*Service Bulletin*

A/C S/N \_\_\_\_\_

*Certificate of Compliance*

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL, INC.  
P.O. BOX 10086  
WILMINGTON, DE 19850  
ATTN: TECHNICAL PUBLICATIONS

This is to certify that Westwind Serial Number \_\_\_\_\_ has complied with Service Bulletin No.

**1124-11-088A**

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance HOURS: \_\_\_\_\_ /CYCLES: \_\_\_\_\_

Compliance Date \_\_\_\_\_ By \_\_\_\_\_  
Signature

OWNER:	ACCOMPLISHING AGENCY:
_____	_____
_____	_____
_____	_____

Please describe below any discrepancies found or difficulties encountered during compliance:

\_\_\_\_\_

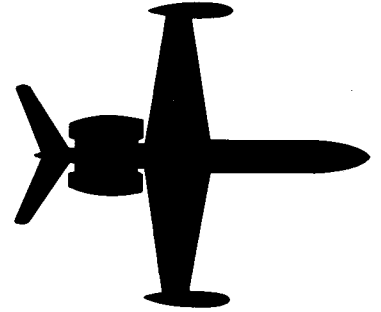
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## SERVICE BULLETIN

OPTIONAL

SERVICE BULLETIN NO. 1124-21-028

AUGUST 23, 1985

SUBJECT: REDUCTION OF COOLING AIR VOLUME TO BOTH DC CONTACTOR BOXES, AND CLOSURE OF AIR OUTLET NEAR BATTERY INSTALLATION.

### 1. PLANNING INFORMATION

#### A. EFFECTIVITY

Model 1124/1124A aircraft, all serial numbers prior to S/N 427, except aircraft with AC inverters installed at Station 328-340.

#### B. REASON

To reduce cooling airflow and resultant cold soaking inside both DC contactor boxes and the immediate area near subject air outlet which contributes to condensation in high humidity environments following extended flights.

#### C. COMPLIANCE

Compliance with this Service Bulletin is optional.

#### D. DESCRIPTION

This Service Bulletin describes the steps and materials required to reduce the flow of cooling air to the DC contactor boxes and surrounding area at Station 316.

#### E. APPROVAL

The modifications described in this Service Bulletin have been shown to comply with the applicable ICAA/FAA regulations and are IAI Engineering approved.

#### F. MATERIAL

Material required may be obtained through Atlantic Aviation Supply Company or their authorized dealers.



G. TOOLING

No special tools are required.

H. WEIGHT AND BALANCE

Not applicable.

I. ELECTRICAL LOAD DATA

Not applicable.

J. REFERENCES

Not applicable.

K. PUBLICATIONS AFFECTED

None.

2. ACCOMPLISHMENT INSTRUCTIONS

- A. Gain access to battery compartment by removing forward access panel in forward baggage compartment.
- B. Locate the vertical cooling air duct installed at the approximate aircraft center line at Station 320.0.
- C. Locate and remove the flexible sleeve at Station 257.0.
- D. Install restrictor plate P/N 5823594-189 on upper portion of cooling duct as shown in Figure 1.
- E. Reinstall flexible sleeve and clamps. Tighten flexible sleeve clamps.
- F. Locate air duct outlet installed as shown in Figure 2.
- G. Remove existing AN3-3A bolts and associated hardware attaching duct outlet to support angle.
- H. Insert cover plate P/N 6783198-RE5 between air duct and support bracket.
- I. Reinstall existing hardware and tighten.

- J. Secure access panel to battery compartment.
- K. Make appropriate log book entry as stated in Record Compliance section and return aircraft to service.

3. MATERIAL INFORMATION

<u>P/N</u>	<u>DESCRIPTION</u>	<u>QTY</u>
5823594-189	Restrictor	1 ea.
6783198-RE5	Cover Plate	1 ea.

4. RECORD COMPLIANCE

Make the following entry in the aircraft log book:

Service Bulletin 1124-21-028 dated AUGUST 23, 1985, titled "Reduction of Cooling Air Volume to Both DC Contactor Boxes, and Closure of Air Outlet Near Battery Installation" has been accomplished this date \_\_\_\_\_.

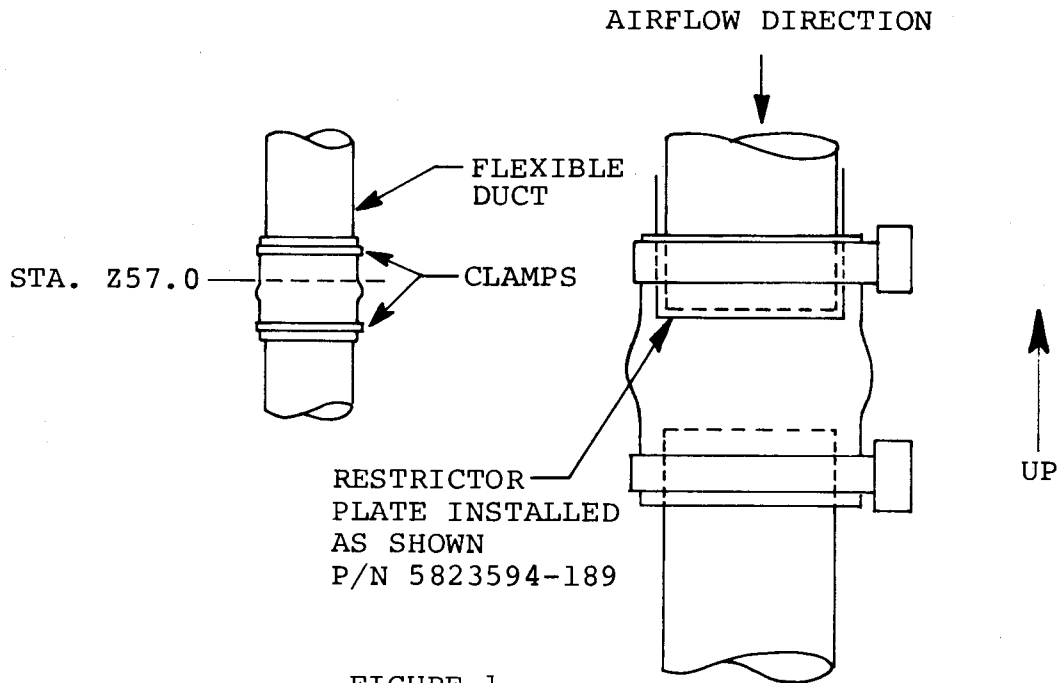


FIGURE 1

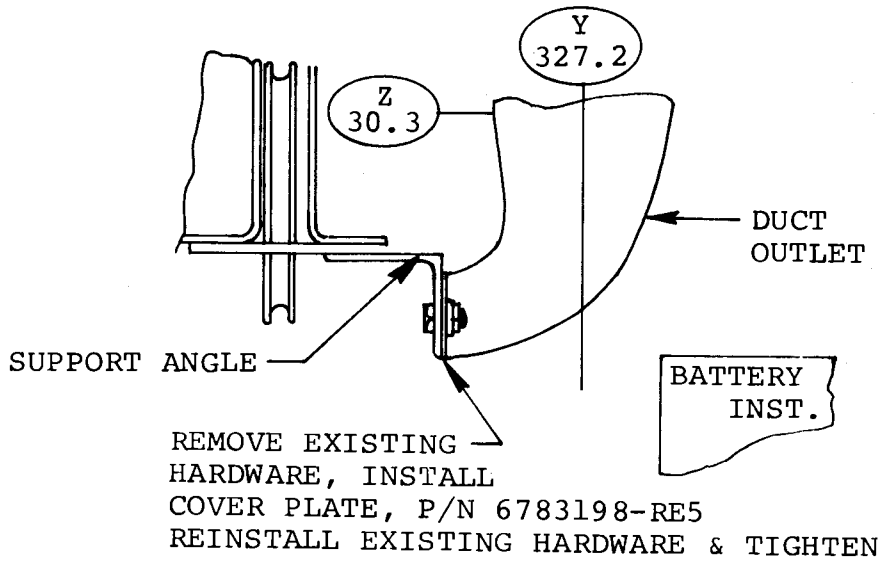
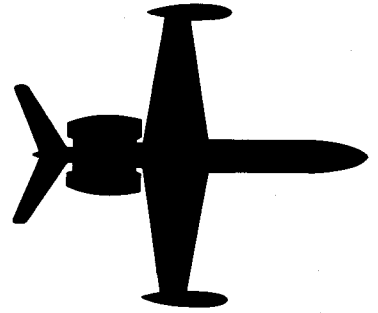


FIGURE 2

# 1124-WESTWIND



## SERVICE BULLETIN

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RECOMMENDED

SERVICE BULLETIN NO. 1124-21-029

April 24, 1985

SUBJECT: BAGGAGE COMPARTMENT HEAT SYSTEM

### 1. PLANNING INFORMATION

#### A. EFFECTIVITY

MODEL 1124/1124A WESTWINDS, prior to serial number 427 with long range fuel tank provisions.

#### B. REASON

- (1) To verify conformity of the affected aircraft with regard to the baggage compartment heat/switch switches information placard (1124/1124A aircraft).
- (2) To verify singular operation of baggage compartment heat system (forward or aft) when either forward or aft baggage compartment heat is selected.

#### C. COMPLIANCE

It is recommended that this service bulletin be accomplished no later than the next 150 hour inspection.

#### D. DESCRIPTION

This Service Bulletin details conformity inspection procedures and/or corrective actions for the baggage compartment heating system.



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BEN GURION AIRPORT, ISRAEL

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E. APPROVAL

The inspection required by this service bulletin has been shown to comply with the applicable ICAA/FAA regulations and is IAI Engineering approved.

F. MATERIAL

Contact Atlantic Aviation Supply Company in Wilmington, Delaware or their authorized representatives.

G. TOOLING

Not required.

H. WEIGHT & BALANCE

Not applicable.

I. ELECTRICAL LOAD DATA

Not applicable.

J. REFERENCES

None

K. PUBLICATIONS AFFECTED

1124/1124A Wiring Manual, Chapter 21.  
1124/1124A Airplane Flight Manual.

2. ACCOMPLISHMENT INSTRUCTIONS

A. Perform the following conformity inspection to determine whether corrective action is required:

- (1) Inspect ECS panel overlay forward for the engine power levers for the presence of the information placard and confirm that the placard conforms to the drawing in Figure 1 (1124 aircraft, Figure 1.A, 1124A aircraft, Figure 1.B).

NOTE

For 1124 aircraft: if, no discrepancy is found no further action is required. For 1124A aircraft: continue the conformity inspection with Step A.2.

- (2) Select battery master switch "ON." Select main baggage compartment heat "ON." Ensure that only the main baggage compartment heat annunciator light illuminates. Select rear baggage compartment heat "OFF."
- (3) Select rear baggage compartment heat "ON." Ensure that only the rear baggage compartment heat annunciator light illuminates. Select rear baggage compartment heat "OFF."
- (4) With battery master still selected "ON", push and HOLD "Push for Volts" on either of the left or right Volt/AMP meters located in the cockpit overhead panel and note voltage reading. With "Push for Volts" still selected, select main baggage compartment heat "TEST" and observe a slight voltage drop. Ensure that only the main baggage compartment heat annunciator light illuminates.
- (5) With "Push for Volts" and main baggage compartment heat "TEST" still selected, select rear baggage compartment heat "TEST" and observe a further voltage drop. Ensure that the rear baggage compartment heat annunciator light has illuminated.
- (6) Select baggage compartment heat switches "OFF" and release "Push for Volts."

CAUTION

Limit test time to a few seconds to prevent overheating of the blankets.

Select battery master switch "OFF." If a discrepancy is found proceed to Step 2.B. If no discrepancies are found, no further action is required.



- B. Accomplish the following instructions as necessary:
- (1) For aircraft with no information placard installed, install new placard as shown in Figure 1.
  - (2) For aircraft with a placard installed that does not conform to the drawing, remove placard and install new placard as shown in Figure 1.
  - (3) For aircraft that did not test electrically in accordance with Step "A", i.e. both annunciator lights illuminated when either main or rear baggage compartment heat was selected or tested, gain access to terminal board #18 which is located above rear baggage compartment at Fuselage Station 452.00.
  - (4) Remove wire H145L20 from stud #5 of terminal board #18.
  - (5) Reinstall hardware on terminal board #18.
  - (6) Cut terminal from wire H145L20.
  - (7) Cap and stow wire H145L20.
- C. Repeat conformity inspection in accordance with step 2.A. Secure aircraft and return to service.
- D. Make the necessary changes to the appropriate manuals as follows:
- (1) For 1124 aircraft: make a temporary revision to the Airplane Flight Manual per instruction page of Revision included with this service bulletin.
  - (2) For 1124A aircraft: revise Airplane Flight Manual per instruction page of revision included with this service bulletin.
  - (3) For 1124A aircraft: mark the corrections in the Wiring Diagram Manual for future use, until a revision page is issued.

3. MATERIAL INFORMATION

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
1 ea.	328307 (AMP) or equivalent (may be obtained locally)	End Cap
1 ea.	CMA71230-505-5	Placard

A. Procurement

- (1) P/N CMA 71230-505-5 placard may be obtained at no charge from:

Atlantic Aviation Supply Company, Wilmington, DE

4. AIRCRAFT RECORDS

Make the following entry in the aircraft log book:

Service Bulletin No. 1124-21-029 dated April 24, 1985, titled "Baggage Compartment Heat System" has been accomplished this date.

END

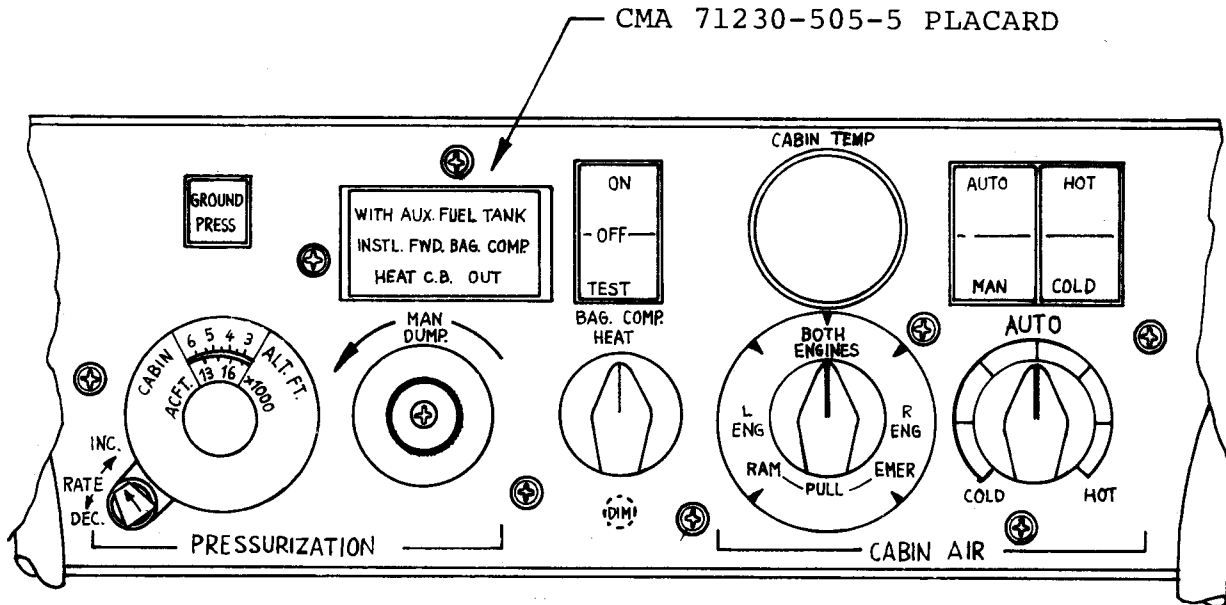


FIGURE 1A

MODEL 1124 WITH LONG RANGE FUEL TANK PROVISIONS

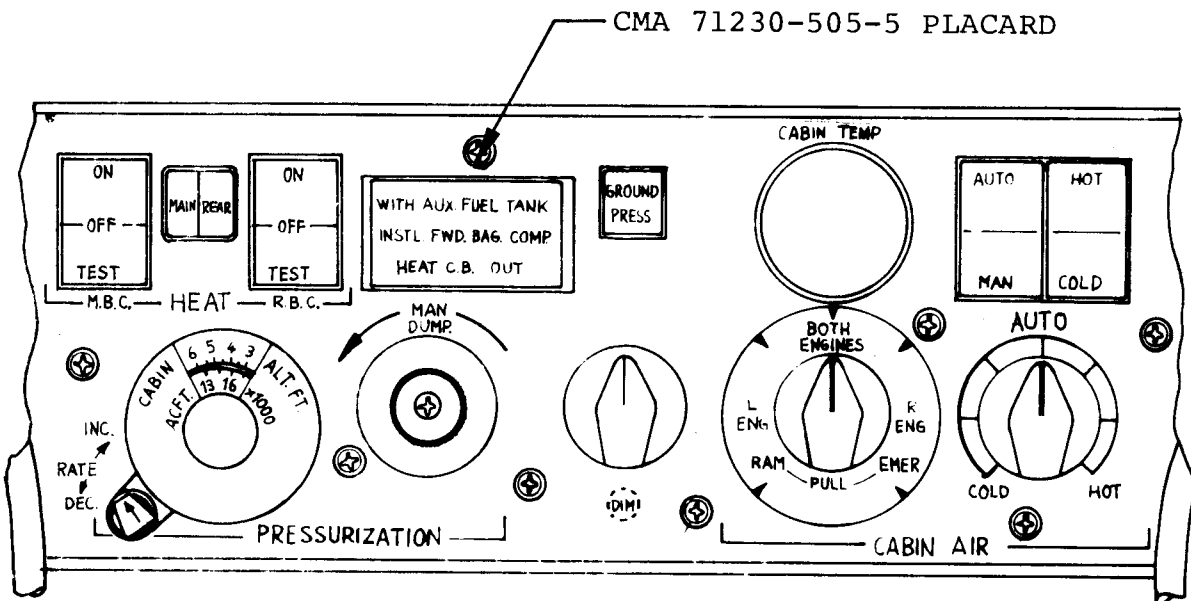


FIGURE 1B

MODEL 1124A, ALL SERIAL NUMBERS

# SERVICE PUBLICATIONS

# revision notice

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OPTIONAL

SERVICE BULLETIN NO. 1124-21-076  
Revision No. 1

May 23, 1986

SUBJECT: AIR CONDITIONING - IMPROVED CAP ASSEMBLY FOR UNUSED  
PORT ON AIR GASPER P/N 1708 "WEMAC"

REASON FOR To change part numbers in paragraph 3. Material  
REVISION: Information.

### 3. MATERIAL INFORMATION

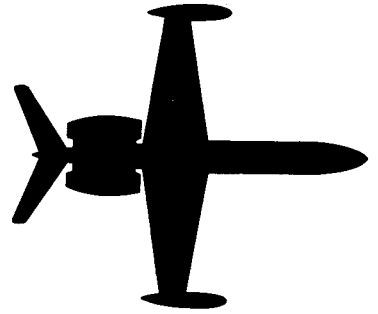
<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
A/R	25W783042-003	Cap
A/R	MS3367-X-X	Tie-down Strap (or equivalent)

SB 1124-21-076  
Page 1 of 1



SUBSIDIARY OF ISRAEL AIRCRAFT INDUSTRIES LTD  
BEN GURION AIRPORT, ISRAEL

# 1124-WESTWIND



## SERVICE BULLETIN

OPTIONAL

SERVICE BULLETIN NO. 1124-21-076A

June 30, 1987

SUBJECT: AIR CONDITIONING - IMPROVED CAP ASSEMBLY FOR UNUSED  
PORT ON AIR GASPER P/N 2708 "WEMAC"

(This Service Bulletin No. 1124-21-076A dated June 30, 1987  
supersedes Service Bulletin No. 1124-21-076 dated February 5, 1987  
in its entirety.)

### 1. PLANNING INFORMATION

#### A. EFFECTIVITY

MODEL 1124/1124A WESTWINDS, all serial numbers prior to 438  
except 418, 423, 426, 429, 431, 432 and 435.

#### B. REASON

To prevent caps from coming off, allowing cold air to be  
blown into the sidewall.

#### C. COMPLIANCE

Compliance with this service bulletin is optional.

#### D. DESCRIPTION

New style caps are installed.

#### E. APPROVAL

This service bulletin has been reviewed by the Israel Civil  
Aviation Administration (ICAA). The design content  
conveyed herein complies with the applicable Civil Aviation  
Regulations and is ICAA approved.

SB1124-21-076A

Page 1 of 4



INTERNATIONAL INC.  
ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL INC.

SUBSIDIARY OF ISRAEL AIRCRAFT INDUSTRIES, LTD.  
BEN GURION AIRPORT, ISRAEL

SERVICE BULLETIN NO. 1124-21-076A

F. MATERIAL

Material required for this service bulletin may be obtained from Atlantic Aviation Supply, Wilmington, Delaware or procured locally.

G. TOOLING

No special tools required

H. WEIGHT AND BALANCE

Not applicable

I. ELECTRICAL LOAD DATA

Not applicable

J. REFERENCES

1124/1124A Maintenance Manual, Chapter 21.

K. PUBLICATIONS AFFECTED

1124/1124A Illustrated Parts Catalog will be revised to reflect new cap part number.

2. ACCOMPLISHMENT INSTRUCTIONS

- A. Gain access as necessary to WEMAC inlet ports suspected of leakage or to all for installation of new style cap.
- B. Remove aluminum self-adhesive tape previously installed on spare port.
- C. Install new cap P/N 25W783042-003 on unused port.
- D. Secure cap with MS3367-X-X tie-down strap (or equivalent).
- E. Repeat procedure on all other WEMACs.
- F. Reinstall interior furnishings previously removed to gain access.

3. MATERIAL INFORMATION

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
A/R	25W783042-003	Cap
A/R	MS3367-X-X	Tie-down Strap (or equivalent)

SERVICE BULLETIN NO. 1124-21-076A

4. RECORD COMPLIANCE

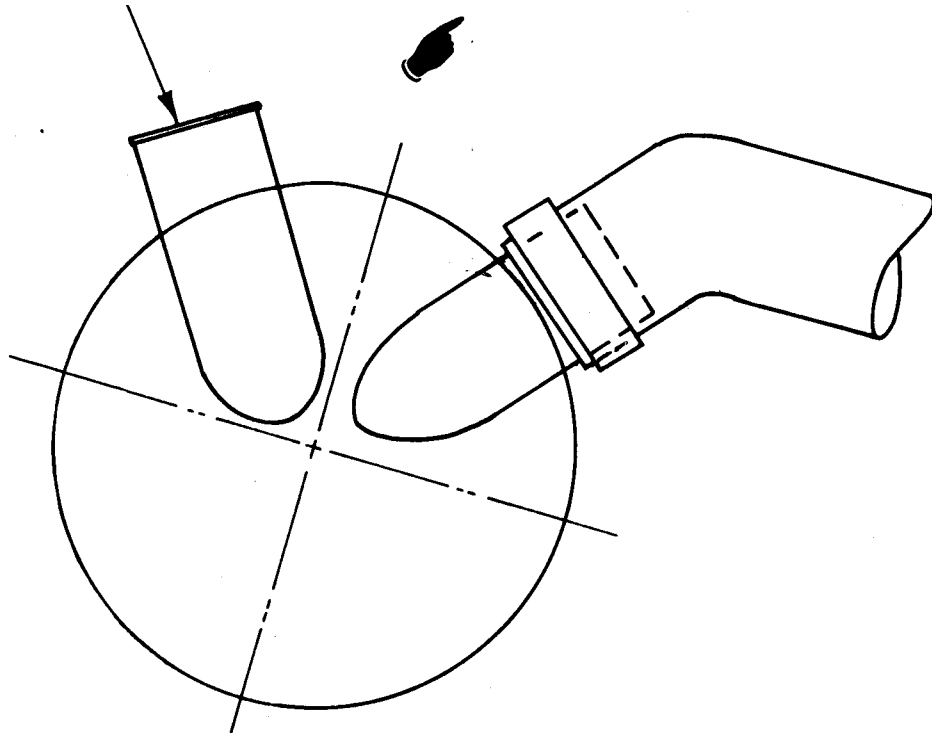
Make the following entry in the aircraft log book:

Service Bulletin No. 1124-21-076A dated June 30, 1987 titled "Air Conditioning - Improved Cap Assembly for Unused Port on Air Gasper P/N 2708 "WEMAC" has been accomplished this date \_\_\_\_\_.

June 30, 1987

SB 1124-21-076A  
Page 3 of 4

INSTALL 25W783042-003 CAP  
SECURE WITH MS3367-X-X TIEDOWN STRAP



REAR VIEW

P/N 2708 "WEMAC"

FIGURE 1



*Service Bulletin*

A/C S/N \_\_\_\_\_

*Certificate of Compliance*

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

IAI International, Inc.  
Attn: Technical Publications  
P.O. Box 10086  
Wilmington, DE 19850

This is to certify that Westwind Serial Number \_\_\_\_\_ has complied with Service Bulletin No. 1124-21-076A

Aircraft Registration No: \_\_\_\_\_

Total Airframe Time at Compliance - Hours: \_\_\_\_\_ Cycles: \_\_\_\_\_

Compliance Date: \_\_\_\_\_ By: \_\_\_\_\_  
Signature

REGISTERED OWNER:

ACCOMPLISHING AGENCY:

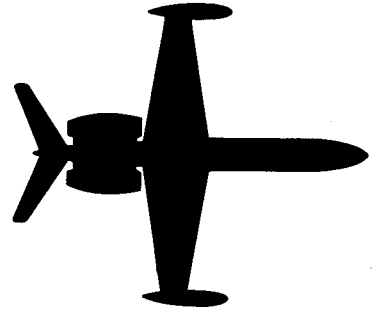
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Please describe below any discrepancies found or difficulties encountered during compliance:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# 24-WESTWIND



## SERVICE BULLETIN

OPTIONAL

SERVICE BULLETIN NO. 1124-21-089

April 6, 1987

SUBJECT: AIR CONDITIONING - INCORPORATION OF REFRIGERATION UNIT  
OVERTEMPERATURE PROTECTION SYSTEM (OPS)

### 1. PLANNING INFORMATION

#### A. EFFECTIVITY

MODEL 1124/1124A WESTWINDS, all serial numbers.

#### B. REASON

To aid in extending the service life of 2200165-2 Series 1  
and 2200165-3 Series 1 refrigeration units.

#### C. COMPLIANCE

Compliance with this service bulletin is optional.

#### D. DESCRIPTION

This service bulletin describes the procedure necessary to  
install the OPS kit.

#### E. APPROVAL

This service bulletin has been reviewed by the Israel Civil  
Aviation Administration (ICAA). The design content  
conveyed herein complies with the applicable Civil Aviation  
Regulations and is ICAA approved.

#### F. MATERIAL

Material required for this service bulletin may be obtained  
from Atlantic Aviation Supply Co., Wilmington, Delaware or  
from Garrett General Aviation Services Company.



SB 1124-21-089  
Page 1 of 4

SERVICE BULLETIN NO. 1124-21-089

G. TOOLING

None required.

H. WEIGHT & BALANCE

Not applicable.

I. ELECTRICAL LOAD DATA

Not applicable.

J. REFERENCES

1124/1124A Maintenance Manual, Chapter 21-50-00  
Garrett/Airesearch Service Bulletin No. 5-2402  
Garrett/Airesearch Report 4-272 titled "Operation and  
Maintenance Instructions" for the 1124/1124A Refrigeration  
Units dated 1 Nov 1985

K. PUBLICATIONS AFFECTED

1124/1124A Illustrated Parts Catalog, Chapter 21-50-00,  
Figure 2.

2. ACCOMPLISHMENT INSTRUCTIONS

- A. Gain access to the environmental control unit by removing the aft access panel from the fwd baggage compartment and also the fwd access panel in the aft baggage compartment.
- B. Modify affected 2200165-2 Series 1 or -3 Series 1 refrigeration units to incorporate the Overtemperature Protection System (OPS) in accordance with the attached Garrett/Airesearch Service Bulletin No. 5-2402.

NOTE

The OPS kit may be installed utilizing accomplishment instructions in Garrett/Airesearch Service Bulletin No. 5-2402 with the environmental control unit in the aircraft.

- C. Perform leak check and operational check of the air conditioning system.
- D. Reinstall access panels in both fwd and aft baggage compartments.

SERVICE BULLETIN NO. 1124-21-089

3. MATERIAL INFORMATION

In addition to the refrigeration unit modification kit called out in Garrett/Airesearch Service Bulletin No. 5-2402, the following parts will be required:

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
*2	MS9068-136	Packing
**2	460-200	Peri-Seal

\*See Garrett/Airesearch Service Bulletin No. 5-2402, para. 2.A.(5), packing (19) installation.

\*\*See Figure 1 for seal installation.

4. RECORD COMPLIANCE

Make the following entry in the aircraft log book:

Service Bulletin No. 1124-21-089 dated April 6, 1987, titled "Air Conditioning - Incorporation of Refrigeration Unit Overtemperature Protection System (OPS)" has been accomplished this date \_\_\_\_\_.

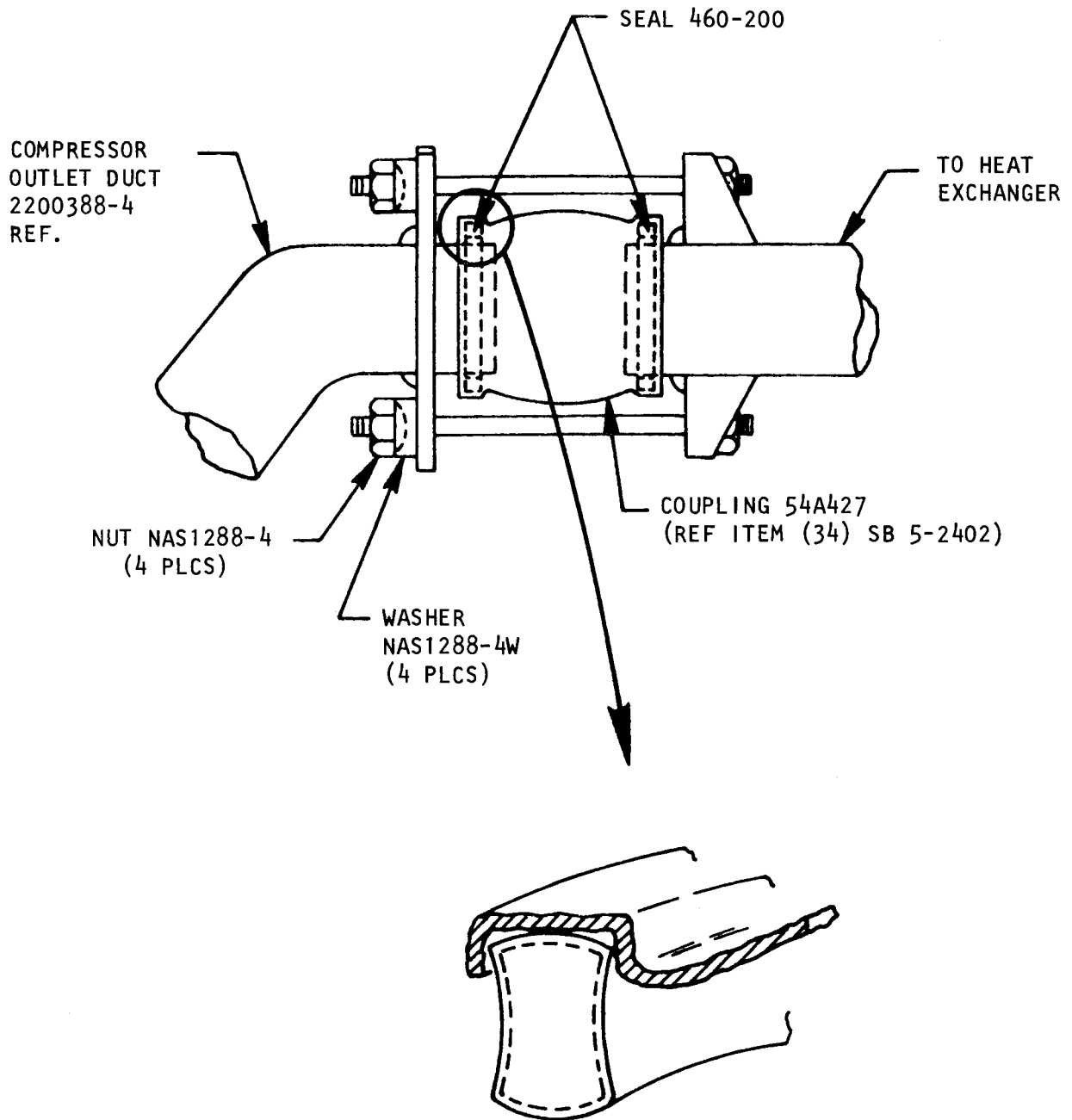


FIGURE 1  
COMPRESSOR OUTLET DUCT COUPLING INSTALLATION

*Service Bulletin*

A/C S/N \_\_\_\_\_

*Certificate of Compliance*

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL, INC.  
P.O. BOX 10086  
WILMINGTON, DE 19850  
ATTN: TECHNICAL PUBLICATIONS

This is to certify that Westwind Serial Number \_\_\_\_\_ has complied with Service Bulletin No.

**1124-21-089**

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance HOURS: \_\_\_\_\_ /CYCLES: \_\_\_\_\_

Compliance Date \_\_\_\_\_ By \_\_\_\_\_  
Signature

OWNER:	ACCOMPLISHING AGENCY:
_____	_____
_____	_____
_____	_____
_____	_____

Please describe below any discrepancies found or difficulties encountered during compliance:

\_\_\_\_\_

\_\_\_\_\_

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\_\_\_\_\_

TEAR AT PERFORATION, REMOVE TAPE AT BOTTOM, FOLD, SEAL AND MAIL



# SERVICE BULLETIN

REFRIGERATION UNIT - Conversion of 2200165-2 and 2200165-3 Refrigeration Units to 2200165-5 and 2200165-4 Refrigeration Units to incorporate an Overtemperature Protection System

## 1. Planning Information

### A. Effectivity

This service bulletin is applicable to the following refrigeration units:

<u>Part No.</u>	<u>Serial No.</u>	<u>Aircraft Application</u>
2200165-2 Series 1	All	IAI-Westwind 1124
2200165-3 Series 1	All	IAI-Westwind 1124

### B. Reason

- (1) Problem. High cooling turbine failure rates have been experienced by some operators. Examination of returned turbines has revealed overheat to be responsible for over 50 percent of turbine failures.
- (2) Background. Early in the 1124 program, high cooling turbine failure rates were reported. High bearing temperatures were responsible and this condition was addressed through incorporation of a bearing cooling modification which lowered bearing temperatures and provided increased turbine life. A further life increase is still possible. Evidence of overspeed as well as overheat was still present on some units after installation of the bearing cooling modification. Analysis indicated that reduced ram air flows in some flight regimes can produce both an overspeed condition as well as higher temperatures to the cooling turbine as a result of this reduced cooling air flow. An Overtemperature Protection System was developed and made available for field evaluation. This system was deemed successful and has been incorporated into the 1125 ASTRA Environmental Control System.

The system senses compressor discharge temperature and, if excessive, acts to reduce the inflow, simultaneously lowering speed and providing more cooling of the bleed air. This results in lower compressor outlet temperatures. Results have been verified by flight testing with an instrumented system.

A second aspect to the problem indicates the thermal reset authority of the 3213894-1 Bleed Switching Valve could be increased to provide better mixing of high-stage and low-stage bleed air at high altitude flight conditions. This will also provide lower bleed air temperatures to the refrigeration unit and is addressed in Service Bulletin 3213894-36-1421.

- (3) Action. Modify the refrigeration unit to incorporate the Overtemperature Protection System.

5-2402



# SERVICE BULLETIN

## C. Description

This service bulletin provides instructions for modifying refrigeration units by replacing the fluid pressure regulating valve and compressor outlet duct, adding a supply pressure regulator and a thermostat, and making the necessary plumbing changes.

## D. Approval

This Service Bulletin has been reviewed by the Israel Civil Aviation Administration (ICAA). The design content conveyed herein complies with the applicable Civil Aviation Regulations and is ICAA approved.

## E. Manpower

An estimated 8 man-hours are required to modify refrigeration unit on aircraft.

## F. Materials

Part No.	Description	Qty per Unit	Remarks
830171-2	Modification Kit, Refrigeration Unit	1	*
898730-3	Valve, Fluid Pressure Regulating	1	*

\*The 898730-1 Fluid Pressure Regulating Valve, removed for this conversion, can be modified to 898730-3 Fluid Pressure Regulating Valve. Contact Garrett General Aviation Service company, service centers for kit and valve price, delivery, and exchange information.

## G. Tooling - Price and Availability

No special tooling is required.

## H. Weight and Balance

Weight difference resulting from this modification is plus (+) 1.6 pounds.

## I. Electrical Load Data

Not affected.





# SERVICE BULLETIN

## J. References

The sources of information used in the preparation of this service bulletin include AiResearch engineering and support data, and applicable maintenance manuals. The following documentation is used as reference material:

Operation and Maintenance Manual - Report No. 4-272.

## K. Other Publications Affected

None.

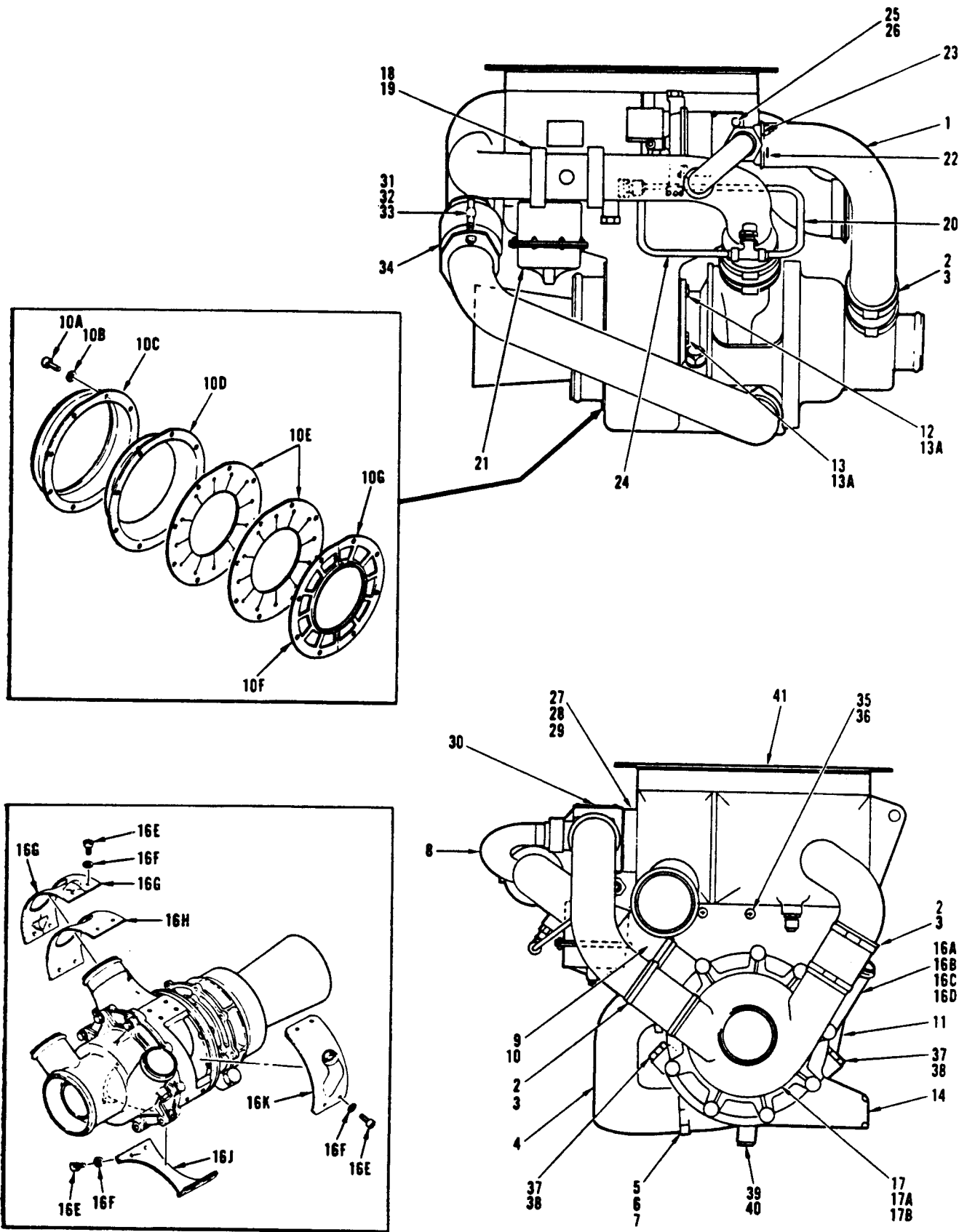
## 2. Accomplishment Instructions

### A. Method of Change

- (1) Remove 2200392-1 Regulating Valve Supply Pressure Tube Assembly (20, figure 1).
- (2) Remove 2200388-1 Compressor Outlet Duct Assembly (4) by removing three screws (5), nine washers (6), one packing (7), four nuts (31), four washers (32), two studs (33), and coupling (34) as shown in figure 1. Retain attaching hardware.
- (3) Install new 2200388-4 Compressor Outlet Duct Assembly (4A, figure 2) and secure with three screws (5), nine washers (6), one packing (7), four nuts (31), four washers (32), two studs (33), and coupling (34) as shown in figure 2.
- (4) Remove 898730-1 Fluid Pressure Regulating Valve (21, figure 1) by removing two clamps (18) and two packings (19) as shown in figure 1. Retain attaching hardware
- (5) Install new 898730-3 Fluid Pressure Regulating Valve as shown in (21A, figure 2) and secure with two packings (19) and two clamps (18) as shown in figure 2.
- (6) Remove one each bolt (12, 13) from positions shown in figure 2, Section A-A. Install new 2202815 Regulating Valve Mounting Bracket (18A), using washers (13A) and bolts (12, 13) as shown.
- (7) Install new 3214102-8 Air Supply Regulating Valve (18B) to 2202815-1 Regulating Valve Mounting Bracket (18A) using four new AN960PD10L Washer (18C), two new AN3C6A Bolts (180), and two new MS21042-3 Nuts (18E) as shown in figure 2.
- (8) Install new 129658-1 Pneumatic Thermostat (18F) and 2202718-1 Gasket (18G) to duct assembly (4A) using two new AN3C4A Bolts (18H), four new AN960PD10L Washers (18J), and two new MS21042-3 Nuts (18K) as shown in figure 2.



# SERVICE BULLETIN



E-9-580

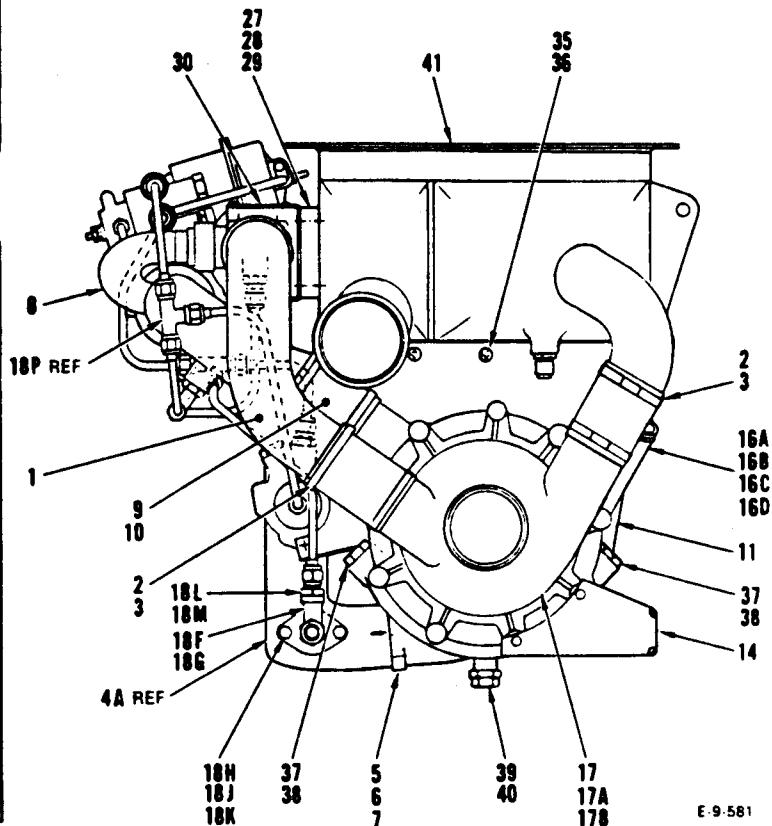
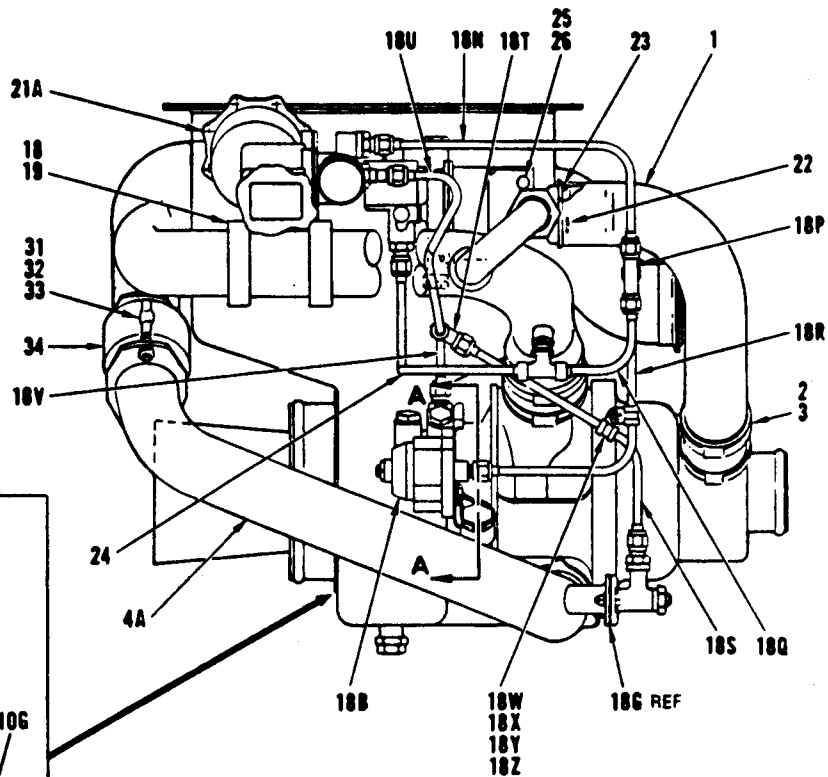
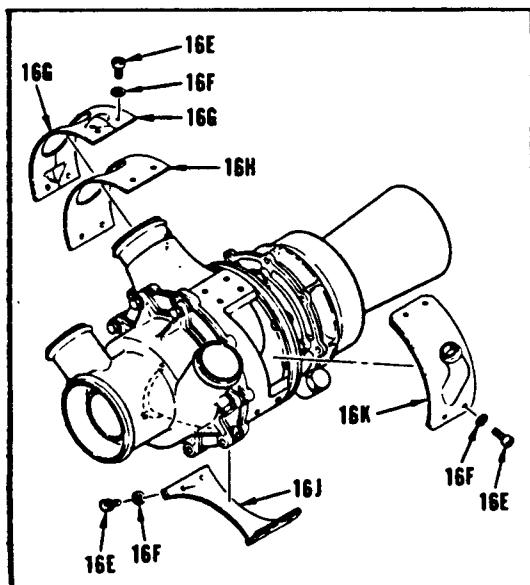
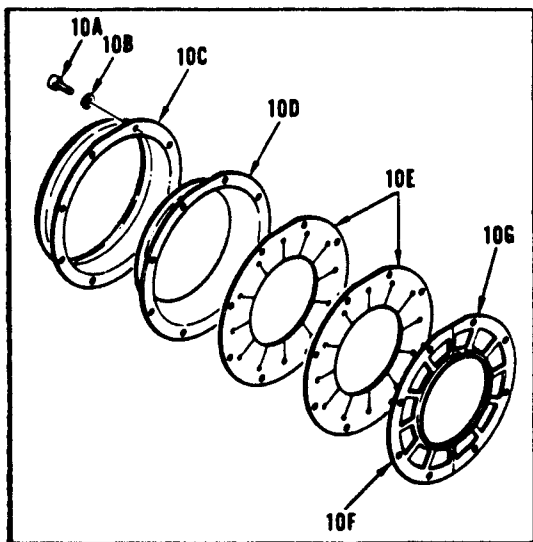
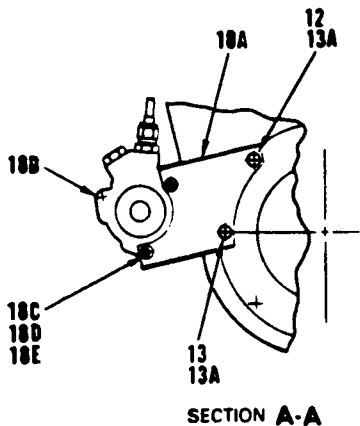
Aircraft Refrigeration Unit  
Part No. 2200165-2 and 2200165-3  
Figure 1

## 5-2402



AIRESEARCH MANUFACTURING  
COMPANY OF CALIFORNIA

# SERVICE BULLETIN



E-9-581

Feb 1/87

Aircraft Refrigeration Unit  
Part No. 2200165-2 and 2200165-3  
Figure 2

**5-2402**  
Page 5 of 7



# SERVICE BULLETIN

- (9) Install new AN815-4D Union (18L) and new S9028A904 Packing (18M) to thermostat (18F).
- (10) Install new 2202817-1 Tube Assembly (18N) to regulating valve (21A), and to new AN824-4D Tee (18P). Install new 2202816-1 Tube Assembly (18Q), and new 2202818-1 Tube Assembly (18R) also to new AN824-4D Tee (18P) as shown in figure 2.
- (11) Install new 2202824-1 Tube Assembly (18S) to union (18L) and to new AN824-4D Tee (18T) as shown in figure 2.
- (12) Install new 2202823-1 Tube Assembly (18U) to new AN824-4D Tee (18T) and to pressure regulating valve (21A) as shown in figure 2.
- (13) Install new 2202822-1 Tube Assembly (18V) to new air supply regulating valve (18B) and to new tee (18T) as shown in figure 2.
- (14) Connect new 2202818-1 and new 2202824 Tube Assembly (18R and 18S) together with new MS21919DF4 Clamps (18W) using new MS27039-1-08 Screw (18X), two new AN960PD10L Washers (18Y), and new MS21042-3 Nut (18Z) as shown in figure 2.

## B. Reidentification Instructions

- (1) After modification of refrigeration unit, reidentify 2200165-2 Series 1 Refrigeration Unit as 2200165-5 Series 1 Refrigeration Unit by transcribing all applicable data from old identification plate to the new 2200799-5 Identification Plate.
- (2) After modification of refrigeration unit, reidentify 2200165-3 Series 1 Refrigeration Unit as 2200165-4 Series 1 Refrigeration Unit by transcribing all applicable data from old identification plate to the new 2200799-4 Identification Plate.
- (3) Discard the identification plate provided in the kit for the configuration of refrigeration unit that was not modified. (The kit incorporates two identification plates, one for each configuration of refrigeration unit applicable to this service bulletin.)



# SERVICE BULLETIN

## 3. Material Information

The following common refrigeration unit modification kit except as listed is required for each refrigeration unit to be modified.

New Part No.	Qty	Keywords	Old Part No.	Instructions- Disposition
898730-3		Valve, Pressure Regulating	898730-1	I, L, O
830171-2	1	Modification Kit	---	---
		Refrigeration Unit		
		Consisting of:		
2200799-4	1	Identification Plate	2200799-3	D, L, O
2200799-5	1	Identification Plate	2200799-2	D, L, O
2200388-4		Duct Assembly	2200388-1	D, L, O
129658-1		Thermostat, Pneumatic	---	---
3214102-8	1	Valve, Air Supply Regulating	---	---
2202815-1	1	Bracket, Valve Mounting	---	---
---	1	Tube Assembly	2200392-1	D, L, O
2202816-1	1	Tube Assembly	---	---
2202817-1	1	Tube Assembly	---	---
2202818-1	1	Tube Assembly	---	---
2202822-1	1	Tube Assembly	---	---
2202823-1	1	Tube Assembly	---	---
2202824-1	1	Tube Assembly	---	---
2202718-1	1	Gasket	---	---
S9028A904	1	Packing	S9028A904	D, L, O
AN815-4D	1	Union	---	---
AN824-4D	2	Tee	---	---
MS21919DF4	2	Clamp	---	---
AN3C4A	2	Bolt	---	---
AN3C6A	2	Bolt	---	---
AN960PD10L	8	Washer	---	---
MS21042-3	5	Nut	---	---
MS27039-1-08	1	Screw	---	---

Disposition Code D: Scrap removed part.

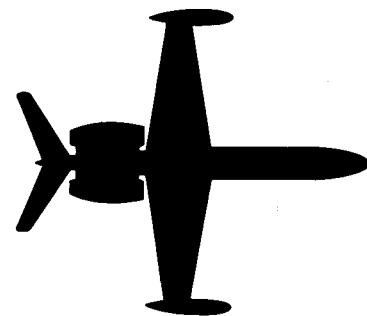
Disposition Code I: Return to GGASC for exchange.

Disposition Code L: Old and new parts are physically interchangeable.

Disposition Code O: Old part will continue to be available for sale.

NOTE: Discard unused identification plate provided in modification kit.

5-2402



## **SERVICE BULLETIN**

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### **RECOMMENDED**

**SERVICE BULLETIN NO. 1124-21-108**

**May 15, 1991**

**SUBJECT: AIR CONDITIONING - WATER SEPARATOR DUCT CLAMPING  
IMPROVEMENT (AFC 2077).**

**1. PLANNING INFORMATION**

**A. EFFECTIVITY**

MODEL 1124/1124A WESTWINDS, all serial numbers.

**B. REASON**

To improve sleeve clamping on the water separator ducts.

**C. DESCRIPTION**

This service bulletin provides instruction for inspection, and replacement if required, of the water separator duct sleeves.

**D. COMPLIANCE**

Compliance is recommended at the operator's earliest convenience.

**E. APPROVAL**

This service bulletin has been reviewed by the Civil Aviation Administration of Israel (CAAI). The design content herein complies with the applicable Civil Aviation Regulations and is CAAI approved.

## F. MAN-HOUR REQUIREMENT

The following information is for planning purposes only:

- (1) Estimated man-hours: 2
- (2) Suggested number of personnel: 1

The above is an estimate only, based on experienced personnel complying with this service bulletin. It is possible, depending on individual experience levels, that additional or fewer man-hours are required to accomplish this bulletin.

## G. MATERIAL

<u>QTY.</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
1	783108-565	Sleeve
1	783108-567	Sleeve

Material required may be obtained through Astra Jet Corporation, New Castle, Delaware, or authorized ASTRA/WESTWIND Service Centers.

## H. TOOLING

No special tooling required.

## I. WEIGHT AND BALANCE

Not applicable.

## J. ELECTRICAL LOAD DATA

Not applicable.

## K. REFERENCES

1124 Westwind Illustrated Parts Catalog, Chapter 21-20-00.

## L. PUBLICATIONS AFFECTED

1124 Westwind Illustrated Parts Catalog, Chapter 21-20-00.

2. ACCOMPLISHMENT INSTRUCTIONS

- A. Gain access to forward baggage compartment and remove the rear panel.
- B. Inspect the sleeve P/N 783108-519 and clamps P/N U84-260SH that connect the water separator inlet duct P/N 783586-1 to the air cycle machine outlet port for proper installation. Clamps must be clear of the duct beads and the sleeve ends must protrude 0.350 inches minimum beyond the duct clamps. Refer to Figure 1 Detail "A". If found to be correct, check that the clamps are torqued to 20-25 inch pounds and proceed to step G. If not correct, proceed as follows:
- C. Remove clamps P/N U84-260SH from the sleeve P/N 783108-519 connecting the water separator inlet duct to the air cycle machine outlet port. Refer to Figure 1, Detail "A".
- D. Remove and discard sleeve P/N 783108-519.
- E. Install new sleeve P/N 783108-565 so that the sleeve ends are equal distance from the duct beads. Refer to Figure 1, Detail "A".
- F. Install clamps P/N U84-260SH clear of the duct beads and insure that the sleeve ends protrude a minimum of 0.350 inches from the clamps. Torque the clamps to 20-25 inch pounds. Refer to Figure 1, Detail "A".
- G. Install the rear panel in the forward baggage compartment.
- H. Gain access to rear baggage compartment and remove the forward access panel.
- I. Inspect the sleeve P/N 783108-509 and clamps P/N U84-410SH on the water separator outlet duct. For proper installation clamps must be clear of the duct beads. The sleeve ends must protrude 0.350 inches minimum beyond the duct clamps. Refer to Figure 1, Detail "B". If found to be correct, check that the clamps are torqued to 20-25 inch pounds and proceed to step 2.N. If not correct, proceed as follows:
- J. Remove clamps P/N U84-410SH from the sleeve P/N 783108-509 on the water separator outlet duct.
- K. Remove and discard sleeve P/N 783108-509.
- L. Install new sleeve P/N 783108-567 so that the sleeve ends are equal distance from the duct beads. Refer to Figure 1, Detail "B".



SERVICE BULLETIN NO. 1124-21-108

M. Install clamps P/N U84-410SH clear of the duct beads and insure that the sleeve ends protrude a minimum of 0.350 inches from the clamps. Torque the clamps to 20-25 inch pounds. Refer to Figure 1, Detail "B".

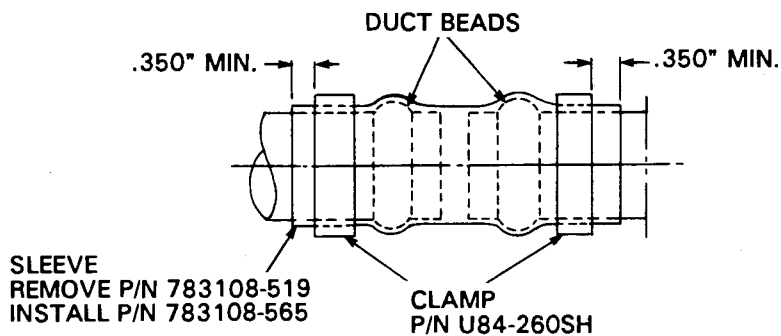
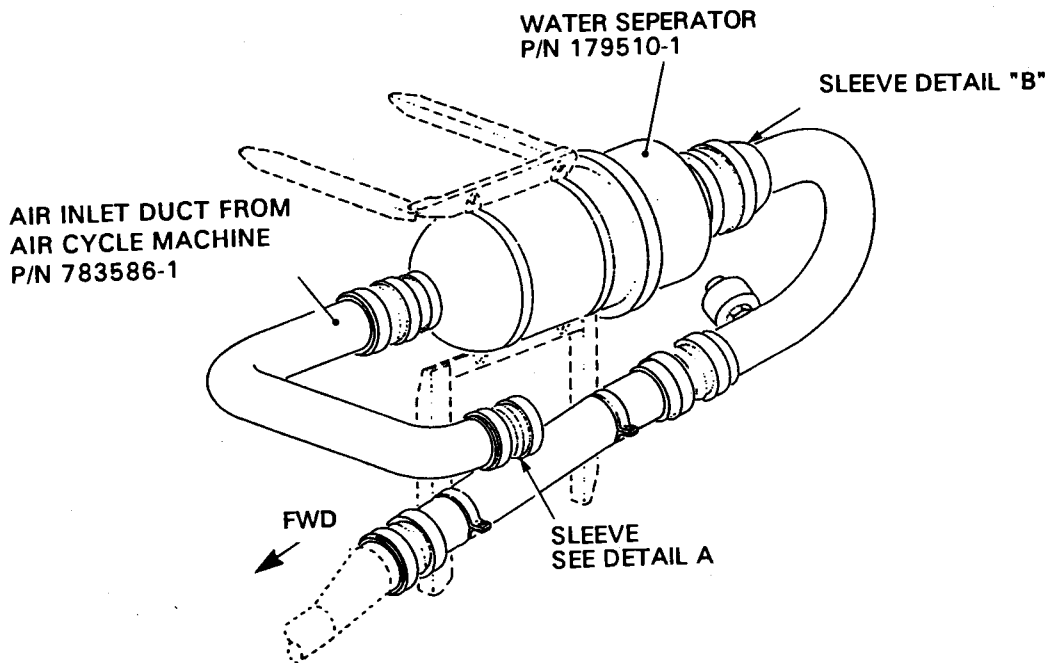
N. Install the forward access panel in the rear baggage compartment.

3. RECORD COMPLIANCE

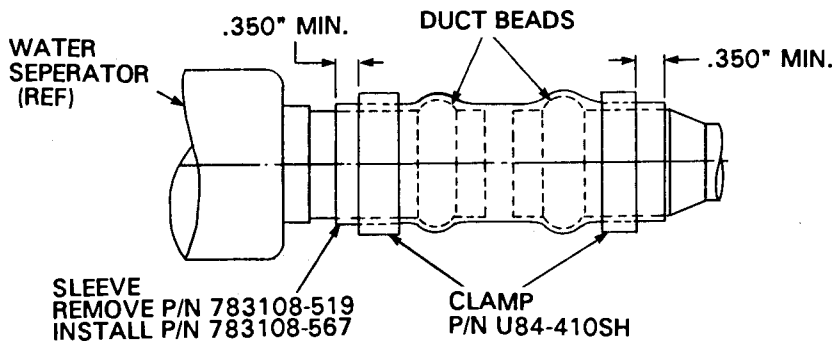
A. Make the following entry in the aircraft log book:

Service Bulletin 1124-21-108 dated May 15, 1991, titled "Air Conditioning - Water Separator Duct Clamping Improvement (AFC 2077)," has been accomplished this date \_\_\_\_\_.

B. Complete the attached Certificate of Compliance and return to Astra Jet Corporation in New Castle, Delaware.



**DETAIL A**



**DETAIL "B"**

**WATER SEPERATOR  
FIGURE 1**

TEAR AT PERFORATION, REMOVE TAPE AT BOTTOM, FOLD, SEAL AND MAIL

*Service Bulletin*

*Certificate of Compliance*

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

Technical Publications  
Astra Jet Corporation  
278 Quigley Boulevard  
New Castle, DE 19720

This is to certify that WESTWIND Serial Number \_\_\_\_\_ has complied with  
Service Bulletin No.

1124-21-108

Aircraft Registration No. \_\_\_\_\_

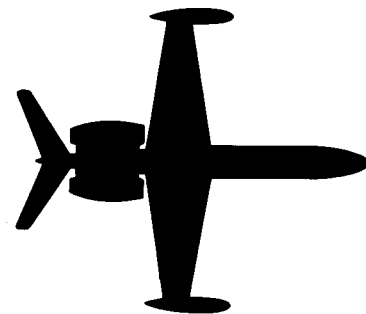
Airframe Total Time at Compliance: Hours \_\_\_\_\_ Cycles \_\_\_\_\_

Compliance Date: \_\_\_\_\_ By: \_\_\_\_\_  
Signature

Owner:	Accomplishing Agency:
_____	_____
_____	_____
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_____	_____

Please describe below any discrepancies found or difficulties encountered  
during compliance:

\_\_\_\_\_  
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## **SERVICE BULLETIN**

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### **OPTIONAL**

**SERVICE BULLETIN NO. 1124-21-115**

**June 23, 1993**

**SUBJECT: AIR CONDITIONING - IMPROVE OPERATION OF CABIN AUTO TEMP SYSTEM**

**1. PLANNING INFORMATION**

**A. EFFECTIVITY**

**MODEL 1124/1124A WESTWIND, serial numbers 259 and subsequent.**

**B. REASON**

**To insure proper operation of the cabin temperature system when in Auto Temp mode with small temperature variations.**

**C. DESCRIPTION**

**This service bulletin outlines procedures for adding two relays in Auto Temp System for more positive control of refrigeration by-pass valve.**

**D. COMPLIANCE**

**Compliance is optional and at the operator's convenience.**

**E. APPROVAL**

**This service bulletin has been reviewed by the Civil Aviation Administration of Israel (CAAI). The design content herein complies with the applicable Civil Aviation Regulations and is CAAI approved.**

**F. MAN-HOUR REQUIREMENTS**

The following information is for planning purposes only:

- (1) Estimated man-hours: 4
- (2) Suggested number of personnel: 1

The above is an estimate only, based on experienced personnel complying with this service bulletin. It is possible, depending on individual experience levels, that additional or fewer man-hours are required to accomplish this bulletin.

**G. MATERIAL**

<u>QTY.</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
2	M6106/27-023	RELAY
2	451120-051	RELAY SOCKET
	OR	
	M12883/45-01	
A/R	MIL-W-22759/34	WIRE #22AWG

Material required may be obtained through Astra Jet Corporation, New Castle, Delaware, or authorized ASTRA/WESTWIND Service Centers.

**H. TOOLING**

No special tooling required.

**I. WEIGHT AND BALANCE**

Not applicable.

**J. ELECTRICAL LOAD DATA**

Not applicable.

**K. REFERENCES**

1124/1124A Westwind Wiring Diagram Manual, Chapter 21-00-01.

**L. PUBLICATIONS AFFECTED**

1124/1124A Westwind Wiring Diagram Manual, Chapter 21-00-01.

2. ACCOMPLISHMENT INSTRUCTIONS

A. Remove all electrical power from aircraft.

B. Access right D.C. Contactor Box.

C. Add two new relay sockets P/N 451120-051 or M12883/45-01, directly beneath relay GTR-2. Label one socket as COOL and second socket as HEAT. Perform the following wire changes. Refer to Figure 1 and 2.

(1) Disconnect wire #105 from pin A1 of relay APR. Connect to pin X1 of new relay HEAT, splice as required.

(2) Disconnect wire #104 from pin B1 of relay APR. Connect to pin X1 of new relay COOL, splice as required.

(3) Connect new #22AWG wire (wire #283) to pin A1 of relay APR. Connect free end to pin A1 of new relay HEAT.

(4) Connect new #22AWG wire (wire #282) to pin B1 of relay APR. Connect free end to pin A1 of new relay COOL.

(5) Connect new #22AWG wire (wire #281) to wire #165 at pin E of plug P6 using proper splice. Connect free end to pin A2 of new relay HEAT with jumper to pin A2 of new relay COOL. Use proper splice.

(6) Connect new #22AWG wire (wire #284) to ground stud inside the box. Connect free end to pin X2 of new relay HEAT with jumper to pin X2 of new relay COOL. Use proper splice.

(7) Install new relays P/N M6106/27-023 in new sockets HEAT and COOL. Clean work area.

D. Check Manual and Automatic Modes of Operation.

(1) Place cabin temperature selector in passenger cabin to mid range.

(2) Apply DC and AC electrical power to aircraft.

(3) With the AUTO/MANUAL temperature control switch in MAN position, press HOT switch for at least 11 seconds. Verify that refrigeration bypass valve (hot air valve) is in full open position. (See valve pointer.) Observe the cabin temperature sensor fan is operating.

- (4) Press COLD switch for at least 11 seconds. Verify that refrigeration bypass valve is fully closed.
- (5) Start right engine. Reference Airplane Flight Manual.

**NOTE:** In the following steps, if cabin temperature fan senses ambient temperature as hot or cold, automatic temperature system will require additional time to respond to that selection.

- (6) With cabin air selector to R ENG and temperature control switch in AUTO, place cockpit temperature selector switch to HOT. Check that hot air is evident within one minute of operation.
- (7) Rotate cockpit temperature selector switch to COLD. Check that cold air is evident within one minute of operation.

E. Close items opened to access right DC contactor box.

### 3. RECORD COMPLIANCE

A. Make the following entry in the aircraft log book:

Service Bulletin 1124-21-115 dated June 23, 1993, titled "Air Conditioning - Improve Operation of Cabin Auto Temp System", has been accomplished this date

\_\_\_\_\_.

- B. Revise 1124/1124A Westwind Wiring Diagram Manual, Chapter 21-00-00 to reflect changes accomplished by this service bulletin.
- C. Complete the attached Certificate of Compliance and return to Astra Jet Corporation in New Castle, Delaware.

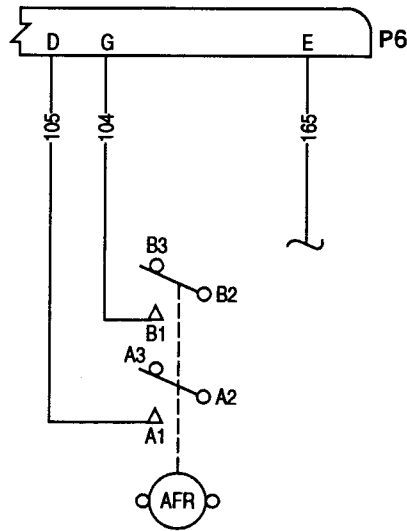


FIGURE 1

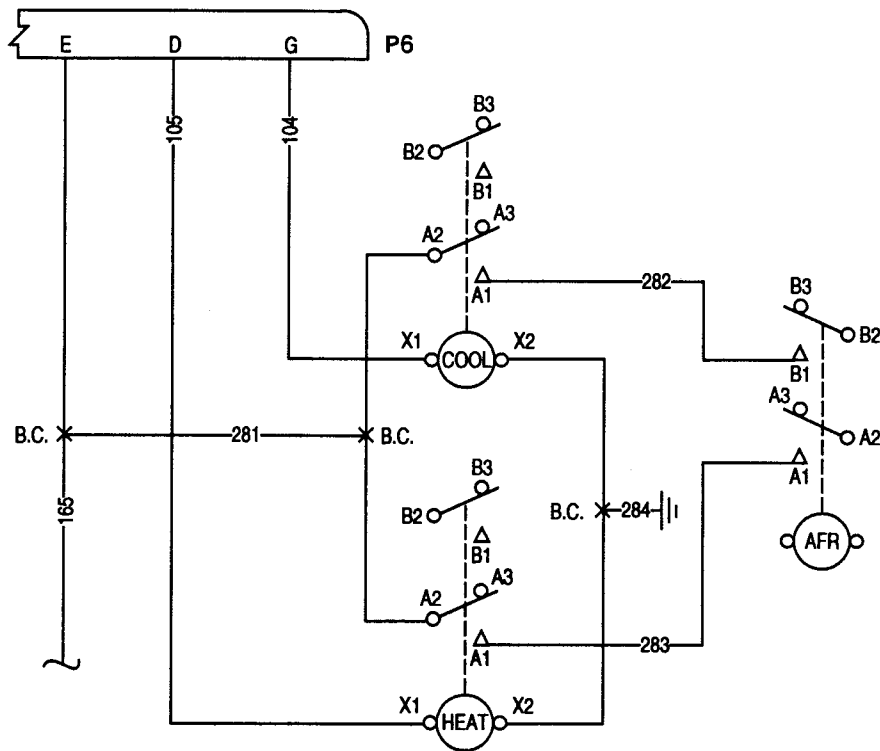


FIGURE 2



TEAR AT PERFORATION, REMOVE TAPE AT BOTTOM, FOLD, SEAL AND MAIL

*Service Bulletin*

*Certificate of Compliance*

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

Technical Publications  
**Astra Jet Corporation**  
278 Quigley Boulevard  
New Castle, DE 19720

This is to certify that WESTWIND Serial Number \_\_\_\_\_ has complied with  
Service Bulletin No.

**1124-21-115**

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance: Hours \_\_\_\_\_ Cycles \_\_\_\_\_

Compliance Date: \_\_\_\_\_

By: \_\_\_\_\_  
Signature

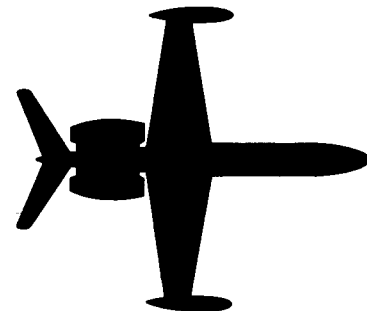
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Accomplishing Agency:  
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Please describe below any discrepancies found or difficulties encountered  
during compliance:

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# **24-WESTWIND**



## **SERVICE BULLETIN**

**SERVICE BULLETIN NO. 1124-21-115**

**REVISION 1**

**August 3, 1994**

### **TRANSMITTAL SHEET**

This sheet transmits Revision 1 to Service Bulletin No. 1124-21-115 dated June 23, 1993, titled "Air Conditioning - Improve Operation of Cabin Auto Temp System".

#### **REASON FOR REVISION**

To revise Material Parts List and Accomplishment Instructions to add a ground suppression diode.

Aircraft that have complied with the original issue of this service bulletin should accomplish changes added by this revision.

This is a COMPLETE REVISION. Please remove and discard all pages of previous issues and replace with the pages of this revision.

#### **LIST OF EFFECTIVE PAGES**

PAGE NO.

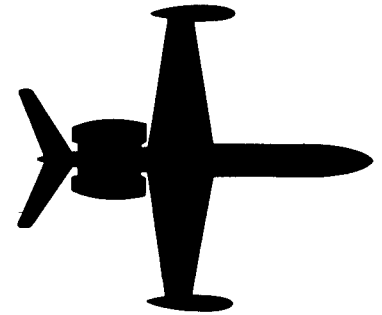
DATE

1 through 5

August 3, 1994

#### **PREVIOUS REVISIONS OF SB 1124-21-115**

None



## **SERVICE BULLETIN**

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### **OPTIONAL**

**SERVICE BULLETIN NO. 1124-21-115**

June 23, 1993

**SUBJECT: AIR CONDITIONING - IMPROVE OPERATION OF CABIN AUTO TEMP SYSTEM**

**1. PLANNING INFORMATION**

**A. EFFECTIVITY**

MODEL 1124/1124A WESTWIND, serial numbers 259 and subsequent.

**B. REASON**

To insure proper operation of the cabin temperature system when in Auto Temp mode with small temperature variations.

**C. DESCRIPTION**

This service bulletin outlines procedures for adding two relays in Auto Temp System for more positive control of refrigeration by-pass valve.

**D. COMPLIANCE**

Compliance is optional and at the operator's convenience.

**E. APPROVAL**

This service bulletin has been reviewed by the Civil Aviation Administration of Israel (CAAI). The design content herein complies with the applicable Civil Aviation Regulations and is CAAI approved.

SERVICE BULLETIN NO. 1124-21-115

F. MAN-HOUR REQUIREMENTS

The following information is for planning purposes only:

- (1) Estimated man-hours: 4
- (2) Suggested number of personnel: 1

The above is an estimate only, based on experienced personnel complying with this service bulletin. It is possible, depending on individual experience levels, that additional or fewer man-hours are required to accomplish this bulletin.

G. MATERIAL

	<u>QTY.</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
R	2	MS27401-14	RELAY
R	2	000300-1194	RELAY SOCKET
		OR	
R		M12883/41-01	
	A/R	MIL-W-22759/34	WIRE #22AWG
R	1	1N4005	DIODE

Material required may be obtained through Astra Jet Corporation, New Castle, Delaware, or authorized ASTRA/WESTWIND Service Centers.

H. TOOLING

No special tooling required.

I. WEIGHT AND BALANCE

Not applicable.

J. ELECTRICAL LOAD DATA

Not applicable.

K. REFERENCES

1124/1124A Westwind Wiring Diagram Manual, Chapter 21-00-01.

L. PUBLICATIONS AFFECTED

1124/1124A Westwind Wiring Diagram Manual, Chapter 21-00-01.

## 2. ACCOMPLISHMENT INSTRUCTIONS

A. Remove all electrical power from aircraft.

B. Access right D.C. Contactor Box.

R C. Add two new relay sockets P/N 000300-1194 or M12883/41-01, directly beneath relay GTR-2. Label one socket as COOL and second socket as HEAT. Perform the following wire changes. Refer to Figure 1 and 2.

(1) Disconnect wire #105 from pin A1 of relay APR. Connect to pin X1 of new relay HEAT, splice as required.

(2) Disconnect wire #104 from pin B1 of relay APR. Connect to pin X1 of new relay COOL, splice as required.

(3) Connect new #22AWG wire (wire #283) to pin A1 of relay APR. Connect free end to pin A1 of new relay HEAT.

(4) Connect new #22AWG wire (wire #282) to pin B1 of relay APR. Connect free end to pin A1 of new relay COOL.

(5) Connect new #22AWG wire (wire #281) to wire #165 at pin E of plug P6 using proper splice. Connect free end to pin A2 of new relay HEAT with jumper to pin A2 of new relay COOL. Use proper splice.

(6) Connect new #22AWG wire (wire #284) to ground stud inside the box. Connect free end to pin X2 of new relay HEAT with jumper to pin X2 of new relay COOL. Use proper splice.

R (7) Connect cathode (banded end) of new diode P/N 1N4005 to wire #281. Connect  
R anode of new diode to wire #284. Use proper splices.

R (8) Install new relays P/N MS27401-14 in new sockets HEAT and COOL. Clean  
work area.

D. Check Manual and Automatic Modes of Operation.

(1) Place cabin temperature selector in passenger cabin to mid range.

(2) Apply DC and AC electrical power to aircraft.

(3) With the AUTO/MANUAL temperature control switch in MAN position, press HOT switch for at least 11 seconds. Verify that refrigeration bypass valve (hot air valve) is in full open position. (See valve pointer.) Observe the cabin temperature sensor fan is operating.

(4) Press COLD switch for at least 11 seconds. Verify that refrigeration bypass valve is fully closed.

- (5) Start right engine. Reference Airplane Flight Manual.

NOTE: In the following steps, if cabin temperature fan senses ambient temperature as hot or cold, automatic temperature system will require additional time to respond to that selection.

- (6) With cabin air selector to R ENG and temperature control switch in AUTO, place cockpit temperature selector switch to HOT. Check that hot air is evident within one minute of operation.
- (7) Rotate cockpit temperature selector switch to COLD. Check that cold air is evident within one minute of operation.

E. Close items opened to access right DC contactor box.

### 3. RECORD COMPLIANCE

A. Make the following entry in the aircraft log book:

R      Service Bulletin 1124-21-115 Revision 1, dated August 3, 1994, titled "Air Conditioning - Improve Operation of Cabin Auto Temp System", has been accomplished this date \_\_\_\_\_.

B. Revise 1124/1124A Westwind Wiring Diagram Manual, Chapter 21-00-00 to reflect changes accomplished by this service bulletin.

C. Complete the attached Certificate of Compliance and return to Astra Jet Corporation in New Castle, Delaware.

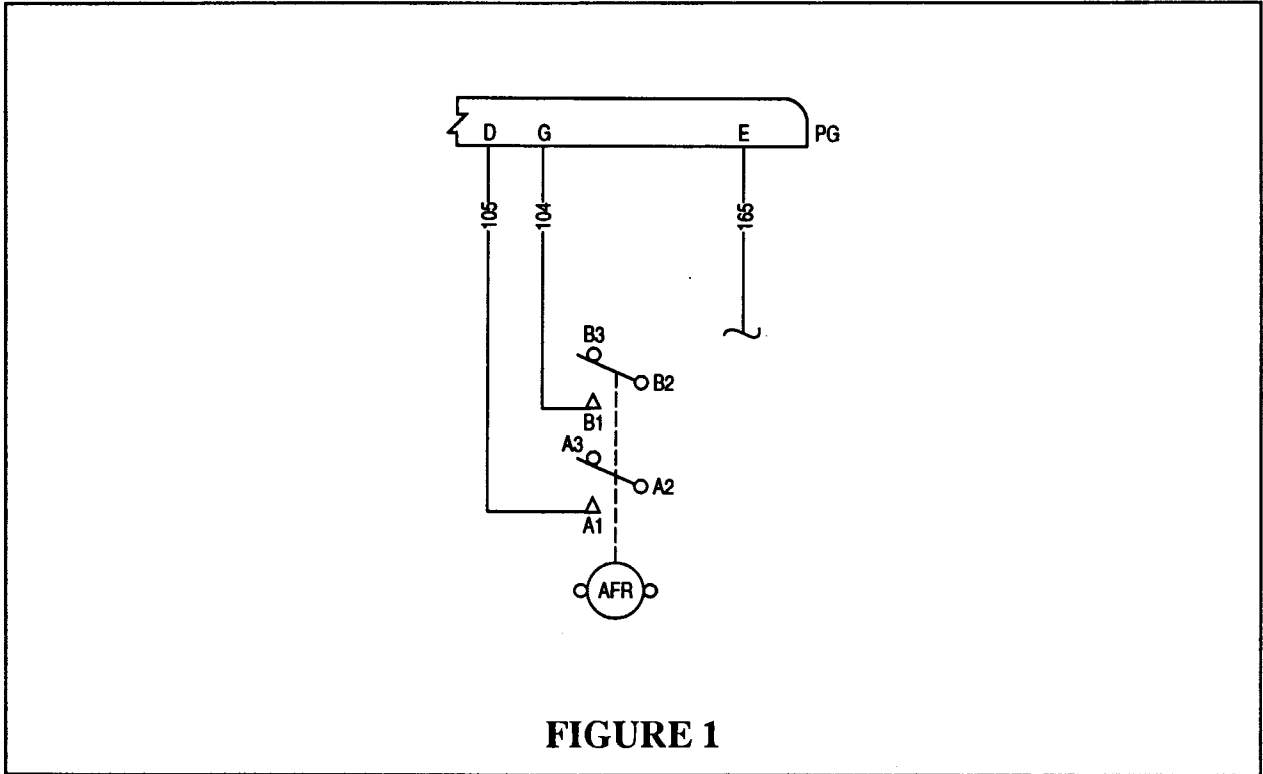


FIGURE 1

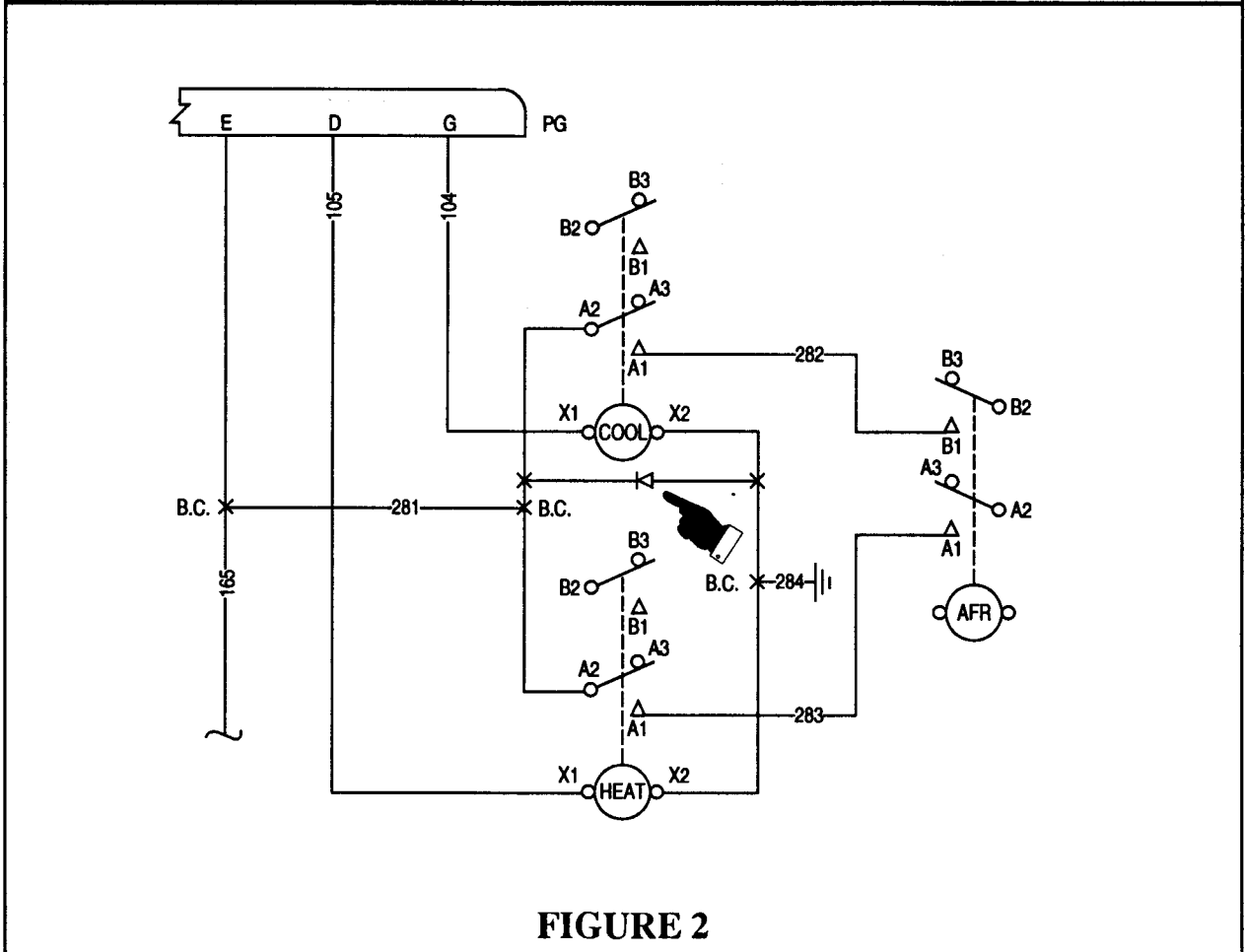


FIGURE 2

*Service Bulletin*

*Certificate of Compliance*

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

Technical Publications  
Astra Jet Corporation  
77 McCullough Drive, Suite 11  
New Castle, DE 19720

This is to certify that WESTWIND Serial Number \_\_\_\_\_ has complied with Service Bulletin No.

**1124-21-115 Rev. 1**

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance: Hours \_\_\_\_\_ Cycles \_\_\_\_\_

Compliance Date: \_\_\_\_\_ By: \_\_\_\_\_  
Signature

Owner:	Accomplishing Agency:
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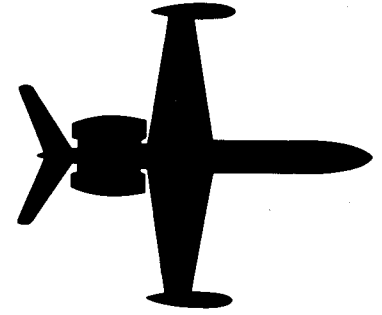
Please describe below any discrepancies found or difficulties encountered during compliance:

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TEAR AT PERFORATION, REMOVE TAPE AT BOTTOM, FOLD, SEAL AND MAIL



# 24-WESTWIND



## SERVICE BULLETIN

OPTIONAL

SERVICE BULLETIN NO. 1124-22-001

FEBRUARY 29, 1984

SUBJECT: NAVIGATION - ALTERNATE LOCATION FOR G/A (GO AROUND) AND VERTICAL SYNC BUTTONS

### 1. PLANNING INFORMATION

#### A. EFFECTIVITY

MODEL 1124/1124A WESTWINDS, serial numbers 152, 154, 174, 181 and 185 through 384.

#### B. REASON

To relocate G/A and Vertical Sync Buttons on control wheels to a more logical and comfortable position for crew operation.

#### C. DESCRIPTION

This service bulletin describes the steps necessary to reverse the position of the G/A and Vertical Sync Buttons on pilot and co-pilot control wheels and the related wiring changes.

#### D. COMPLIANCE

Compliance with this service bulletin is optional.

### LIST OF EFFECTIVE PAGES

Page 1	Feb 29/84	Basic	Page 4	Feb 29/84	Basic
Page 2	Feb 29/84	Basic	Page 5	Feb 29/84	Basic
Page 3	Feb 29/84	Basic			

1124-22-001  
Page 1



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BEN GURION AIRPORT, ISRAEL

SERVICE BULLETIN NO. 1124-22-001

E. APPROVAL

The modification described in this service bulletin has been shown to comply with the applicable ICAA/FAA regulations and is IAI Engineering approved.

F. MATERIAL

None required.

G. SPECIAL TOOLS

None required.

H. WEIGHT AND BALANCE

Not applicable.

I. ELECTRICAL LOAD DATA

Not applicable.

J. PUBLICATIONS AFFECTED

Not applicable.

2. ACCOMPLISHMENT INSTRUCTIONS

- A. Turn off battery and electric master switches and assure external power is disconnected.
- B. Locate and mark wiring to G/A and Vertical Sync switches.
- C. Remove G/A and Vertical Sync switches from pilot and co-pilot control wheels. Reference Figure 1.
- D. Disconnect wiring from switches and pull out of yokes. Reference Figure 2.
- E. Re-feed wiring to opposite side of each yoke and re-attach to switches that have been moved to opposite sides of yoke.
- F. Re-install switches in yokes and re-secure wiring as required.
- G. Check out switches for operation and return aircraft to service.

3. MATERIAL INFORMATION

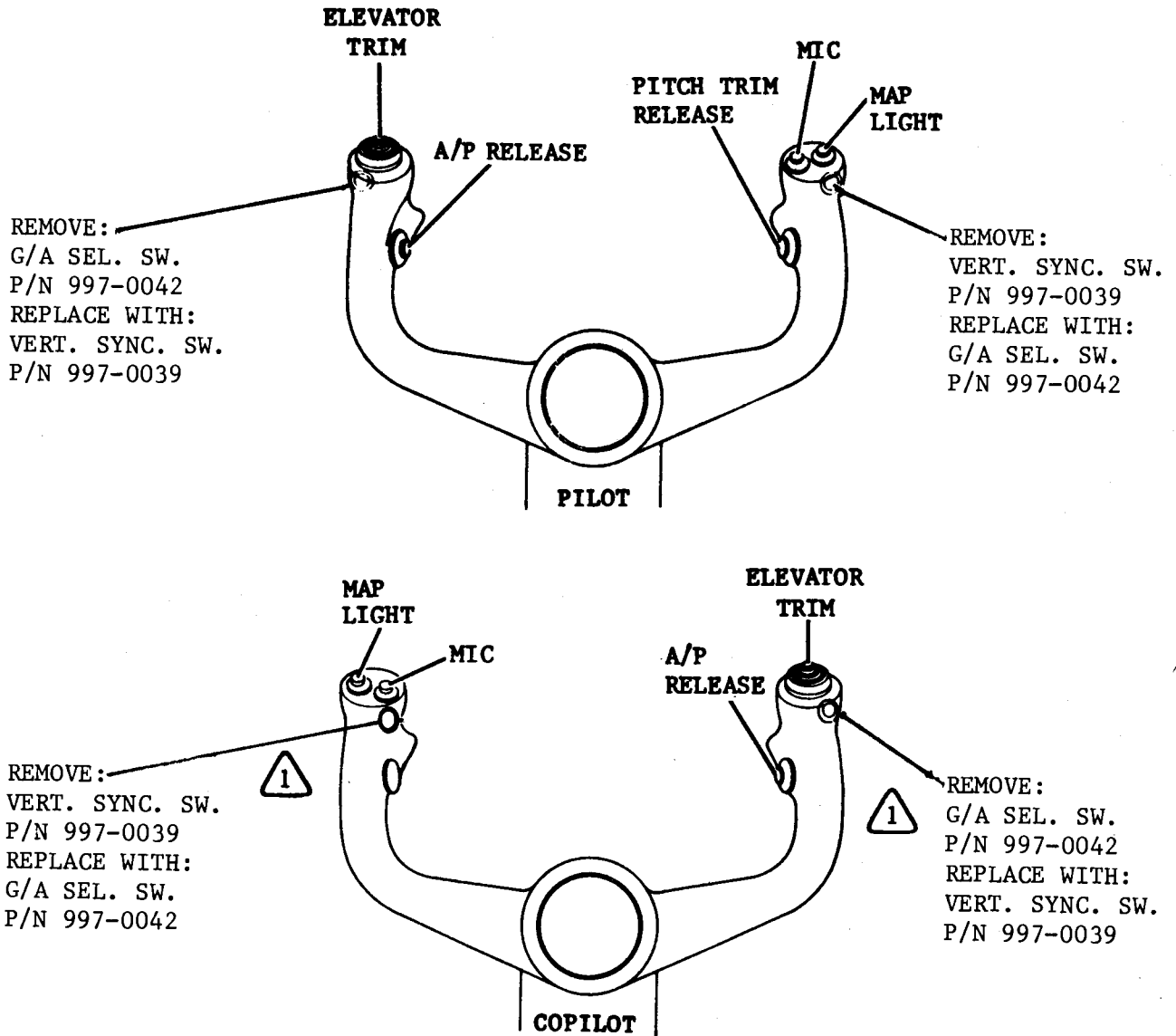
Not applicable.

SERVICE BULLETIN NO. 1124-22-001

4. AIRCRAFT RECORDS

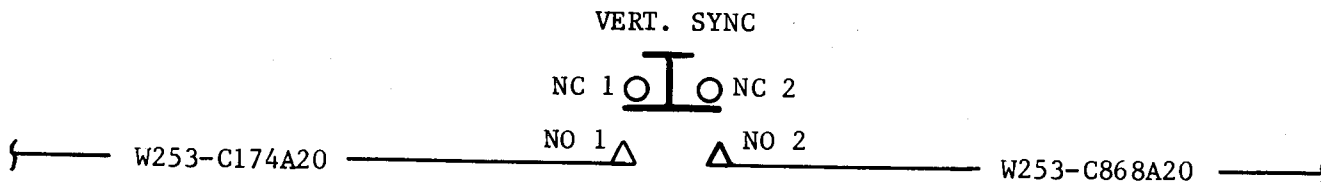
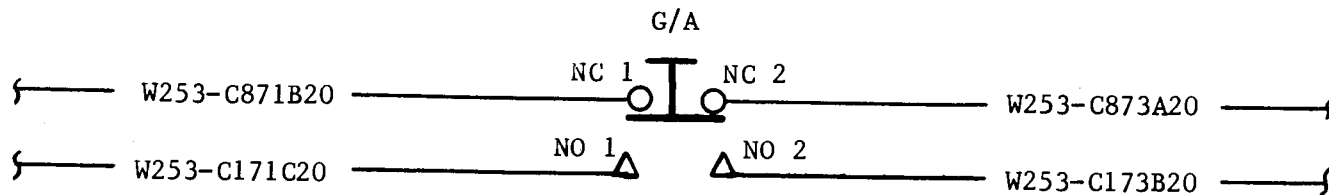
Make the following entry in the airplane log book:  
Service Bulletin No. 1124-22-001, dated February 29, 1984,  
titled "Alternate Location for G/A (go around) and  
Vertical Sync Buttons," has been accomplished this date.

-END-

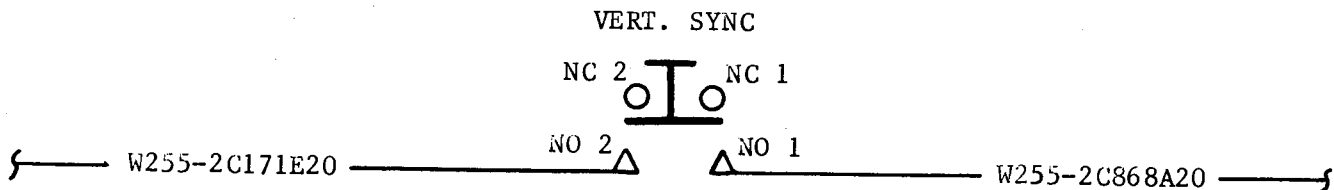
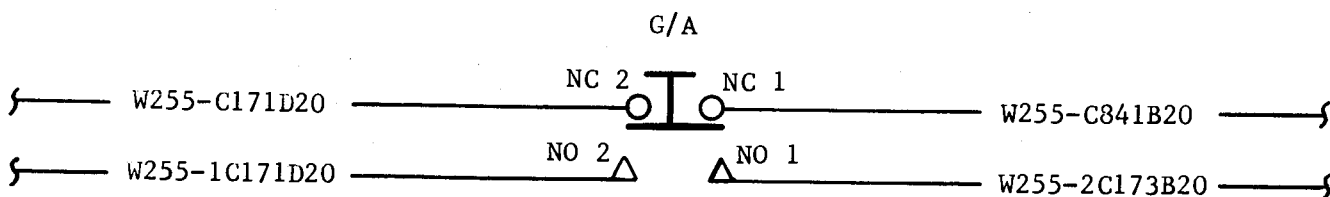


**VERT SYNC AND G/A BUTTON INSTALLED ON THE  
COPILOT CONTROL WHEEL ONLY ON AIRCRAFT  
EQUIPPED WITH 2ND FLIGHT DIRECTOR**

FIGURE 1 PILOT AND CO-PILOT CONTROL WHEEL SWITCH MODIFICATION



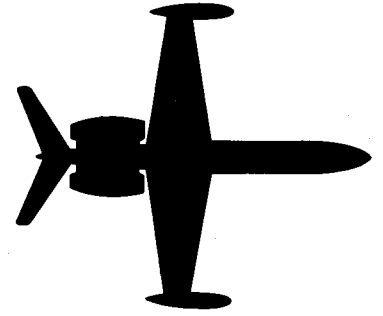
PILOT'S CONTROL WHEEL



CO-PILOT'S CONTROL WHEEL

FIGURE 2 G/A AND VERTICAL SYNC SWITCH WIRING

# 1124-WESTWIND



## SERVICE BULLETIN

OPTIONAL

SERVICE BULLETIN NO. 1124-22-018

April 15, 1985

SUBJECT: AUTOFLIGHT - NUISANCE AUTOPILOT DISENGAGEMENT

### 1. PLANNING INFORMATION

#### A. EFFECTIVITY

- (1) Accomplishment Instructions Part I: Model 1124A WESTWIND, serial numbers 295 through 365.
- (2) Accomplishment Instructions Part II: Model 1124A WESTWIND, serial numbers 295 through 425.

#### B. REASON

To prevent nuisance autopilot disengagement where no failure mode is apparent.

#### C. COMPLIANCE

At operators convenience and discretion.

#### D. DESCRIPTION

- (1) Induced AC voltages have been determined to be a partial cause of autopilot disengagement. This Service Bulletin describes corrective action to reduce these induced voltages.
- (2) To introduce to operators those Collins Avionics Service Bulletins necessary to prevent the remainder of the nuisance disconnects.



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BEN GURION AIRPORT, ISRAEL

SB 1124-22-018  
Page 1 of 5

E. APPROVAL

- (1) The modification described in D.(1) above has been shown to comply with the applicable ICAA/FAA regulations and is IAI Engineering approved.
- (2) The modifications to vendor equipment described in D.(2) above are approved by vendor Service Publications applicable to the specific equipment.

F. MATERIAL

- (1) Material for modification described in D.(1) may be procured locally.
- (2) Material for modification of vendor equipment described in D.(2), and ordering procedures, are described in the appropriate vendor Service Publication.

G. TOOLING

None required.

H. WEIGHT AND BALANCE

Not applicable.

I. ELECTRICAL LOAD DATA

Not applicable

J. REFERENCES

1124A Wiring Manual, Chapters 21-00-01 and 22-10-01.

K. PUBLICATIONS AFFECTED

1124A Wiring Manual, Chapters 21-00-01 and 22-10-01.

2. ACCOMPLISHMENT INSTRUCTIONS

- A. Remove all power from aircraft.
- B. Remove the following interior components.
  1. RH cockpit seat and sidewall.
  2. RH cabin sidewall and card table.
  3. RH cabin lower kick panels.

4. Remove carpet and floor access panels to gain access to cabin temperature sensor fan and terminal strip; fuselage STA 232.0 LHS.
5. Divan assembly.

PART I

- A. Remove wire H84B20 from fan terminal strip lug 2, cap and stow.
- B. Install new #20 AWG shielded wire. Connect center conductor to fan terminal strip lug 2. Connect shield to ground with White wire coming from fan motor.
- C. Route new wire under floor to right sidewall. Follow cable bundle forward to the Forward Relay Panel under copilot seat. Clamp and tie as required to prevent chafing to aircraft structure.
- D. Remove connector P8 from Forward Relay Panel, remove cap and stow wire H84A20 from P8 pin B.
- E. Connect new shielded wire center conductor to P8 pin B, shield to be insulated with no connection to other points.
- F. Wire H84A/B20 now becomes spare.
- G. Check for proper fan operations, reassemble cockpit/cabin areas.
- H. Return aircraft to service.

PART II

- A. Remove all power from aircraft.
- B. Remove following vanity area components.
  - (1) Toilet assembly.
  - (2) Vanity assembly.
  - (3) Aft toilet trim panel, to gain access to autopilot system components.
- C. Remove APA80. Dismount APA80 rack, remove rear cover to expose connectors.



SERVICE BULLETIN NO. 1124-22-018

- D. Carefully push back APA cable bundle cover (this may require cutting string ties) to expose spliced jumper wire from APA80 P1 pin 4 to P3 pin 6. This jumper runs from P1, through bundle, and back to P3. Cut this jumper at splice, leaving wire C285A24R intact from P1-4 to NAC-80, Ref: Wiring Manual ATA 22-10-01.
- E. Cut wire C285A24R 3 inches from P1-4, and jumperwire 3 inches from P3-6, strip all three open ends and splice together. Cap and stow the now open jumper that doubles back through cable bundle. Jumper should now be wired across P1 to P3 at rear of rack, with spliced wire C285A24R from P1-4 to #2 NAC-80 (DB344) pin A.
- F. Reassemble APA80 rack, remount. Reinstall APA80, check for proper system operation, in accordance with Rockwell Collins FCS 80 Ground Test Manual.
- G. Inspect the following units for vendor modification status; this step is recommended should additional disconnects continue to occur after Part 1 and Part 2A through F are accomplished.
  - (1) APA80, Collins Service Bulletins 7 and 9.
  - (2) APC80, Collins Service Bulletins 13, 20 and 21.
  - (3) For compliance with (1) and (2) above, contact your local Collins Field Service Engineer or Avionics Service Facility rated for subject equipment.
- H. Reinstall equipment removed, check for proper operation. Reassemble vanity area.
- I. Return aircraft to service.

3. MATERIAL INFORMATION

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
1	323287 AMP	Butt splice
1	324485 AMP	Wire caps
4	0005-049-000 Deutsch	Pin, female, #20
A/R	SST45 Panduit	Ty-wrap, 4"
A/R	SSC25-26-56 Panduit	Ty-wrap, 2", bolt mount #6
A/R	6-32 x 3/4"	Screws, phillips
A/R	6-32	ESNA nuts
25 ft	MIL-W-16878D	#20 AWG shielded wire single conductor.

NOTE

Part numbers may be replaced  
by equivalents from vendors  
other than those indicated.

4. RECORD COMPLIANCE

- A. Make the following entry in the aircraft log book:  
Service Bulletin No. 1124-22-018, dated April 15, 1985,  
titled "Nuisance - Autopilot Disengagement," has been  
accomplished this date \_\_\_\_\_.
- B. Make corrections to the Wiring Diagram Manual to reflect  
changes performed by this Service Bulletin.

END

# SERVICE PUBLICATIONS revision notice

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OPTIONAL

SERVICE BULLETIN NO. 1124-22-024  
Revision No.1

June 14, 1985

SUBJECT: ELIMINATION OF FCS 105 ALTITUDE MODE TRANSITION  
ERRORS

REASON FOR

REVISION: To change a part number in EFFECTIVITY paragraph  
1.A.

1. PLANNING INFORMATION

A. EFFECTIVITY

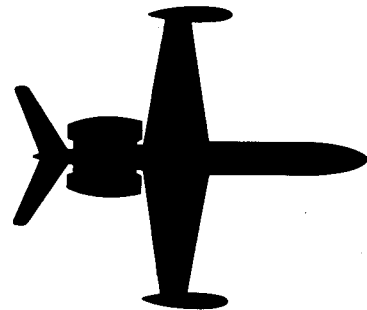
MODEL 1124 WESTWIND, serial numbers 154,  
174, 181, 187 through 406; equipped with  
Collins 590A3K-1 or 590A3J-1 Air Data  
Computers. Model 1124A not affected.

SB 1124-22-024  
Page 1 of 1



SUBSIDIARY OF ISRAEL AIRCRAFT INDUSTRIES LTD  
BEN GURION AIRPORT, ISRAEL

# 1124-WESTWIND



## SERVICE BULLETIN

OPTIONAL

SERVICE BULLETIN NO. 1124-22-024

April 15, 1985

SUBJECT: ELIMINATION OF FCS 105 ALTITUDE MODE TRANSITION ERRORS

### 1. PLANNING INFORMATION

#### A. EFFECTIVITY

MODEL 1124 WESTWIND, serial numbers 154, 174, 181, 187 through 406; equipped with Collins 590A3K-1 or 590A3K-1 Air Data Computers. Model 1124A not affected.

#### B. REASON

To eliminate the pitch and altitude bumps during manual or automatic mode changes between ALT. PRESELECT and ALT. HOLD; and associated altitude changes.

#### C. COMPLIANCE

Compliance with this Service Bulletin is optional.

#### D. DESCRIPTION

Compliance with this Service Bulletin will permit vertical Mode transfer at any time, without the necessity of de-selecting ALT. PRESELECT prior to engaging ALT.HOLD.

#### E. APPROVAL

The modification procedures described in this Service Bulletin have been shown to comply with applicable ICAA/FAA regulations and is IAI Engineering approved.

SB 1124-22-024

Page 1 of 3



SUBSIDIARY OF ISRAEL AIRCRAFT INDUSTRIES, LTD.  
BEN GURION AIRPORT, ISRAEL

F. MATERIAL

None

G. TOOLING

None

H. WEIGHT & BALANCE

Not applicable.

I. ELECTRICAL LOAD DATA

Not applicable.

J. REFERENCES

1124/1124A Maintenance Manual, Chapter 22-01-00.

K. PUBLICATIONS AFFECTED

1124/1124A Wiring Diagram Manual, Chapter 22-10-02.

2. ACCOMPLISHMENT INSTRUCTIONS

- A. Remove and disconnect the 614E20R FCS Mode Selector.
- B. Identify plug DB36, remove wire C313B22 from pin 8 and install in pin 30.
- C. Add jumper wire between DB36 pin 8, pin 27, and pin 29. Do not disturb any existing wires on pin 27 or pin 29.
- D. Reassemble connector, connect and install Mode Selector.
- E. Perform normal FCS operational tests.
- F. Return aircraft to service.

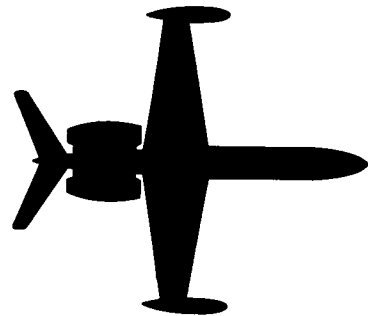
3. MATERIAL INFORMATION

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
A/R	MIL 16878D	#22 AWG wire
A/R	AMP 35115	Splice

4. AIRCRAFT RECORDS

- A. Make temporary revisions per above instructions in the Wiring Diagram Manual, Chapter 22-10-02
- B. Make the following entry in the aircraft log as follows:  
Service Bulletin No. 1124-22-024 dated April 15, 1985,  
titled "Elimination of FCS 105 Altitude Mode Transition  
Errors" complied with this date \_\_\_\_\_.

END



## SERVICE BULLETIN

RECOMMENDED

SERVICE BULLETIN NO. 1124-22-025A

November 17, 1986

(This Service Bulletin No. 1124-22-025A dated November 17, 1986 supersedes Service Bulletin No. 1124-22-025 dated April 29, 1985 and Revision No. 1 dated October 13, 1986 in their entirety.)

SUBJECT: AUTOFLIGHT - ELIMINATION OF 1124A OVERSPEED WARNING FAILURES

### 1. PLANNING INFORMATION

#### A. EFFECTIVITY

MODEL 1124A WESTWIND, S/N 295 through 425, all Section 2 paragraphs (2.A. through 2.N.) and S/N 427 through 437, paragraphs 2.I. and 2.J. only.

#### B. REASON

- (1) To isolate the Air Data Computer overspeed warning outputs from the Mach Warning Bell to prevent internal component damage to the ADC-80K.
- (2) To include additional VMO test circuit protection.

#### C. COMPLIANCE

Compliance with this service bulletin is recommended.

#### D. DESCRIPTION

This service bulletin describes procedures necessary to install an isolation relay between the Air Data Computer and Mach Warning Bell and adding transient voltage suppression to input circuit of ADC-80K.

SERVICE BULLETIN NO. 1124-22-025A

E. APPROVAL

This service bulletin has been reviewed by the Israel Civil Aviation Administration (ICAA). The design content conveyed herein complies with the applicable Civil Aviation Regulations and is ICAA approved.

F. MATERIAL

Material required for this service bulletin may be obtained from Atlantic Aviation Supply, Wilmington, Delaware or their authorized representatives.

G. TOOLING

None.

H. WEIGHT AND BALANCE

Not applicable.

I. ELECTRICAL LOAD DATA

Not applicable.

J. REFERENCES

1124/1124A Wiring Diagram Manual, Chapters 34-10-04 and 34-10-07.

Rockwell-Collins Service Bulletin No. 18 to the ADC80( ) Air Data Computer.

K. PUBLICATIONS AFFECTED

1124/1124A Wiring Diagram Manual, Chapter 34-10-07.

2. ACCOMPLISHMENT INSTRUCTIONS

NOTE: Compliance with Collins Service Bulletin No. 18 dated March 1985 to the ADC80( ) Air Data Computer will be required to complete this airframe modification.

A. Gain access to TB-101, located at fuselage station 103.78 RHS behind divan above floor level.

B. Install new relay socket DRL701 (P/N HRCW-1M) on existing bracket with TB-101.



SERVICE BULLETIN NO. 1124-22-025A

- C. Remove wire W28E22 from TB-101 terminal 9, splice and connect to new relay socket pin A1.
- D. Add new wire #24AWG from TB-101-9 to new relay socket pin X1. Do not crimp new pin.
- E. Add new wire #24AWG from a convenient airframe ground to new relay socket pin X2. Do not crimp new pin.
- F. Add new diode P/N 1N645 across new relay socket X1 and X2, cathode (banded) end to X1, with new wires from Steps D and E above. Crimp and insert pins.
- G. Add new wire #22AWG from TB-101 terminal 4 to new relay socket pin A2.
- H. Install new relay RL701 in socket and secure.
- I. Install terminal board TB-226 at Z Sta.=17.75 between RL 701 and T159, as shown in Figure 1.
- J. Add new varistor P/N V47MA28 on TB-226 tag board. Connect cathode (banded end) to TB-101-6 and the other end to airframe ground stud GD 226D, as shown in Figure 2.
- K. Locate Mach Warning Bell at forward edge of pedestal, under instrument panel.
- L. Install new diode P/N BJE66 across Warning Bell terminals cathode (banded end) to plus (+) and anode (arrow end) to minus (-).
- M. Perform VMO/MMO test I/A/W procedures published in 1124A Aircraft Flight Manual, chapter IV.
- N. Upon satisfactory completion of test, reassemble aircraft and return to service.

SERVICE BULLETIN NO. 1124-22-025A

3. BILL OF MATERIAL

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
1	HRCW-1M	Socket, relay
1	DJ26FL1P6ASF26	Relay or equivalent
1	1N645	Diode or equivalent
1	BJE66	Diode or equivalent
A/R	MIL W-16878D	#22 AWG wire
A/R	MIL W-16878D	#24 AWG wire
A/R	AMP 327654	#4 ring tongue terminals
A/R	AMP 320559	Splice
1	V47MA28	Varistor
A/R	MS27249-2	Terminal Board (RE2)
A/R	MIL-P3115C	Phenolic Insulator (RE3)

4. RECORD COMPLIANCE

A. Make the following entry in your aircraft log book:

Service Bulletin No. 1124-22-025A dated November 17, 1986 titled "Autoflight - Elimination of 1124A Overspeed Warning Failures" has been accomplished this date \_\_\_\_\_.

B. Revise 1124/1124A Wiring Diagram Manual Chapter 34-10-07 to reflect changes accomplished by this service bulletin.

SERVICE BULLETIN NO. 1124-22-025A

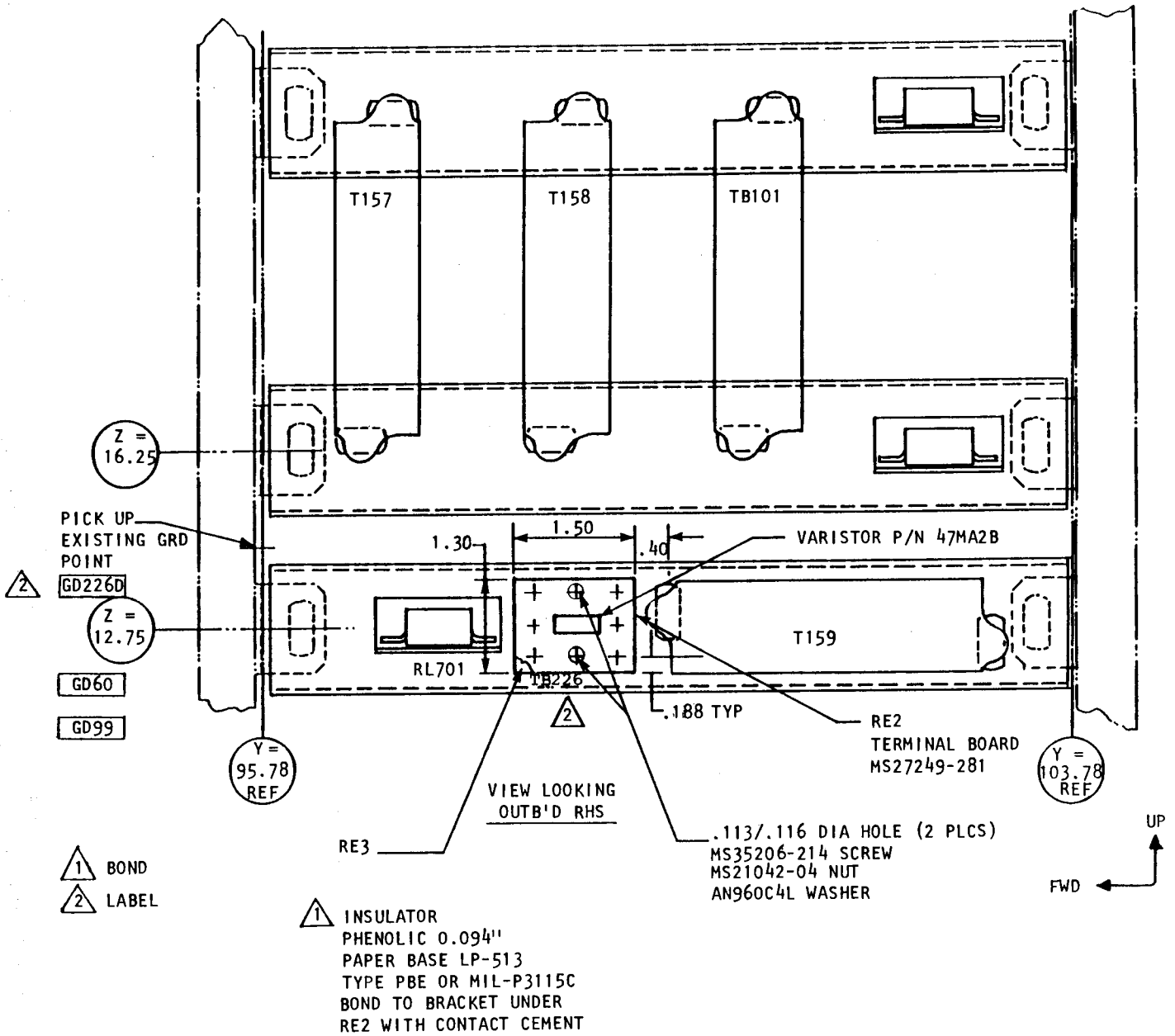


FIGURE 1

SERVICE BULLETIN NO. 1124-22-025A

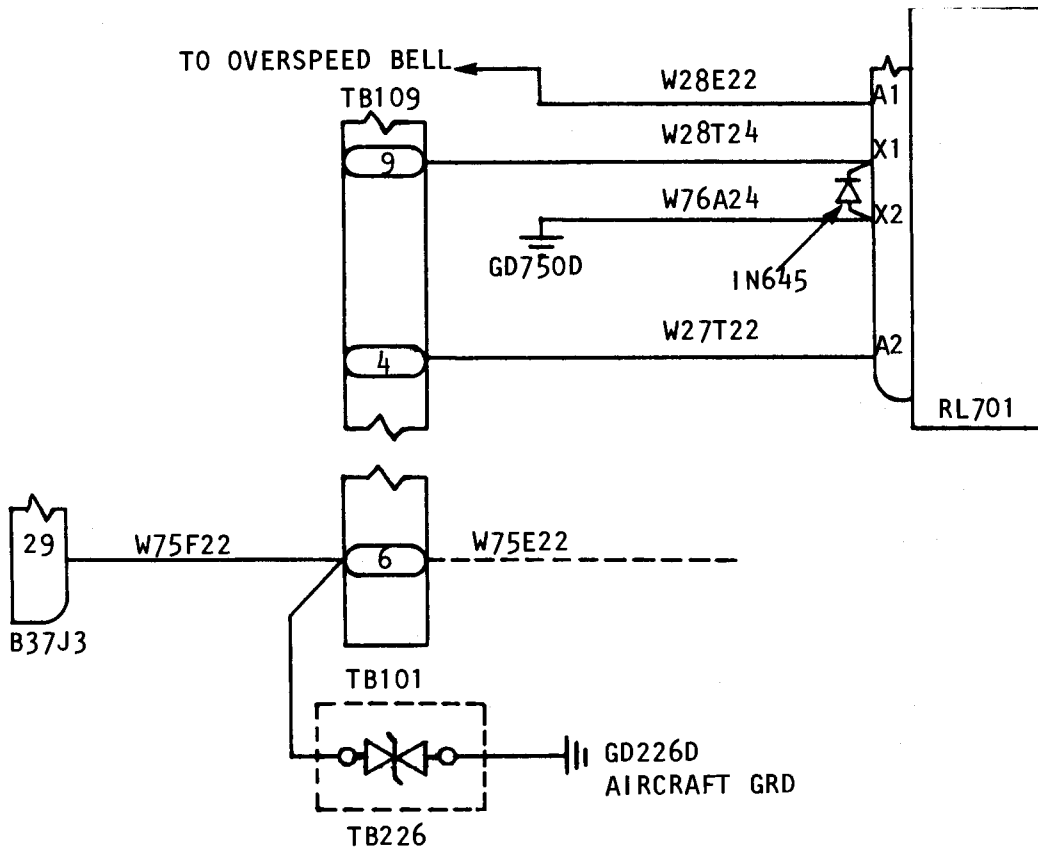


FIGURE 2

*Service Bulletin*

A/C S/N \_\_\_\_\_

*Certificate of Compliance*

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL, INC.  
P.O. BOX 10086  
WILMINGTON, DE 19850  
ATTN: TECHNICAL PUBLICATIONS

This is to certify that Westwind Serial Number \_\_\_\_\_ has complied with Service Bulletin No.

**1124-22-025A**

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance HOURS: \_\_\_\_\_ /CYCLES: \_\_\_\_\_

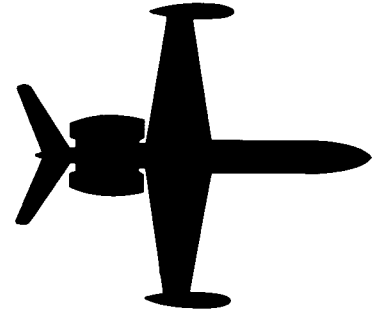
Compliance Date \_\_\_\_\_ By \_\_\_\_\_  
Signature

OWNER:  
\_\_\_\_\_  
\_\_\_\_\_  
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ACCOMPLISHING AGENCY:  
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Please describe below any discrepancies found or difficulties encountered during compliance:

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## SERVICE BULLETIN

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OPTIONAL

SERVICE BULLETIN NO. 1124-22-031

June 28, 1985

SUBJECT: VERTICAL GYRO FAST ERECT SWITCH

### 1. PLANNING INFORMATION

#### A. EFFECTIVITY

1124/1124A WESTWINDS, 152, 154, 174, 181, and 185 through 378.

#### B. REASON

To provide installation procedures for the vertical gyro fast erect switch in aircraft not so equipped, so that operators can correct gyro precession in flight.

#### C. COMPLIANCE

Compliance with this service bulletin is optional.

#### D. DESCRIPTION

- (1) Part I of this service bulletin describes instructions to install the vertical gyro fast erect switch (2 switches where dual vertical gyros are installed) in 1124 aircraft 152, 154, 174, and 185 through 222.
- (2) Part II of this service bulletin describes instructions to install the vertical gyro fast erect switch (2 switches where dual vertical gyros are installed) in 1124 aircraft 223 through 378.

- (3) Part III of this service bulletin describes instructions to install the vertical gyro fast erect switch (2 switches where dual vertical gyros are installed) in 1124 aircraft 181, and 1124A aircraft 239, and 295 through 378.

E. APPROVAL

The procedures described in this service bulletin have been shown to comply with the applicable ICAA/FAA regulations and are IAI Engineering approved.

F. MATERIAL

The material required to accomplish this service bulletin may be purchased from Atlantic Aviation Supply Co., Wilmington, DE., or, their authorized representatives.

G. TOOLING

Special tooling is not required to accomplish this service bulletin.

H. WEIGHT & BALANCE

Not applicable.

I. ELECTRICAL LOAD DATA

Not applicable.

J. REFERENCES

1124/1124A Wiring Manual, Chapters 22-10-02 and 22-10-03.

K. PUBLICATIONS AFFECTED

1124/1124A Wiring Manual, Chapters 22-10-02, and 22-10-03.

NOTE

If the operator is planning to incorporate Service Bulletin 1124-22-032 "VNI-80 ( ) altitude preslave switch, consideration should be given to accomplishing this service bulletin in conjunction with it. Some work areas are identical in both bulletins, hence considerable manhours would be saved.

2. ACCOMPLISHMENT INSTRUCTIONS

A. General

- (1) Disconnect main aircraft batteries.
- (2) External electrical power "Off."
- (3) Remove cockpit glareshield from instrument panel.
- (4) Remove instruments as necessary to gain access to plug D55 on the pilots instrument panel.

NOTE

For aircraft with dual vertical gyro installations, remove instruments as necessary to gain access to plug D255 on the copilot's instrument panel as well.

- (5) Remove pilot and copilot seats.
- (6) Remove cockpit carpet.
- (7) Remove fire relay and forward relay boxes from cockpit deck.
- (8) For 1124 aircraft 152, 154, 174, and 185 through 222, perform the following steps:



- (a) Remove access doors as necessary from cockpit deck to gain access to wire runs to aft mounted avionics equipment.
  - (b) Remove cabin seats, carpet, and access doors from cabin deck along left hand side of aircraft to gain access to wire runs to aft mounted avionics equipment.
  - (c) Remove deck from aft coat closet to gain access to aft mounted gyro installation.
- (9) For 1124 aircraft 181, and 223 and subs., and 1124A aircraft 239, and 295 and subs., perform the following steps:
- (a) Remove nose access doors to gain access to equipment mounted on nose deck.
  - (b) Remove equipment as necessary to gain access to plug D2 mounted on left hand forward pressure bulkhead.

NOTE

For 1124A aircraft equipped with dual Collins vertical gyros, remove equipment as necessary to gain access to plug D200 mounted on right side of forward pressure bulkhead.

PART I. 1124 aircraft, 152, 154, 174 and 185 through 222

A. Wiring and switch installation

- (1) Route a length of cable from plug D55 on pilots instrument panel to plug DB25 on VG-1. Route a length of cable from plug D55 to vertical gyro fast erect switch location. Follow existing wire runs where possible and secure new cable using standard shop practices.

- (2) Route a length of cable from plug D255 on copilot's instrument panel to plug DB225 on VG-2. Route a length of cable from plug D255 to vertical gyro fast erect switch location. Follow existing wire runs along with cable for VG-1 where possible and secure new cable using standard shop practices.
- (3) Terminate wires as shown in Figure 3, using standard shop practices. Terminate shielding using standard shop practices. Connect plugs D55 and D255.
- (4) Locate vertical gyro fast erect switch on pilots instrument panel as shown in Figure 1, using standard shop practices. (Switch installation on copilot's panel is typical for aircraft with dual vertical gyro installations).
- (5) Terminate wires as shown in Figure 3, using standard shop practices. Cap and stow shielding as close as possible to switch, or, switches.
- (6) At plug DB25, and, DB225 for dual vertical gyro installations, verify that circuit "opens" when switch is pushed, and, that circuit "closes" when switch is released. Connect plugs DB25 and DB225.
- (7) Re-install instruments in the reverse order of removal.
- (8) Re-install fire relay and forward relay boxes.
- (9) If pitot/static system was opened, perform a pitot/static check.

B. Operational Check

- (1) Perform a complete operational check of all instruments and equipment removed for switch installation.

- (2) With vertical gyro, or gyros erected, (flags out of view) push pilots vertical gyro fast erect switch, "Attitude" or "Gyro" flag moves into view. Release vertical gyro fast erect switch, "Attitude" or "Gyro" flag moves out of view. Repeat test for copilot's vertical gyro fast erect switch if installed.

C. Close Up

- (1) Re-install access doors on cockpit and cabin decks.
- (2) Re-install deck in aft coat closet.
- (3) Re-install cockpit and cabin furnishings in the reverse order of removal.
- (4) Perform a complete operational check of the cockpit lighting system.
- (5) Re-connect main aircraft batteries.
- (6) Accomplish step 4 and return aircraft to service.

PART II 1124 Aircraft 223 through 378

A. Wiring and switch installation

- (1) Route a length of cable from plug D55 on pilots instrument panel to plug D2 on left hand forward pressure bulkhead. Route a length of cable from plug D55 to vertical gyro fast erect switch location. Route a length of cable from plug D2 to plug DB25 on VG-1. Follow existing wire runs where possible and secure new cable using standard shop practices.
- (2) Route a length of cable from plug D255 on copilot's instrument panel to plug D2. Route a length of cable from plug D255 to vertical gyro fast erect switch location. Route a length of cable from plug D2 to plug DB225 on VG-2. Follow existing wire runs along with cable for VG-1 where possible and secure new cable using standard practices.
- (3) Terminate wire as shown in Figure 3, using standard shop practices. Terminate shielding using standard shop practices. Connect plugs D2, D55 and D255.

- (4) Locate vertical gyro fast erect switch on pilot's instrument panel as shown in Figure 1, using standard shop practices. (Switch installation on copilot's panel is typical for aircraft with dual vertical gyro installations).
- (5) Terminate wire as shown in Figure 3, using standard shop practices. Cap and stow shielding as close as possible to switch, or switches.
- (6) At plug DB25, and, DB225 for dual vertical gyro installations, verify that circuit "closes" when switch is pushed, and, that circuit "opens" when switch is released. Connect plugs DB25 and DB225.
- (7) Re-install instruments in the reverse order of removal.
- (8) Re-install fire relay and forward relay boxes.
- (9) Re-install equipment removed from nose deck in the reverse order of removal.
- (10) If pitot/static system was opened, perform a pitot static check.

B. Operational Check

- (1) Perform a complete operational check of all instruments and equipment removed for switch installation.
- (2) With vertical gyro, or gyros erected, (flags out of view) push pilots vertical gyro fast erect switch, "Attitude" or "Gyro" flag moves into view, Release vertical gyro fast erect switch, "Attitude" or "Gyro" flag moves out of view. Repeat test for copilot's vertical gyro fast erect switch, if installed.

C. Close Up

- (1) Re-install cockpit furnishings in the reverse order of removal.
- (2) Perform a complete operational check of the cockpit lighting system.
- (3) Re-install nose access doors.

- (4) Re-connect main aircraft batteries.
- (5) Accomplish step 4 and return aircraft to service.

PART III 1124 Aircraft 181, and 1124A aircraft 289 through 378

A. Wiring and Switch Installation

- (1) Route a length of cable from plug D55 on pilots instrument panel to plug D2 on left hand forward pressure bulkhead. Route a length of cable from plug D55 to vertical gyro fast erect switch location. Route a length of cable from plug D2 to plug DB25 on VG-1. Follow existing wire runs where possible and secure new cable using standard shop practices.
- (2) Route a length of cable from plug D255 on copilot's instrument panel to plug D200 on right hand forward pressure bulkhead. Route a length of cable from plug D255 to vertical gyro fast erect switch location. Route a length of cable from plug D200 to plug DB225 on VG-2. Follow existing wire runs along with cable for VG-1 where possible and secure new cable using standard shop practices.
- (3) Terminate wires as shown in Figure 4, using standard shop practices. Terminate shielding using standard shop practices. Connect plugs D2, D200, D55, and D255.
- (4) Locate vertical gyro fast erect switch on pilot's instrument panel as shown in Figure 1 or 2, using standard shop practices, (Switch installation on copilot's panel is typical for aircraft with dual vertical gyro installations).
- (5) Terminate wires as shown in Figure 4, using standard shop practices. Cap and stow shielding as close as possible to switch, or, switches.
- (6) At plug DB25, and, DB225 for dual vertical gyro installations, verify that circuit "opens" when switch is pushed, and, that circuit closes when switch is released. Connect plugs DB25 and DB225.
- (7) Re-install instruments in the reverse order of removal.

- (8) Re-install fire relay and forward relay boxes.
- (9) Re-install equipment removed from nose deck in the reverse order of removal.
- (10) If pitot/static system was opened, perform a pitot/static check.

B. Operational Check

- (1) Perform a complete operational check of all instruments and equipment removed for switch installation.
- (2) With vertical gyro, or gyros erected, (flags out of view) push pilots vertical gyro fast erect switch, "Attitude" or "Gyro" flag moves into view. Release vertical gyro fast erect switch, "Attitude" or "Gyro" flag moves out of view. Repeat test for copilot's vertical gyro fast erect switch, if installed.

C. Close Up

- (1) Re-install cockpit furnishings in the reverse order of removal.
- (2) Perform a complete operational check of the cockpit lighting system.
- (3) Re-install nose access doors.
- (4) Re-connect main aircraft batteries.
- (5) Accomplish step 4 and return aircraft to service.

3. MATERIAL INFORMATION

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
A/R	MIL-W-16878D	Wire, shielded single conductor #22AWG for aircraft equipped with Sperry VG14 ( ) vertical gyros.

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
A/R	MIL-W-16878D	Wire, twisted, shielded, two (2) conductor #22AWG for aircraft equipped with Collins 332D ( ) vertical gyros.
A/R	4123615-53	Placard (IAI Mfg.)
A/R	8125	Switch (C & K Mfg.)
A/R	7527-1 (White)	Cap, switch (C & K Mfg.)

## 4. RECORD COMPLIANCE

- A. Make the following entry in the aircraft log book: Service Bulletin No. 1124-33-031, dated June 28, 1985, titled "Vertical Gyro Fast Erect Switch", has been accomplished this date: \_\_\_\_\_.
- B. Make copies of the appropriate wiring diagram as illustrated, and, insert copies in Chapters 22-10-02, 03 of the aircraft Wiring Manual. Reference aircraft serial number and date.

END

1124 AIRCRAFT

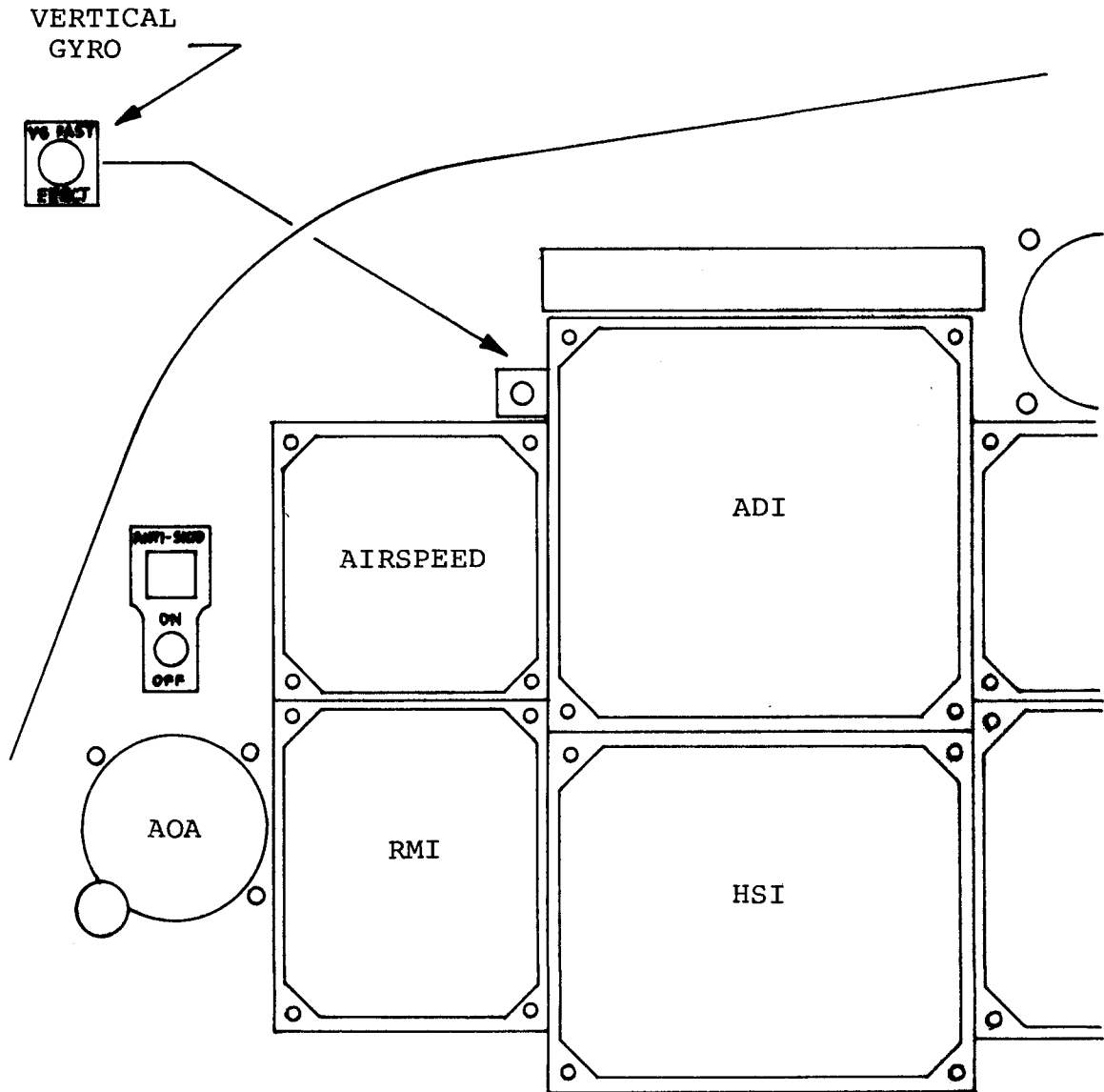


FIGURE 1



1124A AIRCRAFT

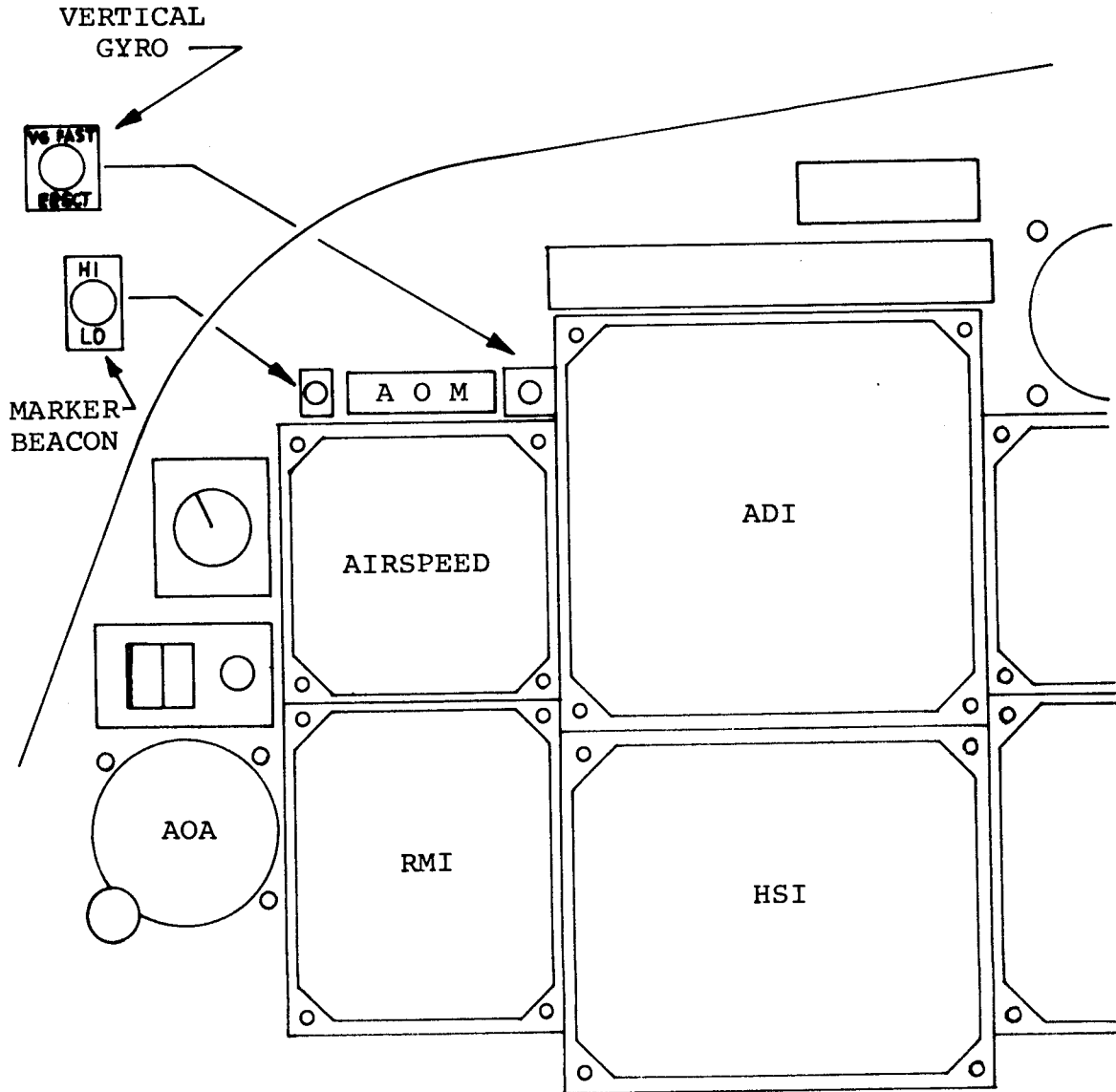
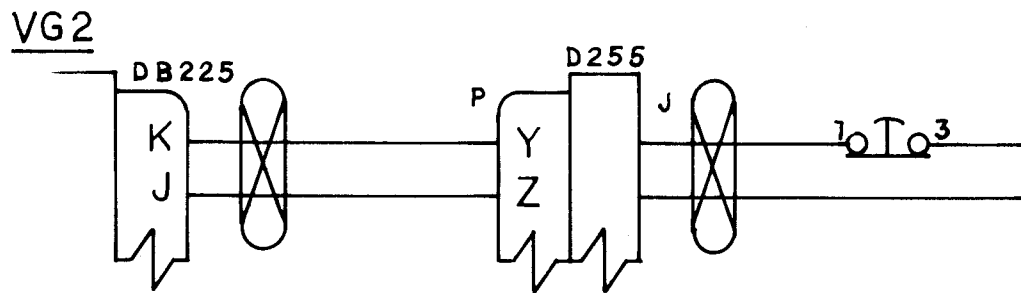
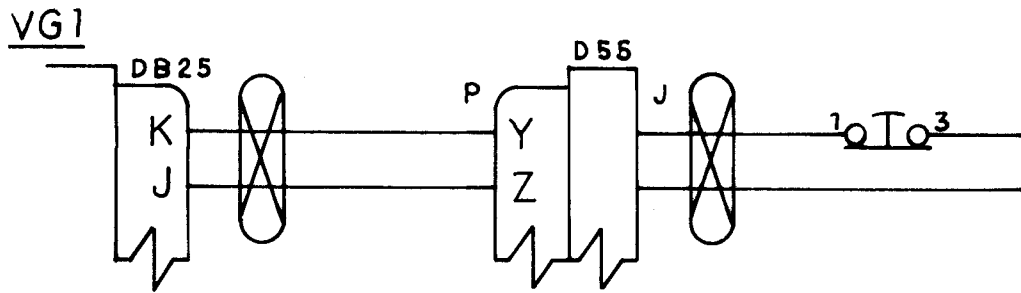
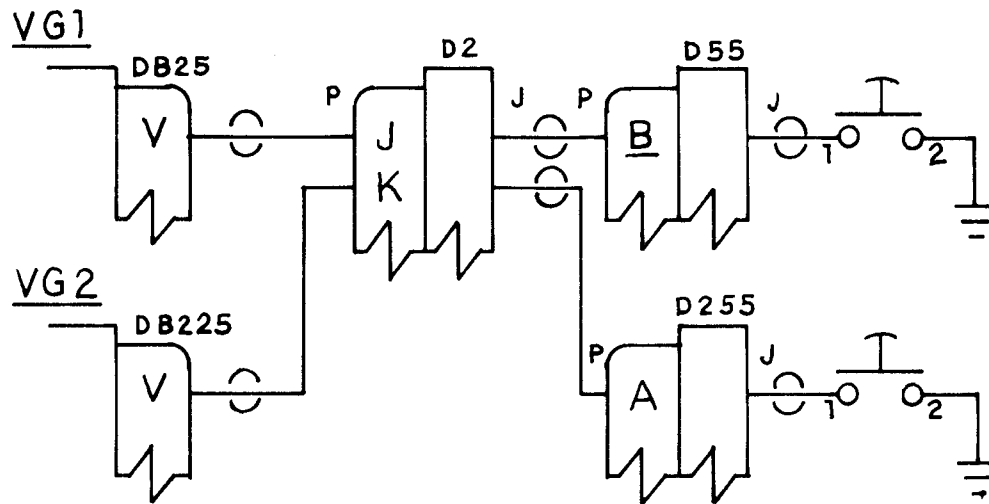


FIGURE 2

1124 AIRCRAFT



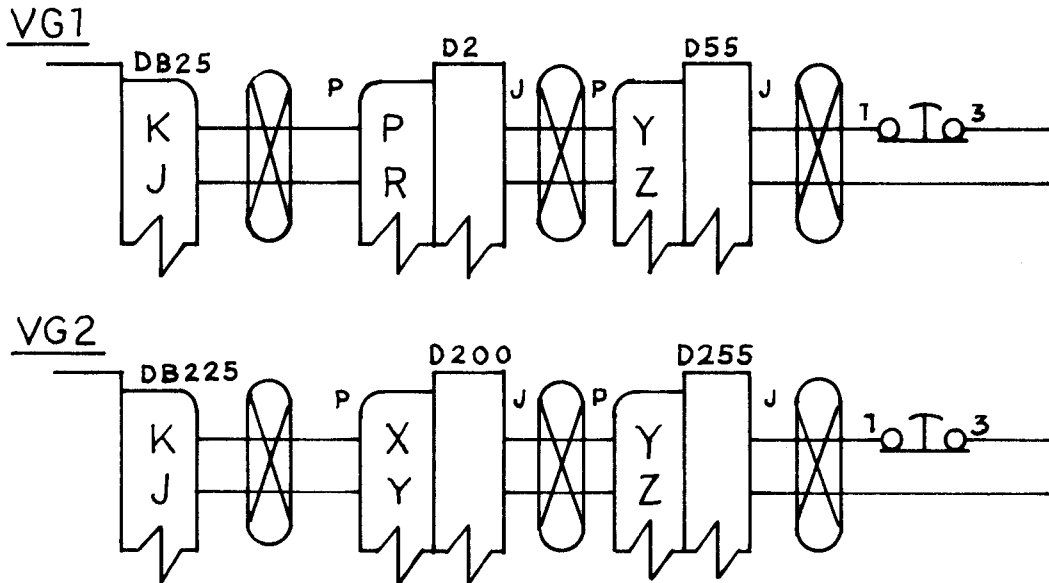
COLLINS 332D-11 ( )



SPERRY VG-14 ( )

FIGURE 3

1124A AIRCRAFT



COLLINS 332D-11 ( )

NOTE: THIS WIRING DIAGRAM ALSO APPLIES TO 1124 AIRCRAFT 181

FIGURE 4

*Service Bulletin*

A/C S/N \_\_\_\_\_

*Certificate of Compliance*

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL, INC.  
P.O. BOX 10086  
WILMINGTON, DE 19850  
ATTN: TECHNICAL PUBLICATIONS

This is to certify that Westwind Serial Number \_\_\_\_\_ has complied with Service Bulletin No.

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance \_\_\_\_\_

Compliance Date \_\_\_\_\_ By \_\_\_\_\_  
Signature

OWNER:

ACCOMPLISHING AGENCY:

_____	_____
_____	_____
_____	_____
_____	_____

Please describe below any discrepancies found or difficulties encountered during compliance:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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\_\_\_\_\_

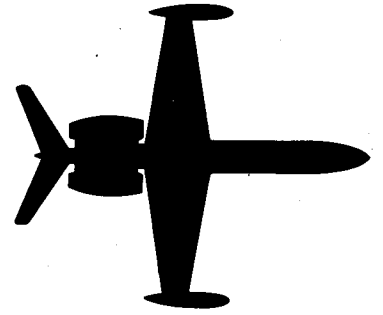
# PARTS AVAILABILITY ALERT

DUE TO LEAD TIME(S) ENCOUNTERED IN  
PROCURING PARTS REQUIRED FOR THE  
ACCOMPLISHMENT OF THIS OPTIONAL  
TECHNICAL PUBLICATION, ALL PARTS WILL  
NOT BE AVAILABLE FROM ATLANTIC AVIATION  
SUPPLY COMPANY UNTIL \_\_\_\_\_

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**JUL 31 1985**

# 24-WESTWIND



## SERVICE BULLETIN

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OPTIONAL

SERVICE BULLETIN NO. 1124-22-032

June 28, 1985

SUBJECT: COLLINS VNI-80( ), VERTICAL NAVIGATION INDICATOR  
ALTITUDE PRESERVE SWITCH

1. PLANNING INFORMATION

A. EFFECTIVITY

MODEL 1124A WESTWIND, 295 and subs.

B. REASON

To provide the flight crew with a simple alternate method to entering the aim-point altitude with the set/push select knob of the VNI-80( ). When the preserve switch is pushed, the aim-point altitude for the active problem will be set to the altitude dialed into the altitude preselect (PRE-80( )) provided the VNI-80( ) has not captured a vertical path.

C. COMPLIANCE

Compliance with this service bulletin is optional.

D. DESCRIPTION

This service bulletin describes installation and testing procedures.



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E. APPROVAL

The modification described in this service bulletin has been shown to comply with the applicable ICAA/FAA regulations and is IAI Engineering approved.

F. MATERIAL

The material required to accomplish this service bulletin may be purchased from Atlantic Aviation Supply Company, Wilmington, Delaware, or their authorized representatives.

G. TOOLING

None

H. WEIGHT & BALANCE

Not applicable.

I. ELECTRICAL LOAD DATA

Not applicable.

J. REFERENCES

Collins VNI-80( ), vertical navigation indicator pilots guide.

K. PUBLICATIONS AFFECTED

Model 1124A Airplane Flight Manual, supplement 14.

1124A Wiring Diagram Manual, Chapters 34-30-01, and 22-10-05.

NOTE

If the operator is planning to incorporate service bulletin 1124-22-031, "Vertical Gyro Fast Erect Switch," consideration should be given to accomplishing this service bulletin in conjunction with it. Some work areas are identical in both bulletins, hence, considerable manhours would be saved.

2. ACCOMPLISHMENT INSTRUCTIONS

A. General

- (1) Disconnect main aircraft batteries.
- (2) External electrical power "OFF."
- (3) Remove cockpit glareshield from instrument panel.
- (4) Remove instruments as necessary to gain access to plug D36 on the copilots instrument panel.
- (5) Remove equipment as necessary to gain access to plug D105 located forward of the center instrument panel, on shelf just aft of forward pressure bulkhead.
- (6) Remove instruments as necessary to gain access to plug DN26J2 on VNI-80( ).
- (7) Remove pilot and copilot seats.
- (8) Remove cockpit carpet.
- (9) Remove fire relay and forward relay boxes from cockpit deck.

B. Wiring and Switch Installation

- (1) Route a length of shielded cable from plug D36 on copilots instrument panel to plug D105 located on shelf forward of center instrument panel. Route a length of shielded cable from plug D36 to pre-slave switch location. Route a length of shielded cable from plug D105 to plug DN26J2 on VNI-80( ). Follow existing wire runs where possible and secure new cable using standard shop practices.
- (2) Connect shielded wires to pins as shown in Figure 1, using standard shop practices, connect plugs D105 and D36.
- (3) Locate and install preslave switch on copilots instrument panel as shown in Figure 1, using standard shop practices.
- (4) Connect shielded wires to preslave switch as per Figure 1, using standard shop practices.



- (5) At plug DN26J2, verify that circuit "closes" when switch is pushed, and that circuit "opens" when switch is released. Connect plug DN26J2.
- (6) Reinstall instruments and equipment in the reverse order of removal.
- (7) Reinstall fire relay and forward relay boxes.
- (8) If pitot/static system was opened, perform a pitot/static check.

C. Operational Check

- (1) Reconnect main aircraft batteries.
- (2) Connect external electrical power source.
- (3) Perform a complete operational check of all instruments and equipment removed for switch installation.
- (4) With the aircraft avionics buses and inverters still on line, verify that VNI-80( ) has initialized. (Bug and pointer have rotated to zero, vertical NAV functions are in standby, and vertical speed flag is out of view).
- (5) Press the push/test knob on the VNI-80( ) and verify that it tests in accordance with the VNI-80( ) pilots guide. (Preflight, pages 1 & 2)
- (6) With the function knob selected to "active", press and release the set/push select knob. The altitude annunciator illuminates, and the "vertical speed arm" flag comes into view. Rotate the set/push select knob to 15000 feet in the setup display to verify that an aim-point altitude can be selected.
- (7) Press and hold the set/push select knob. The VNI-80( ) returns to standby. Release knob.
- (8) Select 15000 feet in the altitude preselect. (Pre-80) press the VNI-80 altitude preslave switch. The VNI-80( ) "altitude" annunciator illuminates, the aim-point altitude is presented in the setup display, and the "vertical speed arm" flag moves into view.

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D. Close Up

- (1) Reinstall cockpit glareshield on instrument panel.
- (2) Reinstall cockpit furnishings in the reverse order of removal.
- (3) Perform a complete operational check of the cockpit lighting system.
- (4) Disconnect external electrical power source.
- (5) Return aircraft to service.

3. MATERIAL INFORMATION

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
A/R	MIL-W-16878D	Wire, twisted, shielded, two (2) conductor
1	5 883793-RE3	Placard (IAI Mfg.)
1	8125	Switch (C&K Mfg.)
1	7527-1 (White)	Cap, switch (C&K Mfg.)

4. RECORD COMPLIANCE

- A. Make the following entry in the aircraft log book:  
Service Bulletin No. 1124-22-032 dated June 28, 1985, titled "Collins VNI-80( ), Vertical Navigation Indicator Altitude Preslave Switch, has been accomplished this date \_\_\_\_\_.
- B. Make copies of the wiring diagram as illustrated and inserted copies of Chapters 34-0-01, and 22-10-05 of the aircraft Wiring Diagram Manual. Reference aircraft serial number.

END

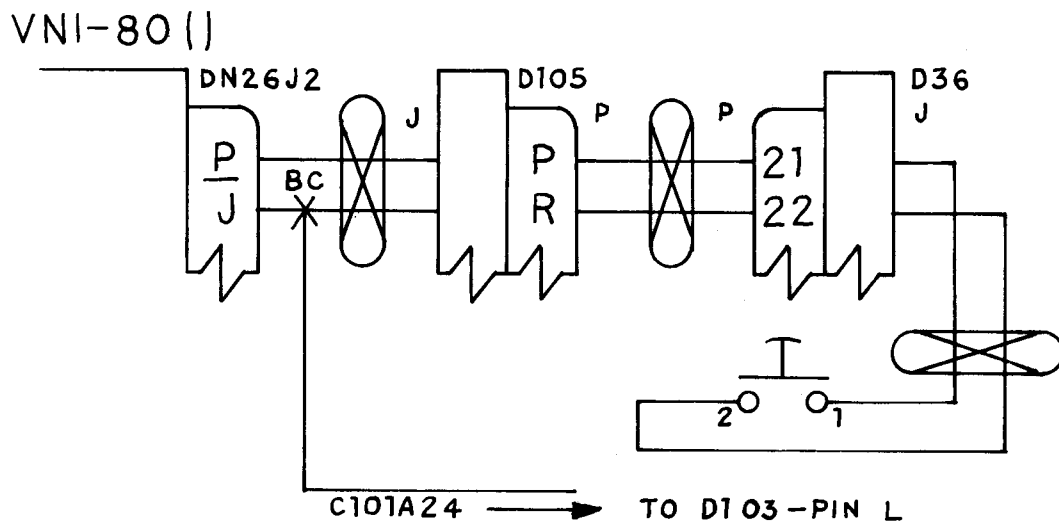
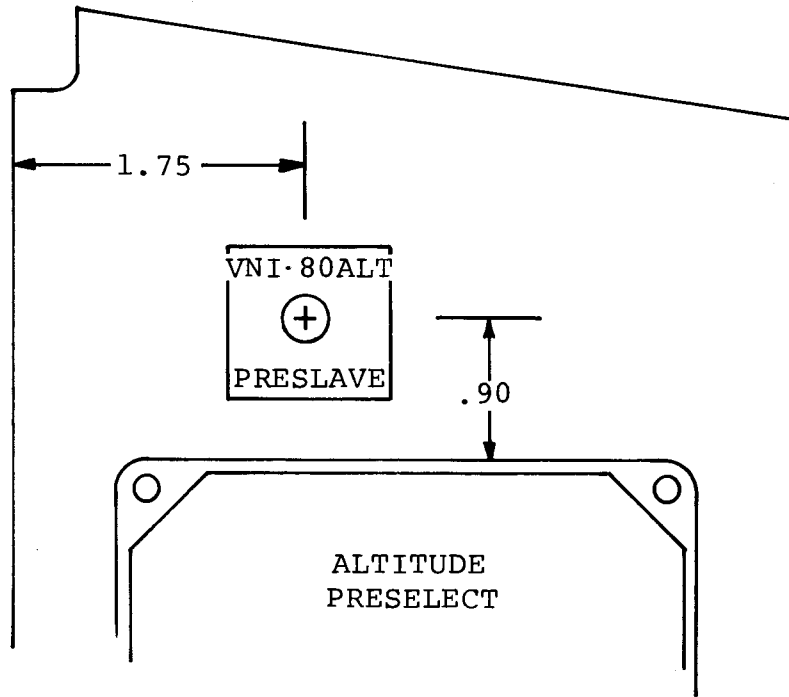
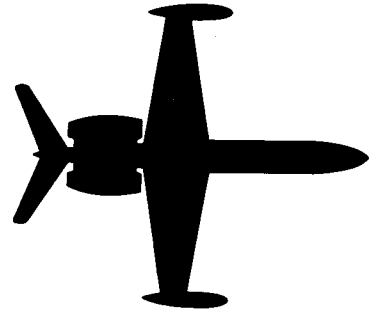


FIGURE 1

# 1124-WESTWIND



## SERVICE BULLETIN

OPTIONAL

SERVICE BULLETIN NO. 1124-22-056

December 2, 1985

SUBJECT: AUTOFLIGHT - CORRECTION OF FLIGHT DIRECTOR ANNUNCIATOR  
SELF-TEST CIRCUIT

### 1. PLANNING INFORMATION

#### A. EFFECTIVITY

MODEL 1124A WESTWIND, all serial numbers prior to 364.

#### B. REASON

To prevent false indication in anti-skid system and potential malfunction of avionics systems tests.

#### C. COMPLIANCE

Compliance with this service bulletin is optional.

#### D. DESCRIPTION

The position of diode DI303 on terminal strip T-156 is changed.

#### E. APPROVAL

This service bulletin has been reviewed by the Israel Civil Aviation Administration (ICAA). The design content conveyed herein complies with the applicable Civil Aviation Regulations and is ICAA approved.

#### F. MATERIAL

Material required for this service bulletin may be obtained from Atlantic Aviation Supply, Wilmington, Delaware or procured locally.

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G. TOOLING

None required

H. WEIGHT & BALANCE

Not affected

I. ELECTRICAL LOAD DATA

Not affected

J. REFERENCES

MODEL 1124/1124A Wiring Diagram Manual, Chapter 22-10-03.

K. PUBLICATIONS AFFECTED

MODEL 1124/1124A Wiring Diagram Manual, Chapter 22-10-03.

2. ACCOMPLISHMENT INSTRUCTIONS

A. Reference Wiring Diagram Manual, Chapter 22-10-03.  
Perform visual inspection of terminal strip T-156,  
terminals #14, #15 and #16. (Located STA 128 LHS)

- (1) If diode exists between terminals #15 and #16 (some aircraft, terminals #14 and #15) proceed to Step 2. If diode is connected only to terminal #15 and other end to wire #C605B20, disregard following steps; the aircraft is already in compliance.
- (2) At T-156 remove diode between terminals #15 and #16. Do not disturb wires except as in step (3) below.
- (3) Disconnect wire #C605B20 from T-156 terminal #15 and connect to anode of diode in step (2) using butt splice and appropriate sleeving.
- (4) Connect cathode (banded end) of diode to T-156 terminal #15.

B. Reassemble aircraft and return to service.

3. MATERIAL INFORMATION

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
1	327654	Terminal, Ring Tongue (Mfg. AMP)
1	320559	Butt Splice (Mfg. AMP) Sleeving, Heat Shrink)

4. RECORD COMPLIANCE

A. Make the following entry in the aircraft log book:

Service Bulletin No. 1124-22-056 dated \_\_\_\_\_  
 titled "Autoflight - Correction of Flight Director  
 Annunciator Self-Test Circuit" has been accomplished this  
 date \_\_\_\_\_.

B. Revise 1124/1124A Wiring Diagram Manual, Chapter 22-10-03,  
 to reflect wiring changes.

*Service Bulletin*

A/C S/N \_\_\_\_\_

*Certificate of Compliance*

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL, INC.  
P.O. BOX 10086  
WILMINGTON, DE 19850  
ATTN: TECHNICAL PUBLICATIONS

This is to certify that Westwind Serial Number \_\_\_\_\_ has complied with Service Bulletin No. 1124-22-056

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance **HOURS:** \_\_\_\_\_ **/CYCLES:** \_\_\_\_\_

Compliance Date \_\_\_\_\_ By \_\_\_\_\_  
Signature

OWNER:

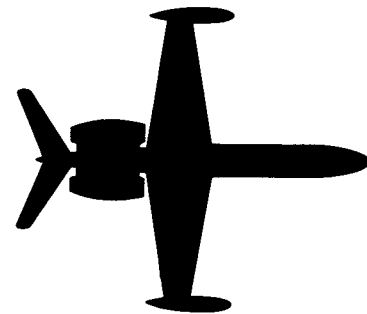
ACCOMPLISHING AGENCY:

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Please describe below any discrepancies found or difficulties encountered during compliance:

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## SERVICE BULLETIN

RECOMMENDED

SERVICE BULLETIN NO. 1124-22-072A

September 12, 1986

(This Service Bulletin No. 1124-22-072A dated September 12, 1986 supersedes Service Bulletin No. 1124-22-072 dated January 10, 1986 in its entirety.)

SUBJECT: AUTO FLIGHT - ELEVATOR AND RUDDER SERVO IDLER ARM -  
INSTALL NEW ATTACH BOLTS

### 1. PLANNING INFORMATION

#### A. EFFECTIVITY

MODEL 1124/1124A WESTWINDS, all serial numbers prior to 437 except 418, 423, 426, 429, 431, 432 and 435.

#### B. REASON

Replacement of existing select hardware to minimize the possibility of elevator and/or rudder control interference.

#### C. COMPLIANCE

It is recommended that this service bulletin be accomplished within 150 hours of the date of this bulletin.

#### D. DESCRIPTION

This service bulletin describes procedures to remove existing MS27039 screws that attach the fork to the idler arm at Station Y=454.21 and install 2 each AN3H bolts.

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BEN GURION AIRPORT, ISRAEL



E. APPROVAL

This service bulletin has been reviewed by the Israel Civil Aviation Administration (ICAA). The design content conveyed herein complies with the applicable Civil Aviation Regulations and is ICAA approved.

F. MATERIAL

Material required may be obtained through Atlantic Aviation Supply Company or procured locally.

G. TOOLING

No special tooling required.

H. WEIGHT AND BALANCE

No change.

I. ELECTRICAL LOAD DATA

Not applicable.

J. REFERENCES

- (1) 1124/1124A Maintenance Manual, Chapter 27.
- (2) 1124/1124A IPC 27-30-00, Fig. 3, Detail K, Item 75.

K. PUBLICATIONS AFFECTED

1124/1124A IPC 27-30-00, Fig. 3, Detail K, Item 75.

2. ACCOMPLISHMENT INSTRUCTIONS

- A. Remove overhead access panels in aft baggage compartment as necessary to gain access to P/N 863500-31 arm and 863500-41 fork, ref. Fig. 1.
- B. Remove 2 each MS27039 screws and 2 each AN960-PD10 washers, discard screws and retain washers.
- C. Install 2 each AN3H-17A bolts with AN960-PD10 washers under heads. Torque to 20-25 inch-pounds and safety wire.

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- D. Perform an operational check of the control system.
- E. Reinstall overhead access panels in aft baggage compartment previously removed to gain access.

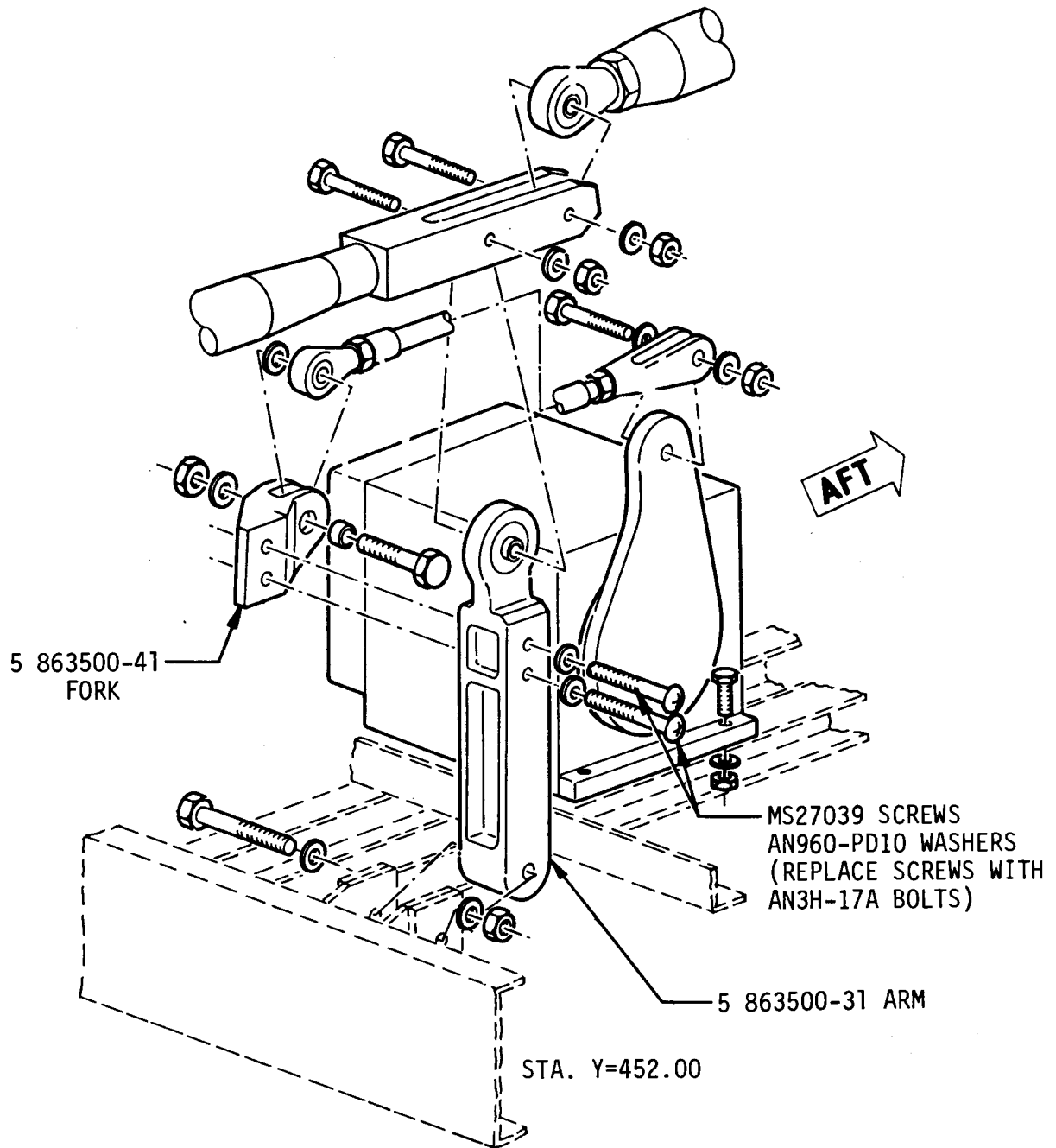
3. MATERIAL INFORMATION

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
2	AN3H-17A	Bolt
A/R	.025	Safety Wire

4. RECORD COMPLIANCE

Make the following entry in the aircraft log book:

Service Bulletin No. 1124-22-072A dated September 12, 1986 titled "Auto Flight - Elevator and Rudder Servo Idler Arm - Install New Attach Bolts" has been accomplished this date \_\_\_\_\_.



ELEVATOR CONTROL

FIGURE 1

*Service Bulletin*

A/C S/N \_\_\_\_\_

*Certificate of Compliance*

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL, INC.  
P.O. BOX 10086  
WILMINGTON, DE 19850  
ATTN: TECHNICAL PUBLICATIONS

This is to certify that Westwind Serial Number \_\_\_\_\_ has complied with Service Bulletin No. 1124-22-072 A

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance HOURS: \_\_\_\_\_ /CYCLES: \_\_\_\_\_

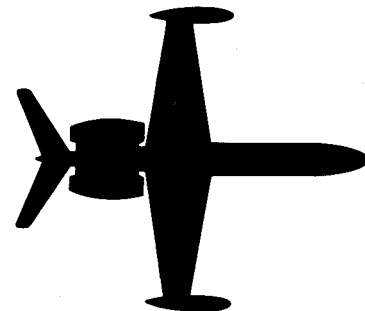
Compliance Date \_\_\_\_\_ By \_\_\_\_\_  
Signature

OWNER:	ACCOMPLISHING AGENCY:
_____	_____
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Please describe below any discrepancies found or difficulties encountered during compliance:

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# 1124-WESTWIND



## SERVICE BULLETIN

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OPTIONAL

SERVICE BULLETIN NO. 1124-22-079

January 8, 1986

SUBJECT: AUTOFLIGHT - ESTABLISH LINEAR DEVIATION STEERING COMMAND TO AUTOPILOT

### 1. PLANNING INFORMATION

#### A. EFFECTIVITY

- (1) Accomplishment Instructions Part A: Model 1124A Westwind S/N 295 through 390 with a single flight director system.
- (2) Accomplishment Instructions Part B: Model 1124A Westwind S/N 295 through 390 with a dual flight director system.
- (3) Accomplishment Instruction Part C: Model 1124A Westwind S/N 392 and subsequent with a single flight director system (except EFIS).
- (4) Accomplishment Instructions Part D: Model 1124A Westwind S/N 392 and subsequent with a dual flight director system (except EFIS).

#### B. REASON

To provide linear deviation steering commands to autopilot when flying VOR/LOC in order to eliminate 'S' turns and extreme roll commands while passing VORTAC "cone of confusion".

#### C. COMPLIANCE

Compliance with this service bulletin is optional.



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D. DESCRIPTION

A relay mount is locally manufactured and either two (2) or four (4) relays are added (depending on A/C serial number and configuration).

E. APPROVAL

This service bulletin has been reviewed by the Israel Civil Aviation Administration (ICAA). The design content conveyed herein complies with the applicable Civil Aviation Regulations and is ICAA approved.

F. MATERIAL

The material required to perform this service bulletin can be purchased through Atlantic Aviation Supply Company, Wilmington, Delaware or procured locally.

G. TOOLING

No special tooling required.

H. WEIGHT AND BALANCE

Not affected.

I. ELECTRICAL LOAD DATA

Not affected.

J. REFERENCES

1124/1124A Wiring Diagram Manual Chapters:

22-10-05	34-50-04
22-10-07	34-50-05
34-50-02	34-50-06

K. PUBLICATIONS AFFECTED

1124/1124A Wiring Diagram Manual Chapters:

22-10-05	34-50-04
22-10-07	34-50-05
34-50-02	34-50-06

2. ACCOMPLISHMENT INSTRUCTIONS

Preliminary Procedures:

- (1) Remove power from aircraft.
- (2) Gain access to left and right-hand sides of aircraft from station 241 to station 268.
  - (a) Remove access panels at aft coat closet.
  - (b) Remove access panels at lavatory area and remove toilet.
  - (c) Remove vanity and vanity light structure.
- (3) Perform following modification procedures as required.

PART A: Modification Procedures

- (1) Locate predrilled tabs with nut-plates on stations 241.05 and 250.00 right-hand side above connectors D34 and D242.
- (2) Fabricate a single or double relay mount from .063 Alclad 2024-T3 for mounting to tabs identified in (1) above. Secure relay sockets (P/N HRCW-1M) to mount and attach mount to tabs using appropriate hardware. Label relays RL-A and RL-B (for A/C with dual F/D) for identification purposes. Remove the mount-plate to wire relays.

NOTE

Aircraft with single flight director systems will require only one (1) relay P/N MIL-M39016/6-105L. Dual flight directors will require two (2) relays.

Connect a diode (IN645 or equivalent) across the coil terminals of each new relay socket. Cathode (banded end) to X1, anode to X2.

- (3) At left-hand side of aircraft add new wires as follows: (Reference Figure 1)
  - (a) At T3-15 add new #22AWG wire #UD72( )22. Route and connect to RL-30A, pin 23.
  - (b) At T3-16 add new #22AWG wire #2UD72( )22. Route and connect to RL-30, pin 24.

- (c) At B42J3 add new #22AWG wire #C12( )22 to pin 59. Route to right side near new relay A.
- (d) At DRL-30B connect shield from shielded-pair (wire #UD65C24R and wire #UD67C24B) to pin 11.
- (e) At DRL-30B connect shield from shielded-pair (wire #2UD65A24R and wire #2UD67A24B) to pin 12.
- (f) At DRL-30B connect shield from shielded-pair (wire #UD65D24R and wire #UD67D24B) to pin 10.

NOTE

The shields addressed in Steps (d), (e) and (f) above are NOT to be connected together or to any other shields. Only connections to these shields should be to pins as stated in Steps (d), (e) and (f).

- (g) At DRL-30B, pin 19, add new #22AWG wire #UD1( )22 (splice to existing wire). Route to right side near new relay A.
  - (h) At DRL-30A, pin 22, add new #22AWG wire #UD72( )22. Route to right side near relay A.
  - (i) At DRL-30A, pin 40, add new #22AWG wire #1RN116( )22 (splice to existing wire). Route to right side near spare T-strip.
  - (j) At DRL-84A, pin 51, add new #22AWG wire #1RN122( )22 (splice to existing wire). Route to right side near spare T-strip.
  - (k) Add new #24AWG shielded-pair wire #UD65( )24R to B42J3, pin 7, and wire #UD67( )24B to B42J3, pin 3. Cap and insulate shield near B42J3. Route wire to right side near T-52.
- (4) At right-hand side of aircraft connect wires added in Steps (3)(c) through (3)(k) above as follows (Reference Figure 1 in the same manner made in Step (3) above):
- (a) Wire #C12( )22 to new relay A, pin A-2 (relay wiper).
  - (b) Wire #UD1( )22 to relay A, pin X-1 (coil +).
  - (c) Wire #UD72( )22 to relay A, pin X-2 (coil -).



- (d) Wire #1RN116( )22 to spare T-strip, terminal 3.
  - (e) Wire #1RN122( )22 to spare T-strip, terminal 1.
  - (f) Shielded-pair wire #UD65( )24R to T-52 terminal 18, wire #UD67( )24B to T-52 terminal 19 and connect shield to terminal 20 (T-52).
- (5) At spare T-strip add two (2) new diodes (IN645 or equivalent). Connect cathode (banded end) of both diodes of terminal 2, anode of one to terminal 1 and anode of second to terminal 3.
- (a) Add new #22AWG wire #C12( )22 to terminal 2 of spare T-strip. Route to new relay A and connect to terminal A-1 (normally open contact).
- (6) If second flight director system is installed, proceed to Part B, Modification Procedures.
- (7) Replace new relay mount and perform Part E, Test Procedures.

PART B; Modification Procedures

- (1) Perform modification procedure Part A. Add new relay RL-B and revise aircraft wiring as follows: (Reference Figure 2)
- (a) Add new #24AWG shielded-pair wire #2UD65( )24R to T-52 terminal 13 and #2UD67( )24B to T-52 terminal 12. Connect shield to T-52 terminal 20. Route to DRL-31B.
  - (b) Add new #22AWG wire #2UD42( )22 to T-52 terminal #3. Route to DRL-31A.
  - (c) At DRL-31B connect wire #2UD65( )24R to pin 26, and wire #2UD67( )24B to pin 29. Connect shield to DRL-31B, pin 41.
  - (d) At DRL-31A connect wire #2UD42( )22 to pin 17.
  - (e) At DRL-31A add new #22AWG wire #2UD1( )22 to pin 16 and new #22AWG wire #2UD72( )22 to pin 37. Route both wires to new relay B. Connect wire #2UD1( )22 to terminal X1 and wire #2UD72( )22 to terminal X2 of relay B.
  - (f) At DRL-31A, pin 40, splice new #22AWG wire #2RN116( )22 to existing wire and route to spare T-strip. Attach to terminal 6 of spare T-strip.

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- (g) At DRL-85A, pin 51, splice new #22AWG wire #2RN122( )22 to existing wire and route to spare T-strip. Attach to terminal 4 of spare T-strip.
  - (h) On spare T-strip add two (2) diodes (IN645 or equivalent) to terminals 4, 5 and 6. Attach cathode (banded end) of both diodes to terminal 5. Connect the anode of one diode to terminal 4 and the anode of second diode to terminal 6.
  - (i) Add new #22AWG wire #2C12( )22 to terminal 5 of spare T-strip and route to new relay B. Attach to A1 of B relay (normally open contact of relay).
- (2) On left-hand side of aircraft add wires as follows for routing to RHS:
- (a) T3-15 add new #22AWG wire #UD72( )22. Route to RL-31.
  - (b) T3-16 add new #22AWG wire #2UD72( )22. Route to RL-31.
  - (c) T22-15 add new #22AWG wire #UD42( )22. Route to RL-31.
  - (d) At T22 add new #24AWG shielded-pair wire #UD67( )24B to terminal 12 and wire #UD65( )24R to terminal 13. Connect shield to terminal 11. Route to RL-31.
  - (e) At FGC 80 #2, B242J3, add new #24AWG shielded-pair wire #2UD67( )24B to pin 3 and wire #2UD65( )24R to pin 7. Cap and insulate shield. Route to RL-31.
  - (f) At FGC80 #2, B242J3, add new #22AWG wire #2C12( )22 to pin 59. Route to new relay B.
- (3) On right-hand side of aircraft connect wires routed across in Step (2) above as follows:
- (a) Connect wire #UD72( )22 to DRL-31A, pin 39.
  - (b) Connect wire #2UD72( )22 to DRL-31A, pin 38.
  - (c) Connect wire #UD42( )22 to DRL-31A, pin 18.
  - (d) Connect shielded-pair wire #UD65( )24R to DRL-31B, pin 27, wire #UD67( )24B to DRL-31B, pin 30 and shield to pin 42 of DRL-31B.

- (e) Connect shielded-pair wire #2UD65( )24R to DRL-31B, pin 25, wire #2UD67( )24B to DRL-31B, pin 28 and connect shield to pin 40 of DRL-31B.
  - (f) Connect wire #2C12( )22 to new relay B terminal A-2 (relay wiper).
- (4) Replace new relay mount and perform Part E, Test Procedures.

PART C: Modification Procedures

- (1) Locate predrilled tabs with nut-plates on stations 241.05 and 250.00 right-hand side above connectors D34 and D242.
- (2) Fabricate relay mount (2 for single F/D or 4 for dual F/D) from .063 Alclad 2024-T3 for mounting to tabs identified in (1) above. Secure relay sockets (P/N HRCW-1M and P/N UN314567) to mount and attach mount to tabs using appropriate hardware. Label small relays RL-A and RL-B and larger six-pole relays RL-C and RL-D for identification purposes. Remove the mount plate to wire relays.

NOTE

Aircraft with single flight director systems will require only one (1) each relay P/N MIL-M39016-105L and P/N U26A8G18S-4. Dual flight director systems require two (2) each of both type relays.

- (a) Connect a diode (IN645 or equivalent) across the coil terminals of each new relay socket. Cathode (banded end) to X-1 (C-1), anode to X-2 (C-2).
- (3) At left-hand side of aircraft add new wires as follows (reference Figure 3):
- (a) At connector B29J-1 (#1 DME) add new #24AWG shielded-pair, wire #UD65( )24R to pin 36, wire #UD67( )24B to pin 40. Connect shield to pin 33. Route to T-22 and connect wire #UD65( )24R to terminal 13, wire #UD67( )24B to terminal 12. Connect shield to terminal 11.
  - (b) At connector B229J-1 (#2 DME) ensure #24AWG shielded-pair, wire #2UD65B24R is connected to pin 36, wire #2UD67B24B is connected to pin 40 and shield is connected to pin 33. These wires should be connected to D130P. Wire #2UD65B24R to pin M, wire #2UD67B24B to pin K and shield to pin J. If not present, add.

- (c) At D130J add new #24AWG shielded-pair, wire #2UD65( )24R to pin M, wire #2UD67( )24B to pin K and shield to pin J. Route to area of T-52 RHS to be connected in Step (4)(f).
  - (d) At T-22 add new #24AWG shielded-pair, wire #UD65( )24R to terminal 13, wire #UD67( )24B to terminal 12 and shield to terminal 11. Route to area of new RL-C RHS.
  - (e) Add new #22AWG wire #UD42( )22 to T-22 terminal 15. Route to area of RL-C RHS.
  - (f) Add new #22AWG wire #UD72( )22 to T-3 terminal 15 and new #22AWG wire #2UD72( )22 to T-3 terminal 16. Route both wires to area of relay RL-C RHS.
  - (g) Add new #22AWG wire #IRN82( )22 to T-1 terminal 5. Route to area of relay RL-C RHS.
  - (h) Add new #22AWG wire #IRN71( )22 to RL-84 J-2, pin 16 (splice to existing wire). Route to area of relay RL-C RHS.
  - (i) At RL-84 add new #22AWG wire #RN82( )22 to J-1, pin 45 (splice to existing wire). Route to area of spare T-strip RHS.
  - (j) At RL-84 add new #22AWG wire #IRN142( )22 to J-1, pin 46 (splice to existing wire). Route to area of spare T-strip.
  - (k) At FGC#1, connector B42J-3, add new #22AWG wire #C12( )22 to pin 59. Route to area of new relay RL-A RHS.
  - (l) Add new #24AWG shielded-pair, wire #1UD65( )24R to pin 7 of B42J-3 and wire #1UD67( )24B to pin 3 of B42J-3. Cap and insulate shield. Route wires to area of relay RL-C RHS.
- (4) At right-hand side of aircraft connect wires added in Step (3) above as follows (reference Figure 3):
- (a) At RL-C connect wire #UD65( )24R to pin B1, wire #UD67( )24B to pin B2 and shield to pin B5.
  - (b) Connect wire #UD42( )22 to RL-C, pin B3.
  - (c) Connect wire #UD72( )22 to RL-C, pin B4.
  - (d) Connect wire #2UD72( )22 to RL-C, pin F4.

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- (e) At RL-C add new #24AWG shielded-pair, wire #2UD65( )24R to pin F1, wire #2UD67( )24B to pin F2 and connect shield to pin F5. Add new #22AWG wire #2UD42( )22 to pin F3. Route to T-52.
  - (f) At T-52 connect wire #2UD65( )24R to terminal 13, wire #2UD67( )24B to terminal 12 and shield to terminal 20. Connect wire #2UD42( )22 to terminal 3 of T-52. (Include new wires added in Step (3)(c) above to same respective pins.)
  - (g) At RL-C connect wire #1UD65( )24R to pin H1, wire #1UD67( )24B to pin H2 and shield to pin H5 (wires previously added in Step (3) above).
  - (h) Connect wire #1RN82( )22 to RL-C, pin C1 (with banded end of diode) and wire #1RN71( )22 to pin C2 (wires previously added in Step (3) above).
  - (i) Add new #22AWG wire #UD1( )22 to RL-C, pin H3 and connect opposite end to new relay RL-A, pin X1 (banded end of diode).
  - (j) Add new #22AWG wire #UD72( )22 to RL-C, pin H4 and connect opposite end to RL-A, pin X2.
  - (k) At RL-A connect wire #C12( )22 to pin A2 (wiper) (wire previously added in Step (3) above).
  - (l) Add new #22AWG wire #C12( )22 to pin A1 (normally open contact) of RL-A. Route to area of spare T-strip and connect to terminal 2.
  - (m) At spare T-strip connect previously added wires (Step (3) above). Wire #RN82( )22 to terminal 1 and wire #IRN142( )22 to terminal 3. Add two new diodes (IN645 or equivalent) to spare T-strip. Cathode (banded end) of both to terminal 2, anode of one to terminal 1, anode of the other to terminal 3.
- (5) If second flight director system is installed, proceed to Part D, Modification Procedures.
- (6) Replace new relay mount and proceed to Part E, Test Procedures.

PART D: Modification Procedures

- (1) Perform Modification Procedure, Part C. At new relay RL-D add new wires as follows (reference Figure 4):
  - (a) Add new #24AWG shielded-pair, wire #UD65( )24R to pin F1, wire #UD67( )24B to pin F2 and shield to pin F5 of RL-D. Route to RL-C and connect wire #UD65( )24R to pin B1, wire #UD67( )24B to pin B2 and shield to pin B5 of RL-C.
  - (b) Add new #24AWG shield-pair, wire #2UD65( )24R to pin B1, wire #2UD67( )24B to pin B2 and shield to pin B5 of RL-D. Route to RL-C and connect wire #2UD65( )24R to pin F1, wire #2UD67( )24B to pin F2 and shield to pin F5 of RL-C.
  - (c) Add new #22AWG wire #2UD42( )22 to RL-D, pin B3. Route to RL-C and connect to pin F3 of RL-C.
  - (d) Add new #22AWG wire #UD42( )22 to RL-D, pin F3. Route to RL-C and connect to pin B3 of RL-C.
  - (e) Add new #22AWG wire #2UD72( )22 to RL-D, pin B4. Route to RL-C and connect to pin F4 of RL-C.
  - (f) Add new #22AWG wire #UD72( )22 to RL-D, pin F4. Route to RL-C and connect to pin B4 of RL-C.
  - (g) Add new #22AWG wire #2UD1( )22 to RL-D, pin H3. Route to new relay RL-B and connect to pin X1 with cathode (banded end) of diode on RL-B.
  - (h) Add new #22AWG wire #2UD72( )22 to RL-D, pin H4. Route to RL-B and connect to pin X2 on RL-B.
  - (i) Add new #22AWG wire #2C12( )22 to RL-B, pin A1 (normally open contact). Route to spare T-strip and connect to terminal 5.
  - (j) At spare T-strip add two (2) new diodes (IN645 or equivalent). Connect cathode (banded end) of both diodes to terminal 5, anode of one to terminal 4 and anode of other to terminal 6.
  - (k) Add new #22AWG wire #2RN162( )22 to spare T-strip terminal 4. Route to RL-85 and connect to J1, pin 45.
  - (l) Add new #22AWG wire #2RN83( )22 to spare T-strip terminal 6. Route to RL-85 and connect to J1, pin 46.

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- (m) Add new #22AWG wire #2RN71( )22 to RL-85 J2, pin 16. Route to RL-D and connect to pin C2 along with diode anode.
- (2) At RHS add the following wires for routing to LHS:
  - (a) Add new #22AWG wire #2RN82( )22 to RL-D, pin C1 along with cathode (banded end) of diode. Route to area of T1 LHS.
  - (b) Add new #24AWG shielded-pair to RL-D. Wire #2UD65( )24R to pin H1, wire #2UD67( )24B to pin H2 and shield to pin H5 (all at RL-D). Route to area of FGC-2 connector B242J3.
  - (c) Add new #22AWG wire #2C12( )22 to RL-B, pin A2 (relay wiper). Route to area of B242J3.
- (3) At LHS of aircraft connect wires from Step (2) above as follows:
  - (a) Wire #2RN82( )22 to T1 terminal 20.
  - (b) Shielded-pair wire #2UD65( )24R to B242J3, pin 7, wire #2UD67( )24B to B242J3, pin 3. Cap and insulate shield.
  - (c) Wire #2C12( )22 to B242J3, pin 59.
- (4) Proceed to Part E, Test Procedures.

PART E: Test Procedures

- (1) Ensure work area is free of all debris to preclude electrical shorts.
  - (a) Secure new relay mount to tabs using appropriate hardware. Install relays.
  - (b) Replace DME#1 and #2 in their respective mounts (if removed).
  - (c) Maintain accessibility to B42J3 (and B242J3 if #2 flight director is installed).
- (2) Apply power to aircraft and avionics systems.
- (3) Set DME#1 and DME#2 to an operating frequency and check for station lock-on.
  - (a) At FGC #1 J-3, pin 7 (H1) pin 3 (LO) check for analog voltage (40 mv/mi) using digital voltmeter.

- (b) Check for flag voltage between J-3, pin 59 and ground (+28Vdc).
  - (c) Depress HOLD on CTL-30 #1 and note loss of flag voltage.
  - (d) At pilot's position depress RPT NAV 2 and note flag voltage returns. Also note analog voltage at pin 7 (HI), pin 3 (LO) corresponds to DME#2 distance at 40 mv/mi.
  - (e) Depress HOLD on CTL-30#2 and note loss of flag voltage to J-3, pin 59.
- (4) For second flight director system, first return all switches to normal operating position.
- (a) At FGC#2 J-3, pin 7 (HI) and pin 3 (LO) check for analog voltage corresponding to DME#2 distance.
  - (b) Check for flag voltage at pin 59.
  - (c) Depress HOLD on CTL-30#2 and note loss of flag voltage.
  - (d) At co-pilot's position depress RPT NAV 1 and note flag voltage returns. Also note analog voltage at pin 7 (HI), pin 3 (LO) corresponds to DME#1 distance at 40 mv/mi.
  - (e) Depress HOLD on CTL-30#1 and note loss of flag voltage to J-3, pin 59.
- (5) Reassemble work area and return aircraft to service.

3. MATERIAL INFORMATION

<u>QTY</u>	<u>NEW P/N</u>	<u>DESCRIPTION</u>
A/R	MIL-W-16878D	#24AWG shielded-pair wire
A/R	MIL-W-16878D	#22AWG wire
A/R	327583	Butt-Splice (Mfg AMP)
A/R	50534	Terminal, ring tongue (Mfg AMP)
A/R	IN645 (or equiv)	Diode
A/R	MIL-M39016/6-105L	Relay (Mfg Deutsch)
A/R	HRCW-1M	Socket (Mfg Deutsch)
A/R	U26A8G18S-4	Relay (Mfg Deutsch)
A/R	UN314567	Socket (Mfg Deutsch)



4. RECORD COMPLIANCE

- A. Make the following entry in the aircraft log:

Service Bulletin No 1124-22-079 dated January 8, 1986  
titled "Autoflight - Establish Linear Deviation Steering  
Command to Autopilot" has been accomplished the  
date \_\_\_\_\_.

- B. Update 1124/1124A Wiring Diagram Manual and IPC to reflect  
wiring changes and parts additions as performed per this  
service bulletin.

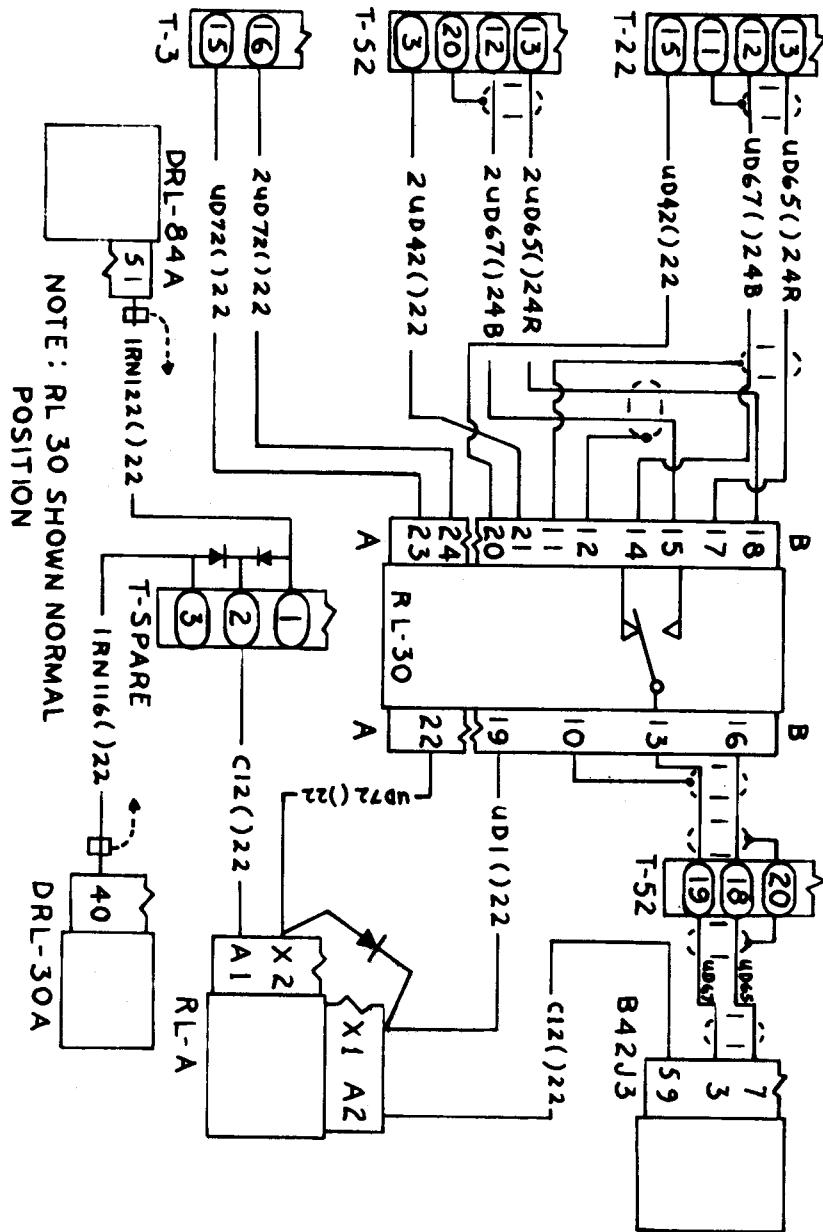


FIGURE 1

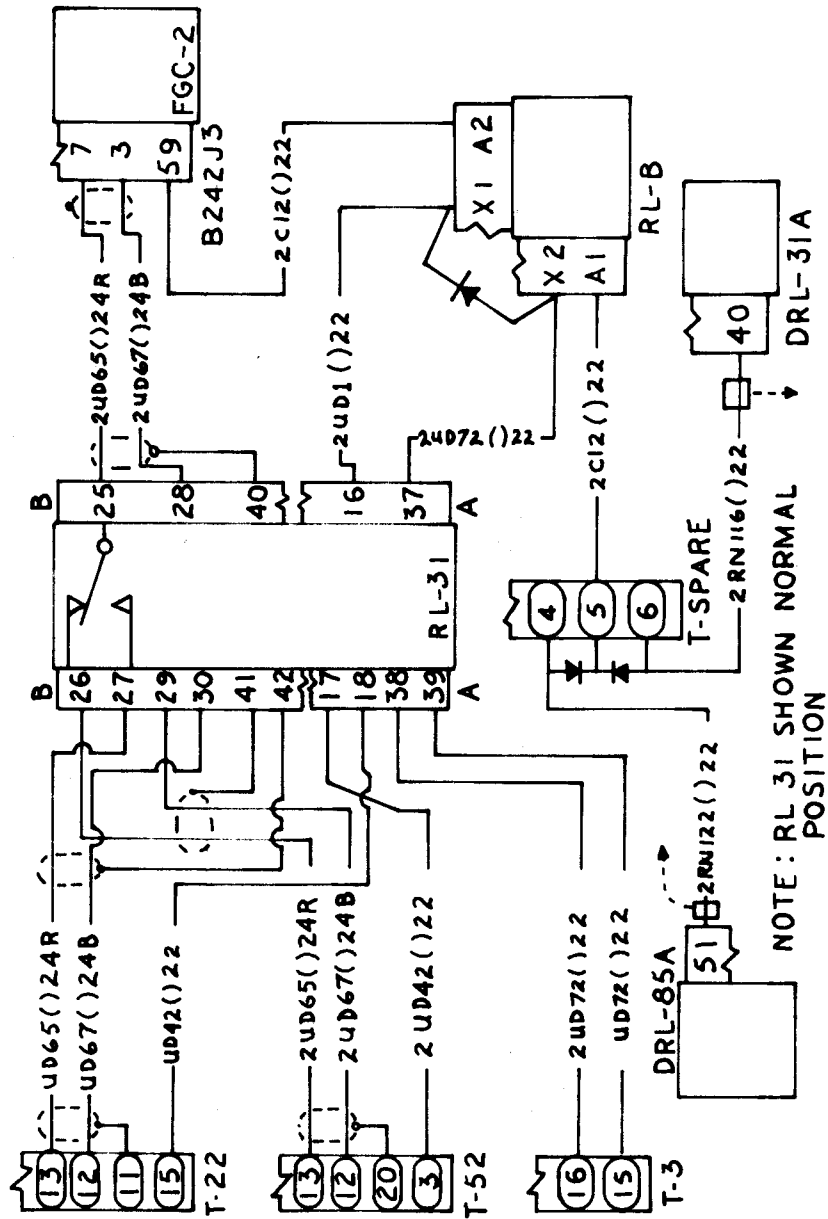
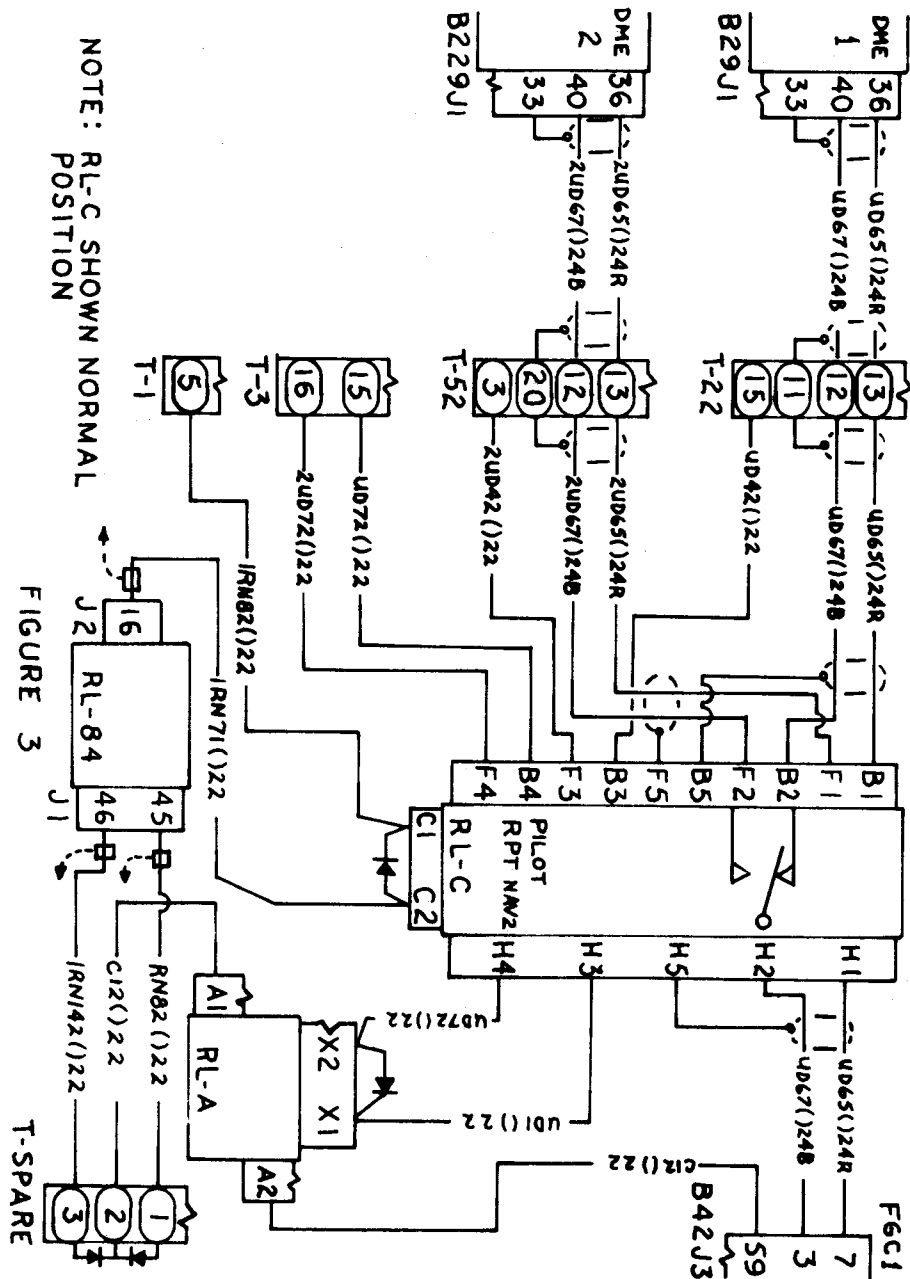


FIGURE 2



NOTE: RL-C SHOWN NORMAL POSITION

FIGURE 3

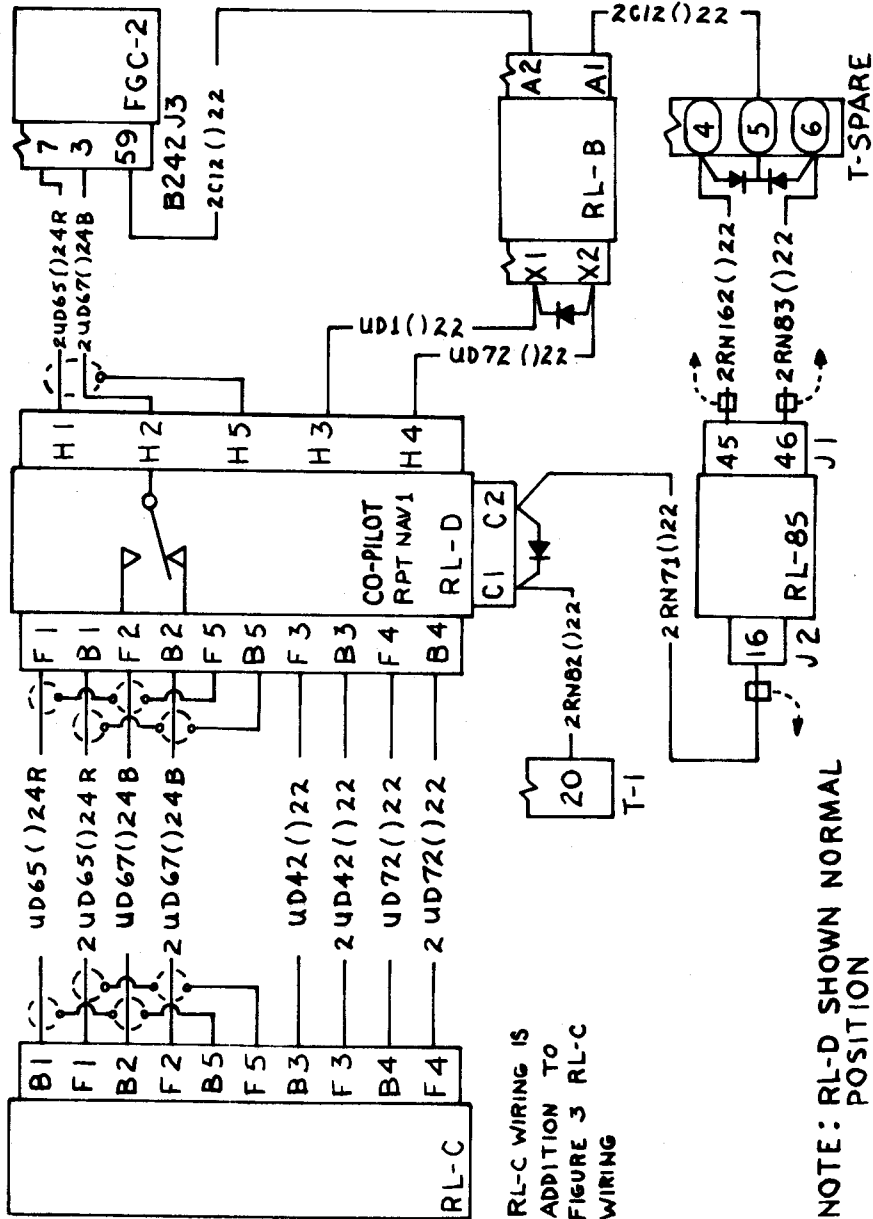


FIGURE 4

*Service Bulletin*

A/C S/N \_\_\_\_\_

*Certificate of Compliance*

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ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL, INC.  
P.O. BOX 10086  
WILMINGTON, DE 19850  
ATTN: TECHNICAL PUBLICATIONS

This is to certify that Westwind Serial Number \_\_\_\_\_ has complied with Service Bulletin No. 1124-22-079

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance HOURS: \_\_\_\_\_ /CYCLES: \_\_\_\_\_

Compliance Date \_\_\_\_\_ By \_\_\_\_\_  
Signature

OWNER:

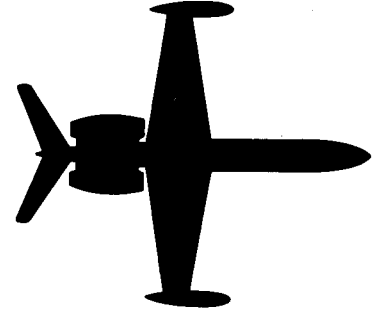
ACCOMPLISHING AGENCY:

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Please describe below any discrepancies found or difficulties encountered during compliance:

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# 1124-WESTWIND



## SERVICE BULLETIN

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OPTIONAL

SERVICE BULLETIN NO. 1124-23-013

February 11, 1985

SUBJECT: VHF COM AND AUDIO SYSTEM CONFORMITY

### 1. PLANNING INFORMATION

#### A. EFFECTIVITY

- (1) ACCOMPLISHMENT INSTRUCTIONS PART I: MODEL 1124 serial numbers 152, 154, 174, and 185 through 391, and MODEL 1124A serial number 239 except MODEL 1124 serial number 290 and 357.
- (2) ACCOMPLISHMENT INSTRUCTIONS PART II: MODEL 1124A serial numbers 295 through 390; MODEL 1124 serial numbers 290 and 357.

#### B. REASON

- (1) ACCOMPLISHMENT INSTRUCTIONS PART I: To ensure operation of VHF Com-1 with backup manual frequency control head and copilot operation of Com-1 in the event of a Comm and Accessory bus failure and/or during ground operation during engine start with the Avionics Masters off.
- (2) ACCOMPLISHMENT INSTRUCTIONS PART II: To ensure operation of VHF Com-2 with CTL-20 control and copilot operation of Com-2 in the event of a Comm and Accessory bus failure and/or during ground operation during engine start with the Avionics Masters off.



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C. COMPLIANCE

Optional

D. DESCRIPTION

- (1) ACCOMPLISHMENT INSTRUCTIONS PART I: Describes a one time conformity inspection and corrective action, if necessary, to ensure that the aircraft busses function as required to provide the capability indicated in Par. 1.B.1.
- (2) ACCOMPLISHMENT INSTRUCTIONS PART II: Describes a one time conformity inspection and corrective action, if necessary, to ensure that the aircraft busses function as required to provide the capability indicated in Par. 1.B.2.

E. APPROVAL

The inspection and modification procedures described in this Service Bulletin have been shown to comply with the applicable FAA/ICAA regulations and are IAI Engineering approved.

F. MATERIAL

All material required may be procured locally.

G. TOOLING

Not applicable.

H. WEIGHT & BALANCE

Not applicable.

I. ELECTRICAL LOAD DATA

- (1) No change to total electrical load.
- (2) Revision of aircraft electrical load analysis to reflect bus tie changes and recomputation of respective bus loads will be required.

J. REFERENCES

1124/1124A Wiring Manual, Chapter 23-20-01/02; 23-50-01/02; 24-30-00/02; and 24-50-02.



K. PUBLICATIONS EFFECTED

(1) ACCOMPLISHMENT INSTRUCTIONS PART I

- (a) 1124 Airplane Flight Manual-Revision 13 Section II pages 11/12 or 11.1/12.1 as applicable.
- (b) 1124/1124A Wiring Manual, Chapter 23- 20-01/02; 23-50-01/02; and 24-50-01/02.

(2) ACCOMPLISHMENT INSTRUCTIONS PART II

- (a) 1124A Airplane Flight Manual-Revision 9, Section II pages 11/12 or 11.1/12.1 as applicable.
- (b) 1124/1124A Wiring Manual, Chapter 23-20-01/ 02 23-50-01/02; and 24-50-01/02.

2. ACCOMPLISHMENT INSTRUCTIONS

PART I

A. Conformity inspection

- (1) Apply ground power to aircraft.
- (2) Turn ON aircraft battery switch.
- (3) Leave both Avionics Master switches OFF.
- (4) Pull VHF Com-2, Pilot Audio Speaker DC and Pilot Audio Phones DC circuit breakers.
- (5) Tune Com-1 back-up manual frequency control to local VHF comm. frequency.
- (6) Select copilot speaker or phones.
- (7) Communicate with local ground station from copilot side. Utilize copilot hand microphone and/or copilot oxygen mask and boom mic with control wheel switch.
- (8) Listen for received audio on the copilot's speaker and phones.
- (9) Listen for sidetone on copilot's phones.

NOTE

Sidetone will also be heard on copilot's speaker on S/N 375, 379 and subs as a normal condition.

- (10) If the above conditions are not met, proceed to Part I.B., Modification Procedure. If they are met, return the aircraft to service as complying with the provisions of this Service Bulletin.

B. MODIFICATION PROCEDURE

- (1) Ensure that the battery switch is off.
- (2) Remove ground power.
- (3) Disconnect aircraft batteries.
- (4) Lower the forward overhead circuit breaker panel.
- (5) Locate the VHF Com-1 and-2 DC, Pilot Speaker and Phones Audio DC and Copilot Speaker and Phone Audio DC circuit breakers.
- (6) Trace the circuit breaker bus feeds from the circuit breakers in previous step to their respective busses.
- (7) Remove bus feeds to the above circuit breakers from the #1 or #2 Com and Acc busses with the following exceptions:
  - (a) Pilot Audio Speaker to the #1 Com and ACC bus will remain as is.
  - (b) Pilot Audio Phones to the #1 Com and ACC bus will remain as is.

NOTE

- a) Single bus ties should be insulated and stowed.
  - b) Two or more bus ties on one breaker must be spliced together, the splice insulated and the cable secured clear of other breaker terminals
- (8) Locate the priority bus. The priority bus can be identified by the fuel status indicator DC breaker and the junction of two priority bus diodes, banded end, located on a laterally mounted bracket behind the right hand side of the forward overhead circuit breaker panel.

- (9) Fabricate a bus tie lead of #14 AWG or larger wire and connect between the Com-1, Copilot Speaker Audio Copilot Phones Audio and the priority bus; as identified above.
- (10) Fabricate a bus tie lead of #14 AWG or larger wire and connect Com-2 to the #2 Com and Acc bus.
- (11) Fabricate a bus tie lead of #14 AWG or larger wire and connect between the Pilot Audio Speaker, Pilot Audio Phones and the #1 Com and Acc bus if this condition was not found to exist in par. 2.I.B.7.
- (12) Ensure that the new bus leads are secured properly into bundles and that they will clear circuit breakers and structure when the forward overhead circuit breaker panel is secured into place.
- (13) Ensure that all screw lengths are proper i.e. long enough to provide proper bond but not so long as to cause contact with electrical and metal components or the body of the circuit breaker itself.
- (14) Secure the forward overhead circuit breaker panel into place.
- (15) Perform the conformity inspection per par. 2.I.A. to ensure proper operation.

## PART II

### A. Conformity Inspection

- (1) Apply ground power to aircraft.
- (2) Turn ON aircraft battery switch.
- (3) Leave both Avionics Master switches OFF.
- (4) Pull VHF Com-1, Pilot Audio Speaker DC and Pilot Audio Phones DC circuit breakers.
- (5) Tune Com-2 CTL-20 control to the local VHF comm. frequency.
- (6) Select copilot speaker or phones.
- (7) Communicate with local ground station from copilot side. Utilize copilot hand microphone and/or copilot oxygen mask and boom mic with control wheel switch.
- (8) Listen for received audio on the copilot's speaker and phones.
- (9) Listen for sidetone on copilot's phones.

#### NOTE

Sidetone will also be heard on copilot's speaker on S/N 349,376 and subs as a normal condition.

- (10) If the above conditions are not met, proceed to Part I.B. Modification Procedure. If they are met, return the aircraft to service as complying with the provisions of this Service Bulletin.

B. MODIFICATION PROCEDURE

- (1) Ensure that the battery switch is off.
- (2) Remove ground power.
- (3) Disconnect aircraft batteries.
- (4) Lower the forward overhead circuit breaker panel.
- (5) Locate the VHF Com-1 and-2 DC, Pilot Speaker and Phones Audio DC and Copilot Speaker and Phones Audio DC circuit breakers.
- (6) Trace the circuit breaker bus feeds from the circuit breakers in previous step to their respective busses.
- (7) Remove bus feeds to the above circuit breakers from the #1 or #2 Com and Acc busses with the following exceptions:
  - a) Pilot Audio Speaker to the #1 Com and Acc bus will remain as is.
  - b) Pilot Audio Phones to the #1 Com and Acc bus will remain as is.

NOTE

- a) Single bus ties should be insulated and stowed.
  - b) Two or more bus ties on one breaker must be spliced together, the splice insulated and the cable secured clear of other breaker terminals.
- (8) Locate the priority bus. The priority bus can be identified by the fuel status indicator DC breaker and the junction of two priority bus diodes, banded end, located on a laterally mounted bracket behind the right hand side of the forward overhead circuit breaker panel.

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- (9) Fabricate a bus tie lead of #14 AWG or larger wire and connect between the Com-2, Copilot Speaker Audio, Copilot Phones Audio and the priority bus.
- (10) Fabricate a bus tie lead of #14 AWG or larger wire and connect Com-1 to the #1 Com and Acc bus..
- (11) Fabricate a bus tie lead of #14 AWG or larger wire and connect between the Pilot Audio Speaker, Pilot Audio Phones and the #1 Com and Acc bus if this condition was not found to exist in par. 2.II.B.7.
- (12) Ensure that the new bus leads are secured properly into bundles and that they will clear circuit breakers and structure when the forward overhead circuit breaker panel is secured into place.
- (13) Ensure that all screw lengths are proper i.e. long enough to provide proper bond but not so long as to cause contact with electrical and metal components or the body of the circuit breaker itself.
- (14) Secure the forward overhead circuit breaker panel into place.
- (15) Perform the conformity inspection per par. 2.II.A. to ensure proper operation.

3. MATERIAL INFORMATION

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
A/R	MIL-W-22759/16-14	Wire
A/R	320565 (AMP)	Ring Tongue terminal
A/R	AN526-632	Screw
A/R	MS20365-632	Nut

4. RECORD COMPLIANCE

Make the following entry in aircraft log book:

Service Bulletin No. 1124-23-013 dated February 11, 1985, titled "VHF Comm and Audio System Conformity" has been accomplished this date.

Make corrections to your aircraft Wiring Manual to reflect changes accomplished in "Accomplishment Instructions Part I.B or Part II.B." as applicable.

END

*Service Bulletin*

A/C S/N \_\_\_\_\_

*Certificate of Compliance*

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

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P.O. BOX 10086  
WILMINGTON, DE 19850  
ATTN: TECHNICAL PUBLICATIONS

This is to certify that Westwind Serial Number \_\_\_\_\_ has complied with Service Bulletin No. 1124-23-013

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance HOURS: \_\_\_\_\_ /CYCLES: \_\_\_\_\_

Compliance Date \_\_\_\_\_ By \_\_\_\_\_  
Signature

OWNER:

ACCOMPLISHING AGENCY:

\_\_\_\_\_  
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Please describe below any discrepancies found or difficulties encountered during compliance:

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# SERVICE PUBLICATIONS revision notice

OPTIONAL

SERVICE BULLETIN NO. 1124-23-016  
Revision No. 2

May 23, 1986

SUBJECT: INSTALLATION OF ADDITIONAL AND IMPROVED STATIC WICKS

REASON FOR REVISION: To change quantity of P/N 16293 from 1 to 2 each in Paragraph 3. Material Information, Part A.

### 3. MATERIAL INFORMATION

A. For modifications per this Service Bulletin you will require:

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
2	16293	Base (Mfg. D-G)



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# SERVICE PUBLICATIONS revision notice

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OPTIONAL

SERVICE BULLETIN NO. 1124-23-016  
Revision No.1

July 12, 1985

SUBJECT: INSTALLATION OF ADDITIONAL IMPROVED STATIC WICKS

REASON FOR  
REVISION:

To change the classification of this bulletin from recommended to optional.

C. COMPLIANCE

Compliance of this bulletin is optional.

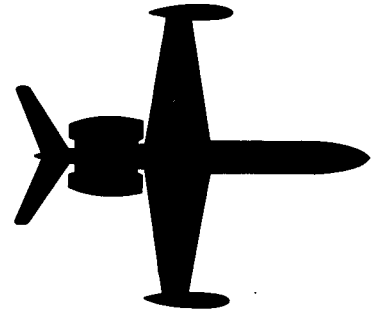
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# 1124-WESTWIND



## SERVICE BULLETIN

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RECOMMENDED

SERVICE BULLETIN NO. 1124-23-016

April 24, 1985

SUBJECT: INSTALLATION OF ADDITIONAL AND IMPROVED STATIC WICKS

1. PLANNING INFORMATION

A. EFFECTIVITY

MODEL 1124/1124A WESTWIND, all serial numbers through 426.

B. REASON

To improve precipitation static discharge capability by introducing improved static wicks and adding additional static wicks in critical locations.

C. COMPLIANCE

Compliance with this service bulletin is recommended.

D. DESCRIPTION

- (1) This Service Bulletin describes procedures necessary to test static wick and base bonding, installation of additional static wicks and bases, replacement or relocation of existing static wicks and bases; and replacement of existing static wicks with improved types.



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- (2) This Service Bulletin also describes procedural changes that will require inspection for conformity on those aircraft having previously installed additional static wicks and bases on the elevator to prevent possible delamination of the honeycomb.

References Paragraphs 2.C.(1).(a) (b) (c); 2.C (2).(a) (b); and 2.D.(3).(4).(5). below using only those new wicks specified in Part 3.A. below.

If in doubt about possible delamination at elevator, perform the "tap" test described in the 1124/1124A Maintenance Manual Chapter 27-30-00 for suspect areas.

- (3) The inspection, test, and replacement procedures described in this Service Bulletin are to be incorporated into existing procedures published in the Maintenance Manual Chapter 23-60-00.

E. APPROVAL

The inspections and modifications in this Service Bulletin have been shown to comply with the applicable ICAA/FAA regulations and are IAI Engineering approved.

F. MATERIAL

The material required may be obtained through Atlantic Aviation Supply Co. or their distributors. Individual components may be purchased locally or through:

Dayton-Granger  
P.O. Box 14070  
812 NW First St.  
Ft. Lauderdale, FL 33201  
Phone: (305-436-3451)

Chelton  
P.O. Box 711  
Lewisville, TX 75067  
Phone: (214-221-1783)

G. TOOLING

None

H. WEIGHT AND BALANCE

Not applicable.

I. ELECTRICAL LOAD DATA

None

J. REFERENCES

1124/1124A Maintenance Manual;  
Chapters: 23-60-00  
          24-00-00  
          27-00-00  
          27-30-00  
          51-00-00

K. PUBLICATIONS AFFECTED

1124/1124A Maintenance Manual, Chapter 23-60-00.  
1124/1124A Illustrated Parts Catalog, Chapter 23-60-00.

2. ACCOMPLISHMENT INSTRUCTIONS

A. Inspection Procedures

- (1) Using a digital or bridge-type ohmmeter, measure from each existing static wick base to adjacent air-frame or diverter strip to which it is attached.
  - (a) A reading in excess of 0.5 ohm will indicate a defective bond, the wick base in question must be removed and rebonded in accordance with following installation procedures.  
  
Reference: Paragraphs 2.C.(1).(a),(b),;  
          2.D.(3),(5),; and 2.E below.
- (2) Measure across each control surface hinge bond braid (aileron, flap, elevator, and rudder). Do not measure from bond attach bolts, but adjacent to them.
  - (a) A reading in excess of 0.1 ohm (normal is 0.01 ohm) will indicate a poor bond. Remove bond strap (replace if broken or frayed) and clean attachment area per instructions in Maintenance Manual, Chapter 24-00-00. Reassemble and retest.
- (3) Using a low current megohmmeter, test each static wick in accordance with instructions published in 1124 Service Information Letter No. 1124-23-016. Replace defective wicks as required upon completion of modification.

- (a) For part number identification of replacement and/or equivalent static wicks, reference Paragraph 3.A. and/or 3.b. below.
- (b) Remove all static wicks to permit accomplishment of following steps.
- (c) Should P/N 16785 and P/N 15344 wicks or equivalent be installed, and test good, retain for reinstallation.

B. Locate position of new static wick bases.

- (1) On each aileron, using the existing outboard base at Station 234.9 as reference:
  - (a) Mark a position at Station 198.9 for a third base.
  - (b) It is recommended, but not required, to relocate the inboard base presently at Station 212.9 to a new position at Station 216.9.
- (2) On each elevator, using the existing outboard base at Station 123.0 as a reference:
  - (a) Mark a position at Station 91.3.
- (3) On each tip tank, measure from front of lamp lens.
  - (a) Mark a position at Station 126.8, outboard. This will be the forward end of new base.
  - (b) Mark a position at Station 133.65 on top. This will be the aft end of new base, the existing wick and base will be replaced.
  - (c) Above locations must be centered on diverter strip

C. Prepare locations to mount new bases.

- (1) Remove existing tip tank upper base and, if desired the existing inboard aileron base. Remove elevator wick if required to relocate to trailing edge. Drill 4 places No. 30 each base to remove rivets.
  - (a) Crack existing seal with a sharp tool, then apply a twisting motion to wick base. This removes base without damaging airframe.

- (b) Clean remaining adhesive and sealant from airframe and wick bases with MEK, Turco 4669, or equivalent. Wick bases may be reused.
  - (c) For original control surface skin rivet holes, fill with PR-1422 sealant, and plug with MS20600AD4-2 Cherry rivets. File shank flush with head.
    - (1) Ensure elevator skin and honeycomb core is completely filled with sealant.
    - (2) Install rivets while sealant is still wet.
  - (d) For trailing edge of aileron, countersink upper trailing edge 100° and plug with MS20426B4-5 rivets.
  - (e) For each tip tank, countersink original rivet holes 68° and plug with MS20601AD4-3 Cherry rivets.
2. For each aileron and elevator, using new base P/N 16335 as a pattern, remove all paint and primer from new locations marked above. Polish and apply Iridite P/N 14-2 to exposed metal areas.
- (a) Locate each new base P/N 16335 with aft end of base flush with trailing edge and base centerline parallel to aircraft centerline.
  - (b) Drill each base 4 places using existing wick bases as a guide to hole placement.
    - (1) Aft hole locations MUST be parallel with existing trailing edge rivet line, and drilled through trailing edge.
      - (A) Aileron bases drill #30 each place.
      - (B) ELEVATOR BASES DRILL #30 FORWARD (2 PLACES) AND #40 AFT END (2 PLACES).
    - (2) Forward hole location to penetrate upper skin ONLY.
      - (A) USE DEPTH GAUGE AND DRILL STOP AS NEEDED.
      - (B) ELEVATOR FORWARD HOLE LOCATIONS MUST PENETRATE THROUGH HONEYCOMB. DO NOT ALLOW DRILL TO REACH OR PENETRATE BOTTOM SKIN.

- (3) Countersink all new base forward holes 68° for NAS1739B4-2 Cherry rivets.
- (4) Countersink new aileron base aft holes and bottom of new holes in aileron to 100° for MS20426B 4-7 rivets.
  - (c) Tape new bases near proper location for riveting later.
- (3) For each tip tank, using new base P/N 16293 with forward edge of base at Station 126.8 outboard as a pattern, remove all paint and primer from diverter strip.
- (4) For each tip tank, using new base P/N 16292 with aft edge of base at Station 133.65 as a pattern, remove all paint and primer from diverter strip.
- (5) Reapply as necessary Type 1 Anti-Static coating to areas cleaned in Steps 3 and 4 above, overlapping diverter 1/4", allow to cure per vendor instructions prior to further work.
- (6) When Anti-Static coating is dry, locate new bases in Steps 3 and 4 above centered on diverter strip and parallel with tip tank centerline.
  - (a) Drill each base 4 places No. 30 through tip tank and diverter strip.
  - (b) Countersink all new base holes 68° for MS20601AD 4-4 Cherry rivets.
  - (c) Tape new bases near proper location for riveting later.

D. Mounting of new wick bases.

- (1) Where Cherry rivets are to be installed, fill holes with PR-1422 sealant and install rivets while sealant is wet. Sandpaper (#400 grit) the lower surface of all new wick bases to remove dirt and oxides.

CAUTION

The following steps must be accomplished accurately and rapidly since the P/N 16307 adhesive mixture pot life is only 1 hour. Keep mixture cool for maximum pot life.

- (2) Using instructions supplied by vendor, mix the P/N 16307 conductive adhesive.
- (3) Working with one base at a time, apply a thin layer of adhesive to bottom of each base and rivet in place.

CAUTION

When installing rivets in the control surface trailing edge, install the forward Cherry rivets first, then the aft rivets. Do not permit the trailing rivets to be driven too short. This will cause the forward edge of base to pull up and stress the skin. This can also cause elevator delamination.

- (a) On each aileron, for P/N 16335 bases, use 2 ea. MS20426B 4-7 rivets at trailing edge and 2 ea. NAS1739B4-2 Cherry rivets at forward edge.
- (b) For each elevator, use 2 ea. MS20470A3-7 rivets at trailing edge and 2 ea. NAS1739B4-2 Cherry rivets at forward edge.
- (c) For P/N 16292 and 16293 bases, use 4 each MS20601AD4-4 Cherry rivets.
  - (1) For these curved bases, apply sufficient adhesive to ensure the contour between wick base and diverter strip is filled.
  - (d) Clean excessive adhesive from work area as each base is installed.
- (4) When adhesive has cured, test each base for proper bonding per Paragraph 2.A. (1) above.
- (5) Seal all new wick base and airframe joints with Pro Seal PR1422 or equivalent.
  - (a) Ensure rivet heads and airframe joints are properly sealed to prevent moisture entry and corrosion under wick base.

(b) Ensure control surface plug rivets are also permanently sealed.

E. Reprime and paint as required all newly exposed areas.

(1) Mask wick base cavities and stubs to prevent painting over new static wick attaching points.

F. Install new static wicks in all locations and test per instructions per Paragraph 2.A. (3).above.

G. Rebalance elevators and ailerons per instructions in Maintenance Manual Chapter 27-00-00.

H. Return aircraft to service.

3. MATERIAL INFORMATION

A. For modifications per this Service Bulletin you will require:

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
2	16292	Base (Mfg. D-G)
<del>1</del>	16293	Base (Mfg. D-G)
4	16335	Base (Mfg. D-G)
1	16307	Conductive Adhesive (Mfg. D-G)
14 (1124)	16785	Wick, trailing (Mfg. D-G)
16 (1124A)	2-16SC-1	Equivalent (Mfg. Chelton)
		or
7	15344	Wick, tip (Mfg. D-G)
		or
	2-14SC-1	Equivalent (Mfg. Chelton)
A/R	MS20601AD4-4	Cherry rivet (tip tank base)
A/R	MS20601AD4-3	Cherry rivet (tip tank base)
A/R	NAS1739B4-2	Cherry rivet (forward surface bases)
A/R	MS20600AD4-2	Cherry rivet (surface plugs)



<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
A/R	MS20426B4-7	Rivet (aileron base, aft)
A/R	MS20426B4-5	Rivet (aileron aft plugs)
A/R	MS20470A3-7	Rivet (elevator base aft)
A/R	4669	Solvent (Mfg. Turco) or equivalent
A/R	PR-1422-1/2	Sealant (Mfg. Pro Seal) or equivalent
A/R	14-2	Iridite (or equiv.)
A/R	528-302/910-006	Anti-Static paint (Mfg. DeSoto) or equivalent

B. For replacement component information:

<u>BASE LOCATION</u>	<u>PART NUMBER</u>	<u>MODEL</u>	<u>MFG.</u>
All trailing edges:	16335	610R-9A	D-G
Vert. Stab. tip:	16297	611R-15A	D-G
Horiz. Stab. tip:	12696	611R-14A	D-G
Tip Tank upper (new):	16292	611R-10A	D-G
Tip Tank outboard (new):	16293	611R-11A	D-G

<u>WICK LOCATION</u>	<u>PART NUMBER</u>	<u>MODEL</u>	<u>MFG.</u>
Trailing edges (original):	001-0320-02 or 16305	-	DG
(new):	16785	610D-1B	DG
OR: (new):	2-16SC-1	510D-2A	DG
OR:	80-1746-2	-	Chelton Shaw
Tips (original):	001-0135-02, or 16310	-	DG
(new):	15344	611D-1B	DG
OR: (new):	2-14SC-1	511D-3A	DG
OR:	80-1828-2	-	Chelton Shaw

4. RECORD COMPLIANCE

A. Make the following entry in aircraft log book:

Service Bulletin No. 1124-23-016 dated April 24, 1985 ,  
titled "Installation of Additional and Improved Static  
Wicks" has been accomplished this date \_\_\_\_\_.

B. Please make temporary corrections to your Illustrated Parts  
Catalog Chapter 23-60-00 to reflect part number and  
location changes described in this Service Bulletin.

C. Please insert appropriate section of this Service Bulletin  
into your Maintenance Manual Chapter 23-60-00.

*Service Bulletin*

A/C S/N \_\_\_\_\_

*Certificate of Compliance*

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL, INC.  
P.O. BOX 10086  
WILMINGTON, DE 19850  
ATTN: TECHNICAL PUBLICATIONS

This is to certify that Westwind Serial Number \_\_\_\_\_ has complied with Service Bulletin No. 1124-23-016

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance HOURS: \_\_\_\_\_ /CYCLES: \_\_\_\_\_

Compliance Date \_\_\_\_\_ By \_\_\_\_\_  
Signature

OWNER:

ACCOMPLISHING AGENCY:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please describe below any discrepancies found or difficulties encountered during compliance:

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\_\_\_\_\_  
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# SERVICE PUBLICATIONS revision notice

OPTIONAL

SERVICE BULLETIN NO. 1124-23-033  
Revision No. 1

July 5, 1985

SUBJECT: 400 CYCLE HUM IN VHF COM MODULATION

Reason for

Revision: To change the service bulletin from Recommended to Optional and to correct errors in paragraph 2 of Accomplishment Instruction.

1. PLANNING INFORMATION

C. Compliance is now OPTIONAL.

2. ACCOMPLISHMENT INSTRUCTIONS

A. (1) (c) and (d); and  
(2) (c) and (d); delete second sentence and insert:  
"Insulate exposed shield of new wire."

(3) (c). Change referenced pin BB to s and change referenced pin AA to FF.

(3) (d). Change referenced pin s to BB and change referenced pin FF to AA.

Add new step:

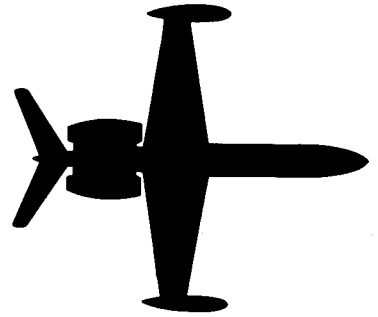
(3) (e). Ensure shield returns from step (3) (c) above are grounded at VHF Com 2 rack, and that shield returns from step (3) (d) above are grounded at VHF Com 1 rack.

SB 1124-23-033  
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SUBSIDIARY OF ISRAEL AIRCRAFT INDUSTRIES LTD  
BEN GURION AIRPORT, ISRAEL

# 24-WESTWIND



## SERVICE BULLETIN

RECOMMENDED

SERVICE BULLETIN NO. 1124-23-033

April 25, 1985

SUBJECT: 400 CYCLE HUM IN VHF COM MODULATION

### 1. PLANNING INFORMATION

#### A. EFFECTIVITY

MODEL 1124/1124A WESTWIND S/N 240-347.

#### B. REASON

The 400 cycle inverter noise is very pronounced in the modulation of the VHF Com units due to the long mic audio cable runs.

#### C. COMPLIANCE

Compliance with this Service Bulletin is recommended.

#### D. DESCRIPTION

Remove, cap and stow existing shielded mic audio lines to VHF Com units and install new shielded wire from audio panels to pressure bulkhead.

#### E. APPROVAL

This Service Bulletin has been shown to comply with applicable ICAA/FAA regulations and is IAI Engineering approved.



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BEN GURION AIRPORT, ISRAEL

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F. MATERIAL

Material required may be obtained through Atlantic Aviation Supply Company in Wilmington, Delaware or procured locally.

G. TOOLING

None

H. WEIGHT & BALANCE

Not applicable.

I. ELECTRICAL LOAD DATA

Not applicable.

J. REFERENCES

1124 Wiring Diagram Manual, Chapters 23-20-01, 23-20-02 and 23-50-03.

K. PUBLICATIONS AFFECTED

1124 Wiring Diagram Manual, Chapters 23-20-01, 23-20-02 and 23-50-03.

2. ACCOMPLISHMENT INSTRUCTIONS

A. Reference WDM chapters 23-20-01, 23-20-02 and 23-50-03 for the following procedures:

- (1) Locate pilots audio panel (overhead panel) and gain access to connector DB67. Revise wiring as follows:
  - (a) Remove, cap and stow wire #RZ1A24 from pin 21. Disconnect shield and stow.
  - (b) Remove, cap and stow wire #RZ2A24 from pin 22. Disconnect shield and stow.
  - (c) Insert new shielded, single wire #RZ1E24 in pin 21. Connect shield as originally wired in (1) (a) above.
  - (d) Insert new shielded, single wire #RZ2E24 in pin 22. Connect shield as originally wired in (1) (b) above. Leave work area accessible through part (3) of these instructions.

- (2) Locate copilots audio panel (overhead panel) and gain access to connector DB68. Revise wiring as follows.
  - (a) Remove, cap and stow wire #RZ1D24 from pin 21. Disconnect shield and stow.
  - (b) Remove, cap and stow wire #RZ2D24 from pin 22. Disconnect shield and stow.
  - (c) Insert new shielded, single wire #RZ1F24 to pin 21. Connect shield as originally wired in (2) (a) above.
  - (d) Insert new shielded, single wire #RZ2F24 to pin 22. Connect shield as originally wired in (2) (b) above.
- (3) Route the four (4) new wires installed in steps (1) and (2) along existing cable bundles to the rear over circuit breaker panel. Follow nearest bundle to the right and down right sidewall behind copilot seat. Run wires forward to pressure bulkhead and gain access to connector D196. Revise wiring to D196 as follows:
  - (a) Remove, cap and stow wire #1RV35B24 from pin BB and shield from pin AA.
  - (b) Remove, cap and stow wire #2RV35B24 from pin S and shield from pin FF.
  - (c) Splice new wires, #RZ1E24 and #RZ1F24, together and insert in pin BB. Splice shields together and insert in pin AA. Install splices as near to bulkhead connector as possible.
  - (d) Splice new wires, #RZ2E24 and #RZ2F24, together and insert in pin S. Splice shields together and insert in pin FF. Install splices as near to bulkhead connector as possible.
- (4) Reassemble work areas.
- (5) Perform complete operational check of VHF Com units.
  - (a) With full electrical power on aircraft, including inverters, check for presence of electro-magnetic interference.
- (6) Return aircraft to service.

3. MATERIAL INFORMATION

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
A/R	MIL-16878D	#24AWG Shielded, single wire
A/R	323975	Window splice (Mfg. AMP)
A/R	324485	Window splice (Mfg. AMP)

4. RECORD COMPLIANCE

- A. Make the following entry in the aircraft log book:  
Service Bulletin No. 1124-24-033, dated April 25, 1985,  
titled 400 Cycle Hum In VHF Com Modulation, has been  
accomplished this date \_\_\_\_\_.
- B. Update Wiring Diagram Manuals Chapters 23-20-01, and  
23-50-03 to reflect revised wiring.



*Service Bulletin*

A/C S/N \_\_\_\_\_

*Certificate of Compliance*

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL, INC.  
P.O. BOX 10086  
WILMINGTON, DE 19850  
ATTN: TECHNICAL PUBLICATIONS

This is to certify that Westwind Serial Number \_\_\_\_\_ has complied with Service Bulletin No. 1124-23-033

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance HOURS: \_\_\_\_\_ /CYCLES: \_\_\_\_\_

Compliance Date \_\_\_\_\_ By \_\_\_\_\_  
Signature

OWNER:

ACCOMPLISHING AGENCY:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please describe below any discrepancies found or difficulties encountered during compliance:

\_\_\_\_\_  
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# SERVICE PUBLICATIONS revision notice

OPTIONAL

SERVICE BULLETIN NO. 1124-23-038  
Revision No. 1

June 9, 1986

SUBJECT: STEREO CONFIGURATION ERRORS

REASON FOR REVISION: To change aircraft effectivity under paragraphs 1.A.(2) and (3), and to add text to paragraph 2.E.

## 1. PLANNING INFORMATION

### A. EFFECTIVITY

- (2) Accomplishment Instructions Part B (1124 and 1124A S/N's 349-393, except 1124 S/N 386, 388 and 1124A S/N 353, 356, 376, 380 and 392.
- (3) Accomplishment Instructions Part C (1124 S/N's 388, 396-401).

## 2. ACCOMPLISHMENT INSTRUCTIONS

E. Reference Wiring Diagram Manual, Chapters 23-50-03, 23-50-05 and 23-30-01. Perform wiring changes as follows. Do not remove existing wiring unless so instructed.

- (1) Disconnect . . . .

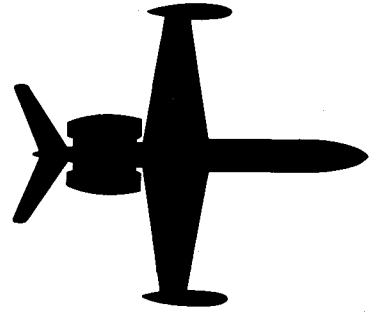


INTERNATIONAL INC.  
ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL INC.

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# 24-WESTWIND



## SERVICE BULLETIN

OPTIONAL

SERVICE BULLETIN NO. 1124-23-046

September 9, 1985

SUBJECT: REPLACEMENT AND RELOCATION OF FLIGHT TELEPHONE ANTENNA

1. PLANNING INFORMATION

A. EFFECTIVITY

1124/1124A WESTWINDS, serial numbers 240 through 390 (with Flight Telephone Receiver/Transmitter located in nose compartment near station 15.00).

B. REASON

Provides an alternate flight telephone system antenna and an alternate antenna location which will improve system operation and reduce coaxial cable problems.

C. COMPLIANCE

Optional

D. DESCRIPTION

Remove and discard original antenna, install blanking connector assembly, install AT-461 antenna at station 60.00 and reroute existing coaxial antenna lead.

E. APPROVAL

This service bulletin has been reviewed by Israel Civil Aviation Administration (ICAA). The modification herein complies with the applicable Civil Aviation Regulations and is ICAA approved.



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BEN GURION AIRPORT, ISRAEL

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SERVICE BULLETIN NO. 1124-23-046

F. MATERIAL

Materials required may be obtained through Atlantic Aviation Supply Company, Wilmington, Delaware, their authorized representatives or procured locally.

G. TOOLING

None

H. WEIGHT & BALANCE

Not applicable.

I. ELECTRICAL LOAD DATA

Not applicable.

J. REFERENCES

None

K. PUBLICATIONS AFFECTED

None

2. ACCOMPLISHMENT INSTRUCTION

A. Remove existing flight telephone antenna installed near fuselage Station 420.0.

1. Disconnect coaxial antenna lead.
2. Remove existing flight telephone antenna.
3. Install blanking plate connector assembly P/N 3873605-11 using 4 ea. screws MS24693-S271. Apply PRL422B as required. Ref. Figure 3.
4. Connect the existing coaxial antenna lead to the blanking plate dummy connector and secure lead as required.

B. Install AT-461 antenna at station 60.00.

1. Locate mounting area as shown in Figures 1 & 2.

2. Using P/N 4873612-3 doubler as template, locate, drill and countersink rivet and screw holes as shown in Figures 1 and 2.

NOTE

Pick up four existing rivets on flanges at U-channels (stations 54.88 and 65.26).

3. Clean all bare aluminum surfaces with methyl ethyl ketone, treat with Iridite 14-2.
  4. Install P/N 4873612-3 doubler.
  5. Install AT-461 antenna using four screws as shown in Figures 1 & 2. Apply PR1422B as required.
  6. Apply PR1422B sealant to doubler and antenna installation as required.
- C. Connect existing flight telephone coaxial antenna lead to AT-461 antenna.
1. Locate and identify existing flight phone antenna lead routed aft from connection on left side of forward pressure bulkhead.
  2. Cut lead allowing adequate length to facilitate installation at new antenna location.
  3. Install Amphenol 82-835, Type N, 90 degree connector, install lead to antenna and secure coaxial lead as required.
  4. Perform system test in accordance with 1124 Maintenance Manual, 23-21-00.
  5. Reinstall interior furnishings and return aircraft to service.

3. MATERIAL INFORMATION

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
1 ea.	AT-461	Antenna
1 ea.	4873612-3	Doubler
4 ea.	MS24694-S50	Screw
1 ea.	3873605-11	Connector Assy

SERVICE BULLETIN NO. 1124-23-046

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
4 ea.	MS20426-5-5	Rivets
12 ea.	MS20426-4-4	Rivets
1 ea.	Amphenol 82-835, Type N, 90°	Connector
A/R	PR1422B	Sealant
A/R	Iridite 14-2	Etch, treatment

4. RECORD COMPLIANCE

Make the following entry in the aircraft log book:  
 Service Bulletin No. 1124-23-046, dated September 9, 1985,  
 titled "Replacement and Relocation of Flight Telephone  
 Antenna," has been accomplished this date \_\_\_\_\_.

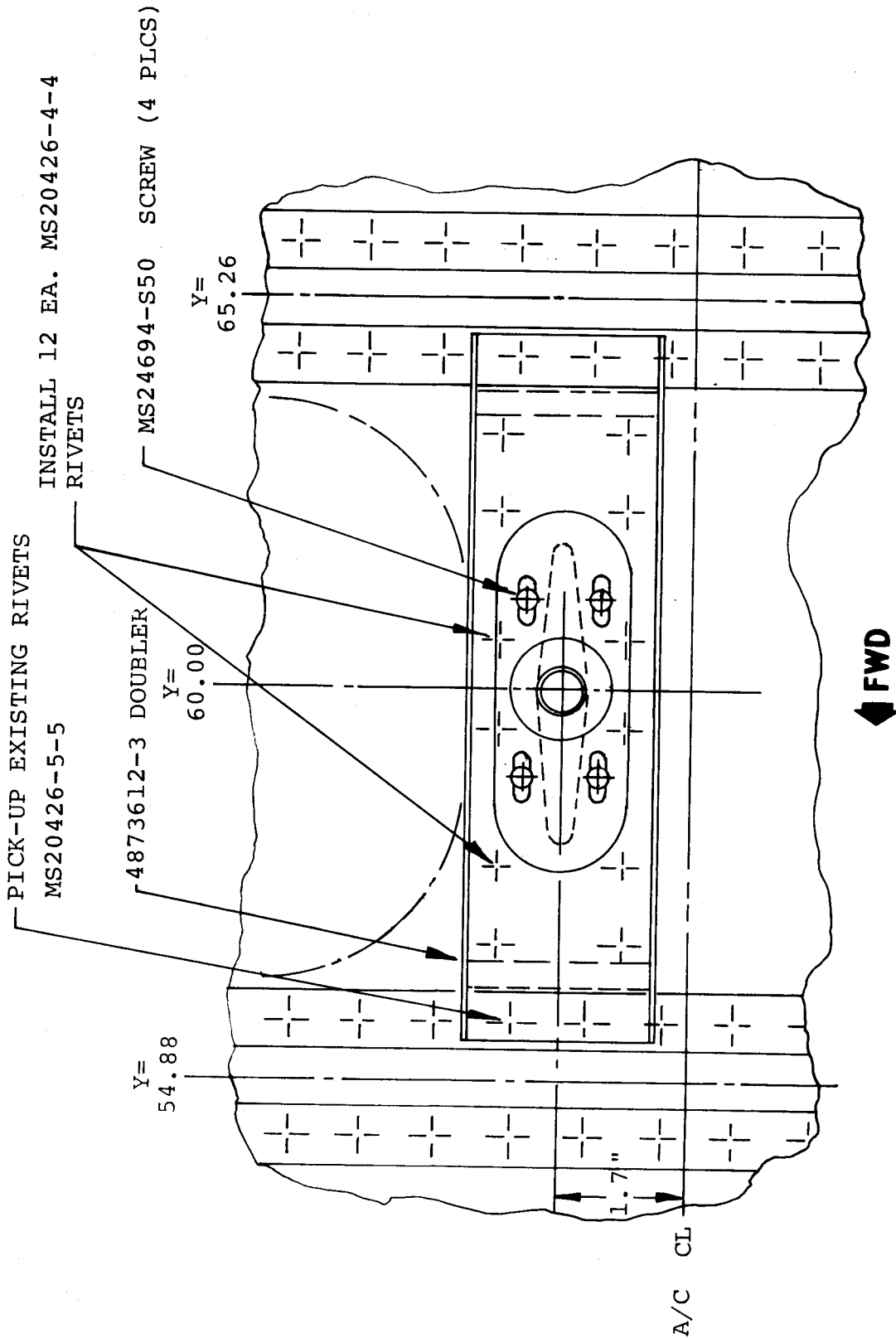
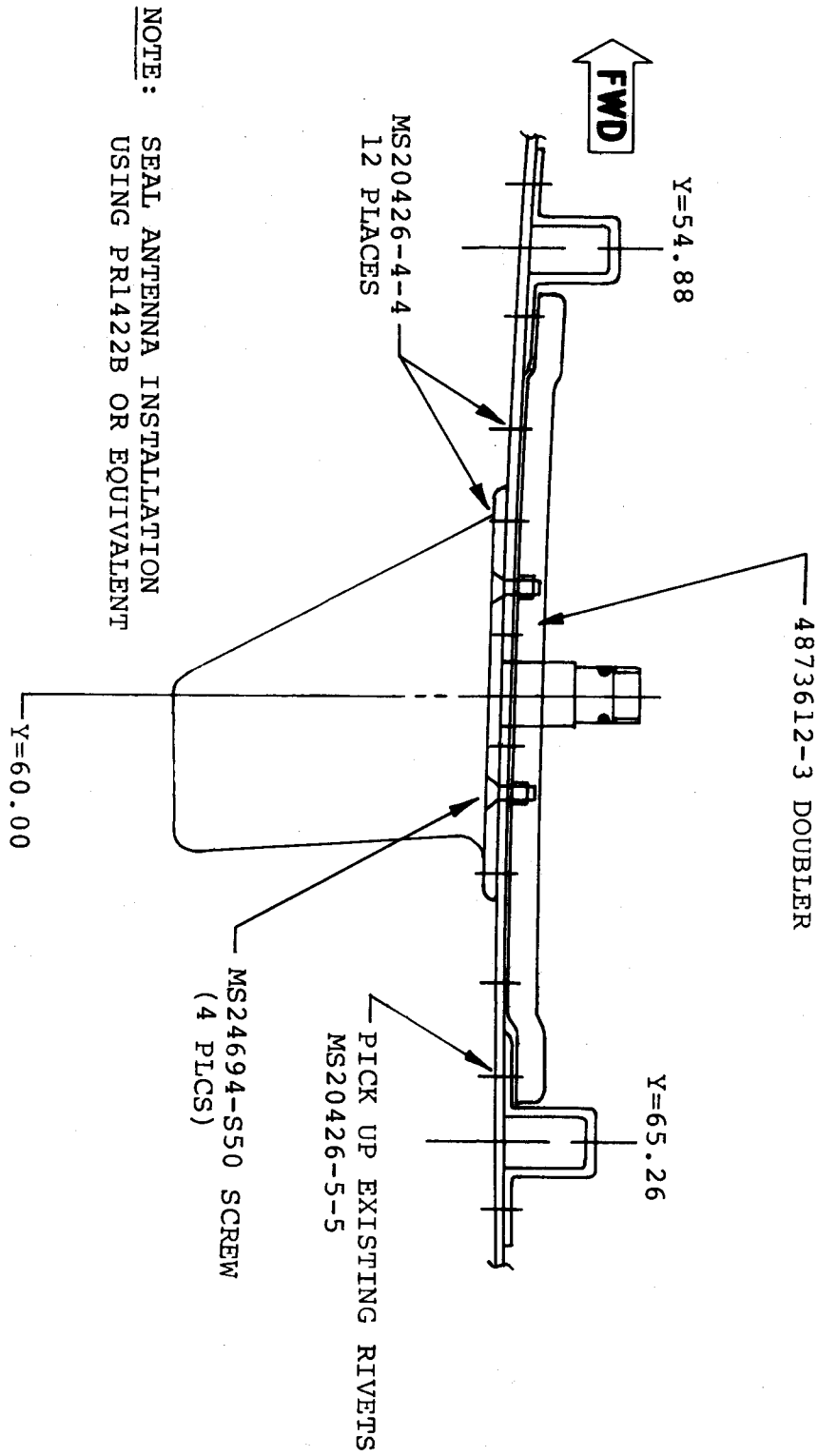


FIGURE 1

September 9, 1985



NOTE: SEAL ANTENNA INSTALLATION  
USING PRI422B OR EQUIVALENT

FIGURE 2



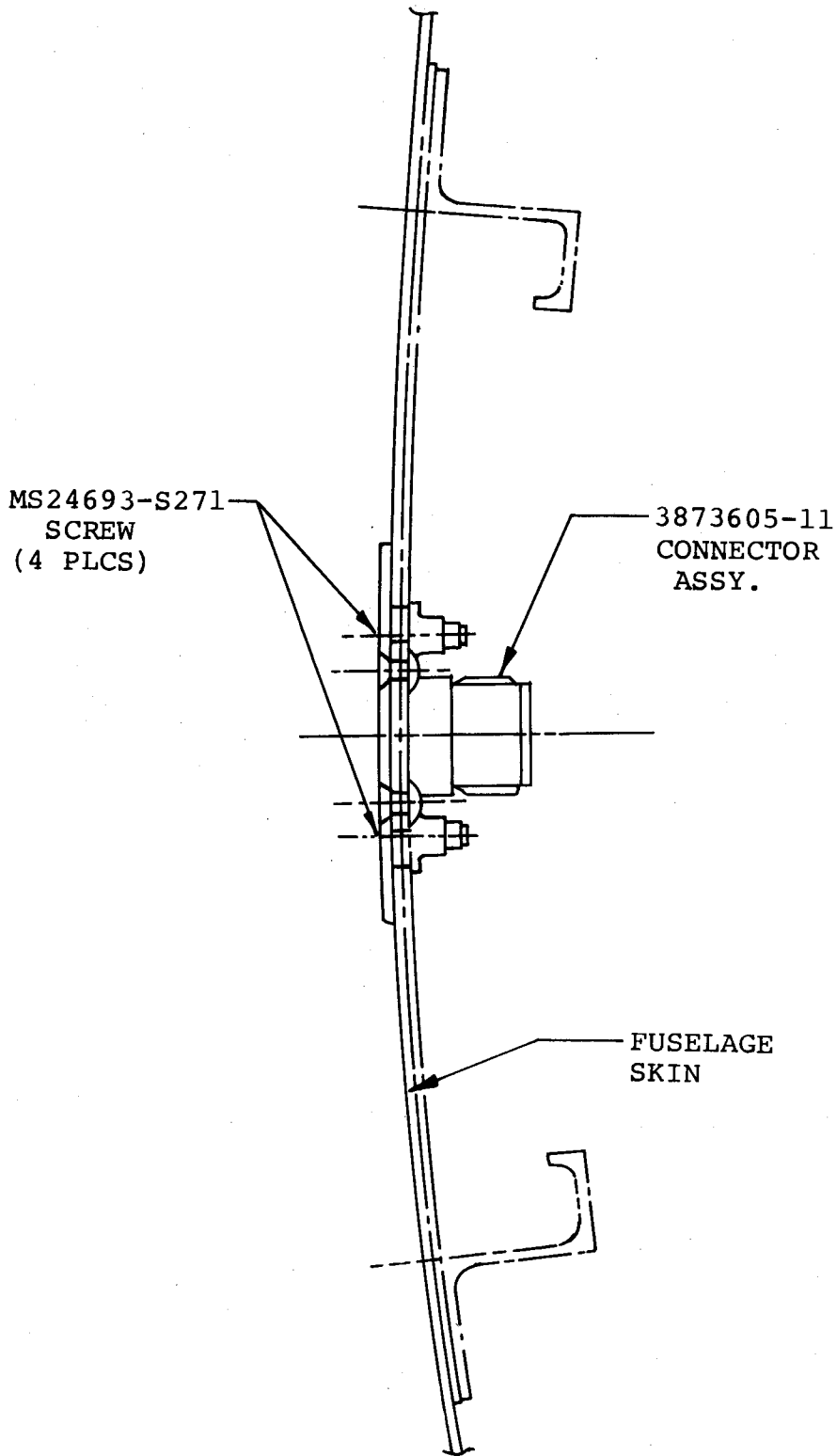
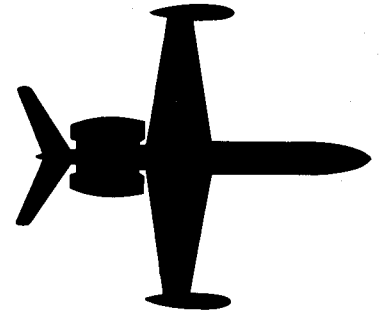


FIGURE 3  
BLANKING CONNECTOR ASSEMBLY INSTALLATION

# **1124-WESTWIND**



## **SERVICE BULLETIN**

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OPTIONAL

SERVICE BULLETIN NO. 1124-23-050

January 3, 1986

SUBJECT: COMMUNICATIONS - VHF COM 3 SYSTEM IMPROVEMENTS

### 1. PLANNING INFORMATION

#### A. EFFECTIVITY

Accomplishment Instructions Part A: Model 1124 WESTWIND S/N 246 through 288 with COM 3 on/off switch S-56 in pedestal, and PS-823( ) installed

Accomplishment Instructions Part B: Model 1124/1124A WESTWIND S/N 290 thru 382, with PS-823( ) installed.

Accomplishment Instructions Part C: Model 1124/1124A WESTWIND S/N 246 thru 355, with PS-823( ) or PS-835( ) installed.

#### B. REASON

Accomplishment Instructions Parts A and B: To prevent VHF COM 3 battery pack from discharging through internal inverter when COM 3 not in use, therefore extending battery life.

Accomplishment Instructions Part B: To permit use of COM 3 by pilot or co-pilot independently, without the need to have "COM 3" selected by both switches.

Accomplishment Instructions Part C: To permit maximum battery pack charging by ensuring power to system at any time a distribution bus is powered.



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Page 1 of 6

C. COMPLIANCE

Compliance with this service bulletin is optional.

D. DESCRIPTION

- (1) This Service Bulletin describes modification procedures necessary to provide corrected battery charge and logic switching circuits for the PS-823( ) battery pack.
- (2) Aircraft S/N 360 and subs. incorporate an interlock to prevent keying VHF COM 1 when COM 3 is selected. Inverting the antenna system from the original configuration will result in damage to VHF COM 2, and the inability to transmit on VHF COM 1, when COM 3 is selected. It is therefore mandatory to ensure that the aircraft meets the original configuration.
  - (A) Aircraft S/N 246 through 313 do not incorporate this interlock. COM 1 (or COM 2, if antennas have been reversed) must not be keyed when COM 3 is used.

Reference WDM Chapter 23-20-03 and relay RL121 for proper antenna connections between COM 1 and COM 3.

E. APPROVAL

This Service Bulletin has been reviewed by the Israel Civil Aviation Administration (ICAA). The design content conveyed herein complies with the applicable Civil Aviation Regulations and is ICAA approved.

F. MATERIAL

The material necessary to perform this Service Bulletin may be procured locally.

G. TOOLING

Not applicable.

H. WEIGHT AND BALANCE

No change.

I. ELECTRICAL LOAD DATA

Compliance with Part C of this service bulletin will require removing the VHF COM 3 system from the COM and ACC BUS 2 and adding the current drain (1.0 Amps.) to the Priority Bus. A 1/2 Ampere will then be added to each Distribution Bus as 1/2 Priority Bus.

J. REFERENCES

Model 1124/1124A Wiring Diagram Manual, Chapter 23-20-03

Service Bulletin 1124-24-008

Service Bulletin 1124-23-013

K. PUBLICATIONS AFFECTED

Model 1124/1124A Wiring Diagram Manual Chapter 23-20-03

2. ACCOMPLISHMENT INSTRUCTIONS

Part A

A. Reference Figure 1A for final configuration. Should you desire to eliminate the pedestal switch S-56, reference Figure 1B and Part B for final configuration, omit the following steps:

- (1) Should S-56 contain a spare set of contacts (E.G. double pole, single throw switch), install a jumper wire from the extra normally open contact to existing wire 3RV116A20, which is an airframe ground.
  - (a) Should S-56 be a single pole switch, replace it with a DPDT type such as ALCO MST-205N, JBT type JMT-223, or equivalent.
- (2) Add new wire, marked 3RV14B20N from the extra switch common terminal to the PS-823( ) power supply connector DB-147 pin 8. Remove, cap, and store any existing wire in pin 8.
- (3) Check wiring, DB 147 pin 8 must be OPEN with COM 3 "OFF" and grounded with COM 3 "ON".

PART B

A. Reference Figure 1B for final configuration.

- (1) Remove existing wiring from pilot's switch S-240, contacts, 4, 5, and 6.
  - (a) Identify wire #RVA20, with series diode installed; reconnect to S-240 lug 6 (normally closed in "NORMAL").
  - (b) Relocate original wire 3RV2C20 to S-240 lug 5 (common). Should 3RV2C20 not exist, mark and install a new wire 3RV2C20 on lug 5, route across cockpit to copilot switch S-241.
  - (c) Add new wire 3RV14C20 from S-240 lug 4 and route to copilot switch S-241.
  - (d) Remove jumper, if any, across S-240 lugs 11 and 12.
  - (e) Cap and stow any remaining original wires.
- (2) Remove existing wiring from copilot's switch S-241, contacts 7, 8, and 9.
  - (a) Identify wire 3RV7C24, reconnect to S-241 lug 8 (common).
  - (b) Connect wire 3RVC20 from Step 1 to S-241 lug 9 (Normally Closed In "NORMAL").
  - (c) Connect new wire 3RV14C20 from Step 1 to S-241 lug 7, together with another new wire 3RV14B20N.
  - (d) Remove jumper, if any, across S-241 lugs 2 and 3.
  - (e) Cap and stow any remaining original wires.
- (3) Route new wire 3RV14B20N from S-241 to Power Supply PS-823( ) connector DB147 pin 8. Remove, cap, and stow any existing wire in pin 8.
- (4) Check wiring, DB147 pin 8 must be OPEN with S-240 or S-241 in "NORMAL," and grounded with either switch in "COM 3".

PART C

A. Conformity Test:

- (1) With aircraft "ON", Avionics Master switches "OFF", and Fuel Status circuit breaker pulled, measure 28VDC

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at PS-823( ) or PS-835( ) connector DB147 pin 10 from the Priority Bus.

- (a) Ensure pins 10 and 13 and PS-823( ) only are connected with a jumper wire.
- B. If 28VDC is present, no further action is required. Should 28VDC be missing, proceed to Step C.
- C. Gain access to rear of forward overhead breaker panel; locate "COM 3" circuit breaker.
  - (1) Remove existing bus tie strap(s), normally from the #2 COM and ACC Bus. Bolt the bus ties together and insulate exposed end. Should only one bus tie exist, remove, cap, and stow exposed end.
  - (2) Connect COM 3 circuit breaker to Priority Bus, identified by the priority bus diode cathodes, or the priority bus input to the Fuel Status breaker.
- D. Confirm wiring change by repeating Step A.

3. MATERIAL INFORMATION

<u>QTY</u>	<u>NEW P/N</u>	<u>DESCRIPTION</u>	<u>OLD P/N</u>
A/R	MIL-W-16878D	#22 AWG Wire	
A/R	1N645	DIODE, or equivalent	

4. RECORD COMPLIANCE

- A. Make the following entry in the aircraft log as follows:

Service Bulletin No. 1124-23-050 dated January 3, 1986, titled "Communications - VHF COM 3 System Improvements" has been accomplished this date \_\_\_\_\_.
- B. Revise Wiring Diagram Manual to reflect changes performed by accomplishment of this service bulletin.

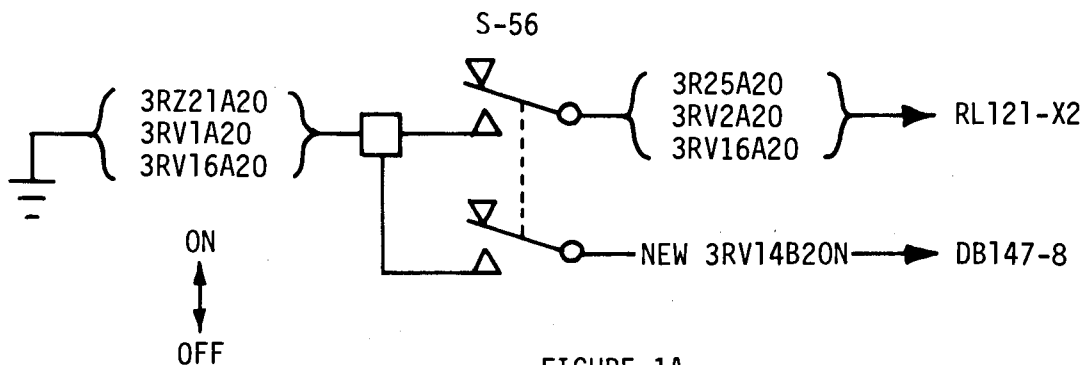


FIGURE 1A

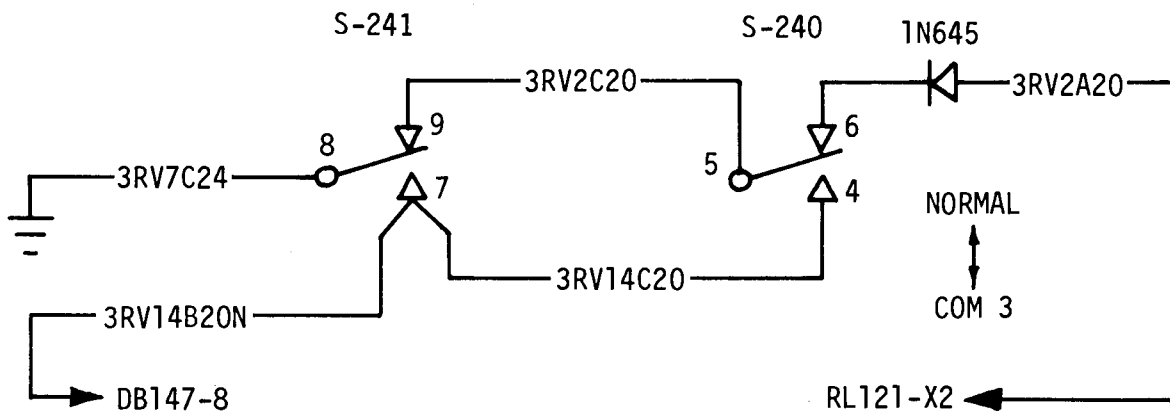


FIGURE 1B

COMM 3/NORMAL SWITCH CONFIGURATION AFTER MODIFICATION

# *Service Bulletin*

A/C S/N \_\_\_\_\_

## *Certificate of Compliance*

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL, INC.  
P.O. BOX 10086  
WILMINGTON, DE 19850  
ATTN: TECHNICAL PUBLICATIONS

This is to certify that Westwind Serial Number \_\_\_\_\_ has complied with Service Bulletin No. 1124-23-050

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance HOURS: \_\_\_\_\_ /CYCLES: \_\_\_\_\_

Compliance Date \_\_\_\_\_ By \_\_\_\_\_  
Signature

OWNER:

ACCOMPLISHING AGENCY:

_____	_____
_____	_____
_____	_____
_____	_____

Please describe below any discrepancies found or difficulties encountered during compliance:

\_\_\_\_\_

\_\_\_\_\_

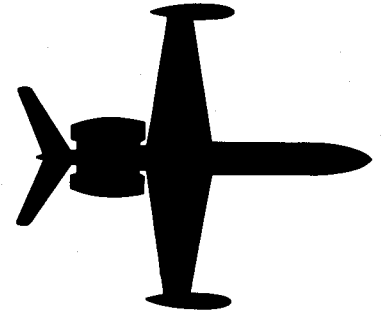
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## SERVICE BULLETIN

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OPTIONAL

SERVICE BULLETIN NO. 1124-23-051

December 2, 1985

SUBJECT: COMMUNICATION - STEREO SYSTEM IMPROVEMENTS

### 1. PLANNING INFORMATION

#### A. EFFECTIVITY

1. ACCOMPLISHMENT INSTRUCTIONS PART A: Model 1124 Westwind, all serial numbers except 244, 245, 249 and 277. Model 1124A Westwind, all serial numbers.
2. ACCOMPLISHMENT INSTRUCTIONS PART B: Model 1124 Westwind, all serial numbers prior to 354.
3. ACCOMPLISHMENT INSTRUCTIONS PART C: Model 1124 Westwind, serial number 354 through 411. Model 1124A Westwind, serial numbers 295 through 430.
4. ACCOMPLISHMENT INSTRUCTIONS PART D: Model 1124A Westwind, all serial numbers prior to 392.

#### B. REASON

1. ACCOMPLISHMENT INSTRUCTIONS PART A: Existing single or dual installations of Terra or Great Western power supplies inadequate to carry loads of high power stereo or TV/VCR equipment.
2. ACCOMPLISHMENT INSTRUCTIONS PART B: Resistors in use as power compensation for headphones are inadequate in power rating and the resistance is too high for proper volume levels.
3. ACCOMPLISHMENT INSTRUCTIONS PART C: Resistors in use as power compensation for headphones are inadequate in power rating.

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Page 1 of 5



4. ACCOMPLISHMENT INSTRUCTIONS PART D: Impedance matching resistors with insufficient power handling capabilities could open under high power from stereo output, causing a weak or inoperative stereo speaker.

C. COMPLIANCE

Compliance with this service bulletin is optional; however, it is recommended that the improved parts be installed whenever the existing components malfunction.

D. DESCRIPTION

1. ACCOMPLISHMENT INSTRUCTIONS PART A: Removes existing power converter(s) manufactured by Terra or Great Western and installs Narco MP-20 power converter(s).
2. ACCOMPLISHMENT INSTRUCTIONS PART B: Removes existing resistors and replaces with new value resistors.
3. ACCOMPLISHMENT INSTRUCTIONS PART C: Removes existing resistors and replaces with new value resistors.
4. ACCOMPLISHMENT INSTRUCTIONS PART D: Removes and discards resistors and replaces with resistors capable of handling stereo output power.

E. APPROVAL

This service bulletin has been reviewed by Israel Civil Aviation Administration (ICAA). The design content conveyed herein complies with the applicable Civil Aviation regulations and are ICAA approved.

F. MATERIAL

The material required may be obtained through Atlantic Aviation Supply Company, Wilmington, Delaware, through their authorized dealers or may be procured locally.

G. SPECIAL TOOLS

None.

H. WEIGHT AND BALANCE

Not applicable.

I. ELECTRICAL LOAD DATA

Not applicable.

J. REFERENCES

1124/1124A Wiring Diagram Manual, Chapters 23-30-01 and 23-50-05.

K. PUBLICATIONS AFFECTED

1124/1124A Wiring Diagram Manual, Chapters 23-30-01 and 23-50-05.

2. ACCOMPLISHMENT INSTRUCTIONS

A. Reference WDM Chapter 23-30-01.

1. Locate and gain access to original stereo power converter(s).
2. Disconnect and note wires removed from converter(s). Tag wires as 28Vdc input, 14Vdc output, and ground. Remove converter(s).
3. Install Narco MP-20 converter as required. Using the tagged wires removed in step 2, connect 28V line to 28Vdc input, 14V line to 14V output, and ground wire to converter ground.
4. Remove all wiring associated with #2 power converter (if so equipped) and wire to the MP-20 as in step 3 above.
5. Those aircraft without a fuse in the +14Vdc line to system components, install fuseholder and fuse (properly rated for equipment in use) to each system component from the MP-20 14Vdc output.
6. Check stereo for normal operation.
7. Reassemble aircraft and return to service.

NOTE

For aircraft equipped with TV/VCR systems using Terra or Great Western power converters, replacement with Narco MP-20 converters is recommended.

- B. Reference WDM Chapter 23-50-05 and follow below listed procedures for the removal and replacement of headphone resistors.
1. Locate TB-10 between Sta 194 and 201 RHS.
  2. Remove 6 ea. 330 ohm resistors, noting terminal location, and replace with 6 ea. 150 ohm, 2 watt resistors.
  3. Locate TB-11 between Sta 194 and 201 LHS.
  4. Remove 6 ea. 330 ohm resistors, noting terminal location and replace with 6 ea. 150 ohm, 2 watt resistors.
  5. Check for proper operation of stereo in headphones.
  6. Reassemble aircraft and return to service.
- C. Reference WDM Chapter 23-50-05 and follow below listed procedures for the removal and replacement of headphone resistors.
1. Locate TB-10 between Sta 194 and 201 RHS.
  2. Remove 6 ea. resistors, 150 ohms  $\frac{1}{4}$  watt or 150 ohms  $\frac{1}{2}$  watt, noting terminal location, and replace with 6 ea. 150 ohm 2 watt resistors.
  3. Locate TB-11 between Sta 194 and 201 LHS.
  4. Remove 6 ea. resistors, 150 ohms  $\frac{1}{4}$  watt or 150 ohms  $\frac{1}{2}$  watt, noting terminal location, and replace with 6 ea. 150 ohms 2 watt resistors.
  5. Check for proper operation of stereo in headphones.
  6. Reassemble aircraft and return to service.

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- D. Reference WDM Chapters 23-30-01 and/or 23-50-05. Follow procedures listed below for the removal and replacement of resistors.
1. Locate 8 ohm impedance matching resistors for speakers (B-380 and B-381). Resistors may be located at speaker or at speaker/phone selector switch.
  2. Remove resistors and replace with 7.5 ohm 10 watt axial lead resistors, Ohmite Type 40F or equivalent.
  3. Check stereo for proper operation.
  4. Reassemble aircraft and return to service.

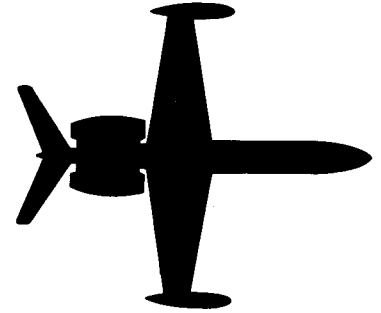
3. MATERIAL INFORMATION

<u>QTY</u>	<u>NEW P/N</u>	<u>DESCRIPTION</u>	<u>OLD P/N</u>
A/R	Narco MP-20	Power Converter	Terra C-28-5/ Great Western
A/R	Ohmite Type 40F (or equivalent)	Resistor 7.5 ohms 10W	
A/R	327654	Terminal, Ring Tongue (Mfg. AMP)	
A/R	RC42GF150K (or equivalent)	Resistor 150 ohms 2W	
A/R	320559	Butt Connections (Mfg. AMP)	
A/R	320562	Butt Connections (Mfg. AMP)	
A/R	30F175	In-Line Fuseholder (Mfg. Buss)	

4. RECORD COMPLIANCE

- A. Make the following entry in the aircraft log book:  
Service Bulletin No. 1124-23-051, dated \_\_\_\_\_,  
titled "Communication - Stereo System Improvements" has  
been accomplished this date \_\_\_\_\_.
- B. Update Wiring Diagram Manual, Chapters 23-30-01 and  
23-50-05 as required to reflect wiring changes performed.

# 24-WESTWIND



## SERVICE BULLETIN

OPTIONAL

SERVICE BULLETIN NO. 1124-23-073

January 15, 1986

SUBJECT: COMMUNICATIONS - DMQ-18-1A ELT ANTENNA HUM CORRECTION  
DURING HIGH SPEED FLIGHT

1. PLANNING INFORMATION

A. EFFECTIVITY

Model 1124/1124A Westwinds with optional DMQ-18-1A ELT antenna.

B. REASON

To correct aural hum caused by antenna whip action.

C. COMPLIANCE

Compliance with this service bulletin is optional.

D. DESCRIPTION

This service bulletin details replacements of DMQ-18-1A antenna with a DMQ-18-3 ELT antenna.

E. APPROVAL

This service bulletin has been reviewed by the Israel Civil Aviation Administration (ICAA). The design content conveyed herein complies with the applicable Civil Aviation Regulations and is ICAA approved.

F. MATERIAL

Material required may be obtained through Atlantic Aviation Supply Company in Wilmington, Delaware or their authorized dealers.



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BEN GURION AIRPORT, ISRAEL

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## G. TOOLING

None.

## H. WEIGHT AND BALANCE

Not applicable.

## I. ELECTRICAL LOAD DATA

Not applicable.

## J. REFERENCES

Not applicable.

## K. PUBLICATIONS AFFECTED

Not applicable.

## 2. ACCOMPLISHMENTS INSTRUCTIONS

- A. Gain access to base of ELT antenna DMQ-18-1A by dropping headliner interior panel near the passenger emergency exit.
- B. Locate existing ELT antenna.
- C. Disconnect the ELT antenna cable.
- D. Dismount the existing DMQ-18-1A ELT antenna. Remove and clean the area of sealant.
- E. Treat exposed metal surfaces with Iridite 14-2.
- F. Select doubler from Kit A, B or C as appropriate. Lay out rivet hole pattern in doubler and pre-drill from 1/8" rivets on bench. Hold doubler in place and drill from bottom through skin and doubler. Remove and attach four appropriate nut-plates to doubler for mounting bolts. Drill out clearance hole for coax connector. Install doubler with the required fillers as shown in Figure 2.
- G. Make hole pattern template from the base of the DMQ-18-3 or use template supplied, and lay out new hole pattern on outside of fuselage using the antenna cable connector hole centerlines for locations (see Figures 1 and 2).

- H. Drill antenna mounting holes (4) and the antenna coax connector hole (1) to size per antenna mounting instructions. Prepare and finish all metal surfaces to receive new antenna.
- I. Install new antenna in position and secure all fasteners.
- J. Connect ELT coax connector to antenna.
- K. Clean, paint and pressure seal as required and replace interior after test of antenna.

3. MATERIAL INFORMATION

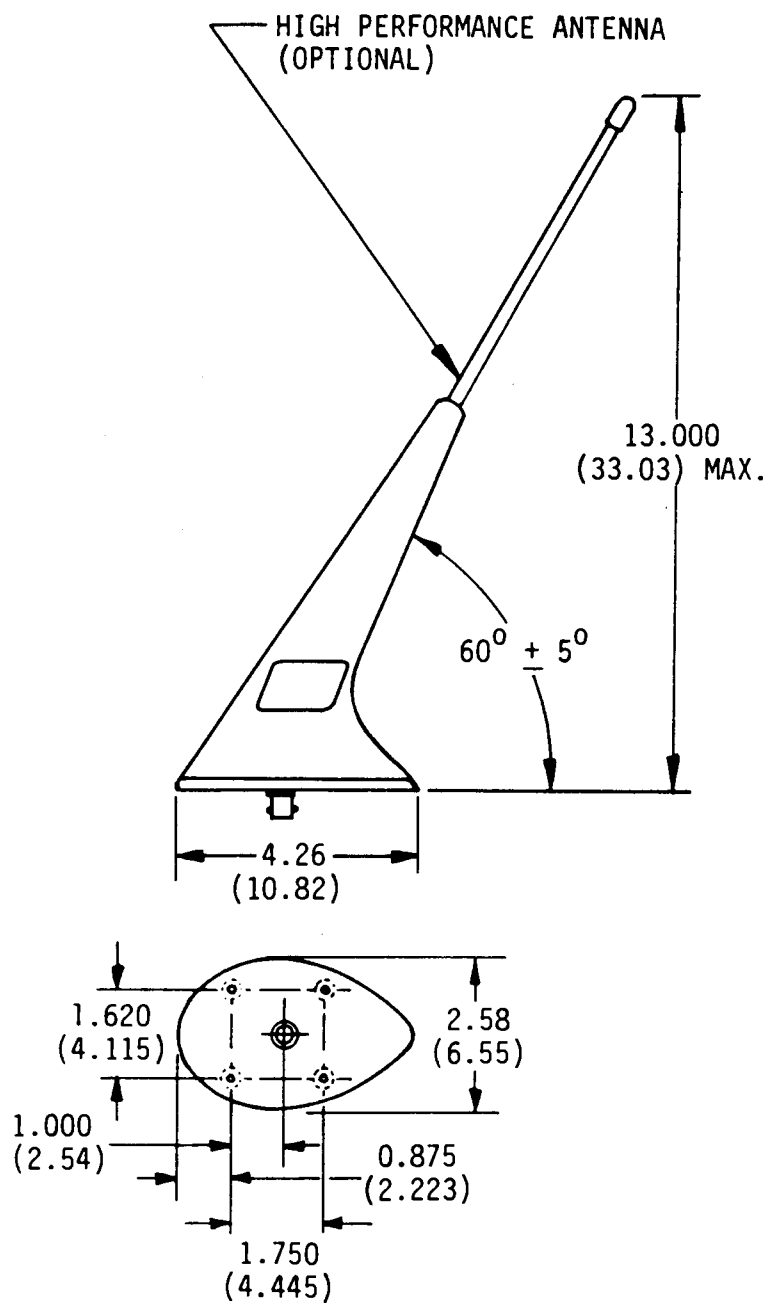
QTY	PART NUMBER	DESCRIPTION
1	DMQ-18-3	ELT Antenna

4. RECORD COMPLIANCE

Make the following entry in the aircraft log book:

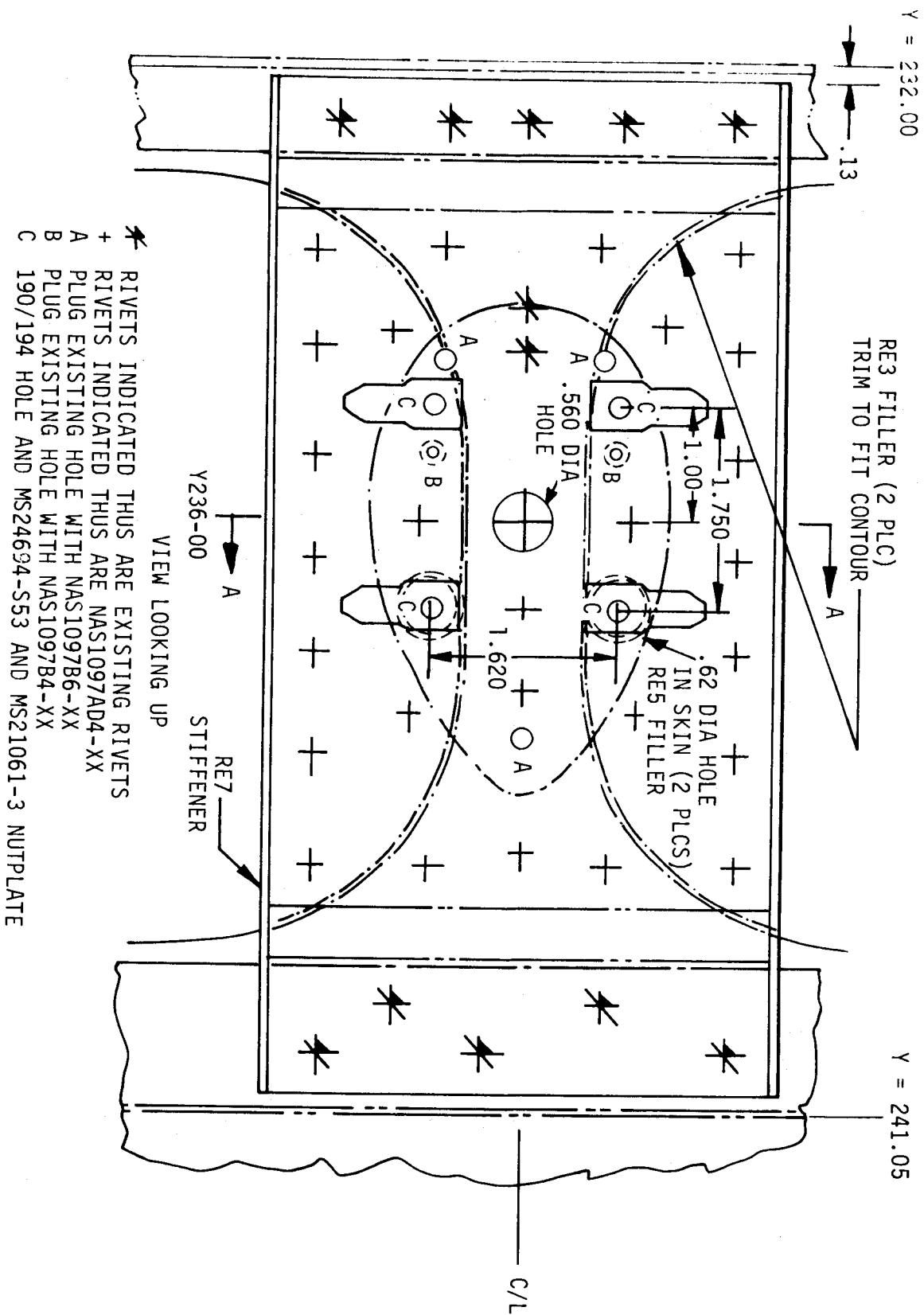
Service Bulletin No. 1124-23-073 dated January 15, 1986 titled "Communication - DMQ-18-1A ELT Antenna Hum Correction During High Speed Flight" has been accomplished this date





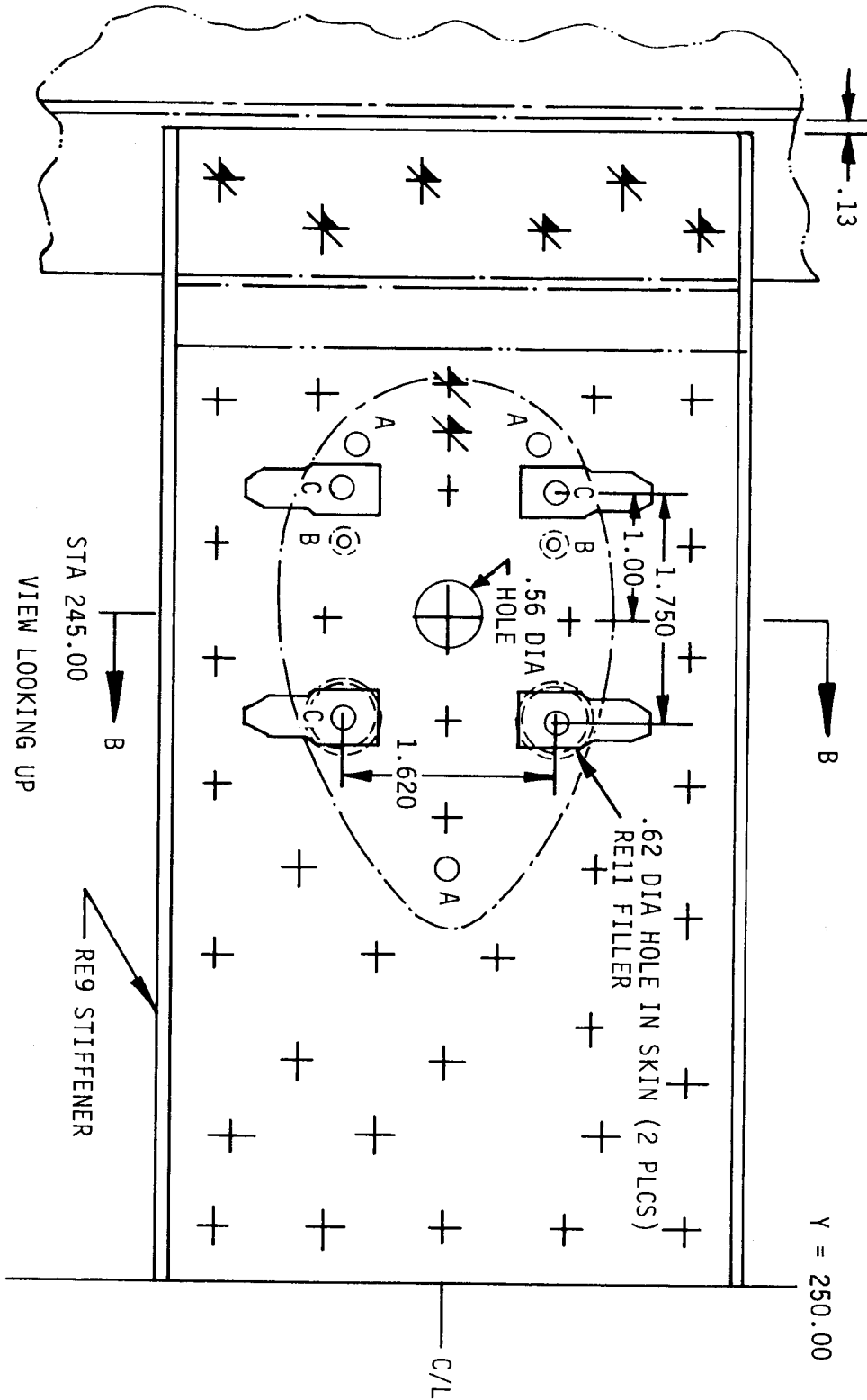
DMQ18-3 ANTENNA INSTALLATION

FIGURE 1



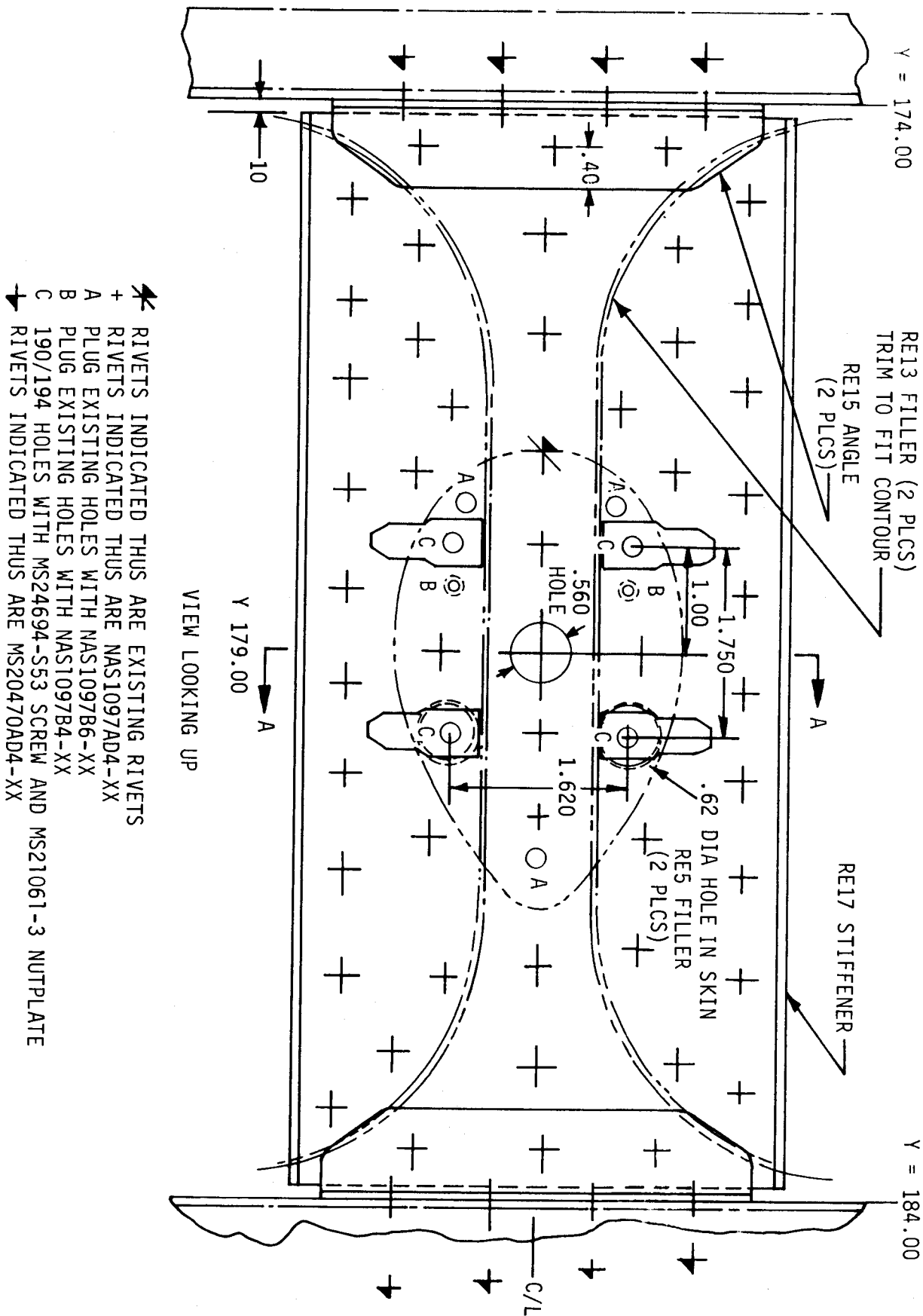
- \* RIVETS INDICATED THUS ARE EXISTING RIVETS
- + RIVETS INDICATED THUS ARE NAS1097AD4-XX
- A PLUG EXISTING HOLE WITH NAS1097B6-XX
- B PLUG EXISTING HOLE WITH NAS1097B4-XX
- C 190/194 HOLE AND MS24694-S53 AND MS21061-3 NUTPLATE

(FIGURE 2 - KIT A)

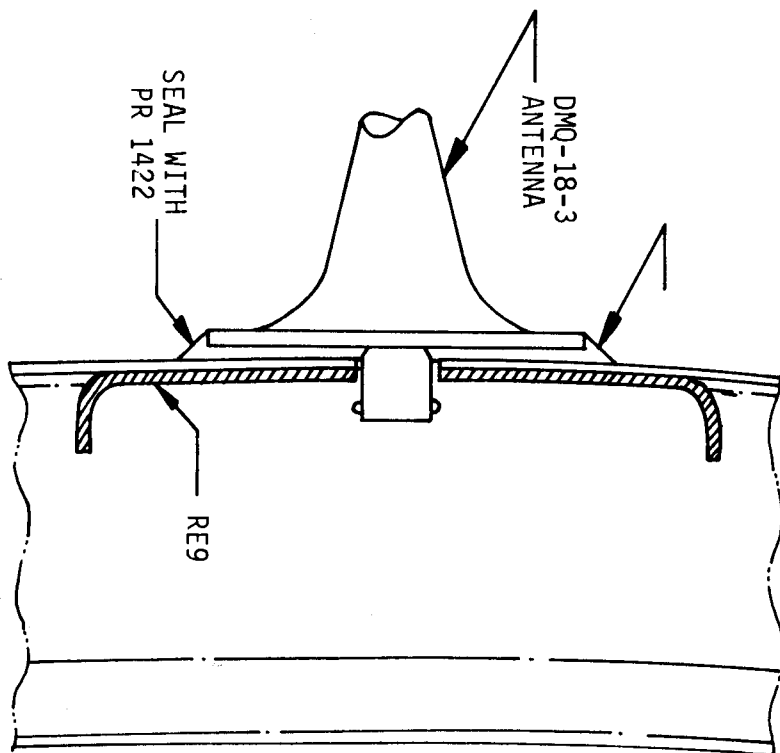
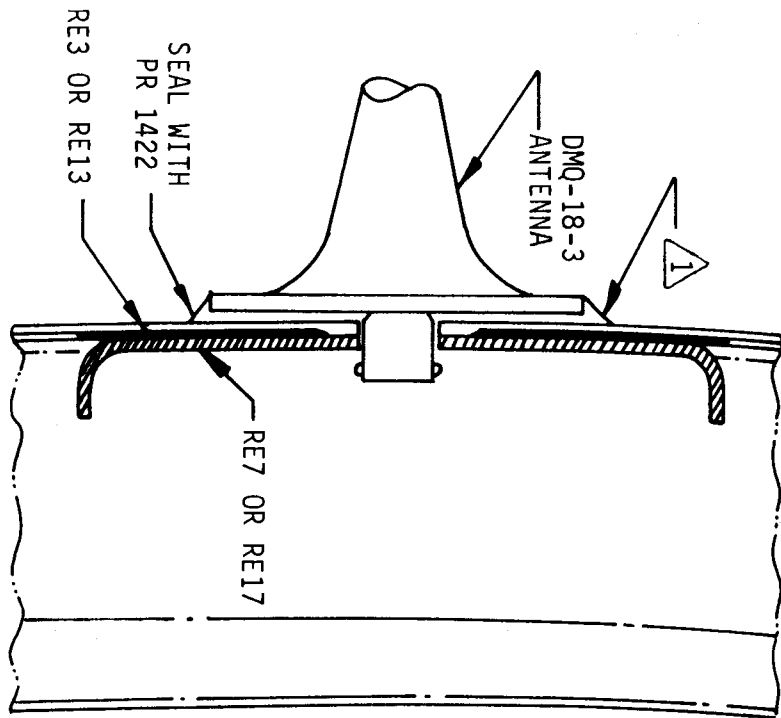


- \* RIVETS INDICATED THUS ARE EXISTING RIVETS
- + RIVETS INDICATED THUS ARE NAS1097AD4-XX
- A PLUG EXISTING HOLES WITH NAS1097B6-XX
- B PLUG EXISTING HOLES WITH NAS1097B4-XX
- C 190/194 DIA HOLES WITH MS24694-S53 SCREW AND MS21061-3 NUTPLATE

(FIGURE 2 - KIT B)



KIT C FIGURE 2



1 GASKET SUPPLIED WITH ANTENNA

ALL KITS - FIGURE 3

*Service Bulletin*

A/C S/N \_\_\_\_\_

*Certificate of Compliance*

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL, INC.  
P.O. BOX 10086  
WILMINGTON, DE 19850  
ATTN: TECHNICAL PUBLICATIONS

This is to certify that Westwind Serial Number \_\_\_\_\_ has complied  
with Service Bulletin No. 1124-23-073

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance HOURS: \_\_\_\_\_ /CYCLES: \_\_\_\_\_

Compliance Date \_\_\_\_\_ By \_\_\_\_\_  
Signature

OWNER:

ACCOMPLISHING AGENCY:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please describe below any discrepancies found or difficulties  
encountered during compliance:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# PARTS AVAILABILITY ALERT

DUE TO LEAD TIME(S) ENCOUNTERED IN  
PROCURING PARTS REQUIRED FOR THE  
ACCOMPLISHMENT OF THIS OPTIONAL  
TECHNICAL PUBLICATION, ALL PARTS WILL  
NOT BE AVAILABLE FROM ATLANTIC AVIATION  
SUPPLY COMPANY UNTIL \_\_\_\_\_  
\_\_\_\_\_

# SERVICE PUBLICATIONS revision notice

OPTIONAL

SERVICE BULLETIN NO. 1124-23-074  
Revision No. 1

May 23, 1986

SUBJECT: COMMUNICATIONS - RADIO-TELEPHONE IMPROVEMENTS AND  
CORRECTIONS

REASON FOR REVISION: To make an aircraft serial number change in Notes  
to Detail 043 and to change part number in paragraph  
3. Material Information.

NOTES:

1. ON AIRCRAFT MODEL 1124A, REPLACE EXISTING RELAY RL427  
P/N ESOD4AD WITH P/N DJS12L1P6A (MFG. DEUTCH).
2. ON AIRCRAFT MODEL 1124 WITH FF 4, 5 OR 6, ADD NEW  
RELAY RL427 P/N DJSLIP6A (MFG. DEUTCH).
  - (1) USE ANGLE MEMBER P/N CMA71704-043 TO MOUNT RELAY.
  - (2) ON AIRCRAFT UP TO SERIAL NUMBER 354 WITH 2ND VLF  
REPLACE EXISTING MOUNTING BRACKET WITH ANGLE  
MEMBER P/N CMA71704-043 AS SHOWN BELOW:

3. MATERIAL INFORMATION

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
4	MS35206-244	Screw

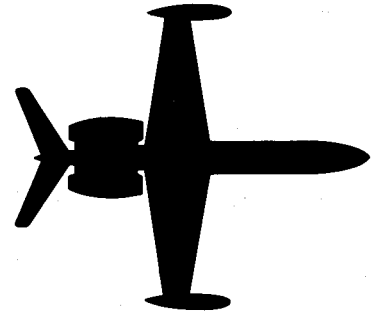


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BEN GURION AIRPORT, ISRAEL

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# 1124-WESTWIND



## SERVICE BULLETIN

OPTIONAL

SERVICE BULLETIN NO. 1124-23-074

January 10, 1986

SUBJECT: COMMUNICATIONS - RADIO-TELEPHONE IMPROVEMENTS AND CORRECTIONS

### 1. PLANNING INFORMATION

#### A. EFFECTIVITY

ACCOMPLISHMENT INSTRUCTIONS PART A: Model 1124 Westwind, all serial numbers equipped with optional Wulfsberg Flitefone III.

ACCOMPLISHMENT INSTRUCTIONS PART B: Model 1124 Westwind, all serial numbers equipped with or modified for optional Wulfsberg Flitefone IV, V or VI.

ACCOMPLISHMENT INSTRUCTIONS PART C: Model 1124A Westwind, all serial numbers equipped with optional Wulfsberg Flitefone III.

ACCOMPLISHMENT INSTRUCTIONS PART D: Model 1124A Westwind, all serial numbers equipped with or modified for optional Wulfsberg Flitefone IV, V or VI.

#### B. REASON

PART A: To install a cabin call bell in the pedestal for aural alert for crew members to answer passenger intercom.

PART B: To permit proper operation of intercom system by preventing ICS logic lockup through cockpit and cabin call annunciators and to install an aural alert for crew members to answer passenger intercom.



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BEN GURION AIRPORT, ISRAEL

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PART C: To replace the existing cockpit cabin call gong with a more reliable aural alert.

PART D: To permit proper operation of intercom system by preventing ICS logic lockup through cockpit and cabin call annunciators and to replace the existing cabin call gong with a more reliable aural alert.

C. COMPLIANCE

Compliance with this service bulletin is optional.

D. DESCRIPTION

This service bulletin contains wiring and hardware mounting instructions. It will be necessary to route new wires from the right cabin sidewall forward and into the pedestal.

E. APPROVAL

This service bulletin has been reviewed by the Israel Civil Aviation Administration (ICAA). The design content conveyed herein complies with the applicable Civil Aviation Regulations and is ICAA approved.

F. MATERIAL

The material necessary for compliance with this service bulletin may be obtained from Atlantic Aviation Supply Company, Wilmington, Delaware, their representatives, or may be procured locally.

G. TOOLING

None.

H. WEIGHT AND BALANCE

Not applicable.

I. ELECTRICAL LOAD DATA

Not applicable.

J. REFERENCES

1124/1124A Wiring Diagram Manual Chapters 23-20-04 and 33-10-01.

K. PUBLICATIONS AFFECTED

1124/1124A Wiring Diagram Manual Chapters 23-20-04 and 33-10-01.

2. ACCOMPLISHMENT INSTRUCTIONS

PART A: (All 1124 with FF3) See Figure 1.

- A. Mount new aural alert WB-1 mounting plate to floorboard under pedestal using 8-32 rivnuts (6 places) in any available clear area permitting access to terminal board on WB-1 bell. Mount the WB-1 to the new plate using AN960KD8L washers and MS35206-244 screws.
- B. Add new wires; #22AWG:
  - (1) TT21A22 from WB-1 "14VDC" terminal to cockpit controller C118 connector DB116B pin J.
  - (2) TT22A22 from WB-1 "ground to ring" terminal to cockpit controller C118 connector DB116B pin K.
- C. With system turned on, depress ICS selector. Bell should ring, adjust bell tuning screw on WB-1 for desired pitch and volume.
- D. Reassemble pedestal.

PART B: (1124 with FF 4,5,6) See Figure 2.

- A. Install WB-1 aural alert by procedures in PART A, steps A and B.
- B. Locate cockpit call sonalert in cabin sidewall. Remove, cap and stow existing wires to sonalert.
- C. Add new wires, #22AWG, from sonalert to area of terminal strip T157, RHS STA 94. The wire connected to "+" will be TT40A22, the wire connected to "-" will be TT41A22.

- D. Use angle member P/N CMA71704-043 or locally manufacture a bracket to mount new socket HRCW-1M and relay RL427. Install bracket near terminal strips at fuselage station 103, RHS. See Figure 4.
- E. Remove, cap and stow wire TT13K22 at T157, terminal 18.
- F. Add new wires #22AWG as follows:
  - (1) Wire TT40B22 from WB-1, "14 Vdc" terminal to new RL427-X1. Splice wire TT40A22 from Step C above to RL427-X1.
  - (2) Wire TT42A22 from WB-1 "ground to ring" terminal to new RL427-X2.
  - (3) From RL427-A2 and B2 to nearest airframe ground.
  - (4) Wire TT43A22 from RL427-A1 to T157-18.
- G. Connect wire TT41A22 from Step C above to RL427-B1.
- H. Install new RL427 with 12 Vdc coil.
- I. Test system for normal intercom operation. Bell and Cabin Call annunciator must operate with ICS depressed.
  - (1) Adjust bell tuning screw on WB-1 for desired pitch and volume.
- J. Reassemble aircraft and return to service.

PART C: (1124A with FF3) See Figure 3.

- A. Locate cabin call gong above copilot's right rudder panel. Remove, cap and stow wires. Remove and discard gong.
- B. Install new WB-1 aural alert by procedures in PART A, Steps A and B.
- C. Remove, cap and stow wire TT13E22 at T157, terminal 18.
- D. Locate existing RL427 at fuselage station 103, RHS. Remove and discard existing relay.

SERVICE BULLETIN NO. 1124-23-074

- (1) Should RL427 not exist, manufacture and install angle member P/N CMA71704-043 to mount new socket HRCW-1M and RL427. Install bracket near terminal strips at STA 103, RHS (see Figure 4).
  - (2) Refer to PART B, Step G, to wire new RL427.
- E. Rewire original RL427 socket using #22AWG wire as follows:
- (1) Remove existing wires TT22A22 and TT21A20 from RL427. Cap and stow both wires.
  - (2) Add new wire TT40A22 from WB-1 "14 Vdc" terminal to RL427-X1.
  - (3) Add new wire TT42A22 from WB-1 "ground to ring" terminal to RL427-X2.
- F. Install new RL427 with new Vdc coil.
- G. Test system for normal intercom operation. Bell and Cabin Call annunciator must operate with ICS depressed.
- (1) Adjust bell tuning screw for desired pitch and volume.
- H. Reassemble aircraft and return to service.

PART D: (1124A with FF 4, 5, 6) See Figure 3.

- A. Perform PART C of this service bulletin (Steps A, B, C, D and E).
- B. Add new wire, #22AWG, from RL427-B2 to nearest airframe ground.
- C. Locate cockpit call sonalert in cabin sidewall. Remove, cap and stow existing wires to sonalert.
- D. Add new wires from sonalert to area of T157, RHS STA 94. The wire connected to the "+" will be TT40A22, the wire connected to the "-" will be TT41A22.

SERVICE BULLETIN NO. 1124-23-074

- (1) New wire TT40A22 will splice to new wire on RL427-X1 ("14 Vdc" from WB-1).
- (2) New wire TT41A22 will connect to RL427-B1.
- E. Install new RL427 with 12 Vdc coil.
- F. Test system for normal intercom operation. Bell and Cabin Call annunciator must operate with ICS depressed.
  - (1) Adjust bell tuning screw for desired pitch and volume.
- G. Reassemble aircraft and return to service.

3. MATERIAL INFORMATION

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
1	300-2070-000	Bell, Model WB-1, with mount (Mfg Wulfsberg)
1	DJS 12L1P6A	Relay (Mfg. Deutsch) or equivalent (RL427)
1	HRCW-1M	Socket, relay
A/R	327654	Terminal (Mfg AMP)
A/R	326878	Terminal (Mfg AMP)
A/R	320559	Splice (Mfg AMP)
A/R	MIL-W-16878D	Wire, #22AWG
4	AN960KD8L	Washer
4	ME35206-244	Screw
1	CMA71704-043	Angle (for models 1124 FF 4, 5 or 6)

4. RECORD COMPLIANCE

- A. Make the following entry in the aircraft log book:
 

Service Bulletin No. 1124-23-074 dated January 10, 1986 titled "Communications - Radio-Telephone Improvements and Corrections" has been accomplished this date \_\_\_\_\_.
- B. Revise the Wiring Diagram Manual as applicable to reflect the changes accomplished by this service bulletin.

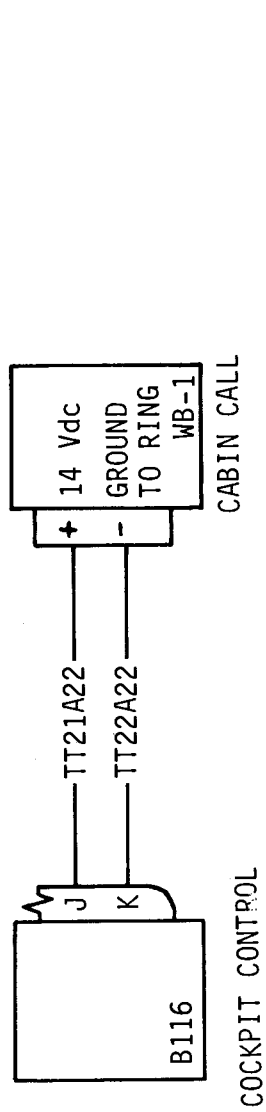


FIGURE 1.

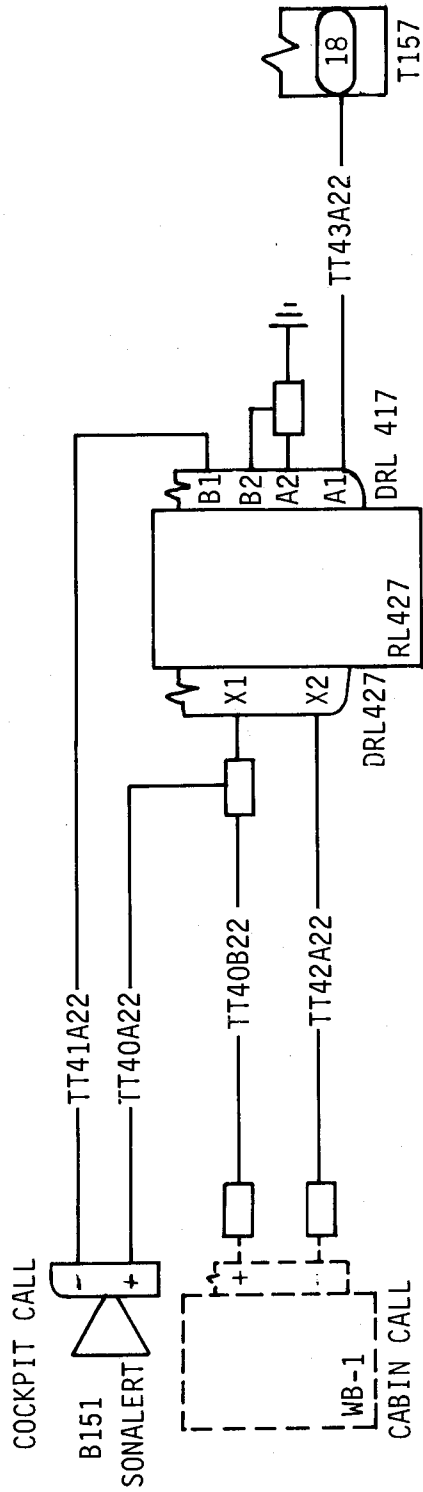


FIGURE 2.

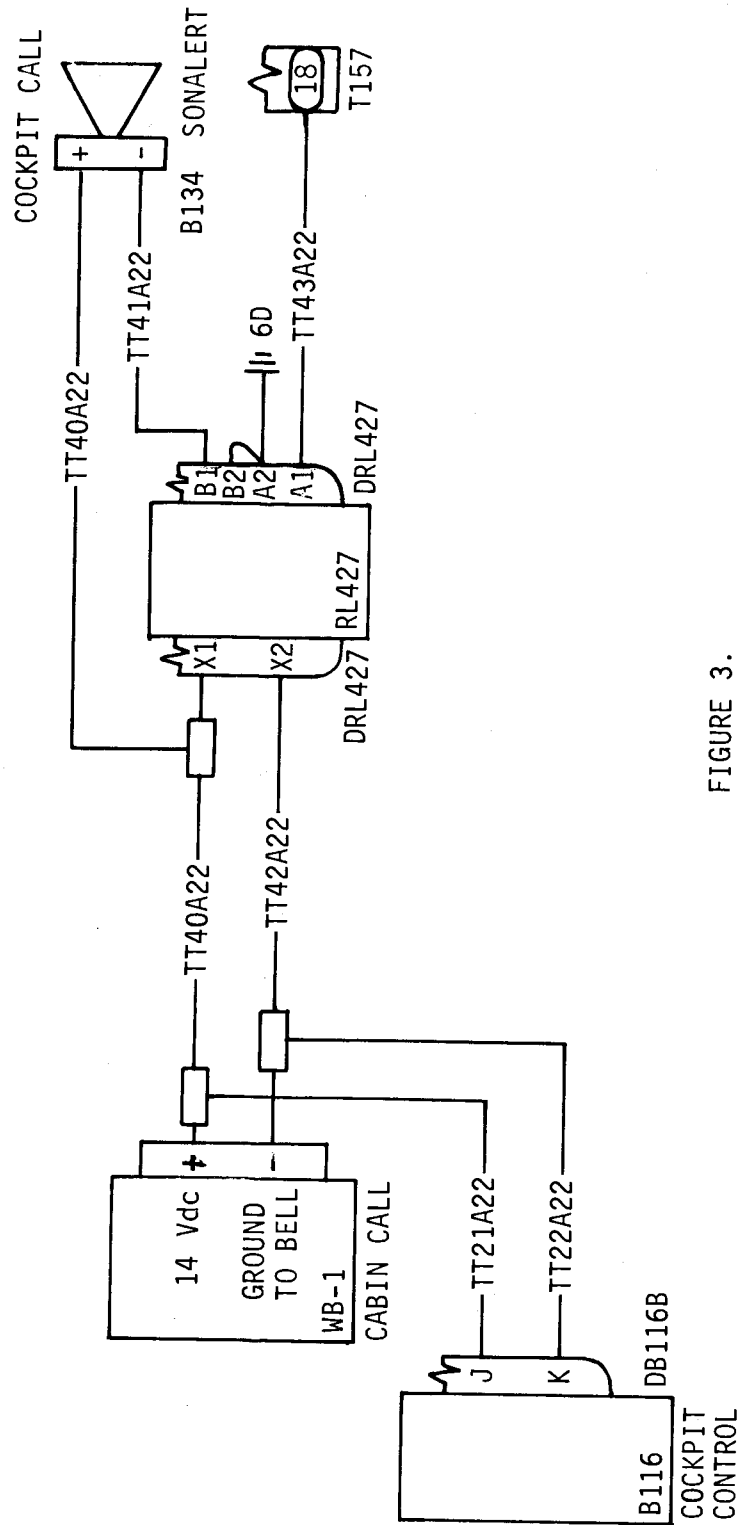
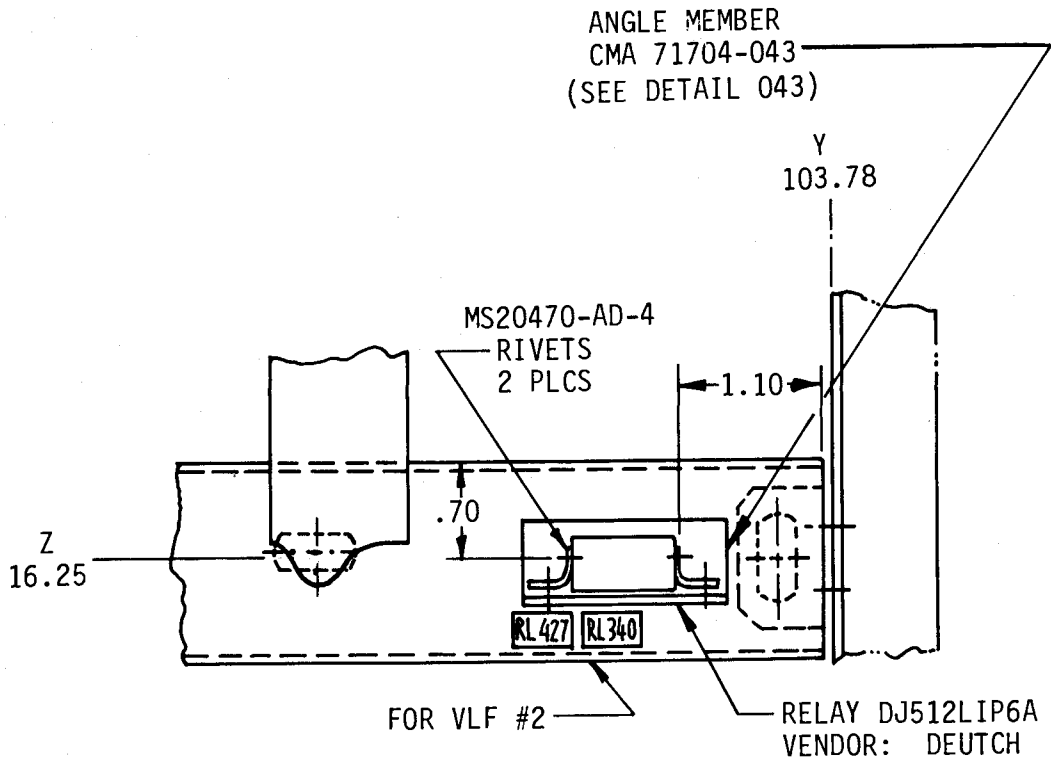


FIGURE 3.



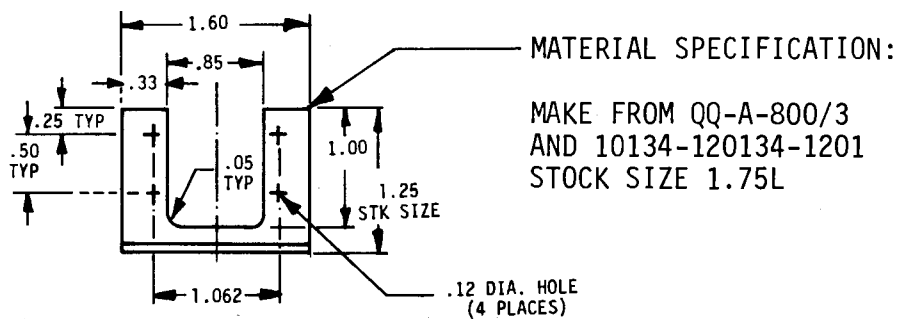


VIEW LOOKING OUTB'D R.H.S.

FIGURE 4.

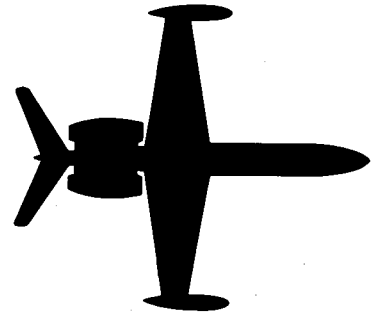
NOTES:

1. ON AIRCRAFT MODEL 1124A, REPLACE EXISTING RELAY RL427 P/N ES0D4AD WITH P/N DJS12L1P6A (MFG. DEUTCH).
2. ON AIRCRAFT MODEL 1124 WITH FF 4, 5 OR 6, ADD NEW RELAY RL427 P/N DJSLIP6A (MFG. DEUTCH).
  - (1) USE ANGLE MEMBER P/N CMA71704-043 TO MOUNT RELAY.
  - (2) ON AIRCRAFT UP TO SERIAL NUMBER 453 WITH 2ND VLF REPLACE EXISTING MOUNTING BRACKET WITH ANGLE MEMBER P/N CMA71704-043 AS SHOWN BELOW:



DETAIL 043

# **1124-WESTWIND**



## **SERVICE BULLETIN**

OPTIONAL

SERVICE BULLETIN NO. 1124-23-080

January 12, 1987

SUBJECT: COMMUNICATION - ELIMINATION OF CROSS-SIDE TRANSMITTER  
SIDETONE

### 1. PLANNING INFORMATION

#### A. EFFECTIVITY

Model 1124/1124A Westwinds, serial numbers 349, 375 through 377 and 379 through 442.

#### B. REASON

To eliminate cross-side transmitter sidetone caused by RFI, especially from #2 VHF and HF Com transmissions that permit the 346B-3 audio control center to sense an on-side transmitter in use.

#### C. COMPLIANCE

Compliance with this service bulletin is optional.

#### D. DESCRIPTION

A terminal board containing 6 each Radio Frequency bypass capacitors is installed and wired near terminal strip T-25, LHS, outboard of aft coat closet.

#### E. APPROVAL

This service bulletin has been reviewed by the Israel Civil Aviation Administration (ICAA). The design content conveyed herein complies with the applicable Civil Aviation Regulations and is ICAA approved.

SB 1124-23-080  
Page 1 of 7



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F. MATERIAL

Material required may be obtained through Atlantic Aviation Supply Company, Wilmington, Delaware or may be procured locally.

G. TOOLING

None required.

H. WEIGHT AND BALANCE

Not affected.

I. ELECTRICAL LOAD DATA

Not affected.

J. REFERENCES

1124/1124A Wiring Diagram Manual, Chapter 23-50-03 Service Information Letter No. 1124-23-080.

K. PUBLICATIONS AFFECTED

1124/1124A Wiring Diagram Manual, Chapter 23-50-03

2. ACCOMPLISHMENT INSTRUCTIONS

- A. Remove all power from aircraft (reference Figure 1 for the following steps).
- B. Gain access to terminal strip T-25 and bulkhead at Fuselage Station 241.05 (LHS) by removing the rear (outboard) panel from the aft coat closet.
- C. Drill #30 (three places) the 863548-261 angle (made from AND10134-1204-2024-T3511 stock, 1 1/4" X 1" X 2.75" long) through the center line of the 1" flat, equally spaced.
- D. Locate the 863548-261 angle at the inside (aft) of bulkhead 241.05 immediately below the bracket containing ground plugs DGD-18 and DGD-12. Position angle with 1" drilled flat against bulkhead, the 1 1/4" flat facing inboard and aft. Mark and drill the bulkhead 3 places #30.
- E. Trim the 863548-271 filler (made from .094" 2024T3 Alclad, 3" X 1", to fit between 863548-261 angle and the bulkhead to fill the area where bulkhead angles form a channel. When fitted, drill #30 three places using 863548-261 angle as drill guide. Set filler aside temporarily.

- F. Locate 863548-263 "T" extrusion (made from AND10136-1401-2024-T3511 stock, 5.0" long) at upper end of 863548-261 angle, drill #30 four places and rivet to 863548-261 angle.
- G. Locate 863548-269 terminal board (made from MS27249-2B5 stock, using 6 double row terminals) on inboard side of 863548-263 extrusion. Locate mounting holes, drill #30 four places. Using 863548-263 extrusion as drill template, drill the 863548-265 phenolic insulator (made from 2" X 4" X .040" thick MK-P-15035FBG stock). Reference Figure 2.

NOTE

863548-269 terminal board with capacitors already mounted becomes a 863548-267 terminal board.

- H. Mount 4 each nut-plates MS21073-L04 to 863548-263 extrusion. Rivet 863548-263 extrusion to 863548-261 angle.
- I. Clean and polish all mating surfaces and apply Iridite 14-2 for 863548-261 angle, 863548-271 filler, and bulkhead 241.05 attach points. Rivet assembly to aft side of bulkhead 241.05. Drill #4 body hole for ground in 863548-261.
- J. Mount 6 each capacitors (0.1 Mfd, 100 Vdc ceramic) vertically across each 863548-269 board terminal pair. Connect a wire between each of the lower 6 terminals, with a 3" wire from the lower forward terminal for grounding. Attach terminal lug to the free end of this wire.
- K. Mount the 863548-269 (or 863548-267) terminal board to the 863548-263 extrusion, with the 863548-265 insulator between board and extrusion.
- L. Wire new capacitors to TB-25 as shown. Reference Figure 3.
- M. Clean, polish and Iridite the ground area at 863548-261 angle (DG225D) and bolt the 3" wire from terminal board 863548-269 or 863548-267).
- N. Check audio and transmit sidetone system (reference 1124 SIL No. 1124-23-060 for procedure).
- O. Reassemble aircraft and return to service.

## 3. MATERIAL INFORMATION

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
*1	863548-261	Angle
*1	863548-263	"T" Extrusion
*1	863548-265	Phenolic insulator
*1	863548-269	**Terminal board (MS27249-2B5)
6	CKR16BR104MM	**Capacitor, 0.1 mfd, 100 Vdc, ceramic
4	MS21073-L04	#4 Nut-plate
4	NAS7800-4	4-40 Bolt
4	AN960KD4L	#4 Flat Washer
1	AN4-4	1/4-28 X 1/2 Bolt
1	AN960KD16AL	1/4" Flat Washer
1	MS35338-44	1/4" Spring Washer
1	MS21042-4	1/4-28 Nut
1	34113	Terminal (AMP)
1	327654	Terminal (AMP)
A/R	MIL-W-16878D	#20 AWG Wire

\*May be manufactured locally (see text).

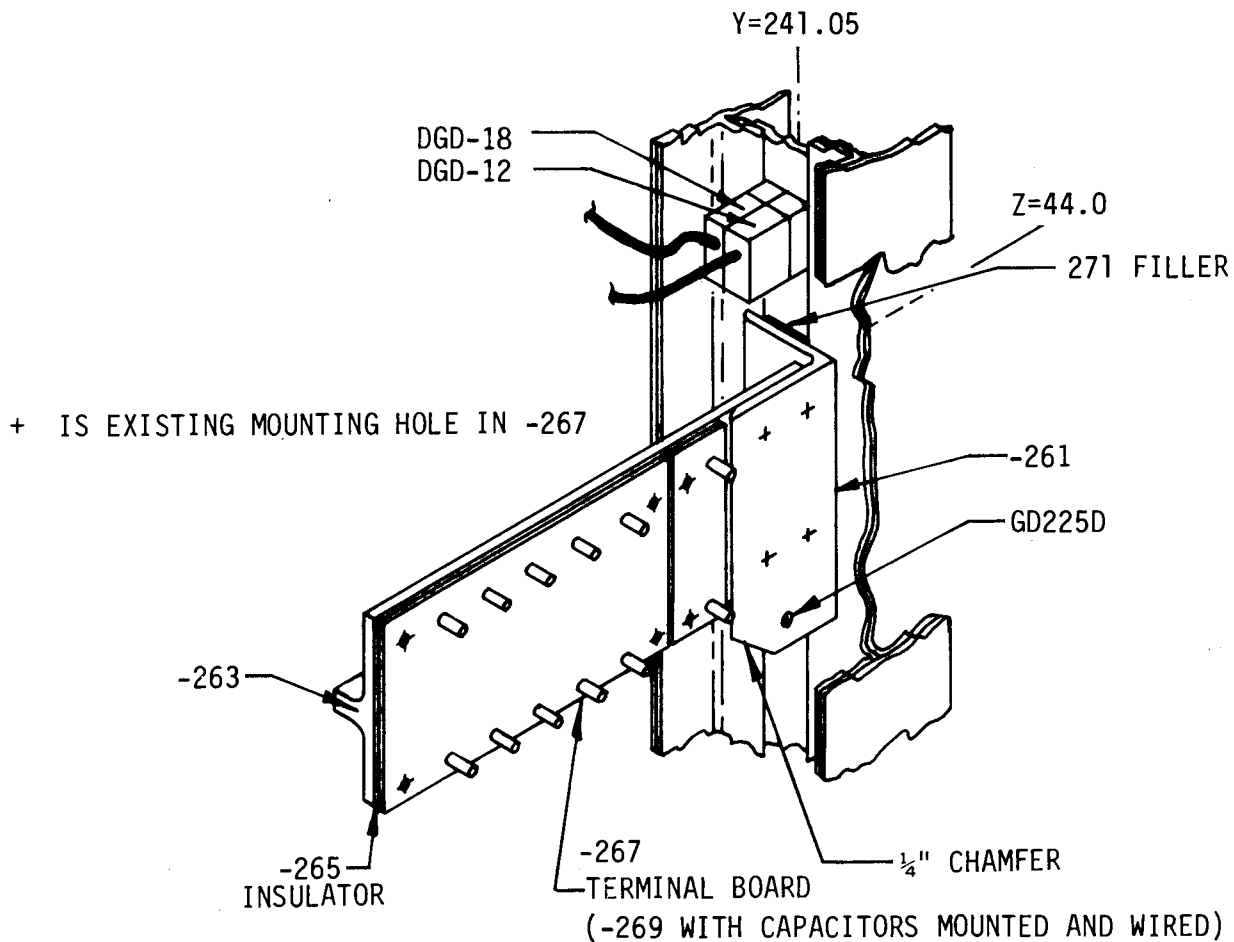
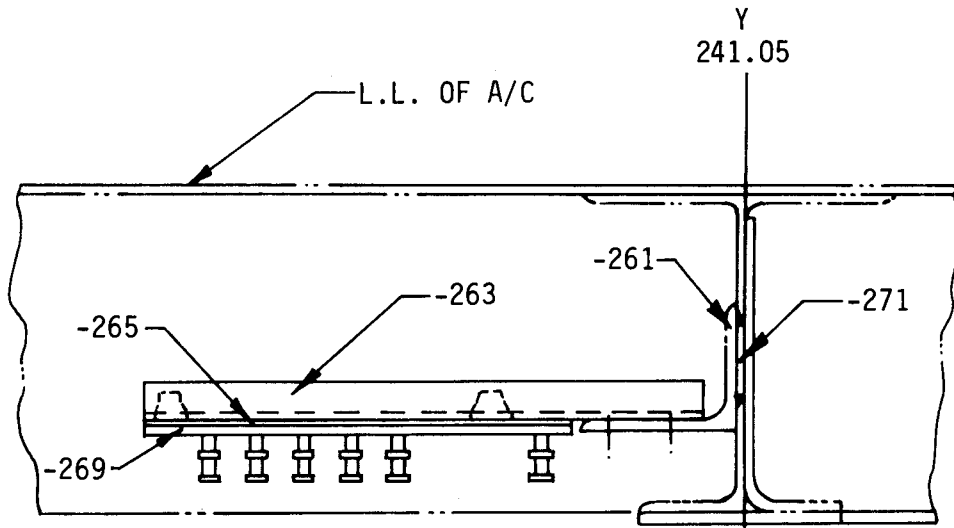
\*\*P/N 863548-269 terminal board with 6 each capacitors mounted may be obtained as P/N 863548-267.

## 4. RECORD COMPLIANCE

A. Make the following entry in the aircraft log book:

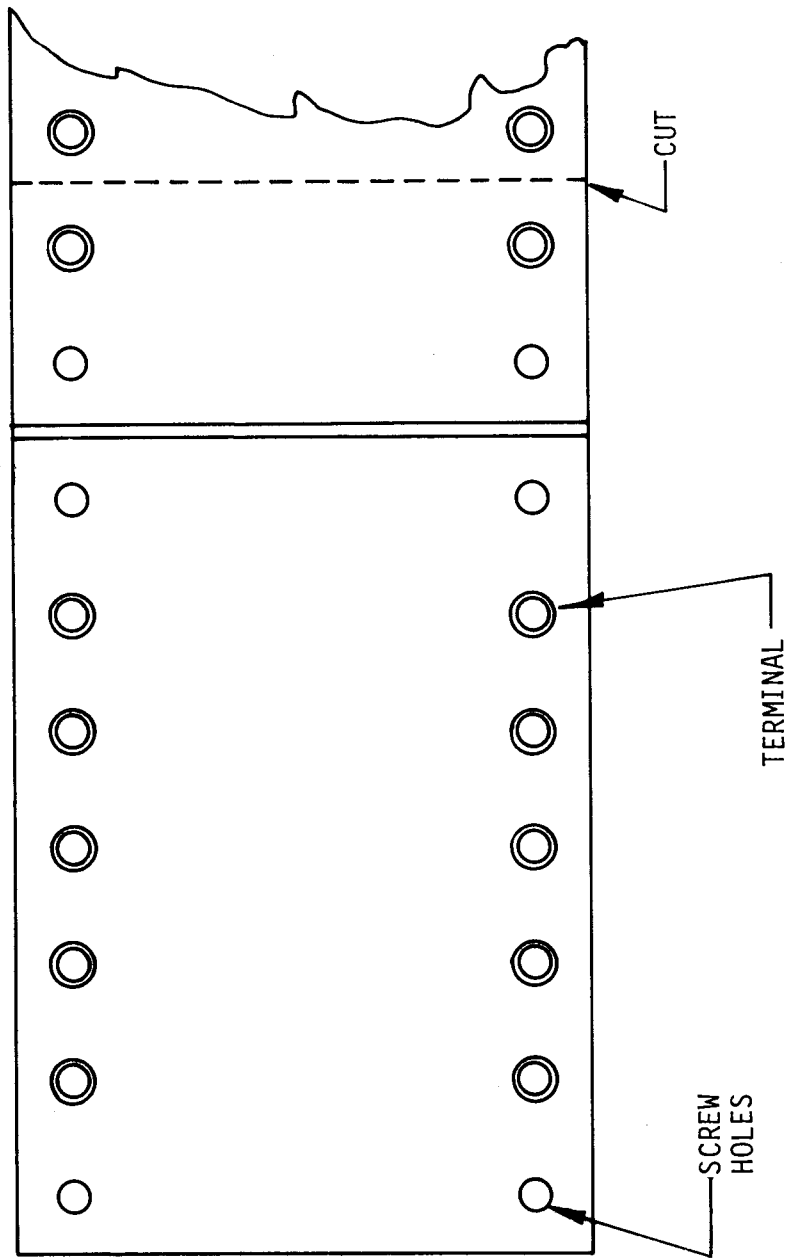
Service Bulletin No. 1124-23-080 dated January 12, 1987 titled "Communication - Elimination of Cross-Side Transmitter Sidetone" has been accomplished this date \_\_\_\_\_.

B. Revise Wiring Diagram Manual, Chapter 23-50-03, to reflect wiring changes as performed in this bulletin.



January 12, 1987

FIGURE 1



CUTTING MS27249-2B5

FIGURE 2



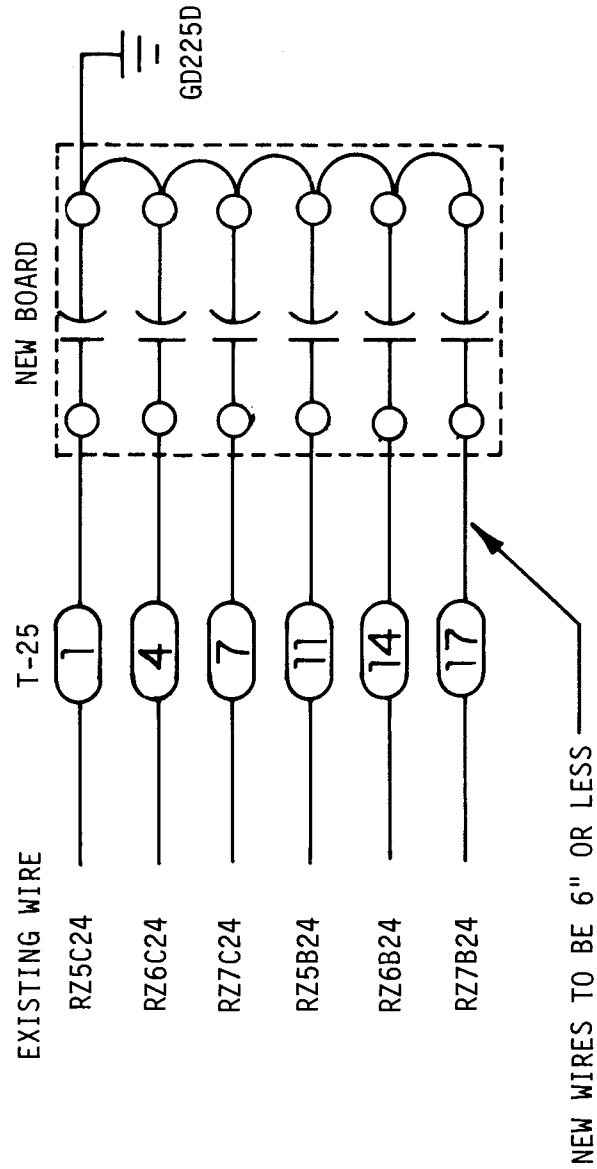


FIGURE 3

# Service Bulletin

A/C S/N \_\_\_\_\_

## Certificate of Compliance

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ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL, INC.  
P.O. BOX 10086  
WILMINGTON, DE 19850  
ATTN: TECHNICAL PUBLICATIONS

This is to certify that Westwind Serial Number \_\_\_\_\_ has complied with Service Bulletin No.

1124-23-080

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance HOURS: \_\_\_\_\_ /CYCLES: \_\_\_\_\_

Compliance Date \_\_\_\_\_ By \_\_\_\_\_  
Signature

OWNER:

ACCOMPLISHING AGENCY:

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_____	_____

Please describe below any discrepancies found or difficulties encountered during compliance:

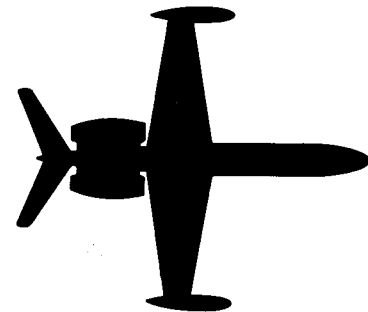
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# PARTS AVAILABILITY ALERT

DUE TO LEAD TIME(S) ENCOUNTERED IN  
PROCURING PARTS REQUIRED FOR THE  
ACCOMPLISHMENT OF THIS OPTIONAL  
TECHNICAL PUBLICATION, ALL PARTS WILL  
NOT BE AVAILABLE FROM ATLANTIC AVIATION  
SUPPLY COMPANY UNTIL

**6 FEB 87**

# **1124-WESTWIND**



## **SERVICE BULLETIN**

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OPTIONAL

SERVICE BULLETIN NO. 1124-23-081A

March 17, 1986

(This Service Bulletin supersedes Service Bulletin No. 1124-23-081, dated January 22, 1986 in its entirety.)

SUBJECT: COMMUNICATIONS - ALTERNATE VHF COM 1 ANTENNA

### 1. PLANNING INFORMATION

#### A. EFFECTIVITY

Model 1124/1124A Westwinds, serial numbers 154, 181, 187 and subsequent.

#### B. REASON

To make available an alternate VHF COM 1 antenna to reduce cabin noise level due to antenna vibration.

#### C. COMPLIANCE

Compliance with this service bulletin is optional.

#### D. DESCRIPTION

An alternate VHF COM 1 antenna is installed in the same location as the existing antenna using the same mounting hole pattern. Two additional mounting holes and screws are added. The alternate antenna is qualified under TSO C37b, C38b.

#### E. APPROVAL

This service bulletin has been reviewed by the Israel Civil Aviation Administration (ICAA). The design content conveyed herein complies with the applicable Civil Aviation Regulations and is ICAA approved.



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Page 1 of 4

F. MATERIAL

The material required may be obtained from Atlantic Aviation Supply Company, Wilmington, Delaware or their authorized dealers.

G. TOOLING

None required.

H. WEIGHT & BALANCE

Not applicable.

I. ELECTRICAL LOAD DATA

Not applicable.

J. REFERENCES

SIL No. 1124-24-023 "Minimizing Precipitation Static Interference Through Proper Aircraft Bonding."

K. PUBLICATIONS AFFECTED

1124/1124A Illustrated Parts Catalog, Chapter 23-30-00 will be revised to reflect the modifications described.

2. ACCOMPLISHMENT INSTRUCTIONS

- A. Remove the existing Communication Component Co. (or Dayton-Granger) P/N VFS-10-90-2 COM 1 antenna (STA 103.78). Discard antenna and mounting hardware.
- B. Install 4873509-RE3 angle and 4873509-RE5 stiffener as shown in Figure #1.
- C. Make a template and mark and drill two .201 inch diameter holes (#7 drill) through the fuselage skin corresponding to the two blind holes in the Comant P/N CI-211-1 antenna base. Avoid damaging the cabin headliner.
- D. Clean off the old sealing compound from the fuselage skin and install the Comant P/N CI-211-1 antenna using four MS24694-S60 screws. Seal around screw heads with Proseal PR 1422B 1/2. Run a Bead of Proseal PR 1422B 1/2 around antenna base.
- E. Remove a cabin headliner and install two MS27039-1-07 screws and two MS35338-43 lock washers in the antenna base. Seal around the screw heads with Proseal PR 1422B 1/2 and also around the nut-plates where the screws installed in step 2.C protrude.

SERVICE BULLETIN NO. 1124-23-081A

- F. Install connector and replace headliner.
- G. Touch up paint (do not paint the antenna), perform COM 1 ground check, and return aircraft to service.

3. MATERIAL INFORMATION

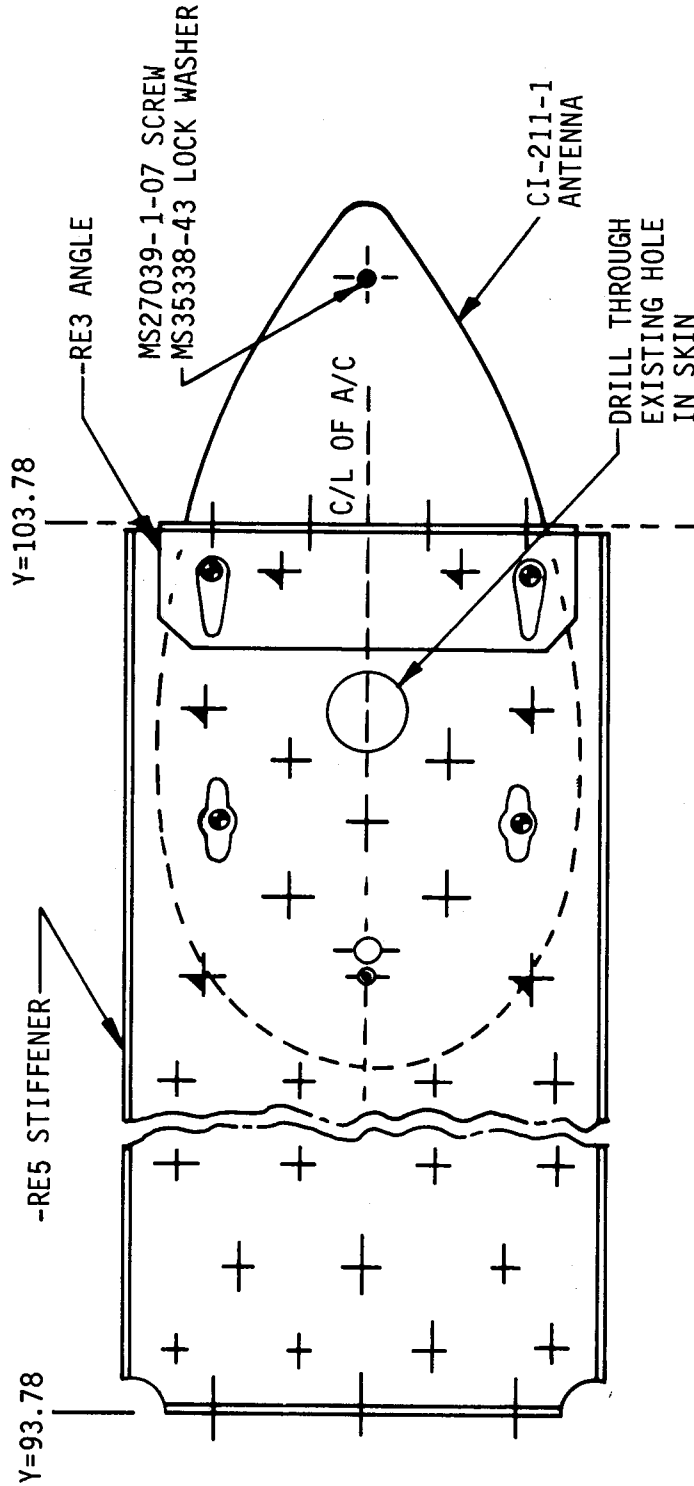
<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
1	*CI-211-1	VHF antenna, 118 to 150 MHz. (Mfg. Comant)
4	*MS24694-S60	Screw
2	*MS27039-1-07	Screw
2	*MS35338-43	Lock washer
A/R	*PR 1422B 1/2	Sealant (Proseal)
1	4873509-RE3	Angle
1	4873509-RE5	Stiffener

\*May be purchased locally.

4. RECORD COMPLIANCE

Make the following entry in the aircraft log book:

Service Bulletin No. 1124-23-081A dated March 17, 1986 titled,  
"Alternate VHF COM 1 Antenna" has been accomplished this  
date \_\_\_\_\_.



- + RIVETS INDICATED THIS ARE MS20426-AD4
- ⬆ RIVETS INDICATED THIS ARE EXISTING RIVETS
- REINSTALL EXISTING NUT-PLATES AND MS24694-S60 SCREWS

FIGURE 1

*Service Bulletin*

A/C S/N \_\_\_\_\_

*Certificate of Compliance*

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P.O. BOX 10086  
WILMINGTON, DE 19850  
ATTN: TECHNICAL PUBLICATIONS

This is to certify that Westwind Serial Number \_\_\_\_\_ has complied with Service Bulletin No. 1124-23-081A

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance HOURS: \_\_\_\_\_ /CYCLES: \_\_\_\_\_

Compliance Date \_\_\_\_\_ By \_\_\_\_\_  
Signature

OWNER:

ACCOMPLISHING AGENCY:

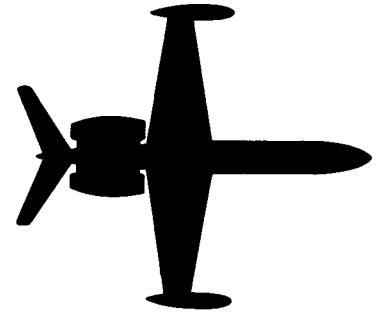
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Please describe below any discrepancies found or difficulties encountered during compliance:

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# 1124-WESTWIND



## SERVICE BULLETIN

OPTIONAL

SERVICE BULLETIN NO. 1124-23-082

January 31, 1986

SUBJECT: COMMUNICATIONS - REPLACEMENT OF AUDIO SELECTOR PANEL  
VOLUME CONTROLS

### 1. PLANNING INFORMATION

#### A. EFFECTIVITY

MODEL 1124/1124A WESTWINDS, all serial numbers.

#### B. REASON

- (1) To change the resistance value of the speaker, phones and ADF volume controls to permit a wider range of control which will simplify and stabilize the desired volume settings.
- (2) To change the resistance material to reduce noise caused by dirty controls, and to improve the audio quality where noisy controls cause the audio control center to echo.

#### C. COMPLIANCE

Compliance with this service bulletin is optional.

#### D. DESCRIPTION

This service bulletin describes the wiring changes necessary for accomplishment of the reasons stated above.

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Page 1 of 3



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BEN GURION AIRPORT, ISRAEL

E. APPROVAL

This service bulletin has been reviewed by the Israel Civil Aviation Administration (ICAA). The design content conveyed herein complies with the applicable Civil Aviation Regulations and is ICAA approved.

F. MATERIAL

Material required for this service bulletin may be obtained from Atlantic Aviation Supply, Wilmington, Delaware or procured locally.

G. TOOLING

None.

H. WEIGHT AND BALANCE

Not applicable.

I. ELECTRICAL LOAD DATA

Not applicable.

J. REFERENCES

1124/1124A Wiring Diagram Manual, Chapter 23-50-04.

K. PUBLICATIONS AFFECTED

1124/1124A Wiring Diagram Manual, Chapter 23-50-04.  
1124/1124A Illustrated Parts Catalog, Chapter 39-10-02.

2. ACCOMPLISHMENT INSTRUCTIONS

Reference WDM Chapter 23-50-04 and Maintenance Manual Chapter 23-50-00 in the accomplishment of this modification.

- A. Remove electrical power from aircraft.
- B. Remove pilot and copilot audio panel assembly.
- C. To replace the combined phone volume and hot mic switch control assembly R3/S23 use Allen-Bradley P/N 26M653 to replace the original P/N 15M384 or P/N 70K3G032F102U.

- D. To replace the combined speaker and ADF volume control assembly, R3A/R3B, standard on pilot's side but also used on copilot's side with ADF 2 option installed, use Allen-Bradley P/N 26M652 to replace the original P/N 15M383 or P/N 70C3G032F252U. Remove and discard the parallel resistor R4 (1600 ohm), should it exist across speaker volume control R3B.
- E. To replace the single copilot's speaker volume control, use Allen-Bradley P/N 70B3G032F751W to replace original 70A3G032F102U or ASM 6664. Remove any parallel resistor found across the original control.

NOTE

You may also use the new P/N 26M652 dual control; simply use the forward section and ignore the rear section.

- F. Reassemble connectors, install audio panel and perform complete operational ground tests to ensure system integrity.

3. MATERIAL INFORMATION

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
2	26M653	Switch/Pot Assembly
*2	26M652	Pot Assembly
**1	70B3G032F751W	Pot Assembly

\*Copilot panel without ADF volume control may use P/N 70B3G032F751W.

\*\*For copilot panel only without ADF.

4. RECORD COMPLIANCE

- A. Make the following entry in the aircraft log book:  
Service Bulletin No. 1124-23-082 dated January 31, 1986 titled "Communications - Replacement of Audio Selector Panel Volume Controls" has been accomplished this date.
- B. Revise Wiring Diagram Manual to reflect the changes described by this service bulletin.

*Service Bulletin*

A/C S/N \_\_\_\_\_

*Certificate of Compliance*

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL, INC.  
P.O. BOX 10086  
WILMINGTON, DE 19850  
ATTN: TECHNICAL PUBLICATIONS

This is to certify that Westwind Serial Number \_\_\_\_\_ has complied  
with Service Bulletin No. 1124-23-082

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance HOURS: \_\_\_\_\_ / CYCLES: \_\_\_\_\_

Compliance Date \_\_\_\_\_ By \_\_\_\_\_  
Signature

OWNER:  
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ACCOMPLISHING AGENCY:  
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Please describe below any discrepancies found or difficulties  
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# SERVICE PUBLICATIONS revision notice

RECOMMENDED

SERVICE BULLETIN NO. 1124-24-008  
Revision No.1

July 5, 1985

SUBJECT: INSTALLATION OF LARGER CAPACITY PRIORITY BUS DIODES  
AND ELIMINATION OF GROUND PRESSURE BUMPS

REASON FOR

REVISION: To change the wording in paragraph 2.A.(2)  
under Part I.

To change paragraph 2.A.(3) under Part I to  
enlarge wire size used for new diodes.

2. ACCOMPLISHMENT INSTRUCTIONS

PART I

- A.(2). Mount new diodes using new teflon bushings and mica washers. New teflon bushings and mica washers are furnished with each diode.
- A.(3). Reconnect new diodes P/N 1N2784 replacing all existing attaching wires with #14AWG wire.

NOTE

This step will reduce voltage drop across existing #18AWG wires to a minimal level should the full 22 ampere priority bus load ever be reached.

SB 1124-24-008  
Page 1 of 1



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BEN GURION AIRPORT, ISRAEL

# SERVICE PUBLICATIONS

# revision notice

RECOMMENDED

SERVICE BULLETIN NO. 1124-24-008  
Revision No. 2.

July 29, 1985

SUBJECT: INSTALLATION OF LARGE CAPACITY PRIORITY BUS DIODES  
AND ELIMINATION OF GROUND PRESSURE BUMPS.

Addendum to text:

For computation of electrical load analysis, use the following current drains:

Bleed Air leak light	0.2 Amp
Cabin Air safety/outflow valves @ 0.8 Amp	1.6 Amp
Ram Air valve	1.0 Amp
LH Bleed Air pressure valve	1.0 Amp
Total load	3.6 Amp

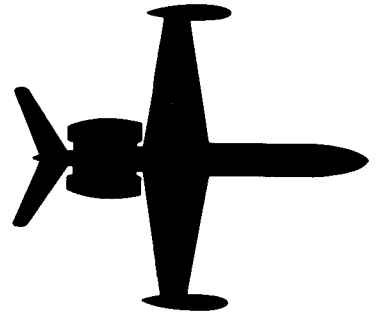
1. Remove 3.6 Amp from distribution bus.  
Caution: LH Bleed Air pressure may have been originally connected to R.H. Distribution bus in late serial number aircraft.
2. Increase the rating of the Priority Bus to 22 Amperes.
3. Add the 3.8 Amp to priority bus.
4. Add 1.9 Amp (1/2 priority bus) to each distribution bus.

SB 1124-24-008  
Page 1 of 1



SUBSIDIARY OF ISRAEL AIRCRAFT INDUSTRIES, LTD  
BEN GURION AIRPORT, ISRAEL

# 24-WESTWIND



## SERVICE BULLETIN

RECOMMENDED

SERVICE BULLETIN NO. 1124-24-008

April 5, 1985

SUBJECT: INSTALLATION OF LARGER CAPACITY PRIORITY BUS DIODES  
AND ELIMINATION OF GROUND PRESSURE BUMPS

### 1. PLANNING INFORMATION

#### A. EFFECTIVITY

MODEL 1124/1124A WESTWINDS, all serial numbers 152, 174, 181, 185 through 425 except 413, 416, 418, and 421 through 424.

#### B. REASON

- (1) ACCOMPLISHMENT INSTRUCTIONS PART I: To increase reliability of Priority Bus and systems operating from the bus.
- (2) ACCOMPLISHMENT INSTRUCTIONS PART II: To eliminate ground pressure bumps after first engine start.
- (3) ACCOMPLISHMENT INSTRUCTIONS PART III: To ensure proper, dual power sources for VLF/Omega system(s) installed in aircraft to prevent dual system failure with Single Com and ACC Bus failure.

#### C. COMPLIANCE

Recommended at or before next 150 hour inspection.



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SB 1124-24-008  
Page 1 of 7

D. DESCRIPTION

- (1) ACCOMPLISHMENT INSTRUCTIONS PART I: Describes a modification procedure to install Priority Bus diodes of a higher current rating.
- (2) ACCOMPLISHMENT INSTRUCTIONS PART II: Describes steps necessary to move L.H. Cabin Pressure Valve and Ram Air circuit breakers from Distribution Bus and install on the enlarged Priority Bus.
- (3) ACCOMPLISHMENT INSTRUCTIONS PART III: Describes a conformity test to determine which aircraft bus is powering each VLF/Omega system installed, and corrective action, if necessary, to establish proper bus connections.

E. APPROVAL

The inspection and modification procedures described in this Service Bulletin have been shown to comply with the applicable ICAA/FAA regulations and are IAI Engineering approved.

F. MATERIAL

Material required may be obtained through Atlantic Aviation Supply Company, through their authorized dealers or may be purchased locally.

G. TOOLING

Not applicable.

H. WEIGHT & BALANCE

Not applicable.

I. ELECTRICAL LOAD DATA

- (1) No change to total Electrical Load.
- (2) Revise aircraft Electrical Load Analysis to reflect increased current capability, and bus tie changes. Recomputation of respective bus loads will be required: LHS Bleed Air Valve, Cabin Air Safety and Outflow valve solenoids, and LH Bleed Air Leak light.



J. REFERENCES

- (1) 1124/1124A Wiring Manual  
Chapter: 24-50-01  
          24-50-02  
          21-00-01  
          34-60-01  
          34-60-02
- (2) Service Information Letter No. 1124-24-005 or  
1124/1124A Maintenance Manual, Chapter 24-00-00.

K. PUBLICATIONS AFFECTED

- (1) 1124 Airplane Flight Manual, Revision 15, Section  
II pages 11/12 or 11.1/12.1 as applicable; OR
- (2) 1124A Airplane Flight Manual, Revision 13, Section  
II pages 11/12 or 11.1/12.1 as applicable.
- (3) 1124/1124A Wiring Manual, Chapters  
Chapter: 24-50-01  
          24-50-02  
          21-00-01  
          34-60-01  
          34-60-02

2. ACCOMPLISHMENT INSTRUCTIONS

A. GENERAL

- (1) Battery Disconnect, Master, and External Power  
Switches OFF; Inverter switches in ALT.
- (2) Remove external power.
- (3) Disconnect aircraft batteries.
- (4) Lower forward overhead circuit breaker panel.

PART I

A. Locate Priority Bus diodes on lateral panel, right side  
of circuit breaker panel.

- (1) Tag and remove wires to existing P/N 1N3890 diodes;  
remove both diodes and clean mounting surfaces of  
dirt and grease with Isopropol alcohol.

- (a) Do not scrape or polish mounting plate as it is coated with an insulating enamel.
- (2) Mount new diodes, using new teflon bushings and mica washers furnished.
  - (a) Use heat sink compound or Dow Corning #4 Silicon grease on all metal surfaces to permit proper heat transfer.
  - (b) Ensure mica insulators are not cracked, do not overtorque mounting nuts to prevent cracking new insulators.
- (3) Reconnect wires to new P/N 1N2784 diode.
- B. Perform Priority Bus diode test as outlined in Maintenance Manual, Chapter 24-00-00 or SIL NO. 1124-24-005.

PART II

- A. Locate L/H Cabin Pressure Valve and Ram Air circuit breakers.
- B. Remove bus tie-straps from above breakers.

NOTE

- (1) Single bus ties must be insulated and stowed.
- (2) Two or more bus ties on one breaker must be spliced together, the splice and bus ties insulated and secured clear of breaker terminals and adjacent bus ties.
- C. Fabricate bus tie leads from #18 AWG wire, connect L/H Cabin Pressure Valve and Ram Air breakers to the priority bus.
  - (1) Priority Bus may be identified by the junction of the priority bus diode cathodes (banded end) and/or the bus input of the Fuel Status circuit breaker.

NOTE

Ensure tie-screws are of sufficient length to secure bus without contacting body of circuit breaker.

D. OPERATIONAL TEST PROCEDURE

- (1) Connect batteries, external power.
- (2) Pull the 3 Distribution Bus circuit breakers RHS.
- (3) External Power, Battery Master and Disconnect Switches ON, Cabin Pressure Selector to BOTH. Allow 10 seconds for Ram Air Valve to close.
- (4) Pull the Ram Air circuit breaker.
- (5) Press the Ground Pressure Dump switch/annunciator; the annunciator lamp should illuminate.
- (6) Pull the L/H Cabin Pressure Valve circuit breaker. The Pressure Dump lamp should go OFF.
- (7) Reset Ram Air circuit breaker.
- (8) Set the Cabin Pressure Selector to RAM, allow 10 seconds for the Ram Air Valve to open.
- (9) Press the Ground Pressure Dump switch/annunciator, the annunciator should illuminate.
- (10) If above conditions are met, the system is wired and operating correctly. Reset the L/H Cabin Pressure Valve and the (3) Distribution Bus Tie circuit breakers. Pull the 3 LHS breakers, repeat the test.

PART III

A. VLF/Omega power source conformity tests.

- (1) Turn VLF system(s) ON; system(s) should remain OFF.

- (2) Select #1 Avionics Master Switch ON, VLF #1 should come ON, VLF #2 remains OFF.
  - (a) Note which system(s) turn ON.
- (3) Select #1 Avionics Master Switch OFF. Turn VLF system(s) OFF, then back to ON.
- (4) Select #2 Avionics Master Switch ON, VLF #2 should come ON, VLF #1 remains OFF.
  - (a) Note which system(s) turn ON.
- (5) Select #2 Avionics Master Switch OFF, turn VLF system OFF.
- (6) Failure to meet above conditions will require corrective action as follows:
  - (a) From Step (1) above, remove operating VLF system from Priority Bus, connect VLF #1 to Com and Acc Bus 1, VLF #2 to Com and Acc Bus 2.
  - (b) From Step (2) above, remove VLF #2 from Com and Acc Bus 1, connect to Com and Acc Bus 2.
  - (c) From Step (4) above, remove VLF #1 from Com and Acc Bus 2, connect to Com and Acc Bus 1.
- (7) Com and Acc Bus 1 may be traced from VOR 1 DC breaker, Com and Acc Bus 2 may be traced from VOR 2 DC breaker.
- (8) Fabricate new bus ties as required from #14 AWG wire.
- (9) Observe cautions as stated in Note 1 and Note 2 of PART II instructions above.

3. MATERIAL INFORMATION

PART I

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
2 ea. A/R	1N2784	22 ampere diode, Heat shrink tubing for diode studs,
A/R	DOW DC-4	or equivalent heat sink compound.

## PART II and III

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
A/R	MIL-W-22759-18	#18 AWG Stranded wire.
A/R	MIL-W-22759-14	#14 AWG Stranded wire.
A/R	AMP 320560	Terminals, or equivalent.
A/R	AMP 320554	Terminals, or equivalent.
A/R	AN526-632R	#6 screws, length as required.
A/R	MS20365-632	#6 nut, Bus tie splices.

## 4. RECORD COMPLIANCE

- A. Make the following entry in aircraft log book:  
Service Bulletin No. 1124-24-008 dated April 5, 1985, titled "Installation of Larger Capacity Priority Bus Diodes and Elimination of Ground Pressure Bumps," has been accomplished this date \_\_\_\_\_.
- B. Enter corrections as required in the Aircraft Wiring Manual and Electrical Load Analysis to reflect changes performed in "Accomplishment Instructions" above as applicable.

END

# Service Bulletin

A/C S/N \_\_\_\_\_

## Certificate of Compliance

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL, INC.  
P.O. BOX 10086  
WILMINGTON, DE 19850  
ATTN: TECHNICAL PUBLICATIONS

This is to certify that Westwind Serial Number \_\_\_\_\_ has complied with Service Bulletin No. 1124-24-008

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance HOURS: \_\_\_\_\_ /CYCLES: \_\_\_\_\_

Compliance Date \_\_\_\_\_ By \_\_\_\_\_  
Signature

OWNER:

ACCOMPLISHING AGENCY:

_____	_____
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Please describe below any discrepancies found or difficulties encountered during compliance:

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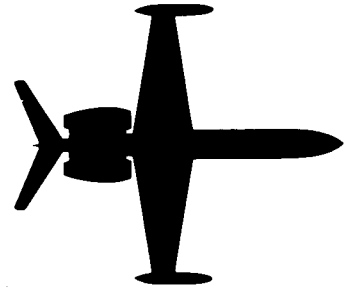
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# **24-WESTWIND**

## **SERVICE BULLETIN**



SERVICE BULLETIN NO. WW-24-14  
Revision No. 3

Sept. 8, 1989

SUBJECT: INSPECTION OF HORIZONTAL STABILIZER HINGE FITTING

### CANCELLATION NOTICE

This service bulletin is hereby cancelled. The information contained in this service bulletin has been revised and reissued in Service Bulletin No. 1124-55-020.

March 21, 1978  
Rev. 1, April 3, 1978  
Rev. 2, August 22, 1978  
Rev. 3, September 8, 1989

SB No. WW-24-14  
Page 1 of 1

# SERVICE PUBLICATIONS revision notice

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SB NO. 1124-24-043  
Revision No. 1

November 20, 1985

SUBJECT: STARTER/GENERATOR - FIELD CIRCUIT WIRING  
MODIFICATION

REASON FOR  
REVISION: To change aircraft effectivity.

1. PLANNING INFORMATION

A. EFFECTIVITY

MODEL 1124/1124A WESTWINDS, serial numbers prior  
to 431 except 413, 416, 418, 421, 423, 426, 428  
and 429.

SB 1124-24-043  
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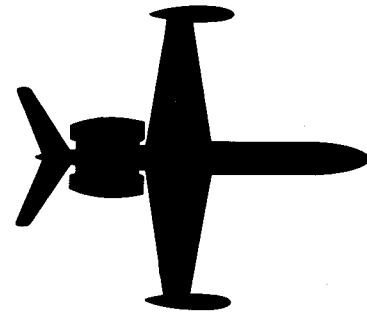


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BEN GURION AIRPORT, ISRAEL



# 1124-WESTWIND



## SERVICE BULLETIN

OPTIONAL

SERVICE BULLETIN NO. 1124-24-043

August 12, 1985

(This Service Bulletin supersedes SIL No. 04, dated December 4, 1980, in its entirety).

SUBJECT: STARTER/GENERATOR - FIELD CIRCUIT WIRING MODIFICATION

### 1. PLANNING INFORMATION

#### A. EFFECTIVITY

MODEL 1124/1124A WESTWINDS, serial numbers except 302, 396, 413, 416, 418, 421, 423, 424, 426 and subs.

#### B. REASON

- (1) Rerouting and replacement of the existing starter/generator field leads will eliminate chafing and resultant short circuits.
- (2) Installation of shielded leads from the starter generator will reduce EMI radiation (required if H-Field antennas are to be installed).

#### C. COMPLIANCE

Compliance with this Service Bulletin is optional.

#### D. DESCRIPTION

The starter/generator field circuit leads are replaced with shielded, twisted-pair wire and rerouted to avoid chafe points.

SB 1124-24-043  
Page 1 of 5



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E. APPROVAL

The modification described has been shown to comply with the applicable ICAA/FAA regulations and is IAI Engineering approved.

F. MATERIAL

The material required to accomplish this Service Bulletin is available from Atlantic Aviation Supply Co., Wilmington, Delaware or their authorized dealers.

G. TOOLING

Not applicable.

H. WEIGHT & BALANCE

Not applicable.

I. ELECTRICAL LOAD DATA

Not applicable.

J. REFERENCES

MODEL 1124/1124A Wiring Manual, Chapter 24-30-01.

K. PUBLICATIONS AFFECTED

MODEL 1124/1124A Wiring Diagram Manual, Chapter 24-30-01 will be changed to reflect shielded leads from the GCU to the starter/generator field.

2. ACCOMPLISHMENT INSTRUCTIONS

- A. Remove electrical power from the aircraft.
- B. Remove the forward-most access panel on the bottom of the right hand pylon fairing. Remove upper engine cowling.
- C. Drill a 15/32 in. hole through the pylon skin and install one each P/N 4 823621-RE3 fitting, AN960C716 washer, AN316-7R nut, 5 313712-41 stop-plate, per Figure 1. Avoid damaging generator leads.
- D. Disconnect wires 2P16B16 and 2P17B16 from right hand starter/generator terminals A and D. Cap and stow.

- E. Pull pins A and D from right hand GCU connector. Cut off pins, cap and stow wires 2P16A16 and 2P17A16.
- F. Prepare one end of a length of BELDEN #83322 or ALPHA #2826/2 Teflon jacketed, shielded twisted-pair 16AWG wire with two AMP M39029/5-002 #16 female pins and one AMP 320564 lug. Insert pins in GCU connector locations A and D. Remove the primer from an area adjacent to the GCU (frame 340.00) with sandpaper and drill a .190/.194 inch dia. hole. Clean the area and apply Iridite 14-2 in accordance with instructions supplied with the kit. Secure the ground lug to the frame using one each P/N AN3-5P bolt, MS21042-3 nut, MS35338-43 washer and two each AN960PD10 washers. Identify ground point as "GND282" (Left side "GND 281"). Spray ground point including hardware with Vikem (green) lacquer.
- G. Run the wire through the fitting installed in step 2.C. and reroute along side the main starter/generator leads. Secure with additional nylon cable ties as necessary.
- H. To maintain the integrity of the pylon firewall, seal the wire to the fitting installed in step 2.C as follows. Apply Dow Corning 1200 primer to wire and bore and ends of fitting. Allow to dry for 1/2 hour. Mix a small quantity of Proseal 700 in accordance with the manufacturer's instructions and work as much material as possible into the fitting bore (preferably by injection). Let dry 48 hours.
- I. Trim wire to length, strip and connect the center conductors to starter/generator terminals A and D using two AMP 320552 #10 lugs. Ground the shield at the terminal block upper attach bolt using one AMP 320564 lug.

CAUTION

Ensure that the connections to GCU pins A and D correspond to starter/generator terminal connections A and D. Reversed connections will damage the GCU when power is applied.

SERVICE BULLETIN NO. 1124-24-043

- J. Repeat steps 2.B through 2.I on the left hand side of the aircraft (corresponding wire numbers are 1P16B16 and 1P17B16 at the starter/generator and 1P16A16 and 1P17A16 at the GCU).
- K. Reinstall access panels and upper cowls, close cowl doors and return aircraft to service.

3. MATERIAL INFORMATION

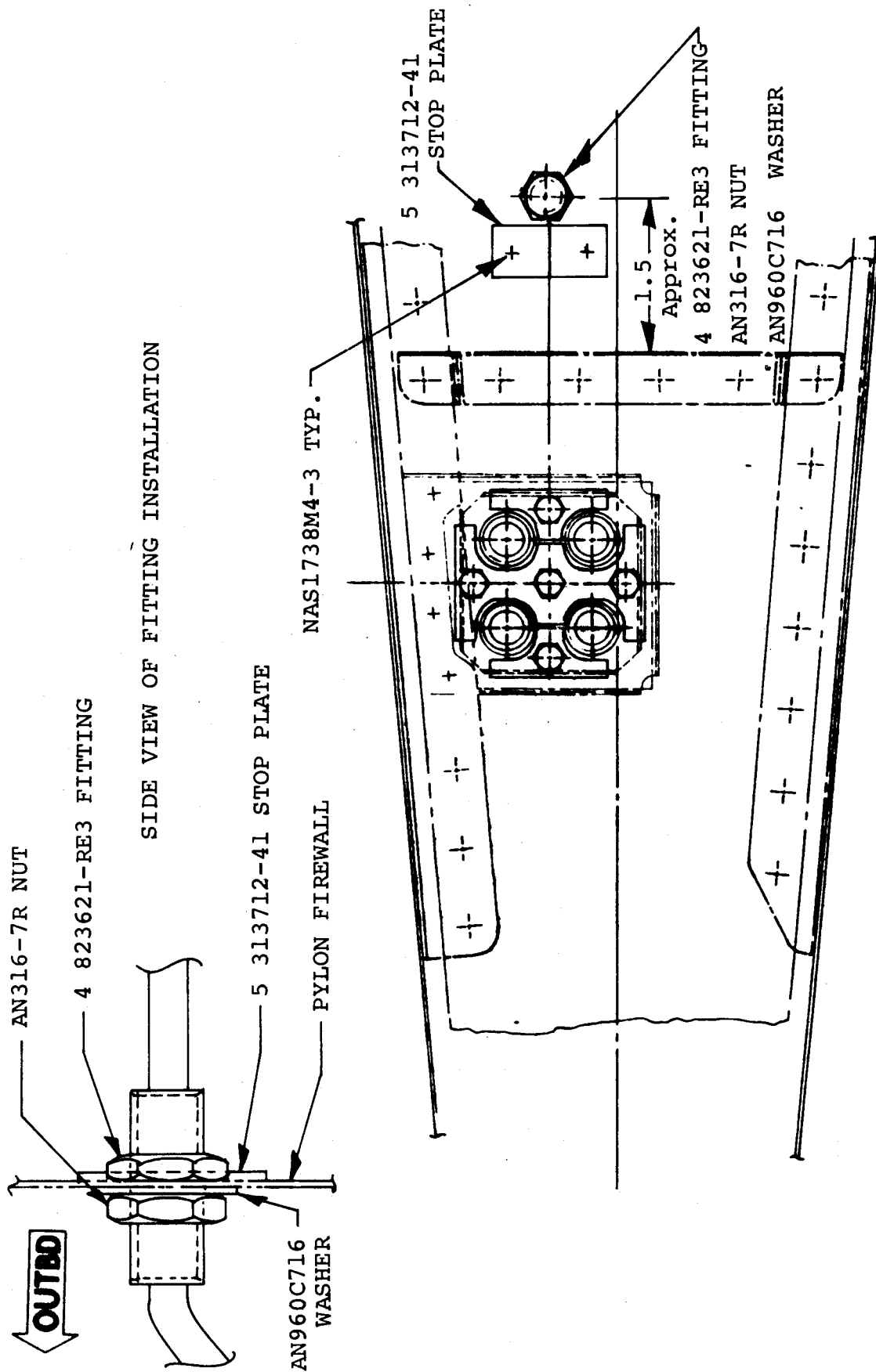
<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
2	4 823621-RE3	Fitting
2	* AN960C716	Washer
2	* AN316-7R	Nut
2	5 313712-41	Stop Plate
4	* NAS1738M4-3	Cherry rivets
A/R	* Belden #83322 or	Wire, 16 AWG,
	* Alpha #2826/2	twisted pair,
		shielded
4	* AMP M39029/5-002	Connector pin,
		#16 female
4	* AMP 320564	Terminal lug
4	* AMP 320552	Terminal lug
A/R	* Pro-seal 700	Sealant (Mfg.
		Coast Pro-seal
A/R	* Vikem, green	Spray lacquer
A/R	* Dow 1200	Primer (Mfg.
		Dow Corning
4	* AN960PD10	Washer
2	* MS35338-43	Washer
2	* AN3-5P	Bolt
2	* MS21042-3	Nut
1	* Iridite 14-2 Brush-On Kit	Conductive coating (Mfg. Allied- Kelite

\* May be obtained locally

4. RECORD COMPLIANCE

Make the following entry in the aircraft log book:  
Service Bulletin No. 1124-24-043, dated August 12, 1985,  
titled "Starter/Generator - Field Circuit Wiring  
Modification," has been accomplished this date \_\_\_\_\_.

END



SIDE VIEW OF FITTING INSTALLATION

FIGURE 1: VIEW LOOKING INBD., L/H PYLON

August 12, 1985

*Service Bulletin*

A/C S/N \_\_\_\_\_

*Certificate of Compliance*

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

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P.O. BOX 10086  
WILMINGTON, DE 19850  
ATTN: TECHNICAL PUBLICATIONS

This is to certify that Westwind Serial Number \_\_\_\_\_ has complied with Service Bulletin No. 1124-24-043

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance HOURS: \_\_\_\_\_ /CYCLES: \_\_\_\_\_

Compliance Date \_\_\_\_\_ By \_\_\_\_\_  
Signature

OWNER:

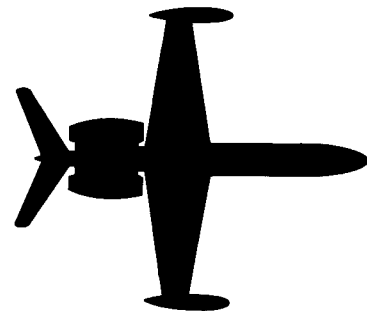
ACCOMPLISHING AGENCY:

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Please describe below any discrepancies found or difficulties encountered during compliance:

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# 1124-WESTWIND



## SERVICE BULLETIN

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OPTIONAL

SERVICE BULLETIN NO. 1124-34-052

January 31, 1986

SUBJECT: NAVIGATION - GLIDESLOPE RAW DATA SCALLOPING

1. PLANNING INFORMATION

A. EFFECTIVITY

Model 1124/1124A Westwinds, all serial numbers except 437 and 439.

B. REASON

To eliminate the raw data scalloping that exists when the Main Landing Gear (MLG) is extended due to signal reflection off the nose gear strut forward door.

C. COMPLIANCE

Compliance with this service bulletin is optional.

D. DESCRIPTION

Two couplers are added to enable NAV and glideslope receivers to use the same VOR antenna.

E. APPROVAL

This service bulletin has been reviewed by the Israel Aviation Administration (ICAA). The design content conveyed herein complies with the applicable Civil Aviation Regulations and is ICAA approved.

F. MATERIAL

Material required to perform this service bulletin may be obtained through Atlantic Aviation Supply Company, Wilmington, Delaware or procured locally.



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BEN GURION AIRPORT, ISRAEL

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Page 1 of 5

G. TOOLING

None required.

H. WEIGHT AND BALANCE

Not affected.

I. ELECTRICAL LOAD DATA

Not affected.

J. REFERENCES

1124/1124A Wiring Diagram Manual, Chapters 34-50-01 and 34-50-03.

K. PUBLICATIONS AFFECTED

1124/1124A Wiring Diagram Manual, Chapters 34-50-01 and 34-50-03.

2. ACCOMPLISHMENT INSTRUCTIONS

A. Utilizing the Wiring Diagram Manual (Chapters 34-50-01 and 34-50-03), perform antenna lead changes as described below:

- (1) Locate and gain access to antenna cable connectors D-13, D-14 (NAV 1 and 2) and D-52 (glideslope).
- (2) Disconnect cable #1RN28A from connector D-13P. Replace cable connector end (TNC) with a crimp-style BNC connector.
- (3) Disconnect cable #2RN284 from connector D-14P. Replace cable connector end (TNC) with a crimp-style BNC connector.
- (4) Disconnect cables #1RN29A and #2RN29A from existing G/S coupler DMH-24-1 or coaxial "T" (D-56P and D-53P respectively). Replace cable connector ends (TNC) with crimp-style BNC connectors. Remove and discard coupler, either "T" or DMH-24-1 as appropriate.
- (5) Find suitable location (near cables disconnected in steps (2), (3) and (4) above) to mount 2 each diplexers P/N DMH22-1. Label diplexers #1 and #2 for identification purposes. Diplexers may be stacked for ease of mounting by use of a 1 1/4 inch aluminum standoff, drilled for clearance of mounting screws. Clean and polish mounting areas to ensure a positive ground.



SERVICE BULLETIN NO. 1124-34-052

- (A) S/N 240 and subsequent: Locate new couplers near existing "T" connectors at Fuselage STA Y=250.00, Z=75. A bracket may be manufactured (using 2024-73 Alclad, .063 thick) to mount on existing angles, located between STA 250.0 and 241.05.
- (B) S/N 349, 375, 376, 377, 379 and subsequent will find the existing DMH-24-1 glideslope coupler mounted on an existing bracket at location described in 5(A) above.

NOTE

Do not mount new couplers directly to fuselage bulkheads or stringers.

- (6) Connect cable #1RN28A to "VOR OUT" of diplexer #1. Connect cable #1RN29A to "G/S OUT" of diplexer #1.
- (7) Connect cable #2RN28A to "VOR OUT" of diplexer #2. Connect cable #2RN29A to "G/S OUT" of diplexer #2.
- (8) Fabricate 2 each cables (RG-58) with one TNC male connector on one end and one BNC male connector on opposite end (each cable). Cable lengths to be sufficient to reach from diplexers to respective disconnects noted in steps (2) and (3) above. Label cables #1RN28C and #2RN28C.
- (9) Connect cable #1RN28C from D-13J to "ANT IN" of diplexer #1. Connect cable #2RN28C from D-14J to "ANT IN" of diplexer #2.
- (10) Perform operational check of NAV1 and NAV2 systems to ensure proper reception of VOR and glideslope signals.
- (11) Reassemble and return aircraft to service.

3. MATERIAL INFORMATION

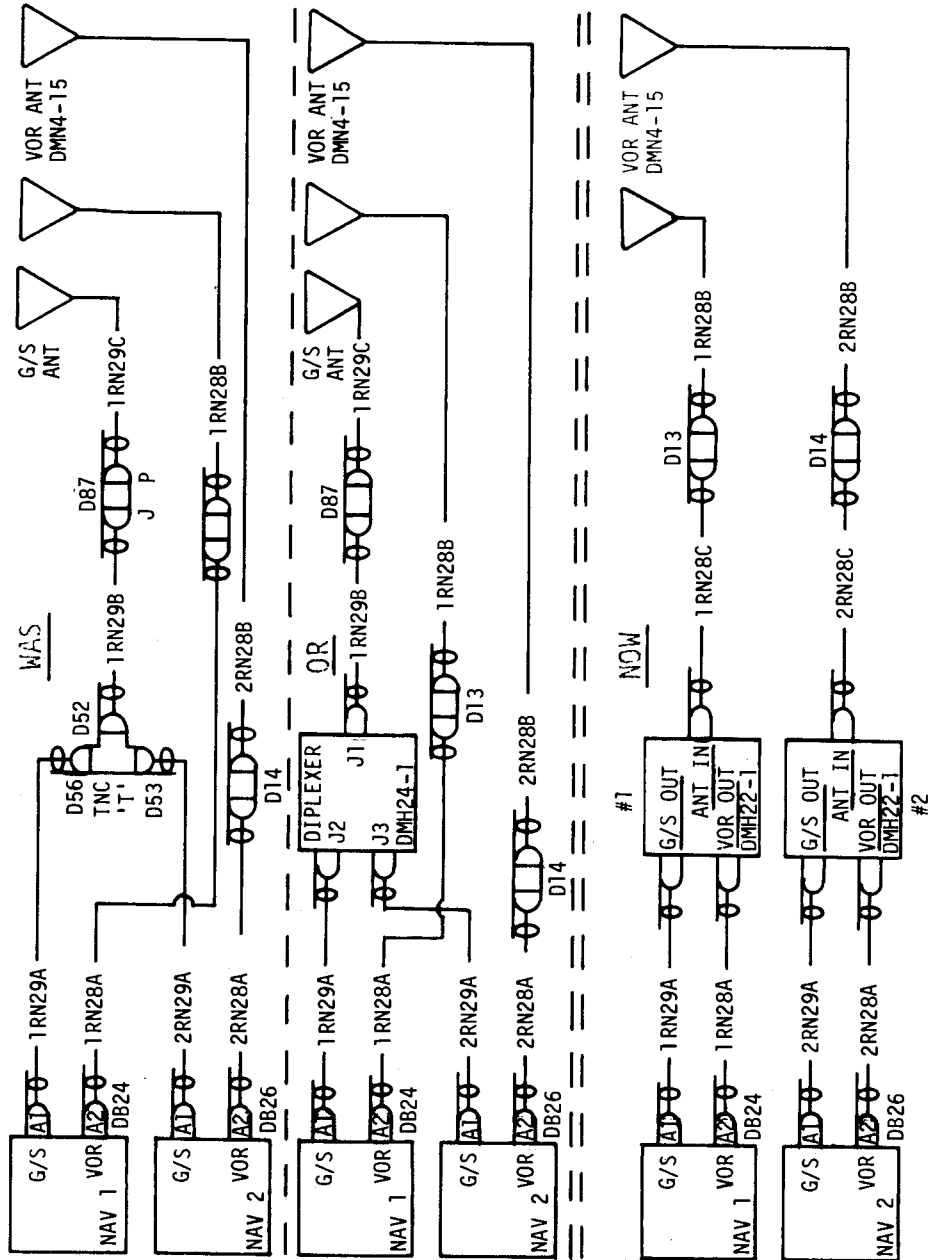
<u>QTY</u>	<u>NEW P/N</u>	<u>DESCRIPTION</u>
2	DMH22-1 (or equivalent)	Coupler (Dorne-Margolin)
2	225345-2 (or equivalent)	TNC-type male connector (Mfg AMP)
6	31-351 (or equivalent)	BNC-type male connector (Mfg Amplenol)
A/R	RG-58A	50 Ohm shielded coax

4. RECORD COMPLIANCE

A. Make the following entry in the aircraft log book:

Service Bulletin No. 1124-34-052 dated January 31, 1986  
titled "Navigation - Glideslope Raw Data Scalloping "  
complied with this date \_\_\_\_\_.

B. Revise Wiring Diagram Manual, Chapters 34-50-01 and  
34-50-03 to reflect wiring changes.



# Service Bulletin

A/C S/N \_\_\_\_\_

## Certificate of Compliance

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P.O. BOX 10086  
WILMINGTON, DE 19850  
ATTN: TECHNICAL PUBLICATIONS

This is to certify that Westwind Serial Number \_\_\_\_\_ has complied  
with ~~Service Bulletin~~ Service Bulletin No. 1124-34-052

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance HOURS: \_\_\_\_\_ /CYCLES: \_\_\_\_\_

Compliance Date \_\_\_\_\_ By \_\_\_\_\_  
Signature

OWNER:

ACCOMPLISHING AGENCY:

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Please describe below any discrepancies found or difficulties encountered during compliance:

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# SERVICE PUBLICATIONS revision notice

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OPTIONAL

SERVICE BULLETIN NO. 1124-24-054  
Revision No. 1

January 10, 1986

SUBJECT: ELECTRICAL POWER - FUEL QUANTITY AND ITT GAUGES  
TO PRIORITY BUS

REASON FOR  
REVISION: To change aircraft effectivity under paragraph  
1. Planning Information.

1. PLANNING INFORMATION

A. EFFECTIVITY

MODEL 1124/1124A WESTWINDS, all serial  
numbers prior to 428 except 413, 416,  
418, 421, 423 and 426.

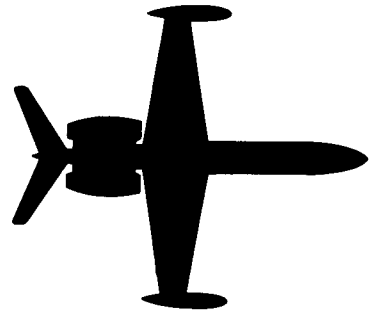
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INTERNATIONAL INC.  
ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL INC.

SUBSIDIARY OF ISRAEL AIRCRAFT INDUSTRIES. LTD  
BEN GURION AIRPORT. ISRAEL

# 1124-WESTWIND



## SERVICE BULLETIN

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OPTIONAL

SERVICE BULLETIN NO. 1124-24-054

December 2, 1985

SUBJECT: ELECTRICAL POWER - FUEL QUANTITY AND ITT GAUGES TO  
PRIORITY BUS

### 1. PLANNING INFORMATION

#### A. EFFECTIVITY

MODEL 1124/1124A WESTWIND, all serial numbers prior to 428 except 416, 417, 418, 421, 423 and 426.

#### B. REASON

To allow operator to monitor ITT during opposite engine start and to alleviate fuel status system errors caused by loss of #1 distribution bus during right engine start.

#### C. COMPLIANCE

Compliance with this service bulletin is optional.

#### D. DESCRIPTION

Bus ties are removed from three circuit breakers and new bus ties are fabricated and installed on those breakers, moving them to the priority bus.

#### E. APPROVAL

This service bulletin has been reviewed by the Israel Civil Aviation Administration (ICAA). The design content conveyed herein complies with the applicable Civil Aviation regulations and is ICAA approved.

SB 1124-24-054  
Page 1 of 5



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BEN GURION AIRPORT, ISRAEL

F. MATERIAL

Material required may be obtained through Atlantic Aviation Supply Company or may be purchased locally.

G. TOOLING

None required.

H. WEIGHT AND BALANCE

Not affected.

I. ELECTRICAL LOAD DATA

- (1) No change to electrical load.
- (2) Revision of aircraft load analysis to reflect bus tie changes and recomputation of respective bus loads will be required.

J. REFERENCES

1124/1124A Wiring Diagram Manual, Chapters:

24-50-01

28-40-01

77-00-01

Service Bulletin No. 1124-24-008.

K. PUBLICATIONS AFFECTED

- (1) 1124/1124A Wiring Diagram Manual, Chapters:  
24-50-01  
28-40-01  
77-00-01
- (2) 1124/1124A AIRCRAFT FLIGHT MANUAL
  - (a) Reference AFC 2041.

2. ACCOMPLISHMENT INSTRUCTIONS

Reference WDM, Chapters 24-50-01, 28-40-01 and 77-00-01 in the accomplishment of this modification.

NOTE

Westwind Service Bulletin No. 1124-24-008 titled "Installation of Larger Capacity Priority Bus Diodes and Elimination of Ground Pressure Bumps" must be accomplished prior to, or in conjunction with, this modification.

- (1) Remove all power from A/C.
- (2) Disconnect batteries.
- (3) Lower forward overhead C/B panel.
- (4) Identify LH and RH ITT and Fuel Quantity Indicator circuit breakers. Remove and isolate the distribution bus ties from these circuit breakers.
  - (a) Fuel Quantity Indicator and LH ITT are on #1 Dist. Bus.
  - (b) RH ITT is on #2 Dist. Bus.

NOTE

- (1) Single bus ties must be properly insulated and stowed.
- (2) Two or more bus ties on one breaker must be spliced together, the splice and bus ties properly insulated and stowed clear of breaker terminals and adjacent bus ties.
- (5) Fabricate bus tie leads from #18 AWG wire, connect Fuel Quantity Indicator and ITT (LH and RH) breakers to the priority bus.
  - (a) The priority bus may be identified by the junction of the priority bus diode cathodes (banded end) and/or the bus input of the Fuel Status circuit breaker.



- (6) Ensure that the new bus tie leads are secured into bundles and adequate clearance from other circuit breakers is met. Check for proper clearance of cable bundles when closing the circuit breaker panel.
- (7) Secure the forward overhead circuit breaker panel in place.
- (8) Perform operational check as follows:
  - (a) Reconnect batteries.
  - (b) Apply power to aircraft.
  - (c) Pull circuit breakers for #1 and #2 Distribution bus.
    - (1) Note that normal readings are present on Fuel Quantity Indicators and OAT on ITT gauges.
- (9) Recompute Electrical Load Data as follows:
  - (a) Removed from #1 Distribution Bus: .98A (.8A for 2 each F.Q. Ind. and .18A for 1 each ITT Ind.).
  - (b) Removed from #2 Distribution Bus: .18A (for left ITT Ind.).
  - (c) Added to Priority Bus: 1.16A.
  - (d) Added to each distribution bus as 1/2 priority bus: .580A.
- (10) Return aircraft to service.

3. MATERIAL INFORMATION

<u>QTY</u>	<u>NEW PART NUMBER</u>	<u>DESCRIPTION</u>
A/R	MIL-W-16878D	#18 AWG wire
A/R	320554	Terminal ring tongue (Mfg. AMP)

4. RECORD COMPLIANCE

- A. Make the following entry in the aircraft log book:

Service Bulletin No. 1124-24-054 dated December 2, 1985 titled "Electrical Power - Fuel Quantity and ITT Gauges to Priority Bus" has been accomplished this date  
\_\_\_\_\_.

- B. Revise Wiring Diagram Manual, Chapters 24-50-01, 28-40-01 and 77-00-01, and correct the Electrical Load Analysis to reflect changes incorporated by this service bulletin.

*Service Bulletin*

A/C S/N \_\_\_\_\_

*Certificate of Compliance*

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL, INC.  
P.O. BOX 10086  
WILMINGTON, DE 19850  
ATTN: TECHNICAL PUBLICATIONS

This is to certify that Westwind Serial Number \_\_\_\_\_ has complied with Service Bulletin No. 1124-24-054

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance HOURS: \_\_\_\_\_ /CYCLES: \_\_\_\_\_

Compliance Date \_\_\_\_\_ By \_\_\_\_\_  
Signature

OWNER:

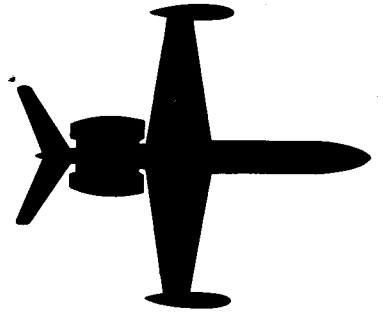
ACCOMPLISHING AGENCY:

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Please describe below any discrepancies found or difficulties encountered during compliance:

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# 24-WESTWIND



## SERVICE BULLETIN

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### RECOMMENDED

SERVICE BULLETIN NO. 1124-24-065

January 10, 1986

SUBJECT: DC ELECTRICAL SYSTEM - REMOTE CIRCUIT BREAKER RANDOM TRIPPING

#### 1. PLANNING INFORMATION

##### A. EFFECTIVITY

Model 1124/1124A Westwind, all serial numbers prior to 437 except 418, 423, 426, 429, 431, 432 and 435.

##### B. REASON

To prevent random nuisance tripping of 1/2-amp control circuit breakers due to thermal and other environmental factors causing a change in circuit breaker ratings.

The same factor affect the associated Remote Controlled Breakers; therefore the controlled system may well be fault-free and the control breaker still trips for no apparent reason. When this occurs, a reset of the control breaker restores the system with no further indication of failures.

The system Remote Controlled Breakers affected by this service bulletin are:

Avionics (COM and ACC) Bus 1 and 2  
Boost Pump Main (right and left)  
Boost Pump ALT (right and left)  
Generator Control (right and left)  
Inverter 1 and 2

##### C. COMPLIANCE

Compliance with this service bulletin is recommended.



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Page 1 of 3

D. DESCRIPTION

This service bulletin approves replacement of the P/N 7274-47-1/2 ampere rated circuit breakers with 1 ampere ratings for those RCB controlled systems described in paragraph B. above.

E. APPROVAL

This service bulletin has been reviewed by the Israel Aviation Administration (ICAA). The modifications herein comply with the applicable Civil Aviation Regulations and are ICAA approved.

F. MATERIAL

Material required may be procured locally.

G. SPECIAL TOOLS

Not applicable.

H. WEIGHT AND BALANCE

Not applicable.

I. ELECTRICAL LOAD DATA

Not applicable.

J. REFERENCES

1124/1124A Wiring Diagram Manual, Chapters as applicable to referenced systems.

K. PUBLICATIONS AFFECTED

1124/1124A Wiring Diagram Manual  
1124/1124A Illustrated Parts Catalog

Chapters as applicable to referenced systems.

2. ACCOMPLISHMENT INSTRUCTIONS

A. Remove all aircraft power.

B. Lower the fwd overhead circuit breaker panel.

C. Replace existing P/N 7274-47-1/2 ampere circuit breakers, as desired, with P/N 7274-47-1 ampere circuit breakers.

SERVICE BULLETIN NO. 1124-24-065

- D. Carefully inspect work area for loose hardware and any potential short circuits.
- E. Function test all systems affected during performance of this modification.
- F. Raise and secure overhead circuit breaker panel.
- G. Return aircraft to service.

3. MATERIAL INFORMATION

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
A/R	7274-47-1	Circuit Breaker (Mfg Klixon)

NOTE: To replace all referenced circuit breakers will require 10 each of new breakers.

4. RECORD COMPLIANCE

- A. Make the following entry in aircraft log book:

Service Bulletin No. 1124-24-065 dated January 10, 1986 titled "DC Electrical System - Remote Circuit Breaker Random Tripping" has been accomplished this date \_\_\_\_\_.

- B. Revise as necessary the Wiring Diagram Manual and/or Illustrated Parts Catalog chapters affected by compliance with this service bulletin to reflect the changes performed.

*Service Bulletin*

A/C S/N \_\_\_\_\_

*Certificate of Compliance*

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL, INC.  
P.O. BOX 10086  
WILMINGTON, DE 19850  
ATTN: TECHNICAL PUBLICATIONS

This is to certify that Westwind Serial Number \_\_\_\_\_ has complied with Service Bulletin No. 1124-24-065

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance HOURS: \_\_\_\_\_ /CYCLES: \_\_\_\_\_

Compliance Date \_\_\_\_\_ By \_\_\_\_\_  
Signature

OWNER:

ACCOMPLISHING AGENCY:

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Please describe below any discrepancies found or difficulties encountered during compliance:

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# SERVICE PUBLICATIONS revision notice

RECOMMENDED

SERVICE BULLETIN NO. 1124-24-075  
Revision No. 1

May 23, 1986

SUBJECT: ELECTRICAL POWER - COCKPIT VOICE AND FLIGHT DATA  
RECORDER BUS CHANGE

REASON FOR REVISION: To change the text in paragraph 2.A.(1)(b) and B.(6).

## 2. ACCOMPLISHMENT INSTRUCTIONS

A. Perform preliminary conformity check as follows:

(1) Aircraft power on, #2 Inverter NORM, #1 Inverter OFF, #1 and #2 Avionics Master switches OFF.

(b) At FDR plug DB-245(B), bottom plug, pin 1 read 115 Vac with respect to ground.

B. Modification Instructions

(6) Fabricate new bus tie(s) from #18 AWG wire and attach one end to CVR and/or FDR circuit breaker(s). Route opposite end to #2 Avionics Master switch. At #2 Avionics Master switch connect to terminal #8 with existing wire #2X5A18.

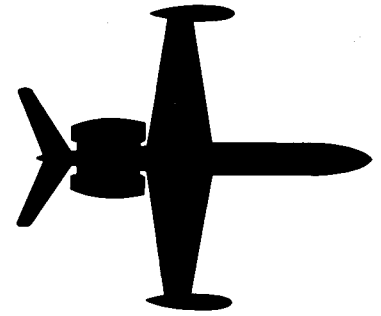
SB 1124-24-075  
Page 1 of 1



SUBSIDIARY OF ISRAEL AIRCRAFT INDUSTRIES LTD  
BEN GURION AIRPORT, ISRAEL



# 1124-WESTWIND



## SERVICE BULLETIN

RECOMMENDED

SERVICE BULLETIN NO. 1124-24-075

December 27, 1985

SUBJECT: ELECTRICAL POWER - COCKPIT VOICE AND FLIGHT DATA  
RECORDER BUS CHANGE

### 1. PLANNING INFORMATION

#### A. EFFECTIVITY

MODEL 1124/1124A WESTWINDS, all serial numbers prior to 443 with Voice Recorder and/or Flight Data Recorder installed.

#### B. REASON

To comply with requirements that the Voice Recorder and Flight Data Recorder cannot be deactivated inadvertently.

#### C. COMPLIANCE

Compliance with this service bulletin is recommended.

#### D. DESCRIPTION

Bus ties are removed from two circuit breakers, new bus ties fabricated and attached to primary power.

#### E. APPROVAL

This service bulletin has been reviewed by the Israel Civil Aviation Administration (ICAA). The design content conveyed herein complies with the applicable Civil Aviation Regulations and is ICAA approved.

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Page 1 of 4



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BEN GURION AIRPORT, ISRAEL

F. MATERIAL

The material required to comply with this service bulletin may be obtained through Atlantic Aviation Supply Co. or purchased locally.

G. TOOLING

None required.

H. WEIGHT AND BALANCE

Not affected.

I. ELECTRICAL LOAD DATA

- (1) No change to total electrical load.
- (2) Revise aircraft Electrical Load Analysis to reflect bus-tie changes and recomputation of respective bus loads will be required.

J. REFERENCES

1124/1124A Wiring Diagram Manual, Chapters 23-70-01, 24-50-01, 24-50-04, and 31-30-04.

K. PUBLICATIONS AFFECTED

1124/1124A Wiring Diagram Manual, Chapters 23-70-01, 24-50-01, 24-50-04 and 31-30-04.  
1124/1124A Airplane Flight Manual (AFC2042).

2. ACCOMPLISHMENT INSTRUCTIONS

A. Perform preliminary conformity check as follows:

- (1) Aircraft power on, #2 Inverter NORM, #1 Inverter OFF, #1 and #2 Avionics Master switches OFF.
  - (a) At CVR plug DB-247 pin 2 read 115 Vac with respect to ground.
  - (b) At FDR plug DB-245B pin 1 read 115 Vac with respect to ground.
  - (c) If conditions of (a) and (b) above are not met, proceed with Modifications Instructions below.

B. Modification Instructions

- (1) Remove all power from aircraft.
- (2) Disconnect batteries.
- (3) Lower overhead circuit breaker panel.
- (4) Locate and identify Cockpit Voice Recorder (CVR) and/or Flight Data Recorder (FDR) circuit breaker(s) as appropriate.
- (5) Remove bus tie(s). Properly cap, insulate and stow to prevent inadvertent shorts.
- (6) Fabricate new bus tie(s) from #18 AWG wire and attach one end to CVR and/or FDR circuit breaker(s). Route opposite end to #2 AC Bus before #2 Avionics Master switch. At #2 Avionics Master switch connect to terminal #8 with existing wire #2X5A18.
- (7) Ensure new bus tie(s) are routed and secured away from possible interference with other circuit breakers and bus bars. Check for adequate clearance when circuit breaker panel is closed.
- (8) Secure overhead circuit breaker panel in normal position.
- (9) Use appropriate manufacturers operators manual and check for normal operation of CVR and/or FDR with #1 and #2 Avionics Master switches in OFF position or follow check procedure in step 2.(A) above.
- (10) Recompute Electrical Load Analysis as follows:
  - (a) Cockpit Voice Recorder add 20.80 VA to #2 Main AC Bus. Remove same from #1 Main AC Bus.
  - (b) Flight Data Recorder add 45.00 VA to #2 Main AC Bus. Remove same from #1 Main AC Bus.
  - (c) Total, if both CVR and FDR installed is 65.80 VA changed to #2 Main AC Bus.
- (11) Return aircraft to service.

3. MATERIAL INFORMATION

<u>QTY</u>	<u>NEW PART NUMBER</u>	<u>DESCRIPTION</u>
A/R	MIL-W-16878D	#18 AWG wire
A/R	320554	Terminal Ring Tongue (Mfg. AMP)
A/R	320559	Butt Splice (Mfg. AMP)

4. RECORD COMPLIANCE

- A. Make the following entry in the aircraft log book:  
Service Bulletin No. 1124-24-075 dated December 27, 1985  
titled "Electrical Power - Cockpit Voice and Flight Data  
Recorder Bus Change" has been accomplished this date  
\_\_\_\_\_.
- B. Revise Wiring Diagram Manual, Chapters 23-70-01,  
24-50-01, 24-50-04 and 31-30-04 and enter corrections  
to the Electrical Load Analysis as required to reflect  
changes made by accomplishment of this service bulletin.

*Service Bulletin*

A/C S/N \_\_\_\_\_

*Certificate of Compliance*

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL, INC.  
P.O. BOX 10086  
WILMINGTON, DE 19850  
ATTN: TECHNICAL PUBLICATIONS

This is to certify that Westwind Serial Number \_\_\_\_\_ has complied with Service Bulletin No. 1124-24-075

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance HOURS: \_\_\_\_\_ /CYCLES: \_\_\_\_\_

Compliance Date \_\_\_\_\_ By \_\_\_\_\_  
Signature

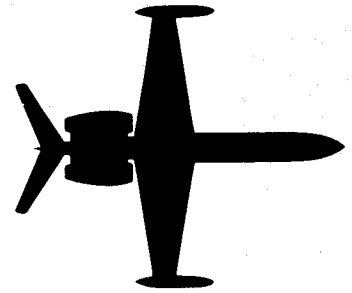
OWNER:

ACCOMPLISHING AGENCY:

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Please describe below any discrepancies found or difficulties encountered during compliance:

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## **SERVICE BULLETIN**

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### **RECOMMENDED**

**SERVICE BULLETIN NO. 1124-11-103**

**November 26, 1990**

**SUBJECT: PLACARDS AND MARKINGS - TOWING INSTRUCTION PLACARD  
REPLACEMENT (AFC 2074)**

**1. PLANNING INFORMATION**

**A. EFFECTIVITY**

MODEL 1124/1124A WESTWIND, all serial numbers.

**B. REASON**

To prevent damage caused by improper ground handling procedures.

**C. DESCRIPTION**

This service bulletin provides instructions to replace the existing towing instruction placard with a new placard.

**D. COMPLIANCE**

It is recommended that this service bulletin be accomplished at the operator's earliest convenience.

**E. APPROVAL**

This service bulletin has been reviewed by the Civil Aviation Administration of Israel (CAAI). The design content herein complies with the applicable Civil Aviation Regulations and is CAAI approved.

F. MAN-HOUR REQUIREMENTS

The following information is for planning purposes only:

- (1) Estimated man-hours: .5
- (2) Suggested number of personnel: 1

The above is an estimate only, based on experienced personnel complying with this service bulletin. It is possible, depending on individual experience levels, that additional or fewer man-hours are required to accomplish this bulletin.

G. MATERIAL

<u>QTY.</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
1	113001-201	PLACARD

**NOTE:** Because the P/N 113001-201 placard is larger than the existing instruction placard and may not fit without covering the P/N 113001-50 warning placard, the P/N 113001-201 placard ordered through Atlantic Supply Co. will contain both the -50 and -201 placards.

Material required may be obtained through Atlantic Aviation Supply Company, Wilmington, Delaware, or authorized ASTRA/WESTWIND Service Centers.

H. TOOLING

No special tooling required.

I. WEIGHT AND BALANCE

Not applicable.

J. ELECTRICAL LOAD DATA

Not applicable.

SERVICE BULLETIN NO. 1124-11-103

K. REFERENCE

None.

L. PUBLICATIONS AFFECTED

1124/1124A Westwind Illustrated Parts Catalog. Chapter 11.  
1124/1124A Westwind Maintenance Manual, Chapter 11.

2. ACCOMPLISHMENT INSTRUCTIONS

- A. Remove the existing towing instruction placard P/N 113001-51 located on the nose landing gear forward door. (Refer to Figure 1)
- B. Install new placard P/N 113001-201 in same area where old placard P/N 113001-51 was located.

**NOTE:** Because the P/N 113001-201 placard is larger than the existing instruction placard and may not fit without covering the P/N 113001-50 warning placard, it may be necessary to also remove the P/N 113001-50 warning placard. The P/N 113001-201 placard ordered through Atlantic Supply Co. will contain both the -50 and -201 placards.

3. RECORD COMPLIANCE

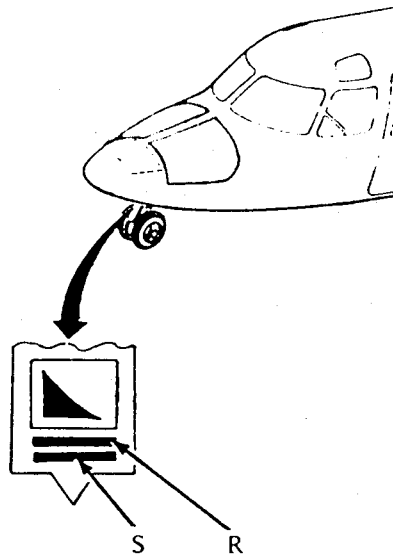
- A. Make the following entry in the aircraft log book:

Service Bulletin 1124-11-103 dated November 26, 1990, titled "Placards and Markings - Towing Instruction Placard Replacement (AFC 2074)," has been accomplished this date \_\_\_\_\_.

- B. Complete the attached Certificate of Compliance and return to Astra Jet Corporation in Wilmington, Delaware.



SERVICE BULLETIN NO. 1124-11-103



DETAIL R  
P/N 113001-50

**WARNING**  
SCISSOR ASSEMBLY MUST BE CONNECTED  
AT ALL TIMES WHEN OPERATING AIRCRAFT

DETAIL S  
P/N 113001-51

SCISSOR PIN MUST BE DISCONNECTED.  
WITH 6.80 INCHES OR MORE STRUT  
EXTENSION WHEN TOWING AIRCRAFT BY  
TOW BAR.

EXISTING INSTALLATION

DETAIL R  
P/N 113001-50

**WARNING**  
SCISSOR ASSEMBLY MUST BE CONNECTED  
AT ALL TIMES WHEN OPERATING AIRCRAFT

DETAIL S  
P/N 113001-201

**BEFORE TOWING**  
EITHER BY HAND OR TOWING VEHICLE  
1. SCISSOR MUST BE DISCONNECTED BY REMOVING  
PIP PIN AND SECURING UPPER SCISSOR IN THE UP  
POSITION.  
2. STRUT EXTENSION MUST BE 6.80 INCHES OR MORE  
**AFTER TOWING**  
PUT NOSE GEAR IN CENTER FORWARD POSITION AND  
RECONNECT SCISSOR FOR NORMAL FLIGHT POSITION

NEW INSTALLATION

**FIGURE 1**

*Service Bulletin*

A/C S/N \_\_\_\_\_

*Certificate of Compliance*

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL, INC.  
P.O. BOX 10086  
WILMINGTON, DE 19850  
ATTN: TECHNICAL PUBLICATIONS

This is to certify that Westwind Serial Number \_\_\_\_\_ has complied with Service Bulletin No.

1124-11-103

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance HOURS: \_\_\_\_\_ /CYCLES: \_\_\_\_\_

Compliance Date \_\_\_\_\_ By \_\_\_\_\_ Signature

OWNER:	ACCOMPLISHING AGENCY:
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Please describe below any discrepancies found or difficulties encountered during compliance:

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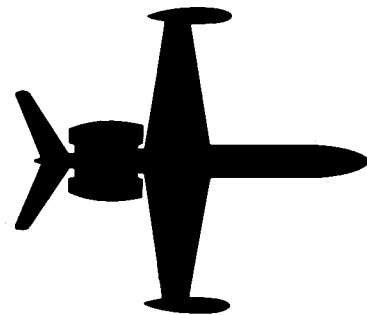
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## **SERVICE BULLETIN**

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### **OPTIONAL**

**SERVICE BULLETIN NO. 1124-24-120**

**June 22, 1994**

**SUBJECT: ELECTRICAL POWER - IMPROVED GROUND RETURNS**

#### **1. PLANNING INFORMATION**

##### **A. EFFECTIVITY**

MODEL 1124/1124A WESTWIND, all serial numbers.

##### **B. REASON**

To improve engine start cycle and DC generator system operation by providing improved high current ground returns.

##### **C. DESCRIPTION**

This service bulletin provides instructions for enlarging ground contact areas and installing new hardware to improve ground returns.

##### **D. COMPLIANCE**

Compliance with this service bulletin is optional.

##### **E. APPROVAL**

This service bulletin has been reviewed by the Civil Aviation Administration of Israel (CAAI). The design content herein complies with the applicable Civil Aviation Regulations and is CAAI approved.

F. MAN-HOUR REQUIREMENTS

The following information is for planning purposes only:

- (1) Estimated man-hours: 8
- (2) Suggested number of personnel: 1

The above is an estimate only, based on experienced personnel complying with this service bulletin. It is possible, depending on individual experience levels, that additional or fewer man-hours are required to accomplish this bulletin.

G. MATERIAL

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
7	AN6-6A	BOLT
7	MS35338-46	LOCK WASHER
14	MS14151-5	WASHER (CADMIUM PLATED, SPECIAL)
7	AN960-616L	WASHER
7	MS21042-L6	NUT

Material required may be obtained through Astra Jet Corporation, New Castle, Delaware, or authorized ASTRA/WESTWIND Service Centers.

H. TOOLING

No special tooling required.

I. WEIGHT AND BALANCE

Not applicable.

J. ELECTRICAL LOAD DATA

Not applicable.

K. REFERENCES

1124/1124A Westwind Maintenance Manual Chapter 24-30-01.  
1124/1124A Westwind Airplane Flight Manual

L. PUBLICATIONS AFFECTED

None

2. ACCOMPLISHMENT INSTRUCTIONS

- A. Remove all aircraft power. . Remove both aircraft batteries.
- B. Remove baggage partitions (Fwd, Aft, Up) as necessary to gain access to the following ground points:
  - (1) 38 GND - #2 battery ground return (Sta. 340 RHS)
  - (2) 39 GND - #1 battery ground return (Sta. 340 LHS)
  - (3) 87 GND, 88 GND, 89 GND and 90 GND - #1 and #2 generator ground returns (Sta. 383 overhead, left and right of aircraft centerline) on aft wall of forward baggage compartment. Refer to Figure 2.
  - (4) 28 GND, external power (Sta. 403.45 lower  $X_L=4.0$  approx.)
- C. Remove and discard all hardware attaching terminal lugs to airframe.
- D. Remove any nutplates found at above locations.
  - (1) Countersink nutplate mounting rivet holes both sides of structure.
  - (2) Fill rivet holes with appropriate sized soft rivet.
  - (3) Insure both ends of fill rivets are flush with structure.
- E. For 28 GND only; enlarge hole in structure (Frame 403.45) and in terminal lug 28 GND to 0.385-.400 inches if required. Refer to Figure 3
- F. Remove all paint and primer from both sides of all terminal lugs and mating area structure.
  - (1) Enlarge contact areas of all ground attach points on both sides of structures to 1.1 inch diameter.
  - (2) Buff out any areas noted to be pitted or discolored due to arcing. Do not scratch newly prepared surfaces.
  - (3) Replace any terminal lugs with visible signs of arcing or discoloration.
- G. Lightly apply Iridite 14-2 or equivalent to all newly prepared surfaces to retain electrical conductivity and prevent corrosion. Follow manufacturers instructions to prevent over treatment.
- H. Assemble grounds using new hardware. Head of bolt on aft side of extrusion. Refer to Figure 1.

SERVICE BULLETIN NO. 1124-24-120

- I. Apply a coating of epoxy chromate primer to new ground assemblies.
- J. Restore aircraft power and perform engine run up to verify proper starting and generator operation. Reference Airplane Flight Manual.
- K. Install removed baggage partitions to aircraft.

3. RECORD COMPLIANCE

- A. Make the following entry in the aircraft log book:

Service Bulletin No. 1124-24-120 dated June 22, 1994, titled "Electrical Power - Improved Ground Returns", has been accomplished this date \_\_\_\_\_.

- B. Complete the attached Certificate of Compliance and return to Astra Jet Corporation in New Castle, Delaware.

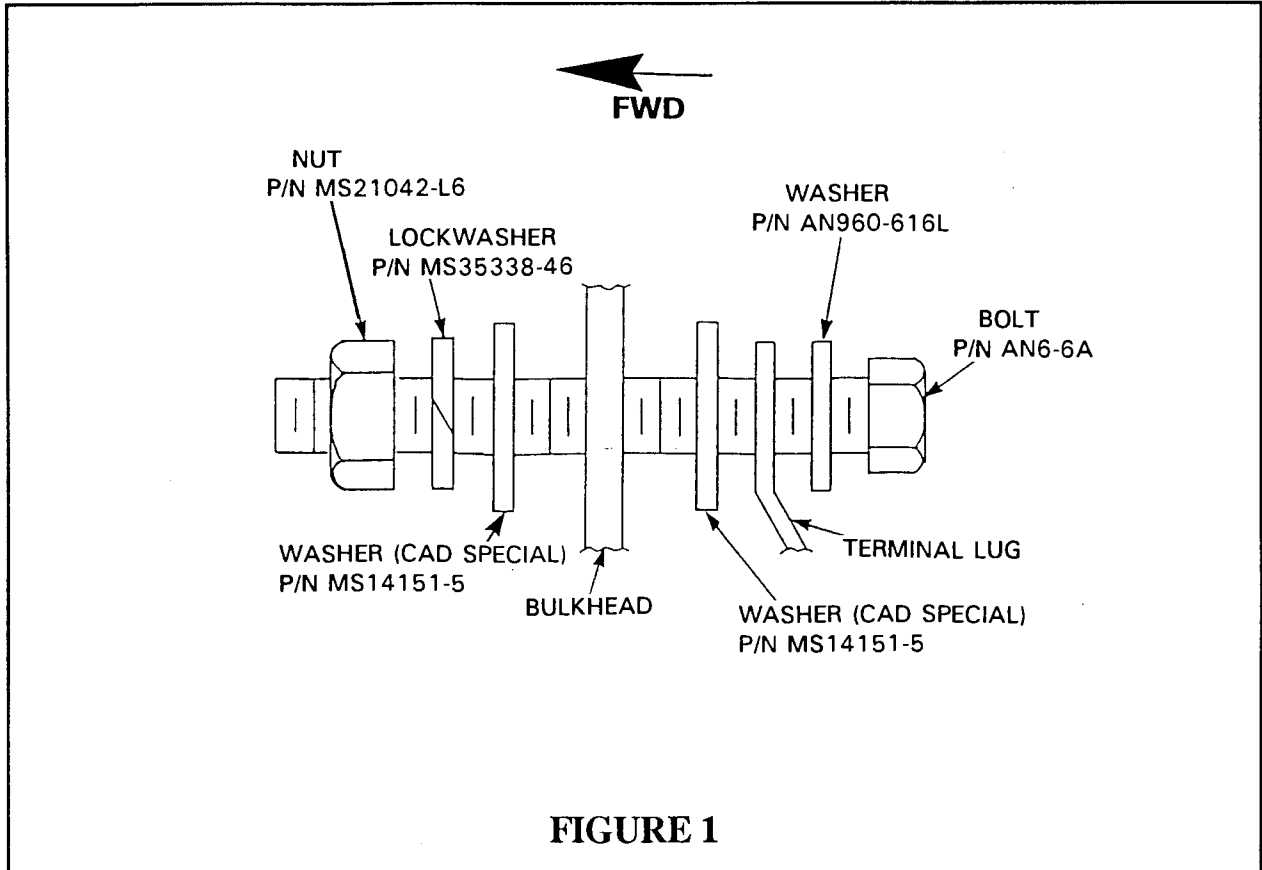


FIGURE 1

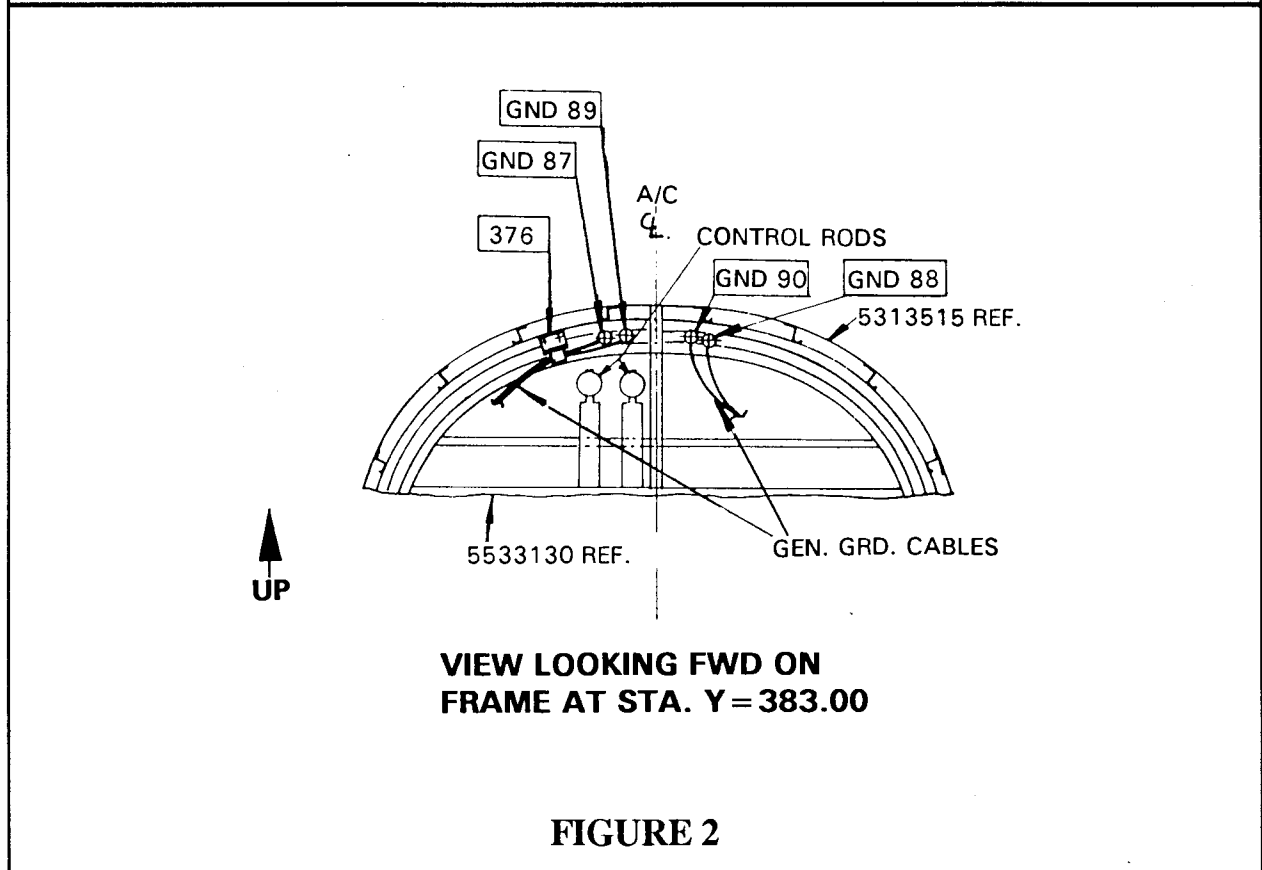
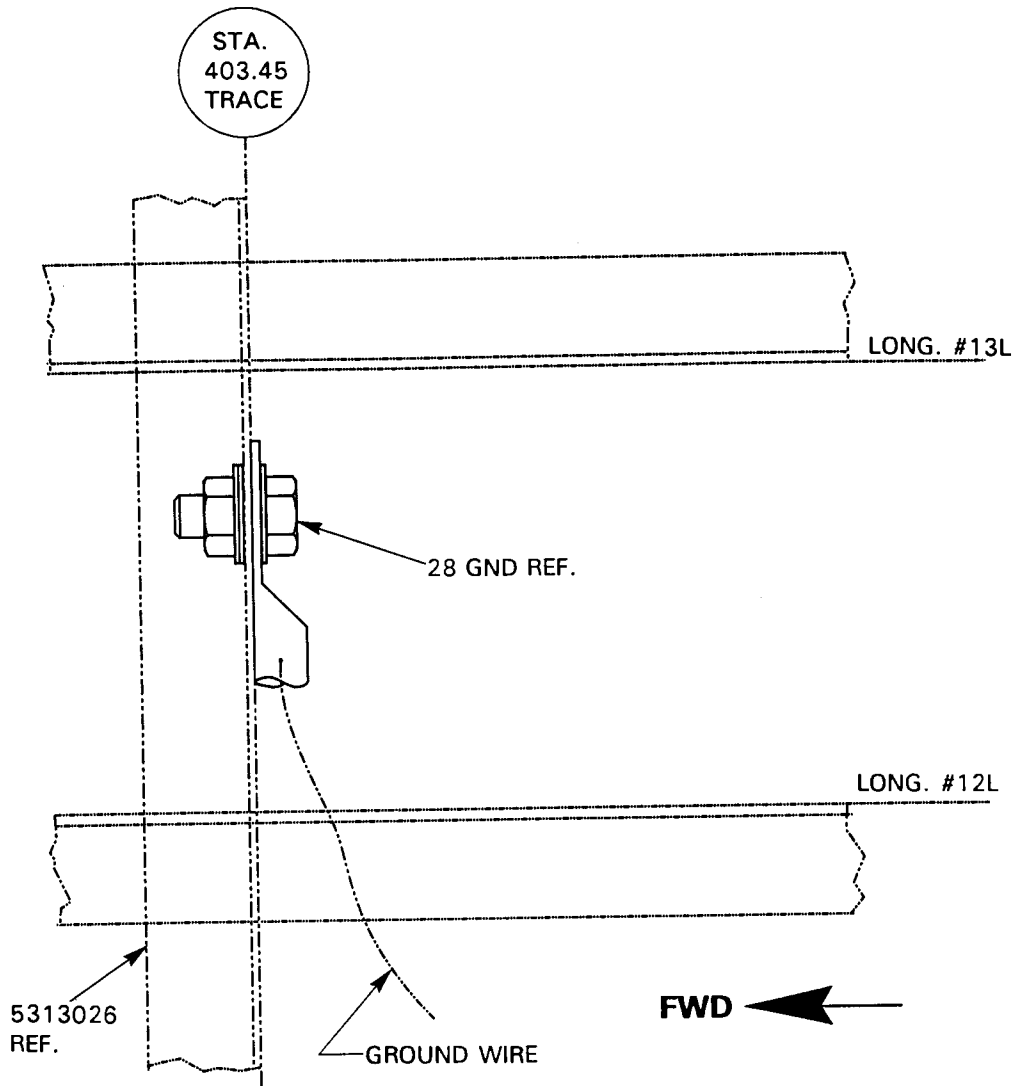


FIGURE 2



**VIEW LOOKING OUTBOARD**

**FIGURE 3**



TEAR AT PERFORATION, REMOVE TAPE AT BOTTOM, FOLD, SEAL AND MAIL

*Service Bulletin*

*Certificate of Compliance*

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

Technical Publications  
Astra Jet Corporation  
77 McCullough Drive, Suite 11  
New Castle, DE 19720

This is to certify that WESTWIND Serial Number \_\_\_\_\_ has complied with  
Service Bulletin No.

**1124-24-120**

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance: Hours \_\_\_\_\_ Cycles \_\_\_\_\_

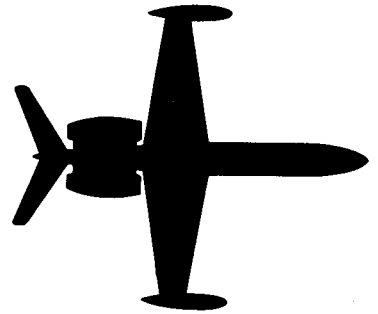
Compliance Date: \_\_\_\_\_ By: \_\_\_\_\_  
Signature

Owner: \_\_\_\_\_ Accomplishing Agency: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please describe below any discrepancies found or difficulties encountered  
during compliance:

\_\_\_\_\_  
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\_\_\_\_\_  
\_\_\_\_\_

# 1124-WESTWIND



## SERVICE BULLETIN

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RECOMMENDED

SERVICE BULLETIN NO. 1124-25-006

January 4, 1985

SUBJECT: COCKPIT PANELS-INSTALLATION/REWORK

### 1. PLANNING INFORMATION

#### A. EFFECTIVITY

MODEL 1124/1124A aircraft up to and including serial number 414.

#### B. REASON

To inspect for and prevent penetration of adjacent wire bundle insulation by the cockpit side-panel fasteners.

#### C. COMPLIANCE

It is recommended that this inspection be accomplished at the next 150 hour inspection.

#### D. DESCRIPTION

Retention screws for the small Kydex trim panels located on the lower forward right and left side of the cockpit can possibly chafe or penetrate the wire bundle installed behind them. This Service Bulletin describes the steps necessary to inspect for wire bundle damage and to change the panel retention hardware to eliminate any possibility of chafing.



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BEN GURION AIRPORT, ISRAEL

SB 1124-25-006  
Page 1 of 4

E. APPROVAL

The modification procedure described in this Service Bulletin has been shown to comply with the applicable ICAA/FAA regulations and is IAI Engineering approved.

F. MATERIAL

Material required may be obtained through Atlantic Aviation Supply Company in Wilmington, Delaware or their authorized representatives.

G. TOOLING

Special tools are not required for this modification.

H. WEIGHT & BALANCE

Not applicable.

I. ELECTRICAL LOAD DATA

Not applicable.

J. REFERENCES

None

K. PUBLICATIONS AFFECTED

The 1124/1124A IPC, Chapter 25-10-00 will be revised to reflect this information.

2. ACCOMPLISHMENT INSTRUCTIONS

- A. Turn off battery and electrical master switches and assure that external power is not applied to the aircraft.
- B. Remove the lower forward left and right hand panels. See Figure 1.
- C. Inspect the cable bundles in the area immediately behind the lower forward mounting screw on both LH and RH covers for wire damage. Should damage or chafing be noted, repair wires as necessary.

SERVICE BULLETIN NO. 1124-25-006

- D. To prevent further damage, wrap the affected area with PVC-80 or equivalent chafe-guard and secure with tie-wraps.
- E. Remove the existing tinnerman type nut-plates from the lower forward positions on each cover and replace them with new nut-plates NAS1474A08. The new nut-plates may be located and riveted in place with MS20426AD3-4 rivets.
- F. Reinstall the left and right covers using washer NAS391-8P and screw MS24693-S48.

3. MATERIAL INFORMATION

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
A/R	NAS1474A08	Nut, self-locking, plate two-lug, cap, floating
A/R	NAS391-8P	Washer
A/R	MS24693-S48	Screw
A/R	MS20426AD3-4	Rivet

4. RECORD COMPLIANCE

Make the following entry in the aircraft log book:

Service Bulletin No. 1124-25-006 dated January 4, 1985, titled "Inspection, Cockpit Wire Bundles - Rework Cockpit Trim Panels Left and Right Side," was accomplished this date \_\_\_\_\_.

END

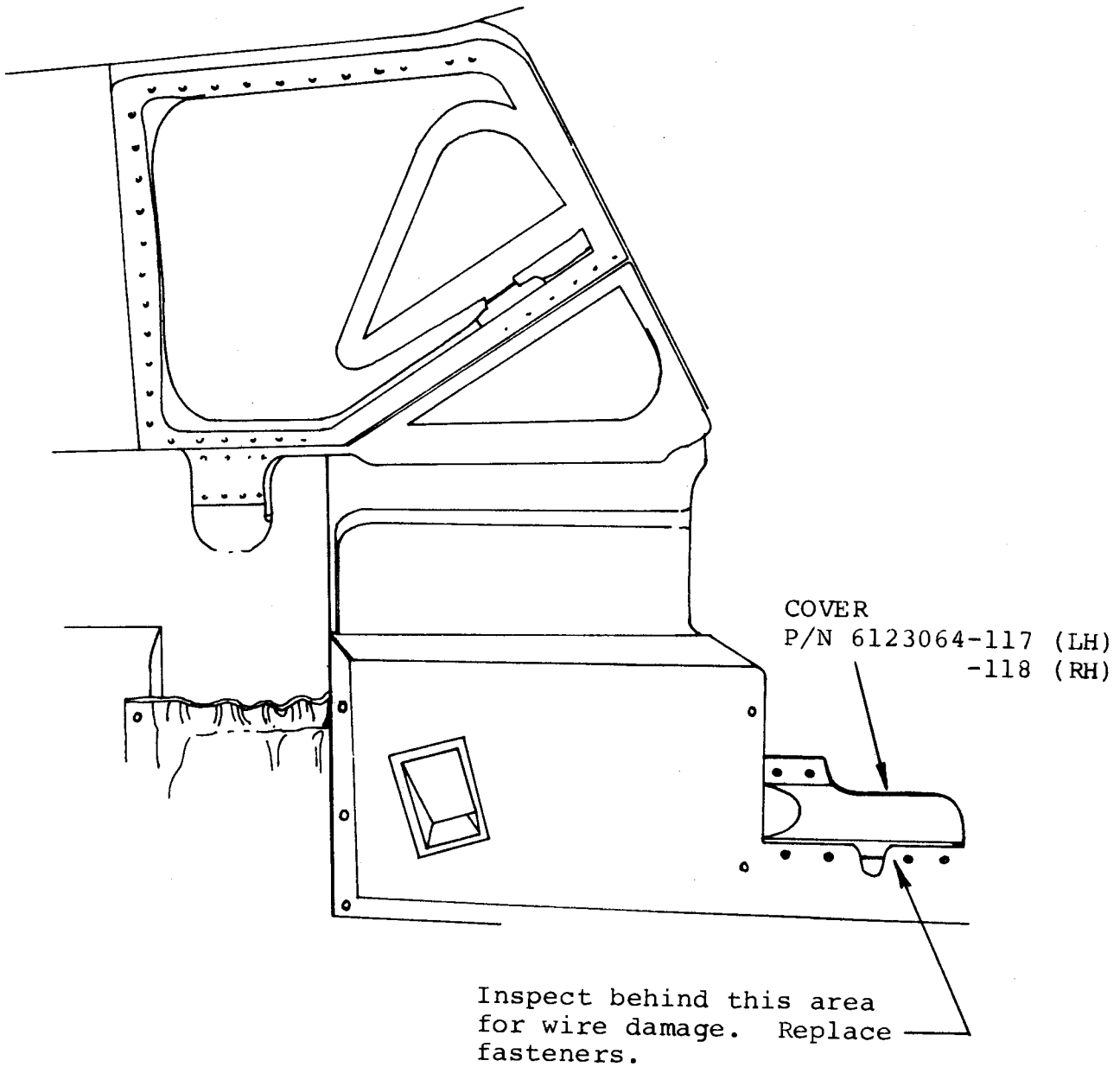


FIGURE 1

*Service Bulletin*

A/C S/N \_\_\_\_\_

*Certificate of Compliance*

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL, INC.  
P.O. BOX 10086  
WILMINGTON, DE 19850  
ATTN: TECHNICAL PUBLICATIONS

This is to certify that Westwind Serial Number \_\_\_\_\_ has complied with Service Bulletin No. 1124-25-006

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance HOURS: \_\_\_\_\_ /CYCLES: \_\_\_\_\_

Compliance Date \_\_\_\_\_ By \_\_\_\_\_  
Signature

OWNER:

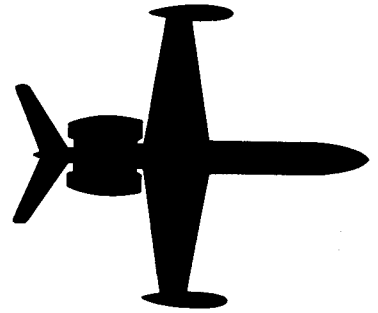
ACCOMPLISHING AGENCY:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please describe below any discrepancies found or difficulties encountered during compliance:

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# 24-WESTWIND



## SERVICE BULLETIN

OPTIONAL

SERVICE BULLETIN NO. 1124-25-063A

April 10, 1987

(This Service Bulletin No. 1124-25-063A dated April 10, 1987 supersedes Service Bulletin No. 1124-25-063 dated February 13, 1987 in its entirety.)

SUBJECT: EQUIPMENT/FURNISHINGS - HOT LIQUID CONTAINER

### 1. PLANNING INFORMATION

#### A. EFFECTIVITY

MODEL 1124/1124A WESTWINDS, all serial numbers equipped with EL-M-100/28C and EL-M-100/28EX Hot Liquid Containers.

#### B. REASON

To provide repair/modification instructions for operators that utilize hot liquid containers.

#### C. COMPLIANCE

Compliance with this service bulletin is optional.

#### D. DESCRIPTION

Design of the hot liquid container has been revised to eliminate the thermostat, thermal fuse and add (2) thermostats.

#### E. APPROVAL

This service bulletin has been reviewed by the Israel Civil Aviation Administration (ICAA). The design content conveyed herein complies with the applicable Civil Aviation Regulations and is ICAA approved.

SB 1124-25-063A  
Page 1 of 5



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BEN GURION AIRPORT, ISRAEL

SERVICE BULLETIN NO. 1124-25-063A

F. MATERIAL

The material required to comply with this service bulletin may be obtained through Atlantic Aviation Supply Company, Wilmington, Delaware or their authorized dealers.

G. TOOLING

None required.

H. WEIGHT AND BALANCE

Not affected.

I. ELECTRICAL LOAD DATA

Not applicable.

J. REFERENCES

Electrotherm LTD user's manual.

K. PUBLICATIONS AFFECTED

None

2. ACCOMPLISHMENT INSTRUCTIONS

A. Disassembly Instructions:

- (1) Disengage electrical connection.
- (2) Remove bottom plate from container (retain screws).
- (3) Remove thermal insulation (retain).
- (4) Remove thermal fuse fastener and discard (retain nuts).
- (5) Disconnect wiring from thermostat and heat fuse.

B. Manufacture clamp and thermostat holder (Figure 1).

C. Assembly instructions:

- (1) Assemble thermostats 1 & 2 to holder (Figure 1).



SERVICE BULLETIN NO. 1124-25-063A

- (2) Assemble holder and clamp as shown in Figure 1.
- (3) Install holder and clamp assembly to container using existing nuts. Thermostats should contact bottom of container.
- (4) Connect electrical wiring as shown in Figure 2.
- (5) Reinstall thermal insulation.
- (6) Reinstall bottom plate (seal with RTV).

3. MATERIAL INFORMATION

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
1	3100-4 85°C $\pm$ 1.7°C (open)	Thermostat T-1 (DC) 3.3°C max below open point
1	3100-4 90°C $\pm$ 1.7°C (open)	Thermostat T-2 (VAC) 3.3°C max below open point
4	MS-35206-239	Screw
1	MS-20470-AD4-6	Rivet

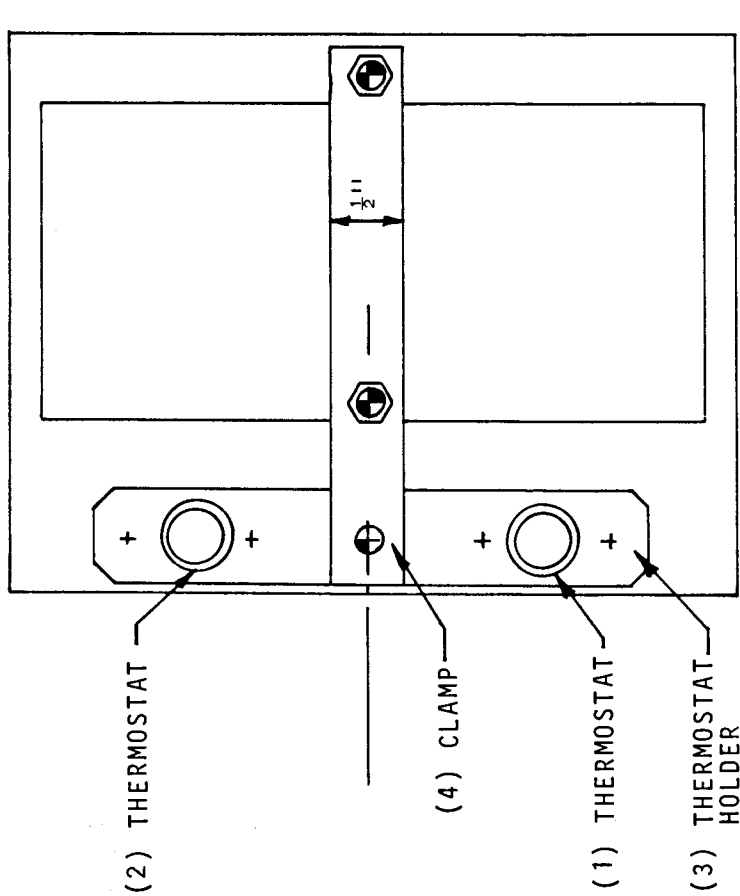
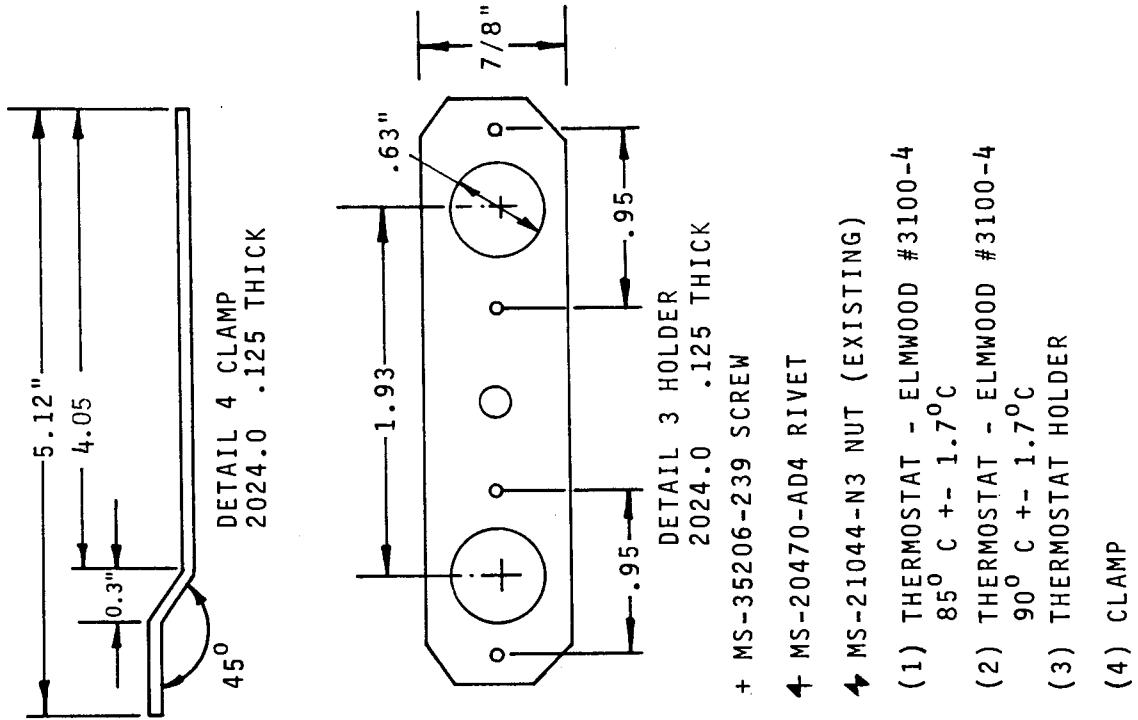
The following parts may be fabricated locally.

1	(2024-0 clad .125 thick x .750 w x 3.25 l)	Thermostat Holder
1	(2024.0 clad .125 thick x .50 w x 5.125 l)	Clamp

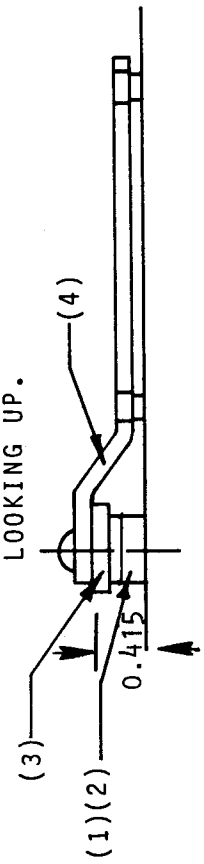
4. RECORD COMPLIANCE:

Make the following entry in the aircraft log book:

SERVICE BULLETIN NO. 1124-25-063A dated April 10, 1987 titled "Hot Liquid Container - Repair Instructions" has been accomplished this date \_\_\_\_\_.

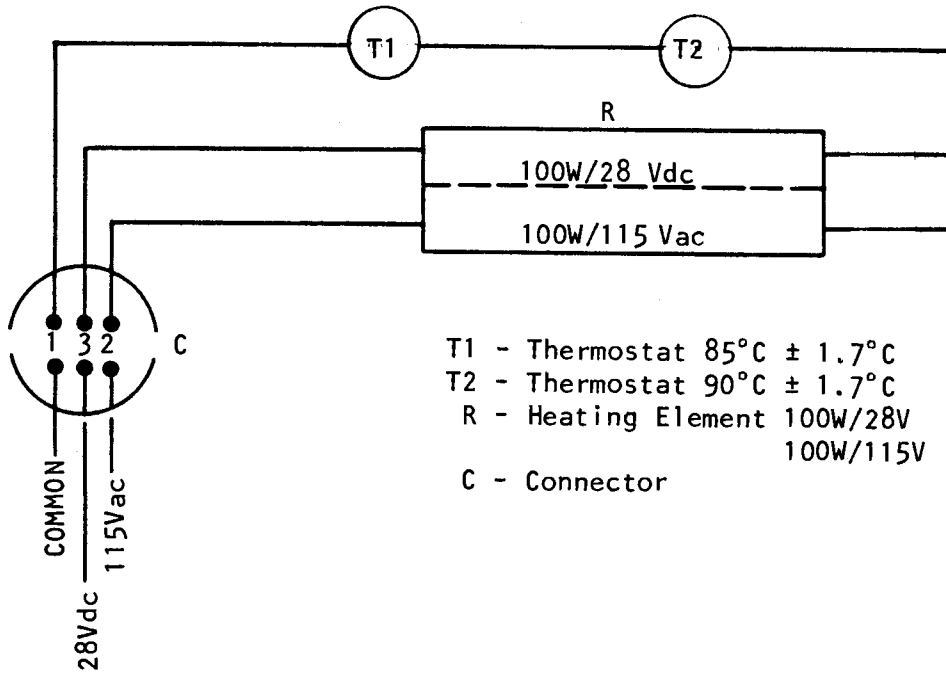


VIEW "A"  
BOTTOM OF LIQUID CONTAINER  
LOOKING UP.



IMPROVEMENT OF HOT LIQUID CONTAINER  
P/N EL-M-100/28C & EL-M-100/28 EX.

Figure 1



Electrical Schematic  
Hot Liquid Container

Figure 2

*Service Bulletin*

A/C S/N \_\_\_\_\_

*Certificate of Compliance*

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL, INC.  
P.O. BOX 10086  
WILMINGTON, DE 19850  
ATTN: TECHNICAL PUBLICATIONS

This is to certify that Westwind Serial Number \_\_\_\_\_ has complied with Service Bulletin No.

**1124-25-063A**

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance HOURS: \_\_\_\_\_ /CYCLES: \_\_\_\_\_

Compliance Date \_\_\_\_\_ By \_\_\_\_\_  
Signature

OWNER:	ACCOMPLISHING AGENCY:
_____	_____
_____	_____
_____	_____

Please describe below any discrepancies found or difficulties encountered during compliance:

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TEAR AT PERFORATION, REMOVE TAPE AT BOTTOM, FOLD, SEAL AND MAIL

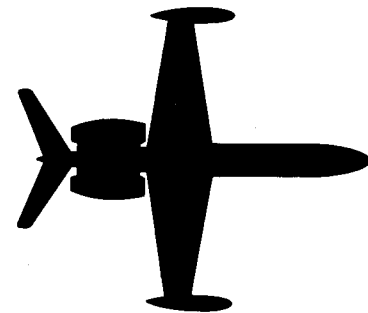
# PARTS AVAILABILITY ALERT

DUE TO LEAD TIME(S) ENCOUNTERED IN  
PROCURING PARTS REQUIRED FOR THE  
ACCOMPLISHMENT OF THIS OPTIONAL  
TECHNICAL PUBLICATION, ALL PARTS WILL  
NOT BE AVAILABLE FROM ATLANTIC AVIATION  
SUPPLY COMPANY UNTIL \_\_\_\_\_

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**MAY 2 1987**

# **24-WESTWIND**



## **SERVICE BULLETIN**

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OPTIONAL

SERVICE BULLETIN NO. 1124-25-085

February 24, 1986

SUBJECT: EQUIPMENT/FURNISHINGS - CREW SEAT SLIDE RELEASE ARM  
ASSEMBLY IMPROVEMENT

1. PLANNING INFORMATION

A. EFFECTIVITY

Model 1124/1124A Westwinds, all serial numbers.

B. REASON

To provide an improved slide release arm assembly.

C. COMPLIANCE

Optional

D. DESCRIPTION

This service bulletin provides instructions to replace the existing slide release arm assembly with an improved arm assembly.

E. APPROVAL

This service bulletin has been reviewed by the Israel Civil Aviation Administration (ICAA). The design content conveyed herein complies with the applicable Civil Aviation Regulations and is ICAA approved.

F. MATERIAL

Material required for this service bulletin may be obtained from Atlantic Aviation Supply, Wilmington, Delaware or their authorized representatives.



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BEN GURION AIRPORT, ISRAEL

SB 1124-25-085  
Page 1 of 3

G. TOOLING

None required

H. WEIGHT & BALANCE

Not applicable

I. ELECTRICAL LOAD DATA

Not applicable

J. REFERENCES

1124/1124A Maintenance Manual, Chapter 25-10-01, page 201 through 203.

1124/1124A Illustrated Parts Catalog, Chapter 25-10-00.

K. PUBLICATIONS AFFECTED

1124/1124A Illustrated Parts Catalog, Chapter 25-10-00.

2. ACCOMPLISHMENT INSTRUCTIONS

- A. Remove pilot and copilot seat assemblies from aircraft.
- B. Gain access to and remove the slide release arm assembly, P/N G.I. 1022.1.2.0 or B.S. 1702.02.00, by removing the two (2) clevis pins attaching the left and right link assemblies to the retract pins and remove the two (2) AN3-4A bolts attaching the arm assembly to the seat frame.
- C. Install the new arm assembly, P/N G.I. 1022.11.12.10, in reverse order as per step B.
- D. Install pilot and copilot seat in aircraft, reference 1124 Maintenance Manual, Chapter 25-10-01.
- E. Check seat tracking mechanism for proper engagement in floor tracks.
- F. Return aircraft to service.

3. MATERIAL INFORMATION

<u>QTY</u>	<u>NEW P/N</u>	<u>DESCRIPTION</u>	<u>OLD P/N</u>
2 ea.	G.I. 1022.11.12.10	Arm Assembly	G.I. 1022.1.2.0 or B.S. 1702.02.00

SERVICE BULLETIN NO. 1124-25-085

4. RECORD COMPLIANCE

Make the following entry in the aircraft log book:

Service Bulletin No. 1124-25-085 dated February 24, 1986 titled "Equipment/Furnishings - Crew Seat Slide Release Arm Assembly Improvement" has been accomplished this date \_\_\_\_\_.



*Service Bulletin*

A/C S/N \_\_\_\_\_

*Certificate of Compliance*

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL, INC.  
P.O. BOX 10086  
WILMINGTON, DE 19850  
ATTN: TECHNICAL PUBLICATIONS

This is to certify that Westwind Serial Number \_\_\_\_\_ has complied  
with Service Bulletin No. 1124-25-085

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance HOURS: \_\_\_\_\_ /CYCLES: \_\_\_\_\_

Compliance Date \_\_\_\_\_ By \_\_\_\_\_  
Signature

OWNER:

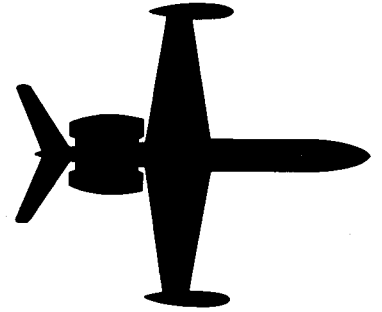
ACCOMPLISHING AGENCY:

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Please describe below any discrepancies found or difficulties encountered during compliance:

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# **24-WESTWIND**



## **SERVICE BULLETIN**

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### **OPTIONAL**

**SERVICE BULLETIN NO. 1124-25-117**

**January 27, 1993**

**SUBJECT: EQUIPMENT/FURNISHING - PASSENGER LIFE VEST ACCESSIBILITY**

#### **1. PLANNING INFORMATION**

##### **A. EFFECTIVITY**

MODEL 1124/1124A WESTWIND, all serial numbers.

##### **B. REASON**

To allow operators to comply more specifically with CAR 4b.646(d), which requires life preservers within easy reach of each seated occupant during extended over water flights.

##### **C. DESCRIPTION**

This service bulletin provides instructions to install velcro straps to allow life vests to be positioned in front of passenger seats for easier access.

##### **D. COMPLIANCE**

Compliance is required for extended over water operation.

##### **E. APPROVAL**

This service bulletin has been reviewed by the Civil Aviation Administration of Israel (CAAI). The design content herein complies with the applicable Civil Aviation Regulations and is CAAI approved.

F. MAN-HOUR REQUIREMENTS

The following information is for planning purposes only:

- (1) Estimated man-hours: 2
- (2) Suggested number of personnel: 1

The above is an estimate only, based on experienced personnel complying with this service bulletin. It is possible, depending on individual experience levels, that additional or fewer man-hours are required to accomplish this bulletin.

G. MATERIAL

<u>QTY.</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
*.5'	190774	Velcro "HOOK", Fire Retardant, Black
* 2'	190691	Velcro "LOOP", Fire Retardant, Black
A/R	1300L	3M Scotch Grip Adhesive

\*PER SEAT

Material required to accomplish this service bulletin may be procured locally or obtained through Astra Jet Corporation, New Castle, Delaware.

H. TOOLING

Sewing machine if desired.

I. WEIGHT AND BALANCE

Not applicable.

J. ELECTRICAL LOAD DATA

Not applicable.

K. REFERENCES

CAR 4b.646(d).

L. PUBLICATIONS AFFECTED

None.

2. ACCOMPLISHMENT INSTRUCTIONS

- A. Remove passenger seat lower cushions.
- B. Manufacture strap to secure life vest:
  - (1) Obtain 2" wide length of "Loop" velcro.
  - (2) On one end, glue or sew a 2"x3" piece of "Hook" velcro by placing both pieces backing side to backing side.
- C. Lay completed strap out, "Loop" side up.
- D. Place life vest and pouch on "Loop" strap. Wrap strap around vest and secure at "Hook", loop junction.
- E. Place life vest with strap assembly in front of seat cushion upper base and allow life vest to hang from velcro strap. Refer to Figure 1.
- F. When desired location is achieved, cut velcro "Loop" strap to appropriate length.
- G. Secure backing side of "Loop" strap to seat cushion support with 3M Scotch Grip P/N 3M 1300L. Refer to Figure 1.
- H. Perform same installation sequence with remaining cabin seats.
- I. Life vests may now be left in this position for over water flight or rolled up with strap and placed in original location under seat cushion.
- J. If desired, an additional 2"x3" piece of "Loop" velcro may be attached to upper forward seat base and a mating piece of velcro "Hook" fastened to strap where it meets seat base to prevent vest from swinging.
- K. Replace vest in receptacles under seat cushions.

3. RECORD COMPLIANCE

- A. Make the following entry in the aircraft log book:

Service Bulletin 1124-25-117 dated January 27, 1993, titled "Equipment/Furnishing - Passenger Life Vest Accessibility", has been accomplished this date

\_\_\_\_\_.

- B. Complete the attached Certificate of Compliance and return to Astra Jet Corporation in New Castle, Delaware

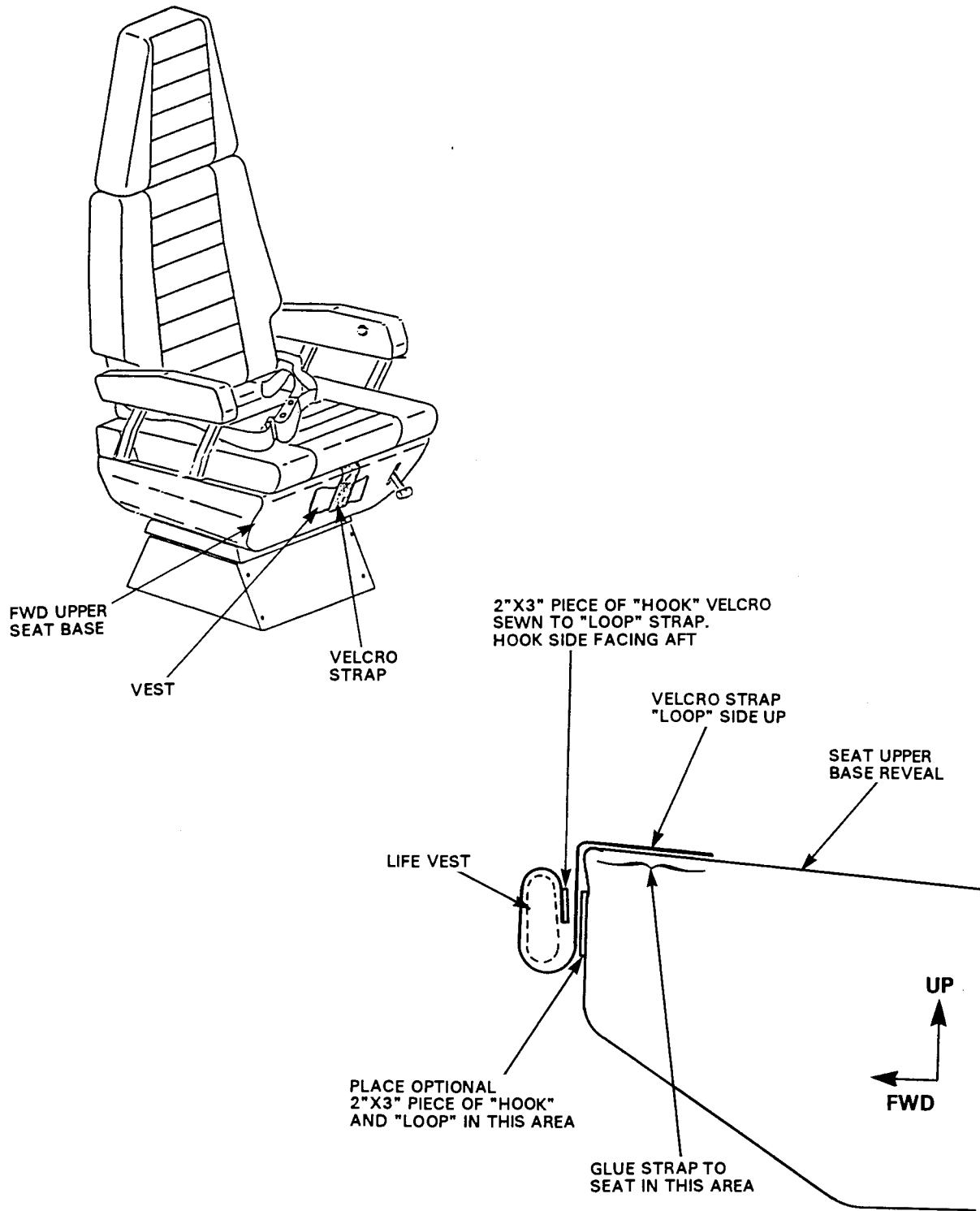


FIGURE 1

TEAR AT PERFORATION, REMOVE TAPE AT BOTTOM, FOLD, SEAL AND MAIL

*Service Bulletin*

*Certificate of Compliance*

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

Technical Publications  
**Astra Jet Corporation**  
278 Quigley Boulevard  
New Castle, DE 19720

This is to certify that WESTWIND Serial Number \_\_\_\_\_ has complied with  
Service Bulletin No. 1124-25-117

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance: Hours \_\_\_\_\_ Cycles \_\_\_\_\_

Compliance Date: \_\_\_\_\_ By: \_\_\_\_\_  
Signature

Owner:	Accomplishing Agency:
_____	_____
_____	_____
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_____	_____

Please describe below any discrepancies found or difficulties encountered during compliance:

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# SERVICE PUBLICATIONS revision notice

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OPTIONAL

SERVICE BULLETIN NO. 1124-26-022  
Revision No. 1

July 23, 1986

SUBJECT: FIRE PROTECTION - ADDITION OF SONALERT HORN  
TO FIRE WARNING SYSTEM.

REASON FOR  
REVISION: To change the text in 2.I.

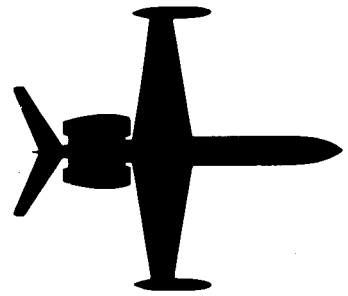
## 2. ACCOMPLISHMENT INSTRUCTIONS

- R I. Locate wire 1W501D22 from P49 and wire 2W501D22 from P18 routed to the left and right FIRE warning lights.



INTERNATIONAL INC.  
ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL INC.  
SUBSIDIARY OF ISRAEL AIRCRAFT INDUSTRIES. LTD.  
BEN GURION AIRPORT, ISRAEL

SB 1124-26-022  
Page 1 of 1



## **SERVICE BULLETIN**

SERVICE BULLETIN NO. 1124-26-022    REVISION 2    November 28, 1990

### **TRANSMITTAL SHEET**

This sheet transmits Revision 2 to Service Bulletin No. 1124-26-022, dated April 15, 1985, and Revision 1, dated July 23, 1986, titled "Fire Protection - Addition of Sonalert Horn to Fire Warning System."

#### **REASON FOR REVISION**

It has been determined that improvements described in the original issue and Revision 1 of this service bulletin have the possibility of falsely illuminating both lights during a fire warning. Also, there were no provisions to shut off the fire warning Sonalert horn.

This service bulletin is revised to:

- (1) Provide operators with a superior installation of aural fire warning than provided by previous issues of this service bulletin. This is accomplished by installing a Sonalert horn with time-delayed shutoff for each engine fire warning system.
- (2) Improve the aural fire warning system installed in aircraft which complied with a previous issue of this service bulletin.

This is a complete revision. Please remove and discard all pages of previous issues and replace with pages of this revision.

Due to the extent of changes required by this revision, the text and figures are revised in their entirety and do not reflect where changes have been made.

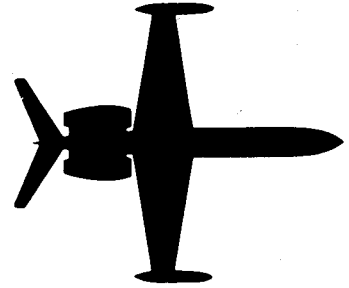


LIST OF EFFECTIVE PAGES

<u>PAGE NO.</u>	<u>DATE</u>
1 through 11	November 28, 1990

PREVIOUS ISSUES OF SB 1124-26-022

Initial issue dated April 15, 1985.  
Revision 1, dated July 23, 1986.



## **SERVICE BULLETIN**

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### **OPTIONAL**

**SERVICE BULLETIN NO. 1124-26-022**

**November 28, 1990**

**SUBJECT: FIRE PROTECTION - ADDITION OF SONALERT HORN TO FIRE WARNING SYSTEM (AFC 2069)**

#### **1. PLANNING INFORMATION**

##### **A. EFFECTIVITY**

MODEL 1124/1124A WESTWINDS, serial numbers 152, 154, 174, 181, 185-237, 239-253, 255-280, 282-313, 315, 318-324, 326-365, 367-370, 372-380, 382-385, 387-408,410 and subs.

MODEL 1124/1124A WESTWINDS in compliance with a previous issue of this service bulletin.

##### **B. REASON**

1. The fire warning system is improved by the addition of aural warning.
2. Aircraft in compliance with a previous issue of Service Bulletin 1124-26-022 are improved by the addition of a time delayed shutoff of the aural fire warning.

##### **C. DESCRIPTION**

This service bulletin provides procedures to install an aural warning horn with time delayed shutoff for each fire warning system.

For aircraft in compliance with a previous issue of this service bulletin procedures are provided to improve the existing installation by adding an additional horn and time delayed shutoff.

# SERVICE BULLETIN 1124-26-022

## D. COMPLIANCE

Compliance with this service bulletin is optional.

## E. APPROVAL

This service bulletin has been reviewed by the Civil Aviation Administration of Israel (CAAI). The design content herein complies with the applicable Civil Aviation Regulations and is CAAI approved.

## F. MAN-HOUR REQUIREMENTS

The following information is for planning purposes only:

- (1) Estimated man-hours: 20
- (2) Suggested number of personnel: 1

The above is an estimate only, based on experienced personnel complying with this service bulletin. It is possible, depending on individual experience levels, that additional or fewer man-hours are required to accomplish this bulletin.

## G. MATERIAL

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
*2	SC628P	Horn, Sonalert
*4	MS35206-244	Screw
*4	AN960PD-8L	Washer
*4	MS21043-08	Nut
†*2	101-722-50-56	Zee
2	MS27401-14	Relay
2	000-300-1195	Socket
2	TD 1651-3002	Relay (Mfg. Leach)
2	M12883/41-01	Socket
† 2	CMA71404-059	Bracket, Relay (FWR & TDR)
2	RWR89S 4220FS	Resistor, 422 ohm
2	RN60D7502F	Resistor, 75K
A/R	320559	Splice
A/R	M81044-22-9	Wire
A/R	327654	Terminal

\* Quantities indicated should be halved for aircraft in compliance with a previous issue of this service bulletin.

† Zee and Relay Bracket may be manufactured locally. See details in Figure 4.

Material required may be obtained through Atlantic Aviation Supply Company, Wilmington, Delaware, authorized ASTRA/WESTWIND Service Centers, or may be procured locally.

H. TOOLING

None.

I. WEIGHT AND BALANCE

Not applicable.

J. ELECTRICAL LOAD DATA

Not applicable.

K. REFERENCES

1124 Wiring Diagram Manual, Chapter 26-20-01.  
Service Information Letter 1124-34-052.

L. PUBLICATIONS AFFECTED

1124 Maintenance Manual, Chapter 26-00-00.  
1124 Wiring Diagram Manual, Chapter 26-20-01.  
1124 Airplane Flight Manual.  
1124A Airplane Flight Manual.

2. ACCOMPLISHMENT INSTRUCTIONS

A. Preliminary Procedures

- (1) Select battery master switch ON.
- (2) Perform operational check of fire warning system. (Reference Maintenance Manual, Chapter 26-00-00, "Press-To-Test operational check.)
- (3) Select battery master switch OFF.
- (4) Gain access to main aircraft batteries and disconnect batteries.
- (5) Disconnect external power source to aircraft.
- (6) Remove pilot and copilot seats. (Reference Maintenance Manual, Chapter 25-10-00.)
- (7) Remove the cockpit glareshield from the aircraft.

- (8) Locate terminal board on outboard side of right hand instrument panel support assembly. (Reference Figure 1 for location.)
- (9) Locate plugs J49 and J18 on shelf aft of forward pressure bulkhead.

**B. Mechanical Installation**

- (1) Locate and mount two (2) Zee brackets (P/N 101-722-50-56) on the center instrument panel support assembly (copilot side). Reference Figure 1 for location and mounting.

**NOTE:** If Service Bulletin 1124-26-022/Rev. 1 has been previously complied with, mount one additional Zee for second Sonalert.

- (2) Mount the two Sonalert horns to the Zee brackets. Label one as FWLH (left) and other as FWRH (right).
- (3) At a convenient location on the shelf forward of the center instrument panel, at the forward pressure bulkhead, mount two (2) relay brackets (P/N CMA 71404-059).

**NOTE:** Relay bracket is designed to mount two relays [one (1) TDR and one (1) MS27401-14] and their sockets.

- (4) Mount the relay sockets to the brackets and label as follows:
  - (a) Time delay relays - TDRR (right) and TDLR (left).
  - (b) MS relays - FWRR (right) and FWLR (left).

**C. Electrical Installation**

- (1) Complete all wiring as per Figures 2 and 3 (LHS and RHS, respectively), using standard shop practices.
  - (a) Plugs J49 and J18 are located on shelf aft of forward pressure bulkhead.
  - (b) Plugs P23 and P24 are located in the overhead panel (LHS and RHS, respectively).
  - (c) The terminal block is located and identified as per Figure 1 on the instrument panel support.

- (2) Route new # 22 AWG wires along existing cable bundles to their attach points. Label wires as required per Figures 2 and 3.

**NOTE:** Paragraphs (a) and (b) below will have been previously complied with during performance of a previous issue of this service bulletin.

- (a) Locate wire 1W501C20 from J49 and wire 2W501C20 from J18 routed to the left and right fire warning lights respectively.
- (b) At a convenient location in the wire runs, splice a length of M81044-22-9 wire and route new wires to terminal board as shown in Figures 2 and 3. Use 320559 butt splices.
- (c) Route a length of M81044-22-9 wire from each Zee to the terminal board.
- (d) Drill a hole near the Zee in the support assembly to provide a ground location for the Sonalert horns. Reference Figure 1.
- (3) Connect four (4) resistors to unused terminals on terminal block (TB 6 or TB 160, as applicable) and label as follows. (Note terminal numbers for wiring print update.)
- (a) R-301 (75K ohms).
- (b) R-302 (422 ohms).
- (c) R-303 (422 ohms).
- (d) R-304 (75K ohms).

**NOTE 1:** Resistors R-301 and R-304 may be connected across terminals C-1 and D-1 of their respective time delay relay sockets to avoid extra wire routing and to eliminate the need for additional terminal board space.

**NOTE 2:** If a previous issue of this service bulletin was complied with, remove and discard diodes; remove, cap, and stow wires installed by compliance.

**NOTE 3:** If enough terminals are not available for resistor mounting, perform modification described in SIL 1124-34-052, dated June 5, 1985.

SERVICE BULLETIN 1124-26-022

D. Perform an operational check of the fire warning system as follows:

- (1) Reconnect main aircraft batteries.
- (2) Select battery master switch ON.
- (3) Depress the "Press-To-Test" switch on the center instrument panel.
- (4) Four (4) lamps in the "Press-To-Test" switch should illuminate.
- (5) Four (4) lamps in the left and right "Fire" switches should illuminate.
- (6) Four (4) lamps in the left and right "Full/Empty" switches should illuminate.
- (7) Sonalert horn should produce a beeping tone which will cancel after 6 seconds.
- (8) Release "Press-To-Test" switch.
- (9) All lamps should extinguish.
- (10) Open right fire detector circuit breaker.
- (11) Depress "Press-To-Test" switch.
- (12) "Press-To-Test," left "Fire," and left and right "Full/Empty" switches should illuminate and Sonalert horn should sound. The right "Fire" switch should not illuminate.
- (13) Release "Press-To-Test" switch.
- (14) Close right fire detector circuit breaker and open left fire detector circuit breaker.
- (15) Depress "Press-To-Test" switch.
- (16) "Press-To-Test," right "Fire," right and left "Full/Empty" switches should illuminate and Sonalert horn should sound. The left "Fire" switch should not illuminate.
- (17) Release "Press-To-Test" switch.
- (18) Close left fire detector circuit breaker.

(19) Depress "Press-To-Test" switch.

(20) All lamps should again illuminate and Sonalert horn should sound per steps D4 through D7.

(21) Select battery master switch OFF.

- E. Reinstall glareshield.
- F. Reinstall pilot and copilot seats.
- G. Select battery master switch ON.
- H. Perform operational check of the parking brake system.
- I. Perform operational check of the glareshield floodlights.
- J. Perform operational check of the AOA indexer lights.
- K. Select battery master switch OFF.
- L. Secure aircraft and return to service.

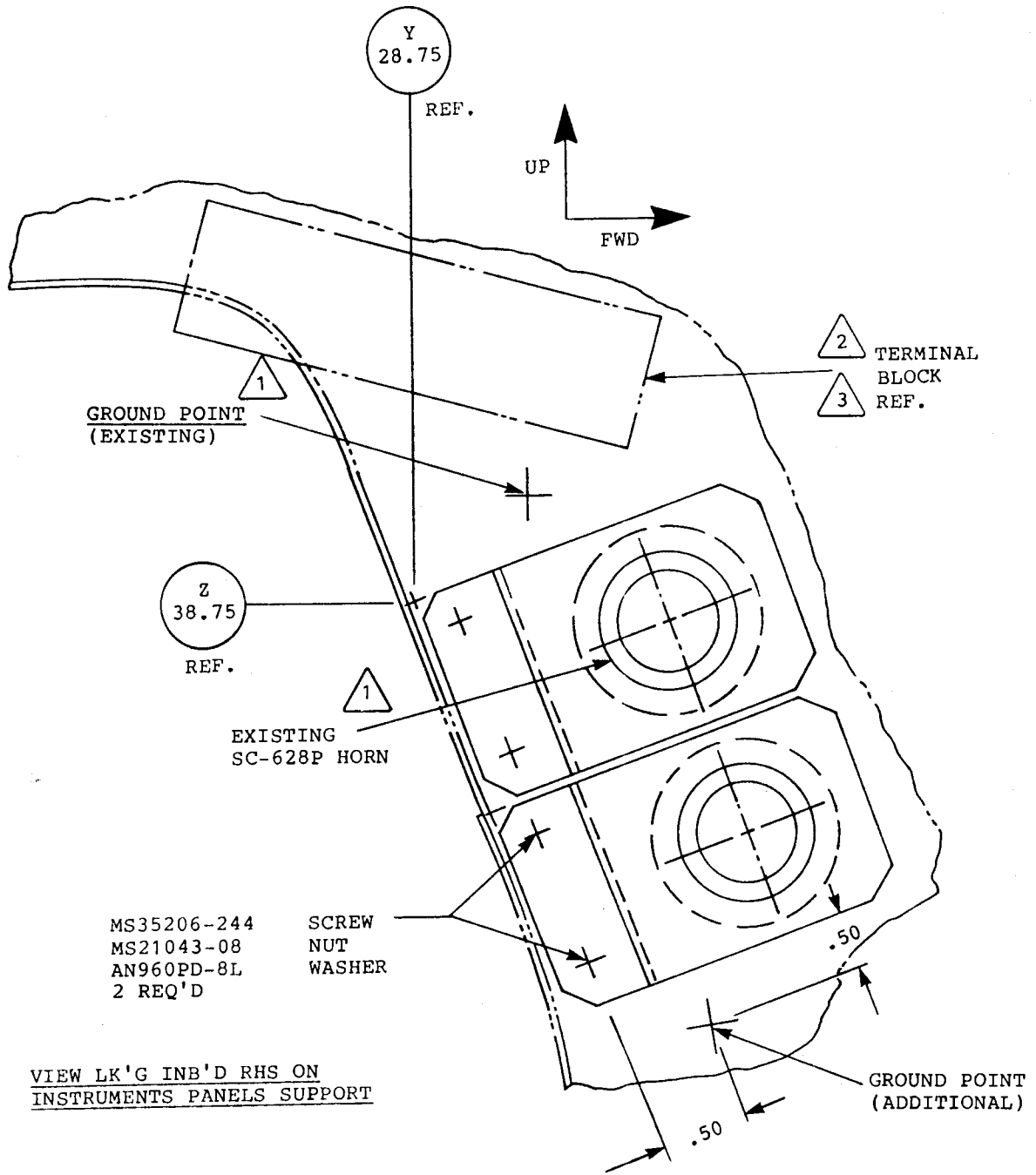
### 3. RECORD OF COMPLIANCE

A. Make the following entry in the aircraft log book:

Service Bulletin 1124-26-022 Revision No. 2 dated November 28, 1990, titled "Fire Protection - Addition of Sonalert Horn to the Fire Warning System," has been accomplished this date \_\_\_\_\_.

B. Complete the attached Certificate of Compliance and return to Astra Jet Corporation in Wilmington, Delaware.





- △ 1 A/C IN COMPLIANCE WITH ORIGINAL SB 1124-26-022
- △ 2 A/C 152, 154, 174, 181, 185-239 (T-6)  
A/C 240 AND SUBS (T-160)
- △ 3 T-6 MAY BE LOCATED ON U-CHANNEL UNDER COPILOT'S HSI ON SOME AIRCRAFT.

FIGURE 1

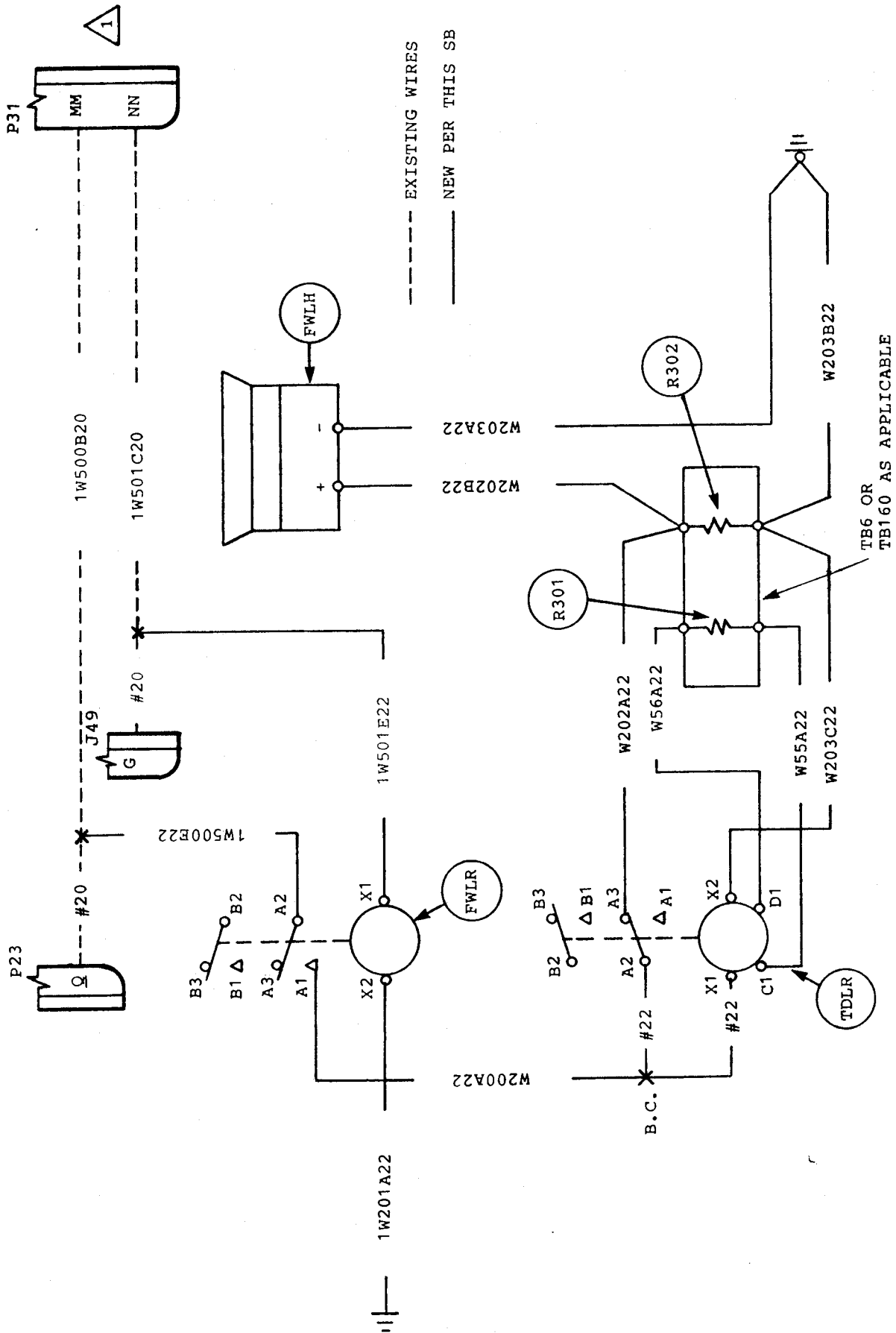


FIGURE 2

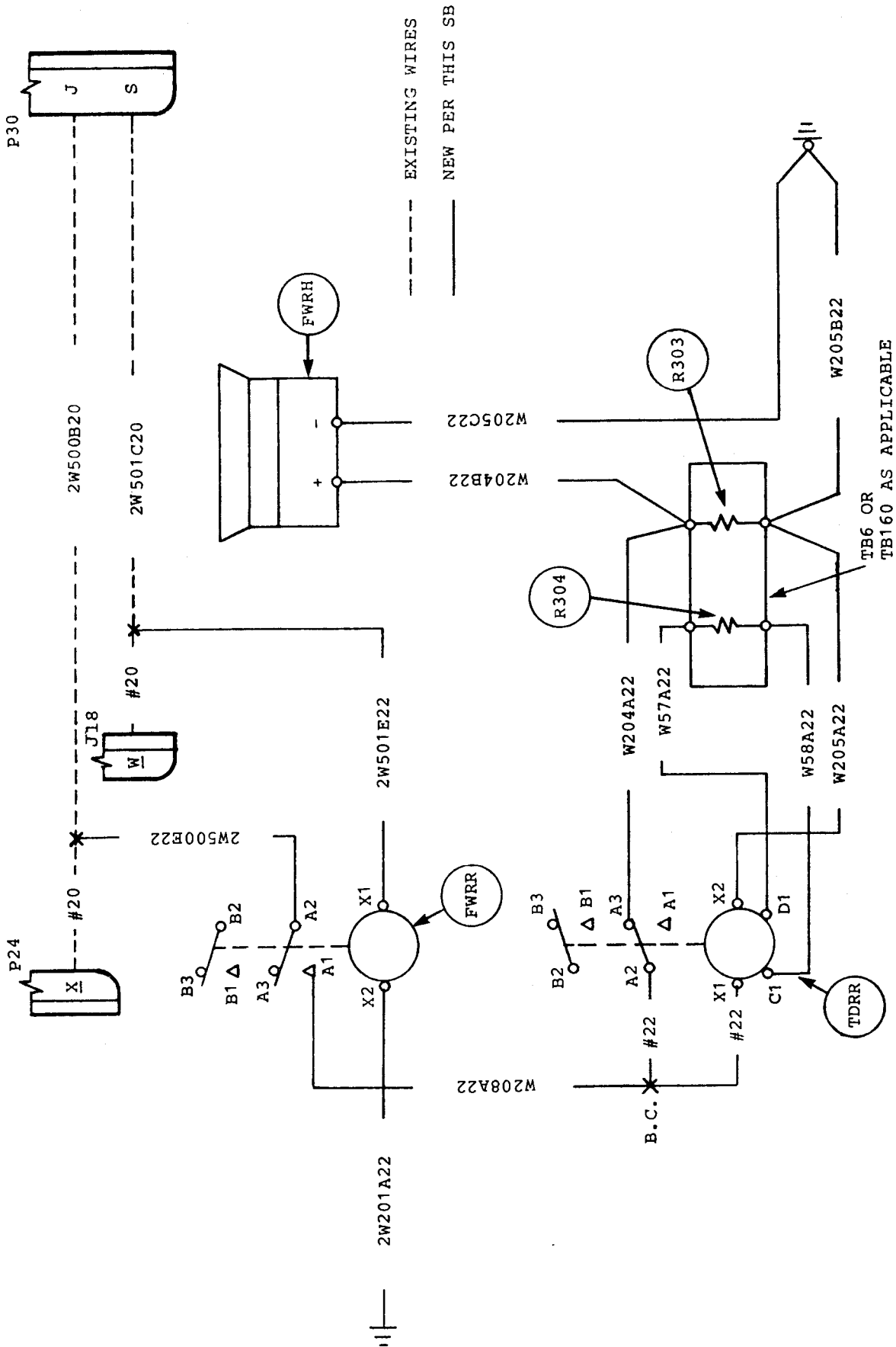
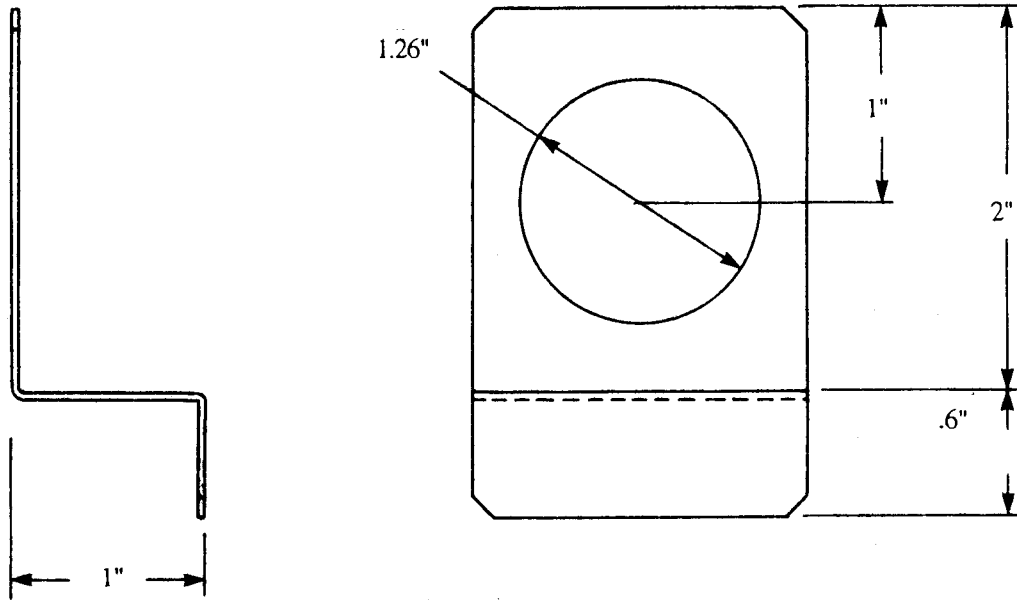
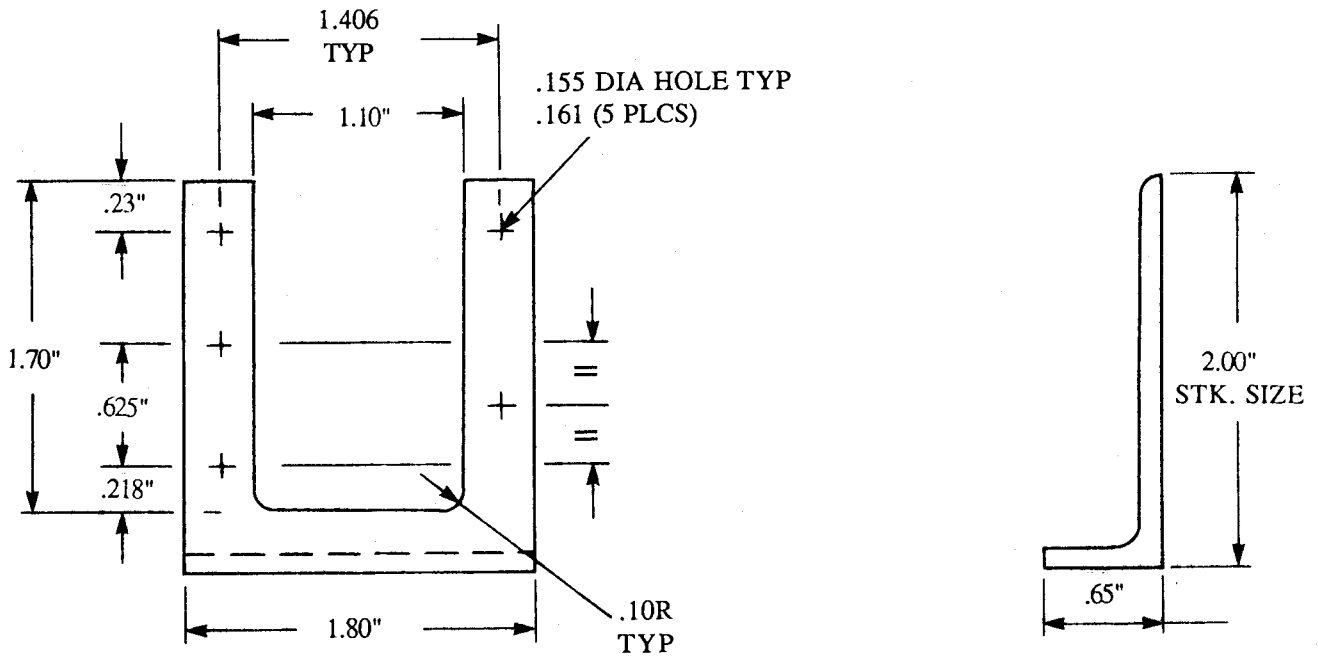


FIGURE 3



**DETAIL P/N 101-722-50-56 ZEE  
MFG. FROM .040" 2024-T3 CLAD**



**DETAIL CMA 71704-059 RELAY BRACKET  
MFG. FROM AND10134-2001 2024-T3511**

**FIGURE 4  
PART DETAILS**

*Service Bulletin*

A/C S/N \_\_\_\_\_

*Certificate of Compliance*

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL, INC.  
P.O. BOX 10086  
WILMINGTON, DE 19850  
ATTN: TECHNICAL PUBLICATIONS

This is to certify that Westwind Serial Number \_\_\_\_\_ has complied with Service Bulletin No.

1124-26-022 REV NO. 2

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance HOURS: \_\_\_\_\_ /CYCLES: \_\_\_\_\_

Compliance Date \_\_\_\_\_ By \_\_\_\_\_  
Signature

OWNER:	ACCOMPLISHING AGENCY:
_____	_____
_____	_____
_____	_____

Please describe below any discrepancies found or difficulties encountered during compliance:

\_\_\_\_\_

\_\_\_\_\_

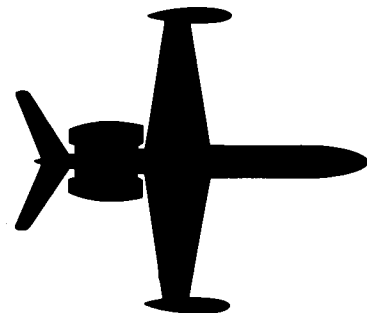
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TEAR AT PERFORATION, REMOVE TAPE AT BOTTOM, FOLD, SEAL AND MAIL



## **SERVICE BULLETIN**

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### **RECOMMENDED**

**SERVICE BULLETIN NO. 1124-26-119**

**June 23, 1993**

**SUBJECT: FIRE PROTECTION - INSPECTION OF AFT FIRE EXTINGUISHER LINE IN LEFT AND RIGHT ENGINE PYLONS**

**1. PLANNING INFORMATION**

**A. EFFECTIVITY**

MODEL 1124/1124A WESTWINDS, all serial numbers.

**B. REASON**

Field experience has revealed that the B-nut attached to firewall fitting inside pylon may be loose.

**C. DESCRIPTION**

This service bulletin provides instructions for inspecting suspect line.

**D. COMPLIANCE**

It is recommended that this service bulletin be accomplished at next 150 hour periodic inspection or engine removal whichever occurs first.

**E. APPROVAL**

This service bulletin has been reviewed by the Civil Aviation Administration of Israel (CAAI). The design content herein complies with the applicable Civil Aviation Regulations and is CAAI approved.

**F. MAN-HOUR REQUIREMENTS**

The following information is for planning purposes only:

- (1) Estimated man-hours: 1
- (2) Suggested number of personnel: 1

The above is an estimate only, based on experienced personnel complying with this service bulletin. It is possible, depending on individual experience levels, that additional or fewer man-hours are required to accomplish this bulletin.

**G. MATERIAL**

None.

**H. TOOLING**

$\frac{7}{8}$  inch crows foot  
24 inch extension

**I. WEIGHT AND BALANCE**

Not applicable.

**J. ELECTRICAL LOAD DATA**

Not applicable.

**K. REFERENCES**

1124/1124A Westwind Maintenance Manual Chapter 26-20-00.  
1124/1124A Westwind Illustrated Parts Catalog, Chapters 26-20-00 and 54-30-00.

**L. PUBLICATIONS AFFECTED**

None.

2. ACCOMPLISHMENT INSTRUCTIONS

**NOTE:** Instructions are provided with either engines installed or removed.

A. Engines not removed.

- (1) Gain access to fire extinguisher lines by removing forward wall from aft baggage area.
- (2) Using a flashlight and mirror inspect lines for signs of external damage. Refer to Figure 1.
- (3) Using a 7/8 inch crows foot, 24 inch extension and ratchet, verify lines are tight on bulkhead fittings.
- (4) Install panel.

B. Engines Removed

- (1) Gain access to fire extinguisher lines by removing oval panels on firewall. Refer to Figure 2.
- (2) Inspect lines for any signs of external damage. Refer to Figure 1.
- (3) Using a 7/8 inch wrench, verify lines are tight on bulkhead fittings.
- (4) Install panel.

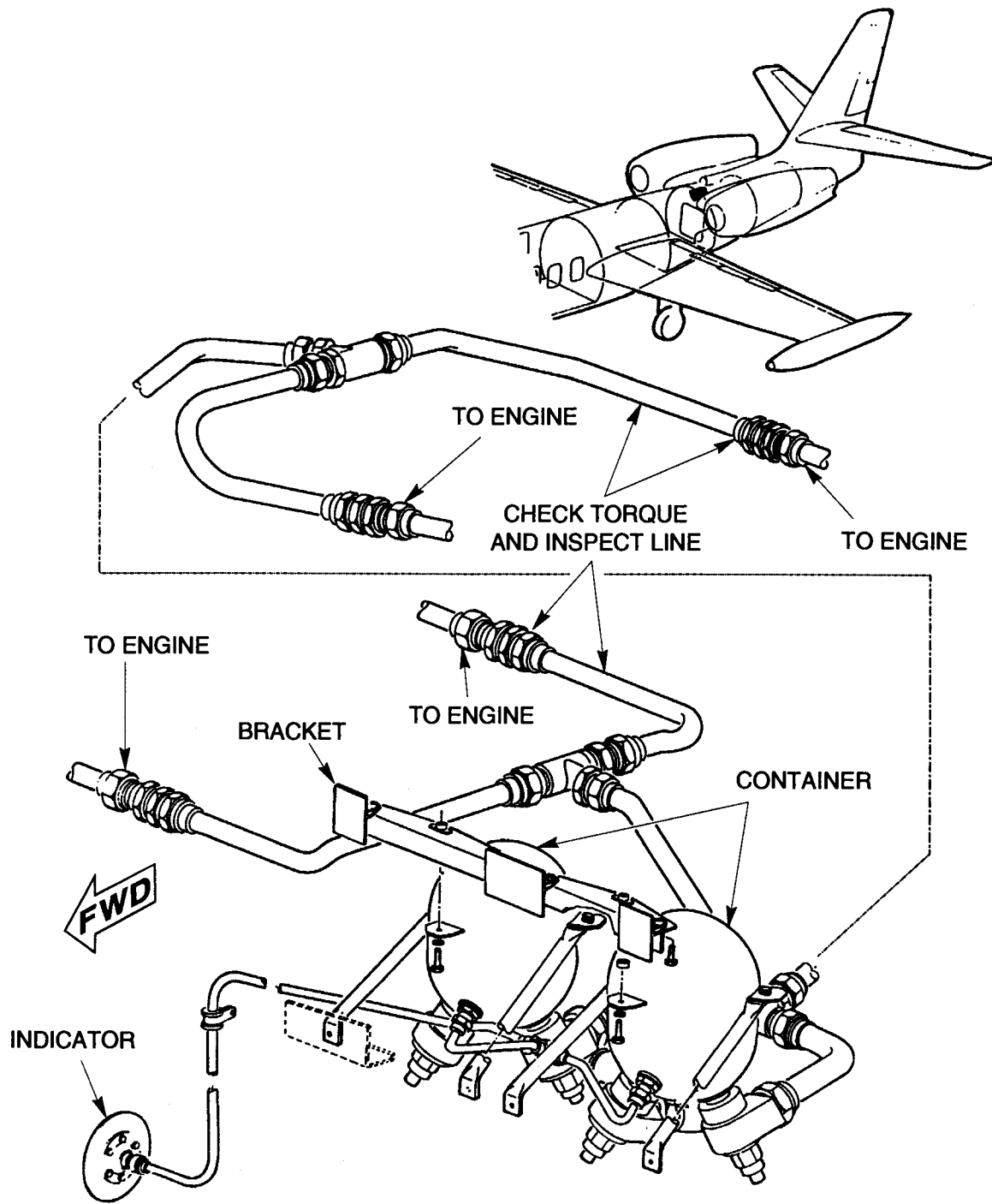
3. RECORD COMPLIANCE

A. Make the following entry in the aircraft log book:

Service Bulletin 1124-26-119 dated June 23, 1993, titled "Fire Protection - Inspection of Aft Fire Extinguisher Line in Both Engine Pylons", has been accomplished this date \_\_\_\_\_.

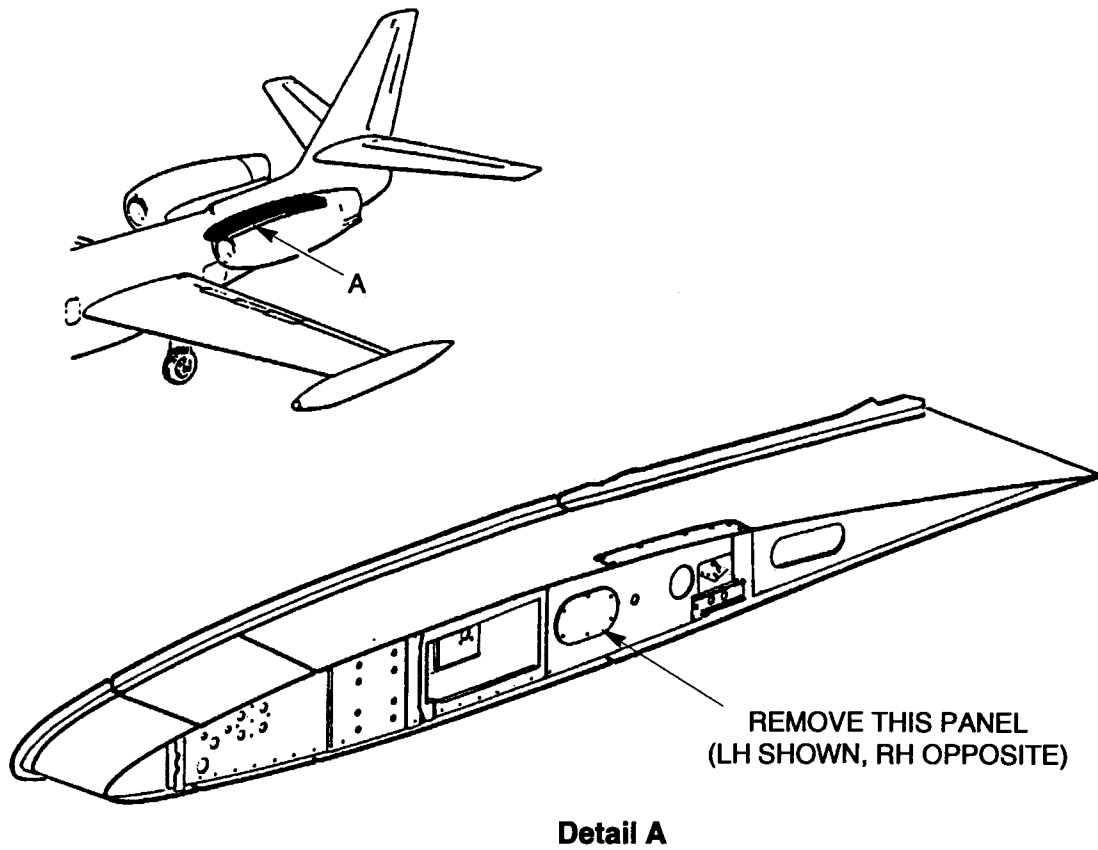
B. Complete the attached Certificate of Compliance and return to Astra Jet Corporation in New Castle, Delaware.





Extinguishing System Installation

FIGURE 1



**FIGURE 2**

TEAR AT PERFORATION, REMOVE TAPE AT BOTTOM, FOLD, SEAL AND MAIL

*Service Bulletin*

*Certificate of Compliance*

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

Technical Publications  
Astra Jet Corporation  
278 Quigley Boulevard  
New Castle, DE 19720

This is to certify that WESTWIND Serial Number \_\_\_\_\_ has complied with  
Service Bulletin No.

**1124-26-119**

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance: Hours \_\_\_\_\_ Cycles \_\_\_\_\_

Compliance Date: \_\_\_\_\_

By: \_\_\_\_\_  
Signature

Owner:  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Accomplishing Agency:  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please describe below any discrepancies found or difficulties encountered  
during compliance:

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# SERVICE PUBLICATIONS revision notice

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RECOMMENDED

SERVICE BULLETIN NO. 1124-27-003  
Revision No. 1

November 21, 1986

SUBJECT: FLIGHT CONTROLS - FLAP VANE INSPECTION

## CANCELLATION NOTICE

This service bulletin is hereby cancelled. All information contained herein has been incorporated in the maintenance manual and all inspection programs.



Tom Vail, Manager  
Technical Services

SB 1124-27-003  
Page 1 of 1



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BEN GURION AIRPORT, ISRAEL

# SERVICE PUBLICATIONS revision notice

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OPTIONAL

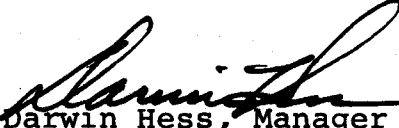
SERVICE BULLETIN NO. 1124-27-012  
Revision No. 1

February 14, 1986

SUBJECT: FLAP ACTUATORS - IMPROVEMENT AND REPAIR

## CANCELLATION NOTICE

This service bulletin is hereby cancelled forthwith.  
The information contained in this service bulletin is  
presently being revised in its entirety and will be  
published at a later date.

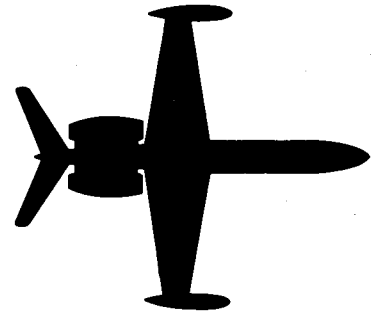
  
Darwin Hess, Manager  
Technical Services



INTERNATIONAL INC.  
ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL INC.

SUBSIDIARY OF ISRAEL AIRCRAFT INDUSTRIES LTD  
BEN GURION AIRPORT, ISRAEL

SB 1124-27-012  
Page 1 of 1



## SERVICE BULLETIN

RECOMMENDED

SERVICE BULLETIN NO. 1124-27-017

October 31, 1985

SUBJECT: FLIGHT CONTROLS - MODIFICATION OF RUDDER SERVO TRIM TAB

### 1. PLANNING INFORMATION

#### A. EFFECTIVITY

MODEL 1124/1124A WESTWINDS, serial numbers 152, 154, 174, 181, 185 through 403, 405, 407 and 409.

#### B. REASON

To prevent interference between the rudder trailing edge and the servo trim tab leading edge on the right-hand side, should a failure of one trim tab actuator occur.

#### C. COMPLIANCE

It is recommended that the modification be accomplished as soon as practical, or at next 150-hour inspection.

#### D. DESCRIPTION

It has become evident that interference and/or binding may occur between the trim tab leading edge and the rudder trailing edge on the right-hand side. This condition can occur should one of the two trim tab electrical actuators fail. The rudder trim is further actuated to the nose left limit. This bulletin describes a modification procedure to provide clearance by trimming spar and skin material from the trim tab right side leading edge. New rivets are installed aft of the existing rivet line. The remaining edge distances of skin-to-spar will determine the rivet pattern to be used for completing the modification.

SB 1124-27-017  
Page 1 of 8



SERVICE BULLETIN NO. 1124-27-017

This modification has been successfully tested on the ground and in flight. It is not necessary to rebalance the rudder assembly following this modification.

E. APPROVAL

This service bulletin has been reviewed by Israel Civil Aviation Administration (ICAA). The modification herein complies with the applicable Civil Aviation Regulations and is ICAA approved.

F. MATERIAL

Material required may be obtained through Atlantic Aviation Supply Company, their authorized dealers or may be locally purchased.

G. SPECIAL TOOLS

None required.

H. WEIGHT AND BALANCE

Not applicable.

I. ELECTRICAL LOAD

Not applicable.

J. REFERENCES

1124/1124A Maintenance Manual, Chapter 27-20-00.

K. PUBLICATIONS AFFECTED

None

2. ACCOMPLISHMENT INSTRUCTIONS

- A. Remove the rudder servo trim tab from the aircraft rudder in accordance with 1124/1124A Maintenance Manual, Chapter 27-20-00, removal/installation paragraph 3A.
- B. Layout area to be trimmed in accordance with Figure 1.
- C. (1) Before trimming off any material observe the proposed cutline for rivet edge distance to the spar radius and leading edge. If the edge distance on your rudder tab conforms to the measurements on Figure 1 utilize the rivet pattern reflected in Figure 1 to effect the modification.

Make sure that a minimum of 2D (.25) edge distance from center of rivet hole shall be maintained after cutting out completely the existing 1/8 rivet holes in a straight line as shown in Figure 1.

- (2) If the remaining edge distance results in less than those measurements reflected in Figure 1, go to Figure 2.
- (3) Since edge distance determines rivet size and quantity, it is important that the number of rivets in Figures 1 and 2 be used to maintain integrity of the tab leading edge. Select the rivet pattern that will best suit the required number to accomplish the modification.

NOTE

Should you find that none of the proposed rivet patterns will be acceptable, notify your Westwind Technical Representative. Do not trim the rudder tab until a solution is determined for your aircraft.

- D. Using pilot holes and CLECO fasteners as required, trim off material assuring corners have proper radius and edge distances are maintained.
- E. Locate and install new rivets (in accordance with Figure 1 or Figure 2) that best match the edge-distance remaining after the cut is made.
- F. Touch up or repaint trim tab assembly as required.
- G. Reinstall rudder servo trim tab in accordance with 1124/1124A Maintenance Manual, Chapter 27-20-00, Installation, paragraph 3.B.



3. MATERIAL INFORMATION

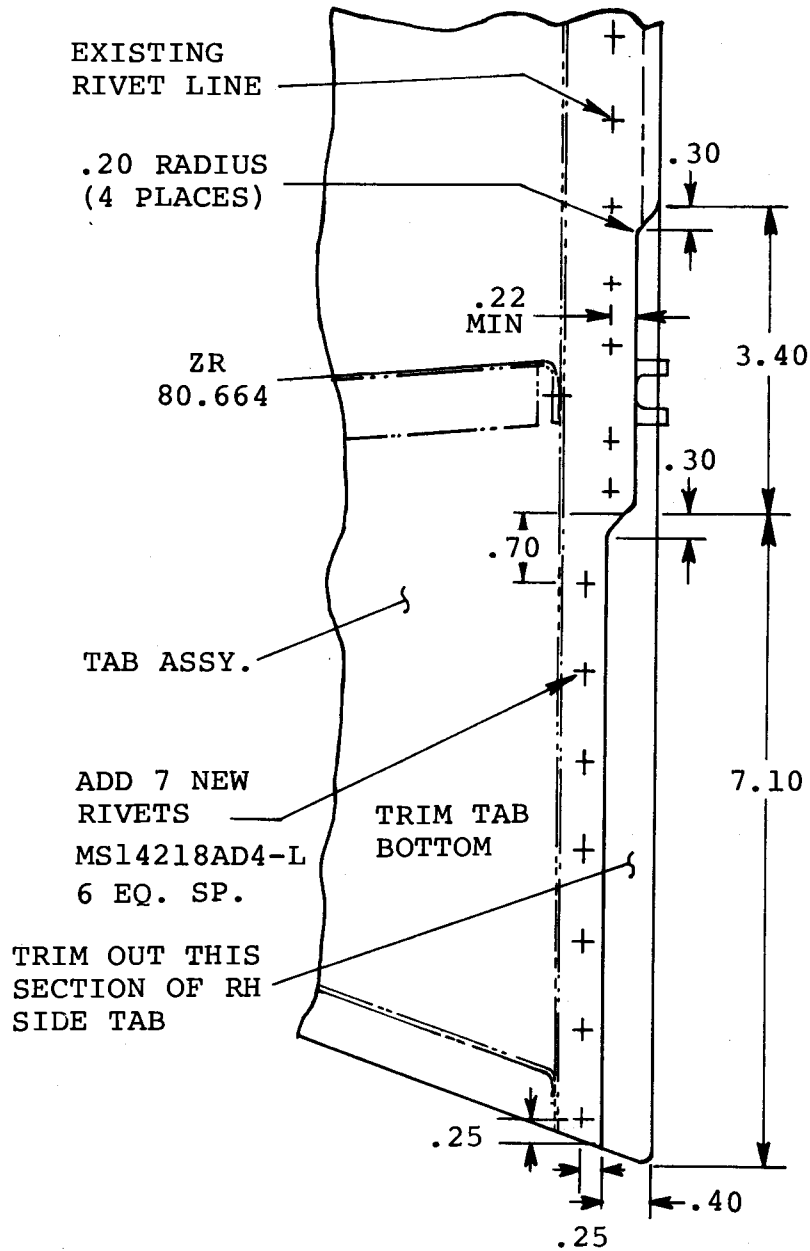
Refer to Figure 1 and 2 to determine rivet size and quantities.

4. RECORD COMPLIANCE

Make the following entry in the aircraft log book:

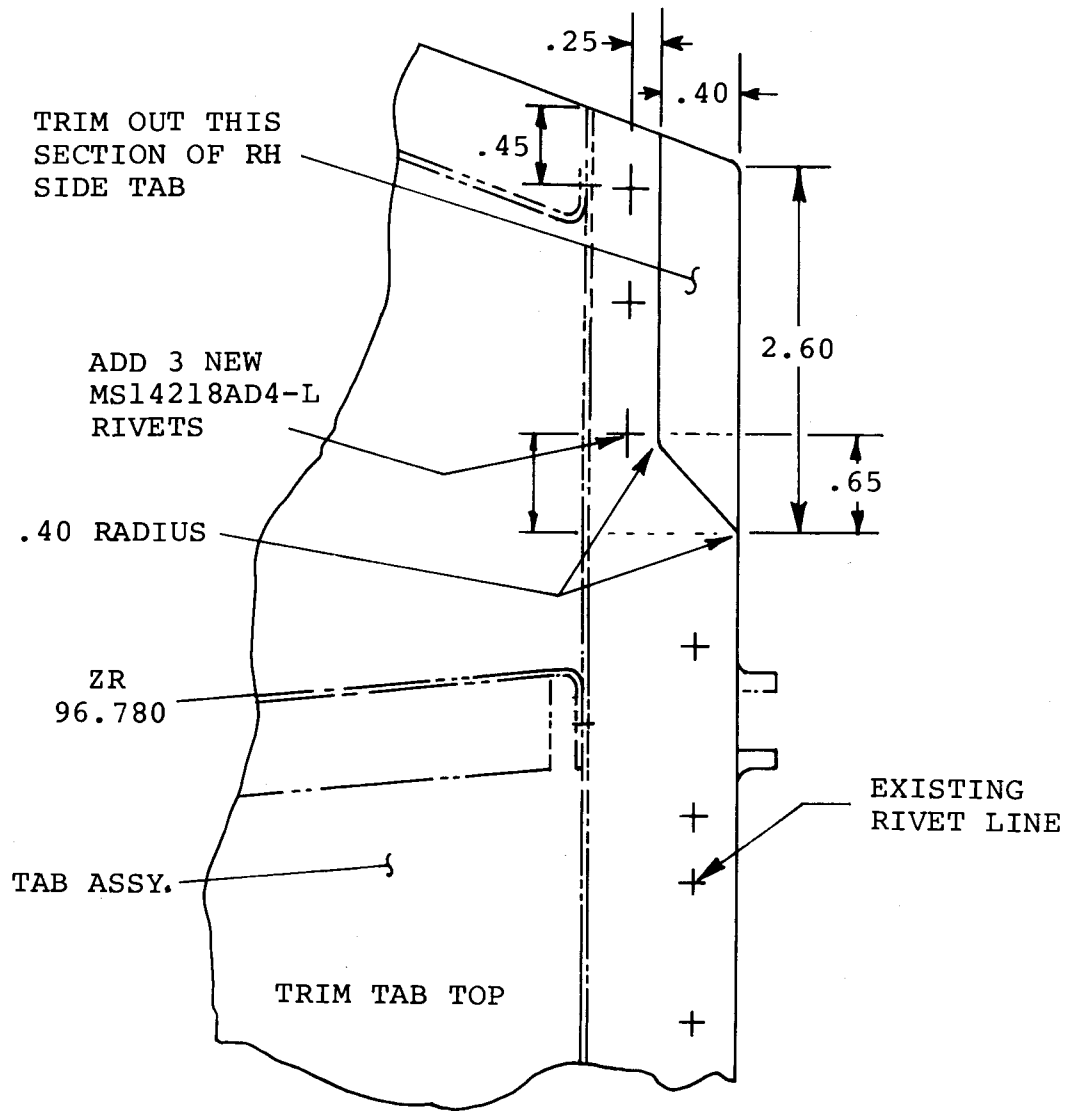
"Flight Controls - Modification of Rudder Servo Trim Tab,"  
was accomplished on \_\_\_\_\_, in  
accordance with the Service Bulletin No. 1124-27-017.

END



VIEW LOOKING AT RH SIDE  
BOTTOM OF RUDDER SERVO  
TRIM TAB LEADING EDGE

FIGURE 1  
CUTTING OF RUDDER SERVO TRIM TAB  
SHEET 1 of 2



VIEW LOOKING AT RH SIDE  
TOP OF RUDDER SERVO  
TRIM TAB LEADING EDGE

FIGURE 1 CUTTING OF RUDDER SERVO TRIM TAB  
SHEET 2 of 2

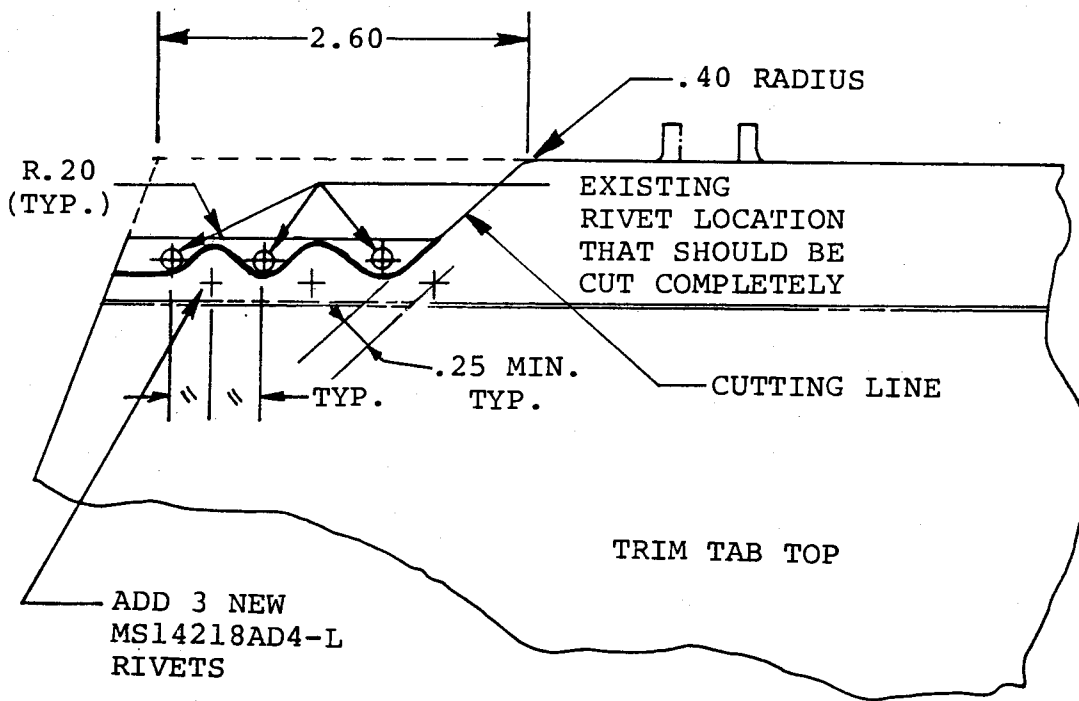
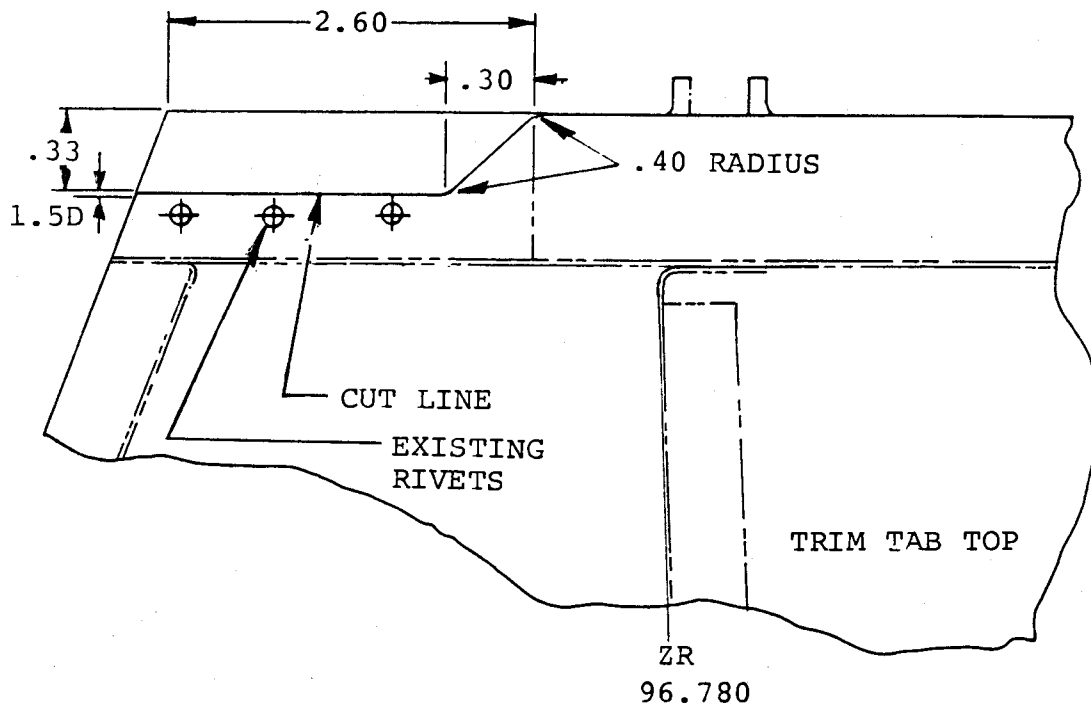


FIGURE 2 (SHEET 1 OF 2)

ALTERNATE CUTTING LINE AND RIVET PATTERN

October 31, 1985

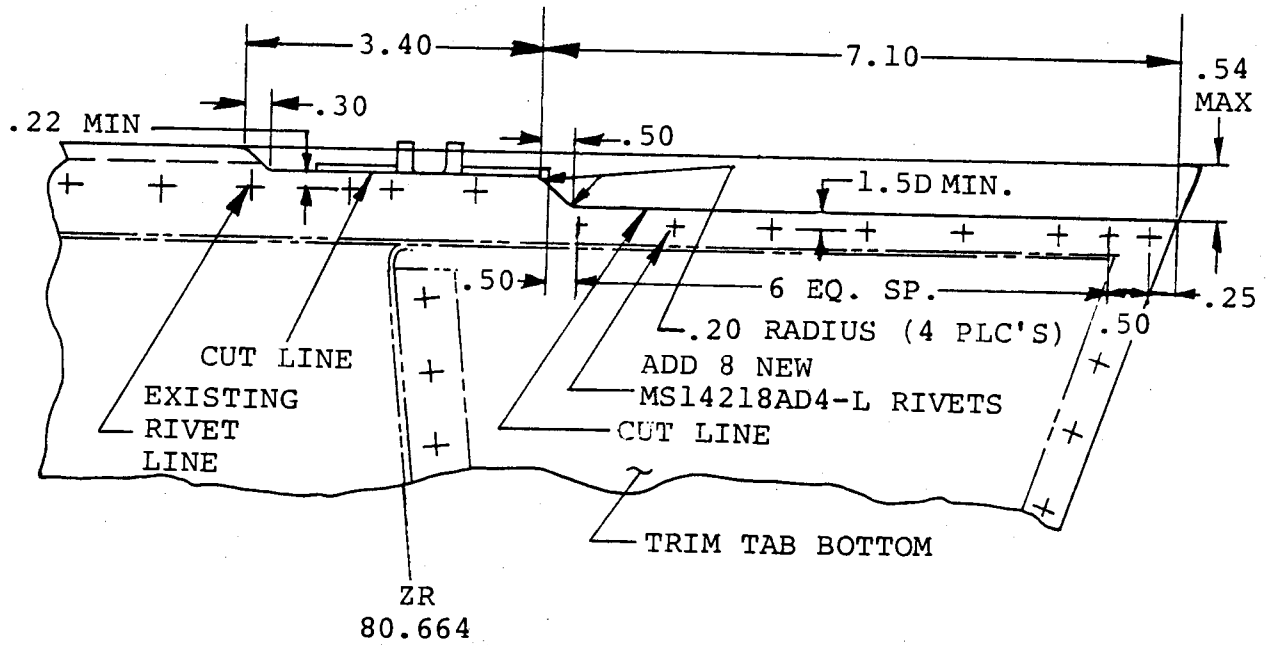
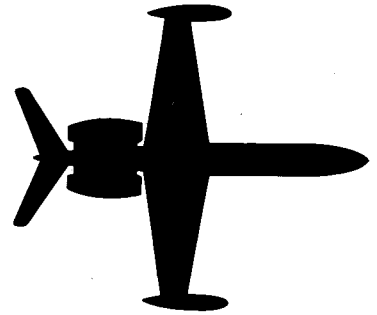


FIGURE 2 (SHEET 2 OF 2)  
ALTERNATE CUTTING LINE AND RIVET PATTERN

# **114-WESTWIND**



## **SERVICE BULLETIN**

OPTIONAL

SERVICE BULLETIN NO. 1124-27-061

May 9, 1986

SUBJECT: FLIGHT CONTROLS - WING FLAP ACTUATORS, IMPROVEMENT/REPAIR

### 1. PLANNING INFORMATION

#### A. EFFECTIVITY

Model 1124/1124A Westwind, all serial numbers.

#### B. REASON

Installation of an improved Nomex/Teflon sleeve bearing in the ends of the flap actuators will reduce chattering during extension or retraction.

#### NOTE

Actuators with a letter "B" after the serial number de-note this improvement was previously incorporated.

#### C. COMPLIANCE

Compliance with this service bulletin is optional.

#### D. DESCRIPTION

The sleeve bearings in the ends of the flap actuator tube assemblies are replaced with bearings having improved self-lubrication properties.

#### E. APPROVAL

This service bulletin has been reviewed by the Israel Civil Aviation Administration (ICAA). The design content conveyed herein complies with the applicable Civil Aviation Regulations and is ICAA approved.



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BEN GURION AIRPORT, ISRAEL

SB 1124-27-061  
Page 1 of 4

F. MATERIAL

The material required to comply with this service bulletin may be obtained through Atlantic Aviation Supply Company, Wilmington, Delaware.

G. TOOLING

No special tools are required.

H. WEIGHT AND BALANCE

Not applicable.

I. ELECTRICAL LOAD DATA

Not applicable.

J. REFERENCES

1124/1124A Maintenance Manual, Chapter 27-50-00.

K. PUBLICATIONS AFFECTED

1124/1124A Maintenance Manual, Chapter 27-50-00.  
1124/1124A Illustrated Parts Catalog, Chapter 27-50-00.

2. ACCOMPLISHMENT INSTRUCTIONS

- A. Fully extend the flaps and release the gustlock.
- B. Examine the data plate on the four (4) flap actuators. The improvement described below has already been incorporated on units with a letter "B" following the serial number.
- C. Remove appropriate actuators in accordance with the 1124 Maintenance Manual, Chapter 27-50-00.
- D. Gain Access to sleeve bearings in actuators:
  - (1) Disconnect hardware as necessary to enable actuator tube removal from actuator gear box (index hardware for reassembly).
  - (2) Carefully remove the four (4) screws at the actuator gear box and remove the tube assembly from the gear box (use caution to ensure the gear box remains clamped together).
  - (3) Remove seal and sleeve bearing from tube assembly and install new type bearing with new seal (reference Figure 1).

NOTE

Inboard actuators incorporate two (2) bearings and both bearings should be replaced.

- (4) Reassemble actuator in the reverse order of disassembly.
- E. Stamp or scribe the letter "B" after the serial number of each modified actuator.
- F. Install actuators in accordance with the 1124 Maintenance Manual, Chapter 27-50-00.
- G. Perform an operational check of the wing flaps in accordance with the 1124 Maintenance Manual.
- H. Secure aircraft and return to service.

3. MATERIAL INFORMATION

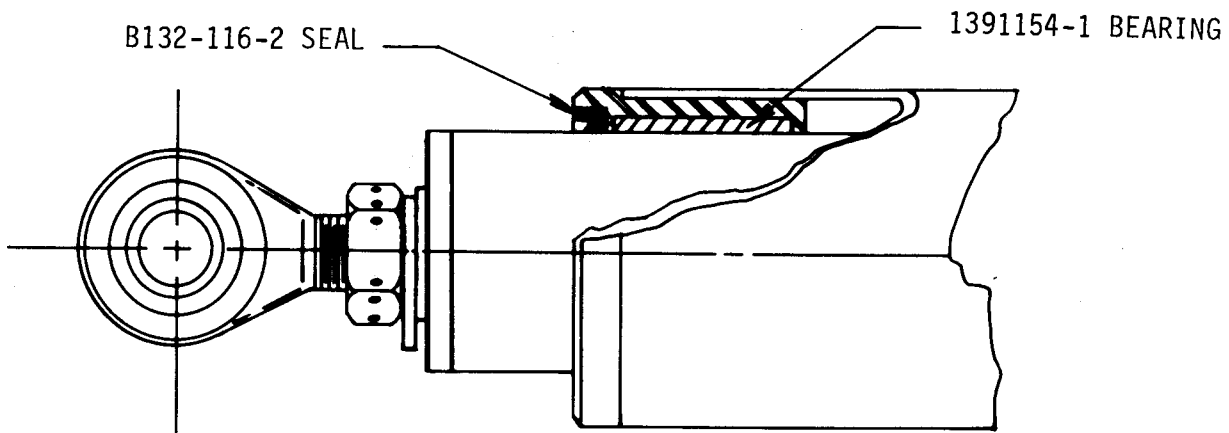
<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
A/R	1391154-1	Sleeve Bearing
A/R	B132-116-2	Seal

4. RECORD COMPLIANCE

Make the following entry in the aircraft log book:

Service Bulletin No. 1124-27-061 dated May 9, 1986, titled "Flight Controls - Wing Flap Actuators, Improvement/Repair", has been accomplished this date \_\_\_\_\_.





NOTE

INBOARD ACTUATORS INCORPORATE TWO (2)  
SLEEVE BEARINGS IN TANDEM (INSTALLATION  
TYPICAL).

REPLACEMENT PARTS LOCATION

FIGURE 1

*Service Bulletin*

A/C S/N \_\_\_\_\_

*Certificate of Compliance*

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL, INC.  
P.O. BOX 10086  
WILMINGTON, DE 19850  
ATTN: TECHNICAL PUBLICATIONS

This is to certify that Westwind Serial Number \_\_\_\_\_ has complied with Service Bulletin No. 1124-27-061

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance HOURS: \_\_\_\_\_ /CYCLES: \_\_\_\_\_

Compliance Date \_\_\_\_\_ By \_\_\_\_\_  
Signature

OWNER:

ACCOMPLISHING AGENCY:

_____	_____
_____	_____
_____	_____
_____	_____

Please describe below any discrepancies found or difficulties encountered during compliance:

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\_\_\_\_\_

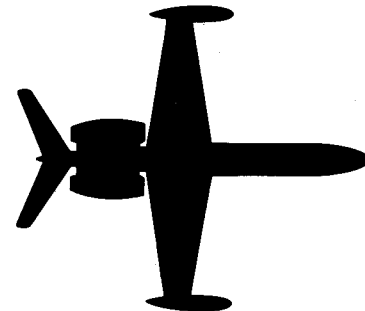
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# 1124-WESTWIND



## SERVICE BULLETIN

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RECOMMENDED

SERVICE BULLETIN NO. 1124-27-062

December 23, 1985

SUBJECT: FLIGHT CONTROLS - SPEED BRAKE - INADVERTENT DEPLOYMENT

1. PLANNING INFORMATION

A. EFFECTIVITY

MODEL 1124/1124A WESTWIND, all serial numbers prior to 400.

B. REASON

To increase the rating of the SB EXT annunciator lamp test diodes to prevent diode failure from deploying speed brakes during annunciator lamp test.

C. COMPLIANCE

Compliance with this service bulletin is recommended.

D. DESCRIPTION

This service bulletin describes the replacement of the SB EXT/LD EXT capsule in the master annunciator panel.

E. APPROVAL

This service bulletin has been reviewed by the Israel Civil Aviation Administration (ICAA). The design content conveyed herein complies with the applicable Civil Aviation Regulations and is ICAA approved.

F. MATERIAL

Material required may be obtained through Atlantic Aviation Supply Company, Wilmington, Delaware or their authorized representatives.



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BEN GURION AIRPORT, ISRAEL

SB 1124-27-062  
Page 1 of 3

G. SPECIAL TOOLS

None required.

H. WEIGHT AND BALANCE

Not affected.

I. ELECTRICAL LOAD DATA

Not affected.

J. REFERENCES

1124/1124A Wiring Diagram Manual, Chapter 33-10-04  
Service Information Letter No. 1124-33-025, Revision 1

K. PUBLICATIONS AFFECTED

None.

2. ACCOMPLISHMENT INSTRUCTIONS

- A. Remove the master annunciator panel assembly.
- B. Identify for reassembly the wiring connected to the LD EXT/SB EXT capsule. Remove existing capsule from assembly by desoldering the wires from the rear terminals on the capsule. Back out the screw in capsule center and remove the capsule.
- C. Install new capsule pin 293-14859-001 into the master annunciator panel assembly in reverse manner.
  - (1) Any varnish may be removed with MEK or similar solvents.
  - (2) Use a soldering pencil of no more than 50 watts.
  - (3) Ensure circuit board tracks are clean and that no "solder splashes" or other possible short circuits exist, including carbon tracking between tracks.
- D. Reinstall the master annunciator panel assembly and reconnect wiring.

SERVICE BULLETIN NO. 1124-27-062

E. Test lamp module.

- (1) Perform lamp test, both sections illuminate. Verify that the SB and LD remain in the stowed position.
- (2) Extend speed brakes and lift dumpers, verify proper annunciation.
- (3) Stow speed brakes and lift dumpers.

G. Return aircraft to service.

3. MATERIAL INFORMATION

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
1 each	293-14859-001	Capsule (Mfg Master Specialties Company)

4. RECORD COMPLIANCE

Make the following entry in the aircraft log book:

Service Bulletin No. 1124-27-062 dated December 23, 1985 titled "Flight Controls - Speed Brake - Inadvertent Deployment" has been accomplished this date \_\_\_\_\_.

# *Service Bulletin*

A/C S/N \_\_\_\_\_

## *Certificate of Compliance*

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL, INC.  
P.O. BOX 10086  
WILMINGTON, DE 19850  
ATTN: TECHNICAL PUBLICATIONS

This is to certify that Westwind Serial Number \_\_\_\_\_ has complied with Service Bulletin No. 1124-27-062

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance HOURS: \_\_\_\_\_ / CYCLES: \_\_\_\_\_

Compliance Date \_\_\_\_\_ By \_\_\_\_\_  
Signature

OWNER:

ACCOMPLISHING AGENCY:

_____	_____
_____	_____
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_____	_____

Please describe below any discrepancies found or difficulties encountered during compliance:

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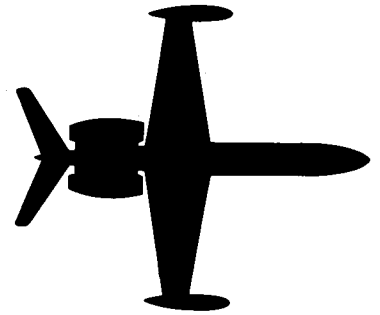
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# 1124-WESTWIND



## SERVICE INFORMATION LETTER

SERVICE INFORMATION LETTER NO. 1124-27-070

May 31, 1989

SUBJECT: FLIGHT CONTROLS - SUGGESTED SPECIALTY TOOLING FOR  
CONTROL SYSTEM FREE PLAY MEASUREMENT.

EFFECTIVITY: MODEL 1124/1124A WESTWIND, all serial numbers.

A. REASON

To inform operators of a commercial source for control surface deflection measurement tooling.

B. REFERENCE

None.

C. PUBLICATIONS AFFECTED

None.

D. DESCRIPTION

Various free play limits apply to primary and secondary control surface systems which require periodic inspection. The following special tooling is suitable for this application:

Aileron Deflection Gauge - 010/02, No. 6452. Kit includes gauge with range of .100" graduated to .001" and C-clamp mounting device with jointed extension rod.

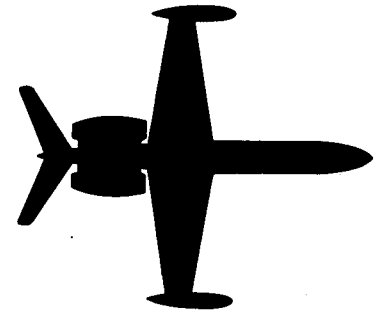
The kit is available from:

Aircraft Tool Supply Company  
Box 370  
1000 Old U.S. 23  
Oscoda, MI 48750  
Phone: (517) 739-1447  
Fax: (517) 739-1448



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SIL 1124-27-070  
Page 1 of 1



## SERVICE BULLETIN

RECOMMENDED

SERVICE BULLETIN NO. 1124-27-086

April 10, 1987

SUBJECT: FLIGHT CONTROLS - INSPECTION AND/OR REPLACEMENT OF LH AND RH ELEVATOR REDUCER TUBE COLLARS

### 1. PLANNING INFORMATION

#### A. EFFECTIVITY

PART I: MODEL 1124/1124A WESTWIND, all serial numbers prior to 331.

PART II: MODEL 1124/1124A WESTWIND, serial numbers 331 through 412, 414, 415, 417, 419, 420, 422, 424, 425, 427 and 430.

#### B. REASON (PART I & II)

Misalignment of the collar flange attachments to the elevators, if not corrected, could induce cracks in the collars, leading to structural failure of the torque tube-elevator interface.

#### C. COMPLIANCE

PART I: At the next 150-hour inspection. At each 150-hour inspection thereafter, repeat the dye-penetrant inspection of the collars, as described in Section 2, Part I, A-C. These inspections may be terminated when new collars are installed as per Section 2, Part I, D.

PART II: One-time inspection at the next 150-hour inspection.

SB 1124-27-086  
Page 1 of 9





SERVICE BULLETIN NO. 1124-27-086

D. DESCRIPTION

PART I of this service bulletin provides procedures to perform a dye-penetrant and alignment inspection of both elevator reducer tube collars and replacement of same, if necessary.

PART II of this service bulletin provides procedures to perform a one-time alignment inspection by checking the gap between the left and right elevator reducer tube collar flange and elevator rib and correction methods, if required.

E. APPROVAL

This service bulletin has been reviewed by the Israel Civil Aviation Administration (ICAA). The design content conveyed herein complies with the applicable Civil Aviation Regulations and is ICAA approved.

F. MATERIAL

Material required may be obtained through Atlantic Aviation Supply Company, Wilmington, Delaware or their authorized dealers.

G. TOOLING

1 ea. No. 1 Taper Reamer (Brown & Sharpe)  
1 ea. No. 2 Taper Reamer (Brown & Sharpe)

H. WEIGHT AND BALANCE

Not applicable.

I. ELECTRICAL LOAD DATA

Not applicable.

J. REFERENCES

1124/1124A Maintenance Manual, Chapter 27.

K. PUBLICATIONS AFFECTED

1124/1124A Illustrated Parts Catalog, Chapter 27.

2. ACCOMPLISHMENT INSTRUCTIONS

PART I (150-hour Inspection)

- A. Remove fairings between the elevators to gain access to the left and right elevator torque tube assemblies.
- B. Remove the paint from both elevator reducer tube collars.
- C. Perform dye-penetrant inspection in radius of both collars (reference Figure 1).
- D. If no defects, proceed to step E. Defective collars must be replaced with a new reducer tube P/N 3533579-501 and collar P/N 3533577-1 as follows:
  - (1) Remove applicable elevator in accordance with 1124/1124A Maintenance Manual Chapter 27.
  - (2) Remove the two taper pins securing the reducer tube to the universal joint and slide the reducer tube outboard through the bearing support.
  - (3) Assemble the reducer tube and collar by positioning the tube into the collar so that the end of the tube is flush, but not recessed more than .040" from outside surface of the collar flange (reference Figure 1).
  - (4) Drill through the pilot holes in the collar and through the reducer tube.
  - (5) Ream the holes through the collar and reducer tube with a #2 taper reamer. Reamer must have a .500" taper per 12.00" length.

NOTE: Small end of taper pin shank shall not protrude beyond the surface of fitting by more than .060" when pin is installed.

- (6) Install the AN386-2-14 taper pins, AN975-3 washers, AN320-3 nuts. Torque nuts to 15-20 inch-lbs. and safety with MS24665-153 cotter pins.
- (7) Slide the reducer tube assembly into the bearing support and into the center torque tube universal joint.

SERVICE BULLETIN NO. 1124-27-086

- (8) Position the elevator on stabilizer hinge points and install bolts, bonding straps and nuts. Torque the outboard nuts to 50-70 inch-lbs. and the two inboard nuts to 100-140 inch-lbs. and safety with cotter pins.
- (9) Install four bolts and washers securing the torque tube collar to the inboard elevator rib. Do not safety at this time.
- (10) The penetration of the torque tube assembly into the universal joint must be sufficient to cover the inspection hole (reference Figure 2). If not, install shims as required, P/N 5 403001-7 (max. 4 shims) between the torque tube collar and the elevator rib to achieve the proper penetration.
- (11) Align both elevators. Check that the center torque tube bellcrank is properly aligned (reference Figure 3).  
  
NOTE: Maximum differential between left and right elevators is 1/2 degree.
- (12) Manufacture two bushings for the large and small holes in the universal joint to use as a centering guide when drilling the holes in the torque tube. Drill into the torque tube from both sides, using extreme care for proper alignment of the drill.
- (13) Ream the holes through the universal joint and reducer tube with a #1 taper reamer. Reamer must have a .500" taper per 12.00" length.  
  
NOTE: Small end of taper pin shank shall not protrude beyond the surface of the fitting by more than .060" when pin is installed.
- (14) Install the AN386-2-10 taper pins, AN975-3 washers, AN320-3 nuts. Torque nuts to 15-20 inch-lbs. and safety with MS24665-153 cotter pins.
- (15) Torque the four bolts securing the torque tube assembly to the elevator rib (step 9) to 80-100 inch-lbs. and safety wire.
- (16) Check the elevator for proper travel in accordance with 1124/1124A Maintenance Manual, Chapter 27-30-00, paragraph 1, Adjustment/Test.

SERVICE BULLETIN NO. 1124-27-086

- E. Loosen the four bolts retaining the torque tube collar to the elevator rib. DO NOT REMOVE.
- F. Measure the gap between the flange of collar and the elevator rib. A maximum gap of .010" at any point is acceptable.
- G. Remove both elevators in accordance with 1124/1124A Maintenance Manual, Chapter 27.
- H. Inspect collar flange for distortion and cracks. Any defects will necessitate replacement of the reducer tube and collar as per Part I, para. 2.D.
- I. Check the reducer tube in relation to collar flange. If the reducer tube is recessed in the collar by more than .040" (reference Figure 1), the collar and reducer tube must be replaced as per Part I, para. 2.D.
- J. If the reducer tube protrudes beyond the outer surface of the flange, the tube must be machined to be flush with the flange. Apply Alodine and Epoxy primer to the machined area.
- K. Install both elevators in accordance with 1124/1124A Maintenance Manual, Chapter 27.
- L. If the measurement taken in step F exceeds .010", install a shim manufactured from aluminum to the dimensions of the flange with thickness as required to obtain a gap of .010" or less.
- M. Install the four bolts and washers securing the torque tube assembly to the elevator; torque bolts to 80-100 inch-lbs. and safety wire.
- N. Repaint the reducer tube collars as necessary, install fairings and return aircraft to service.

PART II (One-time Inspection)

- A. Remove fairings between the elevators to gain access to the left and right elevator torque tube assemblies.
- B. Loosen the four bolts retaining the collar flange to the inboard elevator rib. DO NOT REMOVE.

SERVICE BULLETIN NO. 1124-27-086

- C. Measure the gap between the collar flange and elevator rib. A maximum gap of .010" at any point is acceptable.
- D. If gap exceeds .010", remove paint from the collar and perform a dye-penetrant inspection in the radius of the collar (reference Figure 1).
- E. Defective collars must be replaced with a new reducer tube P/N 3533579-501 and collar P/N 3533577-1 as per Part I, para. 2.D.
- F. If no defects, remove the four bolts loosened in step B and install a shim, manufactured from aluminum to the dimensions of the flange with thickness as required to obtain a gap of .010" or less.
- G. Install the four bolts and washers securing the torque tube assembly to the elevator; torque bolts to 80-100 inch-lbs. and safety wire.
- H. Repaint the reducer tube collars as necessary, install fairings and return aircraft to service.

3. MATERIAL INFORMATION

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
A/R	3533579-501	Reducer, Torque Tube
A/R	3533577-1	Collar
A/R	AN386-2-14	Taper Pin
A/R	AN975-3	Washer
A/R	AN320-3	Nut, castellated
A/R	AN386-2-10	Taper Pin
A/R	MS24665-153	Pin, cotter
A/R	5 403001-7	Shim

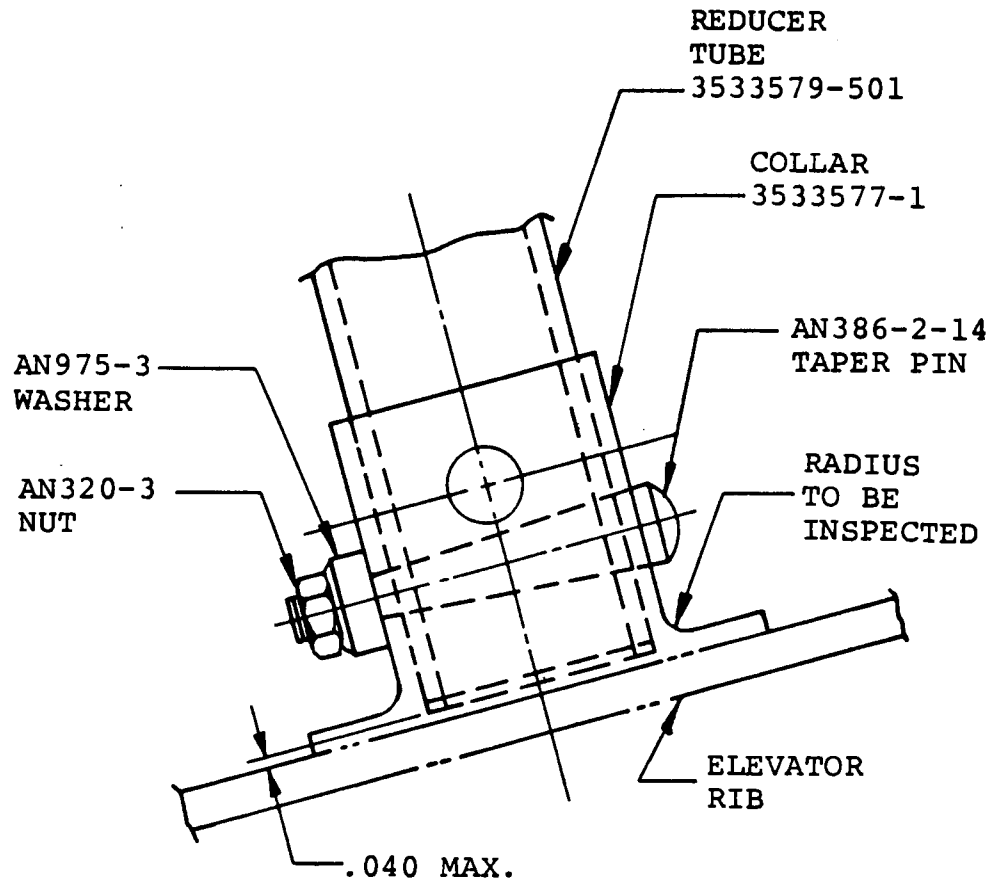
4. RECORD COMPLIANCE

Make the following entry in the aircraft log book:

Service Bulletin No. 1124-27-086 dated April 10, 1987 titled "Flight Controls - Inspection and/or Replacement of LH and RH Elevator Reducer Tube Collars" has been accomplished this date \_\_\_\_\_.

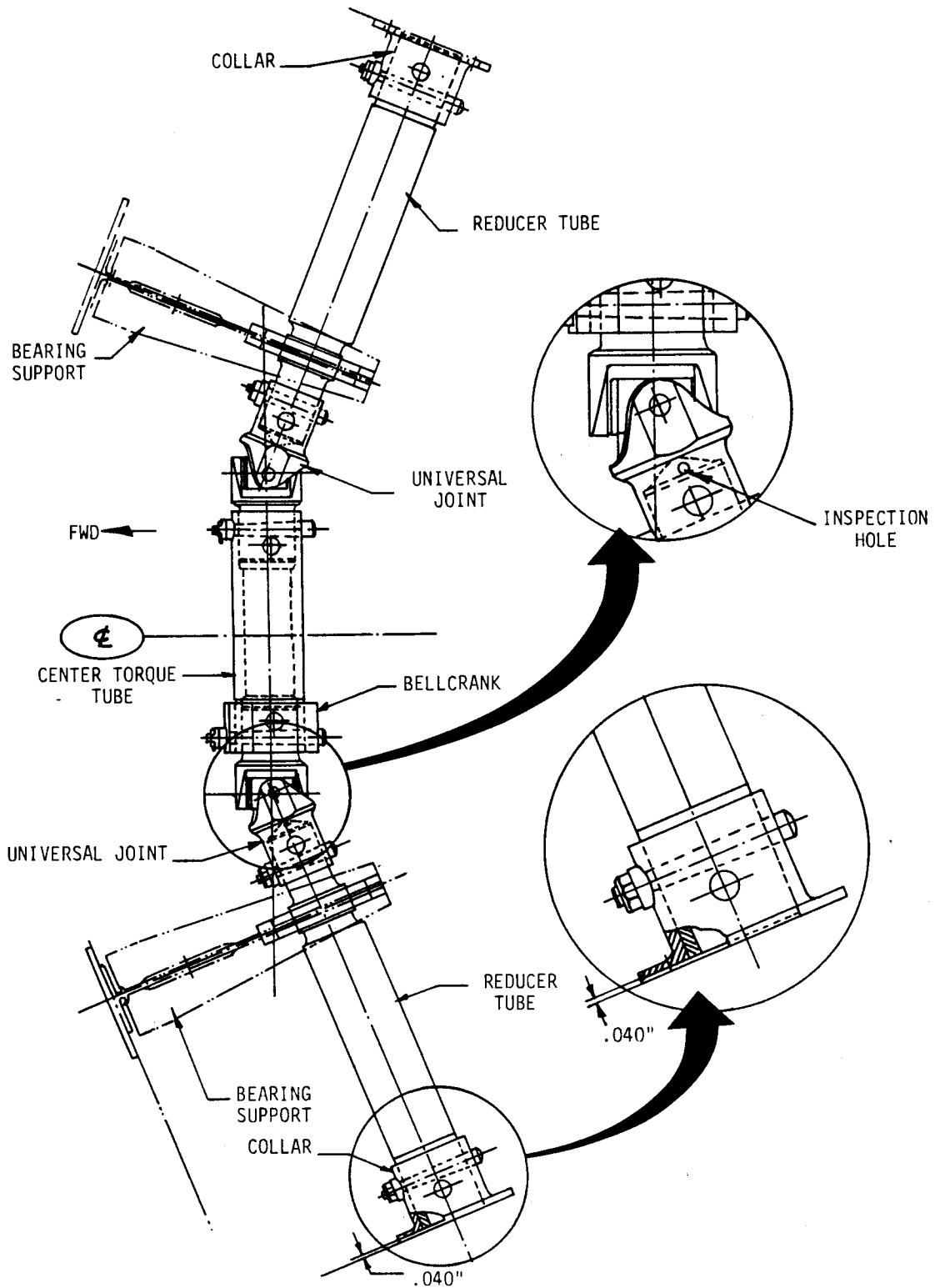
SERVICE BULLETIN NO. 1124-27-086

NOTE: DURING INSTALLATION OF TAPER PINS, NARROW END SHALL NOT PROTRUDE BEYOND THE COLLAR BY MORE THAN .060"



ELEVATOR TORQUE TUBE COLLAR

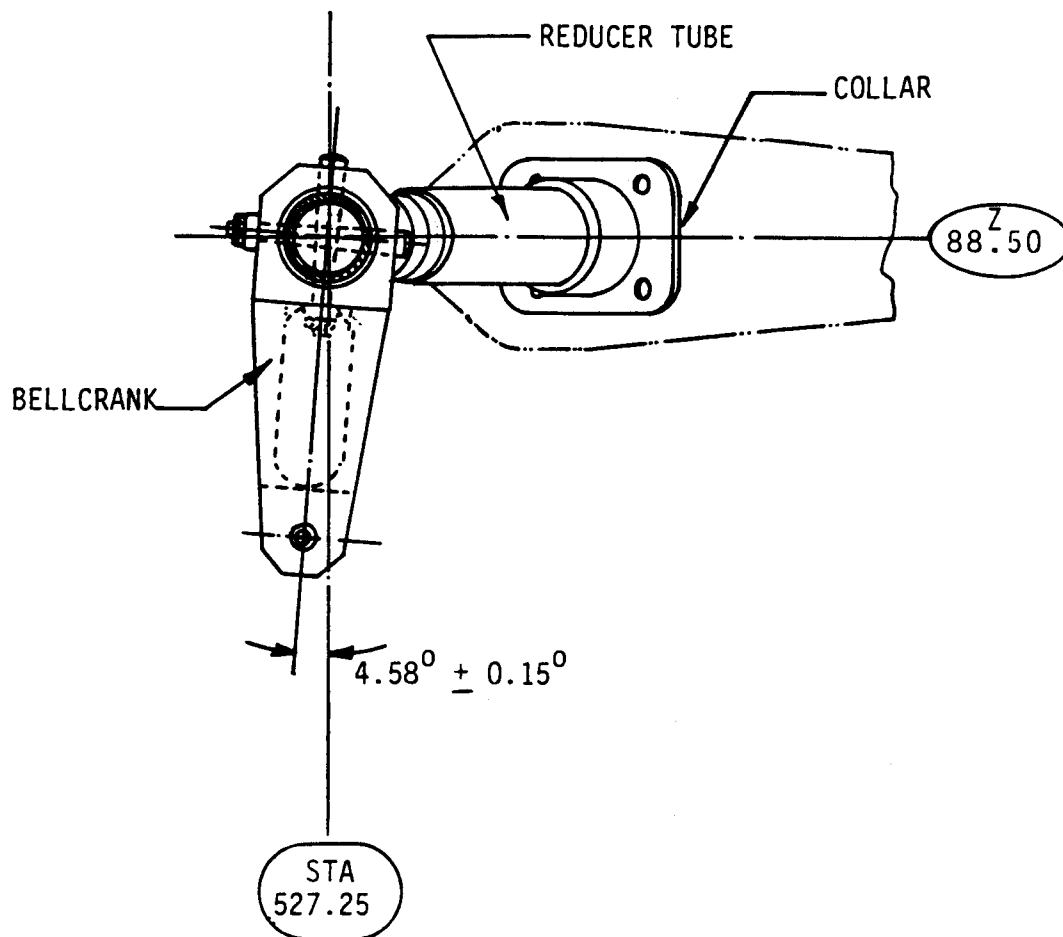
FIGURE 1



ELEVATOR TORQUE TUBE ASSEMBLY

FIGURE 2

CAUTION: VERIFY ELEVATOR CONTROL SYSTEM RIGGING IS CORRECT BEFORE DRILLING AND REAMING NEW PARTS.



ALIGNMENT OF CENTER TORQUE TUBE BELLCRANK  
TO ELEVATOR TORQUE TUBE COLLAR

FIGURE 3



*Service Bulletin*

A/C S/N \_\_\_\_\_

*Certificate of Compliance*

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL, INC.  
P.O. BOX 10086  
WILMINGTON, DE 19850  
ATTN: TECHNICAL PUBLICATIONS

This is to certify that Westwind Serial Number \_\_\_\_\_ has complied with Service Bulletin No.

**1124-27-086**

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance HOURS: \_\_\_\_\_ /CYCLES: \_\_\_\_\_

Compliance Date \_\_\_\_\_ By \_\_\_\_\_  
Signature

OWNER:	ACCOMPLISHING AGENCY:
_____	_____
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Please describe below any discrepancies found or difficulties encountered during compliance:

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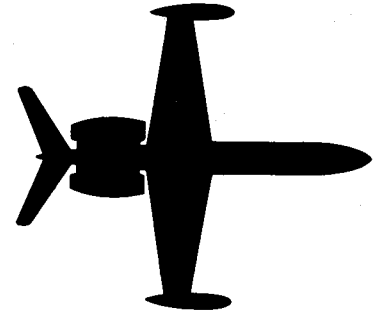
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TEAR AT PERFORATION, REMOVE TAPE AT BOTTOM, FOLD, SEAL AND MAIL

# **24-WESTWIND**



## **SERVICE BULLETIN**

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RECOMMENDED

SERVICE BULLETIN NO. 1124-27-095

April 4, 1988

SUBJECT: FLIGHT CONTROLS - F44-14 ROD-ENDS - INSPECTION/  
REPLACEMENT.

1. PLANNING INFORMATION

A. EFFECTIVITY

MODEL 1124/1124A WESTWIND, all serial numbers.

B. REASON

Field experience has shown some instances of using rod-ends P/N F44-14 that do not have a witness hole.

C. COMPLIANCE

It is recommended that this service bulletin be accomplished at the next 150 hour inspection.

D. DESCRIPTION

This service bulletin requires an inspection of rod-ends installed in the rudder pedals and aileron servo tab systems.

E. APPROVAL

This service bulletin has been reviewed by the Israel Civil Aviation Administration (ICAA). The design content conveyed herein complies with the applicable Civil Aviation Regulations and is ICAA approved.



SUBSIDIARY OF ISRAEL AIRCRAFT INDUSTRIES, LTD.  
BEN GURION AIRPORT, ISRAEL

SB 1124-27-095  
Page 1 OF 5

F. MATERIAL

Material required may be obtained through Atlantic Aviation Supply Company, Wilmington, Delaware or their authorized representatives.

G. SPECIAL TOOLS

Not required.

H. WEIGHT AND BALANCE

Not applicable

I. ELECTRICAL LOAD DATA

Not applicable

J. REFERENCES

1124/1124A Illustrated Parts Catalog, Chapters 27 and 57  
1124/1124A Maintenance Manual, Chapter 27

K. PUBLICATIONS AFFECTED

1124/1124A Illustrated Parts Catalog, Chapters 27-20-00  
Figure 2, and 57-50-00 Figure 2.

2. ACCOMPLISHMENT INSTRUCTIONS:

- A. Gain access to rod-ends installed in the rudder pedal installation (see Figure 1) and right aileron servo tab installation (see Figure 2).
- B. Inspect rod-ends to determine if witness holes are present.
- C. If rod-ends have witness holes, no further action is required.
- D. If rod-ends do not have witness holes, remove and replace with P/N F44-14MT in accordance with 1124/1124A Maintenance Manual chapters 27-10-00 for aileron servo tab, and 27-20-00 for rudder pedals maintenance practices.

CAUTION

Ensure that rigging of system is not altered during replacement.

SERVICE BULLETIN NO. 1124-27-095

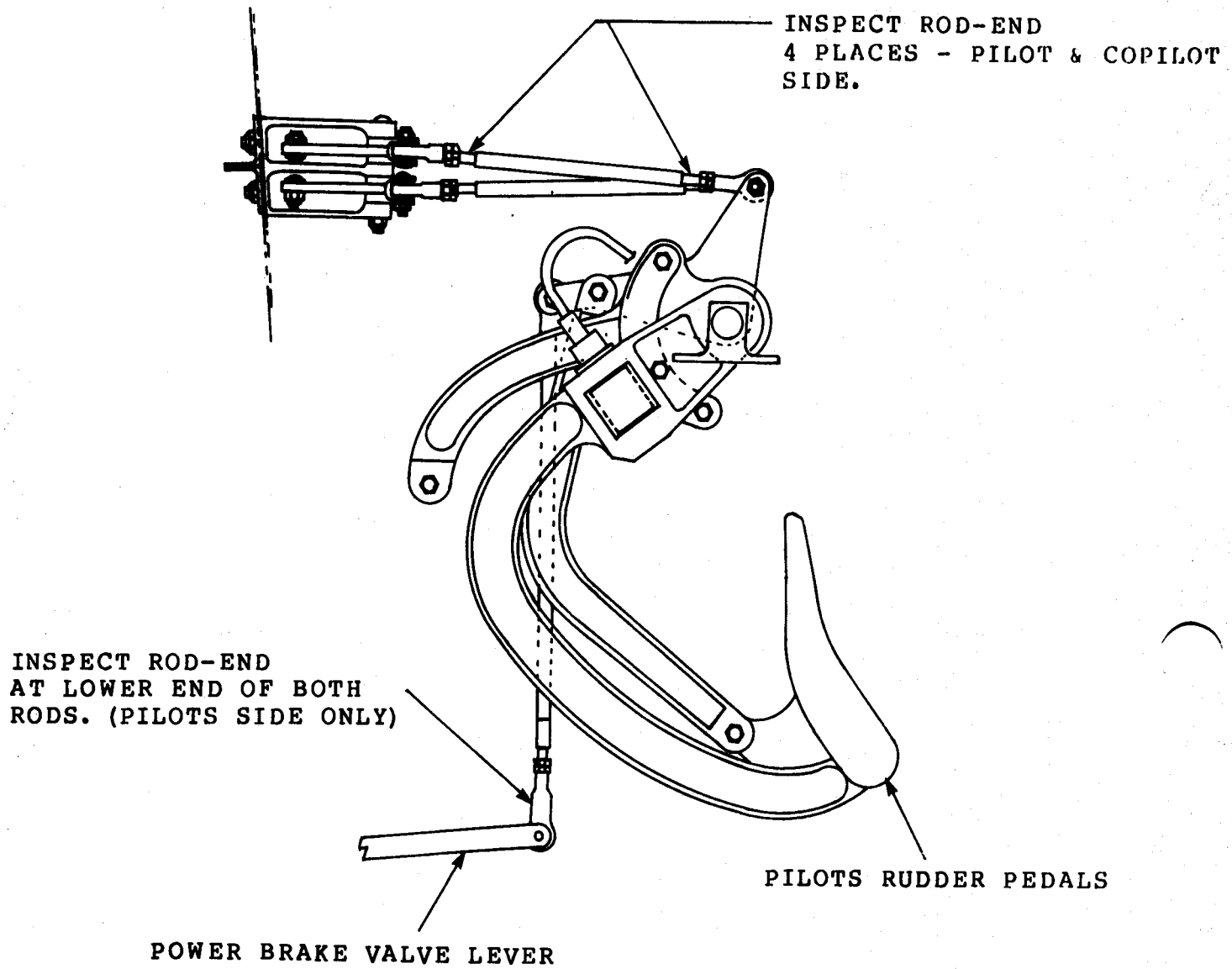
3. MATERIAL INFORMATION

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
A/R	F44-14MT	Rod-Ends

4. RECORD COMPLIANCE

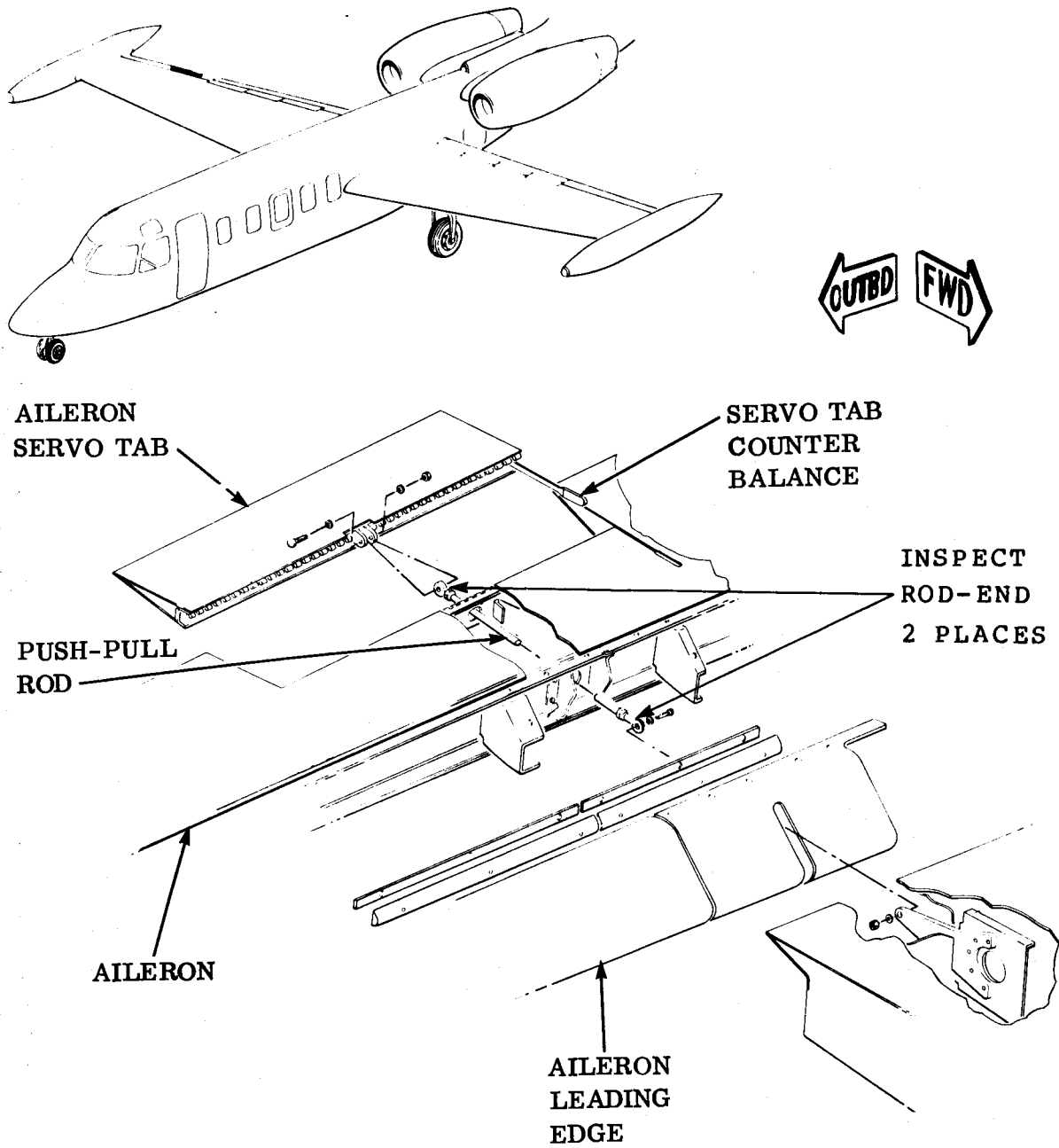
Make the following entry in the aircraft log book:

Service Bulletin No. 1124-27-095 dated April 4, 1988 titled "Flight Controls - F44-14 Rod-Ends - Inspection/Replacement," has been accomplished this date \_\_\_\_\_.



PILOTS RUDDER PEDAL INSTALLATION

FIGURE 1



AILERON SERVO TAB

FIGURE 2

*Service Bulletin*

A/C S/N \_\_\_\_\_

*Certificate of Compliance*

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL, INC.  
P.O. BOX 10086  
WILMINGTON, DE 19850  
ATTN: TECHNICAL PUBLICATIONS

This is to certify that Westwind Serial Number \_\_\_\_\_ has complied with Service Bulletin No.

**1124-27-095**

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance HOURS: \_\_\_\_\_ /CYCLES: \_\_\_\_\_

Compliance Date \_\_\_\_\_ By \_\_\_\_\_  
Signature

OWNER:	ACCOMPLISHING AGENCY:
_____	_____
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_____	_____

Please describe below any discrepancies found or difficulties encountered during compliance:

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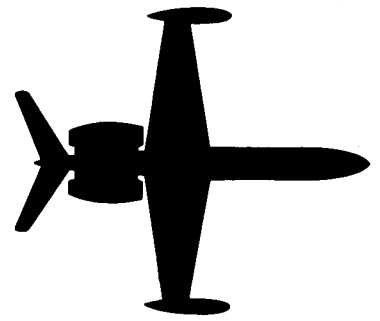
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## **SERVICE BULLETIN**

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SERVICE BULLETIN NO. 1124-27-100

REVISION 2

April 24, 1991

### **TRANSMITTAL SHEET**

This sheet transmits Revision 2 to Service Bulletin No. 1124-27-100 dated March 8, 1990 titled "Flight Controls - Aileron - Inspection of LH and RH Wing Aileron Control Rod Assembly P/N 513503-503 for Possible Corrosion".

#### **REASON FOR REVISION**

Evaluation of control rod assemblies P/N 513506-503, replaced since the original issue of this bulletin indicates a need to mandate replacement of all control rod assemblies P/N 513506-503.

This is a COMPLETE REVISION. Remove and discard all previous pages affected by this revision.

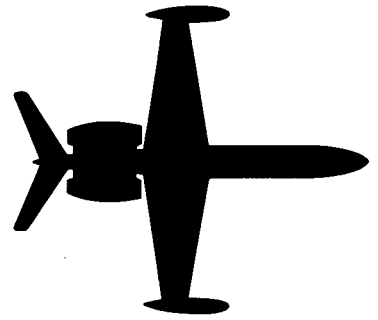
#### **LIST OF EFFECTIVE PAGES**

<b><u>PAGE NO.</u></b>	<b><u>DATE</u></b>
1 through 4	April 24, 1991

#### **PREVIOUS REVISIONS OF SB 1124-27-100**

Revision 1, April 25, 1990





## SERVICE BULLETIN

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### MANDATORY

SERVICE BULLETIN NO. 1124-27-100

March 8, 1990

R SUBJECT: FLIGHT CONTROLS - REPLACEMENT OF LEFT AND RIGHT AILERON  
R CONTROL ROD ASSEMBLIES P/N 513506-503.

1. PLANNING INFORMATION

A. EFFECTIVITY

MODEL 1124/1124A WESTWINDS, all serial numbers.

B. REASON

R Evaluation of control rod assemblies, P/N 513506-503, replaced since the original  
R issue of this bulletin indicates a need to mandate replacement of all control rod  
R assemblies P/N 513506-503.

C. COMPLIANCE

R This service bulletin must be accomplished within the next 150 flight hours or  
R within six months from the issue date of Revision 2 to this Service Bulletin,  
R whichever occurs first.

D. DESCRIPTION

R This service bulletin provides procedures to replace the left and right aileron rod  
R assemblies P/N 513506-503 mounted horizontally in the wing trailing edge.

E. APPROVAL

This service bulletin has been reviewed by the Civil Aviation Administration of Israel (CAAI). The design content herein complies with the applicable Civil Aviation Regulations and is CAAI approved.

March 8, 1990

R Revision 2, April 24, 1991  
1017

SB 1124-27-100

Page 1 of 4

F. MAN-HOUR REQUIREMENTS

The following information is for planning purposes only:

- R (1) Estimated man-hours: 1
- (2) Suggested number of personnel: 1

The above is an estimate only, based on experienced personnel complying with this service bulletin. It is possible, depending on individual experience levels, that additional or fewer man-hours are required to accomplish this bulletin.

G. MATERIAL INFORMATION

	<u>QTY.</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
R	2	513506-503 RD or RE	ROD ASSEMBLY

R Material required may be obtained through Astra Jet Corporation, New Castle,  
 R Delaware, or authorized ASTRA/WESTWIND Service Centers.

H. TOOLING

None required.

I. WEIGHT AND BALANCE

Not affected.

J. ELECTRICAL LOAD DATA

Not affected.

K. REFERENCES

1124/1124A Westwind Illustrated Parts Catalog, Chapter 27-10-00, Figure 4.  
 1124/1124A Westwind Maintenance Manual, Chapters 5-20-03 and 27-10-00.

L. PUBLICATIONS AFFECTED

R 1124/1124A Westwind Illustrated Parts Catalog, Chapter 27-10-00, Figure 4.

2. ACCOMPLISHMENT INSTRUCTIONS

R **NOTE:** Control rod assemblies P/N 513506-503 RD or RE installed by compliance  
R of a previous issue of this bulletin do not require replacement.

A. Fully extend flaps, speed brakes and lift dumpers to gain access to the left and right aileron rod assemblies.

B. Remove left and right aileron rod assemblies, P/N 513506-503. Tag identify left and right rod assemblies respectively. Refer to Figure 1.

R C. Carefully measure and record distance between center of attachment holes of rod ends on old rod assembly.

**CAUTION:** Ensure that rigging of the system is not altered during replacement.

R D. Position rod ends on new rod assemblies, P/N 513506-503 RD or RE, so that rod  
R assembly length conforms to the measured distance recorded in step (C.).  
R Safety-wire rod end jam nuts to rod-end lock pins.

R E. Install new left and right aileron rod assemblies, P/N 513506-503RD or RE. Torque  
nuts to 50-70 inch-pounds and secure with cotter pins. (Refer to Figure 1).

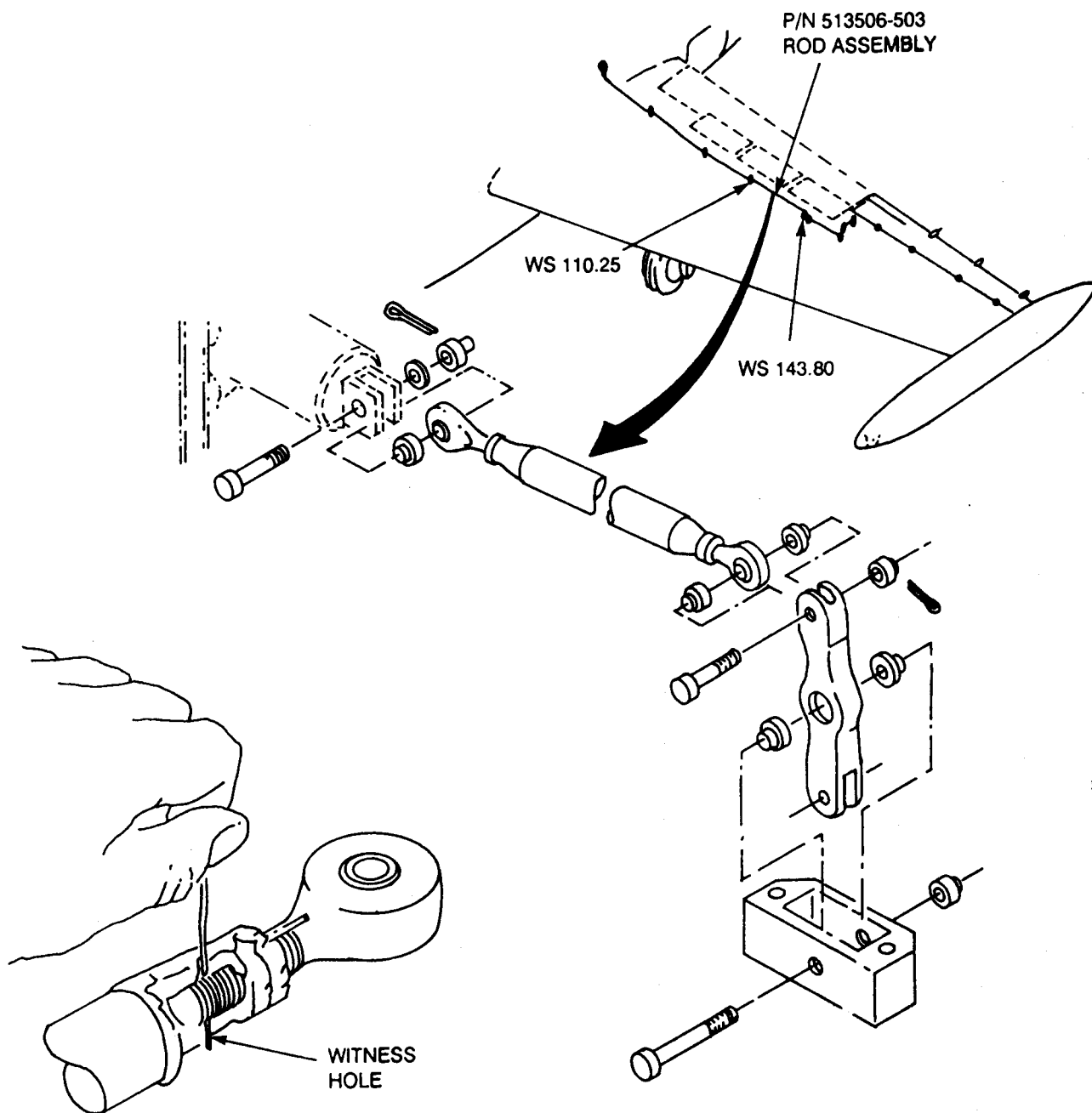
R F. Check aileron rigging in accordance with 1124/1124A Westwind Maintenance  
Manual, Chapter 27-10-00. Adjustment/Test paragraphs 2.A steps 8 through 11,  
2nd paragraph 3A.

3. RECORD COMPLIANCE

A. Make the following entry in the aircraft log book:

R Service Bulletin 1124-27-100, Revision 2, dated April 24, 1991, titled "Flight  
R Controls - Replacement of Left and Right Aileron Control Rod Assemblies P/N  
513506-503," has been accomplished this date \_\_\_\_\_.

B. Complete the attached Certificate of Compliance and return to Astra Jet Corporation in Wilmington, Delaware.



**CAUTION:**  
IF SAFETY WIRE WILL PASS THROUGH  
BOTH WITNESS HOLES, ROD END IS  
EXTENDED PAST LIMITS.

**FIGURE 1**

*Service Bulletin*

A/C S/N \_\_\_\_\_

*Certificate of Compliance*

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

Astra Jet Corporation  
P.O. BOX 10086  
WILMINGTON, DE 19850  
ATTN: TECHNICAL PUBLICATIONS

This is to certify that Westwind Serial Number \_\_\_\_\_ has complied with Service Bulletin No.

1124-27-100 REV. 2

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance HOURS: \_\_\_\_\_ /CYCLES: \_\_\_\_\_

Compliance Date \_\_\_\_\_ By \_\_\_\_\_  
Signature

OWNER:	ACCOMPLISHING AGENCY:
_____	_____
_____	_____
_____	_____

Please describe below any discrepancies found or difficulties encountered during compliance:

\_\_\_\_\_

\_\_\_\_\_

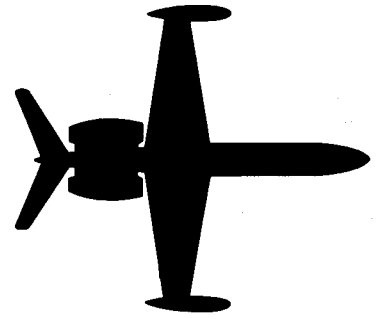
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## **SERVICE BULLETIN**

SERVICE BULLETIN NO. 1124-27-104

REVISION 1

July 10, 1991

### **TRANSMITTAL SHEET**

This sheet transmits Revision 1 to Service Bulletin No. 1124-27-104 dated October 23, 1990, titled "Flight Controls - Relocate Bonding Jumpers Between Horizontal and Vertical Stabilizers and Control Surfaces (AFC 1056)".

#### **REASON FOR REVISION**

Change in Part Numbers for Jumpers and Bolts.

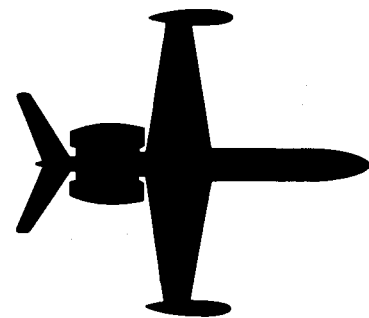
This is a COMPLETE REVISION. Please remove and discard all pages of previous issues and replace with the pages of this revision.

#### **LIST OF EFFECTIVE PAGES**

<u>PAGE NO.</u>	<u>DATE</u>
1 through 7	July 10, 1991
8 and 9	October 23, 1990

#### **PREVIOUS REVISIONS OF SB 1124-27-104**

None



## **SERVICE BULLETIN**

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### **RECOMMENDED**

**SERVICE BULLETIN NO. 1124-27-104**

**October 23, 1990**

**SUBJECT: FLIGHT CONTROLS - RELOCATE BONDING JUMPERS BETWEEN HORIZONTAL AND VERTICAL STABILIZERS AND CONTROL SURFACES (AFC 1056).**

R

**1. PLANNING INFORMATION**

**A. EFFECTIVITY**

MODEL 1124/1124A WESTWIND, all serial numbers.

**B. REASON**

To improve static and lightning discharge path.

**C. DESCRIPTION**

This service bulletin provides instructions for removing the bonding from the empennage flight control surface hinge bolts and attaching the bonding directly to the control surface structure.

**D. COMPLIANCE**

It is recommended that this service bulletin be accomplished at the operator's earliest convenience.

**E. APPROVAL**

This service bulletin has been reviewed by the Civil Aviation Administration of Israel (CAAI). The design content herein complies with the applicable Civil Aviation Regulations and is CAAI approved.

October 23, 1990

SB 1124-27-104

R Revision 1, July 10, 1991

Page 1 of 9

5055

F. MAN-HOUR REQUIREMENTS

The following information is for planning purposes only:

(1) Estimated man-hours: 22 Hours

(2) Suggested number of personnel: 2

The above is an estimate only, based on experienced personnel complying with this service bulletin. It is possible, depending on individual experience levels, that additional or fewer man-hours are required to accomplish this bulletin.

G. MATERIAL

R  
R  
R  
R

<u>QTY.</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
2	MS25083-2BC3	JUMPER
1	MS25083-2BC5	JUMPER
5	MS25083-2BC6	JUMPER
1	MS25083-2BC7	JUMPER
5	AN3-3A	BOLTS
5	MS21042-3	NUT
5	AN960KD10L	WASHER
*3	25W401001-007	ANGLES
*2	25W401001-005	ANGLES
*A/R	.040" 2024T3 CLAD	ALUMINUM
A/R	#320 GRIT	ALUMINUM OXIDE
A/R		EMERY CLOTH
A/R		MEK OR ALCOHOL
A/R		ALODINE
A/R		IRIDITE
A/R		EPOXY PRIMER
A/R	MATCHING TOP-COAT	PAINT

\*Angles manufactured from aluminum as described in Fig. 4.

R  
R  
Material required may be obtained through Astra Jet Corporation, New Castle, Delaware, or authorized ASTRA/WESTWIND Service Centers, or may be procured locally.

H. TOOLING

No special tooling required.



I. WEIGHT AND BALANCE

Not Applicable.

J. ELECTRICAL LOAD DATA

Not Applicable.

K. REFERENCES

1124/1124A Westwind Maintenance Manual, Chapters 27-20-00 and 27-30-00.

L. PUBLICATION AFFECTED

1124/1124A Westwind Maintenance Manual, Chapters 27-20-00 and 27-30-00.

1124/1124A Westwind Illustrated Parts Catalog, Chapters 27-20-00 and 27-30-00.

2. ACCOMPLISHMENT INSTRUCTIONS

A. Remove left and right elevator control surfaces. Refer to the 1124/1124A Westwind Maintenance Manual, Chapter 27-30-00.

R

B. Remove rudder control surface. Refer to the 1124/1124A Westwind Maintenance Manual, Chapter 27-20-00.

C. Remove and discard the bonding jumpers from each rudder and elevator hinge locations.


D. Fabricate the following angles from .040" 2024T3 Clad Aluminum:

(1) Three angles P/N 25W401001-007 according to detail RE1, Figure 1.

(2) Two angles P/N 25W401001-005 according to Figure 4.

(3) Treat angles with brush alodine and coat with epoxy primer.

E. Remove all hinges from the rudder and elevator control surfaces.

F. Clean an area of .500" diameter of the bonding fraying surfaces with #320 grit aluminum oxide emery cloth as indicated by  in Figures 1, 2, and 3.

G. Wipe all the cleaned areas with MEK or alcohol and dry thoroughly with a clean lint free cloth.

SERVICE BULLETIN NO 1124-27-104

- H. Apply iridite to all fraying surfaces as indicated by  $\triangle$  .
- I. Assemble the three rudder hinges which were removed in step 2.E. to the rudder in their proper positions. Assemble the three angles, P/N 25W401001-007 to the rudder hinges at the upper left attach bolts. Refer to Figure 1 and the 1124/1124A Westwind Illustrated Parts Catalog, Chapter 55-40-00. Torque attaching hardware in accordance with the 1124/1124A Westwind Maintenance Manual, Chapter 12-00-00, page 3, table 2. Install bondings to P/N 25W401001-007 angles as follows: P/N MS25083-2BC5 to top angle, P/N MS25083-2BC6 to middle angle and P/N MS25083-2BC7 to lower angle.
- J. Assemble left and right elevator outboard hinges, P/N 463019-503 which were removed in step 2.E. to the left and right elevators. Attach angles, P/N 25W401001-005 to the hinge outboard ears with the attach bolts. Refer to Figure 2 and the 1124/1124A Westwind Illustrated Parts Catalog, Chapter 55-20-00. Torque attaching hardware in accordance with the 1124/1124A Westwind Maintenance Manual, Chapter 12-00-00, page 3, table 2. Install bondings, P/N MS25083-2BC3 to angles, P/N 25W401001-005.
- K. Assemble the left and right elevator center and inboard hinges, P/N 463018-503 which were removed in step 2.E. to the left and right elevators. Attach the four bonding jumpers, P/N MS25083-2BC6 to the center and inboard hinges with the outboard vertical attach screws, P/N MS24694- S52. Refer to Figure 3 and 1124/1124A Westwind Illustrated Parts Catalog, Chapter 55-20-00. Torque attaching hardware in accordance with the 1124/1124A Westwind Maintenance Manual, Chapter 12-00-00, page 3, table 2.
- L. Seal all elevator hinge areas with PR1422B or Proseal 890 sealant. Clean all areas to be sealed thoroughly with MEK. Apply sealant to all faying surfaces and fastener heads to prevent moisture from entering honeycomb composites of the elevator assemblies.
- M. Check the resistance between each bonding jumper and the surface structure. Maximum allowable is .0025 ohms.
- N. Assemble the rudder control surface to the vertical stabilizer. Fasten the free ends of the bonding jumpers to their original location on the vertical stabilizer. Refer to Figure 1 and the 1124/1124A Westwind Maintenance Manual, Chapter 27-20-00.
- O. Assemble the elevator control surfaces to the horizontal stabilizers. Fasten the free ends of the bonding jumpers to their original location on the horizontal stabilizers. Refer to Figures 2 and 3, and 1124/1124A Westwind Maintenance Manual, Chapter 27-30-00.

SERVICE BULLETIN NO 1124-27-104

- P. Check resistance between each control surface and stabilizer. Maximum allowable is .0025 ohms.
- Q. Check the travel of the elevators and elevator tab. Refer to 1124/1124A Westwind Maintenance Manual, Chapter 27-30-00.
- R. Check the travel of the rudder and rudder tab. Refer to 1124/1124A Westwind Maintenance Manual, Chapter 27-20-00.
- S. Apply epoxy primer and matching top coat as necessary.

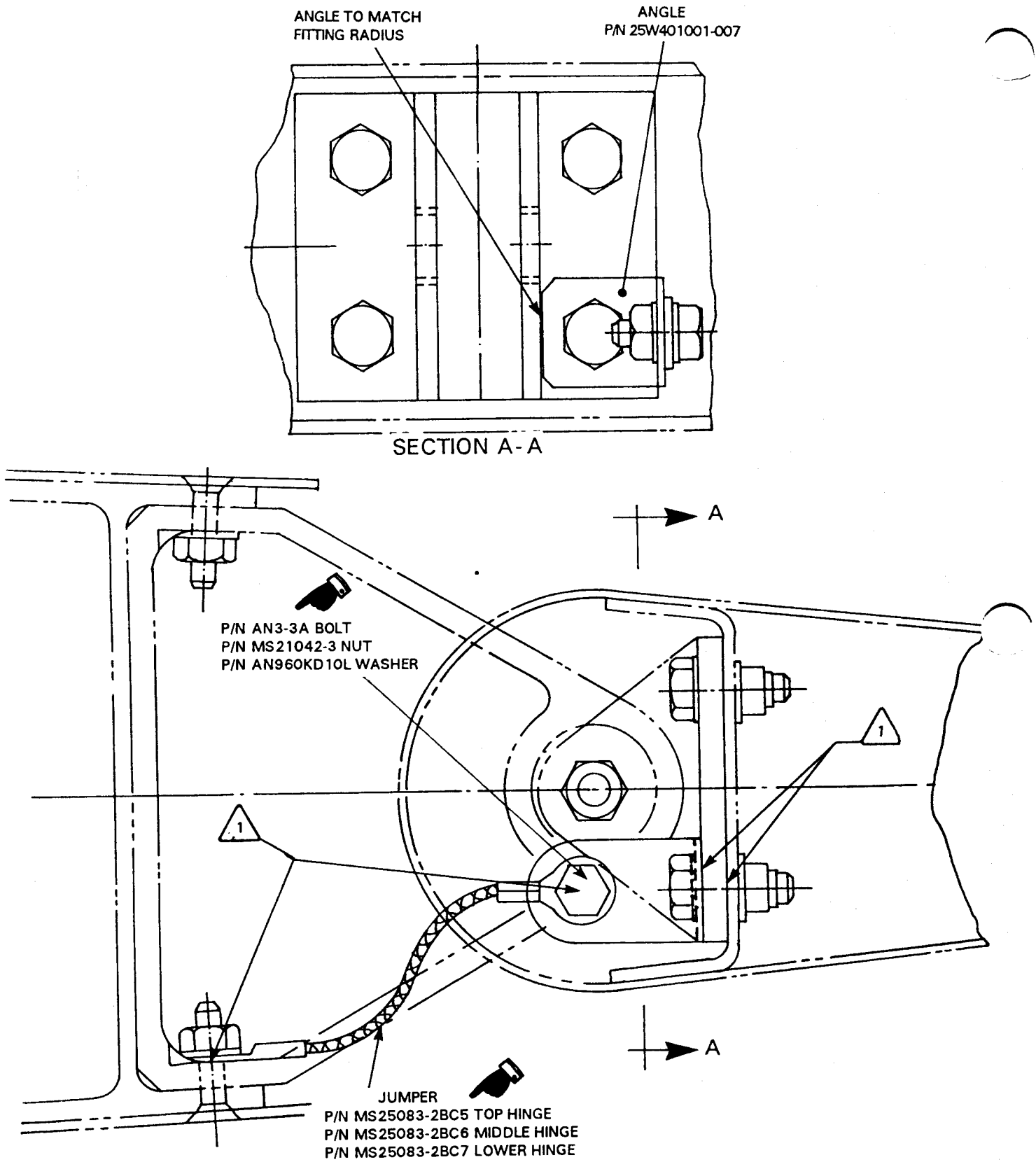
3. RECORD COMPLIANCE

- A. Make the following entry in the aircraft log book:

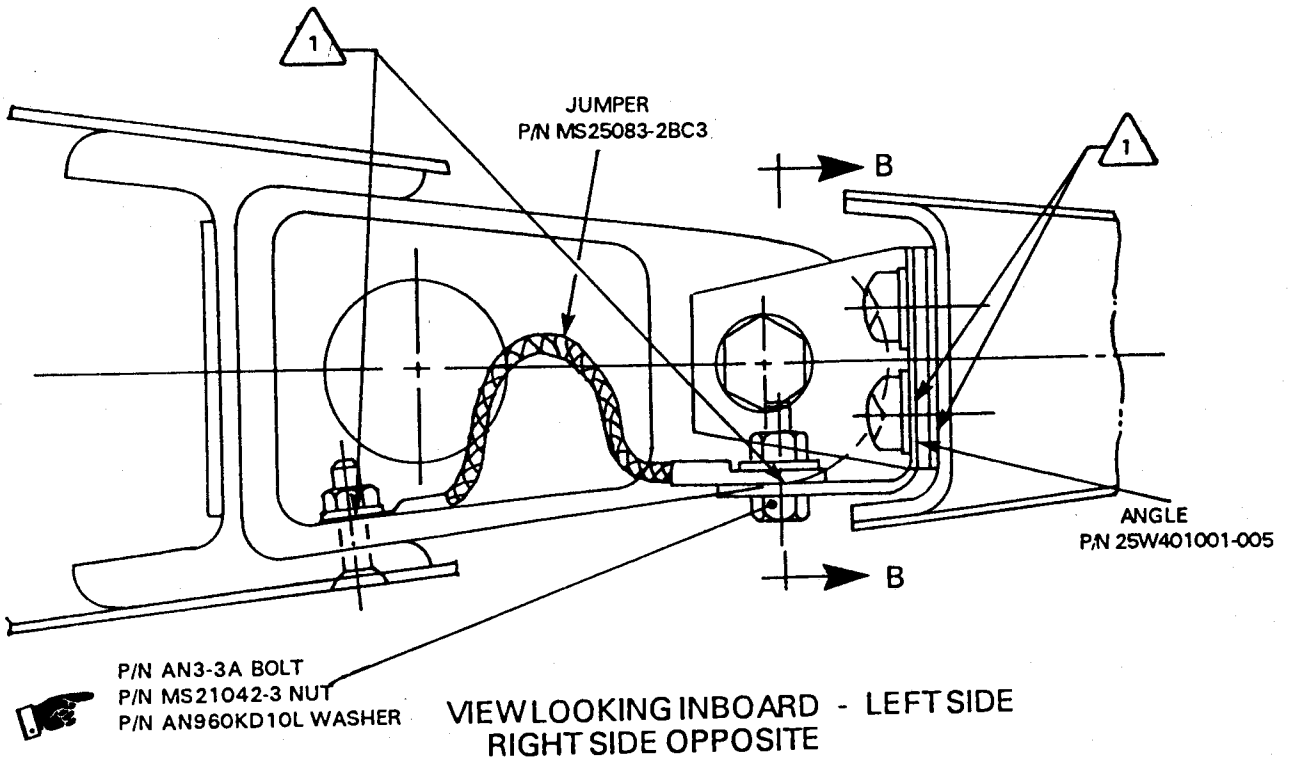
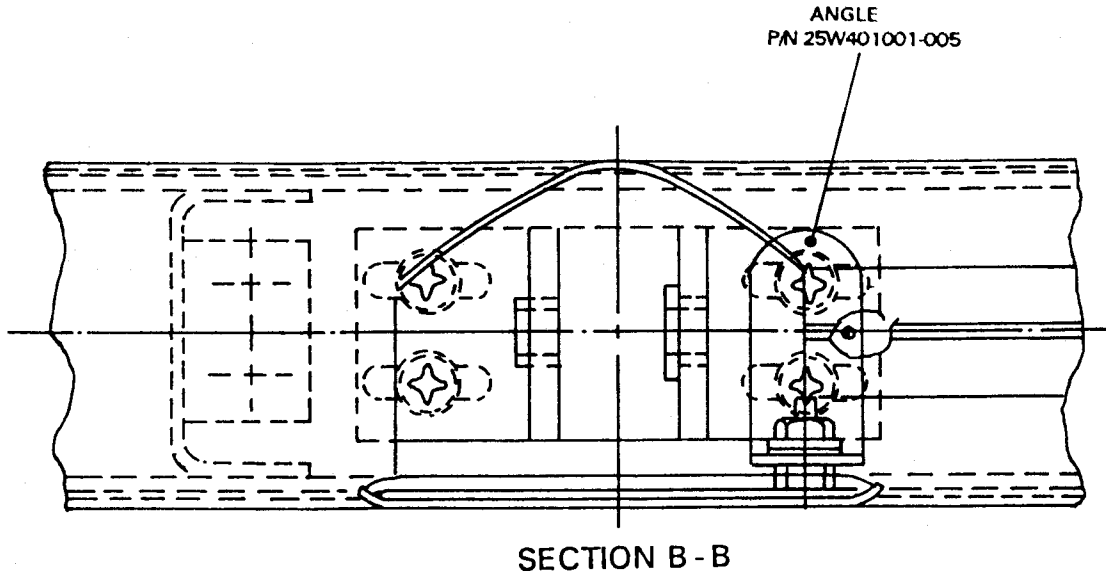
R Service Bulletin 1124-27-104 Revision 1 dated July 10, 1991, titled "Flight Controls -  
R Relocate Bonding Jumpers Horizontal and Vertical Stabilizers and Control Surfaces  
(AFC 1056)" has been complied with this date \_\_\_\_\_ .

- R B. Complete the attached Certificate of Compliance and return to Astra Jet Corporation  
R in New Castle, Delaware.

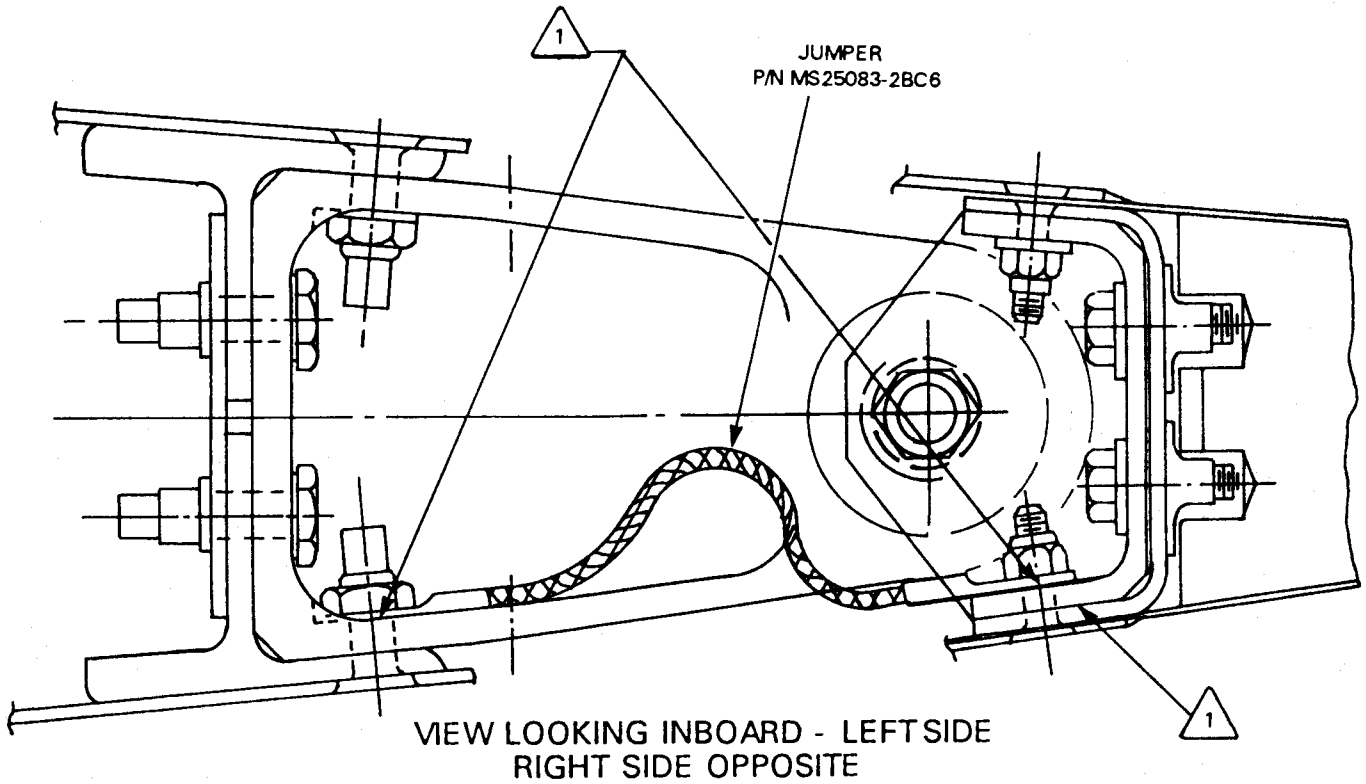
SERVICE BULLETIN NO 1124-27-104



**TYPICAL RUDDER HINGE - VIEW LOOKING DOWN**  
**FIGURE 1**

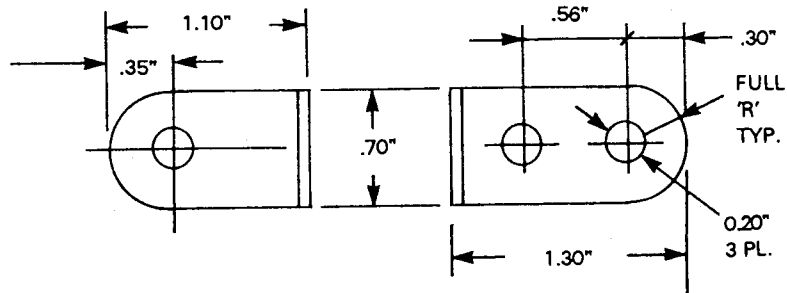


**OUTBOARD ELEVATOR HINGE  
FIGURE 2**

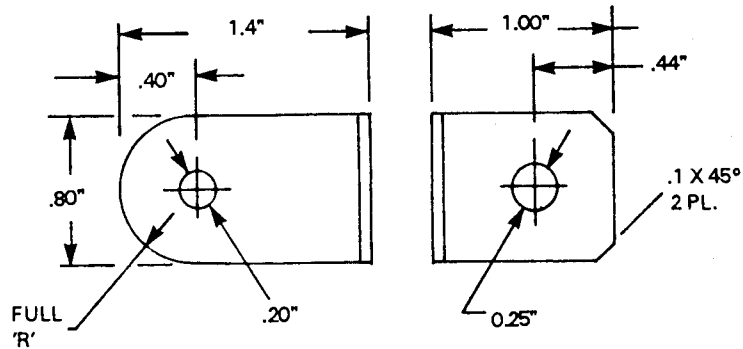


**INBOARD AND CENTER ELEVATOR HINGE  
FIGURE 3**

SERVICE BULLETIN NO. 1124-27-104



DETAIL P/N 25W401001-005  
MFG. FROM .040" 2024-T3 CLAD  
BEND RADIUS .13"



DETAIL P/N 25W401001-007  
MFG. FROM .040" 2024-T3 CLAD  
BEND RADIUS .13"

**PART DETAILS**  
**FIGURE 4**

*Service Bulletin*

*Certificate of Compliance*

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

Technical Publications  
Astra Jet Corporation  
278 Quigley Boulevard  
New Castle, DE 19720

This is to certify that WESTWIND Serial Number \_\_\_\_\_ has complied with  
Service Bulletin No. 1124-27-104 REVISION 1

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance: Hours \_\_\_\_\_ Cycles \_\_\_\_\_

Compliance Date: \_\_\_\_\_

By: \_\_\_\_\_  
Signature

Owner:  
\_\_\_\_\_  
\_\_\_\_\_  
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\_\_\_\_\_

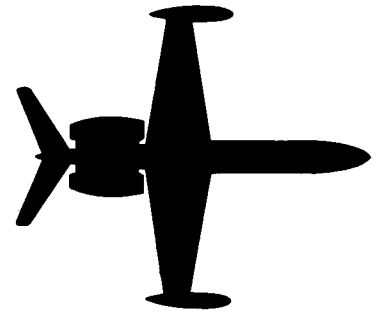
Accomplishing Agency:  
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Please describe below any discrepancies found or difficulties encountered during compliance:

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## **SERVICE BULLETIN**

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### **MANDATORY**

**SERVICE BULLETIN NO. 1124-27-129**

**June 12, 1995**

**SUBJECT: FLIGHT CONTROLS - AILERON PUSH-PULL TUBE AND GUIDE  
ROLLER INSPECTION**

**1. PLANNING INFORMATION**

**A. EFFECTIVITY**

MODEL 1124/1124A WESTWIND, all serial numbers.

**B. REASON**

Excessive wear has been found on aileron push-pull tube P/N 513512-1 in area of guide rollers.

**C. DESCRIPTION**

This service bulletin provides instructions to inspect the push-pull tubes for possible wear and necessary action if wear exists. Instructions are also provided to inspect guide rollers rotation.

**D. COMPLIANCE**

This service bulletin must be accomplished within 50 flight hours of the issue date. The inspections required by this service bulletin will be added as a 600 hour interval task in the 1124/1124A Westwind Maintenance Manual, 5-20-03, Maintenance Practices.

**E. APPROVAL**

This service bulletin has been reviewed by the Civil Aviation Administration of Israel (CAAI). The design content herein complies with the applicable Civil Aviation Regulations and is CAAI approved.

F. MAN-HOUR REQUIREMENTS

The following information is for planning purposes only:

- (1) Estimated man-hours: 1 (Inspection only)
- (2) Suggested number of personnel: 2

The above is an estimate only, based on experienced personnel complying with this service bulletin. It is possible, depending on individual experience levels, that additional or fewer man-hours are required to accomplish this bulletin.

G. MATERIAL

<u>QTY.</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
A/R	513512-1/-1RE <i>700.50</i>	TUBE ASSEMBLY

Material required may be obtained through Astra Jet Corporation, New Castle, Delaware, or authorized ASTRA/WESTWIND Service Centers.

H. TOOLING

No special tooling required.

I. WEIGHT AND BALANCE

Not applicable.

J. ELECTRICAL LOAD DATA

Not applicable.

K. REFERENCES

1124/1124A Westwind Maintenance Manual, 5-20-03.

L. PUBLICATIONS AFFECTED

1124/1124A Westwind Maintenance Manual, 5-20-03.

2. ACCOMPLISHMENT INSTRUCTIONS

- A. Lower flaps to 40 degrees.
- B. Open speed brake and lift dump panels and secure in open position.

SERVICE BULLETIN NO. 1124-27-129

- C. Thoroughly clean left and right aileron push-pull tubes P/N 513512-1 and guide rollers.
- D. Inspect external surface of push-pull tubes for wear, particularly in guide roller contact areas. If wear on tube(s) is noted, measure depth of wear. Refer to Figure 1. If tube cross section is reduced by more than .012 inch, tube must be replaced before further flight.

NOTE: If necessary, disconnect or remove tube to obtain accurate measurement.

- E. Inspect all guide rollers for smooth rotation.

NOTE: If guide rollers do not rotate smoothly, disassemble guide roller assembly, determine cause and repair or replace as necessary.

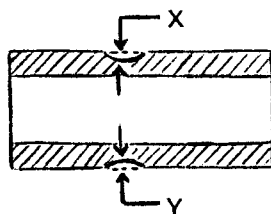
- F. Check aileron system for full stop-to-stop travel.

3. RECORD COMPLIANCE

- A. Make the following entry in the aircraft log book:

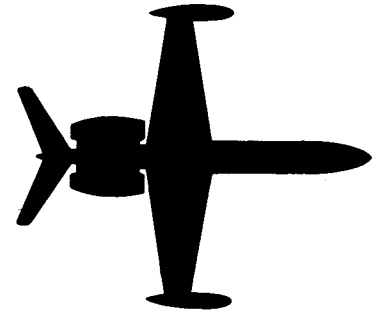
Service Bulletin No. 1124-27-129 dated June 12, 1995, titled "Flight Controls - Aileron Push-Pull Tube and Guide Roller Inspection", has been accomplished this date \_\_\_\_\_.

- B. Complete the attached Certificate of Compliance and return to Astra Jet Corporation, New Castle, Delaware.



IF X + Y IS GREATER  
THAN .012 INCH  
TUBE MUST BE REPLACED

Figure 1



## **SERVICE BULLETIN**

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### **MANDATORY**

**SERVICE BULLETIN NO. 1124-27-129**

**June 12, 1995**

**SUBJECT: FLIGHT CONTROLS - AILERON PUSH-PULL TUBE AND GUIDE ROLLER INSPECTION**

**1. PLANNING INFORMATION**

**A. EFFECTIVITY**

MODEL 1124/1124A WESTWIND, all serial numbers.

**B. REASON**

Excessive wear has been found on aileron push-pull tube P/N 513512-1 in area of guide rollers.

**C. DESCRIPTION**

This service bulletin provides instructions to inspect the push-pull tubes for possible wear and necessary action if wear exists. Instructions are also provided to inspect guide rollers rotation.

**D. COMPLIANCE**

This service bulletin must be accomplished within 50 flight hours of the issue date. The inspections required by this service bulletin will be added as a 600 hour interval task in the 1124/1124A Westwind Maintenance Manual, 5-20-03, Maintenance Practices.

**E. APPROVAL**

This service bulletin has been reviewed by the Civil Aviation Administration of Israel (CAAI). The design content herein complies with the applicable Civil Aviation Regulations and is CAAI approved.

F. MAN-HOUR REQUIREMENTS

The following information is for planning purposes only:

- (1) Estimated man-hours: 1 (Inspection only)
- (2) Suggested number of personnel: 2

The above is an estimate only, based on experienced personnel complying with this service bulletin. It is possible, depending on individual experience levels, that additional or fewer man-hours are required to accomplish this bulletin.

G. MATERIAL

<u>QTY.</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
A/R	513512-1/-1RE	TUBE ASSEMBLY

Material required may be obtained through Astra Jet Corporation, New Castle, Delaware, or authorized ASTRA/WESTWIND Service Centers.

H. TOOLING

No special tooling required.

I. WEIGHT AND BALANCE

Not applicable.

J. ELECTRICAL LOAD DATA

Not applicable.

K. REFERENCES

1124/1124A Westwind Maintenance Manual, 5-20-03.

L. PUBLICATIONS AFFECTED

1124/1124A Westwind Maintenance Manual, 5-20-03.

2. ACCOMPLISHMENT INSTRUCTIONS

- A. Lower flaps to 40 degrees.
- B. Open speed brake and lift dump panels and secure in open position.

SERVICE BULLETIN NO. 1124-27-129

- C. Thoroughly clean left and right aileron push-pull tubes P/N 513512-1 and guide rollers.
- D. Inspect external surface of push-pull tubes for wear, particularly in guide roller contact areas. If wear on tube(s) is noted, measure depth of wear. Refer to Figure 1. If tube cross section is reduced by more than .012 inch, tube must be replaced before further flight.

**NOTE:** If necessary, disconnect or remove tube to obtain accurate measurement.

- E. Inspect all guide rollers for smooth rotation.

**NOTE:** If guide rollers do not rotate smoothly, disassemble guide roller assembly, determine cause and repair or replace as necessary.

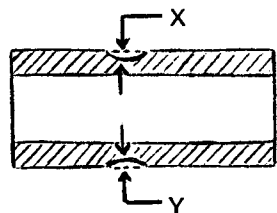
- F. Check aileron system for full stop-to-stop travel.

3. RECORD COMPLIANCE

- A. Make the following entry in the aircraft log book:

Service Bulletin No. 1124-27-129 dated June 12, 1995, titled "Flight Controls - Aileron Push-Pull Tube and Guide Roller Inspection", has been accomplished this date \_\_\_\_\_.

- B. Complete the attached Certificate of Compliance and return to Astra Jet Corporation, New Castle, Delaware.



IF X + Y IS GREATER  
THAN .012 INCH  
TUBE MUST BE REPLACED

Figure 1

# SERVICE PUBLICATIONS revision notice

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RECOMMENDED

SERVICE BULLETIN NO. 1124-28-002  
Revision No. 1

April 12, 1985

SUBJECT: PART A: INSPECTION OF FUEL SUMP CHECK VALVE LEVER AND  
INSTALLATION OF MANUAL LEVER HANDLE STOP.

PART B. REPLACEMENT OF LOWER FUEL SUMP CHECK VALVE  
LEVER, IF REQUIRED.

REASON FOR  
REVISION:

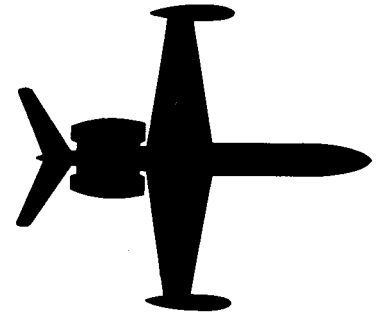
Part number correction in Paragraph 3. Material  
Information, Part B. Fuel Sump Lever P/N 3652764-1  
should be changed to P/N 3653764-1.

SB 1124-28-002  
Page 1 of 1



SUBSIDIARY OF ISRAEL AIRCRAFT INDUSTRIES, LTD.  
BEN GURION AIRPORT, ISRAEL

# 24-WESTWIND



## SERVICE BULLETIN

RECOMMENDED

SERVICE BULLETIN NO. 1124-28-002

December 27, 1984

SUBJECT: PART A: INSPECTION OF FUEL SUMP CHECK VALVE LEVER AND  
INSTALLATION OF MANUAL LEVER HANDLE STOP.

PART B: REPLACEMENT OF LOWER FUEL SUMP CHECK VALVE  
LEVER, IF REQUIRED.

### 1. PLANNING INFORMATION

#### A. EFFECTIVITY PART A & PART B

- (1) MODEL 1124/1124A serial numbers 181, 226, 228, 230, 231, 235, thru 403, 405, 407 and 409.
- (2) MODEL 1124 serial numbers 152, 174, 185 thru 225, 227, 229, 232 thru 234 if retrofitted with New Fuel Sump in accordance with Service Letter WW-2434 dated 12 March 1979.

#### B. REASON

##### PART A

To inspect for damage to the flapper-type check valve lever which may occur by exerting force on the lever handle in the up or open position, beyond the sump case upper securing bolt hole. This overtravel may cause the flapper valve hold-open lever to contact the edge of the upper sump fuel passage port. A manual lever stop is to be incorporated to prevent overtravel.

SB 1124-28-002  
Page 1 of 7



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BEN GURION AIRPORT, ISRAEL



PART B

Should any marks be noted on the P/N 3653729-1 or P/N 3653764-1 lever, the lower sump casing assembly is to be removed. A dye check is to be performed on the lever for crack indication. Suspect levers are to be replaced.

C. COMPLIANCE

PART A & PART B (If Required)

It is recommended that this inspection and lever replacement, if required, be accomplished at the next 150 hour Aircraft Inspection.

D. DESCRIPTION

PART A

This Service Bulletin provides instruction for the inspection of the Fuel Sump Flapper check valve lever in the LH & RH lower sump casing, and the installation of an external stop for the manual flap valve control lever which will prevent inadvertent overtravel.

PART B

Instruction is provided for a dye penetrant inspection and replacement of the check valve lever should it be required.

E. APPROVAL

This inspection and repair procedure described in this service bulletin have been shown to comply with the applicable ICAA/FAA regulations and are IAI Engineering approved.

F. MATERIAL

The material required may be obtained through Atlantic Aviation Supply Company or through their representatives.

G. TOOLING

None required.

H. WEIGHT & BALANCE

Not applicable.

I. ELECTRICAL LOAD DATA

Not applicable.

J. REFERENCES

1124/1124A Maintenance Manual, Chapter 28-20-00.

K. PUBLICATIONS AFFECTED

1124/1124A IPC, Chapter 28-20-00, Figure 10, page 29 will be revised to reflect the addition of the Handle Stop.

2. ACCOMPLISHMENT INSTRUCTIONS

PART A

- (1) Remove electrical power from aircraft and disconnect batteries.
- (2) Remove left and right outboard boost pumps from each sump in accordance with Par. 4A, Chapter 28-20-00. 1124 Westwind Maintenance Manual.
- (3) Using flashlight and mirror, check the lever P/N 3653764-1 or P/N 3653729-501 for score marks indicating contact with the edge of the flapper valve orifice. See Figure 1. If marks are found it will be necessary to defuel A/C (ref. M.M. Chapter 12-10-01) and remove lower sump casing assembly (ref. M.M. Chapter 28-20-00), to perform a dye penetrant inspection of the lever. If a crack is suspected, replace the lever in accordance with Part B of this Service Bulletin.
- (4) If no marks are observed proceed with the overtravel stop installation as follows:
- (5) Remove the AN4-6A bolt and AN960-416L washer from the lower sump case flange located directly above the upper special bolt P/N 2653732-1 and replace it with a AN4-10A bolt with a NAS43DD4-14 spacer and AN960-416L washer. See Figure 1.

- (6) Reinstall the boost pumps in accordance with Par. 4B Chapter 28-20-00, 1124 Westwind Maintenance Manual.
- (7) Verify that in the normal position, (handle fixed in the upper hole), the handle should not contact the bolt head.
- (8) Return aircraft to service.
- (9) Make aircraft Log Book entry.

PART B

- A. To replace the lever P/N3653764-1 or P/N 3653729-501 the following steps should be carefully followed:
  - (1) Position lever handle to the lower bolt hole position. Support lower case assembly. Grind off the three (3) bucked monel rivet tails which secure the lever to the shaft, provide suitable support beneath the lever base and punch out the three (3) rivets.
  - (2) Remove shaft from the lower case assembly allowing the spacer and lever to become free.
  - (3) Assure shaft rivet holes have no sharp edges before installing new lever P/N 3653764-1 on shaft. Drill three (3) holes 1/16 inch dia. through the guide holes provided on the lever base. Temporarily place new lever on shaft to assure rivet hole alignment. Remove lever and then counter-sink the three (3) rivet holes to 100° on the bottom side of the lever base to prevent contact of rivets with side of lower sump case.
  - (4) Before reinstalling shaft into lower case replace the "O" Ring P/N MS29513-10.
  - (5) Lubricate the shaft and carefully reinstall, sliding the spacer and lever into place. See Figure 2.
  - (6) Rivet the lever in place using three (3) MS20427M3C-8 rivets.
  - (7) Assure bucked rivet tails do not contact the aft side of the lower case by moving the lever handle to the up, (flap valve open), position. Verify proper lever position. See Figure 2.

- (8) Move lever handle to the lower bolt hole, (flap valve closed position).
- (9) Reinstall Lower Case Assembly.
- (10) Replace the AN4-6A bolt and AN960-416L washer located directly above the upper special bolt P/N 2653732-1 with a AN4-10A bolt with a NAS43DD4-14 spacer and AN960-416L washer. See Figure 1.
- (11) Reinstall Boost Pump in accordance with Par. 4B, Chapter 28-20-00, 1124 Westwind Maintenance Manual.
- (12) Verify that in the normal position, (Handle fixed in the upper hole), this handle should not contact the bolt head.

3. MATERIAL INFORMATION

PART A

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
1	AN4-10A	Bolt
1	NAS43DD4-14	Spacer
1	AN960-416L	Washer

PART B

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
1	3652764-1	Lever-Fuel Sump
3	MS20427M3C-8	Rivet
1	MS29513-10	"O" Ring

4. RECORD COMPLIANCE

Make the following entry in the aircraft Log Book:

Service Bulletin No. 1124-28-002 dated December 27, 1984, titled "Inspection of Fuel Sump Check Valve Lever and Installation of Manual Lever Handle Stop" has been accomplished this date \_\_\_\_\_.

END

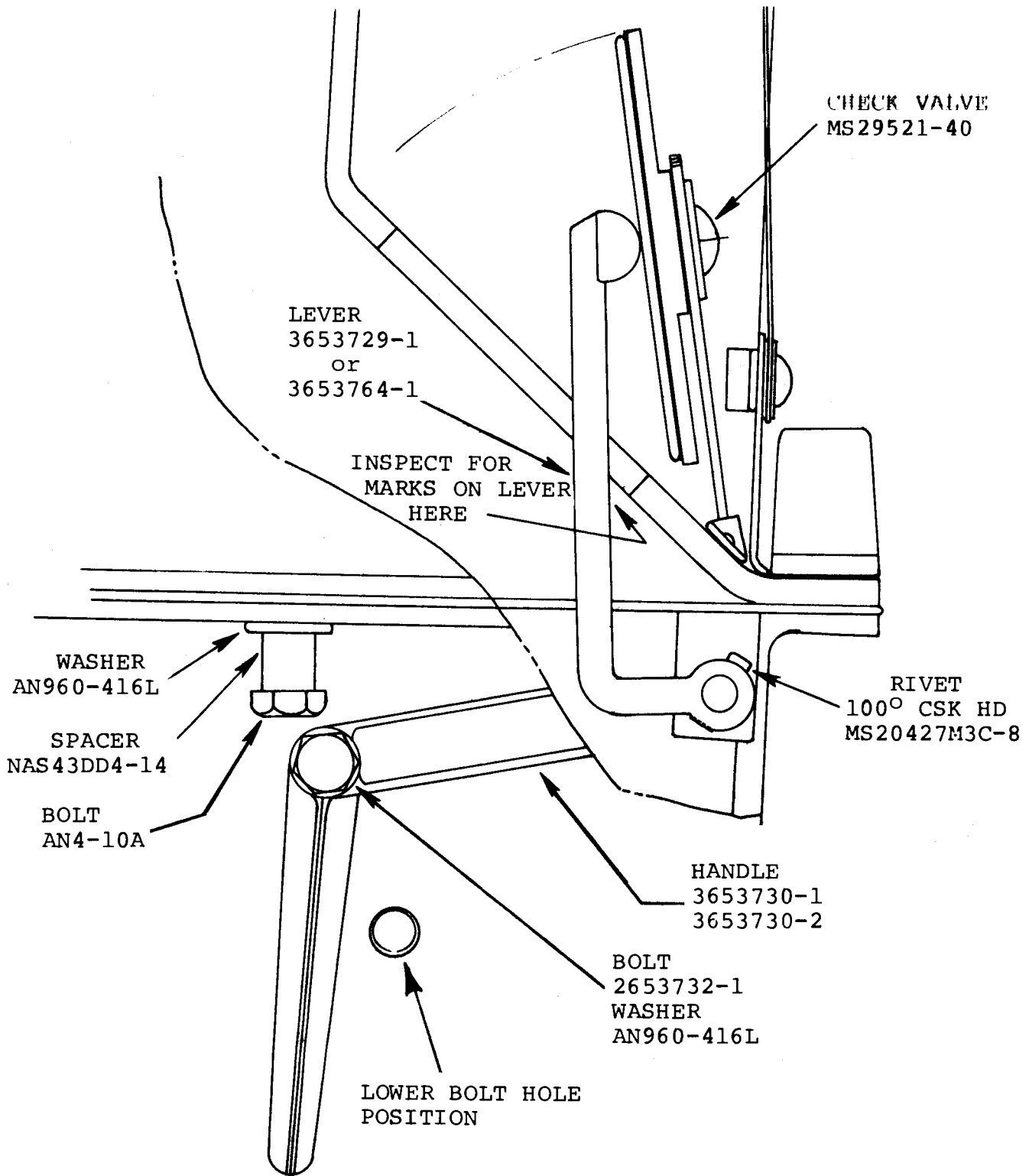


FIGURE 1  
FUEL SUMP CHECK VALVE INSPECTION

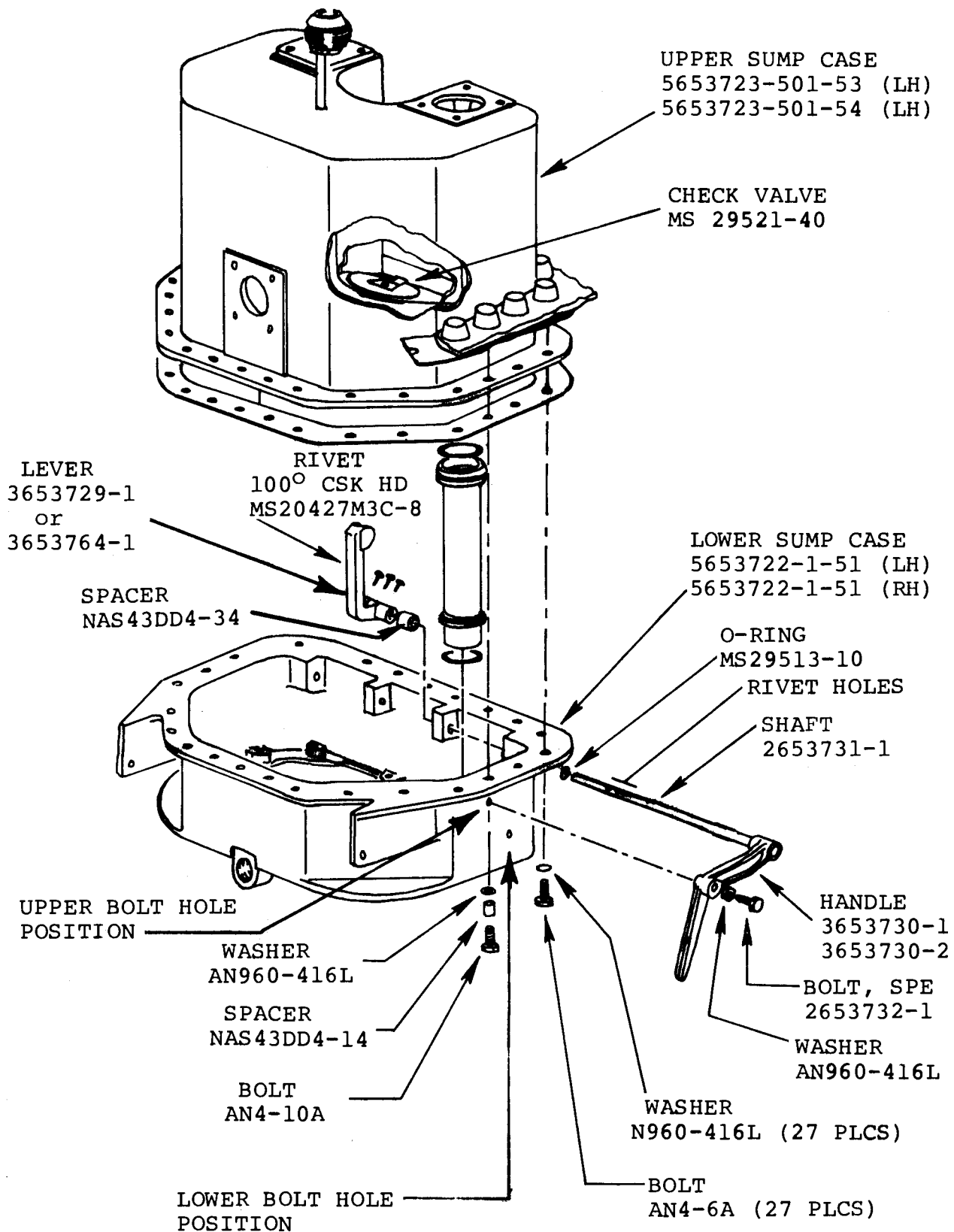


FIGURE 2: LOWER FUEL SUMP

*Service Bulletin*

A/C S/N \_\_\_\_\_

*Certificate of Compliance*

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This is to certify that Westwind Serial Number \_\_\_\_\_ has complied with Service Bulletin No. 1124-28-002

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance HOURS: \_\_\_\_\_ /CYCLES: \_\_\_\_\_

Compliance Date \_\_\_\_\_ By \_\_\_\_\_  
Signature

OWNER:

ACCOMPLISHING AGENCY:

_____	_____
_____	_____
_____	_____
_____	_____

Please describe below any discrepancies found or difficulties encountered during compliance:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
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\_\_\_\_\_

# SERVICE PUBLICATIONS revision notice

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OPTIONAL

SERVICE BULLETIN NO. 1124-28-035  
Revision No.1

June 14, 1985

SUBJECT: ELIMINATION OF ERRATIC FUEL QUANTITY INDICATIONS

REASON FOR

REVISION: To change the word "lower" to "upper" in  
paragraph 2.(3).

2. ACCOMPLISHMENT INSTRUCTIONS

- (3) Remove external access side panels and access side covers from upper fuselage tanks in accordance with Maintenance Manual Chapter 28-10-00.

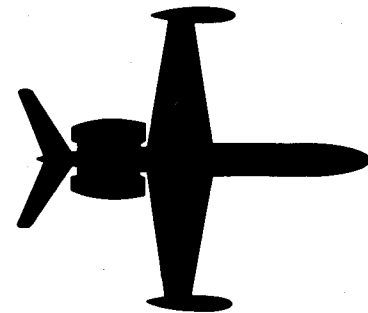
SB 1124-28-035  
Page 1 of 1



SUBSIDIARY OF ISRAEL AIRCRAFT INDUSTRIES LTD  
BEN GURION AIRPORT, ISRAEL



# 1124-WESTWIND



## SERVICE BULLETIN

OPTIONAL

SERVICE BULLETIN NO. 1124-28-035

April 29, 1985

SUBJECT: ELIMINATION OF ERRATIC FUEL QUANTITY INDICATIONS

### 1. PLANNING INFORMATION

#### A. EFFECTIVITY

MODEL 1124/1124A WESTWINDS, all serial numbers prior to 426 except 413, 416, 418, 423 and 424.

#### B. REASON

To eliminate erratic fuel quantity indications.

#### C. COMPLIANCE

Optional or whenever the fuel tanks are opened for other maintenance.

#### D. DESCRIPTION

This service bulletin provides the means of draining moisture from the fuselage fuel probe base support and also ensures that sufficient clearance exists between the tubes and/or hoses routed along side the probes.

#### E. APPROVAL

The inspection and modification described in this Service Bulletin have been shown to comply with the applicable ICAA/FAA regulations and are IAI Engineering approved.



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SB 1124-28-035  
Page 1 of 4

F. MATERIAL

Parts may be obtained through Atlantic Aviation Supply Co., Wilmington, Delaware or their authorized representatives.

G. TOOLING

None required.

H. WEIGHT & BALANCE

Not applicable.

I. ELECTRICAL LOAD DATA

Not applicable.

J. REFERENCES

1124/1124A Maintenance Manual, Chapter 28-40-00.  
1124/1124A Illustrated Parts Catalog, Chapter 28-40-00.

K. PUBLICATIONS AFFECTED

None

2. ACCOMPLISHMENT INSTRUCTIONS

- (1) Defuel aircraft in accordance with Maintenance Manual, Chapter 12.
- (2) Remove electrical power from aircraft.
- (3) Remove external access side panels and access side covers from lower, fuselage tanks in accordance with Maintenance Manual, Chapter 28-10-00.
- (4) Remove external access side panels and access side covers from lower fuselage tanks in accordance with Maintenance Manual, Chapter 28-10-00.
- (5) Remove or loosen clamps securing probe to tubes.
- (6) Raise probe sufficiently to gain access to the base support.

- (7) Cut 1/4" tapered slot at the narrow edge of the base support. Reference Figure 1.
- (8) Re-install probe and check that the lower end of the probe is properly seated in the base support.
- (9) Install or tighten clamps removed in Step 5.
- (10) Clearance between the tubes and probe should be a minimum of 1/4" inch.

NOTE

When clamping the fuel sump vent hose, the clamps should be installed so the hose is not buckled and making contact with the probe in the wing section.

- (11) Install access covers on upper and lower fuselage tanks in accordance with Maintenance Manual, Chapter 28-10-00.
- (12) Check fuel quantity indicating system in accordance with Maintenance Manual, Chapter 28-40-00.
- (13) Check fuel system for leakage.
- (14) Install external access panels.
- (15) Return aircraft to service.

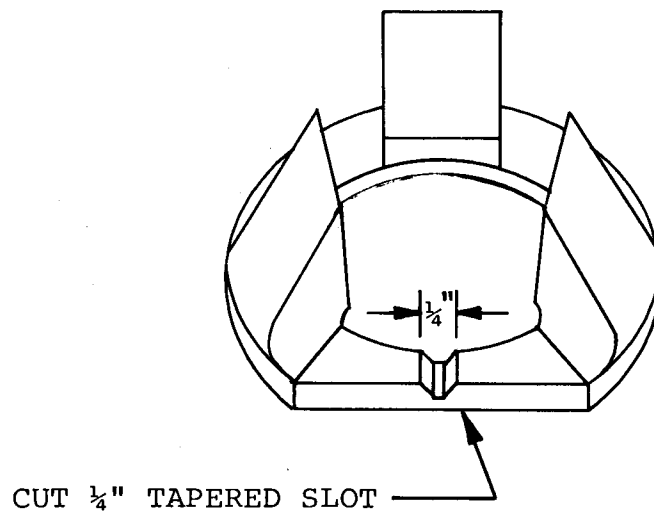
3. MATERIAL INFORMATION

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
6 ea. (3 per side)	5653054-525	Gasket

4. RECORD COMPLIANCE

Make the following entry in the aircraft log book:  
Service Bulletin No. 1124-28-035 dated April 29, 1985,  
titled, "Elimination of Erratic Fuel Quantity Indications,"  
has been accomplished this date \_\_\_\_\_.

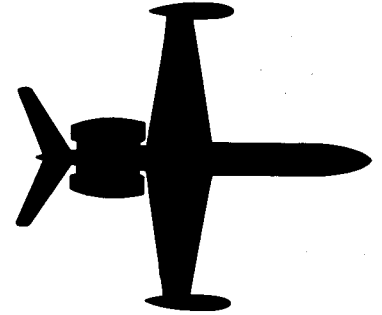
END



FUEL PROBE BASE SUPPORT

FIGURE 1

# **1124-WESTWIND**



## **SERVICE BULLETIN**

OPTIONAL

SERVICE BULLETIN NO. 1124-28-078

June 29, 1987

(Compliance with Part B of this Service Bulletin will cancel Service Letter WW-2436 dated 5 December 1978.)

SUBJECT: FUEL - FUEL STATUS SYSTEM IMPROVEMENTS

### 1. PLANNING INFORMATION

#### A. EFFECTIVITY

Accomplishment Instructions Part A: MODEL 1124/1124A WESTWINDS, serial numbers 152, 154, 174, 181, 185, and subsequent.

Accomplishment Instructions Parts B and C: MODEL 1124/1124A WESTWINDS, serial numbers 152, 154, 174, 181, 185 through 308.

#### B. REASON

To increase the accuracy and reliability of the Fuel Status Systems installed on these aircraft. Reference Accomplishment Instructions for problem descriptions.

#### C. COMPLIANCE

Compliance with this service bulletin is optional.

#### D. DESCRIPTION

This service bulletin describes the corrective action necessary to correct discrepancies in the Fuel Status System.

SB 1124-28-078

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E. APPROVAL

This service bulletin has been reviewed by the Israel Civil Aviation Administration (ICAA). The design content conveyed herein complies with the applicable Civil Aviation Regulations and is ICAA approved.

F. MATERIAL

The material required by this Service Bulletin may be procured locally.

G. TOOLING

None.

H. WEIGHT AND BALANCE

Not applicable.

I. ELECTRICAL LOAD DATA

Not applicable.

J. REFERENCES

1124/1124A Wiring Diagram Manual Chapters:

33-10-03  
28-40-01  
29-10-01

1124 Service Letter WW-2426  
1124 Service Letter WW-2436  
1124 Service Letter WW-2484

K. PUBLICATIONS AFFECTED

1124/1124A Wiring Diagram Manual Chapters:

33-10-03  
28-40-01  
29-10-01

2. ACCOMPLISHMENT INSTRUCTIONS

PART A

- A. To reduce "Fuel Consumed" and/or "Pounds Remaining" accumulative errors.
- (1) Reference Service Letter WW-2484 and Wiring Diagram Manual Chapter 33-10-03 and 28-40-01. Locate the cockpit fluorescent lighting inverter and power supply at forward edge of nose equipment bay, LHS.
  - (2) Cut wire L45A22N from P44 (power unit) long enough to reach GND 310 (ref. Figure 2). Install terminal lug on power unit end and ground securely to filter unit mounting screw. Cap and stow remainder of wire from cable bundle.
  - (3) Install EMI filter, Captor P/N A4639, in series with wire L35C22. Connect load end of filter to inverter.
    - (a) Locate filter between power unit and inverter. Ensure proper ground by polishing and applying Iridite 14-2. Mount filter with 2 each "Zee" brackets RE3 and RE5 as shown in Figure 2.
  - (4) Reroute high voltage coaxial wiring L39A and L40A between pressure bulkhead (LHS) fittings PJ59/PJ60 or the pressure seals and the respective power unit or inverter.
    - (a) It is recommended that SL WW-2484 be accomplished at this time if not previously complied with.
    - (b) Remove L39A and L40A from existing cable bundle. Route along the LHS of aircraft along lower edge of access panel. Install Spirap chafe guard around both coaxial cables, clamp in 4 places using DG-5 clamps under access panel water shield hold-down strip screws.
  - (5) Install shielded twisted pair wiring between each fuel flow and fuel quantity indicator and the signal conditioner Plug P326. See Figure 1 for details.
    - (a) Remove, cap and stow all original unshielded wiring as shown.

SERVICE BULLETIN NO. 1124-28-078

- (b) Terminate all new shields at each connector. Connect shields together and ground under signal conditioner airframe mounting ground.
  - (c) Bypass all existing interconnect plugs. See Part B, Paragraph 4 for instructions on penetrating forward pressure bulkhead.
  - (d) Perform normal fuel status operational tests.
- B. To eliminate "pounds consumed" erratic errors, reference Figure 4, Wiring Diagram Manual Chapter 29-10-01 and 1124 SL WW-2426. Install new diode BJE-66 in four places, using Deutsch P/N 1841.1.56.20 pin splices on each diode lead.

- (1) For S/Ns 240 and subs: Terminal strip T-130 (Fuselage Station 19.0, nose avionics bay). Connect a lead from one diode cathode (banded end) from terminal 1, a lead from a second diode cathode (banded end) to terminal 3, the remaining lead from each diode to airframe ground. You may use the upper mounting screw stud for T-130.

For S/Ns 239 and prior: TB-130 does not exist, so it will be necessary to connect the new diodes to existing aircraft wiring.

- (a) Cut and strip both ends of wire 3-20 leading into nose steering valve switch. Install new diode (cathode end) and splice together with both ends of wire 3-20.
- (b) Connect anode end of the above diode to the same splice used for the anode end of the diode added to wire G4A20N in step (2) below.
- (c) Locate wire G1C20 in wire bundle leading upward, as the bundle emerges into equipment bay from nose gear wheel well.
- (d) Splice new diode (cathode end) to wire G1C20.
- (e) Connect anode end of the second new diode to airframe ground to a spare pin on DG-7 (solder) or to #1 inverter ground GND 43, whichever is the nearest to wire G1C20. Secure this diode to existing cable bundle.



SERVICE BULLETIN NO. 1124-28-078

- (2) Across Nose Steering Switching Valve, plug P65. Splice diode cathode lead to wire #G3A20 (28 VDC input) and second lead to wire #G4A20N (ground return).
  - (a) Cut wire G4A20N, install terminal lug on end going to P65, and ground to any convenient airframe location near the valve. Polish and Iridate attach point. Cap and stow wire end leading into bundle.
- (3) Across Nose Steering Solenoid Valve, plug P381 (or P93, if applicable). Splice diode cathode lead to wire #G48B20 (28 VDC input) and second lead to wire #G49A20 (ground return).
  - (a) Cut wire G49A20, install terminal lug on end going to P381 (or P93), and ground to any convenient airframe location near the valve. Ensure clean ground point, cap and stow wire end leading into bundle.
- (4) Install new shielded wiring between signal conditioner plug P328 and the status indicator plug P82. Reference WDM Chapter 28-40-01.
  - (a) Prefabricate the new cabling using 8 pieces of 3 conductor (twisted triple) shielded wire, approximately 8 feet long. Strip the outer insulation back 3 inches, terminate and insulate the shielded braid at this point. Install 24 each new female pins on each of the 3-inch long exposed conductors. This becomes the Status Indicator end.

NOTE

P82 may use an MS3467-XX connector, use P/N M39029/5-115 pins. For type MS3126-XX connectors, use M39029/32-242 pins.

SERVICE BULLETIN NO. 1124-28-078

- (b) Locate and cut a new hole in the forward pressure bulkhead 2 inches directly below the lower pressure seal (or coaxial connector J60) located LHS between J9 and J197. Drill hole 1/8" larger in diameter than new cable bundle. If new wire is being added from Part A, include these cables in your measurement. Install doubler RE7 and nylon track chafe guard in new hole. Reference Fig. 3A.
- (c) Route the new cable bundles from Part A and/or Part B through pressure bulkhead. Route well clear of existing cable bundles in cockpit. Route down and aft of #1 inverter in nose bay, keeping close to floor line to signal conditioner. Install clamps as shown in Fig. 3B. Pressure seal the new hole with PR1422-B2, allowing proper curing time prior to pressurizing aircraft.
- (d) Remove connector body P82 from existing status indicator cabling except for pin B and install new wiring. Cap and stow all remaining ends.

NOTE

Ensure that pins T, U, and X are contained in one twisted triple conductor; and that pins V, W, C are contained in another twisted triple conductor. The remaining pins may be assigned in alphabetical order for the remainder of the wires.

- (e) Prepare signal conditioner connector P328 for rewiring by removing all existing wiring. Cap and stow original ends. Prepare the cable end by stripping 3 inches of outer insulation.

Cap all exposed shield braids, cutting them at the strip point and connect all braids together with a ground wire to attach to signal conditioner mounting bolt. Install 24 each female pins on exposed 3" conductors (in original connector). Identify each pin connector by continuity check to Status

Indicator connector. This cable runs pin-to-pin to each connector.

NOTE

P238 may use an MS 3476-XX connector, use P/N M39029/5-110 pins. For type MS3126-XX connectors, use M39029/31-223 pins.

- (f) Perform Fuel Status operational tests.

NOTE:

Installing the 24 wire cable bundles will enable the system "Reset" button if such is installed in the Status Indicator for those aircraft equipped with (or modified to) -501 status Bendix/Consolidated system. Reference SL WW2436 for further details. Performance of this Part B will cancel Service Letter WW-2436.

- C. To eliminate the necessity of pulling and resetting system circuit breakers to reset the system after initial power application or engine cycles.

- (1) Replace existing IAI P/N 883707-1 Fuel Quantity indicators (two each) manufactured by Bendix or Consolidated with P/N 218-912-001 Fuel Quantity Indicators manufactured by Gull. The IAI P/N remains the same.
- (2) Replace existing IAI P/N 883708-1 Fuel Flow Indicators (two each) manufactured by Bendix or Consolidated with P/N 218-913-001 Fuel Flow Indicators manufactured by Gull. The IAI P/N remains the same.
- (3) Recalibrate fuel quantity system as required.

NOTE:

Instruments manufactured by Ragen Systems do not exhibit the turn on problems and will not require replacement.

3. MATERIAL INFORMATION

QUANTITY	PART NUMBER	DESCRIPTION
30 ft.	75918-222TTZ	#22 AWG twisted pair shielded wire (mfg. Petsche)
64 ft.	75918-223TTZ	#22 AWG twisted triple shielded wire (mfg. Petsche)
4	MS21919-DG-5	Clamp
4	BJE66	Diode (mfg Deutsch) or equivalent
8	1841.1.56.20	Splice pins (mfg Deutsch)
24	M39029/5-110	Socket pin (P328) for MS3476-XX
	or	
24	M39029/31-223	(P238) for MS3126-XX
40	M39029/5-115	Socket pin for MS3476-XX
	or	
40	MS39029/32-242	Socket pin for MS3126-XX
A/R	PR 1422-B2	Sealant
1	A4639	Filter (mfg. Captor)
2	50534	Terminal, #4 (mfg. AMP)
4	326878	Terminal, #6 (mfg. AMP)
2	320552	Terminal, #10 (mfg. AMP)
4	320562	Splice, 16-14 (mfg. AMP)
50	35115	Splice, endcap (mfg. AMP)
1	863544-RE3	Zee
1	863544-RE5	Zee
1	5863544-RE7	Doubler
1	MS21069-3	Nut Plate
3	MS21069-08	Nut Plate
2 each	MS21919-DG-10	Clamp
2	AN3-4A	Bolt
2	AN960PD10L	Washer
3	AN960KD8	Washer
3	MS35338-42	Washer
A/R	MS21266-3	Caterpillar grommet
A/R	MS35206-246	Screw
A/R	MS35206-247	Screw
A/R	MS20470AD4	Rivet

4. RECORD COMPLIANCE

A. Make the following entry in the aircraft log book:

Service Bulletin No. 1124-28-078 dated June 29, 1987 titled "Fuel - Fuel Status System Improvements" has been accomplished this date \_\_\_\_\_.

B. Revise the Wiring Diagram Manual as required to reflect the changes accomplished by this Service Bulletin.

SERVICE BULLETIN NO. 1124-28-078

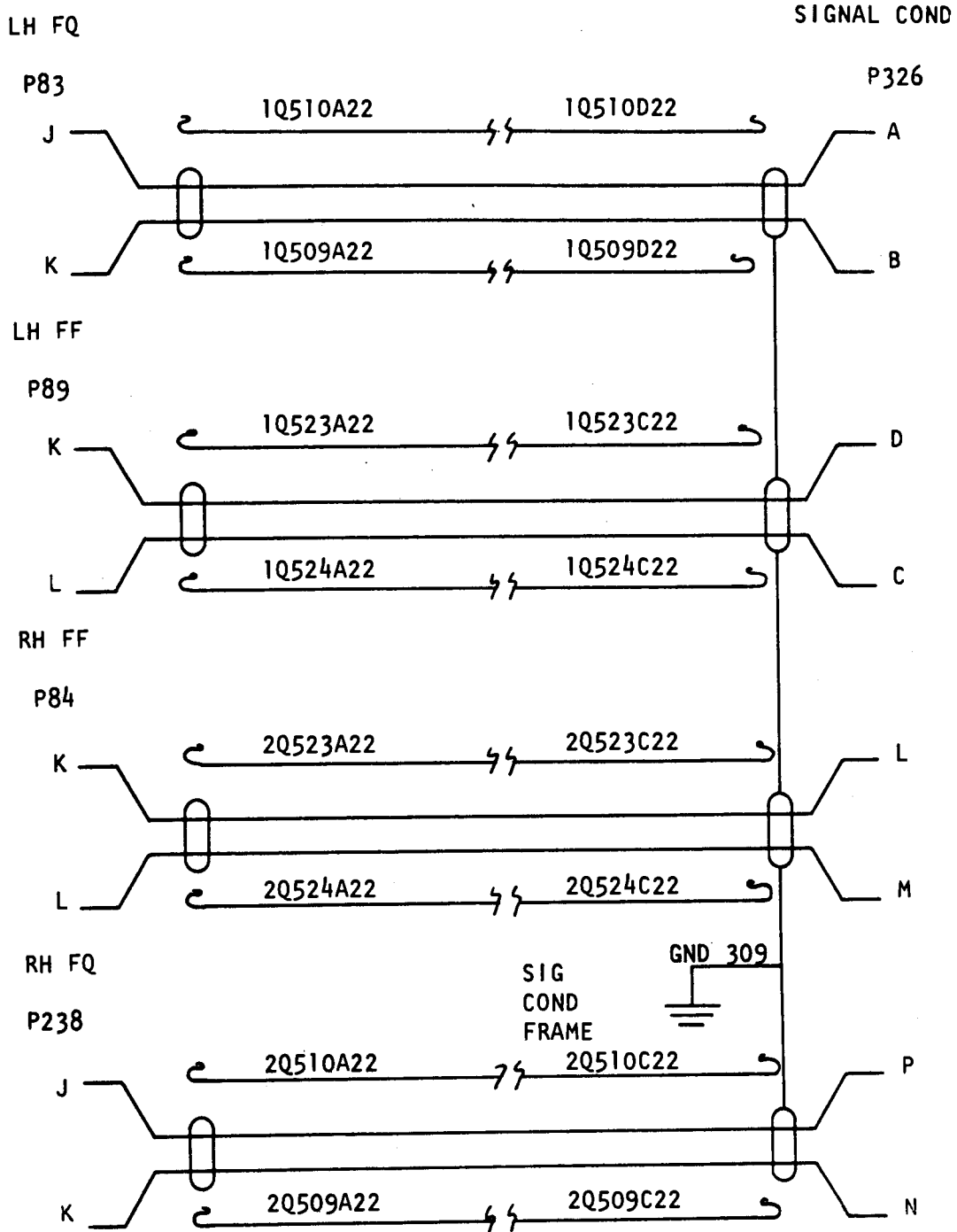
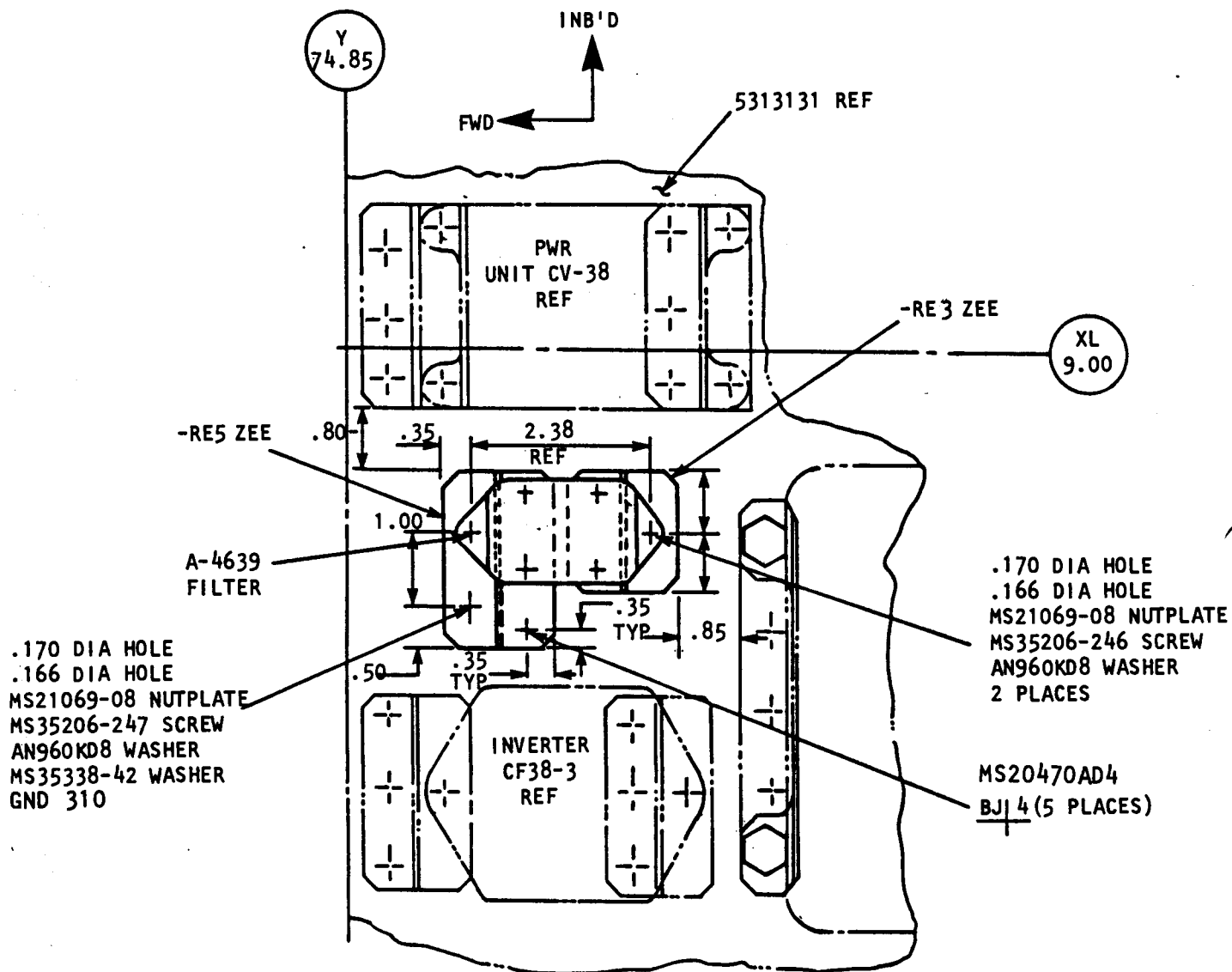


FIGURE 1. REFERENCE 28-40-01

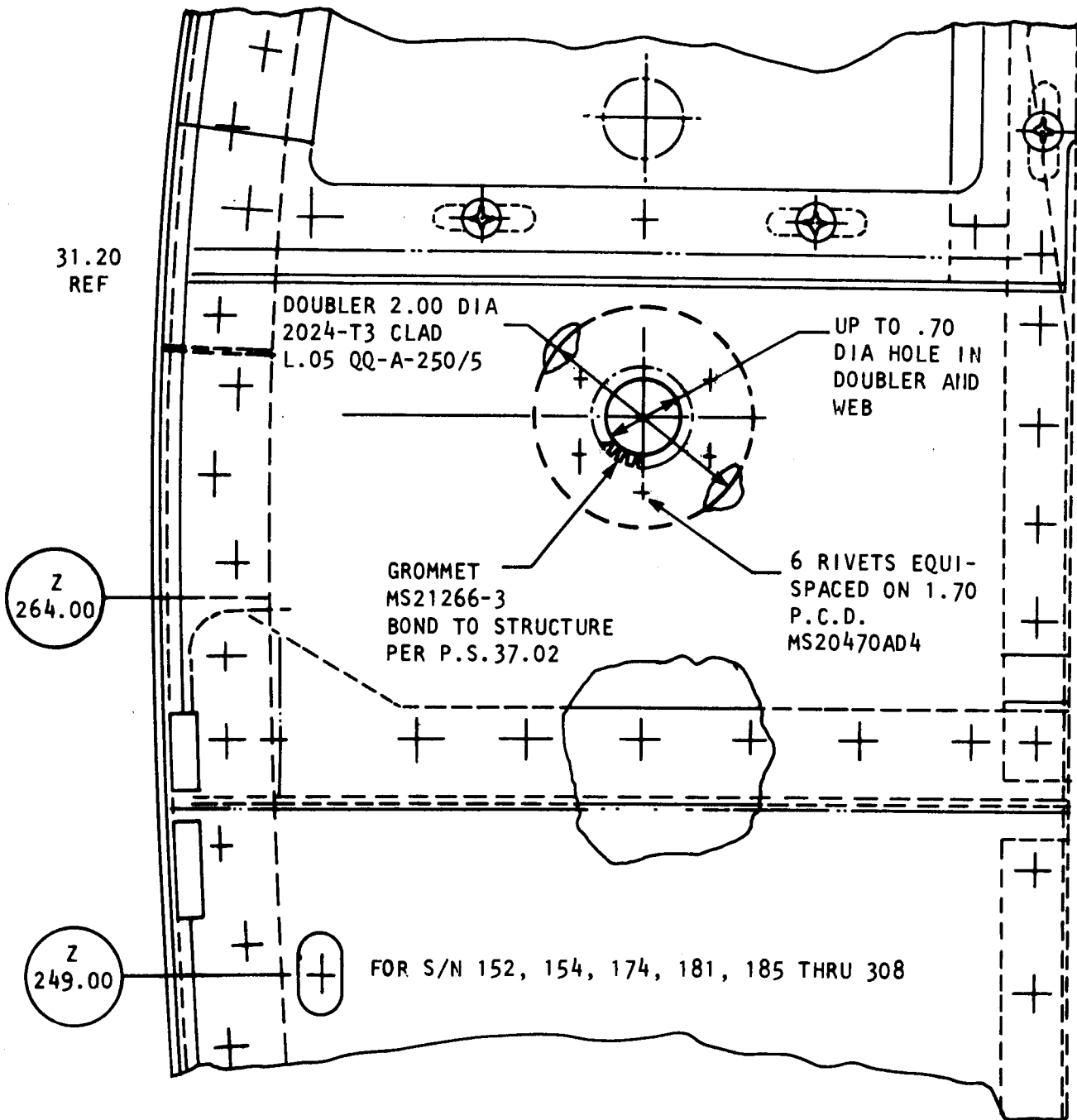
NOTE:

For MS 3476X connectors use new M39029/5-115 pins as required.  
 For MS 3126X connectors use new M39029/32-242 pins as required.



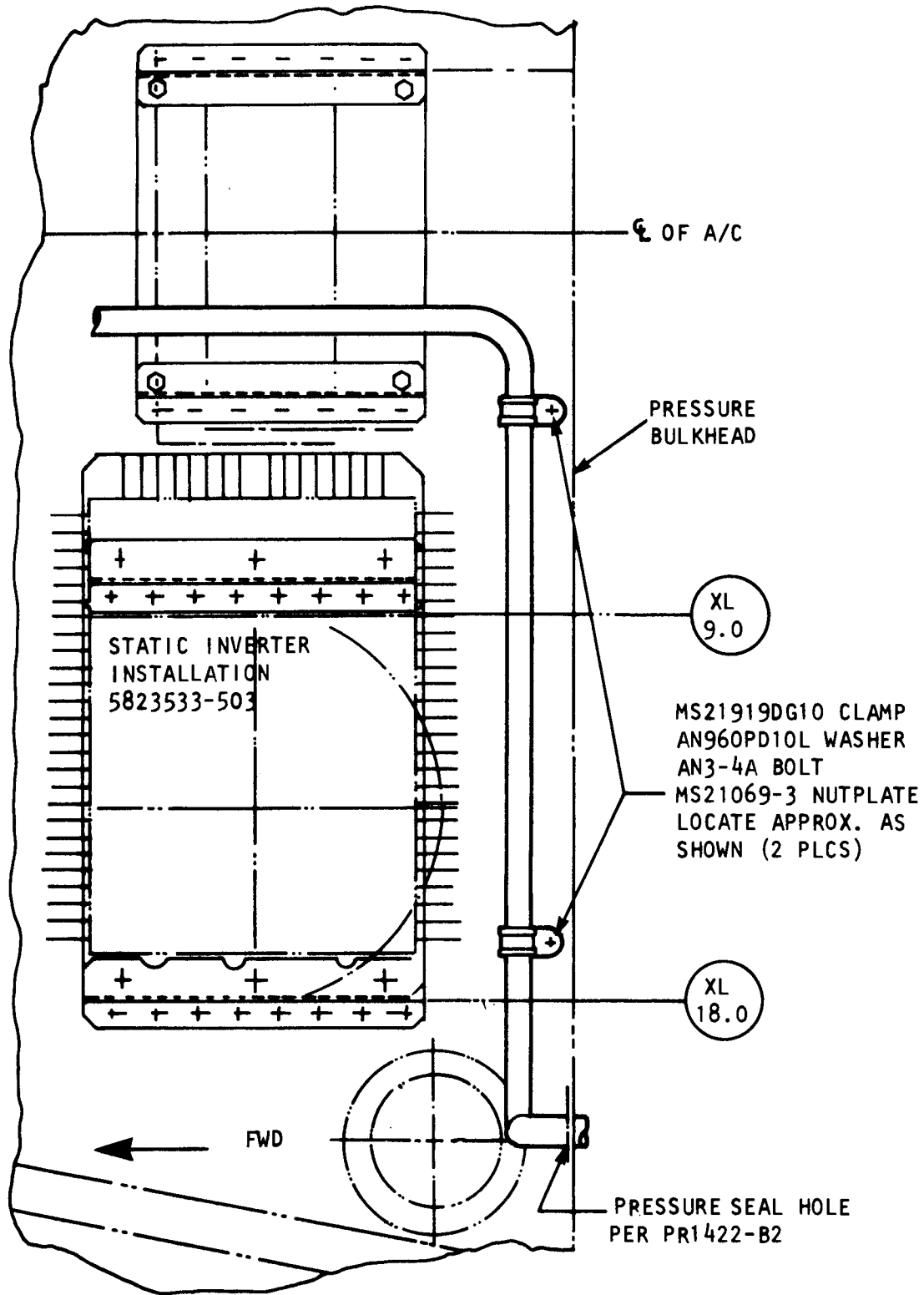
LHS NOSE DECK PLAN VIEW  
(not to scale)

FIGURE 2



FWD PRESSURE BULKHEAD  
(VIEW LOOKING FORWARD)

FIGURE 3A



LHS NOSE DECK PLAN VIEW  
(not to scale)

FIGURE 3B



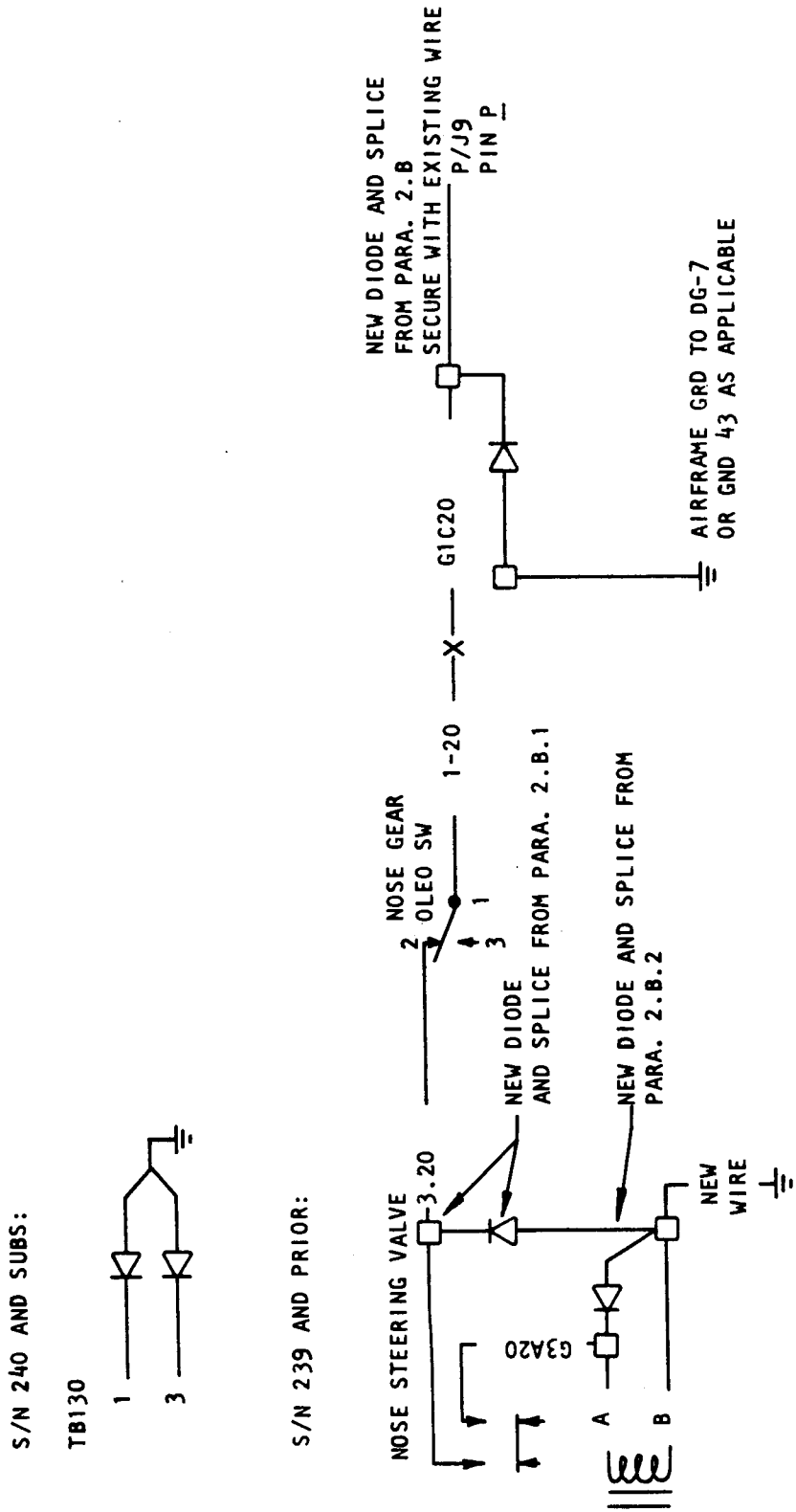


FIGURE 4

June 29, 1987

*Service Bulletin*

A/C S/N \_\_\_\_\_

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This is to certify that Westwind Serial Number \_\_\_\_\_ has complied with Service Bulletin No.

**1124-27-078**

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance HOURS: \_\_\_\_\_ / CYCLES: \_\_\_\_\_

Compliance Date \_\_\_\_\_ By \_\_\_\_\_  
Signature

OWNER:	ACCOMPLISHING AGENCY:
_____	_____
_____	_____
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Please describe below any discrepancies found or difficulties encountered during compliance:

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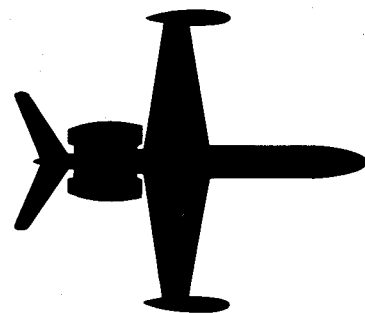
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TEAR AT PERFORATION, REMOVE TAPE AT BOTTOM, FOLD, SEAL AND MAIL

# **1124-WESTWIND**



## **SERVICE BULLETIN**

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SERVICE BULLETIN NO. 1124-28-083

Revision - 1

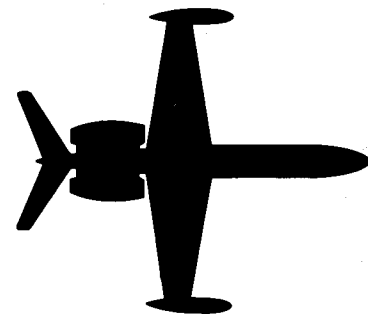
February 14, 1990

SUBJECT: FUEL - MODIFICATION OF FUEL TRANSFER PUMP

### **CANCELLATION NOTICE**

This service bulletin is hereby cancelled. The information contained in this service bulletin has been determined to be incompatible with the 1124/1124A Westwind Aircraft.

# 24-WESTWIND



## SERVICE BULLETIN

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### OPTIONAL

SERVICE BULLETIN NO. 1124-28-083

March 14, 1986

SUBJECT: FUEL - MODIFICATION OF FUEL TRANSFER PUMP

#### 1. PLANNING

##### A. EFFECTIVITY

Model 1124/1124A Westwinds, all serial numbers.

##### B. REASON

To prevent unwanted fuel from entering tip tanks.

##### C. COMPLIANCE

Compliance with this service bulletin is optional.

##### D. DESCRIPTION

This service bulletin approves the modification of the fuel transfer pumps in tip tanks to incorporate a check valve.

##### E. APPROVAL

This service bulletin has been reviewed by the Israel Civil Aviation Administration (ICAA). The design content conveyed herein complies with the applicable Civil Aviation Regulations and is ICAA approved.

##### F. MATERIAL

Materials required may be purchased from Atlantic Aviation Supply Company or their authorized dealers.

##### G. TOOLING

No special tooling is required.



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BEN GURION AIRPORT, ISRAEL

SB 1124-28-083  
Page 1 of 5

H. WEIGHT AND BALANCE

Weight and balance is not affected.

I. ELECTRICAL LOAD

Not applicable

J. REFERENCES

Model 1124/1124A Maintenance Manual, Section 28-20-00.

K. PUBLICATIONS AFFECTED

Model 1124/1124A Illustrated Parts Catalog will be revised to reflect new part numbers.

2. ACCOMPLISHMENT INSTRUCTIONS

- A. Gain access to tip tank fuel area as shown in Maintenance Manual Section 28-20-00.
- B. Remove P/N 5213003-13 inlet tube left and right and discard.
- C. Disconnect P/N 5213003-17 outlet line.
- D. Remove AN3-4A screws thru pump bracket and airframe bracket.
- E. Remove pump from tip tank.
- F. Remove pump head from venturi by removing AN501A10-10 screw thru pump attach bracket and pump head (see Figure 2).
- G. Detach pump head and "O" ring and discard.
- H. Install new pump head using AN501A10-10 screw and MS29513-029 "O" ring (see Figure 2). Reidentify transfer pump assembly to IAI Part Number 4653806-501 (VPN 616E504-2).
- I. Safety with MS20995NC lock wire.
- J. Reinstall modified pump.
- K. Reconnect pump outlet line.
- L. Install new inlet lines P/N 5213003-31 L/H and P/N 5213003-30 R/H with an AN815-6D Fitting. (see figure 1).
- M. Close tip tank fuel area.

SERVICE BULLETIN NO. 1124-28-083

3. MATERIAL INFORMATION

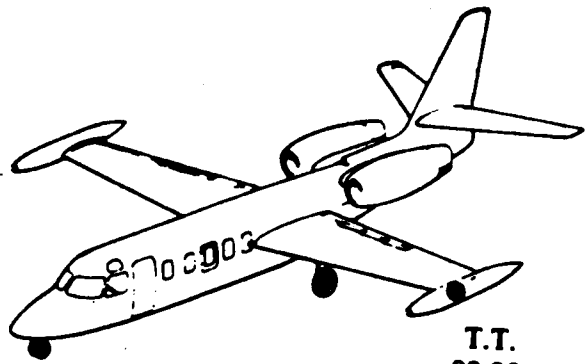
<u>QTY</u>	<u>P/N</u>	<u>DESCRIPTION</u>
2	Kit #284	Pump head
1	5213003-31	Inlet line L/H
1	5213003-30	Inlet line R/H
*2	AN815-6D	Fitting

\*May be purchased locally

4. RECORD COMPLIANCE

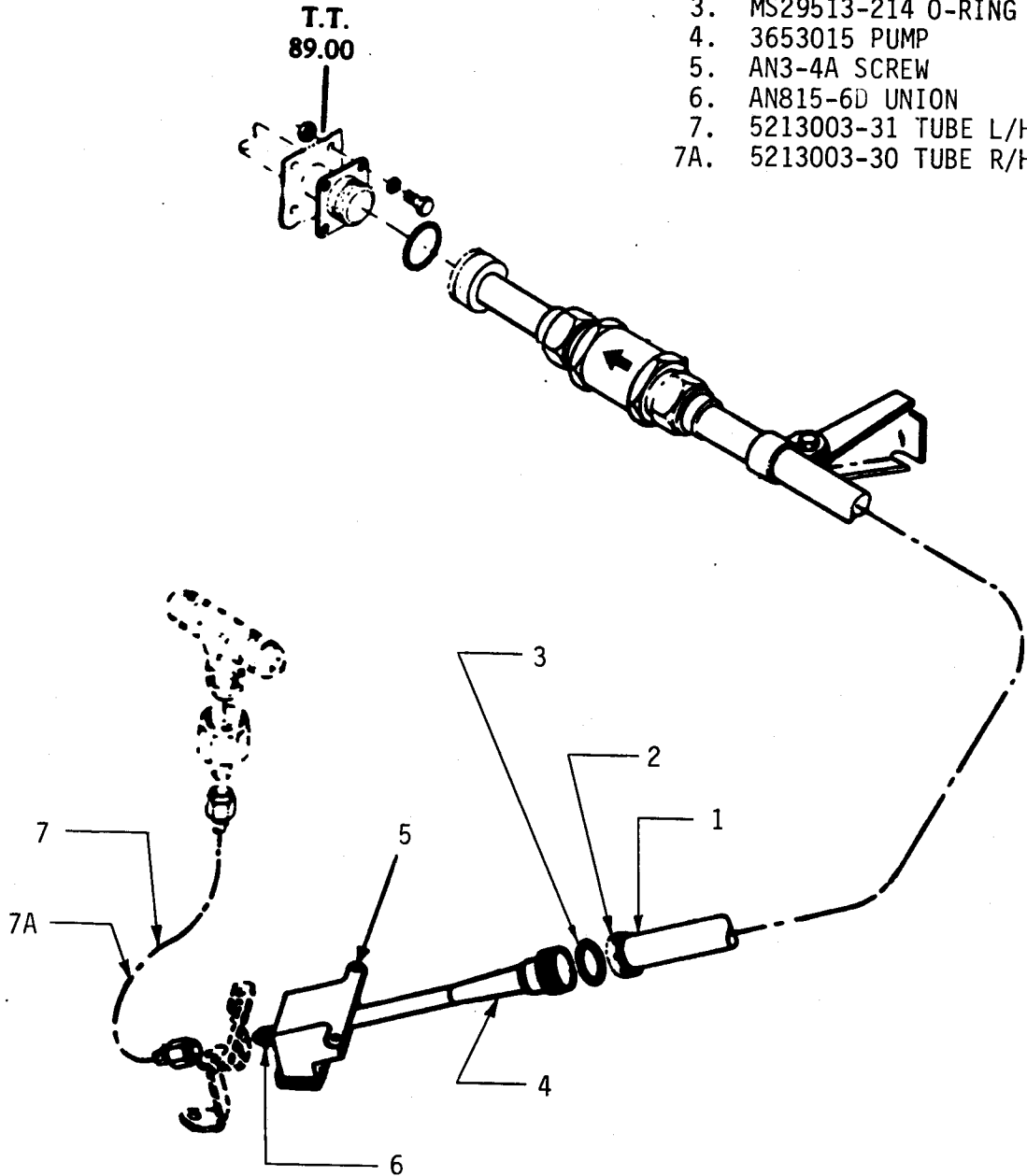
Make the following entry in the aircraft log book:

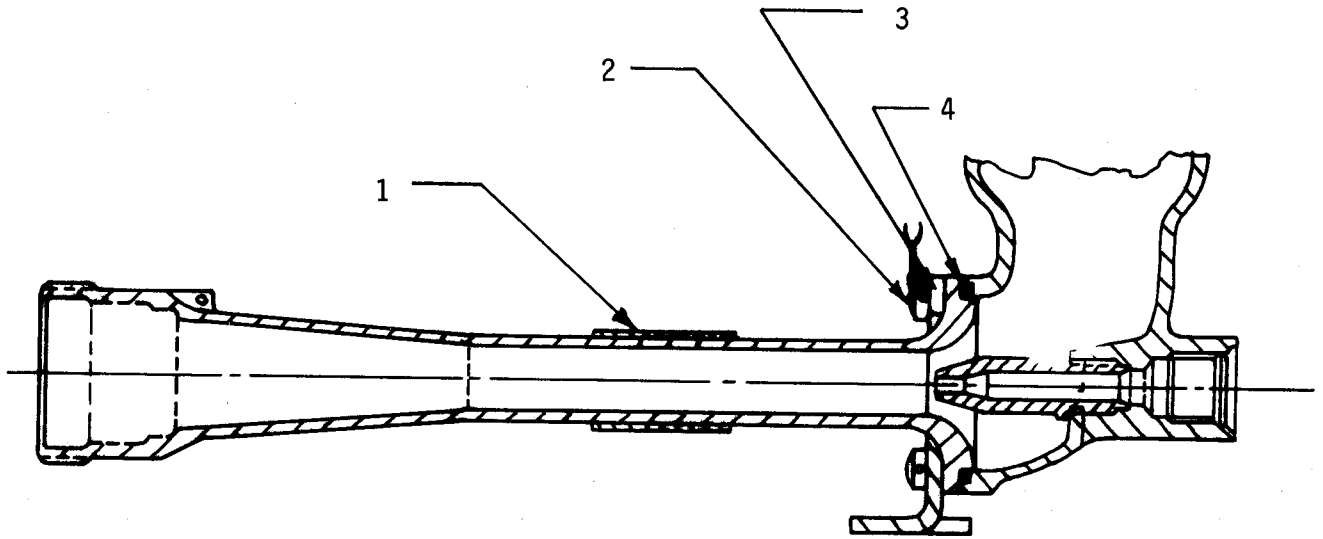
Service Bulletin No. 1124-28-083, dated March 14, 1986 titled "Fuel - Modification of Fuel Transfer Pump" has been accomplished this date \_\_\_\_\_.



T.T.  
89.00

- 1. 5213003-17 OUTLET TUBE
- 2. 3655-16D FITTING
- 3. MS29513-214 O-RING
- 4. 3653015 PUMP
- 5. AN3-4A SCREW
- 6. AN815-6D UNION
- 7. 5213003-31 TUBE L/H
- 7A. 5213003-30 TUBE R/H





1. EXISTING PUMP VENTURI
2. AN501A10-10 SCREW
3. PUMP ATTACH BRACKET
4. MS29513-029 "O" RING

FIGURE 2



# *Service Bulletin*

A/C S/N \_\_\_\_\_

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WILMINGTON, DE 19850  
ATTN: TECHNICAL PUBLICATIONS

This is to certify that Westwind Serial Number \_\_\_\_\_ has complied  
with Service Bulletin No. 1124-28-083

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance HOURS: \_\_\_\_\_ /CYCLES: \_\_\_\_\_

Compliance Date \_\_\_\_\_ By \_\_\_\_\_  
Signature

OWNER:

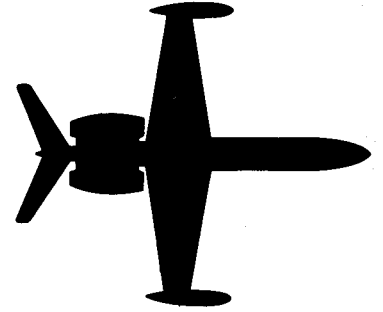
ACCOMPLISHING AGENCY:

_____	_____
_____	_____
_____	_____
_____	_____

Please describe below any discrepancies found or difficulties encountered during compliance:

\_\_\_\_\_  
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# 24-WESTWIND



## SERVICE BULLETIN

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RECOMMENDED

SERVICE BULLETIN NO. 1124-28-087

April 4, 1986

SUBJECT: FUEL - REMOVAL OF EMI FILTERS FROM INTERTECHNIQUE BOOST PUMP CIRCUIT

### 1. PLANNING INFORMATION

#### A. EFFECTIVITY

- (1) 1124 Model Westwind, serial numbers 152, 174, 181, 185, 186, 226, 228, 230, 231, and 235 through 294.
- (2) 1124/1124A Model Westwinds, serial numbers 239, 295 through 412, 414, 415, 417, 419, 420, 422, 424, 425, 427 and 430.
- (3) 1124 Model Westwind, post Service Letter No. WW-2434.

#### B. REASON

To eliminate possibility of EMI filter dormant failure that might lead boost pump to become inoperative.

#### C. COMPLIANCE

It is recommended that this service bulletin be accomplished within 150 hours of the date of this bulletin.

#### D. DESCRIPTION

This service bulletin authorizes removal of EMI filters from boost pump circuits.



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BEN GURION AIRPORT, ISRAEL

SB 1124-28-087  
Page 1 of 10

E. APPROVAL

This service bulletin has been reviewed by the Israel Civil Aviation Administration (ICAA). The design content conveyed herein complies with the applicable Civil Aviation Regulations and is ICAA approved.

F. MATERIAL

None required.

G. TOOLING

None required.

H. WEIGHT AND BALANCE

Not affected.

I. ELECTRICAL LOAD DATA

Not affected.

J. REFERENCES

1124/1124A Wiring Diagram Manual, Chapter 28-20-03.  
1124/1124A Maintenance Manual, Chapter 28-20-00.

K. PUBLICATIONS AFFECTED

None.

2. ACCOMPLISHMENT INSTRUCTIONS

PART I

- A. Pull both main and alternate boost pump circuit breakers, left and right.
- B. Gain access to fuel booster pumps and EMI filters.
- C. Disconnect right main boost pump (outer) wire #2Q25A12 from TB1, terminal #2 and wire 2Q184A12 from TB2, terminal #2.
- D. Remove and discard EMI filters and associated wiring connected between TB1/2 and TB2/2.
- E. Reconnect wire #2Q25A12 from TB1, terminal #2 and wire 2Q184A12 to TB2, terminal #2.
- F. Disconnect RH alternate boost pump (inner) wire #2Q23A12 from TB1, terminal #3 and wire 2Q183A12 from TB2, terminal #3.

SERVICE BULLETIN NO. 1124-28-087

- G. Remove and discard EMI filters and associated wiring connected between TB1/3 and TB2/3.
- H. Reconnect wire #2Q23A12 from TB1, Terminal #3 and wire 2Q183A12 to TB2, terminal #3.
- I. Disconnect LH main boost pump (outer) wire #1Q25A12 from TB1/2 and #1Q184A12 from TB2/2.
- J. Remove and discard EMI filters and associated wiring connected between TB1/2 and TB2/2.
- K. Reconnect 1Q25A12 from TB1, terminal #2 and wire 1Q184A12 to TB2, terminal #2.
- L. Disconnect LH alternate boost pump (inner) wires #1Q23A12 from TB1, terminal #3 and 1Q183A12 from TB2, terminal #3.
- M. Remove and discard EMI filters connected between TB1/3 and TB2/3.
- N. Reconnect 1Q23A12 from TB1, terminal #3 and wire 1Q183A12 to TB2, terminal #3
- O. Reset both main pump circuit breakers and opposites. Check both main pumps one at a time.
- P. Reset both alternate pump circuit breakers and pull both main pump circuit breakers and opposites. Check both alternate pumps one at a time.
- Q. Reset main pump circuit breakers.
- R. Install access panels.

Part II

For aircraft with filters installed on brackets attached to pumps (see Figure 5).

- A. Pull both main and alternate boost pump circuit breakers, left and right.
- B. Cut or disconnect wires from both ends of filters and splice together using 12 gauge butt splice.
- C. Remove 2 each EMI filters from bracket.
- D. Repeat Steps B and C above for remaining pumps.
- E. Secure wires as necessary with TY-Raps.

SERVICE BULLETIN NO. 1124-28-087

F. Operationally check all pumps IAW PART I, Steps O, P and Q above.

G. Install access panels.

3. MATERIAL INFORMATION

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
A/R	320570 (AMP)	Butt splice (MS 25181, Class II)

4. RECORD COMPLIANCE

Make the following entry in the aircraft log book:

Service Bulletin No. 1124-28-087 dated April 4, 1986 titled "Fuel - Removal of EMI Filters for Intertechnique Boost Pump Circuit", has been accomplished this date \_\_\_\_\_.

SERVICE BULLETIN NO. 1124-28-087

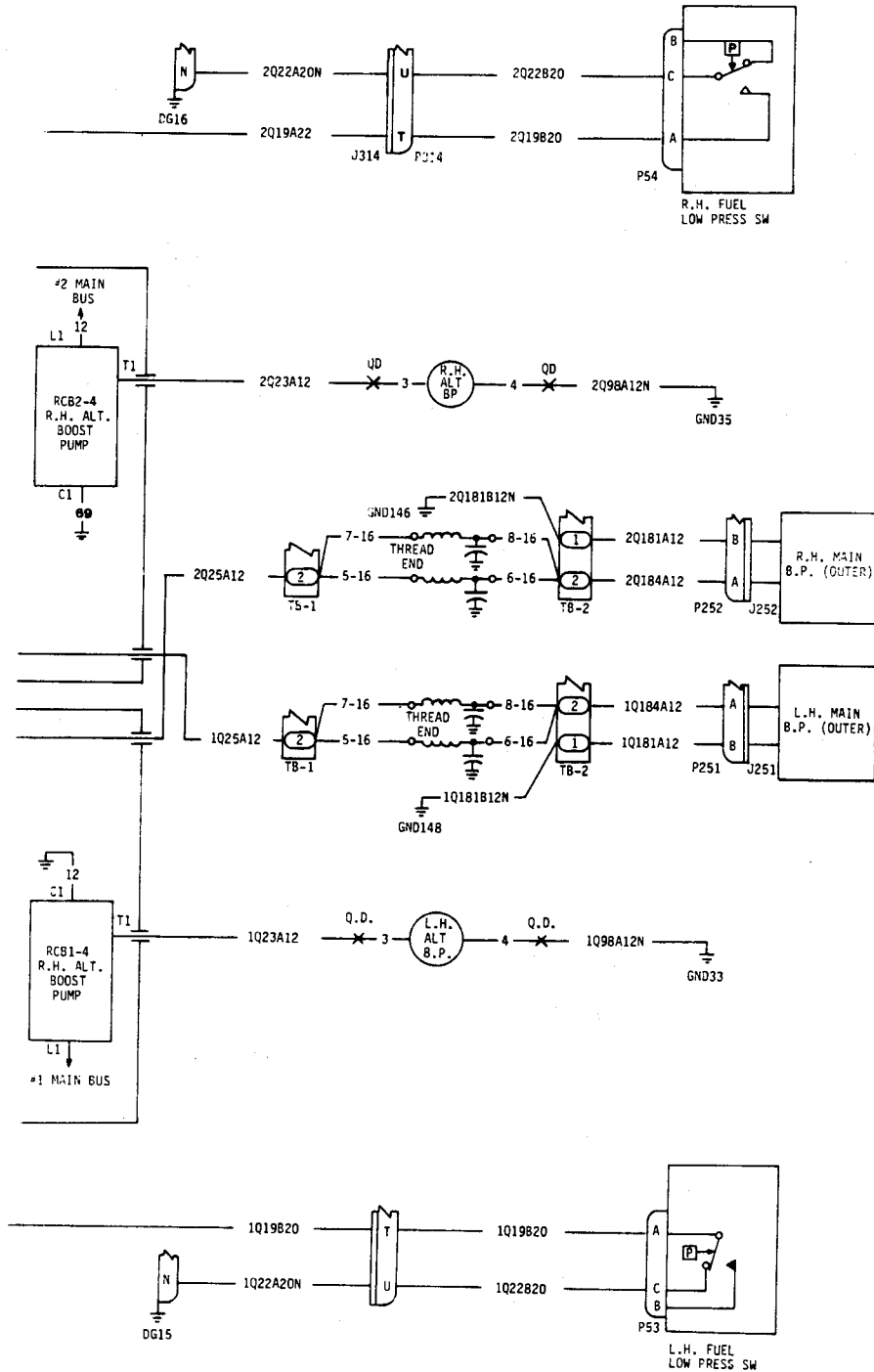


FIGURE 1  
(FOR AIRCRAFT S/N 181)

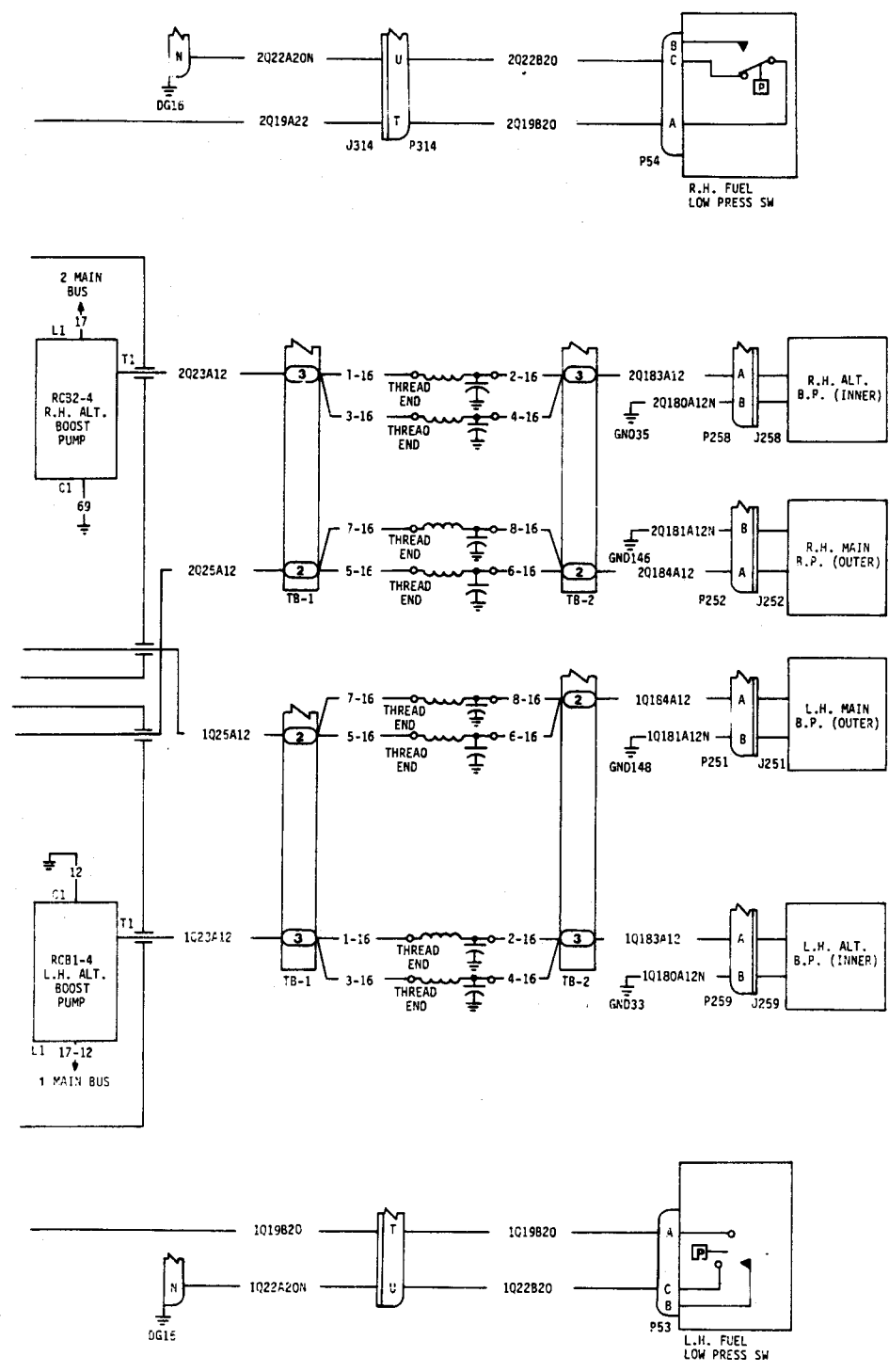


FIGURE 2  
(FOR AIRCRAFT S/N 174, 244, 245,  
248 AND 250 THRU 282)

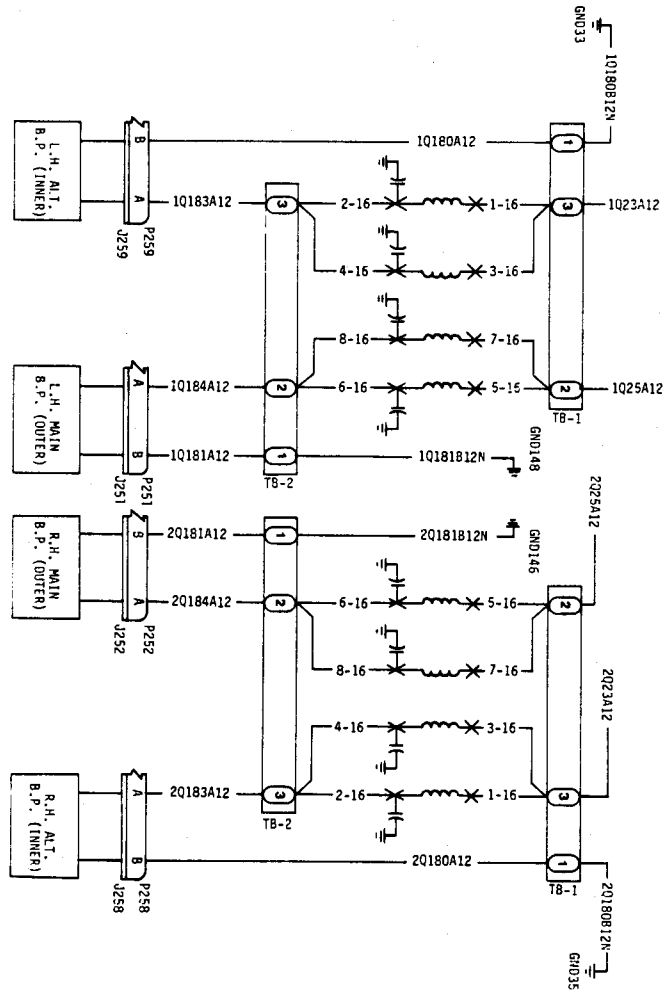


FIGURE 3  
 (FOR AIRCRAFT S/N 226, 228, 230,  
 231, 235 THRU 243, 246 AND 247  
 THRU 249)



SERVICE BULLETIN NO. 1124-28-087

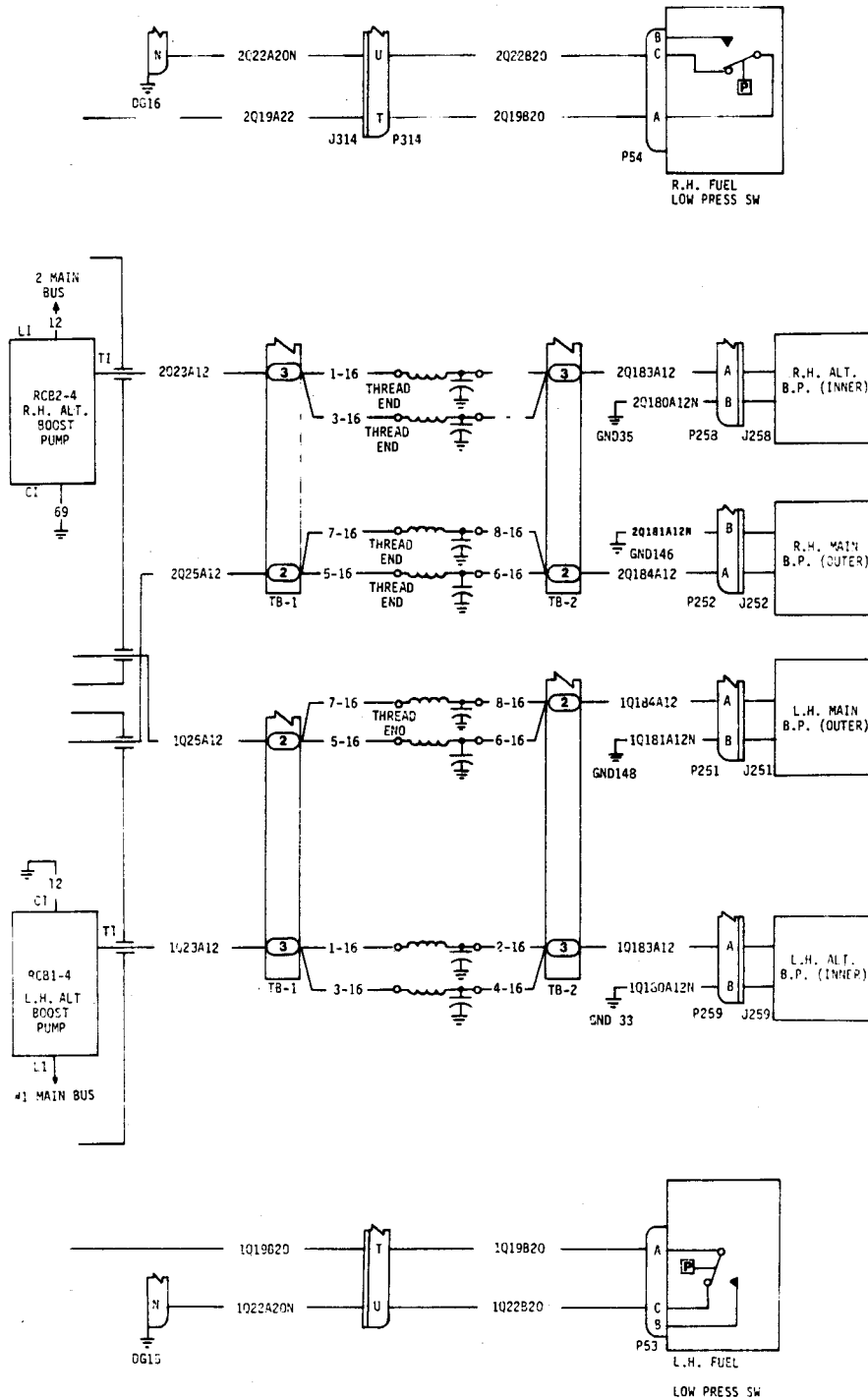
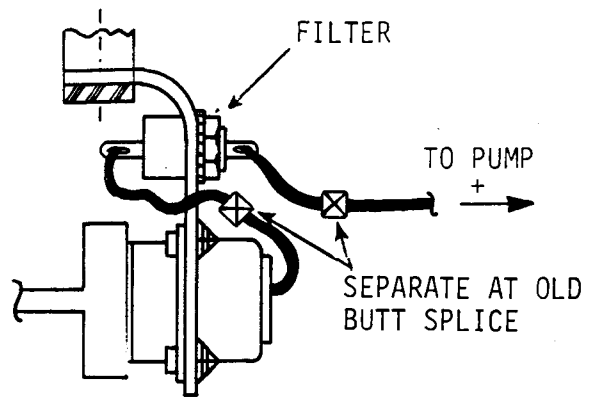


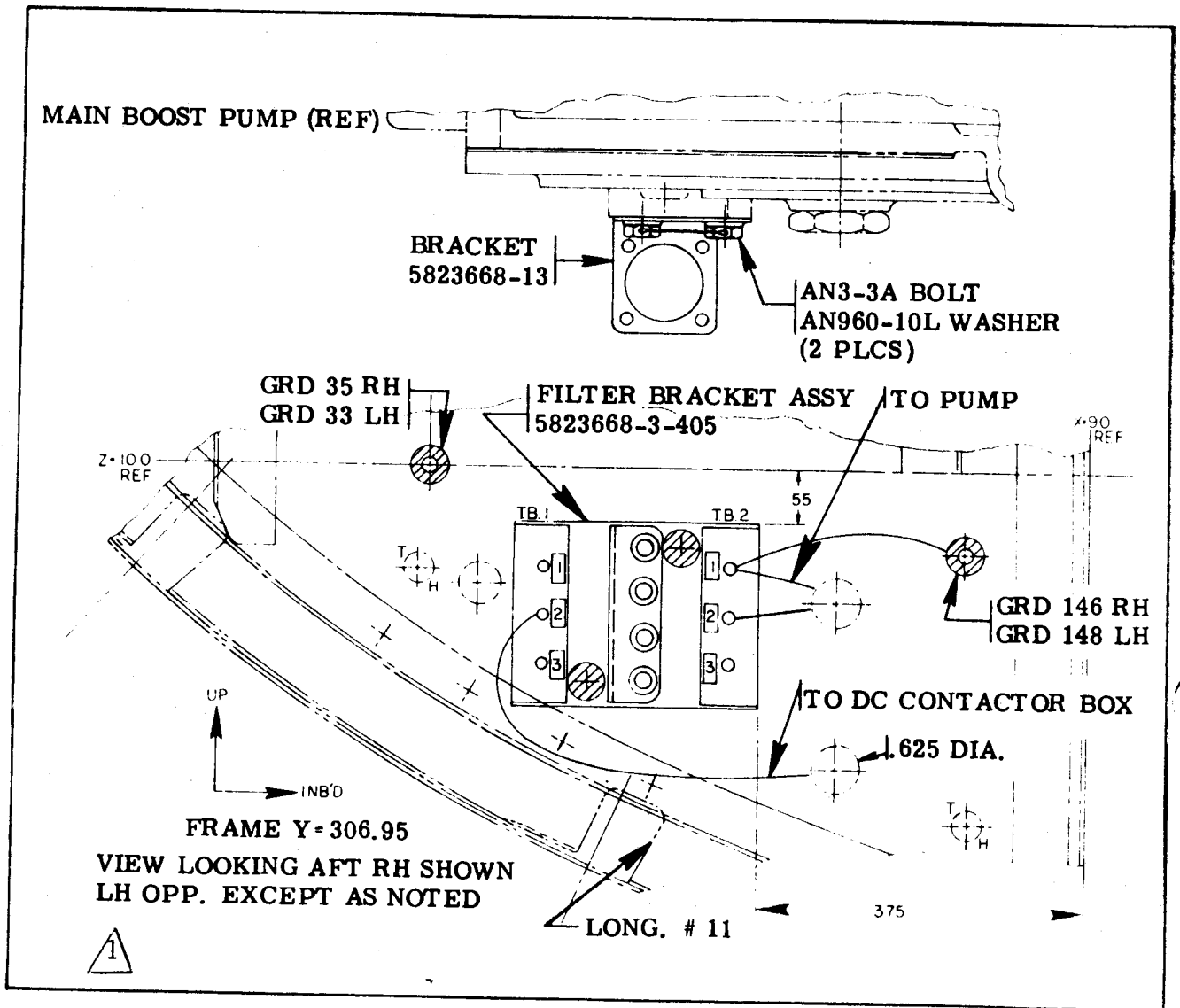
FIGURE 4  
(FOR AIRCRAFT S/N 283 AND SUBS)



RECONNECT WIRES WITH  
NEW BUTT SPLICE AND  
DISCARD FILTER

FUEL BOOST PUMP EMI FILTER/BRACKET INSTALLATION

FIGURE 5



FILTER BRACKET ASSY. INSTALLATION

FIGURE 6

( INSTALLATION AFTER COMPLIANCE WITH SL NO. WW-2434)

NOTE: 1 1124 AIRCRAFT, S/N 283 AND SUBS, AND 1124A AIRCRAFT, S/N 295 AND SUBS, TB1 AND TB2 LOCATED AT 277.75 (FUEL SUMP BAY)

*Service Bulletin*

A/C S/N \_\_\_\_\_

*Certificate of Compliance*

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL, INC.  
P.O. BOX 10086  
WILMINGTON, DE 19850  
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This is to certify that Westwind Serial Number \_\_\_\_\_ has complied with Service Bulletin No. 1124-28-087

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance HOURS: \_\_\_\_\_ /CYCLES: \_\_\_\_\_

Compliance Date \_\_\_\_\_ By \_\_\_\_\_  
Signature

OWNER:

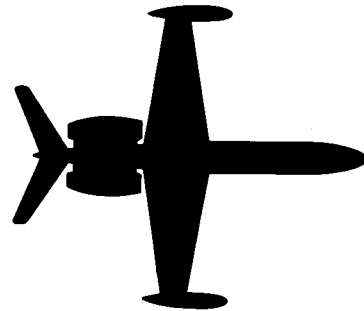
ACCOMPLISHING AGENCY:

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Please describe below any discrepancies found or difficulties encountered during compliance:

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# 24-WESTWIND



## SERVICE BULLETIN

OPTIONAL

SERVICE BULLETIN NO. 1124-28-098

February 15, 1989

SUBJECT: FUEL - PREVENTING FUEL SPILLAGE THROUGH VENT SYSTEM DURING REFUELING OR TRANSFER OPERATIONS (AFC 2074).

1. PLANNING INFORMATION

A. EFFECTIVITY

MODEL 1124/1124A WESTWINDS, all serial numbers prior to 391.

B. REASON

To prevent fuel venting from fuselage tank vents resulting from operation of transfer system with over 6600 pounds on board during refueling operations when aircraft power is applied.

C. COMPLIANCE

Optional

D. DESCRIPTION

This service bulletin installs an interlock relay, Auto Transfer Defeat (ATD), to prohibit the auto transfer system operation during ground operation by opening the ATR relay holding circuit through the ATD and the right MLG oleo switch. The auto transfer system/valves will then close when fuel level rises above 6600 pounds, preventing overflow through fuselage tank vents. This permits POWER-ON refueling, when conditions dictate, without removing power to unlatch the auto transfer relay prior to take off.

All aircraft serial numbers 391 and subsequent were manufactured with this provision.

E. APPROVAL

This service bulletin has been reviewed by the Israel Civil Aviation Administration (ICAA). The design content conveyed herein complies with the applicable Civil Aviation Regulations and is ICAA approved.

F. MATERIAL

Material required for this service bulletin may be obtained from Atlantic Aviation Supply, Wilmington, Delaware, or their authorized representatives.

G. TOOLING

None.

H. WEIGHT AND BALANCE

Not affected.

I. ELECTRICAL LOAD DATA

Not applicable.

J. REFERENCES

1124/1124A Maintenance Manual, Chapter 28-00-00.  
1124/1124A Wiring Manual, Chapters 28-30-01 and 24-30-01.

K. PUBLICATIONS AFFECTED

1124/1124A Maintenance Manual, Chapter 28-00-00.  
1124/1124A Wiring Manual, Chapter 28-30-01.  
1124/1124A Aircraft Flight Manual, Section IV.

2. ACCOMPLISHMENT INSTRUCTIONS

A. Locate AFT relay panel and connector P176:

- (1) S/N 239 and prior at fuselage STA 269.
- (2) S/N 240 and subs at fuselage STA 316. From S/N 313 and subs, the AFT relay panel also contains flap contactor box components.

B. Mount new ATD relay socket P/N 000300-1194 in AFT relay box with existing mount provisions. Should none exist, refer to Figure 1 for details to manufacture a bracket, to be

mounted on interior sidewall of relay box in any vacant position, using 6-32 screws and ESNA stop nuts.

C. Wiring instructions, reference WDM Chapter 28-30-01 and Figure 2:

- (1) Remove wire #82 from relay RDR-X2 or fuse XFA-4 as applicable. Splice wire #82 as necessary (#22 AWG) and connect to ATD relay A1.
- (2) Add new #22 AWG wire #157 from ATD relay A2 to RDR-X2 or XFA-4, the point wire #82 was removed.
- (3) Add new #22 AWG wire from ATD relay X1 to fuse XFA-3. Connect to XFA-3 with existing wire #49.
- (4) Install diode 1N645 from ATD relay X2 (anode) to ATD-B2 (cathode) with new #22 AWG wire in B2.
- (5) Route new wire from B2 to plug J176 pin K.
- (6) Reference WDM Chapter 24-30-01. Locate connector P216 above RH DC contactor box. Identify wire 2P44B20 connected to P216 pin H. Cut wire 2P44B20 and splice both ends to new wire. Connect this new wire to P176 pin K.
  - (a) S/N 239 and prior: Reference WDM Chapter 24-50-03 (spare wires). Select spare 2SP2A20 or, if in use, an unused segment (RHS) from STA 316 (spare ends in bundle above P/J 216) to STA 269 (spare ends in cabin, flush with pressure bulkhead, RHS behind vanity). Connect selected spare at wire 2P44B20 (P216) and the forward end to relay box P176 pin K.

D. Perform fuel system tests, reference MM Chapter 28-00-00:

(1) Fuel Dump System

Unchanged.

(2) Fuel Transfer System

Normal operation as described is accomplished only with the right MLG oleo switch extended (IN FLIGHT condition). With oleo compressed (weight on wheel),

the auto transfer relay will not latch which causes fuel transfer to shut off when above 6600 pounds. It then becomes necessary to defuel below 6600 pounds to initiate fuel transfer.

3. MATERIAL INFORMATION

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
1	MS27401-14	Relay
1	000300-1194	Socket
1	1N645	Diode

4. RECORD COMPLIANCE

- A. Reflect the changes accomplished by this service bulletin in the appropriate WDM chapters.
- B. Note the changes in Fuel Transfer Test Procedure in MM Chapter 28-00-00.
- C. Make the following entry in the aircraft log book:

Service Bulletin No. 1124-28-098 dated February 15, 1989, titled "Fuel - Preventing Fuel Spillage Through Vent System During Refueling or Transfer Operations," has been accomplished this date \_\_\_\_\_.





Material: 2024-T3 (0.040)  
Zinc Chromate  
upon completion.



Drill material holes #6 Body



Use socket 000300-1194  
for hole pattern.

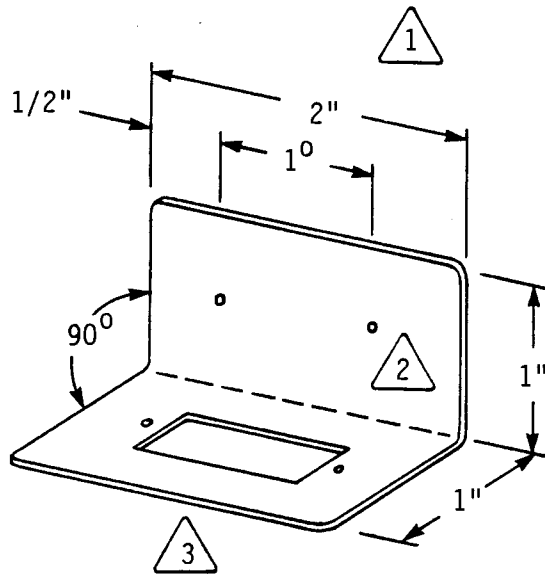


FIGURE 1  
Relay Mounting Bracket

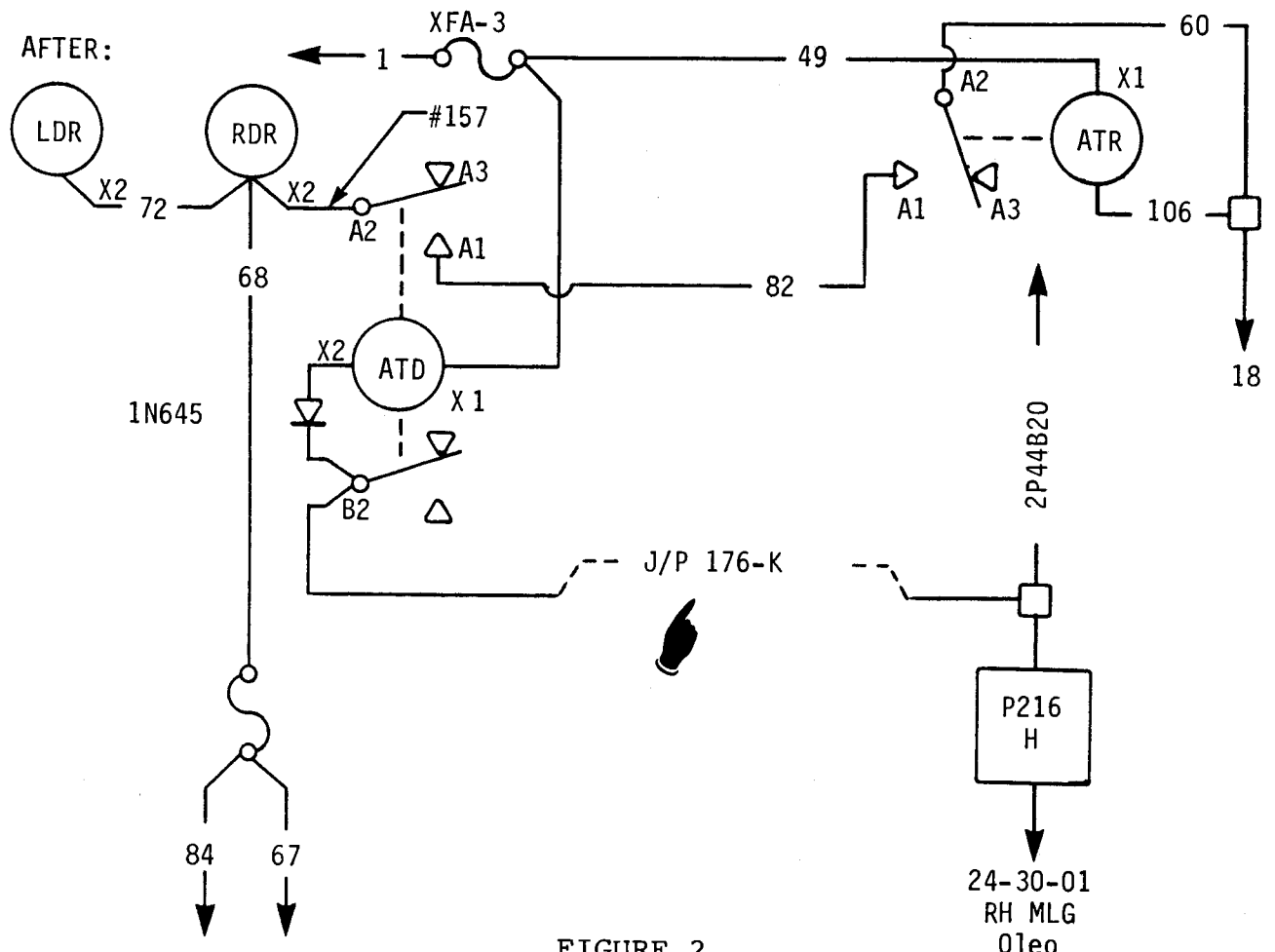
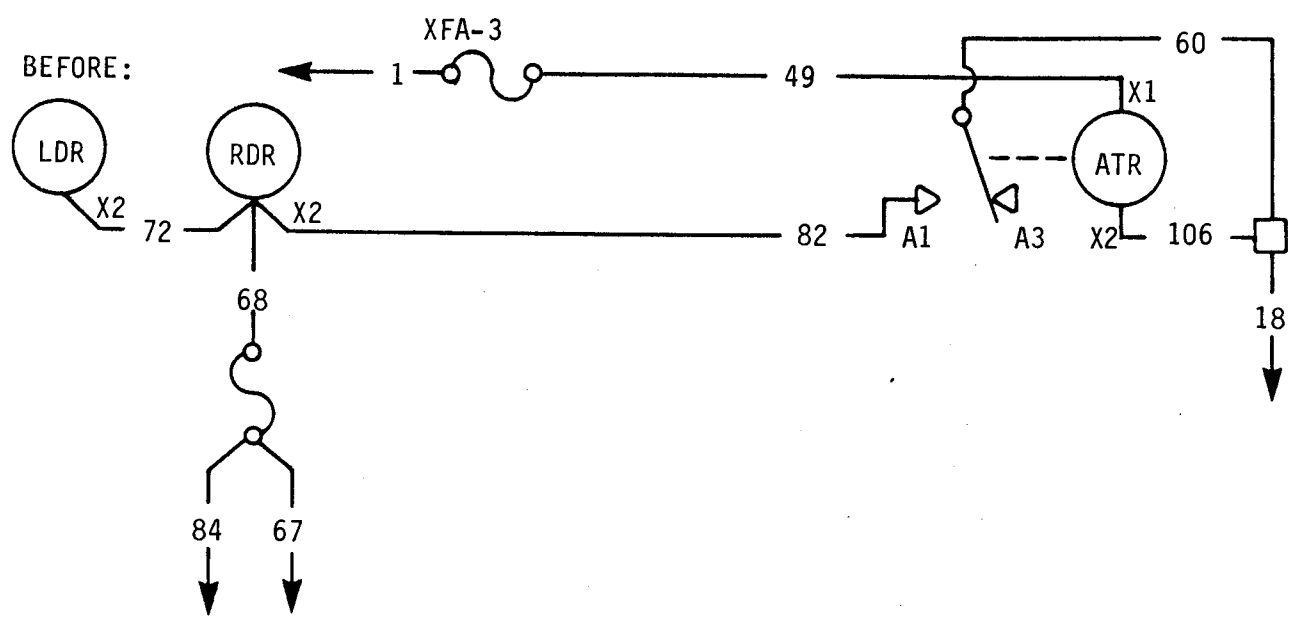


FIGURE 2  
Reference WDM 28-30-01  
Closed in Flight

*Service Bulletin*

A/C S/N \_\_\_\_\_

*Certificate of Compliance*

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P.O. BOX 10086  
WILMINGTON, DE 19850  
ATTN: TECHNICAL PUBLICATIONS

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Aircraft Registration No. \_\_\_\_\_

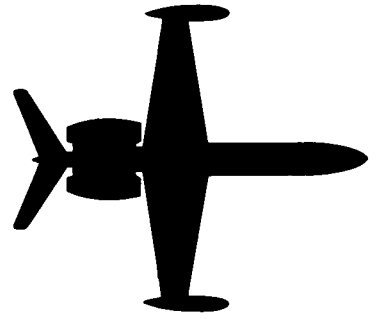
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Compliance Date \_\_\_\_\_ By \_\_\_\_\_  
Signature

OWNER:	ACCOMPLISHING AGENCY:
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Please describe below any discrepancies found or difficulties encountered during compliance:  
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TEAR AT PERFORATION, REMOVE TAPE AT BOTTOM, FOLD, SEAL AND MAIL



## **SERVICE BULLETIN**

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### **RECOMMENDED**

**SERVICE BULLETIN NO. 1124-28-106**

**May 8, 1991**

**SUBJECT: FUEL - TIP TANK - SEALING OF FLOAT SWITCH WIRE CONDUIT**

#### **1. PLANNING INFORMATION**

##### **A. EFFECTIVITY**

MODEL 1124/1124A WESTWINDS, all serial numbers.

##### **B. REASON**

To prevent moisture from entering wiring conduit which could freeze and subsequently rupture conduit, causing fuel leakage.

##### **C. COMPLIANCE**

This service bulletin is recommended at the operators convenience.

##### **D. DESCRIPTION**

This service bulletin provides instructions for the purging of accumulated moisture and sealing of the tip tank float switch wire conduit.

##### **E. APPROVAL**

This service bulletin has been reviewed by the Civil Aviation Administration of Israel (CAAI). The design content herein complies with the applicable Civil Aviation Regulations and is CAAI approved.

F. MAN-HOUR REQUIREMENTS

The following information is for planning purposes only:

- (1) Estimated man-hours: 4
- (2) Suggested number of personnel: 1

The above is an estimate only, based on experienced personnel complying with this service bulletin. It is possible, depending on individual experience levels, that additional or fewer man-hours are required to accomplish this bulletin.

G. MATERIAL

<u>QTY.</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
A/R	PR1422	SEALER

Material required to accomplish this service bulletin may be procured locally.

H. SPECIAL TOOLS

None required.

I. WEIGHT AND BALANCE

Not applicable.

J. ELECTRICAL LOAD DATA

Not applicable.

K. REFERENCE

1124/1124A Westwind Maintenance Manual, Chapter 12.

L. PUBLICATIONS AFFECTED

1124/1124A Westwind Maintenance Manual, Chapter 28.

2. ACCOMPLISHMENT INSTRUCTIONS

- A. Ensure that fuel tank interconnect valves are closed.

- B. Remove electrical power from aircraft.
- C. Ensure that tip tank manual fill valve is closed.
- D. Defuel tip tank, reference 1124/1124A Westwind Maintenance Manual, Chapter 12.
- E. Remove fillet between wing and tip tank to gain access to open end of conduit.
- F. Remove access panel on outboard of tip tank at T.T. Station 81.
- G. Loosen "B" nut securing wiring conduit to low level switch. Refer to Figure 1.
- H. Move conduit away from switch far enough to purge conduit with nitrogen.
- I. Purge conduit for several minutes to ensure all moisture is removed.
- J. Reinstall "B" nut on switch. Torque "B" nut, reference 1124/1124A Westwind Maintenance Manual, Chapter 12-00-00, Page 4.
- K. Reinstall access cover on tip tank.
- L. Seal the open end of conduit (in wing fillet area) with PR1422.
- M. Reinstall fillet between wing and tip tank.
- N. Return aircraft to service.

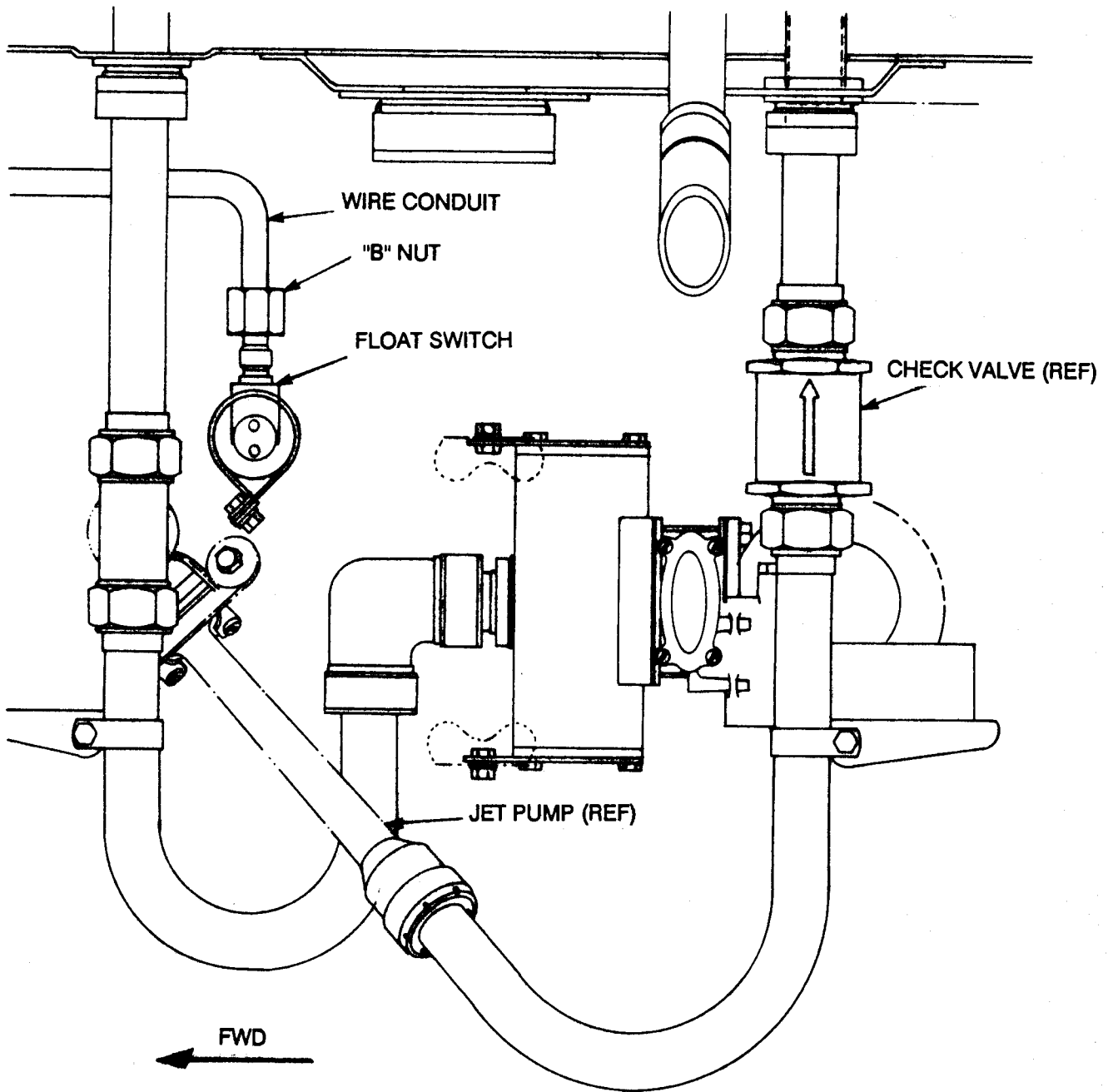
3. RECORD COMPLIANCE

- A. Make the following entry in the aircraft log book:

Service Bulletin No. 1124-28-106 dated, May 8, 1991, titled "Fuel - Tip Tank - Sealing of Float Switch Wire Conduit," has been accomplished this date

\_\_\_\_\_.

- B. Complete the attached Certificate of Compliance and return to Astra Jet Corporation in Wilmington, Delaware.



**DETAIL A**  
**VIEW LOOKING DOWN THROUGH TIP TANK**  
**ACCESS OPENING - LEFT SIDE**

**FIGURE 1**

TEAR AT PERFORATION, REMOVE TAPE AT BOTTOM, FOLD, SEAL AND MAIL

## *Service Bulletin*

### *Certificate of Compliance*

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

Technical Publications  
Astra Jet Corporation  
278 Quigley Boulevard  
New Castle, DE 19720

This is to certify that WESTWIND Serial Number \_\_\_\_\_ has complied with  
Service Bulletin No.

1124-28-106

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance: Hours \_\_\_\_\_ Cycles \_\_\_\_\_

Compliance Date: \_\_\_\_\_

By: \_\_\_\_\_

Signature

Owner:

Accomplishing Agency:

_____	_____
_____	_____
_____	_____
_____	_____

Please describe below any discrepancies found or difficulties encountered  
during compliance:

\_\_\_\_\_  
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# SERVICE PUBLICATIONS revision notice

RECOMMENDED

SERVICE BULLETIN NO. 1124-30-036  
Revision No. 1

December 20, 1985

SUBJECT: ICE AND RAIN - PART I WINDSHIELD HEAT CONTROL WIRING  
MODIFICATION

PART II WINDSHIELD HEAT CYCLING  
CONTACTOR INSPECTION AND/OR  
REPLACEMENT

REASON FOR REVISION: To revise required inspection interval in para. 1.C., Part II, revise part number in para. 3, Part I, and add new part number for a preferred WCC replacement in para. 3, Part II.

## 1. PLANNING INFORMATION

### C. COMPLIANCE

PART II Immediately upon receipt of Revision 1, unless the inspection was performed upon receipt of Service Bulletin No. 1124-30-036 dated April 30, 1985 and 150 hours have not elapsed. Thereafter, at the next 150-hour inspection and at 150-hour intervals until P/N 7264-4654 WCC (Mfg. Leach) is installed, at which time the inspection interval is extended to 600 hours.

## 3. MATERIAL INFORMATION

### PART I

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
100 ft.	MS27500-20NK2T11 or 75918-222TTZ	Wire (2 conductor; shielded)

SB 1124-30-036  
Page 1 of 2



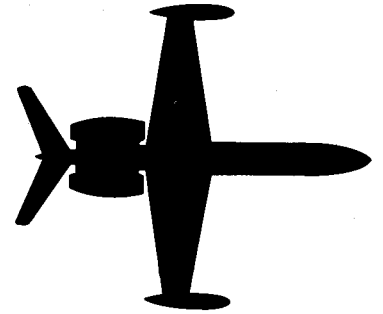
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BEN GURION AIRPORT ISRAEL

3. MATERIAL INFORMATION

PART II

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
A/R	Leach 7264-4654 or	WCC, preferred replacement
A/R	Cutler Hammer 6041H-215 or	WCC, alternate replacement
A/R	Cutler Hammer 6041H-243	WCC, original

# 1124-WESTWIND



## SERVICE BULLETIN

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RECOMMENDED

SERVICE BULLETIN NO. 1124-30-036

April 30, 1985

SUBJECT: ICE AND RAIN - PART I WINDSHIELD HEAT CONTROL WIRING  
MODIFICATION

PART II WINDSHIELD HEAT CYCLING  
CONTACTOR INSPECTION AND/OR  
REPLACEMENT

### 1. PLANNING INFORMATION

#### A. EFFECTIVITY

PART I MODEL 1124/24A WESTWINDS, serial numbers 152,  
154, 174, 181, 185 through 388 and 391.

PART II MODEL 1124/24A WESTWINDS, all serial numbers.

#### B. REASON

PART I To reduce unnecessary cycling of the windshield  
heat contactor by installing shielded wire  
between the windshield heat control switches,  
Temperature Control Boxes and thermostats.

PART II Inspection and/or replacement of the contactors  
located in the DC contactor boxes.

#### C. COMPLIANCE

PART I The next 150 hour inspection.



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BEN GURION AIRPORT, ISRAEL

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Page 1 of 7

PART II At the next 150 hour, inspection and each subsequent 150 hour inspection thereafter.

D. DESCRIPTION

PART I Induced voltages have been determined to be the cause of unwanted cycling of the windshield heat contactors, P/N 833044-1. This bulletin describes the steps necessary to remove unshielded wires and replace them with shielded wires that are properly grounded at each termination point.

PART II Inspection of the WCC-1 and WCC-2 relay contacts is necessary to determine whether unnecessary cycling has affected the surface of the contacts. This bulletin describes the procedures to make this determination.

E. APPROVAL

The modification described in this Service Bulletin has been shown to comply with the applicable ICAA/FAA regulations and is IAI Engineering approved.

F. MATERIAL

Material required may be obtained through Atlantic Aviation Supply Company, their dealers and through most avionics supply houses.

G. TOOLING

Digital Volt/Ohm Meter.

H. WEIGHT AND BALANCE

Not applicable.

I. ELECTRICAL LOAD DATA

Not applicable.

J. REFERENCES

1124/1124A Maintenance Manual, IPC and Wiring Manual, Chapter 30.

K. PUBLICATIONS AFFECTED

PART I 1124/1124A WIRING MANUAL

PART II 1124/1124A MAINTENANCE MANUAL

1124/1124A ILLUSTRATED PARTS CATALOG

2. ACCOMPLISHMENT INSTRUCTIONS

- A. Turn off battery and assure that external power is disconnected.
- B. Remove the following interior components:
- (1) Cockpit seats, side panels and overhead panel.
  - (2) RH cabin seat and card table in area of RH emergency exit (for access to RH sensor).
  - (3) RH & LH cabin lower kick panels.
  - (4) All cabin LH seats, bar and storage cabinets.
  - (5) Carpet and floor access panels as necessary to route new wiring (LH side).
- C. Removal of the above components is needed to gain access to the following areas:
- (1) Connector P/J 23 - Fuselage Sta. 83.78-LH.
  - (2) W/S Temp Controller - Fuselage Sta. 37.78-LH & RH.
  - (3) W/S Heat Switch - Cockpit Overhead Panel.
  - (4) Thermostat Switches - Fuselage Sta. 194.00-LH & RH (lower side of fuselage just aft of escape hatch).

NOTE

Refer to Wiring  
Manual section  
30-40-02 for  
existing wiring.

- D. Cut and cap the existing wires as follows: (These wires will remain in the aircraft as spares).
- (1) At LH windshield heat switch -1H161A22, 1H162B22 and 1H44A22.
  - (2) At RH windshield heat switch - 2H161A22, 2H162B22 and 2H44A22.
  - (3) At LH windshield temperature controller - 1H162A22 and 1H44D22.
  - (4) At RH windshield temperature controller - 2H162A22 and 2H44D22.
  - (5) At LH thermostat switch -1H161B22 and 1H44B22.
  - (6) At RH thermostat switch -2H161B22 and 2H44B22.
- E. Route new sections of M27500-20NK3T11 or equivalent (shielded 3 conductor) wire from windshield heat switches in cockpit to the area of connector P/J 23. Clamp and secure new wires to existing bundles.
- F. Route a new section of M27500-20NK2T11 or equivalent (shielded 2 conductor) wire from RH thermostat switch under cabin floor to area of LH thermostat switch and then forward on the LH side of the aircraft, along with a second wire from the LH thermostat switch, to the area of connector P/J 23. Be sure to identify RH and LH thermostat switch wiring near P/J 23.
- G. Route new sections of M27500-20NK2T11 or equivalent (shielded 2 conductor) wire from LH windshield temperature controller to the area of connector P/J 23 and from RH windshield temperature controller to the area of connector P/J 23.
- H. Connect all new wiring per Figure 1.
- I. Insulate all exposed shield braids with heat-shrink.
- J. Accomplish an electrical continuity check of new wiring to assure conformity to Figure 1 of this Service Bulletin.
- K. Secure all new wiring to existing bundles.
- L. Reinstall interior components and return aircraft to service.

PART II

- A. Gain access to both DC contactor boxes and remove their covers.
- B. Visually inspect contactor wiring for evidence of overheating. Wiring that has been overheated should be replaced.
- C. Apply external power to the aircraft and select battery master to "override" to operate the windshield heat system on "HI (to close contactor).
- D. Connect a digital voltmeter across windshield cycling contactor terminals A1 and A2. Set meter to 1 Volt scale.
- E. Voltage drop should not exceed 0.2 VDC. If voltage drop exceeds 0.2 volts, erratic readings are observed, or contactors show evidence of excessive heating, replace the contactors.
- F. Reinstall DC contactor box covers and return aircraft to service.

3. MATERIAL INFORMATION  
PART I

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
100 ft.	M27500-20HK2T11 or 75918-222TTZ	Wire (2 conductor; shielded)
20 ft.	M27500-20NK3T11 or 75918-223TTZ	Wire (3 conductor; shielded)
8	32445 AMP	Knife-Disconnect Splices
8	323288 AMP	Butt Splices
2	35653 AMP	Close End Splices
14	324485 AMP	Spare Wire Caps
10	323986 AMP	Ring Tongue Terminals

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
A/R	SST4S Panduit	Ty-wrap, 4 inch bundle

NOTE

AMP and PANDUIT numbers shown may be replaced by equivalent number from another vendor.

PART II

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
A/R	Cutler Hammer 6041H-243 or 6041H-215	Windshield Cycling Contactor

4. RECORD COMPLIANCE

Make the following entry in the aircraft log book:  
Service Bulletin 1124-30-036 dated April 30, 1985 titled,  
PART I: Windshield Heat Wiring Modification and/or PART II:  
Windshield Heat Cycling Contactor Inspection and Replacement  
has been accomplished this date \_\_\_\_\_.

Should PART II be accomplished by 150 hour inspection  
"interval only," designate in aircraft log book as "inspection  
only."

Should PART II be accomplished by contactor inspection and  
replacement, designate in aircraft log book as "inspection  
and replacement."

NOTE

Maintenance personnel should make a temporary correction to their aircraft Wiring Diagram to reflect changes performed in PART I of this bulletin.



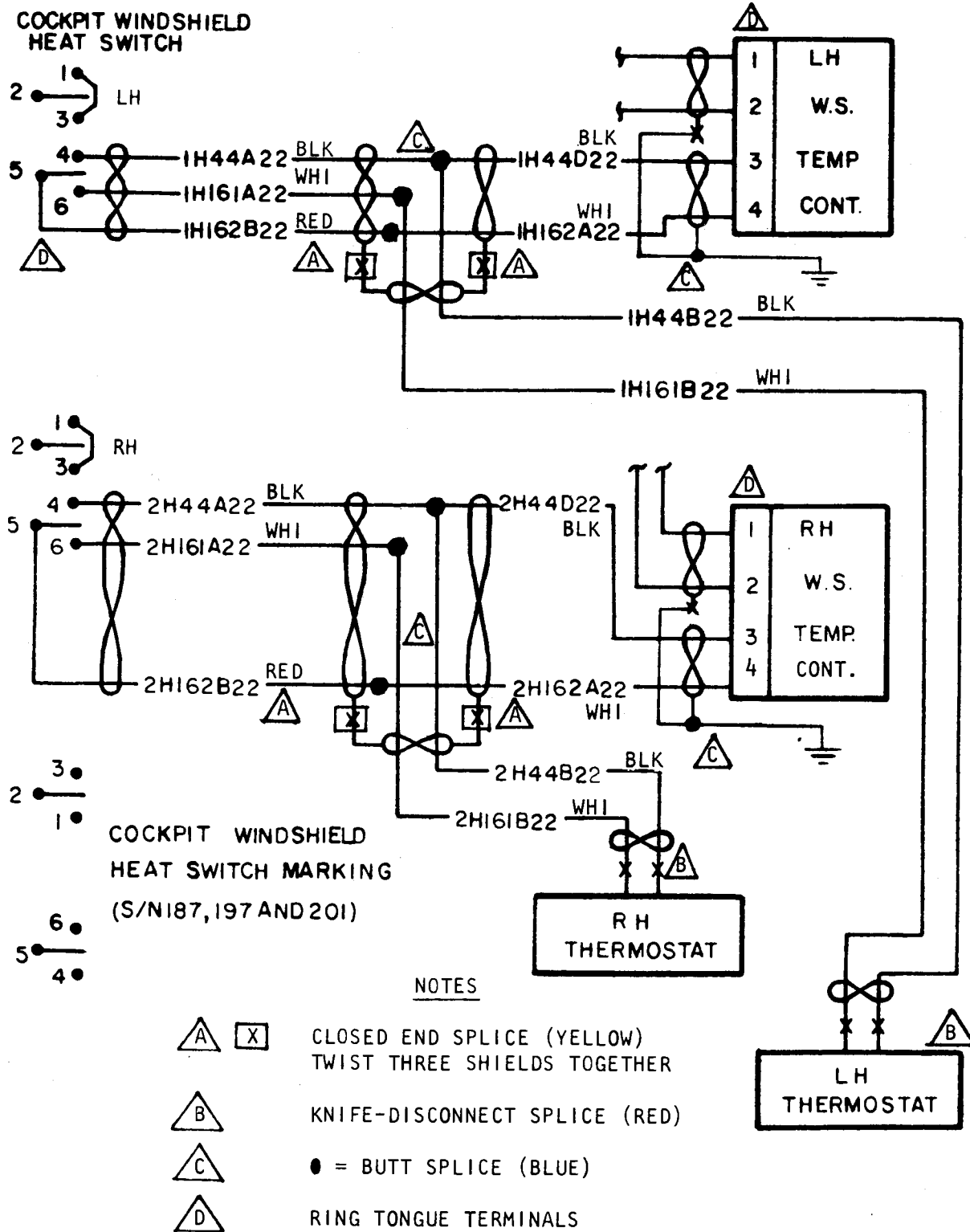


FIGURE 1 SHIELDED WIRING CONNECTIONS

*Service Bulletin*

A/C S/N \_\_\_\_\_

*Certificate of Compliance*

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P.O. BOX 10086  
WILMINGTON, DE 19850  
ATTN: TECHNICAL PUBLICATIONS

This is to certify that Westwind Serial Number \_\_\_\_\_ has complied with Service Bulletin No. 1124-30-036

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance HOURS: \_\_\_\_\_ /CYCLES: \_\_\_\_\_

Compliance Date \_\_\_\_\_ By \_\_\_\_\_  
Signature

OWNER:	ACCOMPLISHING AGENCY:
_____	_____
_____	_____
_____	_____
_____	_____

Please describe below any discrepancies found or difficulties encountered during compliance:

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# SERVICE PUBLICATIONS revision notice

RECOMMENDED

SERVICE BULLETIN NO. 1124-30-066A  
Revision No. 1

October 17, 1986

SUBJECT: ICE AND RAIN PROTECTION - AOA AND SAT TAS PROBES HEAT  
WIRING IMPROVEMENT

REASON FOR  
REVISION: Wire number change in paragraph A.(5)(a) of Part C in  
Accomplishment Instructions.

## 2. ACCOMPLISHMENT INSTRUCTIONS

### PART C

A. Perform following steps with references listed:

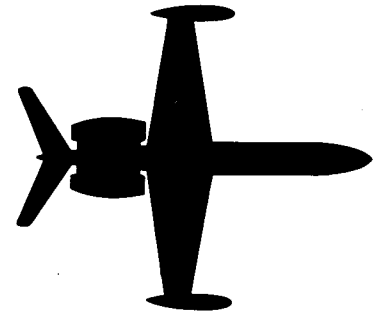
(5) Reference WDM, Chapters 30-30-31, 39-30-20 and Figure  
3 attached. Revise cabin relay box as follows:

■ (a) Remove wire #84 from J174-W and reconnect to  
PHR1-B2. The WDM may show wire #12 connected to  
J174-W. The wire will be marked #84.



INTERNATIONAL INC.  
ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL INC.  
SUBSIDIARY OF ISRAEL AIRCRAFT INDUSTRIES. LTD  
BEN GURION AIRPORT, ISRAEL

SB 1124-30-066A  
Page 1 of 1



## SERVICE BULLETIN

RECOMMENDED

SERVICE BULLETIN NO. 1124-30-066A

July 31, 1986

(This Service Bulletin No. 1124-30-066A dated July 31, 1986 supercedes Service Bulletin No. 1124-30-066 dated December 2, 1985 in its entirety.)

SUBJECT: ICE AND RAIN PROTECTION - AOA AND SAT TAS PROBES HEAT WIRING IMPROVEMENT

### 1. PLANNING INFORMATION

#### A. EFFECTIVITY

- (1) Accomplishment Instructions Part (A), Model 1124 Westwind S/N 296 through 426.
- (2) Accomplishment Instructions Part (B), Model 1124 Westwind S/N 152, 154, 174, 181, 185 through 294, and Model 1124A, S/N 239.
- (3) Accomplishment Instructions Part (C), Model 1124A Westwind, S/N 295-426.
- (4) Accomplishment Instructions Part (D), Model 1124/1124A S/N 152, 154, 174, 181, 185 through 426.

#### B. REASON

- (1) Accomplishment Instructions Parts (A) and (B)
  - (a) To provide AUTO TAS probe heat with pitot/static AUTO/OVRD switch in those aircraft so equipped.
  - (b) Assure control of system heaters in the event of a distribution bus failure.
  - (c) To add AOA probe heat to pitot/static on/off (AUTO/OVRD) switch.

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SERVICE BULLETIN NO. 1124-30-066A

- (2) Accomplishment Instructions Part (C)
  - (a) To provide AUTO TAS probe heat with pitot/static AUTO/OVRD switch.
  - (b) Assure control of system heaters in the event of a distribution bus failure.
  - (c) To prevent loss of primary pitot/static heat in the event of #2 COM/ACC bus failure.
- (3) Accomplishment Instructions Part (D)
  - (a) To relabel AOA and TAS (OAT) probe heat switches to reflect proper switch operation after the modification is performed.

C. COMPLIANCE

Compliance with this service bulletin is recommended.

D. DESCRIPTION

- (1) Accomplishment Instructions Part A: (a) added STR relay and revised cabin relay box wiring, (b) added two wires to probe heat switch from aft overhead circuit breaker panel, and (c) added one wire to AOA heat switch from copilot's instrument panel.
- (2) Accomplishment Instructions Part B: (a) added STR relay to aft overhead circuit breaker panel, and (b) added two wires to AOA heat switch.
- (3) Accomplishment Instructions Part C: (a) added STR relay and revised cabin relay box wiring, and (b) added two wires to probe heat switch from aft overhead circuit breaker panel.

E. APPROVAL

This service bulletin has been reviewed by the Israel Civil Aviation Administration (ICAA). The design content conveyed herein complies with the applicable Civil Aviation Regulations and is ICAA approved.

F. MATERIAL

Material required to accomplish this modification may be purchased from Atlantic Aviation Supply Company, Wilmington, Delaware or may be procured locally.

G. SPECIAL TOOLS

None

H. WEIGHT & BALANCE

Not affected

I. ELECTRICAL LOAD DATA

Not affected

J. REFERENCES

1124/1124A Wiring Diagram Manual, Chapters:

22-10-08	34-10-05
30-30-01	39-30-20
34-10-03	

K. PUBLICATIONS AFFECTED

1124/1124A Wiring Diagram Manual, Chapters:

22-10-08	34-10-05
30-30-01	39-30-20
34-10-03	

2. ACCOMPLISHMENT INSTRUCTIONS

PART A

A. Perform following steps with references listed.

(1) Preliminary Test:

(a) A/C power and Avionics Master #2 ON.

(b) Should SAT/TAS probe heat switch not exist and SAT/TAS probe is installed, cycle PITOT/STATIC switch to OVRD. SAT/TAS heat OFF, annunciator should go out. (If not, then malfunction exists. Refer to WDM, Chapter 30-30-01 for troubleshooting.) Follow instructions from steps 2 through 3.(b).4.

(c) With temp probe heat switch installed, follow entire procedure from step 2 to end.

(2) Disconnect and remove cabin relay box. Mount new STR relay (P/N MS27401-14) and socket (P/N 000300-1194) on side of box forward of connector J-409 using angle mounting bracket (IAI P/N 5863558-35). Mount base should be approximately 2.20 inches aft of forward end of cabin relay box.

SERVICE BULLETIN NO. 1124-30-066A

- (3) Revise cabin relay box wiring as follows (reference WDM, Chapters 30-30-01 and 39-30-20):
  - (a) Remove wire #12 from J174-W and connect to PHR-B2 with existing wire.
  - (b) Connect new wire to STR relay, using #16AWG wire, as follows:
    - (1) X1 to PHR-B1, wire #115
    - (2) X2 to TBl-6, wire #116
    - (3) A1 to J408-N, wire #114
    - (4) A2 to J408-P, wire #112
    - (5) B1 to J408-M, wire #107
    - (6) B2 to J409-L, wire #104
- (4) Reference WDM, Chapters 34-10-05 and 34-10-03 and Figure 1 attached. Lower the aft overhead C/B panel and add two new #14 AWG wires (FT17B14 and FT16B14) from P408-N to TAS/OAT probe heat switch.
  - (a) Add new #18 AWG wire F29C18 from P409-L to J20-U. Remove, cap and stow existing wire 1H41C16 from P409-L.
  - (b) Locate existing wire F56A18 from P408-M that is capped and stowed near AOA connector J86. Splice F56A18 to existing wire F5B18 at J86-P.
  - (c) Remove copilot's instrument panel, install new wire F29B18 from P20-U to AOA probe heat switch.
- (5) Inspection
  - (a) A/C power ON, Avionics Master #2 ON.
    - (1) Measure 28 Vdc at P408-N with temp probe switch ON, 0 Vdc with switch OFF. Leave switch OFF.
    - (2) Measure 28 Vdc at P408-M with AOA switch ON, 0 Vdc with switch OFF. Leave switch OFF.
  - (b) A/C power OFF, connect cabin relay box.

- (c) A/C power ON, Avionics Master #2 ON.

CAUTION

Pitot and static heaters will be ON in the following procedures. Observe standard precautions.

- (d) Pull RH pitot static circuit breaker. DO NOT push in distribution bus tie.
- (e) Measure 28 Vdc at P408-N and P408-M with pitot static heat switch in OVRD position. #2 pitot heat annunciator lit. AOA Ammeter indicates probe heat power. Switch to AUTO, measure 0 Vdc. Leave switch in AUTO.
- (f) Reset RH pitot static circuit breaker.
- (g) Extend nose gear or otherwise release nose oleo switch.
- (h) Measure 28 Vdc at P408-N and P408-M. Both pitot heaters and AOA annunciators extinguished. AOA Ammeter indicates probe heat power. Reset oleo switch, measure 0 Vdc.
- (i) A/C power OFF.
- (j) Reinstall cabin relay panel and secure aircraft.
- (k) Install copilot's instrument panel. Perform pitot/static tests as necessary due to instrument removal.
- (l) Perform operational test of all systems disturbed by the performance of this modification.

PART B

- A. Perform following steps with references listed:

- (1) Reference WDM, Chapter 30-30-01. Lower aft overhead circuit breaker panel and install new STR relay (P/N MS27401-14) and socket (P/N 000300-1194).
- (a) For aircraft S/N 152, 154, 174, 181, 185-239, fabricate a new relay mounting bracket from .063 Alclad 2024-T3. Using present bracket as template, extend by .85 inch in order to support new STR relay. New bracket will mount AEL, GFR and STR relays. Finish new bracket with zinc chromate primer.



- (b) For aircraft S/N 240-294 mount new STR relay in space directly above AEL relay. Drill .144 inch diameter hole in aft bracket for proper alignment of new relay.
- (2) Reference WDM Chapters 34-10-05 and 34-10-03 and Figure 2 attached. Connect new wires #16 AWG F29C16 and F5C16 from STR to copilot's instrument panel J20, pins U and P. Route with existing cable bundle along right sidewall. Add new #16 AWG wires FT16B16 and FT17B16 from STR to TAS/OAT probe heat switch in aft C/B panel. Add new wire 2H41E18 from STR to existing pitot/static heat switch in forward C/B panel.
- (a) Remove copilot's instrument panel. Add new #18 AWG wire from P20-U to AOA probe.
  - (b) Provide airframe ground for connection to new STR relay pin X2.
- (1) Drill .194 inch diameter hole in right side of aft overhead circuit breaker panel approximately 2.0 inches forward of hinge edge, and centered between top and bottom of side rail.
  - (2) Insert screw (MS 35207-262) with washer (AN960K10, 3 places), terminal lug, lock-washer (MS 35338-43) and nut (MS21042-3) through hole. Crimp new #18 AWG H247A18N wire to lug for connection to STR relay prior to final assembly.
  - (3) Ensure contact area is clean and apply Iridite for protection. Paint screw-head same as O/H panel.
- (3) Applies to S/Ns 221, 246, 258 and 266 only.
- (a) Locate PHR relay in circuit breaker panel and cut wire #2H40E20 (aircraft S/N 221, 246), wire #H37E20 (aircraft S/N 258, 266) from PHR-X1, allowing sufficient length to jumper to PHR-B2. Cap and stow remaining end.
  - (b) Relabel pitot static heat switch: OFF is actually "AUTO" (Automatic, from right MLG uplock) and ON is "ON" or OVRD (override).

- (4) Inspection
  - (a) A/C power ON, Avionics Master #2 ON.
  - (b) Temp probe heat OFF, pitot/static heat ON, measure 28 Vdc at temp probe plug DB127, pin 1. Pitot heat switch OFF, measure 0 Vdc.
  - (c) AOA heat OFF, pitot/static heat ON, AOA Ammeter indicates probe heater power.
- (5) Reinstall circuit breaker panel and secure aircraft.
- (6) Install copilot's instrument panel. Perform pitot/static tests as necessary due to instrument removal.
- (7) Perform operational tests of all systems disturbed by the performance of this modification.

PART C

A. Perform following steps with references listed.

- (1) Reference WDM, Chapter 30-30-01. Locate forward circuit breaker panel and remove #16 jumper from AUTO/OVRD switch terminals 2 and 5.
- (2) Locate and unstow wire #2H40A16 and connect to AUTO/OVRD switch terminal 5. Ensure opposite end connects to RH pitot static circuit breaker.
- (3) Inspect temp probe heat circuit breaker to ensure proper connection to #1 COM/ACC bus. If connected to #2 COM/ACC bus, disconnect bus tie and reconnect to bus bar for #1 COM/ACC bus. Revise electrical load analysis accordingly if connection change is made.
- (4) Disconnect and remove cabin relay box. Mount new STR relay (P/N MS27401-14) and socket (P/N 000300-1194) on side of box forward of connector J-409 using angle mounting bracket (IAI P/N 5863558-35). Mount base should be approximately 2.20 inches aft of forward end of cabin relay box.
- (5) Reference WDM, Chapters 30-30-01 and 39-30-20 and Figure 3 attached. Revise cabin relay box as follows:
  - (a) Remove wire #54 from J174-W and connect to PHR1-B2. The WDM may show wire #12 connected to J174-W. The wire will be marked #84.

- (b) Connect new wires to STR relay using #16 AWG wire as follows:
  - (1) X1 to PHR-B1, wire #115
  - (2) X2 to TB1-6, wire #116
  - (3) A1 to J408-N, wire #114
  - (4) A2 to J408-P, wire #112
  
- (6) Add new #14 AWG wires FT17B14 and FT16B14 from P408 to TAS/OAT probe heat switch in aft overhead C/B panel. Route wiring with existing cable bundles along right sidewall next to copilot's seat to P408, cabin relay box. Revise electrical wiring per Figure 3.
  
- (7) Inspection
  - (a) A/C power ON, Avionics Master #1 ON.
    - (1) Measure 28 Vdc at P408-N with temp probe heat switch ON, 0 Vdc with switch OFF. Leave switch in OFF position.
  - (b) A/C power OFF, Avionics Master #1 OFF. Connect cabin relay box.
  - (c) A/C power ON, Avionics Master #1 and #2 ON, push LH and RH pitot static circuit breakers.

CAUTION

Pitot and static heaters will be ON in the following procedures. Observe standard precautions.

- (d) Measure 28 Vdc at P408-N with pitot static heat switch in OVRD position. LH and RH pitot heat and AOA annunciators will be OFF. Select switch to AUTO, measure 0 Vdc, LH and RH pitot heat and AOA annunciators will be lit.
- (e) Avionics Master #1 OFF, #2 ON. LH and RH pitot heat and AOA annunciators will be lit. Select pitot static switch to OVRD, AOA LH and RH pitot heat annunciators OFF. Select AUTO, AOA LH and RH pitot heat annunciators lit. Leave switch in AUTO.
- (f) Avionics Master #1 and #2 ON. Extend nose gear or otherwise release nose oleo switch.
- (g) Measure 28 Vdc at P408-N and M with gear extended. Both pitot heat and the AOA annunciators extinguished.

- (h) Reset oleo switch, measure 0 Vdc at P408-N and M, the annunciators will be lit.
- (i) Aircraft power OFF.
- (j) Reinstall cabin relay panel and secure aircraft.

PART D

A. Relabel AOA and TAS (OAT) probe heat switches.

- (1) "OFF" becomes "AUTO" (automatic) to coincide with the primary pitot/static switch "AUTO" mode.
- (2) "ON" becomes "OVERRIDE". This is necessary since modification does not allow the primary pitot/static switch to override the AOA or TAS systems.
- (3) Normal operation of the modified system is based on the AOA and TAS probe heat switches remaining "OFF" (now "AUTO"), permitting control of system heaters from the primary pitot/static heat switch while it is in "AUTO" condition.

Selecting "OVERRIDE" on primary control switch will turn the AOA or TAS systems OFF unless the independent system switches are selected to "OVERRIDE".

3. MATERIAL INFORMATION

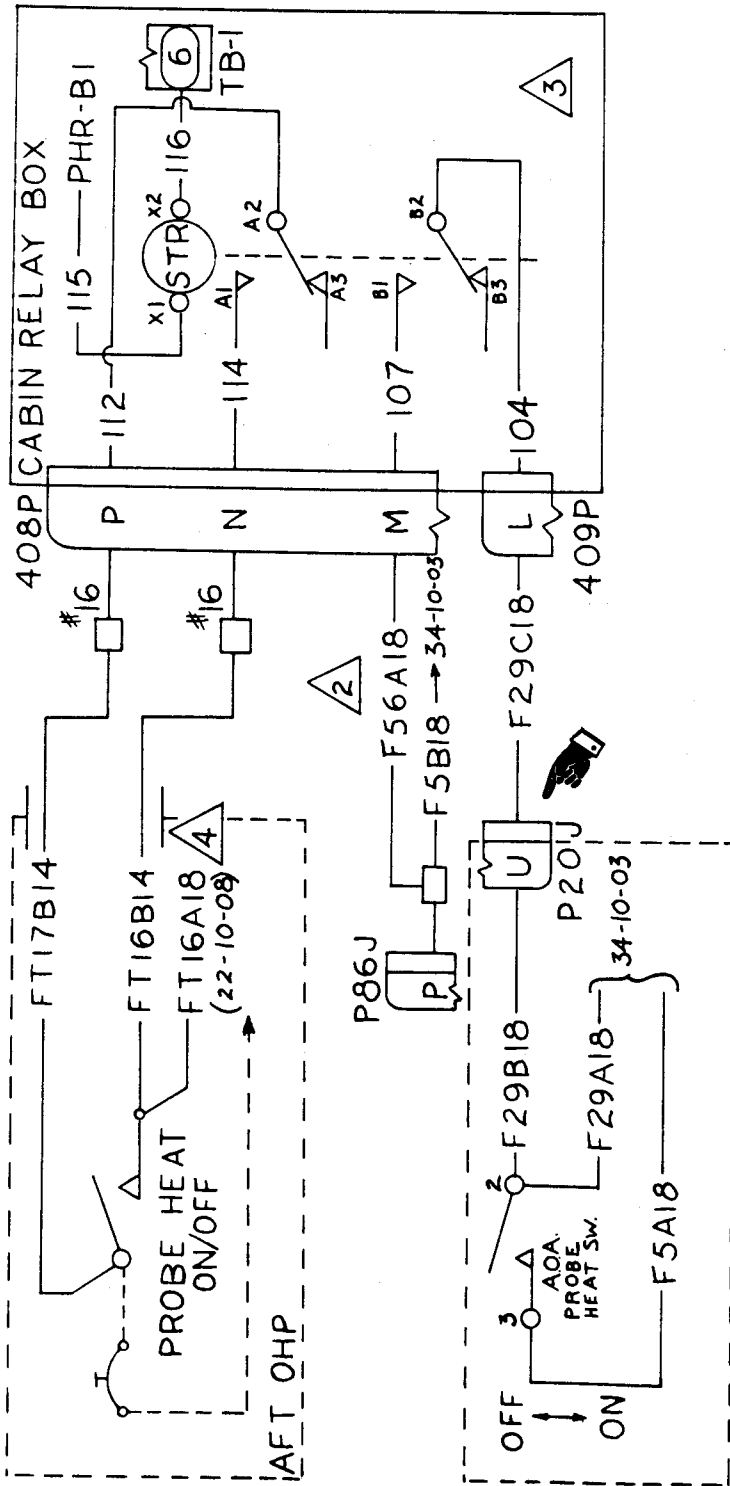
<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
1	MS27401-14	Relay (Mfg. Deutsch)
1	000300-1194	Socket, relay (Mfg. Deutsch)
A/R	327654	Terminal, Ring tongue (Mfg. AMP)
A/R	MIL-W-16878D	Wire, #16 AWG Stranded
A/R	324485	Spare wire cap (Mfg. AMP)
1	5863558-35	Angle bracket

4. RECORD COMPLIANCE

- A. Make the following entry in the aircraft log book:  
Service Bulletin No. 1124-30-066A dated July 31, 1986  
titled "Ice and Rain Protection - AOA and SAT TAS Probes  
Heat Wiring Improvement" has been accomplished this date  
\_\_\_\_\_.

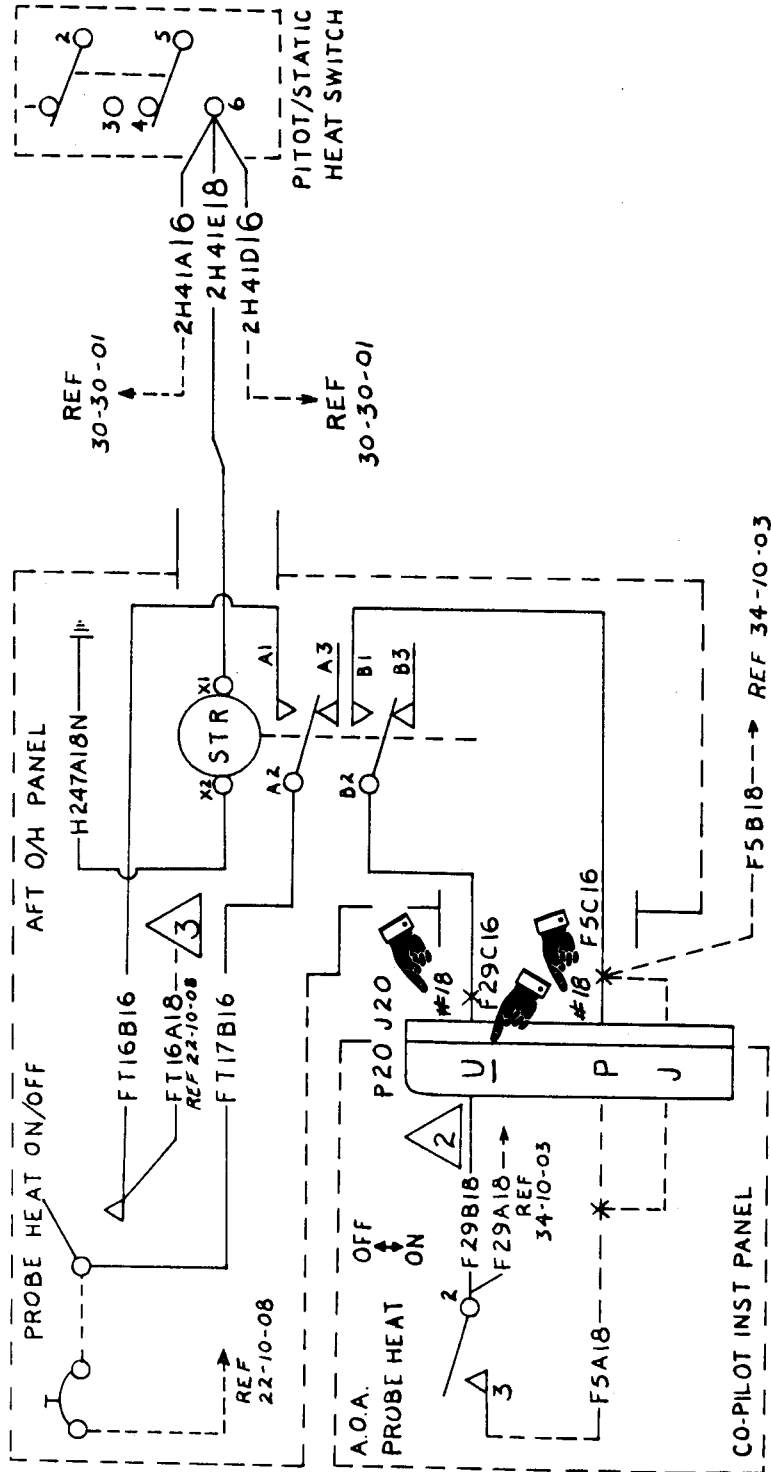
SERVICE BULLETIN NO. 1124-30-066A

- B. Update Wiring Diagram Manual, Chapters 30-30-01, 39-30-20, 34-10-05 and 22-10-08 as required to reflect wiring changes performed.
- C. Update Illustrated Parts Catalog to reflect new parts and part numbers of items installed.



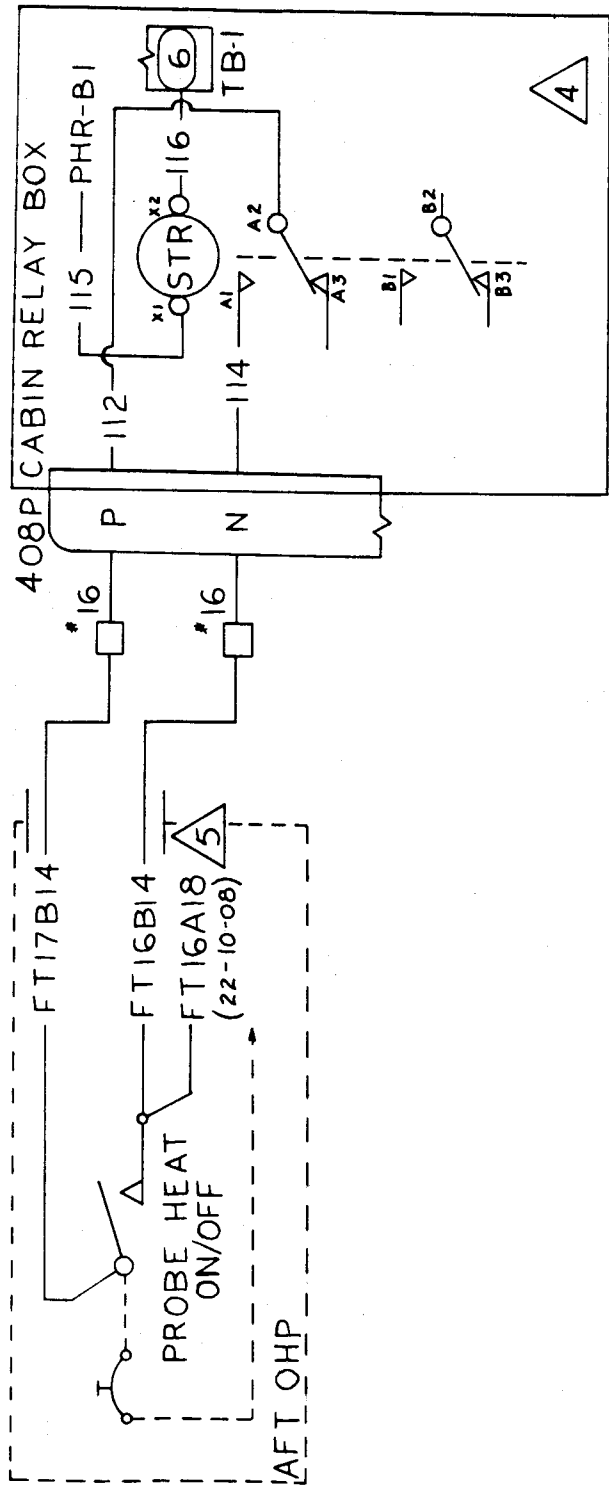
1. Add STR relay P/N MS27401-14 and socket P/N 000300-1194 on Cabin Relay Box.
2. Existing wire (cap and stow near receptacle of AOA transmitter).
3. All wires are #16AWG (in Cabin Relay Box).
4. If SAT/TAS Probe Heat is installed at station 221.5, connect new wire #FT16A10 instead of wire #FT16A18.

FIGURE 1



1. Add STR relay P/N MS27401-14 and socket P/N 000300-1194 in aft O/H Panel.
2. For A/C 181, connect this wire on pin A.
3. If SAT/TAS Probe Heat is installed at station 221.5, connect new wire #FT16A14 instead of wire #FT16A18.

FIGURE 2



1. Add STR relay P/N 27401-14 and socket P/N 000300-1194 on Cabin Relay Box.
2. Remove #16AWG jumper from AUTO/OVRD Switch terminals 2 and 5.
3. Connect wire #2H40A16 to AUTO/OVRD Switch terminal 5. Ensure opposite end connects to RH pitot circuit breaker.
4. All wires are #16AWG (in Cabin Relay Box).
5. If SAT/TAS Probe Heat is installed at station 221.5, connect new wire #FT16A10 instead of wire #FT16A18.

FIGURE 3



*Service Bulletin*

A/C S/N \_\_\_\_\_

*Certificate of Compliance*

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

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WILMINGTON, DE 19850  
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This is to certify that Westwind Serial Number \_\_\_\_\_ has complied with Service Bulletin No.

**1124-30-066A**

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance \_\_\_\_\_ /Cycles

Compliance Date \_\_\_\_\_ By \_\_\_\_\_  
Signature

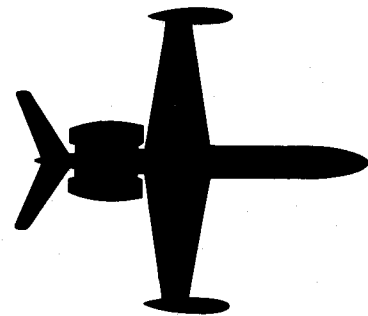
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ACCOMPLISHING AGENCY:  
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Please describe below any discrepancies found or difficulties encountered during compliance:

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# 1124-WESTWIND



## SERVICE BULLETIN

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OPTIONAL

Service Bulletin No. 1124-30-090

April 8, 1988

SUBJECT: ICE AND RAIN - NAC/ENG ANTI-ICE - SWITCH RELIABILITY  
(AFC 2071)

### 1. PLANNING INFORMATION

#### A. EFFECTIVITY

Model 1124/1124A WESTWIND - S/N 283 & subsequent. S/N 282 & prior with Service Letter WW-2444 accomplished.

#### B. REASON

To extend the service life of the IAI P/N 6883743-72 NAC/ENG ANTI-ICE switch.

#### C. COMPLIANCE

Compliance with this service bulletin is optional.

#### D. DESCRIPTION

Diodes are added to the circuitry of both the L.H. and R.H. NAC/ENG ANTI-ICE switches and across the Bypass Valve Solenoid and Anti-Ice Valves for arc suppression. Jumper wires are added to parallel switch segments for increased current capacity.

#### E. APPROVAL

This service bulletin has been reviewed by the Israel Civil Aviation Administration (ICAA). The design content conveyed herein complies with the applicable Civil Aviation Regulations and is ICAA approved.



SUBSIDIARY OF ISRAEL AIRCRAFT INDUSTRIES, LTD.  
BEN GURION AIRPORT, ISRAEL

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Page 1 of 6

F. MATERIAL

Parts may be procured through Atlantic Aviation Supply Company or procured locally.

G. TOOLING

No special tooling required.

H. WEIGHT AND BALANCE

Not applicable.

I. ELECTRICAL LOAD DATA

Not applicable.

J. REFERENCES

1124/1124A Wiring Diagram Manual, Chapters 30-20-01 and 21-00-01.  
1124 Service Letter WW-2444.

K. PUBLICATIONS AFFECTED

1124/1124A Wiring Diagram Manual, Chapters 30-20-01 and 21-00-01.

2. ACCOMPLISHMENT INSTRUCTIONS

NOTE:

Prior to accomplishment of this service bulletin, total compliance with Service Letter WW-2444 must be ensured for aircraft serial numbers up to, and including, S/N 282.

- A. Remove all electrical power from aircraft.
- B. Reference Wiring Diagram Manual, Chapter 30-20-01 and Figures 1 and 2 of this Service Bulletin. Perform rewiring and diode addition as follows:

(Do not disturb wires unless instructed.)

1. Install #20 AWG wire jumper from switch segment 'B' (normally open contact) to switch segment 'C' (N/O contact) of each switch. Ensure switch segments 'B' and 'C' "common" contacts are also jumped to parallel switch. Install "common" jumper(s), if necessary (both left and right switches).
2. Remove wire between switch segment 'A' (N/O contact) and terminal 1. Connect diode with cathode (banded end) to terminal 1, anode to segment 'A' (N/O) contact (both left and right switches).
3. For L.H. switch, remove wire #1H508A20 from terminal 2 and splice diode between wire removed and terminal 2 with cathode end to terminal 2.
4. For R.H. switch, remove wire #2H508B20 from terminal 2 and splice diode between wire removed and terminal 2 with cathode end to terminal 2.
5. Prior to performing steps 6 and 7 below, use an ohmmeter and check for the presence of a diode between switch segment 'C' (N/O contact) and terminal 3 of each switch, in turn. The cathode of this diode, if it exists, must be connected to terminal 3 of the respective switch. If a diode is not installed, follow instructions below as applicable. If diodes are installed, skip to step 8 below.
6. For L.H. switch, remove wire #1H528A20 from switch segment 'C' (N/O contact) and splice diode in line between wire removed and segment 'C' (N/O contact) with cathode end to removed wire.
7. For R.H. switch, remove wire #2H528A20 from switch segment 'C' (N/O contact) and splice diode in line between wire removed and segment 'C' (N/O contact) with cathode end to removed wire.

NOTE:

Ensure all connections and diodes are insulated to prevent inadvertent shorts.

8. Locate Bypass Valve Solenoid plug P-348 and connect diode across pins A and B with cathode end to pin A (wire #2H517C20 and #2H518A20, respectively). Ensure pin 'B' is the grounded pin. Use step-down wire splices and splice to existing wires.

9. Locate R.H. Nacelle Anti-Ice Valve plug P-344 and connect diode across pins A and B with cathode end to pin A (wire #2H506D20 and #2H507B20, respectively). Ensure pin B is the grounded pin. Use step-down wire splices and splice to existing wires.
10. Locate L.H. Nacelle Anti-Ice Valve plug P-343 and connect diode across pins A and B with cathode end to pin A (wire #1H506D20 and #1H507B20, respectively). Ensure pin B is the grounded pin. Use step-down wire splices and splice to existing wires.

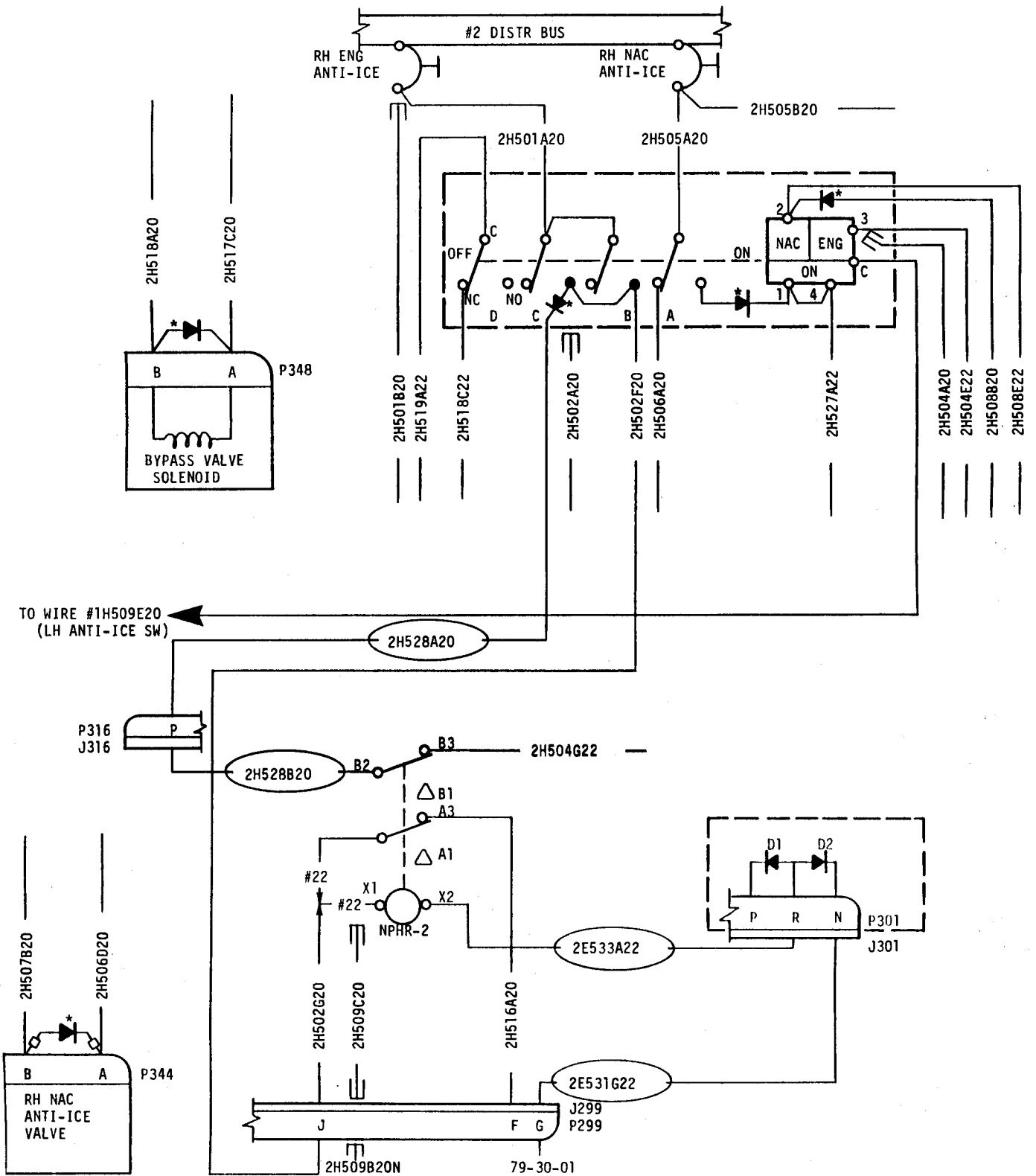
- C. Replace panels in normal position.
- D. Perform operational check of NAC ANTI-ICE system.
- E. Return aircraft to service.

3. MATERIAL INFORMATION

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
9 A/R	1N5552 MIL-W-16878D	Diode #20 AWG wire

4. RECORD COMPLIANCE

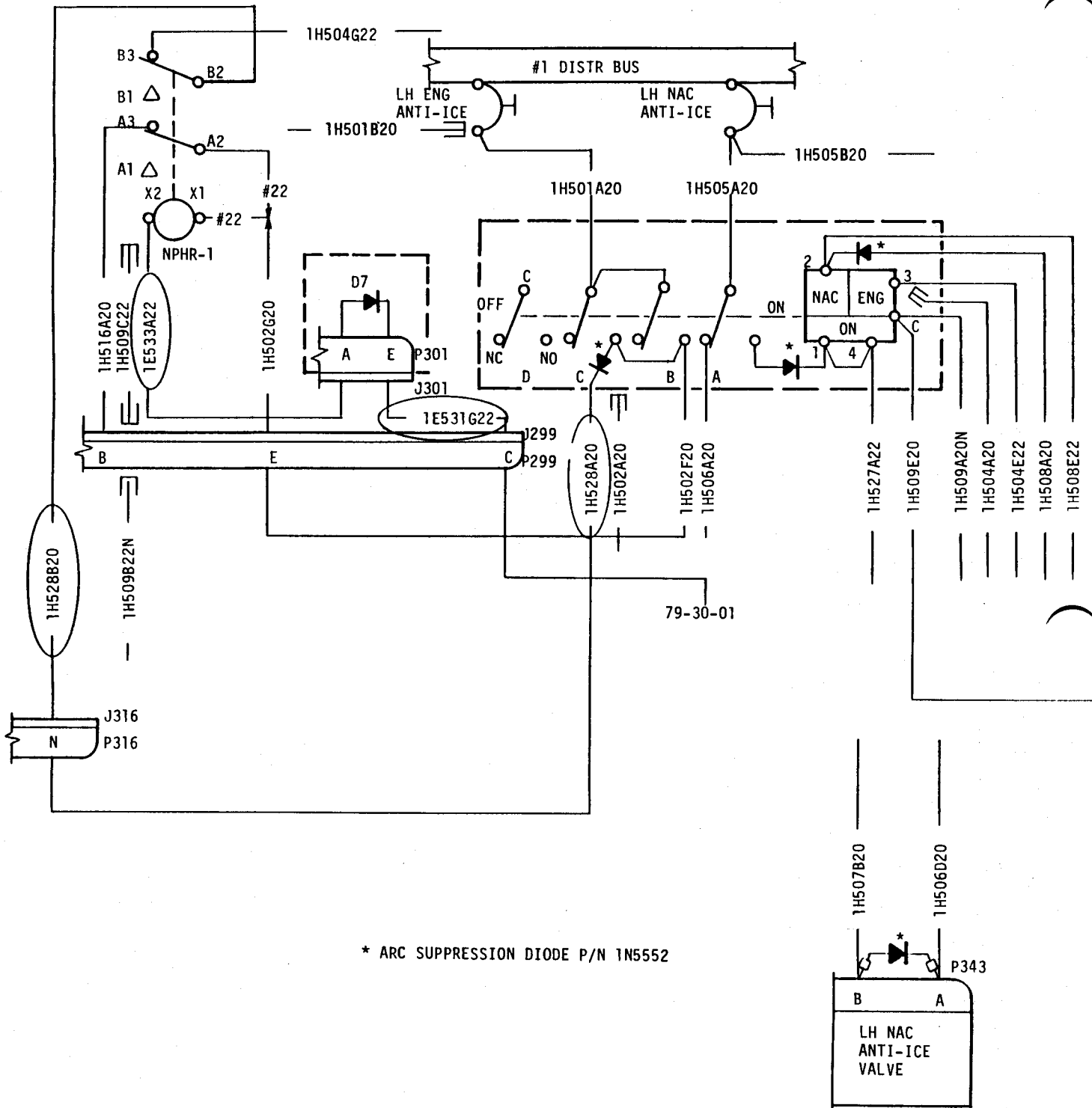
- A. Make the following entry in the aircraft log book:  
  
Complied with service bulletin 1124-30-090 dated April 8, 1988, titled "ICE AND RAIN - NAC/ENG ANTI-ICE SWITCH RELIABILITY", this date \_\_\_\_\_
- B. Revise your Wiring Diagram Manual Chapter 30-20-01 and 21-00-01 per Figures 1 and 2 of this bulletin to reflect the changes accomplished by this Service Bulletin.



\* ARC SUPPRESSION DIODES P/N 1N5552

ANTI-ICE SWITCH

FIGURE 1



\* ARC SUPPRESSION DIODE P/N 1N5552

ANTI-ICE SWITCH

FIGURE 2

*Service Bulletin*

A/C S/N \_\_\_\_\_

*Certificate of Compliance*

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL, INC.  
P.O. BOX 10086  
WILMINGTON, DE 19850  
ATTN: TECHNICAL PUBLICATIONS

This is to certify that Westwind Serial Number \_\_\_\_\_ has complied with Service Bulletin No.

**1124-30-090**

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance HOURS: \_\_\_\_\_ /CYCLES: \_\_\_\_\_

Compliance Date \_\_\_\_\_ By \_\_\_\_\_  
Signature

OWNER:	ACCOMPLISHING AGENCY:
_____	_____
_____	_____
_____	_____
_____	_____

Please describe below any discrepancies found or difficulties encountered during compliance:

\_\_\_\_\_

\_\_\_\_\_

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TEAR AT PERFORATION, REMOVE TAPE AT BOTTOM, FOLD, SEAL AND MAIL



COMPONENT MAINTENANCE MANUAL  
BRAKE ASSEMBLY 5002805

TO: HOLDERS OF AP-447 (32-43-30) COMPONENT MAINTENANCE MANUAL WITH ILLUSTRATED PARTS LIST FOR BRAKE ASSEMBLY 5002805-3 USED ON THE ISRAEL AIRCRAFT INDUSTRIES WESTWIND 1124 AIRCRAFT.

Attached to this transmittal letter is Revision No. 6 of AP-447 (basic issue dated 15 January 1976).

REVISION NO. 6 DATED 15 SEPTEMBER 1993

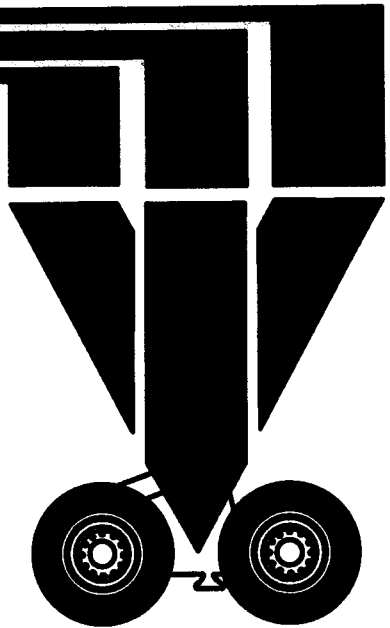
HIGHLIGHTS

Pages which have been added or revised are listed below together with the Highlights of the revisions. Please delete the affected pages and insert Revision No. 6 pages dated Sep 15/93. Enter Revision No. 6 dated Sep 15/93 and insertion date on the Record of Revisions sheet.

The purpose of Revision No. 6 is to correct a date error on page 904 from Revision No. 5 and to correct the part number given for the self-locking nut.

Please retain all previous HIGHLIGHTS pages inserting them into this manual for future reference.

<u>Chapter/Section/Page No.</u>	<u>Description of Change</u>
Title Page	Revised date to current revision date.
List of Effective Pages, page 1	Revised to reflect added, revised and/or deleted pages.
32-43-30	
page 901	Corrected the orbital riveter model numbers and corrected the vendor addresses as necessary.
page 904	Changed the revision date to the current revision date.
page 906	Corrected dimension in Figure 904.
page 1003	Corrected the text format for the self-locking nut part number (item 20) in paragraph 2.
page 1005	Correct the vendor addresses as necessary in paragraph 3.



AP-447

COMPONENT MAINTENANCE MANUAL

WITH

ILLUSTRATED PARTS LIST

FOR

BRAKE ASSEMBLY

PART NO. 5002805-3

USED ON

ISRAEL AIRCRAFT INDUSTRIES

WESTWIND 1124

BASIC ISSUE 15 JANUARY 1976

**AIRCRAFT BRAKING SYSTEMS**

Corporation

PUBLICATIONS DEPARTMENT (RELEASED: At 9/24/93)

AKRON, OHIO 44306-4186

CAGE CODE OB9R9

**32-43-30**

Sep 15/93

**COMPONENT MAINTENANCE MANUAL  
BRAKE ASSEMBLY 5002805**

**LIST OF EFFECTIVE PAGES**

<u>SUBJECT</u>	<u>PAGE</u>	<u>DATE</u>	<u>SUBJECT</u>	<u>PAGE</u>	<u>DATE</u>
Title		Sep 15/93	Check	501	Feb 15/93
Record of Revisions	1	Feb 15/93		502	Feb 15/93
	2	Blank		503	Feb 15/93
Record of Temporary Revisions	1	Feb 15/93		504	Feb 15/93
	2	Blank		505	Feb 15/93
Service Bulletin List	1	Feb 15/93		506	Feb 15/93
	2	Blank		507	Feb 15/93
List of Effective Pages	1	Sep 15/93	Repair	601	Feb 15/93
	2	Blank		602	Feb 15/93
Table of Contents	1	Feb 15/93		603	Feb 15/93
	2	Feb 15/93		604	Feb 15/93
Introduction	1	Feb 15/93		605	Feb 15/93
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	3	Feb 15/93		607	Feb 15/93
	4	Feb 15/93		608	Feb 15/93
Description and Operation	1	Feb 15/93	Assembly and Storage	701	Feb 15/93
	2	Feb 15/93		702	Feb 15/93
	3	Feb 15/93		703	Feb 15/93
	4	Blank		704	Blank
Testing and Fault Isolation	101	Feb 15/93	Fits and Clearances	801	Feb 15/93
	102	Feb 15/93		802	Feb 15/93
	103	Feb 15/93	Special Tools, Fixtures and Equipment	901	Sep 15/93
	104	Feb 15/93		902	Sep 15/93
Disassembly	301	Feb 15/93		903	Sep 15/93
	302	Feb 15/93		904	Sep 15/93
Cleaning	401	Feb 15/93		905	Sep 15/93
	402	Feb 15/93		906	Sep 15/93
	403	Feb 15/93	Illustrated Parts List	1001	Sep 15/93
	404	Feb 15/93		1002	Sep 15/93
				1003	Sep 15/93
				1004	Sep 15/93
				1005	Sep 15/93
				1006	Blank

**COMPONENT MAINTENANCE MANUAL  
BRAKE ASSEMBLY 5002805**

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**COMPONENT MAINTENANCE MANUAL  
BRAKE ASSEMBLY 5002805**

**SPECIAL TOOLS, FIXTURES AND EQUIPMENT**

**NOTE:** Equivalent replacements can be used for the items given.

Figure No.	Tool/Fixture No.	Description	Application
904	-	Grip Drive Tool and Base Plate	Used to test and set grips on grip and tube subassemblies.
901	5T1-25310	Round-Headed Rivet Driver (for U. S. Industrial Tool)	Used to install round-headed rivets.
901	5T1-25311	Swaging Peen (for U. S. Industrial Tool)	Used to form shop heads on rivets.
902	5T1-25807	Swaging Peen	Used to form shop heads on rivets.
902	5T1-10067	Round-Headed Rivet Driver	Used to install round-headed rivets.
903	5T1-26170	Swaging Peen	Used to form shop heads on rivets.
903	5T2-10067	Round-Headed Rivet Driver	Used to install round-headed rivets.
902	5T2-10080	Tool Holder	Used with Taumel riveter head T-21 to hold swaging peen.
902	T-21 (2-5994)	Taumel Riveter Head	Used in conjunction with tool holder to hold swaging peen.
-	PRAM 31 (V86413)*	Plastic Reclaimable Abrasive Machine (PRAM)	Used for dry-stripping paint.

**NOTE:** The following types of riveters are used in the manufacture and repair of brakes.

**Compression Riveter**  
Model 150 (or equivalent)

U.S. Industrial Tool & Supply Company  
15101 Cleat Street  
Plymouth, MI 48170

**Orbital Riveter**  
Model T-320 or T-500

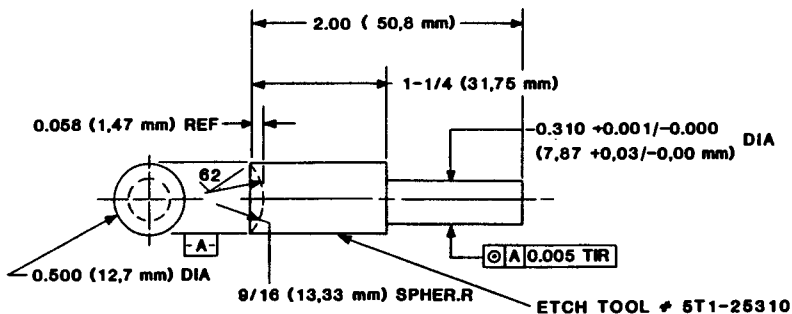
TAUMEL ASSEMBLY SYSTEMS  
Route 22, Robin Hill Corporate Park  
Patterson, NY 12563-0239

**Bracker Radial Spin Riveter**  
Model RN211, RN280 or RN311

Bracker Corporation  
105 Broadway Avenue  
Carnegie, PA 15106

\* See IPL, Commercial and Government Entities (CAGE) Codes for vendor names and addresses.

**COMPONENT MAINTENANCE MANUAL**  
**BRAKE ASSEMBLY 5002805**

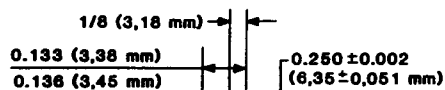


**NOTES:**

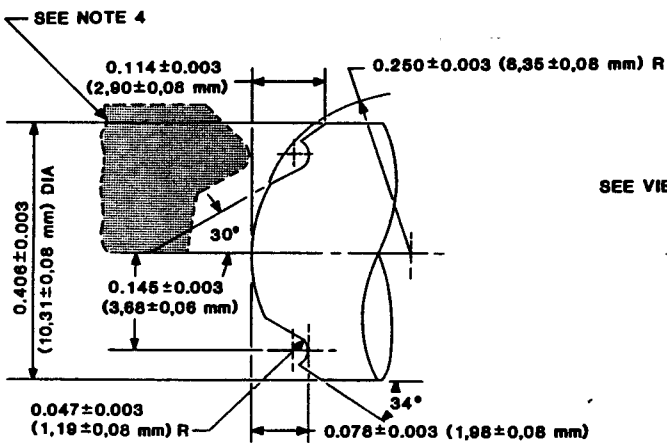
1. MATERIAL-AISI TYPE S5 HARDEN TO ROCKWELL C-50-55 AND GRIND
2. FOR USE ON COMPRESSION RIVETER- U. S. INDUSTRIAL TOOL & SUPPLY CO. P/N 150
3. TO BE USED FOR ROUND-HEAD RIVETS ONLY-  
STYLE GY18B 1/4 (6,35 mm) DIA

ROUND-HEAD DRIVERS 5T1-25310

U. S. INDUSTRIAL TOOL & SUPPLY CO.  
RETAINING RING 92707Y

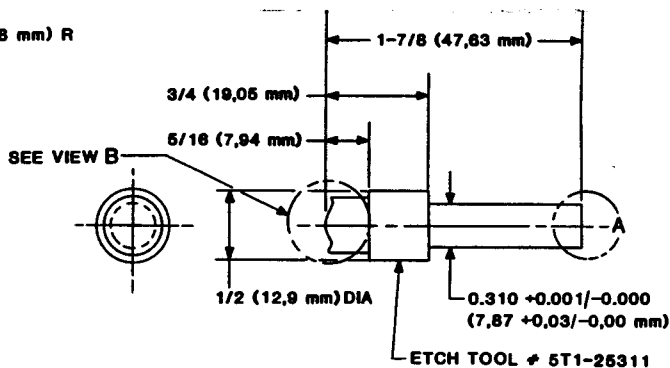


**VIEW A**  
(OPTIONAL SHANK)



**VIEW B**

SWAGING PEEN 5T1-25311



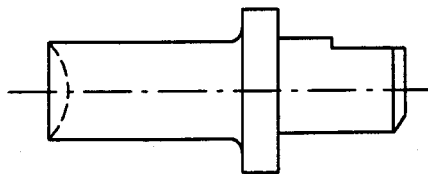
NOTE: LOCAL MANUFACTURE

**NOTES:**

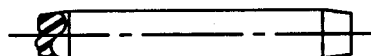
1. MATERIAL-AISI TYPE S5
2. HEAT TREAT-ROCKWELL "C" (46-50) AND POLISH CONTOUR AREA FREE OF TOOL MARKS. 5 TO 10 RMS AFTER HND.
3. SERVICE-GY18A RIVETS (SEMI-TUBULAR RIVETS)
4. EDGE OF FORMING TOOL MUST BE ON CENTER LINE OF PEEN (AS SHOWN WHEN FORMING CONTOUR OF PEEN. TOOL NO. 5T1-71219)

Special Tools for Use with Compression Riveter  
Figure 901

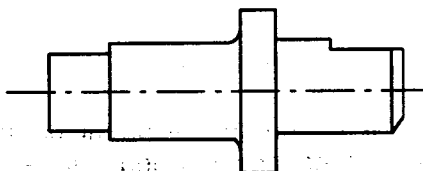
**COMPONENT MAINTENANCE MANUAL  
BRAKE ASSEMBLY 5002805**



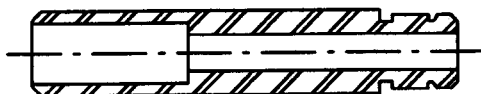
**ROUND HEAD DRIVER 5T2-10067**



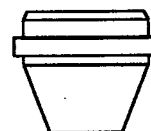
**SWAGING PEEN 5T1-25807**



**FLAT HEAD ANVIL 5T2-10066**



**TOOL HOLDER  
5T2-10080**



**TAUMEL  
RIVETER HEAD  
T-21**

**NOTES:**

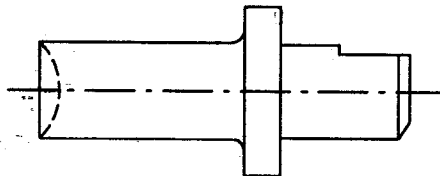
1. SWAGING PEEN, FLAT HEAD ANVIL, ROUND HEAD DRIVER AND TOOL HOLDER SHOWN ARE FOR USE WITH TAUMEL SPIN RIVETER, PART NUMBER BK-1000, AND WITH RIVETER HEAD T-21.

2. DRAWING NOT TO SCALE.

**COMPONENT MAINTENANCE MANUAL  
BRAKE ASSEMBLY 5002805**



**SWAGING PEEN 1-26170**



**ROUND HEAD DRIVER 2-10067**

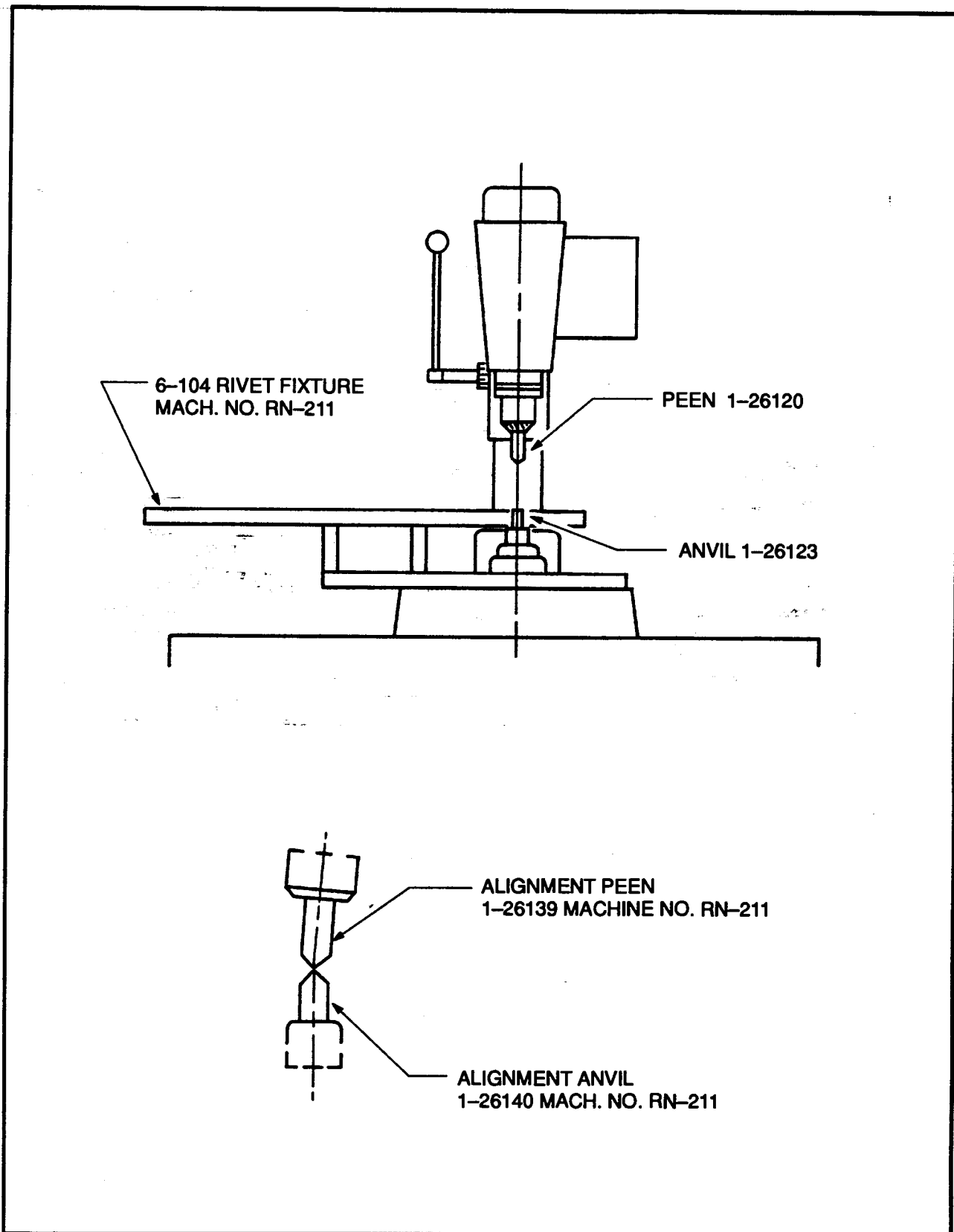
**NOTE:**

**SWAGING PEEN AND ROUND HEAD DRIVER SHOWN  
ARE FOR USE WITH BRACKER RN-211 SPIN RIVETER.**

**Special Tools for Use with Bracker Riveter  
Figure 903 (Sheet 1 of 2)**

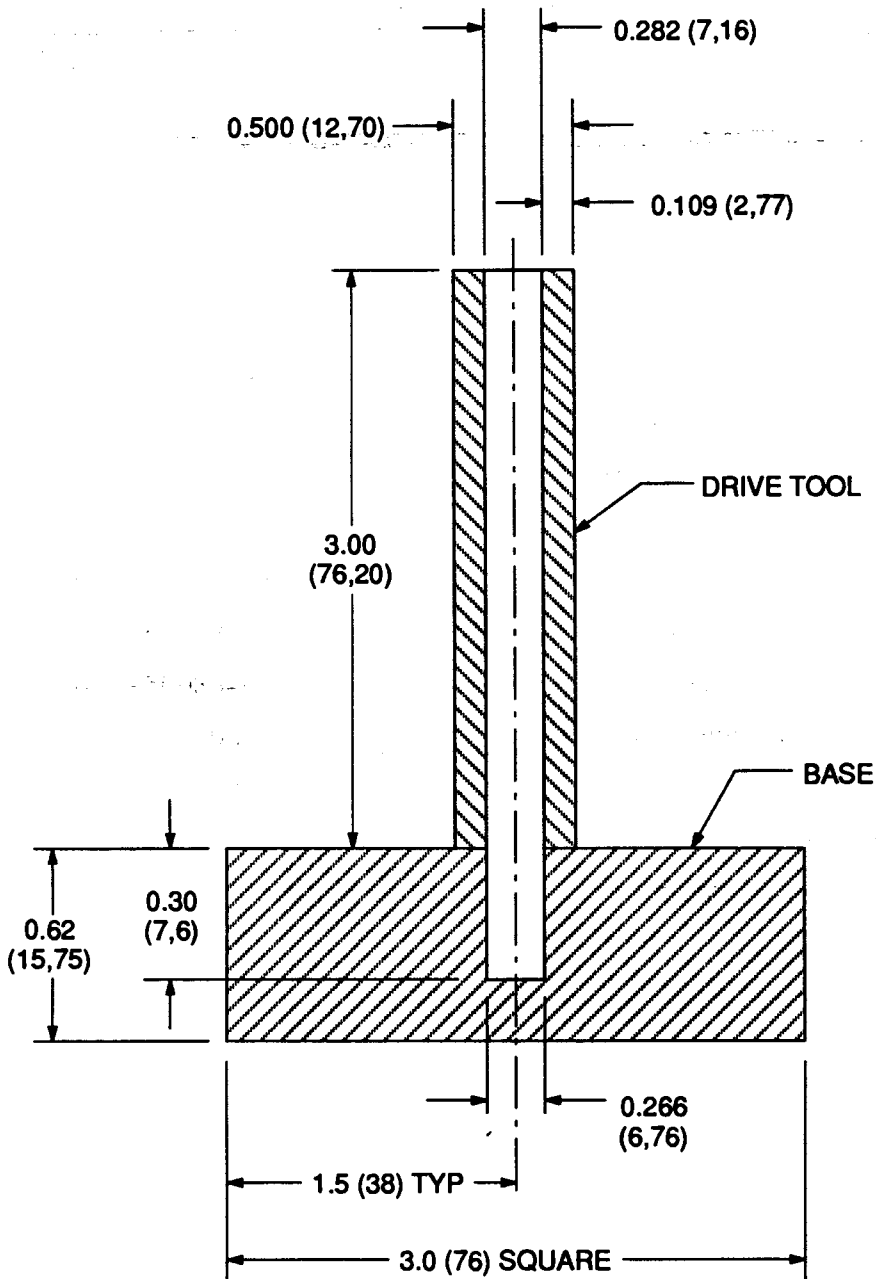


**COMPONENT MAINTENANCE MANUAL**  
**BRAKE ASSEMBLY 5002805**



Special Tools for Use with Bracker Riveter  
Figure 903 (Sheet 2 of 2)

COMPONENT MAINTENANCE MANUAL  
BRAKE ASSEMBLY 5002805



**MATERIAL:** DRIVE TOOL – ROUND MECHANICAL TUBING S.A.E. 1010/1030 STEEL  
BASE – S.A.E. 1010/1030 STEEL

Grip Drive Tool and Base Plate  
Figure 904

COMPONENT MAINTENANCE MANUAL  
BRAKE ASSEMBLY 5002805

ILLUSTRATED PARTS LIST

1. Introduction

A. General

- (1) The Illustrated Parts List (IPL) section contains a figure and a list of parts of the assembly in this manual.

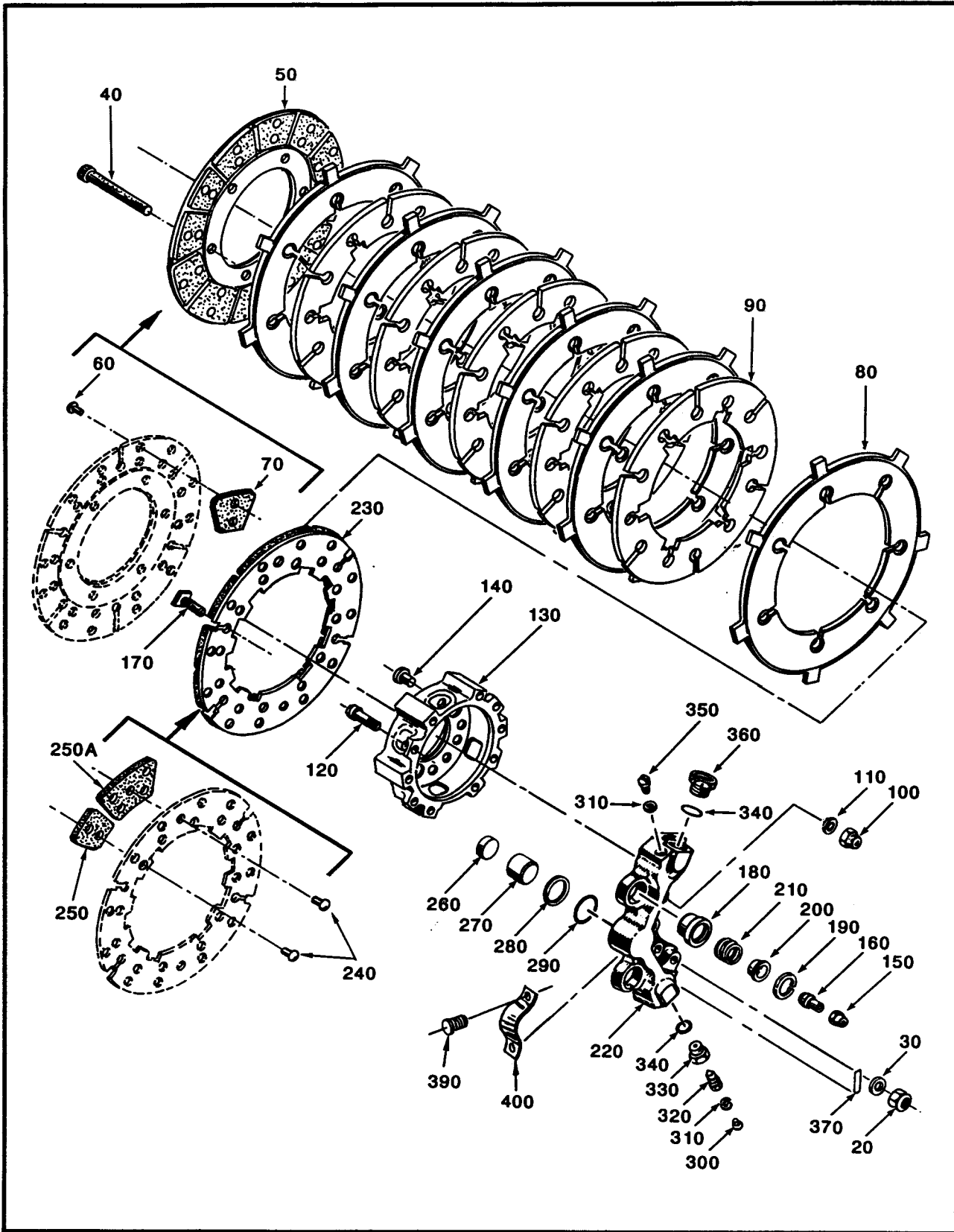
B. Parts List

- (1) The figure is an exploded view of the assembly included in the parts list.
- (2) Components in the parts list are given in the order of disassembly.
- (3) The Figure and Item column contains the figure and item number for each part. The item numbers in the parts list agree with the item numbers in the figure.
- (4) The Part Number column gives the part number of the item. This number must be used to order parts.
- (5) The Airline Stock Number column is for the operator to write airline part numbers.
- (6) The Nomenclature column gives the noun name of each part in upper case letters. Details, dimensions and specifications that help identify the part are given after the noun name. The names of the parts are indented to show the relation of the parts to their subassemblies and the top assembly. Additional data in parentheses can identify optional, alternate, and repair parts and can give other data to help identify and order parts. Commercial and Government Entities (CAGE) codes identify the suppliers of vendor parts. The letter "V" is put before the five-digit CAGE code.
- (7) The Effect Code column shows the parts to be used on each top assembly. Each top assembly is given a letter such as A, B, C, D, etc. This letter will be in the Effect Code column of each part used in that top assembly. If a part is the same for all top assemblies, the Effect Code column will be blank.
- (8) The Units Per Assembly column gives the number of parts contained in each assembly or subassembly.

C. Commercial and Government Entities (CAGE) Codes

- (1) The vendor names and addresses for the CAGE codes are given after the parts list.

**COMPONENT MAINTENANCE MANUAL**  
**BRAKE ASSEMBLY 5002805**



Brake Assembly 5002805-3  
IPL Figure 1

**COMPONENT MAINTENANCE MANUAL  
BRAKE ASSEMBLY 5002805**

**2. Parts List**

FIGURE ITEM	PART NUMBER	AIRLINE STOCK NUMBER	NOMENCLATURE							EFFECT CODE	UNITS PER ASSY
			1	2	3	4	5	6	7		
1-1	5002805		DELETED								
-1A	5002805-1		DELETED								
-1B	5002805-2		DELETED								
-1C	5002805-3		BRAKE ASSEMBLY								RF
20	32FL-624		. NUT, Self-Locking (V56878)								6
30	MS20002-6		. WASHER								6
40	GY186P60		. BOLT								6
50	5002896		. BACK PLATE SUBASSY								1
60	GY18B-8		. . RIVET								24
70	5002857		. . PAD, Wear								12
80	5003340		. DISK, Rotating								6
90	5004034		. DISK, Stationary								5
-90A	5003339		DELETED								
100	32FE-524		. NUT, Self-Locking (V56878)								4
110	MS20002-5		. WASHER								4
120	9525922		. BOLT								4
130	5002895		. TORQUE TUBE SUBASSY								1
140	9534364		. . STUD, Locating								2
150	FN12-02		. NUT, Self-Locking (V56878)								4
160	5003501		. GRIP AND TUBE SUBASSY								4
170	9525907		. PIN, Return								4
180	5002892		. HOUSING, Return Spring								4
190	N5000-106MD		. RING, Retaining (V79136)								4
200	9525909		. GUIDE, Return Spring								4
210	5003499		. SPRING								4
220	5002879		. HOUSING, Brake								2

- Item not illustrated.  
\* Item not furnished - order separately.

COMPONENT MAINTENANCE MANUAL  
BRAKE ASSEMBLY 5002805

FIGURE ITEM	PART NUMBER	AIRLINE STOCK NUMBER	NOMENCLATURE							EFFECT CODE	UNITS PER ASSY
			1	2	3	4	5	6	7		
230	5004019		.								1
-230A	5002897		.								AR
240	GY18B-8		.	.							26
-240A	GY18B-8		.	.							24
250	5002857		.	.							8
250A	5004020		.	.							2
-250B	5002857		.	.							12
260	5002894		.								6
270	5003259		.								6
280	5003260		.								6
290	9535682		.								6
300	MS35207-259		.								2
310	511846-4		.								6
320	AN6204-1		.								2
330	9522134		.								2
340	9510672		.								4
350	MS35266-59		.								4
360	AN814-6D		.								4
370	9525918		.								2
380	5003527										DELETED
390	MS21318-7		.								4
400	5006135		.								2

- Item not illustrated.  
\* Item not furnished - order separately.

COMPONENT MAINTENANCE MANUAL  
BRAKE ASSEMBLY 5002805

3. Commercial and Government Entities (CAGE) Codes

<u>Code No.</u>	<u>Name and Address</u>
56878	SPS Technologies, Incorporated Aerospace and Industrial Products Division Highland Avenue Jenkintown, PA 19046
79136	Waldes Truarc, Incorporated Division of Seeger Incorporated 500 Memorial Drive P.O. Box 4723 Somerset, NJ 08875-6723

COMPONENT MAINTENANCE MANUAL  
BRAKE ASSEMBLY 5002805

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**Standardization/Document Improvement Proposal**

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**INSTRUCTIONS:** The purpose of this form is to solicit beneficial comments which will help or enhance use of the document. Comments submitted on this form do not constitute or imply authorization to waive any portion of the referenced document(s) or to amend contractual requirements. Attach any pertinent data which may be of use in improving this document and return to:

**AIRCRAFT BRAKING SYSTEMS CORPORATION**  
**Attention: D/648 Publications**  
**1204 Massillon Road**  
**Akron, OH 44306-4186 U.S.A.**

---

<b>Submitted by (Print or type name and address)</b>	<b>Telephone No.</b>
	<b>Date:</b>

---

**Document ATA Number, Document Identifier, Part Number and Title**

---

1. **Has any part of the document created problems or required interpretation?**
  - A. **Give section, page, paragraph number and wording.**
  - B. **Recommendations for correcting the deficiencies.**
  
2. **Remarks:**

# SERVICE BULLETIN

**SUBJECT: HARDNESS TESTS FOR FORGED ALUMINUM WHEELS SUSPECTED OF HEAT DAMAGE**

## SECTION I – PLANNING INFORMATION

- A. **EFFECTIVITY**: This Service Bulletin is applicable to forged aluminum wheels manufactured by Aircraft Braking Systems Corporation (ABSC). This Service Bulletin does not apply to cast aluminum wheels or magnesium wheels.
- B. **REASON**: This Service Bulletin provides updated instructions for performing hardness tests on ABSC forged aluminum wheels. The instructions include two methods – the conductivity method and the impression method. The conductivity method is more convenient and less destructive than the impression method. The updated instructions also establish a minimum average hardness at which wheels are to be either accepted or removed from service. The hardness range at which wheels can be marked as overheated but still kept in service has been eliminated. The test has been made more definitive.
- C. **DESCRIPTION**: This Service Bulletin provides instructions for performing hardness tests on ABSC forged aluminum wheels.
- D. **APPROVAL**: Compliance with this Service Bulletin does not alter FAA TSO conformance.
- E. **WEIGHT AND BALANCE**: None.
- F. **REFERENCE**: Applicable ABSC Component Maintenance Manual or Overhaul Manual.

## SECTION II – ACCOMPLISHMENT INSTRUCTIONS

- A. Hardness Test (Heat Damage Test)
  - (1) Components of the wheel assembly that are suspected of having heat damage shall be checked for hardness as follows:
    - (a) Visually check heat shield subassemblies (if applicable) for discoloration, scorched paint or other evidence of an overheated condition.
    - (b) Check fusible plugs (if applicable) for melting of the eutectic material.
    - (c) If any of the above conditions are evident, or if other signs of overheating are apparent, check the inboard wheel subassembly for an out-of-round condition by measuring the flange diameter at three places, equally spaced, around the outside diameter. The difference between the largest and smallest diameter readings shall not be greater than 0.030 inch (0,76 mm). If the difference is greater than 0.030 inch (0,76 mm), replace the wheel subassembly.
    - (d) If the wheel is not out-of-round, perform a hardness test on the inboard wheel subassembly or inboard wheel half according to the following instructions.
  - (2) Hardness Test Using Method I – Conductivity Test (Eddy Current)
    - CAUTION**: DO NOT DO THE CONDUCTIVITY TEST IN THE TIRE MATING AREA. THIS WILL CAUSE INCORRECT CONDUCTIVITY READINGS.
    - (a) Conductivity readings must only be taken on the tubewell outside diameter of the inboard wheel subassembly or demountable flange.

Jun 15/92

(RELEASED)

*el 6/26/92*

General Service  
GS92-1  
Page 1 of 3

(b) Operational Recommendations:

**NOTE:** To get correct readings, the surface finish (paint and anodize layer) in the test area must not be loose and must be in good condition.

- 1 Follow the procedures given in the instruction manual by the manufacturer of the test instrument.
  - 2 Allow the temperatures of the test instrument, the conductivity standard and the wheel subassembly to become stable before any conductivity readings are taken.
  - 3 Take several readings in the same area of the wheel subassembly and on the conductivity standard until the readings in the same area stabilize.
  - 4 Do not allow the conductivity standard to touch metal objects (pens, table, etc.)
  - 5 Carefully hold the probe on the surface and do not move or slide the probe.
- (c) Do a conductivity test using a calibrated eddy current instrument (with the appropriate probe) on the tubewell outside diameter. The readings should be taken in the same area of the tubewell as the impression hardness readings are taken (see the applicable Overhaul or Component Maintenance Manual). Obtain readings at six equally spaced areas (60° apart) on the tubewell outside diameter.
- (d) If a reading over IACS 42% is obtained, the wheel is considered soft. The soft reading must be verified by Method II (Brinell or Rockwell impression test). If the soft readings are confirmed, the wheel subassembly must be replaced.
- (e) The other wheel half or demountable flange must be examined by the same procedures if the inboard wheel subassembly has become too hot.

(3) Method II – Rockwell or Brinell Test

- (a) Do a hardness test on the tubewell and the hub or flange of the wheel subassembly at three locations, 120° apart as shown in the applicable Component Maintenance or Overhaul Manual. Do not do the test over balance weight holes or key screw holes.

**NOTE:** The paint must be removed from the surfaces to be examined.

- (b) If the average of the readings is less than the acceptable minimum average hardness in Figure 1 of this Service Bulletin, the wheel subassembly is soft and must be replaced.

**NOTE:** A second set of hardness test readings is permitted if there is any question as to the accuracy of the first set. The second set of hardness readings shall be taken as close to the first hardness test readings as possible.

- (c) Either the Brinell test or Rockwell test can be performed.
- (d) The other wheel half or demountable flange must be examined by the same procedures if the wheel subassembly is soft.
- (e) Refinish the areas where the paint has been removed as specified in REPAIR.

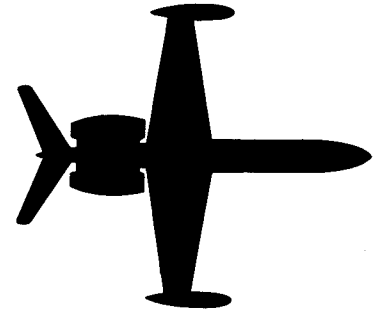
Item	Brinell Test	Rockwell Test B Scale
Ball diameter	10 mm	1/16 inch (1,59 mm)
Test load	500 kg	100kg
Number of readings equally spaced	3	3
Acceptable limit of average hardness (Demountable Flange)	102 BHN (minimum)	B65 (minimum)
Acceptable limit of average hardness (Inboard Wheel Subassembly)	102 BHN (minimum)	B65 (minimum)
Maximum total range of applicable readings	4 Brinell points*	2 RB points*
<p><b>NOTE:</b> Test area must not have any paint.</p> <p>* Applicable to marginal hardness wheel only. Marginal hardness wheels are wheels with <b>ANY ONE</b> hardness reading of less than B65 (102 BHN).</p>		

Hardness Test Limits  
Figure 1

**SECTION III – MATERIAL INFORMATION**

- A. There are no additional parts required to accomplish this Service Bulletin:

# 1124-WESTWIND



## SERVICE BULLETIN

OPTIONAL

SERVICE BULLETIN NO. 1124-32-009

January 15, 1985

SUBJECT: GEAR WARNING HORN AUTOMATIC DISABLE

### 1. PLANNING INFORMATION

#### A. EFFECTIVITY

- (1) Accomplishment: MODEL 1124A WESTWIND, serial numbers 295 through 384, and 392.
- (2) Testing and Preflight Procedures: MODEL 1124A serial number 295 and subsequent.

#### B. REASON

To prevent nuisance gear warning horn activation requiring manual cutoff at speeds above 150 KIAS with throttle reduction.

#### C. COMPLIANCE

At operators convenience and discretion.

#### D. DESCRIPTION

This service bulletin describes accomplishment and testing procedures.

#### E. APPROVAL

The modification described in this service bulletin has been shown to comply with the applicable ICAA/FAA regulations and is IAI Engineering approved.

SB 1124-32-009  
Page 1 of 9



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F. MATERIAL

Material for modification may be procured through Atlantic Aviation Supply Company or their dealers and may also be obtained locally through your Avionics dealer.

G. SPECIAL TOOLS

Collins P/N 372-8091-010 pin extractor; and Collins P/N 372-8091-070, 623-8579-001, or equivalent crimping tool.

H. WEIGHT AND BALANCE

Not applicable.

I. ELECTRICAL LOAD DATA

Not applicable.

J. REFERENCES

None

K. PUBLICATIONS AFFECTED

- (1) 1124/1124A WIRING MANUAL
  - (a) ATA 32-30-01
  - (b) ATA 22-10-08
  - (c) ATA 22-10-09 (Aircraft Serial No. 308 and 343 only)
- (2) 1124/1124A MAINTENANCE MANUAL
  - (a) Chapter 32; reference section 2.3 and 2.4 of this bulletin.
- (3) 1124/1124A AIRCRAFT FLIGHT MANUAL
  - (a) Reference AFC 2004 and section 2.4 of this bulletin.

2. ACCOMPLISHMENT INSTRUCTIONS

- A. Remove all power from aircraft.
- B. Remove interior components:

- (1) Cockpit seats and pedestal panels as needed to gain access to Gear Warning Horn Cancel Switch.
  - (2) Cabin furnishings, LH sidewall, LH kickpanels fuselage floorboards and panel near STA 95 as needed to gain access to main cable bundles.
  - (3) Vanity and aft coat closet as needed to gain access to Air Data Computer ADC80 and left side terminal strip area.
- C. Mount new relay socket assembly HRCW-1M for new relay RL70. Use blank location at one of the existing relay brackets.
- (1) Vertical bracket at Station 242, LHS.
  - (2) Horizontal bracket between Stations 250 and 259, LHS.
  - (3) Permanently identify the new relay location as "RL70."
- D. Remove ADC80. Plug static and pitot lines to prevent contamination.
- E. Dismount ADC80 rack, remove rear cover, and add following new wiring with reference to Figure 1. Aircraft S/N 308 and 343 only reference Figure 2.
- (1) Splice new wire C420C22 to existing wire C403C18 connected to ADC80-J3 pin 6. Do not remove existing wire C403C18.
    - (a) S/N 308, 343 above step for #1 ADC-80 only.
  - (2) Add new wire C419C22 to ADC80-J3 pin 59.
    - (a) S/N 308, 343 also add new wire 2C580A22 to #2 ADC80-J3
  - (3) Add new #22 wire jumper from ADC80-J3 pin 37 to J3 pin 60.
    - (a) S/N 308, 343 also add jumper to #2 ADC-80.

- F. Following existing cable bundles, connect new wires from 2.1.E. to new RL70 socket as follows:
- (1) Connect new wire C420C22 to RL70-X1.
  - (2) Connect new wire C419C22 to RL70-X2.
    - (a) S/N 308, 343 to ignore above Step 2 and proceed as follows:
      1. Connect new wire C419A22 to existing relay RL423-B3.
      2. Connect new wire 2C580A22 to existing relay RL423-B1.
      3. Add new wire 2C593A22 from existing relay RL423-B2 to new relay RL70-X2.
  - (3) Before crimping above RL70 pins, add new diode 1N645 between X1 and X2 with cathode (banded) end to X1.
- G. Connect two new #22 wires from RL70, routing along existing cable bundles, to pedestal.
- (1) Connect new wire D21E22 to RL70-A3.
  - (2) Connect new wire D38A22 to RL70-A2.
- H. Remove Gear Warning Horn cancel switch to gain access to switch wiring.
- (1) Remove existing wires D21B22 and D21A22 from terminal 15. Use caution to prevent breaking terminals.
  - (2) Splice D21B22 and D21A22 together with new wire D21E22 from RL70-A3.
  - (3) Connect new wire D38A22 from RL70-A2 to Gear Warning Horn cancel switch terminal 15.
- I. Reassemble and remount ADC80 rack.

## 2.2 INSPECTION AND TEST

- A. Aircraft power ON, both AVIONICS MASTER switches OFF, both throttles in "IDLE", flaps at 0°.



- (1) Measure 28VDC at ADC80-J3 pin 6 to ensure power from Priority Bus.
- (2) Press and hold "Light and Gear Test" switch on gear control panel.
  - (a) Red "In Transit" Lamp in gear handle ON, gear warning horn ON.
  - (b) Press "Gear Horn Off" switch; switch lens lamp ON, warning horn OFF.
  - (c) Move both throttles above "Idle", press "Gear Horn Off" switch; switch lens lamp OFF, warning horn OFF, "In Transit" Lamp ON.
  - (d) Select flaps to 40°; "In Transit" Lamp and warning horn ON.
  - (e) Release Test switch, retract flaps to 0°, return throttles to "Idle".
- (3) Aircraft Power OFF.
  - (a) Apply temporary ground to ADC80-J3 pin 59.
- (4) Aircraft Power ON.
  - (a) Press and hold "Light and Gear Test" switch; In Transit lamp ON, gear warning horn OFF.
  - (b) This test will verify proper system modification. Should gear warning horn be ON, troubleshoot and correct error as required. Reference Figure 1 or 2 as required.
- (5) Aircraft Power OFF.
  - (a) Remove ground from ADC80-J3 pin 59.
  - (b) Install ADC80, reconnect pitot and static lines.
  - (c) Perform normal pitot/static leak tests. Leave pitot/static test equipment connected.

2.3 SYSTEM INSPECTION PROCEDURE

- A. Aircraft Power On, #1 AVIONICS MASTER switch ON, flaps 0°, THROTTLES at "Idle." Allow "ADC FAIL" Lamp to go OFF, indicating ADC80 Self Test complete.
- B. Set pitot system so pilots airspeed reads 160 KIAS.
- C. Depress and hold "Light and Gear Test" Switch; "In Transit" Lamp ON, gear warning horn OFF.
- D. Slowly decrease pitot pressure; gear warning horn ON at 150 KIAS + 2 KIAS, "In Transit" Lamp ON. Gear Warning horn will stay ON at all IAS below 150 KIAS.

NOTE

Should gear warning horn come ON outside of stated + KIAS tolerance, or "ADC FAIL" Lamp not go OFF, bench testing of ADC80 and/or MSI80 will be required to determine source of error or failure.

2.4 SYSTEM PREFLIGHT PROCEDURE

- A. Aircraft power ON, AVIONICS MASTERS ON or OFF. Flaps at 0°, THROTTLES at "IDLE." Allow "ADC FAIL" Lamp to go OFF, indicating ADC80 Test complete.
- B. Press and hold "Light and Gear Test" switch; "In Transit Lamp and Gear Warning horn ON." Continue to hold test switch.
- C. Press "ADC FAIL" switch, "ADC FAIL" Lamp will be ON, "In Transit" Lamp and horn will be ON. When "ADC FAIL" Lamp goes OFF, "In Transit" light ON, gear warning horn OFF.
- D. Release both switches.

2.5 RETURN TO SERVICE

A. Upon satisfactory completion of 2.1, 2.2, and 2.3 above reassemble aircraft and return to service.

2.6 Aircraft serial number 308 and 343 repeat steps 2.2, 2.3, and 2.4 above for #2 ADC-80 system.

3. MATERIAL INFORMATION

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
1 each	DJ26FL1P6ASF26	Relay, RL70
1 each	HRCW-1M; or equivalent	Socket, DRL70
1 each	1N645, or equivalent	Diode
100 feet	MIL-W-16878D	#22 AWG wire
1 each	35653 AMP; or equivalent	Closed end splice
A/R	SST4S PANDUIT, or equivalent	Tywrap, 4 inch bundle
4 each	372-2514-010 Collins	Female Pins

4. AIRCRAFT RECORDS

A. Make the following entry in the aircraft log book:

Service Bulletin No. 1124-32-009, dated January 15, 1985, titled "Gear Warning Horn Automatic Disable," has been accomplished this date.

B. Revise aircraft wiring diagrams to reflect changes performed in this bulletin.

END

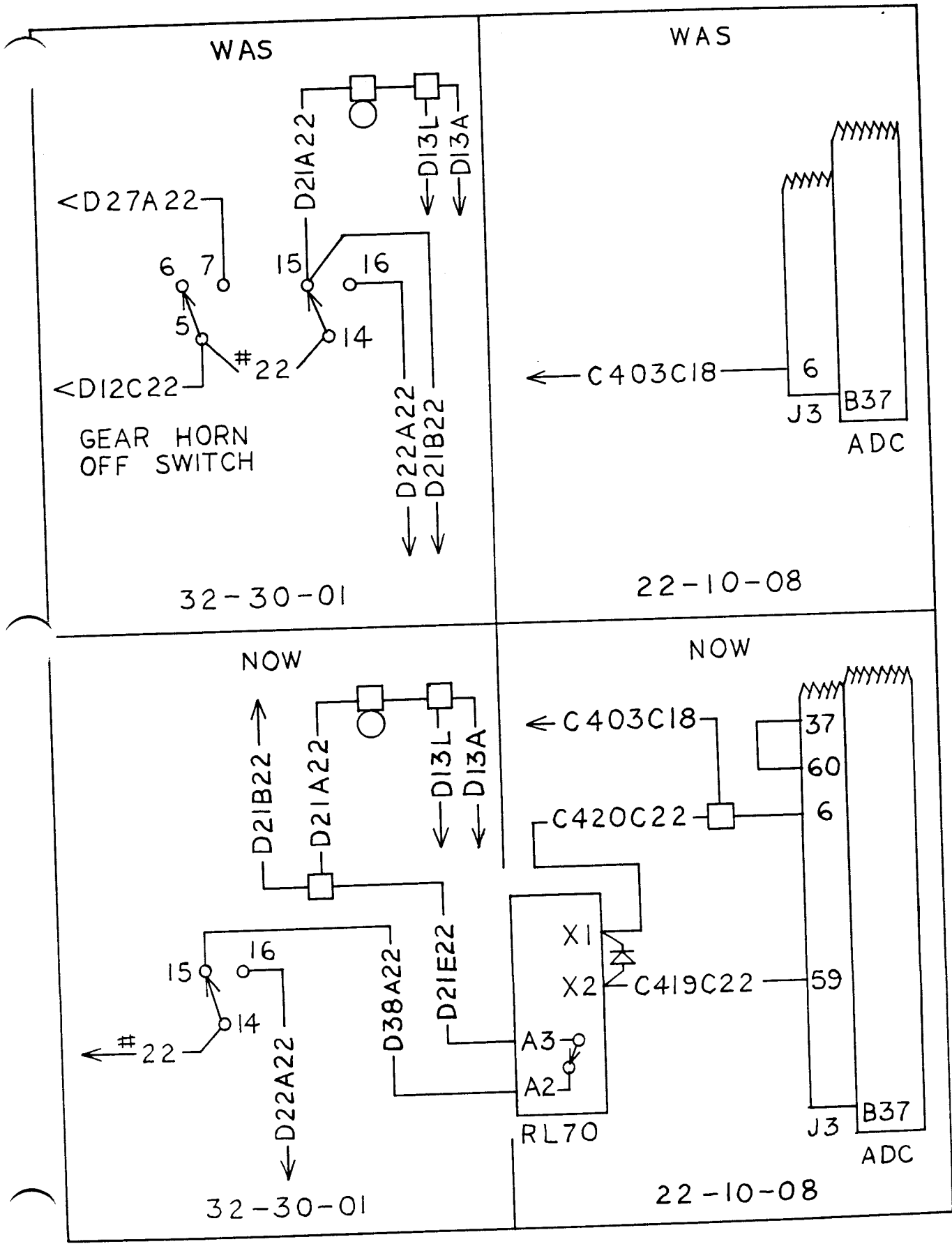
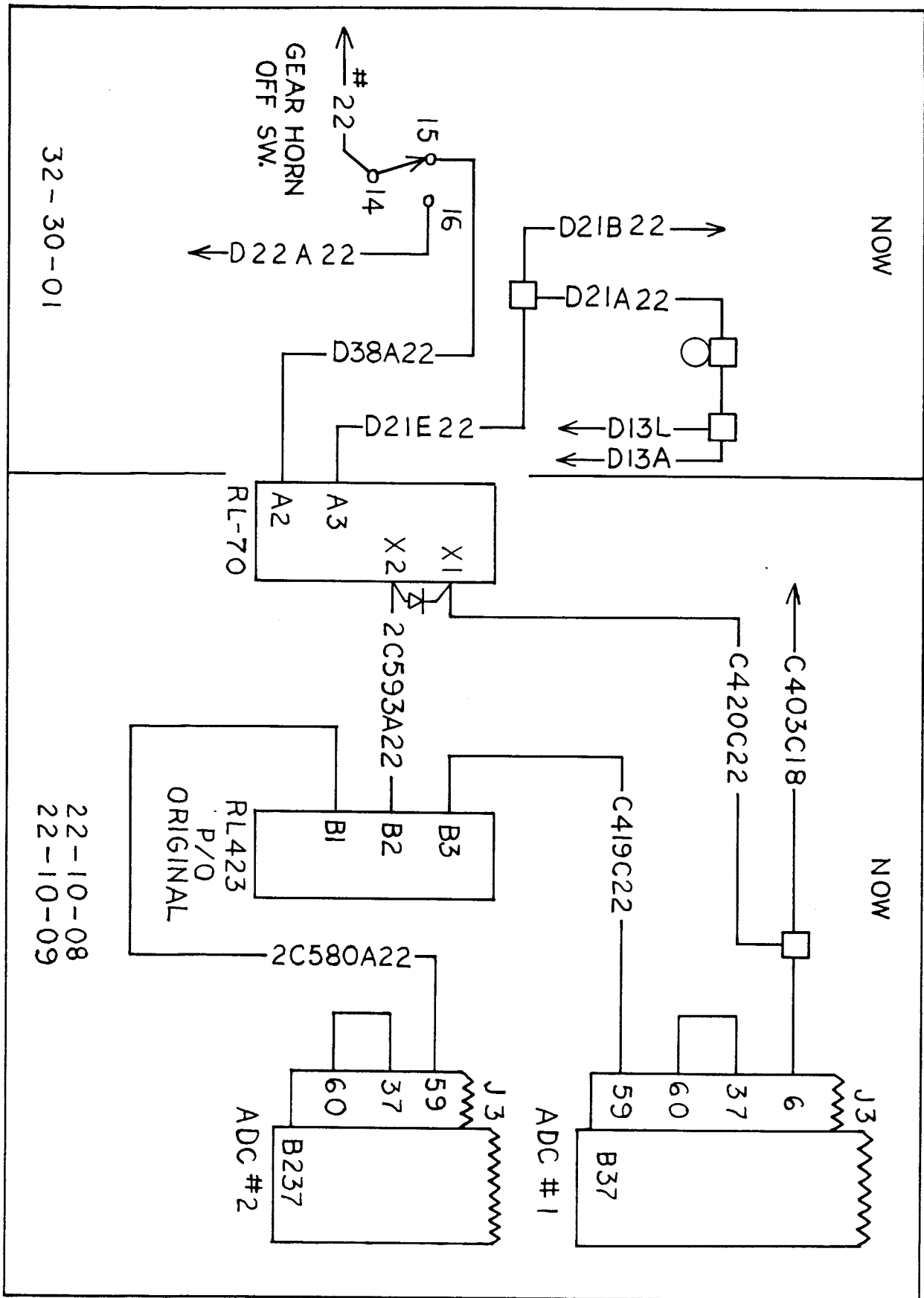


FIGURE 1

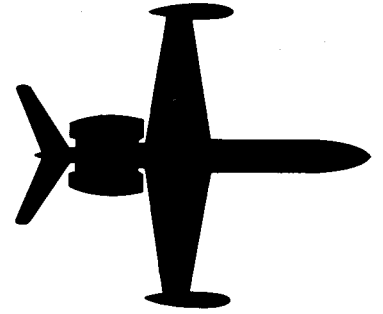
January 15, 1985



January 15, 1985

FIGURE 2

# 1124-WESTWIND



## SERVICE BULLETIN

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OPTIONAL

SERVICE BULLETIN NO. 1124-32-030

July 15, 1985

SUBJECT: REROUTING OF NOSE LANDING GEAR WIRING HARNESS

1. PLANNING INFORMATION

A. EFFECTIVITY

MODEL 1124/1124A WESTWINDS, all serial numbers prior to 426 except, 154, 413, 416, 418, 421 and 423.

B. REASON

Reroute the nose landing gear wiring harness to prevent chafing by the nose tire.

C. COMPLIANCE

Compliance with this service bulletin is optional.

D. DESCRIPTION

During certain aircraft ground operations, (i.e., high gross weights, deep thrust-reverser application) the possibility exists for chafing of the nose landing gear harness. This bulletin provides rerouting instructions for the harness, eliminating chafing between tire and wire harness.



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SB 1124-32-030  
Page 1 of 4

E. APPROVAL

The modification procedure described in this Service Bulletin has been shown to comply with the applicable ICAA/FAA regulations and is IAI Engineering approved.

F. MATERIAL

None required.

G. SPECIAL TOOLING

None required.

H. WEIGHT & BALANCE

None required.

I. ELECTRICAL LOAD DATA

Not applicable.

J. REFERENCES

None

K. PUBLICATIONS AFFECTED

Not applicable.

2. ACCOMPLISHMENT INSTRUCTIONS (REFER TO FIGURES 1 & 2)

A. Jack aircraft in accordance with procedures outlined in aircraft Maintenance Manual, Chapter 7-10-00.

B. Remove aft clamp #2 and loosen the attachment of clamps #1 & #3 to facilitate rerouting of wiring harness.

NOTE

Clamp #3 installed  
on post S.L. WW-2413  
only.

C. Remove clamp #2 from wiring harness.

D. Reinstall clamp #2 on the rerouted wiring harness as shown in Figure 2.

SERVICE BULLETIN NO. 1124-32-030

- E. Position clamps #1 & #2 in such a way as to ensure wiring harness is positioned as close as practical to the strut-body.
- F. Allow slack in wiring harness near clamp #2 for full travel of nose steering operation in both directions.
- G. Tighten clamps #1, #2, & #3. Recheck harness installation during full deflection in both directions of nose gear steering.
- H. Perform landing gear retractions in accordance with aircraft Maintenance Manual, Chapter 32-00-00. Inspect nose gear wiring harness installation for proper clearances.
- I. Extend landing gear. Lower aircraft to ground, remove jacks and jacking pads. Return aircraft to service.

3. MATERIAL INFORMATION

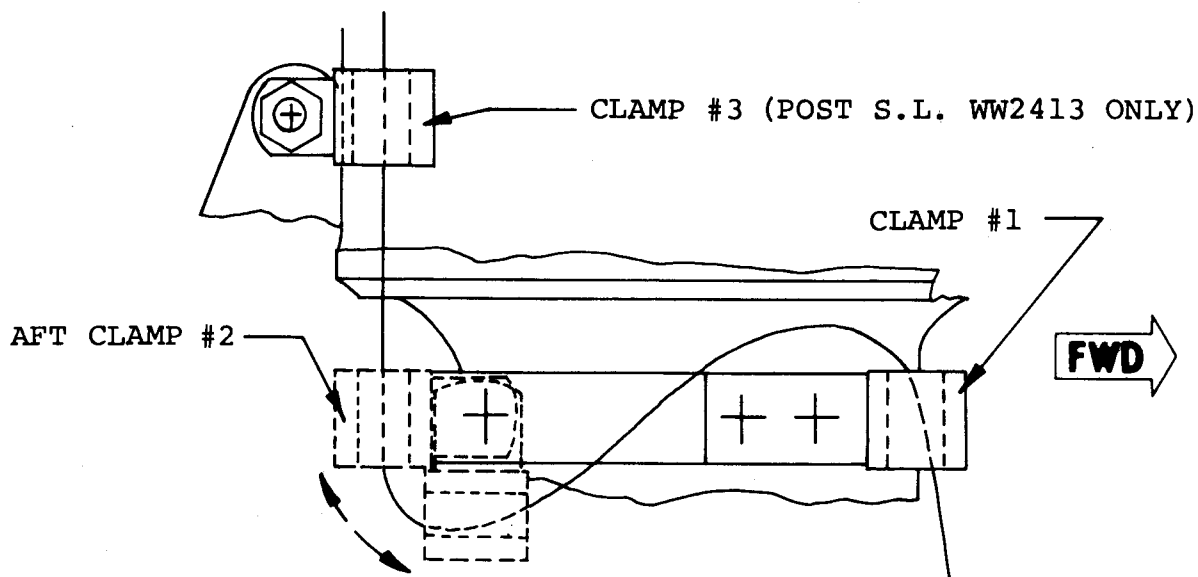
None required.

4. RECORD COMPLIANCE

Make the following entry in the aircraft log book:  
Service Bulletin No. 1124-32-030 dated July 15, 1985 ,  
titled, Rerouting of Nose Landing Gear Wiring Harness has  
been accomplished this date \_\_\_\_\_.

END





NOTE: CLAMP #2 WILL BE FOUND IN EITHER POSITION AS SHOWN, ON EXISTING INSTALLATIONS.

FIGURE 1: EXISTING INSTALLATIONS

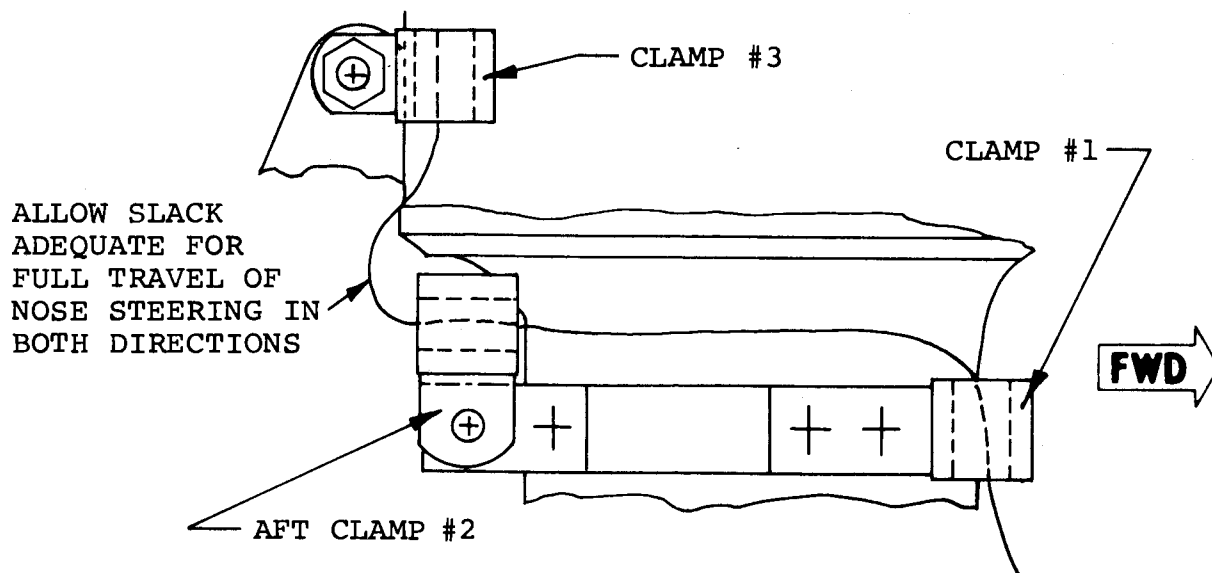


FIGURE 2: INSTALLATION AFTER MODIFICATION

*Service Bulletin*

A/C S/N \_\_\_\_\_

*Certificate of Compliance*

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL, INC.  
P.O. BOX 10086  
WILMINGTON, DE 19850  
ATTN: TECHNICAL PUBLICATIONS

This is to certify that Westwind Serial Number \_\_\_\_\_ has complied with Service Bulletin No. 1124-32-030

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance HOURS: \_\_\_\_\_ /CYCLES: \_\_\_\_\_

Compliance Date \_\_\_\_\_ By \_\_\_\_\_  
Signature

OWNER:

ACCOMPLISHING AGENCY:

_____	_____
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Please describe below any discrepancies found or difficulties encountered during compliance:

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# SERVICE PUBLICATIONS revision notice

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OPTIONAL

SB NO. 1124-32-030  
Revision No. 1

September 18, 1985

SUBJECT: REROUTING OF NOSE LANDING GEAR WIRING HARNESS

REASON FOR  
REVISION:

To change aircraft effectivity under paragraph  
1. Planning Information.

1. PLANNING INFORMATION

A. EFFECTIVITY

MODEL 1124/ 1124A WESTWINDS, all serial  
numbers prior to 428 except 413,416,  
418, 421, 423 and 426.

SB 1124-32-030

Page 1 of 1



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# SERVICE PUBLICATIONS revision notice

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RECOMMENDED

SERVICE BULLETIN NO. 1124-32-045  
Revision No. 1

December 2, 1985

SUBJECT: INSPECTION OF MLG ACTUATING CYLINDER INBOARD  
ROD-END BEARINGS AND ATTACH BOLTS

REASON FOR REVISION: To change aircraft effectivity under paragraph  
1. Planning Information.

1. PLANNING INFORMATION

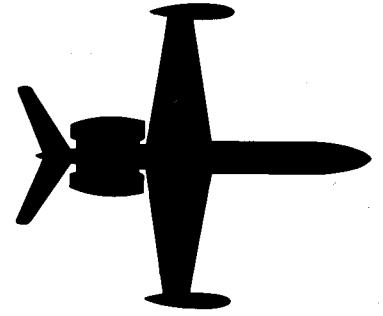
A. EFFECTIVITY

MODEL 1124/1124A WESTWINDS, all serial  
numbers prior to 431 except 154, 413,  
416, 418, 421, 423, 426, 428 and 429.

SB 1124-32-045  
Page 1 of 1



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## **SERVICE BULLETIN**

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RECOMMENDED

SERVICE BULLETIN NO. 1124-32-045

August 21, 1985

SUBJECT: INSPECTION OF MLG ACTUATING CYLINDER INBOARD  
ROD-END BEARINGS AND ATTACH BOLTS

1. PLANNING INFORMATION

A. EFFECTIVITY

MODEL 1124/1124A WESTWIND, S/N 152, 154, 174, 181, 185  
and Subs.

B. REASON

Improper torque may cause damage to the MLG actuating  
cylinder inboard rod-end bearings and/or attach bolts.

C. COMPLIANCE

As soon as possible, but not later than 50 hours after  
receipt of this service bulletin.

D. DESCRIPTION

Part I of this service bulletin provides inspection  
procedures for the MLG actuating cylinder inboard rod-end  
bearings and attach bolts.

Part II of this service bulletin provides installation and  
modification procedures for the MLG actuator cylinder  
inboard rod-end bearing attach bolts.

E. APPROVAL

This service bulletin has been reviewed by the Israel Aviation Administration (ICAA). The inspection and improvements herein comply with the applicable Civil Aviation Regulations and are ICAA approved.

F. MATERIAL

Material required may be obtained through Atlantic Aviation Supply Company, Wilmington, Delaware or their authorized representatives.

G. SPECIAL TOOLS

Not required.

H. WEIGHT AND BALANCE

Not applicable.

I. ELECTRICAL LOAD DATA

Not applicable.

J. REFERENCES

1124/1124A Maintenance Manual, Chapter 32.  
1124/1124A IPC, Chapter 32.

K. PUBLICATIONS AFFECTED

1124/1124A Maintenance Manual, Chapter 32.

2. ACCOMPLISHMENT INSTRUCTIONS

Part I (Inspection)

- A. Turn off battery and electrical master switches and assure external power is disconnected.
- B. Jack aircraft in accordance with 1124 Maintenance Manual.
- C. Deplete main system hydraulic pressure.
- D. Remove nut and bolt securing inboard rod-end bearing of MLG actuating cylinder to the upper strut-body lugs (2 on each MLG).

- E. Visually inspect the rod-end bearings for cracks and freedom of rotation. Replace defective bearings.
- F. Using a magnifying glass (X5 minimum), inspect the (NAS6210-38 or NAS464-10LA38) attach bolts for cracks. Special attention should be focused on the radius under the head. Replace defective bolts with new NAS6210-38 bolts.

Part II (Installation and Modification)

- A. If new rod-end bearings are installed, or original rod-end bearings are re-installed, accomplish preload adjustment as per Chapter 32 of 1124 Maintenance Manual.
- B. Attach actuating cylinder inboard rod-end to the MLG upper strut lugs as follows:
  - (1) Coat the NAS6210-38 bolts and MLG upper strut-body lug holes with MIL-G-81322 grease.
  - (2) Install MS20002C10 countersunk washer under the bolt head with countersink toward the head.
  - (3) Install two (2) AN960-1016 washers between the rod-end and the strut-body and one (1) AN960-1016 washer under the nut.
  - (4) Secure the actuator rod-end to the strut-body with bolt, washers and nut. Torque the aluminum (MS20364D1018) nut and/or steel (MS21245-10) nut to 270-300 inch-lbs.
  - (5) After final torque of the attach bolt, 2 threads should protrude through the nut. If not, replace bolt with an NAS6210-40 bolt.
- C. Slowly retract landing gear and ensure clearance of .16-.20 inches between bolt head and forward and aft wheel well support structure (P/N 5173031-503/-504 opp.).
- D. If insufficient clearance exists, rework support structure as per Figure 1, to obtain the desired clearance.
- E. Apply brush alodine, epoxy primer and paint, as required.
- F. Accomplish gear retraction check per 1124 Maintenance Manual, Chapter 32.

G. Remove aircraft from jacks and return to service.

3. MATERIAL INFORMATION

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
4	MS20002-C10	Washer
A/R	MS21242-C-10K	Rod-end
	alt	
	M81935-1-10K	
A/R	NAS6210-38	Bolt
A/R	NAS6210-40	Bolt
A/R	AN960-1016	Washer

4. RECORD COMPLIANCE

Make the following entry in the Aircraft Log Book:

Service Bulletin No. 1124-32-045 dated August 21, 1985 titled "Inspection of MLG Actuating Cylinder Inboard Rod-end Bearings and Attach Bolts," has been accomplished this date \_\_\_\_\_.



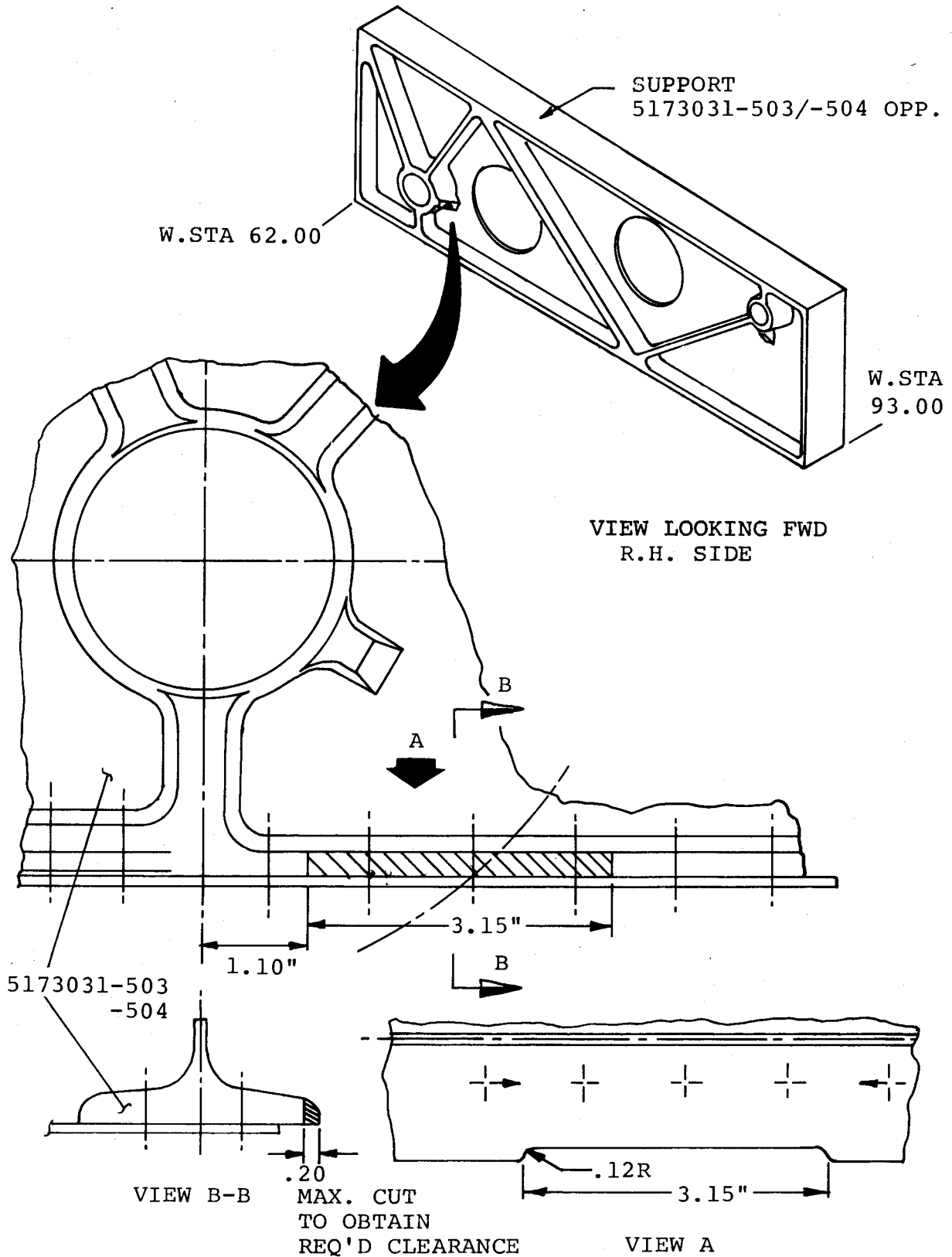
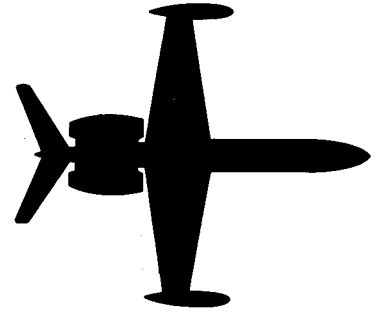


FIGURE 1

# 24-WESTWIND



## SERVICE BULLETIN

### RECOMMENDED

SERVICE BULLETIN NO. 1124-32-094

December 16, 1987

SUBJECT: LANDING GEAR - SELECTOR VALVE ARM - SECURE ROLL PIN  
(AFC 2063)

#### 1. PLANNING INFORMATION

##### A. EFFECTIVITY

MODEL 1124/1124A WESTWIND, all serial numbers except 432, 435, 438, 441, and 442.

##### B. REASON

To prevent potential loss of landing gear selector valve arm roll pin.

##### C. COMPLIANCE

Compliance with this service bulletin is recommended within the next 150 flight hours.

##### D. DESCRIPTION

Inspection for proper installation of the selector valve arm roll pin and installation of safety wire to secure roll pin.

##### E. APPROVAL

This service bulletin has been reviewed by the Israel Civil Aviation Administration (ICAA). The design content conveyed herein complies with the applicable Civil Aviation Regulations and is ICAA approved.

##### F. MATERIAL

The material required may be locally procured.

##### G. SPECIAL TOOLS

None



SERVICE BULLETIN NO. 1124-32-094

H. WEIGHT AND BALANCE

Not affected

I. ELECTRICAL LOAD DATA

Not applicable

J. REFERENCES

1124/1124A IPC Chapter 32-30-00

K. PUBLICATIONS AFFECTED

None

2. ACCOMPLISHMENT INSTRUCTIONS

CAUTION: ENSURE ALL HYDRAULIC SYSTEM PRESSURE IS DEPLETED BEFORE MOVING THE GEAR SELECTOR HANDLE IN THE FOLLOWING STEPS.

- A. Inspect the landing gear selector valve arm roll pin. Verify that the roll pin does not protrude from the arm.
- B. Secure the roll pin with safety wire (MS20995 C41 or equivalent) according to figure 1.
- C. Ascertain arm movement is free (the safety wire does not interfere with the input shaft stop pin).
- D. Circle the letter "A" on the valve modification plate.
- E. Return the selector handle to the down position (locking solenoid engaged).

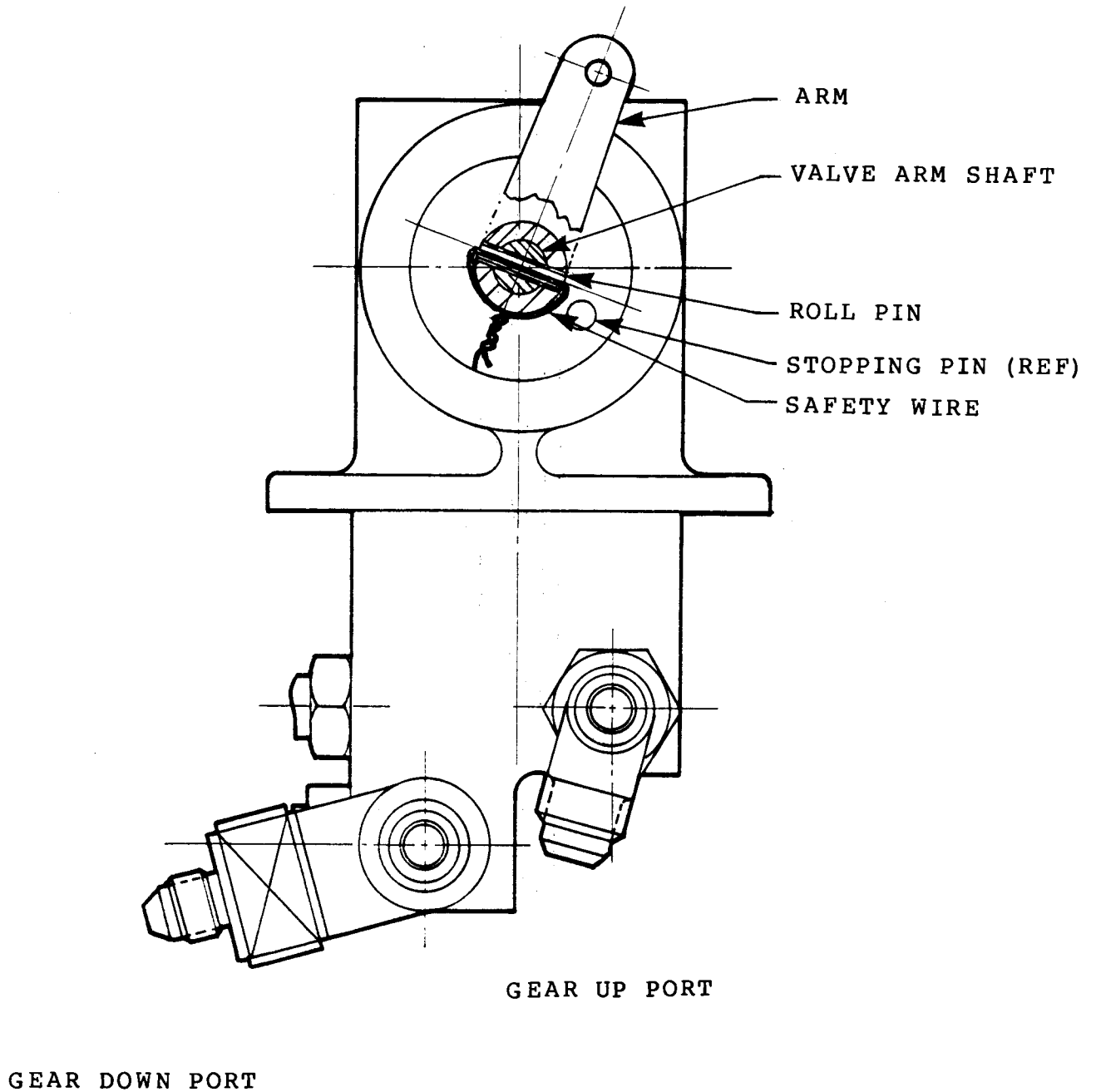
3. MATERIAL INFORMATION

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
A/R	MS20995 C41 or equivalent	Safety Wire

4. RECORD COMPLIANCE

- A. Make the following entry in the aircraft log book:

Service Bulletin No. 1124-32-094 dated December 16, 1987 titled "Landing Gear - Selector Valve Arm - Secure Roll Pin" has been accomplished this date\_\_\_\_\_.



GEAR SELECTOR VALVE

FIGURE 1

*Service Bulletin*

A/C S/N \_\_\_\_\_

*Certificate of Compliance*

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ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL, INC.  
P.O. BOX 10086  
WILMINGTON, DE 19850  
ATTN: TECHNICAL PUBLICATIONS

This is to certify that Westwind Serial Number \_\_\_\_\_ has complied  
with Service Bulletin No. 1124-32-094

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance HOURS: \_\_\_\_\_ /CYCLES: \_\_\_\_\_

Compliance Date \_\_\_\_\_ By \_\_\_\_\_  
Signature

OWNER:	ACCOMPLISHING AGENCY:
_____	_____
_____	_____
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Please describe below any discrepancies found or difficulties  
encountered during compliance:

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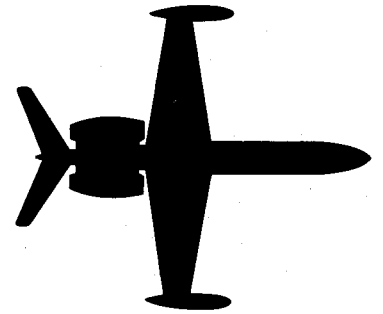
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TEAR AT PERFORATION, REMOVE TAPE AT BOTTOM, FOLD, SEAL AND MAIL

# **24-WESTWIND**



## **SERVICE BULLETIN**

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RECOMMENDED

SERVICE BULLETIN NO. 1124-32-096

April 4, 1988

SUBJECT: LANDING GEAR - F44-14 ROD-ENDS - INSPECTION/REPLACEMENT

1. PLANNING INFORMATION

A. EFFECTIVITY

MODEL 1124/1124A WESTWIND, all serial numbers.

B. REASON

Field experience has shown some instances of using rod-ends P/N F44-14 that do not have a witness hole.

C. COMPLIANCE

It is recommended that this service bulletin be accomplished at the next 150 hour inspection.

D. DESCRIPTION

This service bulletin requires an inspection of rod-ends installed in the NLG door installation.

E. APPROVAL

This service bulletin has been reviewed by the Israel Civil Aviation Administration (ICAA). The design content conveyed herein complies with the applicable Civil Aviation Regulations and is ICAA approved.



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BEN GURION AIRPORT, ISRAEL

SB 1124-32-096  
Page 1 of 4

F. MATERIAL

Material required may be obtained through Atlantic Aviation Supply Company, Wilmington, Delaware or their authorized representatives.

G. SPECIAL TOOLS

Not required.

H. WEIGHT AND BALANCE

Not applicable.

I. ELECTRICAL LOAD DATA

Not applicable.

J. REFERENCES

1124/1124A Illustrated Parts Catalog, Chapter 32-20-00  
1124/1124A Maintenance Manual, Chapter 32-20-00

K. PUBLICATIONS AFFECTED

1124/1124A Illustrated Parts Catalog, Chapter 32-20-00,  
Figure 7.

2. ACCOMPLISHMENT INSTRUCTIONS

- A. Gain access to rod-ends installed in NLG door system (see Figure 1).
- B. Inspect rod-ends to determine if witness holes are present.
- C. If rod-ends have witness holes, no further action is required.
- D. If rod-ends do not have witness holes, remove and replace with rod-ends P/N F44-14MT in accordance with 1124/1124A Maintenance Manual chapter 32-20-00 maintenance practices.

CAUTION

Ensure that rigging of NLG doors are not altered during replacement (see Figure 1).

3. MATERIAL INFORMATION

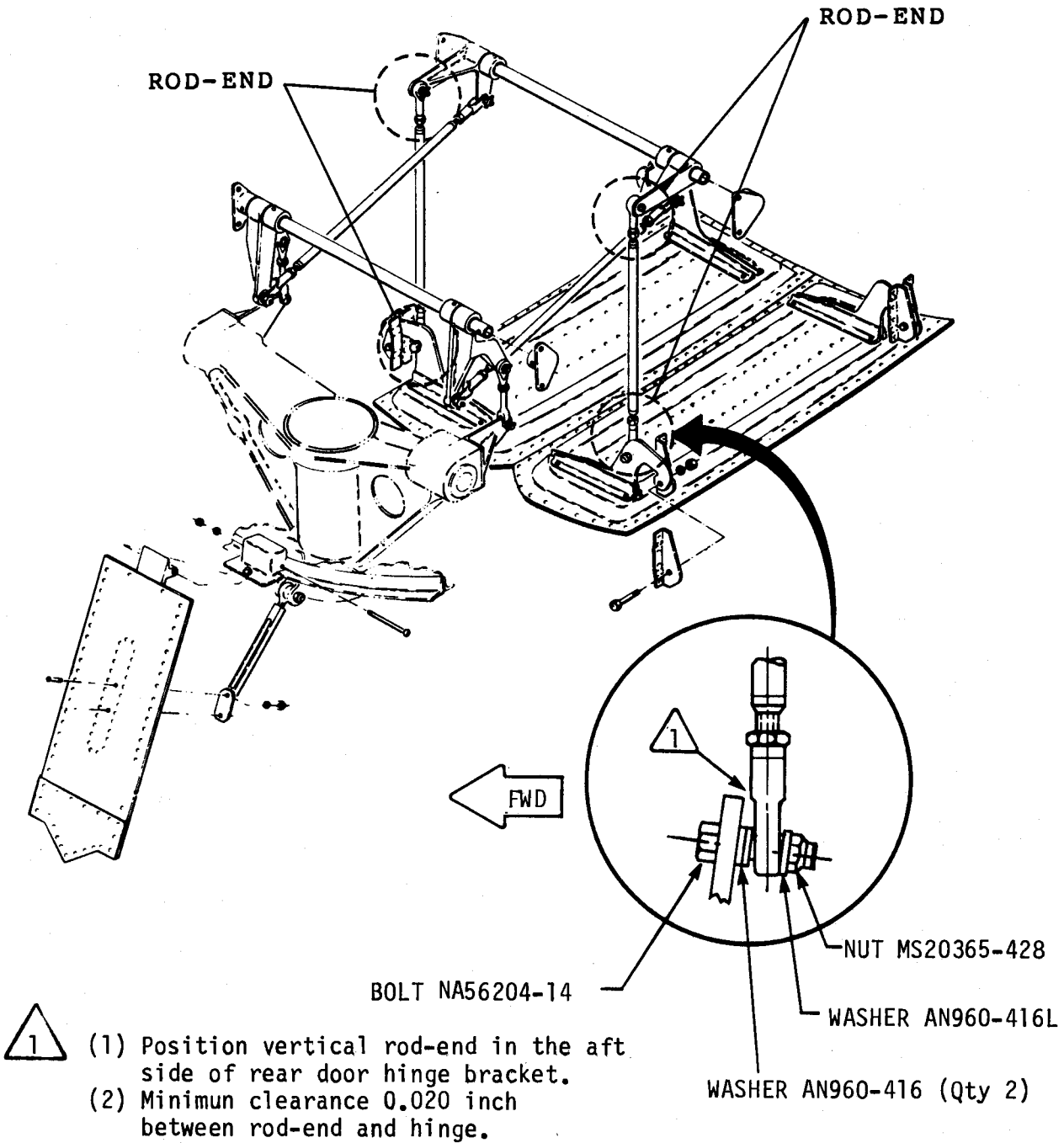
<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
A/R	F44-14MT	Rod-Ends

4. RECORD COMPLIANCE

Make the following entry in the aircraft log book:

Service Bulletin No. 1124-32-096 dated April 4, 1988 titled "Landing Gear - F44-14 Rod-Ends - Inspection/Replacement," has been accomplished this date\_\_\_\_\_.





NOSE GEAR DOORS

FIGURE 1

*Service Bulletin*

A/C S/N \_\_\_\_\_

*Certificate of Compliance*

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL, INC.  
P.O. BOX 10086  
WILMINGTON, DE 19850  
ATTN: TECHNICAL PUBLICATIONS

This is to certify that Westwind Serial Number \_\_\_\_\_ has complied with Service Bulletin No.

**1124-32-096**

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance HOURS: \_\_\_\_\_ /CYCLES: \_\_\_\_\_

Compliance Date \_\_\_\_\_ By \_\_\_\_\_  
Signature

OWNER:

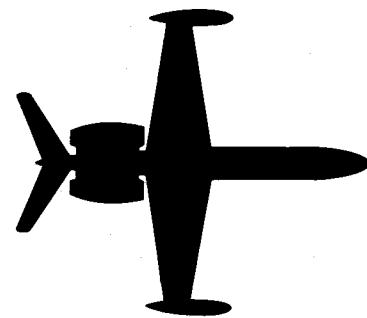
ACCOMPLISHING AGENCY:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please describe below any discrepancies found or difficulties encountered during compliance:

\_\_\_\_\_  
\_\_\_\_\_  
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\_\_\_\_\_

TEAR AT PERFORATION, REMOVE TAPE AT BOTTOM, FOLD, SEAL AND MAIL



## **SERVICE BULLETIN**

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**SERVICE BULLETIN NO. 1124-32-105**

**REVISION 1**

**May 8, 1991**

### **TRANSMITTAL SHEET**

This sheet transmits Revision 1 to Service Bulletin No. 1124-32-105 dated October 17, 1990, titled " Landing Gear - Nose Landing Gear Door Modification (AFC 1055).

#### **REASON FOR REVISION**

A correction to the dimension of the cut line in Figure 2.

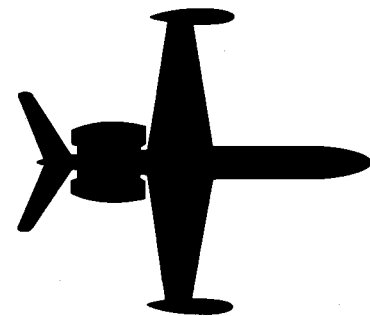
This is a PARTIAL REVISION. Remove and discard only those pages that are affected by this revision.

#### **LIST OF EFFECTIVE PAGES**

<b><u>PAGE NO.</u></b>	<b><u>DATE</u></b>
1	May 8, 1991
2 through 6	October 17, 1990
7	May 8, 1991

#### **PREVIOUS REVISIONS OF SB 1124-32-105**

None



## **SERVICE BULLETIN**

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### **RECOMMENDED**

**SERVICE BULLETIN NO. 1124-32-105**

October 17, 1990

**SUBJECT: LANDING GEAR - NOSE LANDING GEAR DOOR MODIFICATION  
(AFC 1055).**

**1. PLANNING INFORMATION**

**A. EFFECTIVITY**

MODEL 1124/1124A WESTWIND, all serial numbers except 152, 185 and 186.

**B. REASON**

Reports from the field revealed that there may be insufficient clearance between the nose wheel tires and the forward corners of the left and right nose landing gear doors when the nose landing gear is in transit.

**C. DESCRIPTION**

This service bulletin changes the aircraft maintenance manual minimum clearance requirement between the nose wheel tires and the nose landing gear doors from .125" to .600" by modifying the doors.

**D. COMPLIANCE**

Compliance is recommended at the next landing gear retraction inspection.

October 17, 1990

R Revision No. 1, May 8, 1991  
1014

SB 1124-32-105

Page 1 of 7

**E. APPROVAL**

This service bulletin has been reviewed by the Civil Aviation Administration of Israel (CAAI). The design content herein complies with the applicable Civil Aviation Regulations and is CAAI approved.

**F. MAN-HOUR REQUIREMENTS**

The following information is for planning purposes only:

- (1) Estimated man-hours: 4
- (2) Suggested number of personnel: 2

The above is an estimate only, based on experienced personnel complying with this service bulletin. It is possible, depending on individual experience levels, that additional or fewer man-hours are required to accomplish this bulletin.

**G. MATERIAL**

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
A/R	.050" 2024-T3 CLAD	SHEET ALUMINUM
12	MS20426AD4	RIVETS
A/R	#240 GRIT ALUM. OXIDE	EMERY CLOTH
A/R		BRUSH ALODINE
A/R		ZINC CHROMATE PRIMER
A/R		MATCHING PAINT

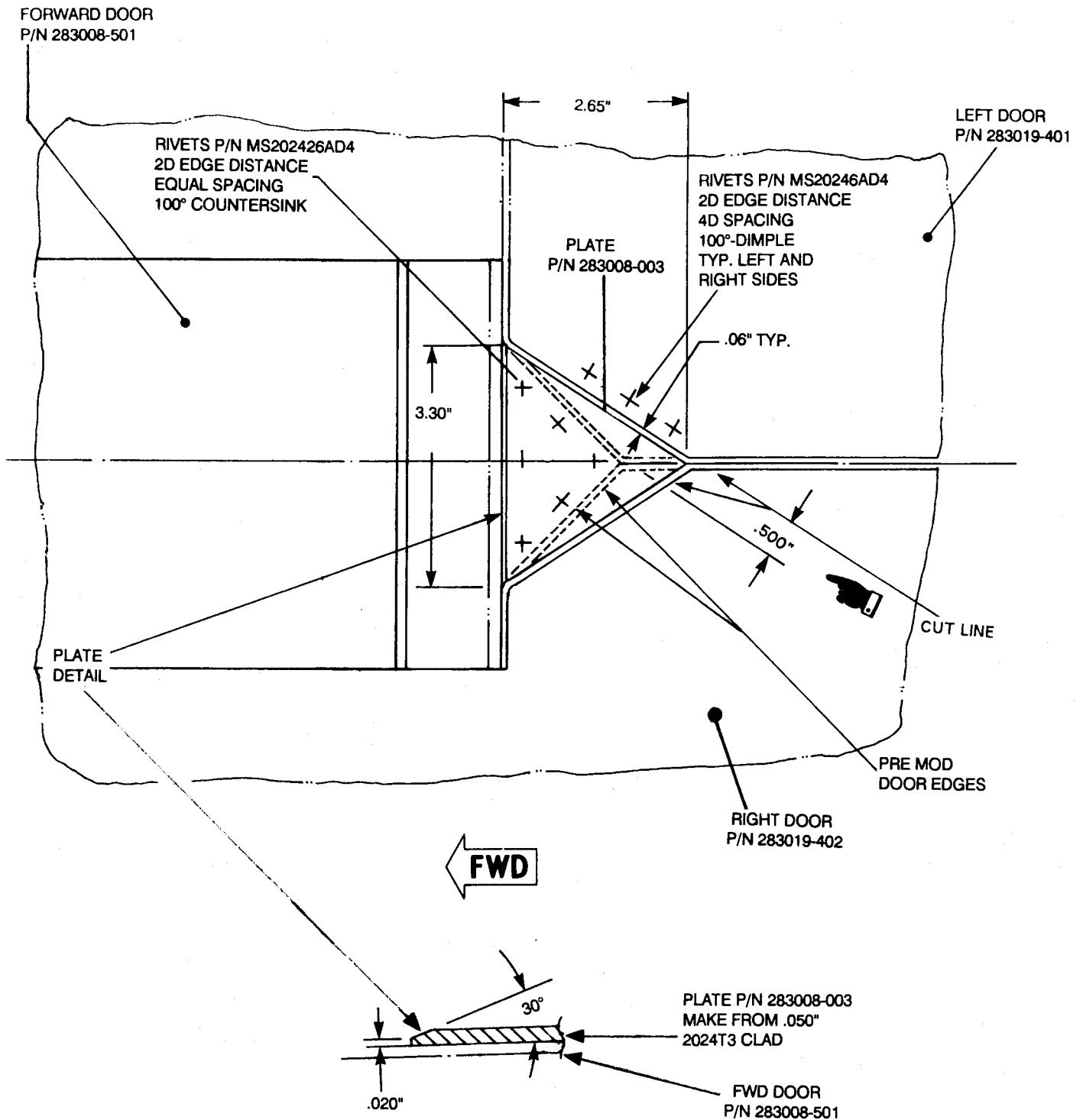
Material required to accomplish this service bulletin may be procured locally.

**H. TOOLING**

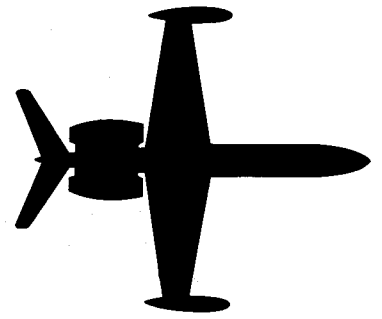
No special tools required.

**I. WEIGHT AND BALANCE**

Not applicable.



Nose Gear Doors - View Looking Up  
FIGURE 2



## **SERVICE BULLETIN**

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### **OPTIONAL**

**SERVICE BULLETIN NO. 1124-32-110**

March 11, 1992

**SUBJECT: LANDING GEAR - EMERGENCY GEAR DOWN HANDLE**

**1. PLANNING INFORMATION**

**A. EFFECTIVITY**

MODEL 1124/1124A WESTWIND, all serial numbers.

**B. REASON**

To improve emergency gear down handle release mechanism operation.

**C. DESCRIPTION**

This service bulletin provides instructions to modify the existing emergency gear down handle release mechanism.

**D. COMPLIANCE**

Compliance is optional and at the operator's convenience.

**E. APPROVAL**

This service bulletin has been reviewed by the Civil Aviation Administration of Israel (CAAI). The design content herein complies with the applicable Civil Aviation Regulations and is CAAI approved.

F. MAN-HOUR REQUIREMENTS

The following information is for planning purposes only:

- (1) Estimated man-hours: 1
- (2) Suggested number of personnel: 1

The above is an estimate only, based on experienced personnel complying with this service bulletin. It is possible, depending on individual experience levels, that additional or fewer man-hours are required to accomplish this bulletin.

G. MATERIAL

<u>QTY.</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
1	A0425W358533-003	SLEEVE
1	N-5000-43-H	RETAINER RING

Material required may be obtained through Astra Jet Corporation, New Castle, Delaware, or authorized ASTRA/WESTWIND Service Centers.

H. TOOLING

No special tooling required.

I. WEIGHT AND BALANCE

Not applicable.

J. ELECTRICAL LOAD DATA

Not applicable.

K. REFERENCES

1124/1124A Westwind Illustrated Parts Catalog, Chapter 32-30-00, Figure 4.

L. PUBLICATIONS AFFECTED

1124/1124A Westwind Illustrated Parts Catalog, Chapter 32-30-00, Figure 4.



2. ACCOMPLISHMENT INSTRUCTIONS

- A. Rotate emergency gear handle 90° to gain access to circlip retainer ring on end of handle/latch assembly. Refer to Figure 1.
- B. Remove circlip retainer ring, handle latch and spring from handle.
- C. Trim thumb pin length of handle latch to dimension shown in Figure 1, Detail A.
- D. Finish reworked area with matching topcoat.
- E. Insert handle latch and spring into P/N A0425W358533-003 sleeve, engaging thumb pin of handle latch into hole located at nine o'clock position of sleeve tube wall.
- F. Install latch and sleeve assembly into handle. Secure with new circlip retainer ring. Refer to Figure 2.
- G. Rotate handle to stowed position and latch.
- H. Operate handle latch to ensure smooth, positive release and secure stowage functions.

3. RECORD COMPLIANCE

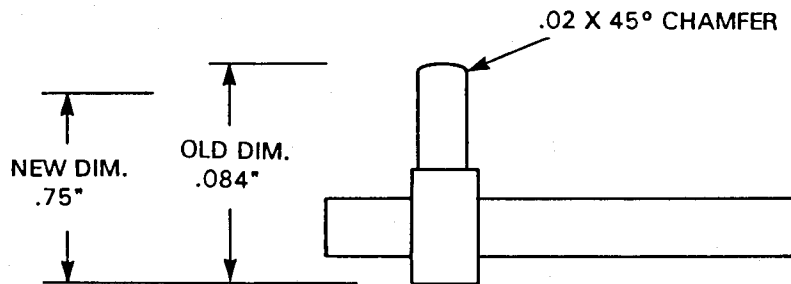
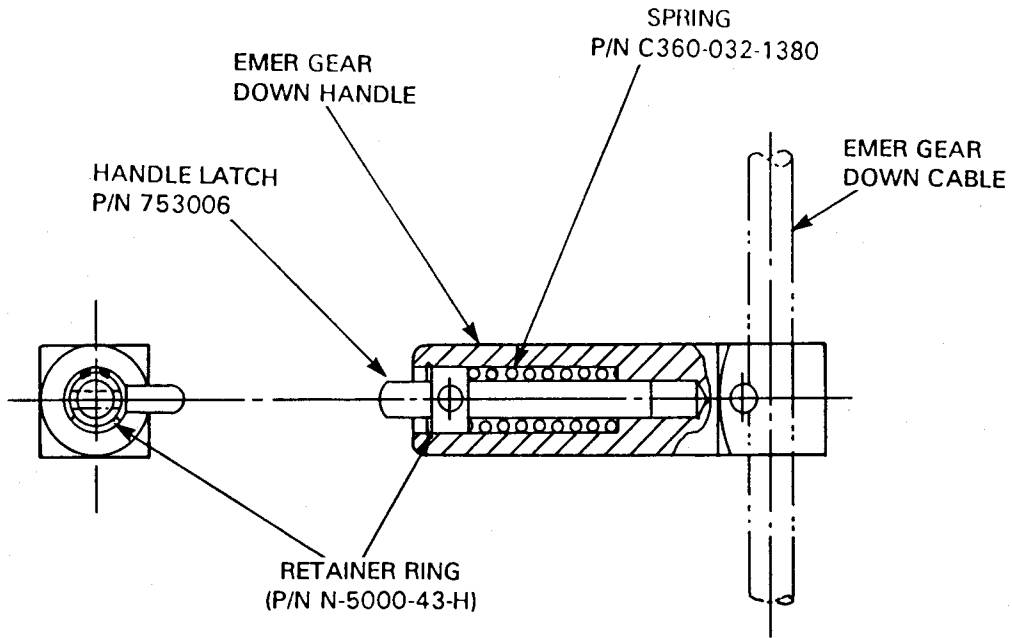
- A. Make the following entry in the aircraft log book:

Service Bulletin 1124-32-110 dated March 11, 1992, titled "Landing Gear -  
Emergency Gear Down Handle", has been accomplished this date

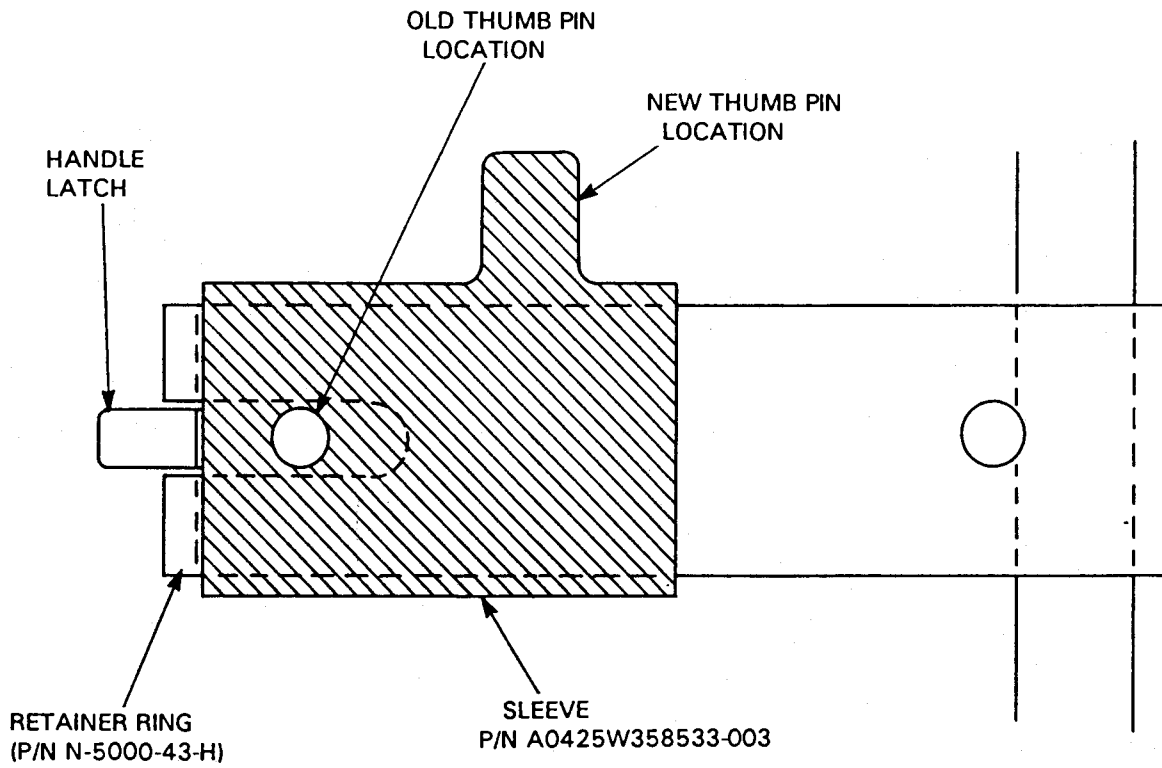
\_\_\_\_\_.

- B. Complete the attached Certificate of Compliance and return to Astra Jet Corporation in Wilmington, Delaware.

SERVICE BULLETIN NO. 1124-32-110



**DETAIL A  
(NOT TO SCALE)  
FIGURE 1**



**P/N A0425W358533-003  
SLEEVE INSTALLATION  
FIGURE 2**

*Service Bulletin*

*Certificate of Compliance*

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

Technical Publications  
Astra Jet Corporation  
278 Quigley Boulevard  
New Castle, DE 19720

This is to certify that WESTWIND Serial Number \_\_\_\_\_ has complied with  
Service Bulletin No.

1124-32-110

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance: Hours \_\_\_\_\_ Cycles \_\_\_\_\_

Compliance Date: \_\_\_\_\_

By: \_\_\_\_\_

Signature

Owner:

Accomplishing Agency:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
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Please describe below any discrepancies found or difficulties encountered  
during compliance:

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TEAR AT PERFORATION, REMOVE TAPE AT BOTTOM, FOLD, SEAL AND MAIL

# SERVICE PUBLICATIONS revision notice

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RECOMMENDED

SERVICE BULLETIN NO. 1124-33-010  
Revision No. 2

August 12, 1985

SUBJECT: EMERGENCY AND ENTRANCE LIGHT MODULE CORRECTIONS

REASON FOR  
REVISION:

To denote changes in the following three paragraphs.

Change as follows:

1.A. (3)

ACCOMPLISHMENT INSTRUCTIONS PART III:  
~~MODEL 1124/1124A equipped with entry light~~  
modules containing two switches, labeled  
"Entry" and "Dome" ON/OFF, through serial  
number 383.

2.E. NOTE

Should read "Accomplishment Instructions  
Part III.A.(4).(a)."

Figure 3: Final configuration should read  
"Chapter 33-50-01."

SB 1124-33-010  
Page 1 of 1



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BEN GURION AIRPORT, ISRAEL

# SERVICE PUBLICATIONS revision notice

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RECOMMENDED

SERVICE BULLETIN NO. 1124-33-010  
Revision No. 1

March 28, 1985

SUBJECT: EMERGENCY AND ENTRANCE LIGHT MODULE CORRECTION.

REASON FOR  
REVISION: PART NUMBER CORRECTION IN PARAGRAPH 3. MATERIAL  
INFORMATION, PART I.

PART NUMBER NAS1329-04-60 LISTED IN PART I SHOULD  
BE CHANGED TO NAS1329A04-60.

1124-33-010  
Page 1 of 1



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# SERVICE PUBLICATIONS revision notice

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OPTIONAL

SERVICE BULLETIN NO. 1124-33-034  
Revision No.1

June 14, 1985

SUBJECT: LOGO LIGHT MODIFICATION

REASON FOR

REVISION: To change the numbers under the QTY column in  
paragraph 3. Material Information.

### 3. MATERIAL INFORMATION

QTY

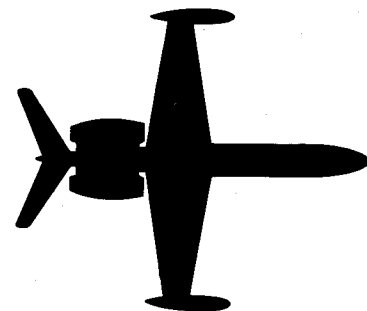
4  
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4  
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2  
  
2  
2  
4  
2

SB 1124-33-034  
Page 1 of 1



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# 1124-WESTWIND



## SERVICE BULLETIN

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OPTIONAL

SERVICE BULLETIN NO. 1124-33-034

April 29, 1985

SUBJECT: LOGO LIGHT MODIFICATION

1. PLANNING INFORMATION

A. EFFECTIVITY

MODEL 1124/1124A WESTWINDS, all serial numbers prior to 426 except 413, 416, 418, 421, 423 and 424.

B. REASON

To provide the necessary information that will allow the operator to reconfigure the logo light circuitry to utilize a 14V, 50W bulb.

C. COMPLIANCE

At the operators discretion.

D. DESCRIPTION

This bulletin changes the logo light electrical circuit from a parallel to series configuration, to enable usage of 14-volt bulbs; thus increasing service life.

E. APPROVAL

The modification described in this Service Bulletin has been shown to comply with ICAA/FAA regulations and is IAI Engineering approved.



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BEN GURION AIRPORT, ISRAEL

SB 1124-33-034  
Page 1 of 6



F. MATERIAL

Material required may be obtained through Atlantic Aviation Supply Company, Wilmington, Delaware or their authorized representatives.

G. TOOLING

Devore Lamp tool P/N 00033098-1 or equivalent.

H. WEIGHT & BALANCE

Not applicable.

I. ELECTRICAL LOAD DATA

Electrical load will be reduced by the installation of two 14-volt 50-watt bulbs.

J. REFERENCES

Devore Aviation Corporation, Drawing #00033200.

K. PUBLICATIONS AFFECTED

1124 Maintenance Manual, Chapter 33-40-00, page 214 and 215.  
1124 Illustrated Parts Catalog, Chapter 33-40-00, page 12-15.

2. ACCOMPLISHMENT INSTRUCTIONS

- A. Remove electrical power from aircraft.
- B. Remove logo lights from left and right horizontal stabilizer.
- C. Disassemble one bulb retainer assembly from base unit. The second bulb retainer assembly will not require modification. Ref. Figure 1.
- D. Install the following parts referenced in Figure 1. Install insulator P/N 00003048-1 around lamp holder assembly P/N 000030001-3 and install in base unit. Secure with 2 each 5609-5 shoulder washers, 2 each P/N 00003049-1 washers and 2 each MS24677-2 screws. Connect electrical wire from second bulb, to base unit of number one bulb with P/N 00003050-1 terminal and install shrink-tubing. Clamp wires as shown in Figure 1. Install two 14-volt bulbs DA-15.

NOTE

When handling lamps, do not allow skin to come in contact with lamps. Skin oil will reduce the lamps service life. Fingerprints can be removed with a grease-free solvent such as acetone.

- E. Ink stamp the base unit to read "14V" two places, reference Figure 1.
- F. Repeat these instructions for the other assembly.
- G. Install base unit on left and right horizontal stabilizers. Install lens assembly and new AS-201 O-rings (2 ea.) and tighten screws 8-9 inch-pounds. Ensure that lens are properly seated on cover.
- H. Apply electrical power to aircraft and functional test lights.

CAUTION

When operating lamps with cover glass removed, wear safety glasses or equivalent eye protection. Do not look directly at lamp.

Lamps and reflectors become extremely hot. Use extreme care while making adjustments.

- I. If adjustments are required, proceed to paragraph J.
- J. Adjustment Procedure:
  - 1. Check the system to be sure all lamps are operating properly.
  - 2. Adjustments should be made at night or in a darkened hangar.
  - 3. Before applying power accomplish steps 4 through 8.

4. Remove cover glass.
5. Loosen the two capscrews at the yoke clamp of each lamp (bottom of assembly base) to allow the reflector to be rotated around the lamp.
6. Loosen the two button head screws (on either side of lamp) in the reflector yoke assembly to allow the reflector to be tilted.
7. Open the circuit breaker for the fixture that is not being adjusted to prevent heat buildup.
8. Direct reflectors toward the tail surface.
  - (a) The reflector for the aft lamp should be directed toward a point near the center of the vertical surface one to two feet above the horizontal stabilizer.
  - (b) The reflector for the forward lamp should be tilted upward and aft to point toward the center of the upper portion of the vertical surface.
9. Turn on aircraft DC power and actuate "Tel-Tail" Recognition light switch.
10. Observe the light pattern and reposition reflectors if necessary.
11. Set the cover glass on the fixture, do not install attaching screws at this time.
12. Observe that the cover glass changes the light pattern to eliminate bright and dark spots.
13. Reposition reflectors if required to provide even coverage.

NOTE

It is easier to adjust the reflectors while the lamps are turned off.

14. When adjustments are complete, turn off electrical power and tighten adjustment screws. Recheck to be sure adjustment was not changed after screws are tightened.
15. Install cover glass.
16. Repeat the adjustment procedure for the fixture on the opposite side of the aircraft.

3. MATERIAL INFORMATION

<u>QTY</u>	<u>NEW P/N</u>	<u>DESCRIPTION</u>
2	AS-201	O-ring
2	MS24677-2	Screw
2	5609-5	Shoulder Washer
1	00003048-1	Insulator
1	RT-876, 3/4"dia., 5/8" long	Shrink Tubing
1	00003001-3	Lampholder Assy
1	00003050-1	Terminal
2	DA-15	Bulbs 14V, 50-Watt
1	0003049-1	Washer

4. RECORD COMPLIANCE

Make the following entry in the aircraft log book:  
 Service Bulletin No. 1124-33-034 dated April 29, 1985  
 titled "Logo Light Bulb Replacement," has been accomplished  
 this date \_\_\_\_\_.

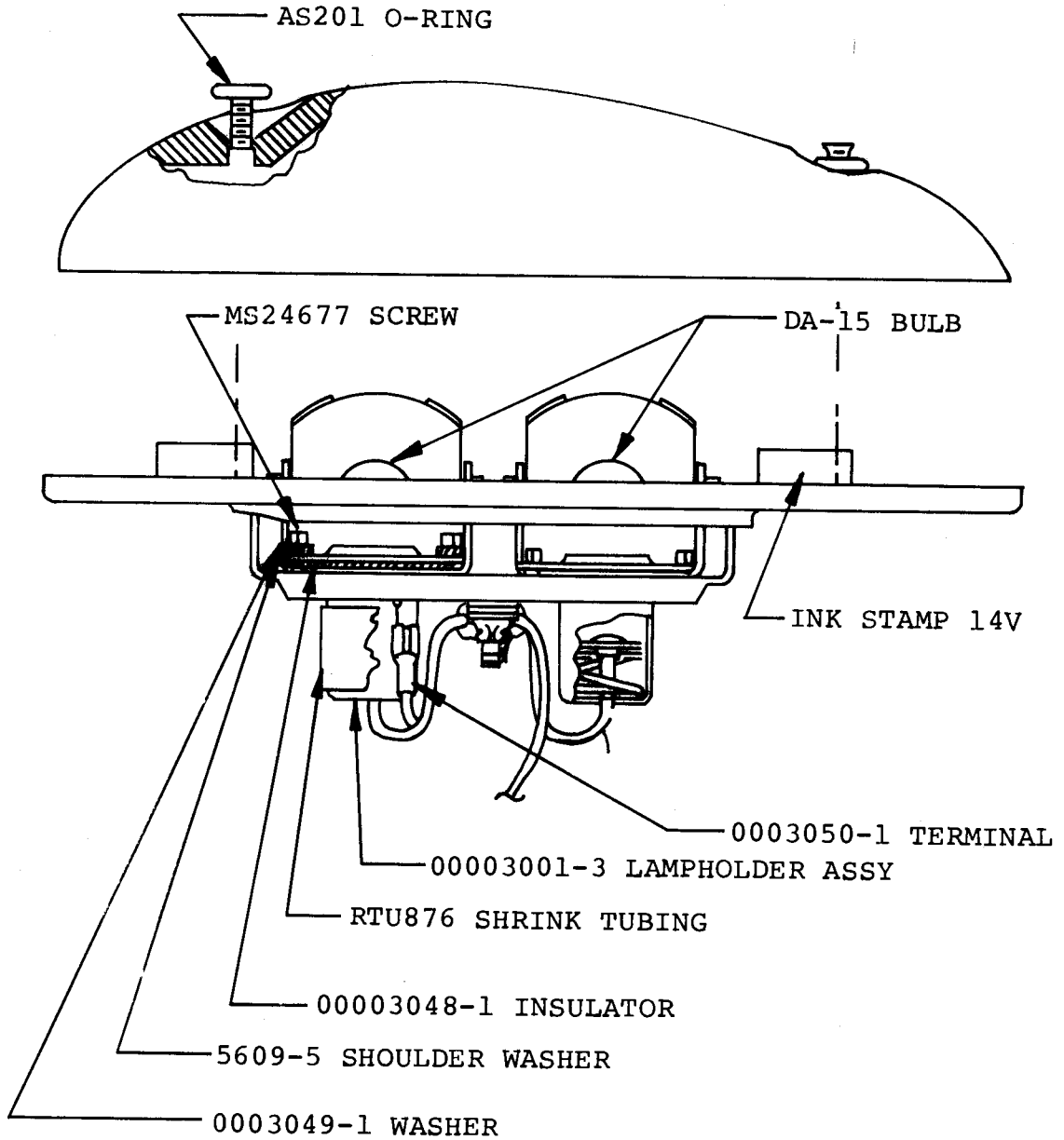


FIGURE 1

# SERVICE PUBLICATIONS

# revision notice

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OPTIONAL

SERVICE BULLETIN NO. 1124-33-058  
Revision No. 2

June 12, 1986

SUBJECT: LIGHTS - CORRECTIONS AND IMPROVEMENTS TO DIMMING  
SYSTEM FOR AVIONICS DIGITAL DISPLAYS

REASON FOR To revise effectivity under paragraph 1.A.,  
REVISION: Planning Information.

## 1. PLANNING INFORMATION

### A. EFFECTIVITY

ACCOMPLISHMENT INSTRUCTIONS, PART 1: Model 1124A,  
all serial numbers equipped with HSI-84 copilot  
NAV display and optional TAI-80 TAS/SAT and/or  
BDI-36 DME/RMI indicators.



INTERNATIONAL INC.  
ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL INC.

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SB 1124-33-058  
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# SERVICE PUBLICATIONS revision notice

OPTIONAL

SERVICE BULLETIN NO. 1124-33-058  
Revision No. 1

May 23, 1986

SUBJECT: LIGHTS - CORRECTIONS AND IMPROVEMENTS TO DIMMING  
SYSTEM FOR AVIONICS DIGITAL DISPLAYS

REASON FOR  
REVISION: To revise text in paragraph 2.B.(4)(b), Part 2.

## 2. ACCOMPLISHMENT INSTRUCTIONS

### PART 2

B. For 1124 aircraft, reference Wiring Diagram Manual Chapter 22-10-09 for the following steps. Removal of the pilot's instrument panel is suggested, but not mandatory, for easier access.

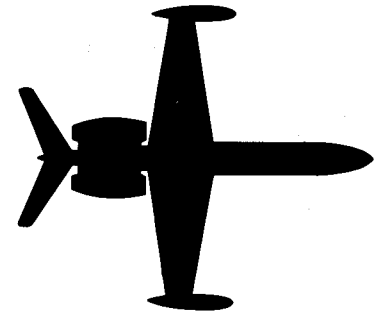
(4) Install a new 500 ohm, 1/2 watt resistor:

(b) For aircraft with TB215 terminal board, install resistor between lugs 3 and 9 or any other adjacent unused terminal. Add a new #22 AWG wire from lug 9 to the right terminal of the new control, as viewed from the front.



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SB 1124-33-058  
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## SERVICE BULLETIN

OPTIONAL

SERVICE BULLETIN NO. 1124-33-058

December 26, 1985

SUBJECT: LIGHTS - CORRECTIONS AND IMPROVEMENTS TO DIMMING  
SYSTEM FOR AVIONICS DIGITAL DISPLAYS

### 1. PLANNING INFORMATION

#### A. EFFECTIVITY

ACCOMPLISHMENT INSTRUCTIONS, PART 1: Model 1124A, serial numbers 295 through 422 and 425 equipped with HSI-84 copilot NAV display, and optional TAI-80 TAS/SAT and/or BDI-36 DME/RMI indicators.

ACCOMPLISHMENT INSTRUCTIONS, PART 2: Model 1124 and Model 1124A aircraft, all serial numbers.

#### B. REASON

ACCOMPLISHMENT INSTRUCTIONS, PART 1: To provide proper digital dimming logic to digital readout and/or dimming control.

ACCOMPLISHMENT INSTRUCTIONS, PART 2: To permit adjustment of digital readout intensity, when in "DIM" mode, to crew member requirements.

#### C. COMPLIANCE

Compliance with this service bulletin is optional.

#### D. DESCRIPTION

This service bulletin describes the wiring and component changes necessary for compliance. All wiring is limited to work area, and no long wire runs are required.

SB 1124-33-058

Page 1 of 9





E. APPROVAL

This service bulletin has been reviewed by the Israel Civil Aviation Administration (ICAA). The design content conveyed herein complies with the applicable Civil Aviation Regulations and is ICAA approved.

F. MATERIAL

Material required may be obtained through Atlantic Aviation Supply Company, Wilmington, Delaware, their authorized dealers or most avionics supply houses.

G. TOOLING

Not applicable.

H. WEIGHT AND BALANCE

Not applicable.

I. ELECTRICAL LOAD DATA

Not applicable.

J. REFERENCES

Service Letter No. WW-2452 dated February 28, 1980,  
Service Information Letter No. 1124-34-050 dated May 27,  
1985 and 1124/1124A Wiring Diagram Manual, chapters:

22-10-08	34-50-06
22-10-09	34-50-08
33-10-05	

K. PUBLICATIONS AFFECTED

1124/1124A Wiring Diagram Manual, chapters:

22-10-08	34-50-06
22-10-09	34-50-08
33-10-05	

2. ACCOMPLISHMENT INSTRUCTIONS

PART 1

- (A) Reference Wiring Diagram Manual Chapters 22-10-08, 33-10-05, 34-50-06 and 34-50-08 as applicable for the following steps:

SERVICE BULLETIN NO. 1124-33-058

- (1) For S/N 422 and subsequent; preparation, HSI-84.
  - (a) Remove wire 1C702A and 1C703A from relay RL425-F2 and H2, respectively.
  - (b) Connect wire 1C702A to T161-2. This restores the common connection between T161-1, -2 and -3. This wire connects to HSI-84, DN16J1 pin 42 through wire 2UD212A.
  - (c) Connect wire 1C703A to T161-5. This restores the common connection between T161-4, -5 and -6. This wire connects to HSI-84, DN16J1 pin 43 through wire 2UD213A.
- (2) For S/N 295 and subsequent; preparation, BDI-36.
  - (a) Remove wire 1FC62A from RL425-B1 or F3 and applicable. This wire connects to the BDI-36, DN13B, pin 25.
    - (1) Remove, cap and stow wire 1FC80A from RL425-B3, if any.
    - (2) Remove and discard the 470 ohm resistor from RL425-B3 and H3 or B3 and B2 as applicable, should it exist.
- (3) For all S/N aircraft; preparation, TAI-80.
  - (a) Remove wire 1SX51B from RL425-A3 of B1 as applicable. This wire connects to the TAI-80, DN28 pin 12.
- (4) For all aircraft; completion:
  - (a) Connect wires 1SX51B and 1FC62A to RL425. This will be RL425-H2 (pin 7) for the round relay or RL425-B2 for the square relay.
  - (b) Add a new #22 AWG wire from RL425 to T161-3. This will be RL425-B2 (pin 8) for the round relay, or RL425-B3 for the square relay.
  - (c) Add a new #22 AWG wire from RL425 to T161-6. This will be RL425-F2 (pin 6) for the round relay, or RL425-B1 for the square relay.

- (5) Test system for proper operation. All instrument digits must illuminate when power is first applied. Check this with the day/night switch in both DAY (BRIGHT) and NIGHT (DIM) positions.
  - (a) The relative digit light intensity should be the same.
    - (1) Reference Service Information Letter No. 1124-34-050 as applicable to the HSI-84.

PART 2

- A. For 1124A aircraft, reference Wiring Diagram Manual Chapter 33-10-05 for the following steps:
  - (1) Install a 500 ohm, 2 watt potentiometer (screw-driver adjustable) on a bracket part number 5863548-503 (locally manufactured) at Y STA-43.65 (LHS) and Z STA-18.00 as shown in Figure 1 near T161 and RL425, so that the shaft is accessible through a  $\frac{1}{4}$ " hole drilled through the pilot's Kydex side panel.
  - (2) Remove the existing 470 ohm or 500 ohm resistor located between T161-7 and T161-4 or -6 (as applicable).
  - (3) Wire the new control as follows:
    - (a) Remove wire 1SX52B from T161-7 and connect to wiper arm of new control (center terminal).
    - (b) Remove wire 1SX50B from T161-2 and connect to T161-4 or -5.
    - (c) Add new #22 AWG wire from T161-1 or -2 and connect to RL425-B1 (pin 5) for the round relay, or RL425-A3 for the square relay.
    - (d) Add new #22 AWG wire from T161-1 or -2 and connect to left terminal (viewed from front) of new control.
    - (e) Add new #22 AWG wire from T161-12 and connect to the right terminal of new control.
  - (4) Test system; all digital readouts must vary in intensity with the setting of the new control in the "NIGHT/DIM" position. The "BRIGHT" condition will not be affected.

- B. For 1124 aircraft, reference Wiring Diagram Manual Chapter 22-10-09 for the following steps. Removal of the pilot's instrument panel is suggested, but not mandatory, for easier access.
- (1) Install a 5000 ohm, 2 watt potentiometer (screw-driver adjustable) on a bracket part number 5883776-95 (locally manufactured) behind pilot's instrument panel as shown in Figure 2 near the dimming relay RL-59 position so that the shaft is readily accessible for adjustment.
  - (2) Remove resistor R172 (1000 ohm) from RL59 or TB215 (lugs 11 and 3) as applicable and replace with a new value R172 of 33K ohm,  $\frac{1}{2}$  watt.
  - (3) Add a new AWG #22 wire from RL59-F2 (pin 6) or TB215 lug 11, as applicable, to the wiper arm (center terminal) of the new control.
  - (4) Install a new 500 ohm,  $\frac{1}{2}$  watt resistor:
    - (a) For aircraft without TB215 terminal board, splice a length of #22 AWG wire to one resistor lead. Connect one end to a convenient ground (such as wire 1FC21A connected to RL59-C2, pin 2) and the other end to the right terminal of the new control, as viewed from the front.
    - (b) For aircraft with TB215 terminal board, install resistor between lugs 3 and 10 (lug 3 should be grounded). Add a new #22 AWG wire from lug 10 to the right terminal of the new control, as viewed from the front.
  - (5) Test system; all digital readouts must vary in intensity with the setting of the new control in the "NIGHT/DIM" position. The "BRIGHT" condition will not be affected.
  - (6) Refer to Part D of Service Letter No. WW-2452 dated February 28, 1980 for procedures to use in setting a maximum of 5.0 + .1Vdc digital supply voltage for maximum intensity.

3. MATERIAL INFORMATION

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
A/R	MIL-W-16878D	#22 AWG Wire
1	500 ohm, ½ watt, 5%	Carbon resistor
1	33 K ohm, ½ watt, 5%	Carbon resistor
1	RV4LAYSA501A (1124A) or RV4LAYSA502A (1124) as required	Variable resistor, Mfg. Ohmite or equivalent
A/R	50534	Terminal (Mfg AMP)
1	5883776-95	Bracket (for 1124)
1	5863548-305	Bracket (for 1124A)

4. RECORD COMPLIANCE

A. Make the following entry in the aircraft log book:

Service Bulletin No. 1124-33-058 dated December 26, 1985 titled "Lights - Corrections and Improvements to Dimming System for Avionics Digital Displays" has been accomplished this date \_\_\_\_\_.

B. Enter changes performed by this service bulletin to the appropriate chapters in the 1124/1124A Wiring Diagram Manual.

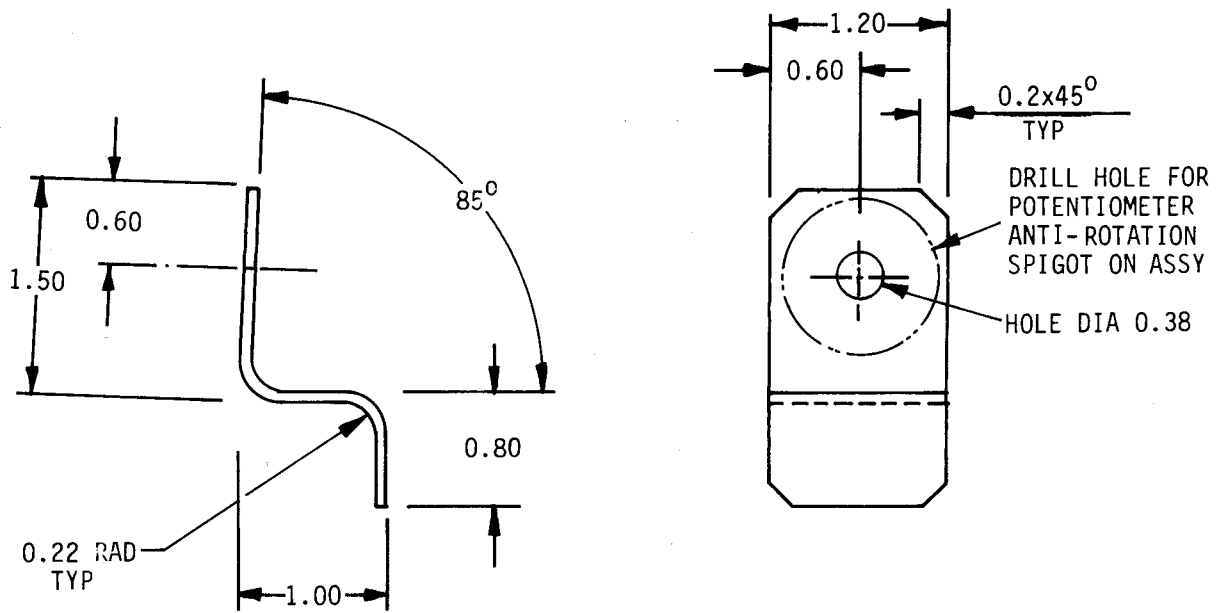
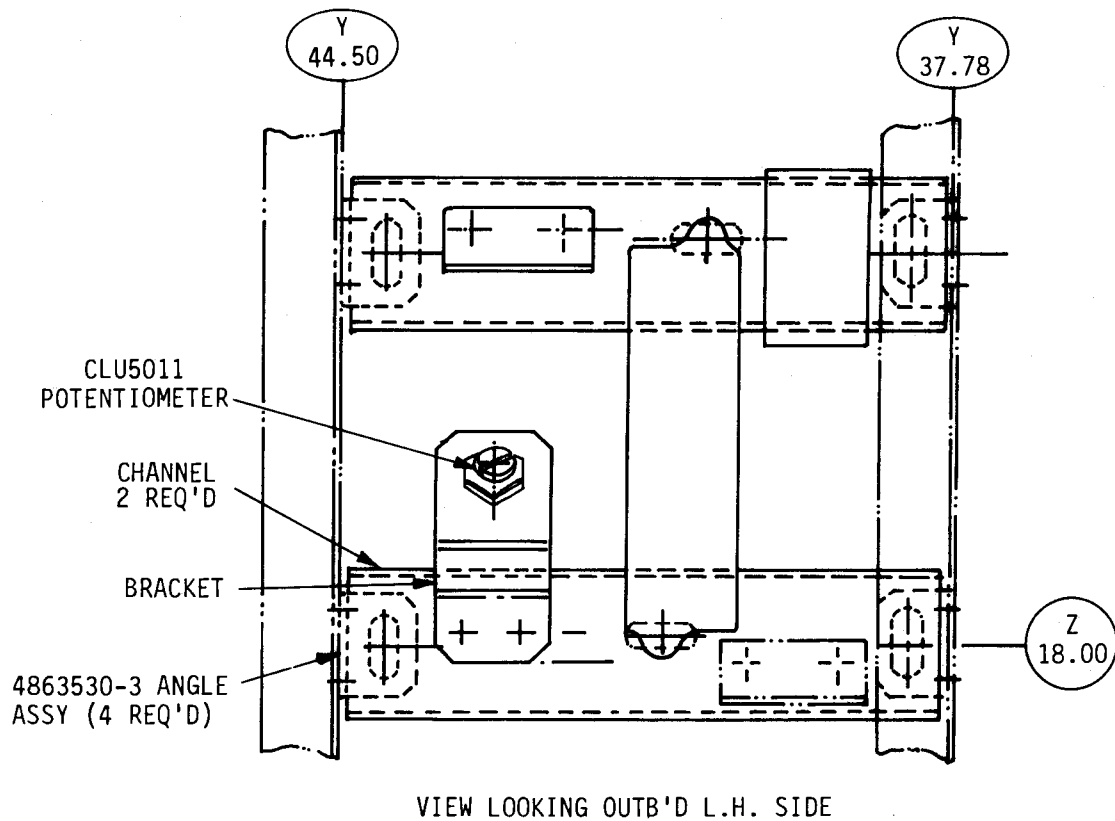


FIGURE 1

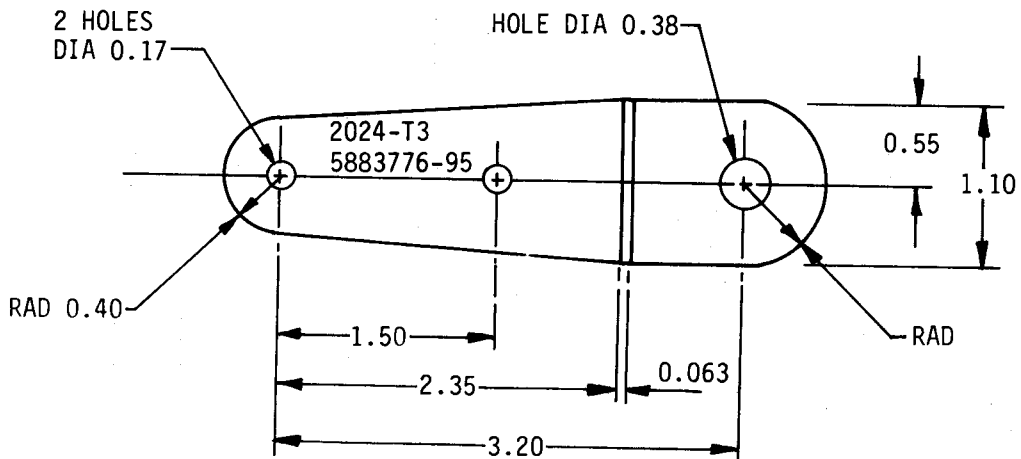
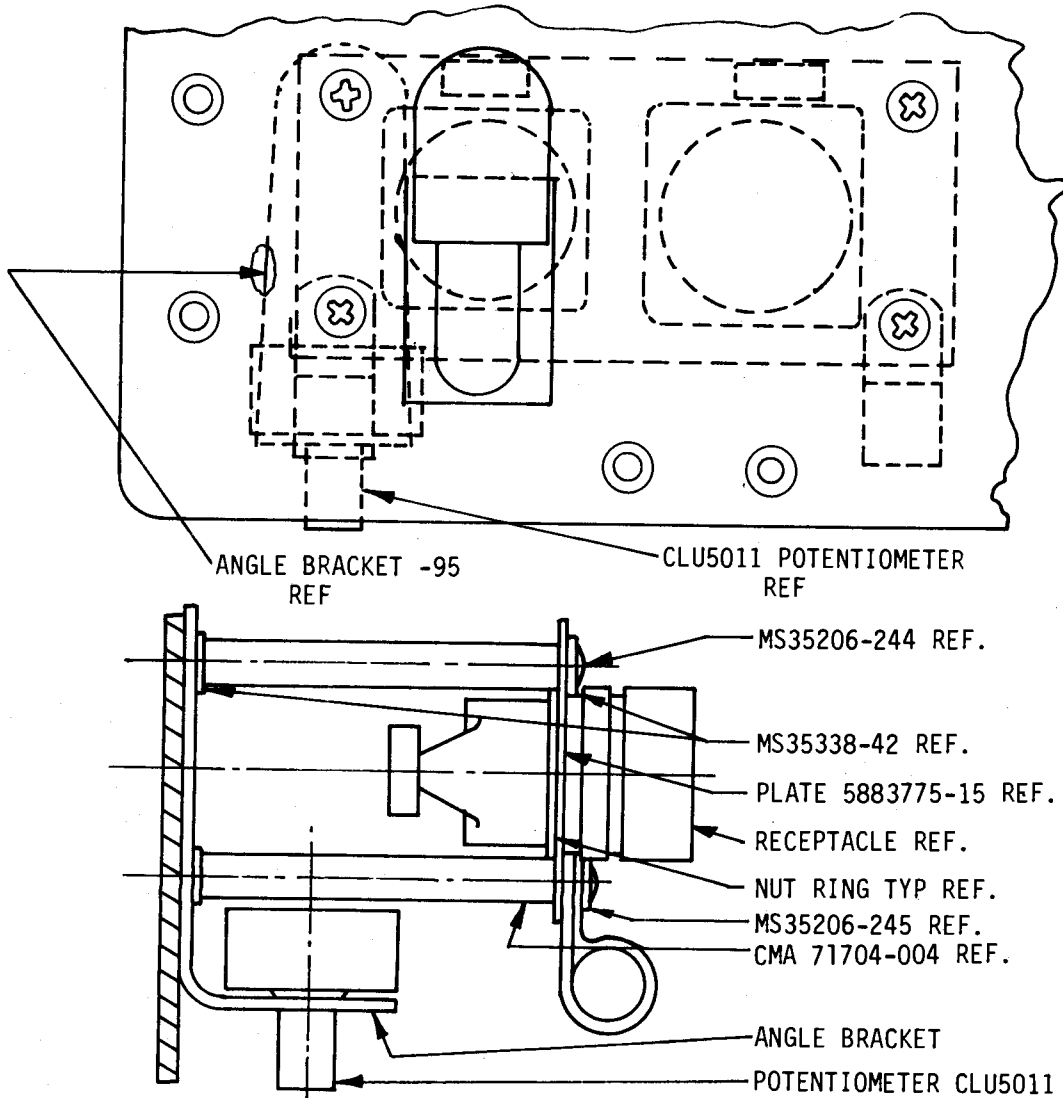


FIGURE 2

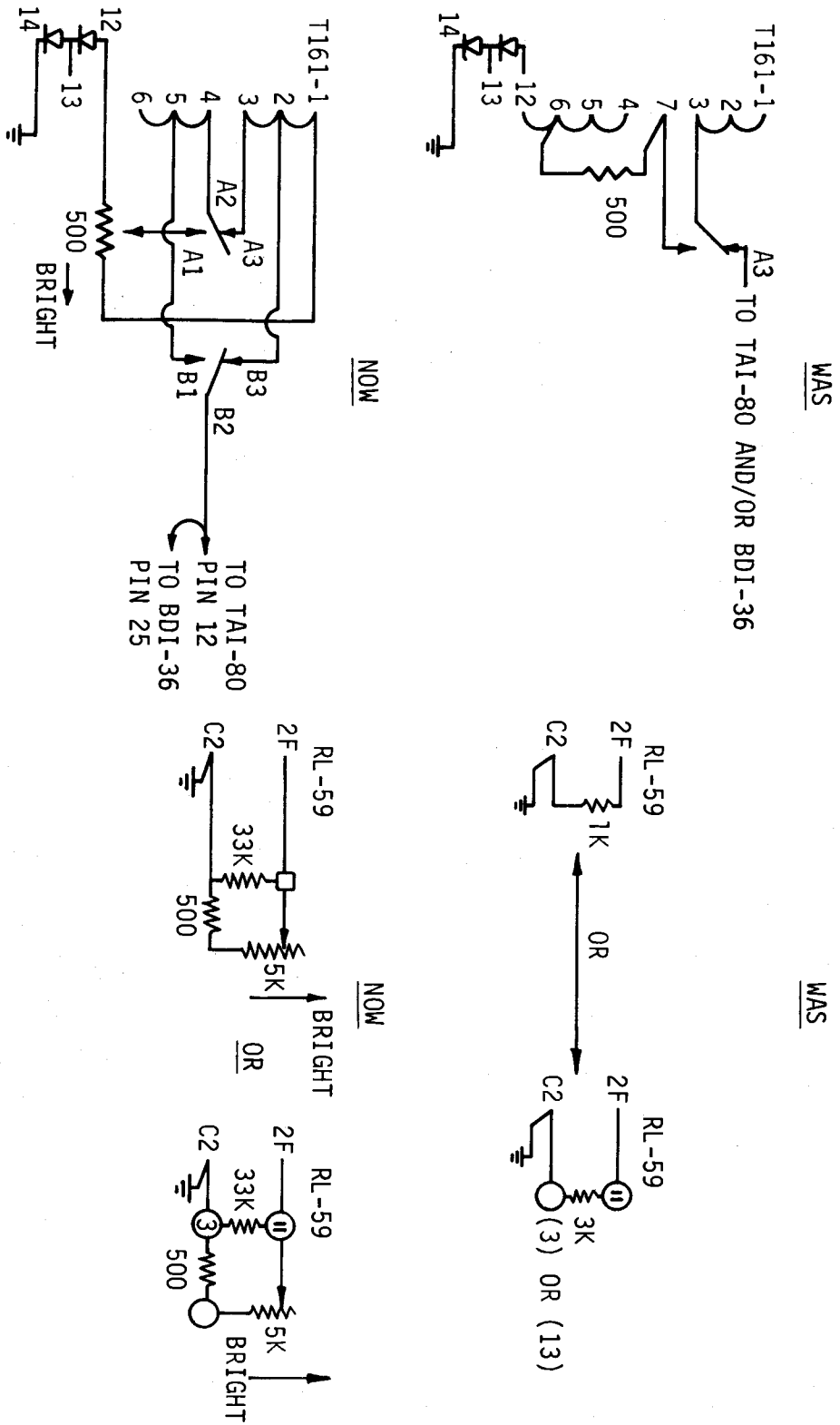


FIGURE 3



*Service Bulletin*

A/C S/N \_\_\_\_\_

*Certificate of Compliance*

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

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WILMINGTON, DE 19850  
ATTN: TECHNICAL PUBLICATIONS

This is to certify that Westwind Serial Number \_\_\_\_\_ has complied with Service Bulletin No. 1124-33-058

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance HOURS: \_\_\_\_\_ /CYCLES: \_\_\_\_\_

Compliance Date \_\_\_\_\_ By \_\_\_\_\_  
Signature

OWNER:  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

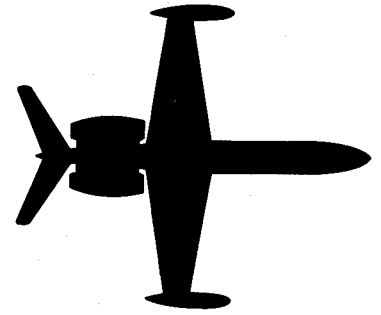
ACCOMPLISHING AGENCY:  
\_\_\_\_\_  
\_\_\_\_\_  
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Please describe below any discrepancies found or difficulties encountered during compliance:

\_\_\_\_\_  
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SB 1124-33-058

# **1124-WESTWIND**



## **SERVICE BULLETIN**

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OPTIONAL

SERVICE BULLETIN NO. 1124-33-060

December 9, 1985

SUBJECT: LIGHTS - INSTRUMENT LIGHT INTENSITY AND DIMMER BALANCE

### 1. PLANNING INFORMATION

#### A. EFFECTIVITY

Accomplishment Instructions Part A: Model 1124 Westwind S/N 154, 181, 187-239.

Accomplishment Instructions Part B: Model 1124 Westwind S/N 174, 240 and subs. Model 1124A Westwind S/N 295 and subs.

#### B. REASON

To enhance the avionics instrument and control background lighting for better balance with other cockpit instrument lights.

#### C. COMPLIANCE

Compliance with this service bulletin is optional.

#### D. DESCRIPTION

The lighting power lines are paralleled and the ground returns are shortened to reduce voltage drop and increase available dimmer power.

#### E. APPROVAL

This service bulletin has been reviewed by the Israel Civil Aviation Administration (ICAA). The design content conveyed herein complies with the applicable Civil Aviation Regulations and is ICAA approved.



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F. The material required may be obtained through Atlantic Aviation Supply Company or may be purchased locally.

G. TOOLING

None required.

H. WEIGHT & BALANCE

Not affected.

I. ELECTRICAL LOAD DATA

Not affected.

J. REFERENCES

1124/1124A Wiring Diagram Manual, Chapters 33-10-01 and 33-10-02. 1124 Westwind Service Letter No. WW-2463.

K. PUBLICATIONS AFFECTED

1124/1124A Wiring Diagram Manual, Chapter 33-10-01 and 33-10-02.

2. ACCOMPLISHMENT INSTRUCTIONS

Part A

Reference WDM, Chapter 33-10-01 and 33-10-02. Revise wiring as follows:

NOTE

Aircraft with light protection box installed perform Service Letter #WW-2463 prior to accomplishment of these procedures.

- (1) Gain access to instrument lighting power supplies in nose compartments.
- (2) At P-231 remove wire #1L505A18 from pin C and insert a 2-inch length of #16 AWG wire. Using butt splice attach wire #1L505A18 and new #16 AWG wire #1L505AA16 #16 AWG wire inserted in pin C. Route new wire along cable bundle to P-10 at pressure bulkhead. Using butt splice, attach a two-inch length of #18 AWG wire to new wire and insert opposite end in P-10, pin I.

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- (3) At P-240 remove wire #2L505A18 from pin C and insert a two-inch length of #16 AWG wire. Using butt splice, attach wire #2L505A18 and new #16 AWG wire #2L505AA16 to #16 AWG wire inserted in pin C. Route new wire along cable bundle to P-10 at pressure bulkhead. Using butt splice, attach a two-inch length of #18 AWG wire to new wire and insert opposite end in P-10, pin J.
- (4) At P-347 remove wire #L507A18 from pin C and insert a two-inch length of #16 AWG wire. Using butt splice, attach wire #L507A18 and new #16 AWG wire #L507AA16 to #16 AWG wire inserted in pin C. Route new wire along cable bundle to P-10 at pressure bulkhead. Using butt splice, attach a two-inch length of #18 AWG wire to new wire and insert opposite end in P-10, pin K.
- (5) At bulkhead connector J-10 (cabin side), add a two-inch length of #18 AWG wire to pin I. Splice to new #16 AWG wire #1L505AB16, route along existing cable bundle to TB-101 and attach to terminal #4.
  - (a) Add new #18 AWG wire #1L505( )18 to TB-101 terminal #4 and route to T-11. Attach to terminal #7.
  - (b) At T-11 add length of #18 AWG wire to terminal #9 and attach to airframe ground point not more than 12 inches from T-11.
- (6) At J-10 add a new two-inch length of #18 AWG wire to pin J. Splice to new #16 AWG wire #2L505AB16 and route along existing cable bundle to TB-101 and attach to terminal #5.
  - (a) Add new #18 AWG wire #2L505( )18 to TB-101 terminal #5 and route to T-18. Attach to terminal #7.
  - (b) At T-18 add length of #18 AWG wire to terminal #9 and attach to airframe ground point not more than 12 inches from T-18.
- (7) At J-10 add a new two-inch length of #18 AWG wire to pin K. Splice to new #16 AWG wire #L507AB16 and route along existing cable bundle to TB-101 and attach to terminal #7.
  - (a) Add new #18 AWG wire #L507( )18 to TB-101 terminal #7 and route to T-11. Attach to terminal #19.
- (8) Apply power to aircraft. Check instrument lights, bright and dim condition.

- (a) At full intensity measure no less than 4.6 Vdc at TB101-4, TB101-5 and TB101-7. If voltage level is low, check for proper operation of respective power supply.

NOTE

Aircraft with KGS LT-52A power supplies installed can adjust the supply voltage to not more than 5.1 Vdc for proper light condition.

- (9) Reassemble aircraft and return to service.

Part B

Reference Wiring Diagram Manual, Chapters 33-10-01 and 33-10-02. Revise wiring as follows:

NOTE

Aircraft with light protection box installed perform Service Letter #WW-2463 prior to accomplishment of these procedures.

- (1) Gain access to instrument lighting power supplies in nose compartment.
- (2) At P-231 remove wire from pin C and insert a two-inch length of #16 AWG wire. Using butt splice, attach removed wire and new #16 AWG wire #1L505AA16 to #16 AWG wire inserted in pin C. Route new wire along cable bundle to P-9 at pressure bulkhead. Using butt splice, attach a two-inch length of #18 AWG wire to new wire and insert opposite end in P-9, pin J.
- (3) At P-240 remove wire from pin C and insert a two-inch length of #16 AWG wire. Using butt splice, attach removed wire and new #16 AWG wire #2L505AA16 to #16 AWG wire inserted in pin C. Route new wire along cable bundle to P-10 at pressure bulkhead. Using butt splice, attach a two-inch length of #18 AWG wire to new wire and insert opposite end in P-10, pin I.
- (4) At P-347 remove wire from pin C and insert a two-inch length of #16 AWG wire. Using butt splice, attach removed wire and new #16 AWG wire #L507AA16 to #16 AWG wire inserted in pin C. Route new wire along cable bundle to P-9 at pressure bulkhead. Using butt splice, attach a two-inch length of #18 AWG wire to new wire and insert opposite end in P-9, pin I.

- (5) At bulkhead connector J-9 (cabin side) add a two-inch length of #18 AWG wire to pin J. Splice to new #16 AWG wire #1L505AB16 and route along existing cable bundle to TB-102 and attach to terminal #12.
- (a) Add new #18 AWG wire #1L505( )18 to TB-102 terminal #12 and route to T-156. Attach to terminal #2. (S/N 174 only, route new wire #1L505( )18 from TB-102 terminal #12 to T-11 terminal #8).
- (b) At T-156 (excluding S/N 174) add new #18 AWG wire to terminal #2. Route and attach to T-158 terminal #4.
- (6) At J-9 add a two-inch length of #18 AWG wire to pin I. Splice to new #16 AWG wire #L507AB16 and route along existing cable bundle to TB-102 and attach to terminal #7.
- (a) Add new #18 AWG wire #L507( )18 to TB-102 terminal #7 and route to T-156. Attach to terminal #17. (S/N 174 only, add two new wires #1L506( )18 and #1L106( )18 and route to T-11. Attach wire #1L506( )18 to terminal #19, and #1L106( )18 to terminal #15 of T-11).
- (b) At T-156 (excluding S/N 174) add new wire #2L302( )18 to terminal #17. Route and attach to T-158 terminal #5. Add new wire #L508( )18 to terminal #18 of T-156. Route and attach to T-161 terminal #8.
- (7) At J-10 add a two-inch length of #18 AWG wire to pin I. Splice to new #16 AWG wire #2L505AB16 and route along existing cable bundle to TB-101 and attach to terminal #5.
- (a) Add new wire #2L505( )18 to TB-101 terminal #5 and route to T-158. Attach to terminal #7. (S/N 174 only, route new wire #2L505( )18 to T-18 and attach to terminal #8).
- (8) Aircraft S/N 174 only.
- (a) Add #18 AWG wire to T-11 terminal #9 and attach to nearest airframe ground.
- (b) Add #18 AWG wire to T-18 terminal #9 and attach to nearest airframe ground.

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- (9) Aircraft S/N 240 and subs.
- (a) Add #18 AWG wire to T-156 terminal #8 and attach to nearest airframe ground.
  - (b) Add #18 AWG wire to T-158 terminal #9 and attach to nearest airframe ground.
  - (c) Add #18 AWG wire to T-161 terminal #10 and attach to nearest airframe ground.
- (10) Apply power to aircraft. Check instrument lights on bright and dim condition.
- (a) At full intensity, measure no less than 4.6 Vdc at TB-102-12, TB-102-7 and TB-101-5. If voltage level is low, check for proper operation of respective power supply.

NOTE

Aircraft with the KGS LT-52A power supplies installed can adjust the supply voltage to not more than 5.1 Vdc for proper light condition.

- (11) Reassemble aircraft and return to service.

3. MATERIAL INFORMATION

<u>QTY</u>	<u>NEW P/N</u>	<u>DESCRIPTION</u>
A/R	MIL-W-16878D	#16 AWG wire
A/R	MIL-W-16878D	#18 AWG wire
A/R	327654	Terminal, Ring Tongue (Mfg AMP)
9	327638	Butt Splice (Mfg AMP)

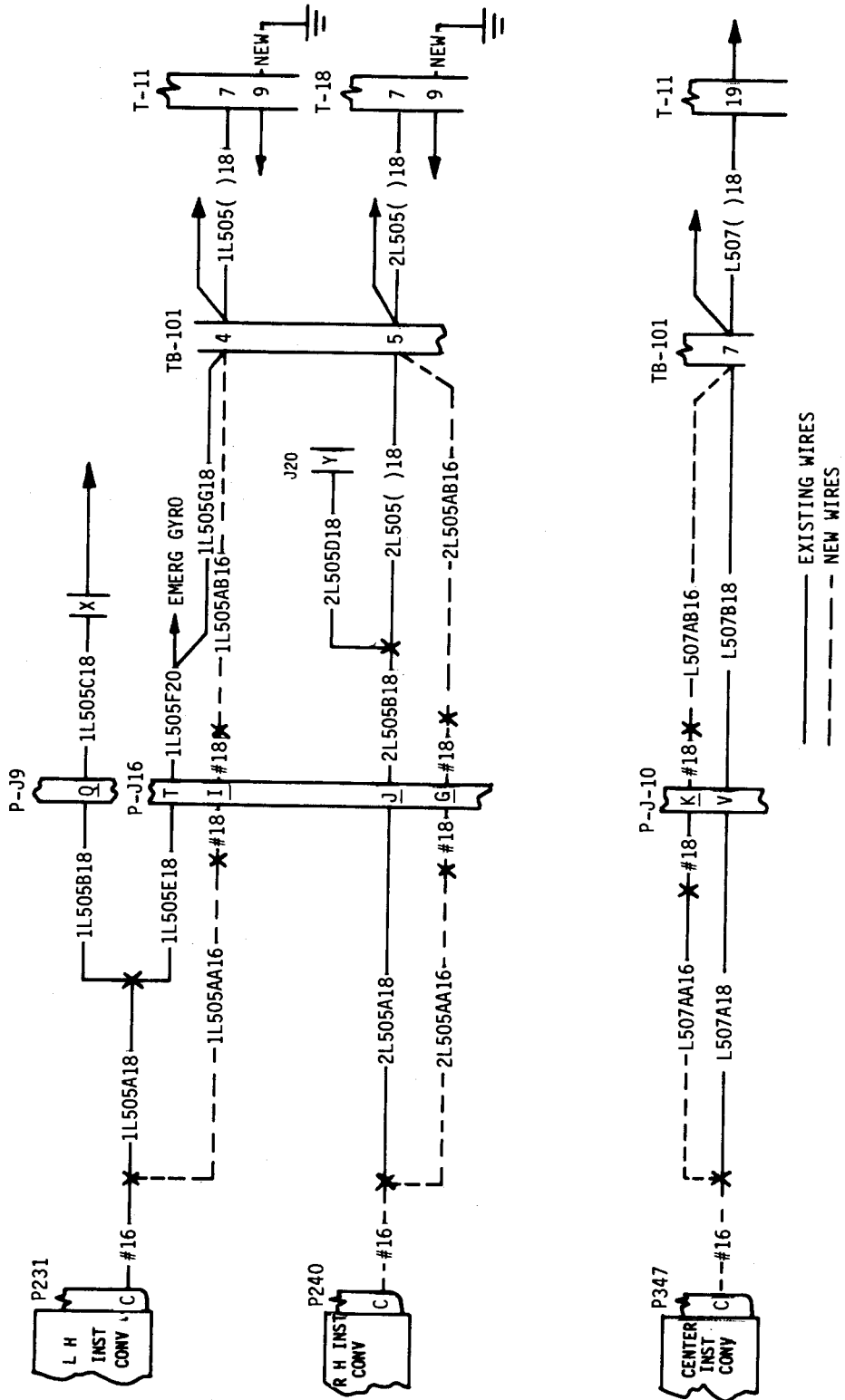
4. RECORD COMPLIANCE

- A. Make the following entry in the aircraft log book:

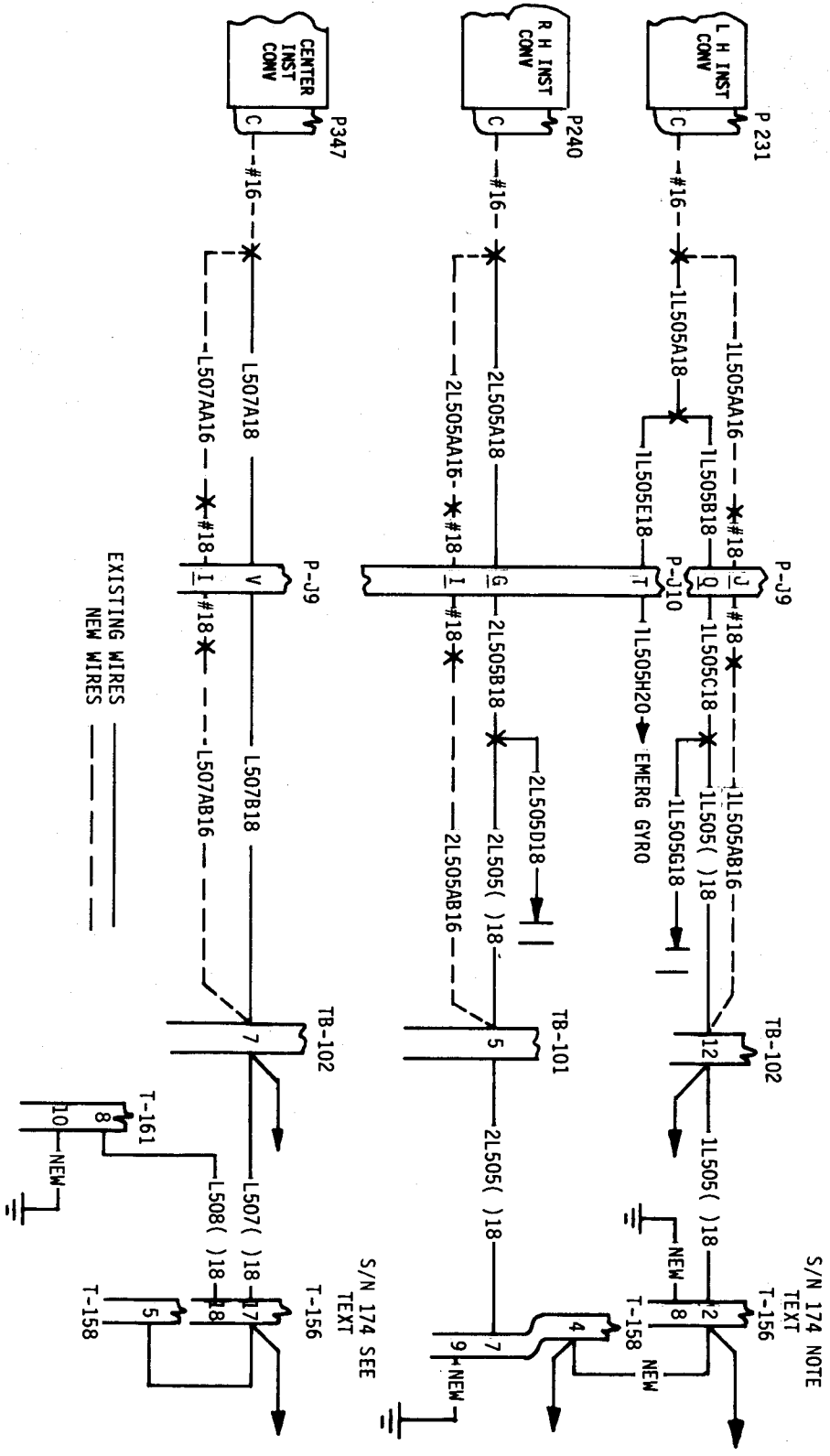
Service bulletin No. 1124-33-060 dated December 9, 1985 titled "Lights - Instrument Light Intensity and Dimmer Balance" complied with this date \_\_\_\_\_.

Update the 1124/1124A Wiring Diagram Manual, Chapters 33-10-01 and 33-10-02 to reflect revised wiring.





PART A



PART 8

# Service Bulletin

A/C S/N \_\_\_\_\_

## Certificate of Compliance

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WILMINGTON, DE 19850  
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This is to certify that Westwind Serial Number \_\_\_\_\_ has complied with Service Bulletin No. 1124-33-060

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance HOURS: \_\_\_\_\_ /CYCLES: \_\_\_\_\_

Compliance Date \_\_\_\_\_ By \_\_\_\_\_  
Signature

OWNER:

ACCOMPLISHING AGENCY:

_____	_____
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Please describe below any discrepancies found or difficulties encountered during compliance:

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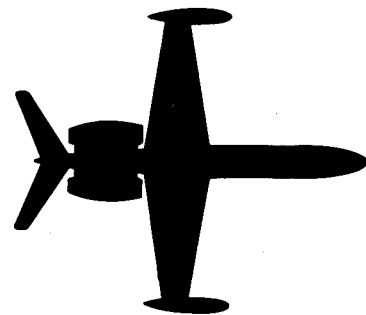
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# **1124-WESTWIND**



## **SERVICE BULLETIN**

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OPTIONAL

SERVICE BULLETIN NO. 1124-33-069

January 31, 1986

SUBJECT: LIGHTS - CHANGE IN POWER SOURCE FOR CABIN LIGHTING SYSTEM

### 1. PLANNING INFORMATION

#### A. EFFECTIVITY

MODEL 1124/1124A WESTWINDS, serial numbers 152, 154, 181, 187 through 400.

#### B. REASON

To provide uninterrupted cabin illumination during engine start cycles.

#### C. COMPLIANCE

Compliance with this service bulletin is optional.

#### D. DESCRIPTION

This modification requires the installation of a 2 AMP circuit breaker, and relocates the cabin lighting power and control circuit bus ties to enable the reading or indirect lighting to stay on during engine starts.

#### E. APPROVAL

This service bulletin has been review by the Israel Civil Aviation Administration (ICAA). The design content conveyed herein complies with the applicable Civil Aviation Regulations and is ICAA approved.



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BEN GURION AIRPORT, ISRAEL

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F. MATERIAL

Material required may be obtained through Atlantic Aviation Supply Company, Wilmington, Delaware or their authorized representative, or may be procured locally.

G. TOOLING

None

H. WEIGHT AND BALANCE

Not applicable.

I. ELECTRICAL LOAD DATA

None

J. REFERENCES

1124 Wiring Diagram Manual, Chapter 33-20-02, 25-30-01.  
1124 Maintenance Manual, Chapter 25.

K. PUBLICATIONS AFFECTED

1124 Wiring Diagram Manual, Chapter 33-20-02.

2. ACCOMPLISHMENT INSTRUCTIONS

A. CONFORMITY INSPECTION

The following checks should be made first to see if your aircraft is affected:

- (1) Aircraft power ON, Avionics No. 2 Master ON.
- (2) "Indirect Reading" light switch ON.
- (3) Open No. 1 Distribution Bus breakers
- (4) Cabin fluorescent should stay ON.
- (5) Avionics No. 2 Master switch OFF, cabin fluorescent lights should stay ON.
- (6) If step (4) or (5) above fails, continue with modification procedures.

B. MODIFICATION PROCEDURES

- (1) Reference Wiring Diagram Manual, Chapter 33-20-02 and figure 1 of this text for wiring changes.
- (2) Locate TB-15 above Emergency Lamp Module and cabin door. Gain access to TB-15 and galley interconnect.
- (3) Remove, cap and stow wire #L326T20 from TB-15 terminal 3 and from galley interconnect pin 17 or pin T (determined by configuration).
- (4) Install 2 Amp circuit breaker in an open location at the galley breaker panel, reference Wiring Diagram Manual Chapter 25 for your type galley. Label the new breaker "Flood Light Control."
- (5) Remove wire #L326A20 (may be L326S20) from pin (17), (T) or (A) as applicable and attach to one side of new breaker.
- (6) Add new wire #L200H16 to opposite side of breaker. Using butt splice, add two short lengths (3") of #20 AWG to free end of wire #L200H16. Insert one #20 wire in pin (17) or (T) as applicable and other #20 wire in pin (18), (16), or (U) of galley interconnect, as applicable.
- (7) At TB-15 add new #16AWG wire #L200G16 to terminal #1. Route along existing cables to galley connector.
- (8) Add two short lengths (3") of #20AWG wire, using butt splice, to free end of wire #L200G16. Insert one #20 wire in pin (17) or (T) as applicable and other #20 wire in pin (18), (16), or (U) of galley connector plug, as applicable.
- (9) Return to Conformity Inspection in part A.

3. MATERIAL INFORMATION

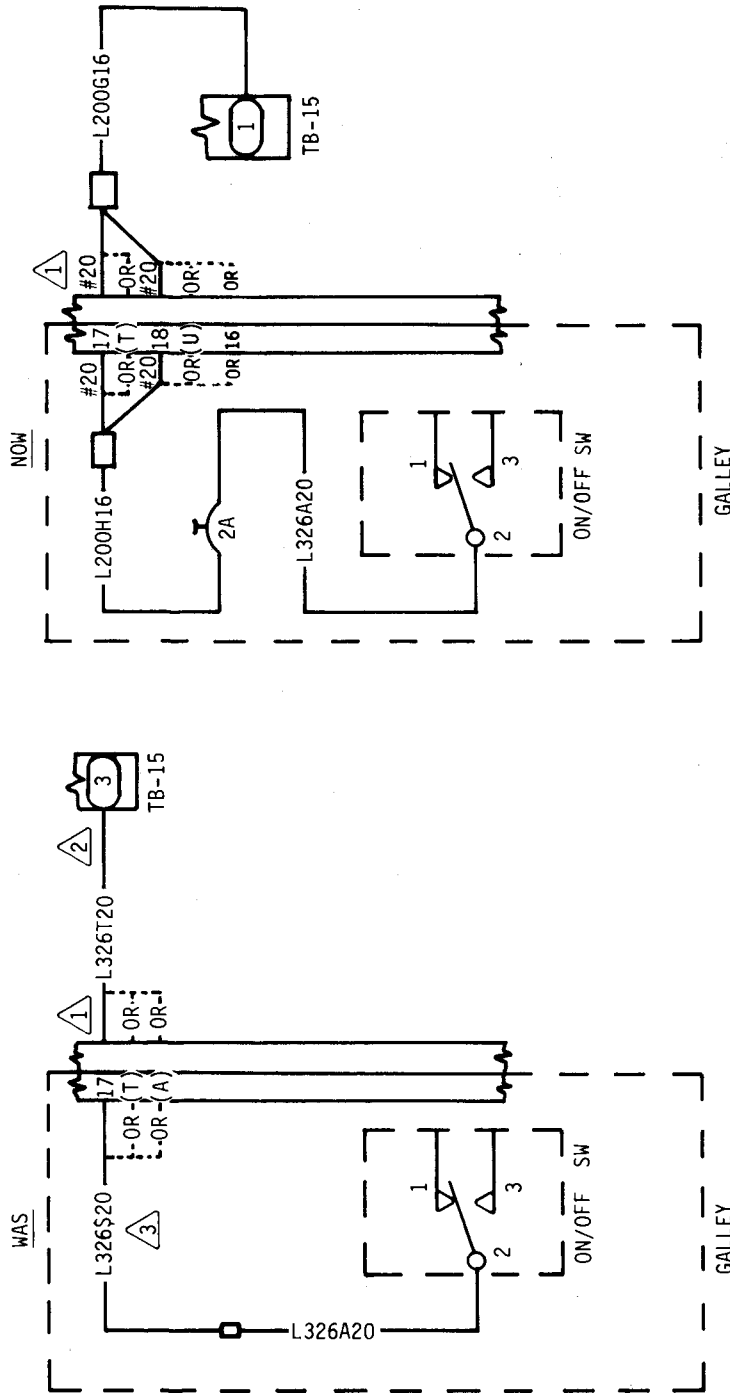
<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
2	327583	Step-down butt splices (Mfg AMP)
1	7274-47-2	Circuit Breaker (Mfg Klixon)
A/R	320554	Terminal (Mfg AMP)
A/R	MIL-W-16878D	Wire #20AWG
A/R	MIL-W-16878D	Wire #16AWG

4. RECORD COMPLIANCE

A. Make the following entry in the aircraft log book:

Service Bulletin No. 1124-33-069 dated January 31, 1986 titled "Lights - Change in Power Source for Cabin Lighting System" has been accomplished this date \_\_\_\_\_.

B. Revise the Wiring Diagram Manual to reflect changes performed per this service bulletin.



NOTES:

- ① USE LETTERS OR NUMBERS IN PARENTHESES AS REQUIRED BY AIRCRAFT CONFIGURATION.
- ② CAP AND STOW WIRE #L326T20, BOTH ENDS.
- ③ WIRE #L326S20 MAY NOT EXIST, CHECK CONFIGURATION.

FIGURE 1



# Service Bulletin

A/C S/N \_\_\_\_\_

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WILMINGTON, DE 19850  
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Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance HOURS: \_\_\_\_\_ /CYCLES: \_\_\_\_\_

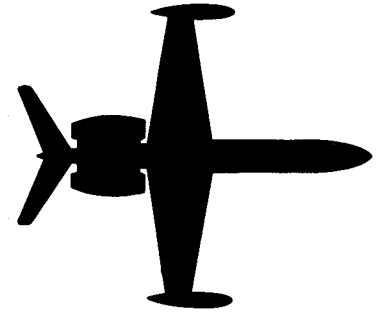
Compliance Date \_\_\_\_\_ By \_\_\_\_\_  
Signature

OWNER:	ACCOMPLISHING AGENCY:
_____	_____
_____	_____
_____	_____
_____	_____

Please describe below any discrepancies found or difficulties encountered during compliance:

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# 1124-WESTWIND



## SERVICE INFORMATION LETTER

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SERVICE INFORMATION LETTER NO. 1124-33-101

November 10, 1993

**SUBJECT:** LIGHTING - ALTERNATE COCKPIT MAP LIGHT

**EFFECTIVITY:** MODEL 1124/1124A WESTWIND, all serial numbers

**A. REASON**

To provide information regarding an alternate cockpit map light assembly.

**B. REFERENCE**

1124/1124A Westwind Illustrated Parts Catalog, Chapter 33-10-00, Figure 3.

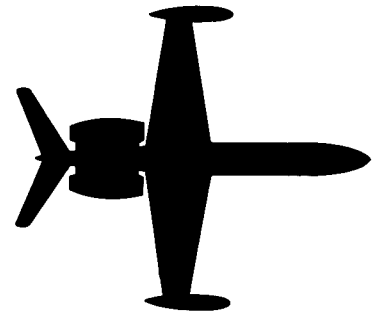
**C. PUBLICATIONS AFFECTED**

1124/1124A Westwind Illustrated Parts Catalog, Chapter 33-10-00.

**D. DESCRIPTION**

The existing cockpit map light assembly P/N 2240-3 may be replaced with map light assembly P/N 3375, which features a more tightly focused light beam and a built in, selectable red lens filter for night use.

This direct replacement assembly requires no modifications to cockpit furnishings or electrical wiring.



## **SERVICE BULLETIN**

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### **RECOMMENDED**

**SERVICE BULLETIN NO. 1124-33-121**

**May 25, 1994**

**SUBJECT: LIGHTS - CABIN FLUORESCENT LIGHTING SUPPORT SYSTEM  
IMPROVEMENT**

**1. PLANNING INFORMATION**

**A. EFFECTIVITY**

MODEL 1124/1124A WESTWINDS, all serial numbers

**B. REASON**

To preclude the possibility of high voltage arcing due to defective bulbs, connectors, or damaged aircraft wiring.

**C. DESCRIPTION**

This service bulletin provides instructions to replace existing Remote Power Units (RPU) with Protected Power Units (PPU).

**D. COMPLIANCE**

It is recommended that this service bulletin be accomplished at the operators earliest convenience.

**E. APPROVAL**

This service bulletin has been reviewed by the Civil Aviation Administration of Israel (CAAI). The design content herein complies with the applicable Civil Aviation Regulations and is CAAI approved.

**F. MAN-HOUR REQUIREMENTS**

The following information is for planning purposes only:

- (1) Estimated man-hours: 8
- (2) Suggested number of personnel: 2

The above is an estimate only, based on experienced personnel complying with this service bulletin. It is possible, depending on individual experience levels, that additional or fewer man-hours are required to accomplish this bulletin.

**G. MATERIAL**

<u>QTY.</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
A/R	AL-5112	PROTECTED POWER UNIT
A/R	AL-5117	PROTECTED POWER UNIT
A/R	AL-11002	KIT (1 FOR EACH RPU-52 TO AL-5117 REPLACEMENT)

Material required may be obtained through Astra Jet Corporation, New Castle, Delaware, or authorized ASTRA/WESTWIND Service Centers.

**H. TOOLING**

No special tooling required.

**I. WEIGHT AND BALANCE**

Not applicable.

**J. ELECTRICAL LOAD DATA**

Not applicable.

**K. REFERENCES**

1124/1124A Westwind Wiring Diagram Manual, Chapter 33-20-02  
1124/1124A Westwind Maintenance Manual, Chapter 33-20-00  
1124/1124A Westwind Illustrated Parts Catalog, Chapter 33-20-00  
Service Information Letter 1123-33-099

**L. PUBLICATIONS AFFECTED**

1124/1124A Westwind Illustrated Parts Catalog Chapter 33-20-00

2. ACCOMPLISHMENT INSTRUCTIONS

- A. Remove power from aircraft fluorescent lighting system.
- B. Remove interior as required to access remote power units for the cabin fluorescent lighting support system(s).
- C. Remove each remote power unit and replace with a protected power unit by part numbers as listed below:

<u>OLD P/N</u>	<u>NEW P/N</u>
RPU-52	AL-5117
TR-991	AL-5117
AL-0546	AL-5117
TR-992	AL-5112
AL-0514	AL-5112

**NOTE:** If replacing RPU P/N RPU-52 with PPU P/N AL-5117, a connector P/N 61193 contained in Install Kit AL-11002 must be used.

- (1) Remove RPU P/N RPU-52. Cut wires allowing sufficient length for connection to PPU P/N AL-5117.
  - (2) Strip all 4 wires approximately 3/16" and crimp one pin to each wire (pins supplied with connector).
  - (3) Insert two wires from inverter into connector slots labeled INPUT. Polarity not a factor.
  - (4) Insert two wires to lamp(s) into connector slots labeled OUTPUT. Polarity not a factor.
  - (5) With new PPU P/N AL-5117 installed, connect to newly installed connector.
- D. Insure all fluorescent lighting components are secure and perform functional check of interior lighting system.
- NOTE:** Inoperative lights after installation of Protected Power Units are normally a fault of connectors, wiring or defective bulbs.
- E. Install removed interior items and return aircraft to service.

3. RECORD COMPLIANCE

A. Make the following entry in the aircraft log book:

Service Bulletin 1124-33-121 dated May 25, 1994, titled "Lights - Cabin Fluorescent Lighting Support Systems Improvement", has been accomplished this date  
\_\_\_\_\_.

B. Complete the attached Certificate of Compliance and return to Astra Jet Corporation in New Castle, Delaware.

TEAR AT PERFORATION, REMOVE TAPE AT BOTTOM, FOLD, SEAL AND MAIL

*Service Bulletin*

*Certificate of Compliance*

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

Technical Publications  
Astra Jet Corporation  
77 McCullough Drive, Suite 11  
New Castle, DE 19720

This is to certify that WESTWIND Serial Number \_\_\_\_\_ has complied with Service Bulletin No.

**1124-33-121**

Aircraft Registration No. \_\_\_\_\_

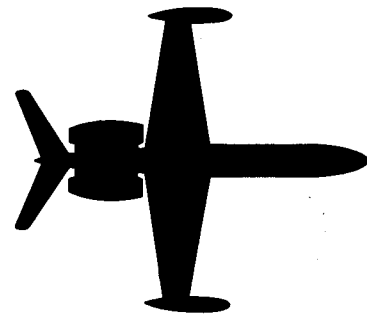
Airframe Total Time at Compliance: Hours \_\_\_\_\_ Cycles \_\_\_\_\_

Compliance Date: \_\_\_\_\_ By: \_\_\_\_\_  
Signature

Owner:	Accomplishing Agency:
_____	_____
_____	_____
_____	_____
_____	_____

Please describe below any discrepancies found or difficulties encountered during compliance:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
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## **SERVICE BULLETIN**

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### **RECOMMENDED**

SERVICE BULLETIN NO. 1124-33-122

June 15, 1994

SUBJECT: LIGHTS - TIP TANK STROBE LIGHT WIRING CONDUIT

1. PLANNING INFORMATION

A. EFFECTIVITY

MODEL 1124/1124A WESTWIND, all serial numbers.

B. REASON

Field experience has revealed the possibility of the tip tank strobe light wiring conduit chaffing the inner wall of the tip tank.

C. DESCRIPTION

This service bulletin provides instructions to inspect the strobe light wire conduit located inside the tip tanks for proper clearance from surrounding structure.

D. COMPLIANCE

It is recommended that this service bulletin be accomplished at the next scheduled inspection.

E. APPROVAL

This service bulletin has been reviewed by the Civil Aviation Administration Israel (CAAI). The design content herein complies with the applicable Civil Aviation Regulations and is CAAI approved.



F. MAN-HOUR REQUIREMENTS

The following information is for planning purposes only:

- (1) Estimated man-hours: 4
- (2) Suggested number of personnel: 1

The above is an estimate only, based on experienced personnel complying with this service bulletin. It is possible, depending on individual experience levels, that additional or fewer man-hours are required to accomplish this bulletin.

G. MATERIAL

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
A/R	PR1005L	PROTECTIVE COATING

Material required may be obtained through Astra Jet Corporation, New Castle, Delaware, or authorized ASTRA/WESTWIND Service Centers.

H. TOOLING

No special tooling required.

I. WEIGHT AND BALANCE

Not applicable.

J. ELECTRICAL LOAD DATA

Not applicable.

K. REFERENCE

Westwind Maintenance Manual 12-10-01

L. PUBLICATIONS AFFECTED

None

2. ACCOMPLISHMENT INSTRUCTIONS (Refer to Figure 1)

- A. Remove all fuel from tip tank, reference 1124/1124A Maintenance Manual, 12-10-01.
- B. Remove access panel located on outboard side of tip tank.

SERVICE BULLETIN NO. 1124-33-122

- C. Inspect routing of strobe light wire conduit (hose) from strobe light to power supply for possible contact with surrounding structure.
- D. If no contact with structure is found, proceed to step "F".
- E. If contact with surrounding structure is found, proceed as follows:
  - (1) Inspect conduit to determine if any steel strands are worn through.
  - (2) If any strands are worn through, conduit must be replaced.
  - (3) If no strands are worn through, loosen clamps securing conduit, and reposition conduit as necessary to prevent further contact with surrounding structure. Tighten clamps.
  - (4) Inspect area of tip tank skin where conduit was making contact.
  - (5) If depth of wear does not exceed .010 inch, coat exposed surface with protective coating P/N PR1005L (MIL-S-4383).  

NOTE: If wear is not smooth, blend out area without deepening damage.  
Refer to Figure 1, Detail A.
  - (6) If wear exceeds .010 inch, contact Astra Jet Corporation Technical Services.
- F. Install access panel removed in step "B".

3. COMPLIANCE RECORD

- A. Make the following entry in the aircraft log book:

Service Bulletin No. 1124-33-122 dated June 15, 1994, titled "Lights - Tip Tank Strobe Light Wiring Conduit", has been accomplished this date

\_\_\_\_\_.

- B. Complete the attached Certificate of Compliance and return to Astra Jet Corporation in New Castle, Delaware.

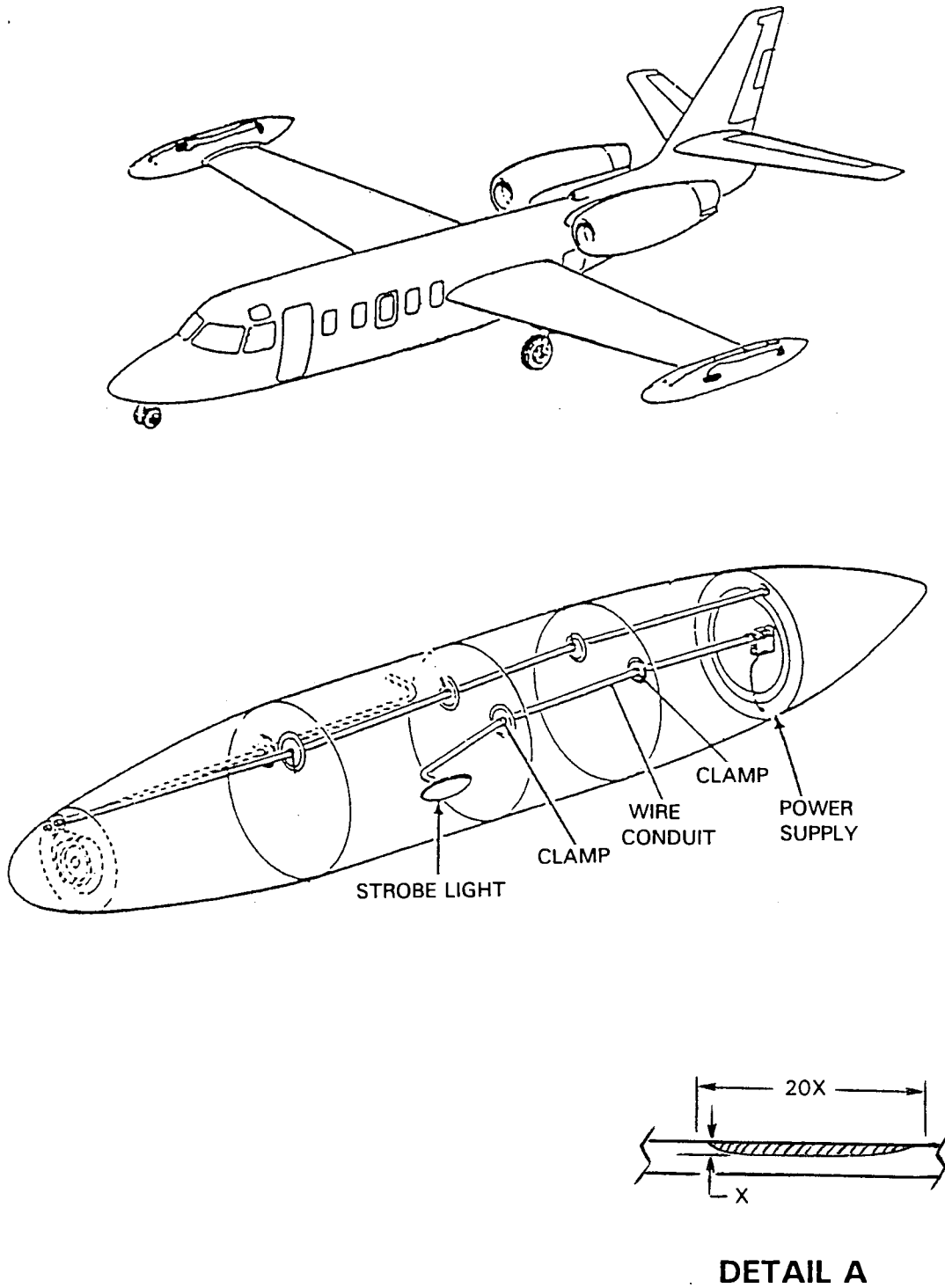


FIGURE 1

*Service Bulletin*

*Certificate of Compliance*

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New Castle, DE 19720

This is to certify that WESTWIND Serial Number \_\_\_\_\_ has complied with  
Service Bulletin No.

**1124-33-122**

Aircraft Registration No. \_\_\_\_\_

Airframe Total Time at Compliance: Hours \_\_\_\_\_ Cycles \_\_\_\_\_

Compliance Date: \_\_\_\_\_ By: \_\_\_\_\_  
Signature

Owner:	Accomplishing Agency:
_____	_____
_____	_____
_____	_____
_____	_____

Please describe below any discrepancies found or difficulties encountered  
during compliance:

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TEAR AT PERFORATION, REMOVE TAPE AT BOTTOM, FOLD, SEAL AND MAIL