

SERVICE INFORMATION LETTER

SERVICE INFORMATION LETTER INDEX

<u>NO.</u>	<u>DATE</u>	<u>SUBJECT</u>
1124-21-001	Mar 15/84	Pressurization - Deletion of Adjustment for Fluid Pressure Regulator Valve
1124-27-002	Nov 9/84	Flap Asymmetry Comparator Control Box Failures and Nuisance Flap Imbalance Warnings
1124-30-003	Nov 19/84	Pitot and AOA Heat Limitations
1124-22-004	Dec 3/84	Pilot and Copilot Annunciator Panel Interconnect Plug Wiring
1124-24-005 Rev. No. 1	Jun 20/85	Inspection and Test of Priority Bus Diodes
1124-24-006	Dec 11/84	Alternate Part for Engine Pylon Firewall Bulkhead Connectors J313 and J314
1124-21-007 Rev. No. 1	Aug 9/85	Adjustment Procedures for the 3213894-1-1 Bleed Switching Valve
1124-33-008	Dec 18/84	Staco Switch and Lamp Assemblies
1124-28-009	Dec 13/84	Wing Fuel Probe Gasket, Left and Right Outboard
1124-25-010	Dec 18/84	Passenger Seat Recline Control Removal/Installation Improvement
1124-22-011 Rev. No. 1	Feb 17/86	Air Data/Computer and Altimeter Certification for 1124A
1124-34-012 Rev. No. 1	Apr 5/85	Coaxial Cable Clamping

SERVICE INFORMATION LETTER INDEX

<u>NO.</u>	<u>DATE</u>	<u>SUBJECT</u>
1124-21-013	Feb 6/85	Approved Alternate Lubricants for Airesearch Cooling Turbine 572375-1-2 and -3
1124-21-014	Feb 8/85	Pressurization - Maintenance of Outflow Valves
1124-35-015	Feb 11/85	Oxygen System - Time Unit Changes
1124-23-016	Jan 28/85	Static Wick and Base Bonding Tests
1124-21-017	Feb 12/85	Cooling Turbine - Oil Sump Drain Plug Accessibility Improvement
1124-73-018 Rev. No. 1	Jun 14/85	Engine Fuel Computer EMI Filter Inspection
1124-24-019B	Nov 14/86	Distribution Bus Circuit Breaker Inspection
1124-28-020A	Apr 30/87	Fuel - Dump Valve Interchangeability
1124-34-021	Feb 19/85	Installation of Chafe-Guard Material on Wire Bundles at Station 269 Near Emergency Gyro Power Supply
1124-32-022	Mar 20/85	Steering Yoke - Grease Fitting Replacement
1124-24-023	Feb 25/85	Minimizing Precipitation Static Interference through Proper Aircraft Bonding
1124-76-024	Feb 26/85	Identification of Throttle Quadrant Limit Switch Assignments
1124-33-025 Rev. No. 1	Sep 9/85	Failure of Aircraft System and Lamp Test Function
1124-28-026	Mar 11/85	Replacement of Firewall Fuel Shut-Off Valve Light Circuit Relay
1124-25-027	Mar 20/85	Improved Stereo Speaker Clarity
1124-27-028 Rev. No. 1	CANCELED May 29/90	Flap Limit Switch Replacement
1124-56-029 Rev. No. 1	CANCELED May 2/89	Cockpit Side Windows - Improved Removal/Installation Procedures

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<u>NO.</u>	<u>DATE</u>	<u>SUBJECT</u>
1124-27-030 Rev. No. 1	CANCELED May 29/90	Measurement Limits of Aileron Trim and Servo Tab Free Play
1124-34-031A Rev. No. 1	Apr 29/85	Pilot and Copilot Annunciator Panel Cable Bundle Chafing/Shorting
1124-33-032	Jul 8/88	Lighting - Cockpit Glareshield - Floodlight Improvement
1124-32-033	Mar 20/85	Main/Nose Landing Gear - Revised Limit Switch Adjustments
1124-52-034	Apr 24/85	Prevention of Water Freezing in Cabin Doors and Baggage Doors
1124-35-035	Mar 20/85	Stowage of Eros Oxygen Mask P/N MC-1013-12
1124-34-036	Mar 20/85	AOA System - Component Replacement
1124-24-037	Mar 21/85	Storage of Nickel Cadmium Aircraft Batteries
1124-22-038	Apr 2/85	Vertical Gyro Adjustment Procedure
1124-22-039	Apr 2/85	Vertical Gyro Improvements
1124-34-040	Apr 2/85	Radar Stabilization Improvements
1124-32-041	Apr 2/85	Goodyear Nose Gear Bearing Seals
1124-22-042	Apr 2/85	Horizontal Trim Actuator Response Time
1124-21-043	Apr 2/85	Improved Gaskets for Bleed Switching Valve
1124-23-044	Apr 2/85	To Prevent Failure of Stereo System and "L" Pad Cabin Volume Controls
1124-22-045B	Feb 7/86	Six-Pole Relay Contact Failures and Replacement Information
1124-34-046	Apr 5/85	NCS31/A Slant Range Correction
1124-23-047	Apr 8/85	Collins HF220 System Improvements
1124-23-048	Apr 8/85	Aircraft Microphones and COM Unit Adjustment
1124-23-049 Rev. No. 1	Jul 31/85	CTL 20/30 COM/NAV Control Interchangeability

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<u>NO.</u>	<u>DATE</u>	<u>SUBJECT</u>
1124-34-050	May 27/85	HSI-84/REU-84 Modification/Status Changes
1124-29-051	May 27/85	Hydraulic Power - Emergency Hydraulic Pump Shaft Seal Drain Fitting - Proper Installation Instructions
1124-34-052 Rev. No. 1	Jul 5/85	NCS/FMS Electro-Magnetic Interference Problems
1124-34-053	Aug 9/85	FMS-90/LRN-85/GNS-500 Backlighting
1124-24-054	Jun 5/85	AC Static Inverter Improvements
1124-25-055	Jun 14/85	Sherwood Toilet P/N 2051 Timer Failures
1124-22-056	Aug 12/85	Inadvertent Annunciator Lamp Control
1124-27-057	Sep 16/85	Rudder and Tabs - Synchronization of Dual Actuators
1124-33-058	Sep 27/85	Electrical Noise Radiation from Cabin Fluorescent Lighting System
1124-25-059 Rev. No. 1	Jul 31/89	Portable Fire Extinguishers
1124-23-060	Jan 10/86	Communications - Audio - Sidetone Adjustment Procedures
1124-12-061	Jan 30/86	Servicing - Over Wing Refueling Ports
1124-28-062	Feb 7/86	To Announce the Availability of a New Fuel Vent Valve
1124-27-063	Feb 7/86	To Announce the Availability of a New EMI Filter
1124-27-064	Feb 7/86	Horizontal Trim Actuator - Axial Play
1124-22-065A	Oct 31/86	Autopilot - To Reduce Roll Axis Cycling
1124-21-066 Rev. No. 3	Oct 28/92	Air Conditioning - Improved Bleed Switching Valve (Garrett P/N 3213894-4-1)
1124-29-067	Oct 31/86	Hydraulic Power - Suggested Inspection Methods for Aft Fuselage (Station 316) Hydraulic Lines
1124-22-068	Nov 7/86	Autopilot - To Reduce Roll Axis Cycling and Improve Vertical Mode Performance

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<u>NO.</u>	<u>DATE</u>	<u>SUBJECT</u>
1124-21-069	Jan 16/87	Air Conditioning - Improved Bleed Switching Valve Body Seals
1124-27-070	May 31/89	Flight Controls - Suggested Specialty Tooling for Control System Free Play Measurement
1124-71-071	Apr 4/88	Exhaust - Engine Tail Pipe Clamp - Torque Check
1124-20-072	May 31/89	Service Bulletin - Compliance Designations
1124-34-073 Rev. No. 1	May 29/90	Weather Radar - Collins IND-300 Weather Radar Indicator Mandatory Service Bulletin
1124-29-074	Sep 8/89	Hydraulic - Approved Use of Teflon Back-Up O-Rings
1124-22-075	Dec 7/89	Auto Pilot - Vertical Gyro Precession
1124-22-076	Mar 26/90	Auto Pilot-Altitude Preselect Errors
1124-09-077	Jun 15/90	Towing and Taxiing - Proper Towing Procedures
1124-21-078 Rev. No. 1	Mar 20/91	Air Conditioning - 35 Degree Temp Sensor Connector - Reliability Improvements
1124-05-079 Rev. No. 2	Nov 18/92	Time Limits/Maintenance Checks-50 Hour Phase Inspection
1124-30-080	May 29/90	Ice and Rain Protection - Engine HP Bleed Manifold Assembly
1124-56-081	Jun 15/90	Windows-Cockpit Side Windows
1124-35-082	Aug 8/90	Oxygen-EROS MC-Series Mask-Regulator Assembly Overhaul Interval Increase
1124-35-083	Oct 1/90	Oxygen - Shutoff Valve Lubrication
1124-33-084	Dec 12/90	Lighting - Tip Tank Strobe Light Wiring
1124-21-085	Dec 27/90	Air Conditioning - 35°F Temperature Control Sensor Installation
1124-34-086 Rev. No. 1	Apr 4/91	Navigation - Weather Radar Antenna

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<u>NO.</u>	<u>DATE</u>	<u>SUBJECT</u>
1124-35-087	Mar 13/91	Oxygen - Eros MC-Series Mask - Regulator Assembly Service Bulletin MA/B/C10-35-29
1124-05-088	Apr 24/91	Time Limits/Maintenance Checks - Structural Inspection Program
1124-32-089	Mar 13/91	Landing Gear - MLG Tire Shoulder Cracks
1124-28-090	Mar 13/91	Fuel - Fuel Dump Stop Level Switch Precautions
1124-24-091	Jul 17/91	Electrical - Lucas Aerospace (Lear Siegler) Starter Generator Bearing Replacement
1124-78-092	Oct 9/91	Thrust Reverse - Replacement of Thrust Reverse Fault Test Switch
1124-31-093	Feb 26/92	Indicating - Recording Systems - Cockpit Voice Recorder Underwater Acoustic Beacon Field Maintenance
1124-11-094	Apr 15/92	Placards - Protection From Skydrol Damage
1124-25-095	Apr 15/92	Equipment/Furnishings - Monogram Series 15500 Toilet Maintenance
1124-25-096	Jul 1/92	Equipment/Furnishings - Extended Over Water Operations, Safety and Survival Equipment
1124-05-097	Jul 29/92	Time Limits/Maintenance Checks - Pressure Cylinders Hydrostatic Test Interval Revisions
1124-32-098	Aug 12/92	Landing Gear - Nose Wheel Bolt Hole Repair
R 1124-33-099 R Rev. No. 1	May 25/94	Lights - Cabin Fluorescent Support System Parts Upgrade/Replacement
1124-32-100	Sep 1/93	Landing Gear - Wheel Inspection and Overhaul Schedules
1124-33-101	Nov 10/93	Lighting - Alternate Cockpit Map Light
R 1124-20-102	Apr 6/94	Standard Practices - Airworthiness of Parts
R 1124-28-103 R Rev. No. 1	Jun 22/94	Fuel - Improved Fuel Boost Pump

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	<u>NO.</u>	<u>DATE</u>	<u>SUBJECT</u>
R	1124-20-104	Jul 20/94	Standard Practices - Airfield Crash Crew Information
R	1124-51-105	Aug 3/94	Structures - Inspection and Preventative Maintenance of Aircraft Structure for Corrosion at Antenna Mating Surfaces
R			

SERVICE PUBLICATIONS revision notice

SERVICE LETTER NO. WW-2401
Revision No. 1

DATE: MAY 23, 1978

SUBJECT: INSPECTION HOLE IN T/R DOORS

REVISED
EFFECTIVITY: MODEL 1124 AIRCRAFT S/N 154, 181, 187 THRU 189,
191, AND 192

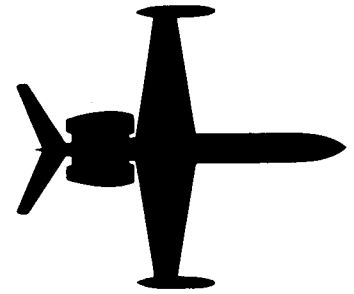
REASON FOR
REVISION: TO LIMIT EFFECTIVITY TO INCLUSIVE S/N'S

1124-78-01
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SUBSIDIARY OF ISRAEL AIRCRAFT INDUSTRIES. LTD
BEN GURION AIRPORT. ISRAEL

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO: WW-2401

DATE: AUGUST 3, 1976

EFFECTIVITY: 1124 AIRCRAFT SERIAL NO'S 187 AND SUBSEQUENT.
SUBJECT: INSPECTION HOLE IN T/R DOORS.
COMPLIANCE: WITHIN NEXT 50 FLIGHT HOURS.
APPROVAL: I.A.I. ENGINEERING.
PURPOSE: PROVIDE INSPECTION HOLES FOR CHECK AND ADJUSTMENT OF SECONDARY LOCK AND DOOR LATCH. (.030"-.060")

INSTRUCTIONS:

1. Clear T/R area prior to deploying T/R Doors.
2. Apply 28V DC power to aircraft.
3. Deploy T/R per 1124 Maintenance Manual, Chapter 78-34-00. (AND OR GRUMMANS MAINTENANCE AND OVERHAUL MANUAL NO. PM IAI MA75-1 CHAPTER 78-38-00)
4. With Doors in deployed position install Ground Lock Safety Pins.
5. Bleed T/R accumulator pressure and disconnect electrical power from aircraft.
6. Drill 1/2" diameter holes as shown in Figure 1.
7. With modification complied with clear T/R Doors, remove Ground Lock Safety Pins and Stow T/R Doors by hand in closed position.
8. Perform T/R Electrical and Hydraulic operational check and inspect secondary Lock and Door Latch for adjustments.

SUPPLY DATA: NONE

WEIGHT AND BALANCE: NEGLIGIBLE.

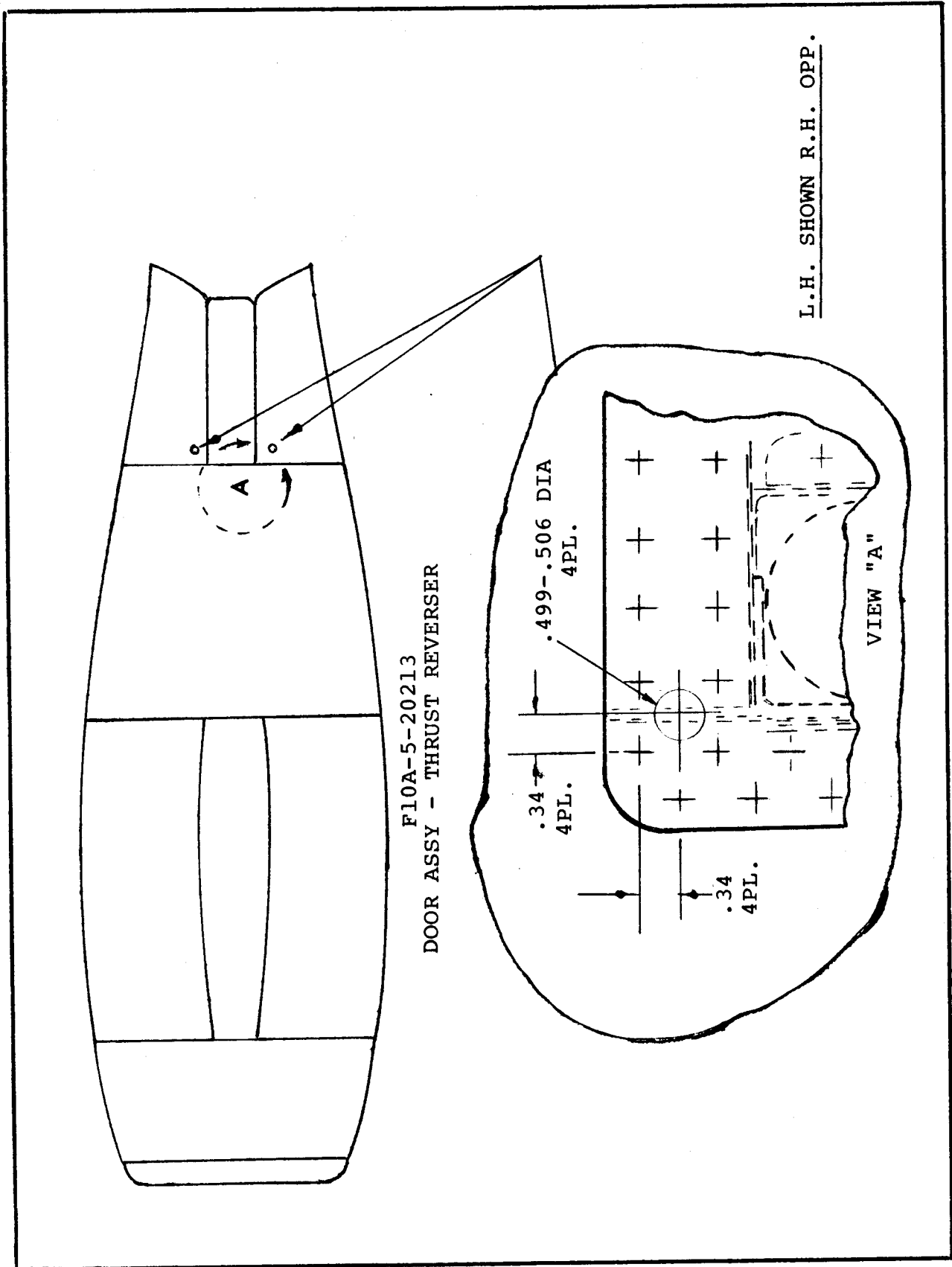
78-30-01
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BEN GURION AIRPORT, ISRAEL

AIRCRAFT RECORDS:

Make appropriate entry in aircraft permanent maintenance records as follows: Service Letter No. WW-2401 Dated _____, entitled "Inspection Hole In T/R Doors", accomplished (DATE) _____.



F10A-5-20213
 DOOR ASSY - THRUST REVERSER

L.H. SHOWN R.H. OPP.

SERVICE PUBLICATIONS revision notice

SERVICE LETTER NO. WW-2402
Revision No. 1A

DATE: AUGUST 22, 1978

SUBJECT: MAIN LANDING GEAR - PARALLELISM REQUIREMENTS

REVISED

EFFECTIVITY: MODEL 1124 AIRCRAFT S/N 154, 181, 187 THRU 192,
AND 196

REASON FOR
REVISION:

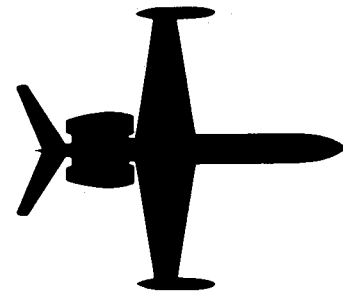
TO CORRECT AND LIMIT EFFECTIVE TO INCLUSIVE
SERIAL NUMBERS.

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1124-WESTWIND



SERVICE LETTER

SERVICE LETTER NO: WW-2402

DATE: AUGUST 27, 1976

EFFECTIVITY: ALL MODEL 1124 A/C, S/N 187 AND SUBSEQUENT.

SUBJECT: MAIN LANDING GEAR - PARALLELISM REQUIREMENTS.

RECOMMENDED
COMPLIANCE: AS SOON AS POSSIBLE.

APPROVAL: I.A.I. ENGINEERING.

PURPOSE: CHANGE OF PARALLELISM PROCEDURES TO MINIMIZE TIRE
WEAR BY TOE-OUT ADJUSTMENT.

INSTRUCTIONS:

1. Prior to jacking aircraft remove fuses from jet pack emergency battery. Jack the aircraft with wing jacks and tail stand, and level it laterally. M/M-8-00-01.
2. Project the aircraft centerline on the ground as follows:
 - a. Using a plumb line, mark the centers of the nose landing gear drag brace and of the tail skid on the ground.
 - b. Stretch and mark a line between the two points marked in Step (a). SEE FIGURE 1.
3. Parallel to center line measure three and one half feet fore and aft of the center of each main landing gear on both sides and mark the lines on the floor.
4. Attach a straight edge and spacer to inboard side of wheel. The straight edge should extend a minimum of three feet fore and aft of wheel center. SEE FIGURE 2.

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BEN GURION AIRPORT, ISRAEL

INSTRUCTIONS: CONT'D

5. Level the straight edge. Suspend a plumb line from the straight edge at a distance of three feet fore and aft from the wheel center and mark the points on the ground.
6. Repeat steps (4) - (5) on the opposite wheel.
7. Measure and note the distance between the forward point to the aircraft centerline. Repeat the procedure from the rear point. The difference between the distance should be more than .547" and less than .773". If necessary, adjust landing gear parallelism in accordance with the following steps.
 - a. Remove the nut, washer and bolt securing the locking key to upper end of lower scissor arm. (FIGURE 3)
 - b. Align the gear to 0.00" difference by turning serrated bushing P/N 2253515.
 - c. Turn the serrated bushings 540° (one and a half turns) on L/H M.L.G., clockwise, looking outboard. R/H M.L.G., counter clockwise, looking inboard.

NOTE: SERRATED BUSHINGS SHOULD BE ROTATED IN HALF TURNS TO ALLOW INSTALLATION OF LOCKING KEY.

 - d. Repeat steps 5 and 7 to check adjustment.
 - e. Install locking key on upper end of lower scissor arm.
 - f. Install bolt, washer and nut securing the locking key to the upper end of lower scissor arm. Torque nut to 50-70 in/lbs.
8. Remove straight edge and spacer from wheel.
9. Repeat step (7) on the opposite wheel.
10. Replace fuses in jet pack and check standby horizon operation.
11. Remove the aircraft from jacks.

SUPPLY DATA: NONE.

WEIGHT AND
BALANCE: NOT APPLICABLE.

AIRCRAFT RECORDS:

Make appropriate entry in aircraft permanent maintenance records as follows: Service Letter No: WW-2402 dated _____ entitled, "Main Landing Gear - Parallelism Requirements", accomplished (DATE).

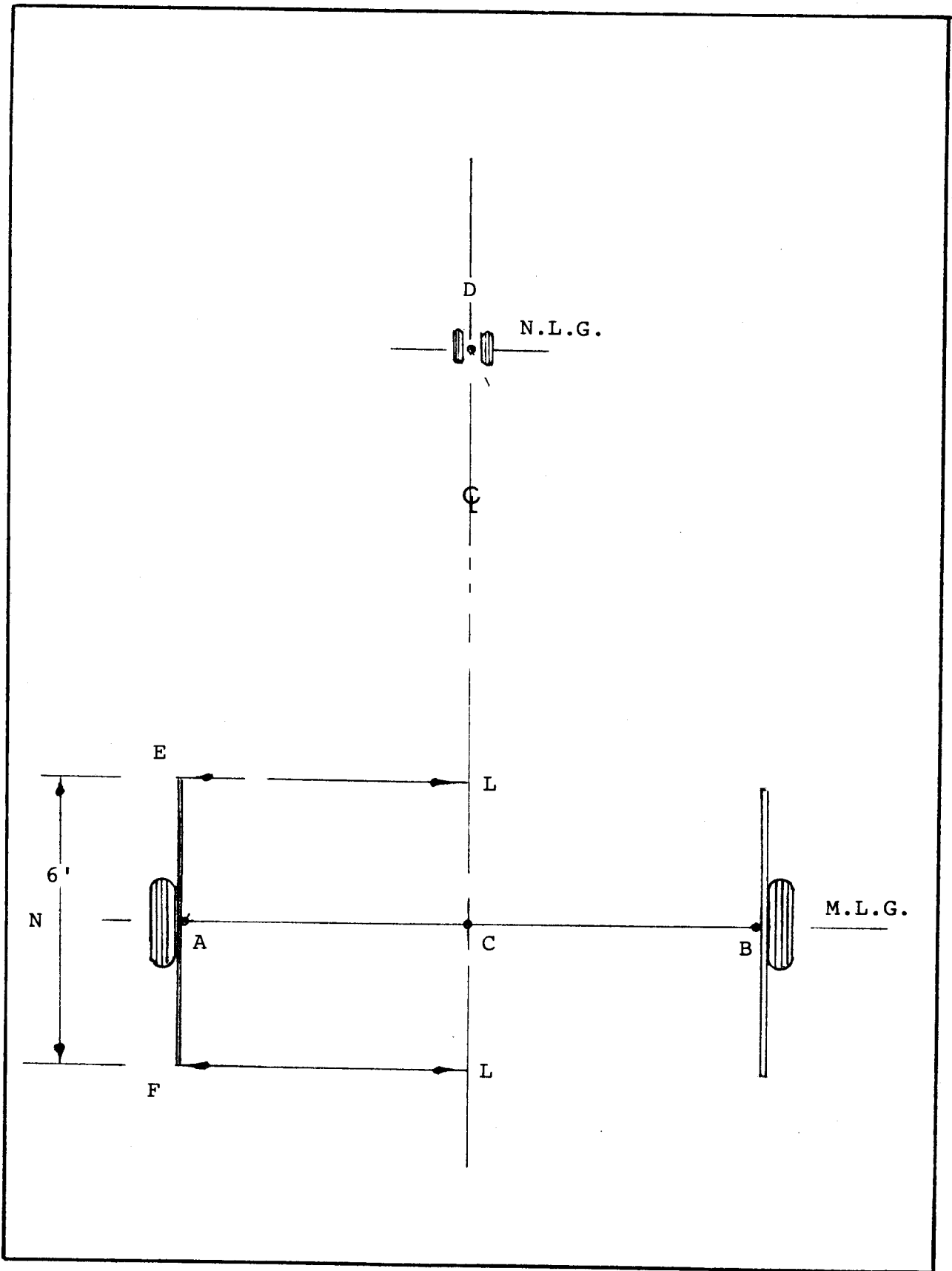


FIGURE 1

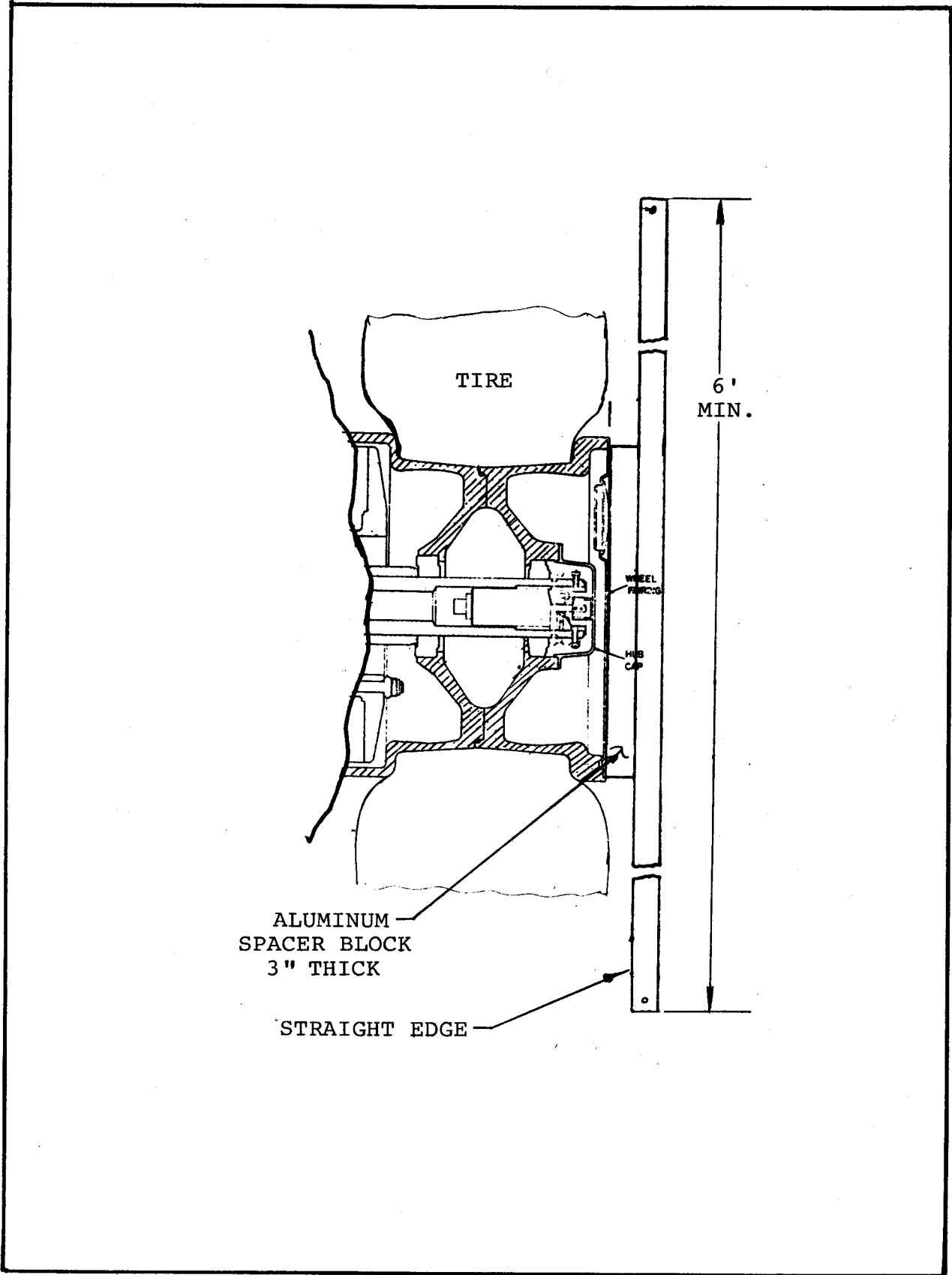


Figure 2

PARALLELISM ADJUSTMENT

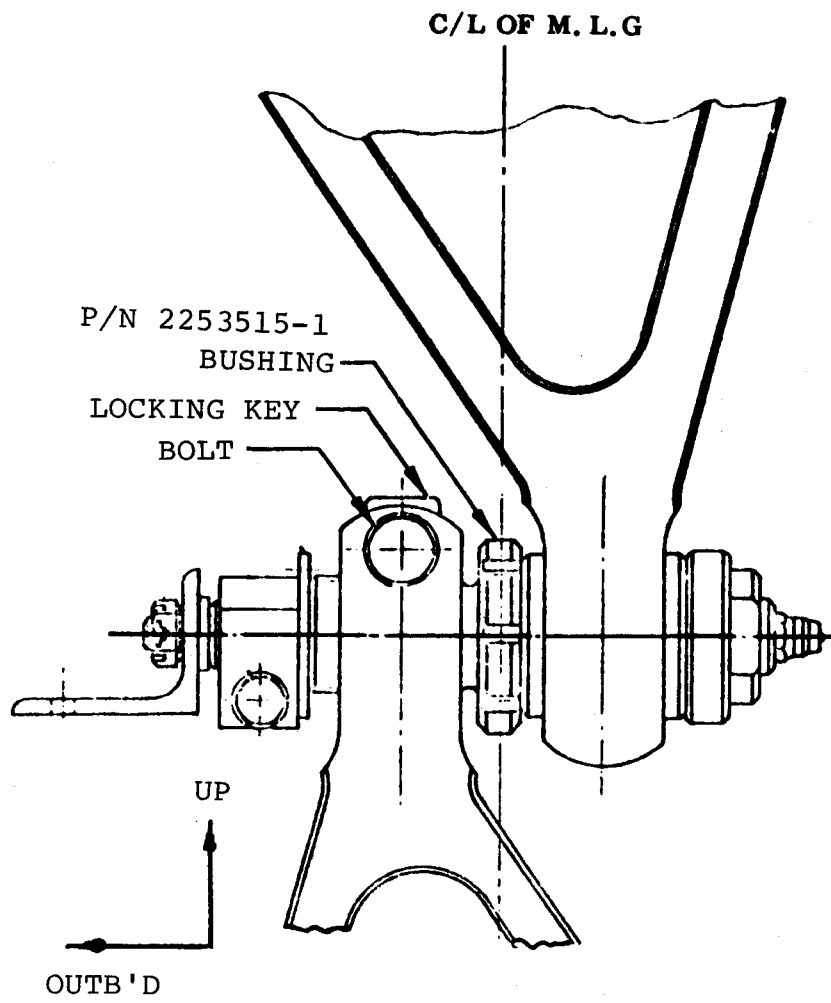
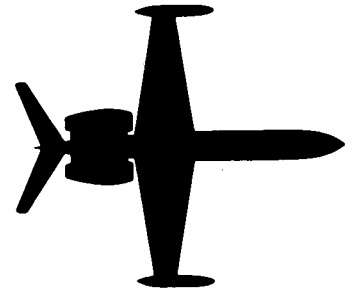


FIGURE 3

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO: WW-2403

DATE: SEPTEMBER 1, 1976

EFFECTIVITY: MODEL 1124 A/C, S/N 187 AND 189 ONLY.
SUBJECT: GLARESHIELD VENTILATION OPENINGS.
COMPLIANCE: AT OWNER'S DISCRETION.
APPROVAL: I.A.I. ENGINEERING.
PURPOSE: TO PROVIDE MORE VENTILATION TO NCS-31.

INSTRUCTIONS:

1. Carefully disconnect all attached items from the glareshield and remove all screws and clamps.
2. Remove glareshield.
3. Mark and cut out material as shown on Figure 1 & Figure 2, deburr edges.
4. Clean area marked for applying screen.
5. Bond screen to glareshield as per Figure 2.
6. Reinstall glareshield in A/C and fasten with screws as required.
7. Reconnect all items to the glareshield then test for functional and visual operation.

SUPPLY DATA:

The following can be procured locally.

1. Lefkoweld 109 adhesive and hardener LM-52 Kit Manufacturers Tech Form Laboratory, L.A. Calif.

SUPPLY DATA: CONT'D

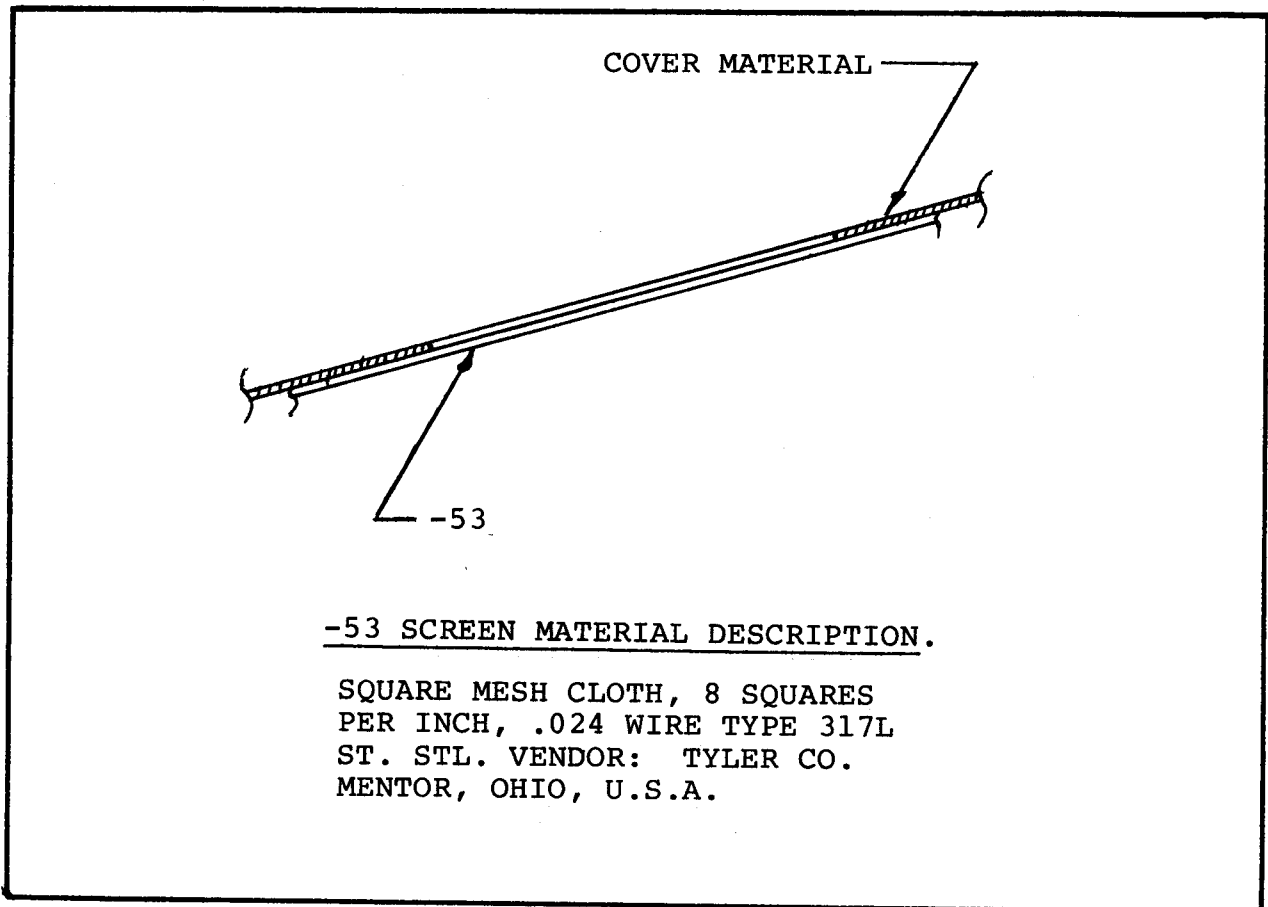
2. 53 Screen-Material description square mesh cloth, 8 meshes per inch, 024-dia. wire, type 317L st. stl., vendor: G. Tyler Co., Mentor, Ohio, U.S.A.

WEIGHT AND

BALANCE: N.A.

AIRCRAFT RECORDS:

Make appropriate entry in aircraft permanent maintenance records as follows: Service Letter No. WW-2403 dated entitled, "Glareshield Ventilation Openings", accomplished (DATE).



-53 SCREEN MATERIAL DESCRIPTION.

SQUARE MESH CLOTH, 8 SQUARES
PER INCH, .024 WIRE TYPE 317L
ST. STL. VENDOR: TYLER CO.
MENTOR, OHIO, U.S.A.

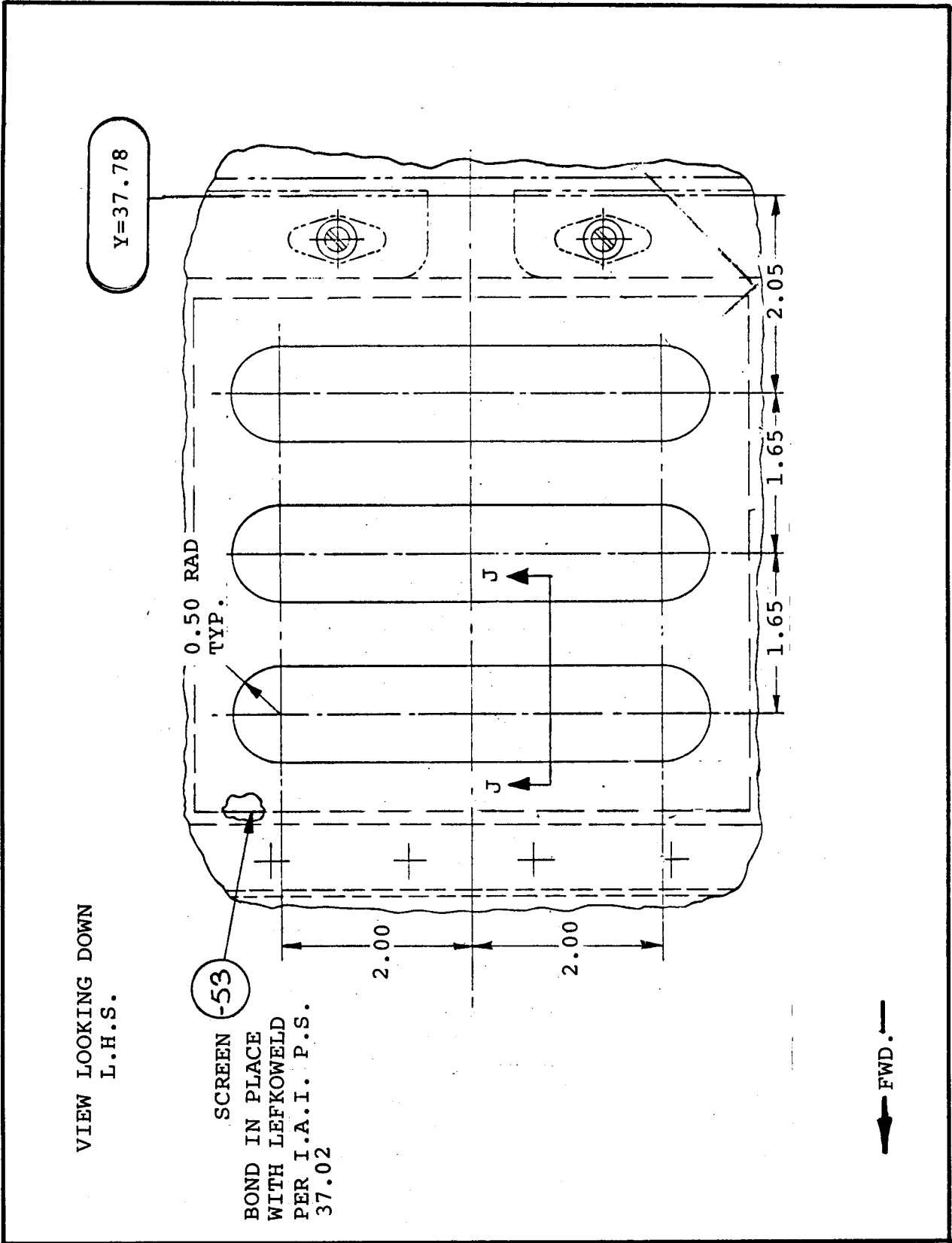


FIGURE 2

SERVICE PUBLICATIONS revision notice

SERVICE LETTER NO. WW-2404
Revision No. 1

DATE: MAY 23, 1978

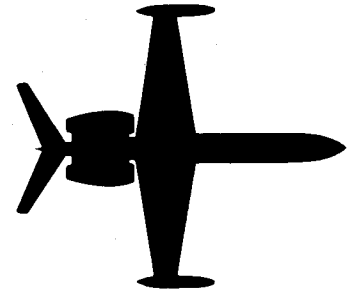
SUBJECT: CLAMPING OF THRUST REVERSER WIRING

REVISED
EFFECTIVITY: MODEL 1124 AIRCRAFT S/N 154, 181, 187 THRU 196

REASON FOR
REVISION: TO LIMIT EFFECTIVITY TO INCLUSIVE S/N'S

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24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO: WW-2404

DATE: OCTOBER 25, 1976

EFFECTIVITY: ALL 1124 MODEL AIRCRAFT.
SUBJECT: CLAMPING OF THRUST REVERSER WIRING.
COMPLIANCE: AT NEXT 150 HOURS INSPECTION.
APPROVAL: I.A.I. ENGINEERING.
PURPOSE: TO AVOID T/R WIRING SLIDING THRU CLAMPS ON LEFT NACELLE ONLY.

INSTRUCTIONS:

1. Airplane on its wheels, left hand nacelle thrust reverser doors open, stang cover removed, battery switches off, ground electrical and hydraulic power not connected.
2. Wrap tape around wiring as shown on Figure 1.
3. Perform installation, functional checkout and inspection per applicable portions of maintenance and overhaul manual chapter 73-80-00.
4. Return the aircraft to its previous status.

SUPPLY DATA:

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
A/R UP TO 6"	*GT100AY010W08	Tape

* NOTE:

Information for procuring tape may be obtained from:

ATLANTIC AVIATION CORP
P.O. BOX 1709
GREATER WILMINGTON AIRPORT
WILMINGTON, DE 19899

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SERVICE LETTER NO. WW-2404

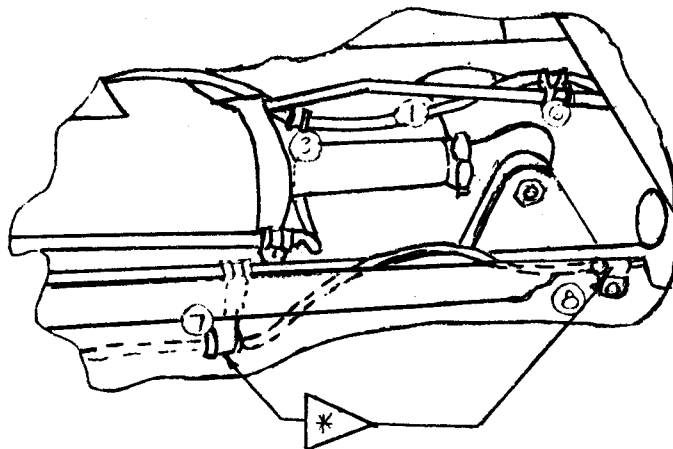
WEIGHT AND
BALANCE:

NOT APPLICABLE.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows: Service Letter No: WW-2404 dated
entitled, "Clamping of Thrust Reverser Wiring", accomplished
(DATE).

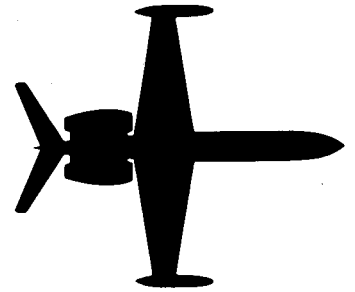
THRUST REVERSER WIRING
(L/H NACELLE ONLY)



WRAP SUFFICIENT TAPE AT 7 & 8
(GT100AY0101108) AROUND WIRE
BUNDLE TO RESTRICT SLIDING
THRU CLAMPS

FIGURE 1

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO: WW-2405

DATE: DEC. 22, 1976

EFFECTIVITY: MODEL 1124 AIRCRAFT, S/N 187, 188, AND 189
SUBJECT: REMOVAL OF AIR-CONDITIONING MUFFLER
COMPLIANCE: AT NEXT 150 HOURS INSPECTION.
APPROVAL: I.A.I. ENGINEERING.
PURPOSE: TO INCREASE THE FLOW OF CONDITIONED AIR
TO COCKPIT.

INSTRUCTIONS:

1. Gain access to air-condition muffler under the floor in rear cabin area.
2. Remove floor as required to enable work.
3. Disconnect and remove Muffler P/N 5783255-1, Flex Duct P/N 4783658-511, coupling duct, and Clamps P/N U84-210SH. Drill out rivets of -39 and -40 muffler mounting brackets; remove brackets. (SEE FIGURE 1)
4. Install Flex Duct P/N 4783658-523 between Reducer P/N 4783219-1 and Flood Valve P/N 5783067-503, using 2 each Clamps P/N U84-210SH originally removed (SEE FIGURE 2).
5. Relocate one -40 bracket to provide support for Flex Duct P/N 4783658-523, and secure with NAS1398D4-2 rivets. Install Clamp P/N MS21919DG35; locate and drill .190 dia. hole in -40 bracket for proper alignment of Flex Duct. Secure Clamp to bracket with AN3C4 Bolt, AN960-10L Washers (2 required), and MS20365-1032 Nut. (SEE FIGURE 2)
6. Close up floor and reinstall interior.

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SUPPLY DATA:

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
1	4783658-523	Flex Duct

The above part may be obtained at no charge as Kit Number WW-2405 from:

ATLANTIC AVIATION CORPORATION
P.O. BOX 1709
GREATER WILMINGTON AIRPORT
WILMINGTON, DELAWARE 19899

Aircraft serial number and shipping instructions must be included when requesting parts.

The following parts may be obtained from local sources:

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
1	AN3C4	Bolt
2	AN960-10L	Washer
1	MS20365-1032	Nut
1	MS21919DG35	Clamp
2	NAS1398D4-2	Rivets

WEIGHT AND BALANCE:

<u>WEIGHT (LBS.)</u>	<u>H - ARM (INCHES)</u>	<u>H - MOM (INCH-LBS.)</u>
-3.0	227.85	-683.6

AIRCRAFT RECORDS:

Make appropriate entry in aircraft permanent maintenance records as follows: Service Letter No. WW-2405, dated 12/22/76, entitled "Removal of Air-Conditioning Muffler", accomplished (DATE).

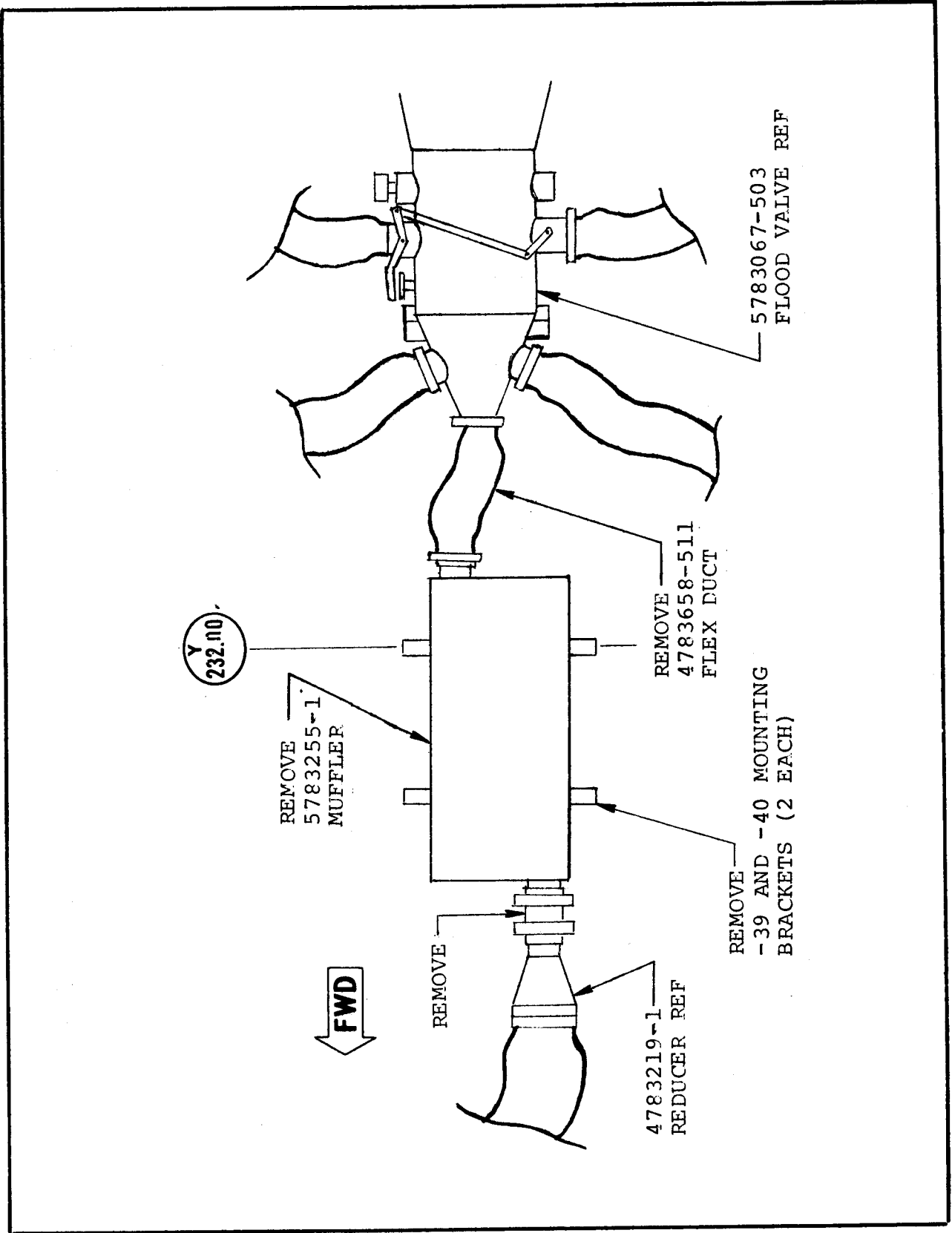


FIGURE 1

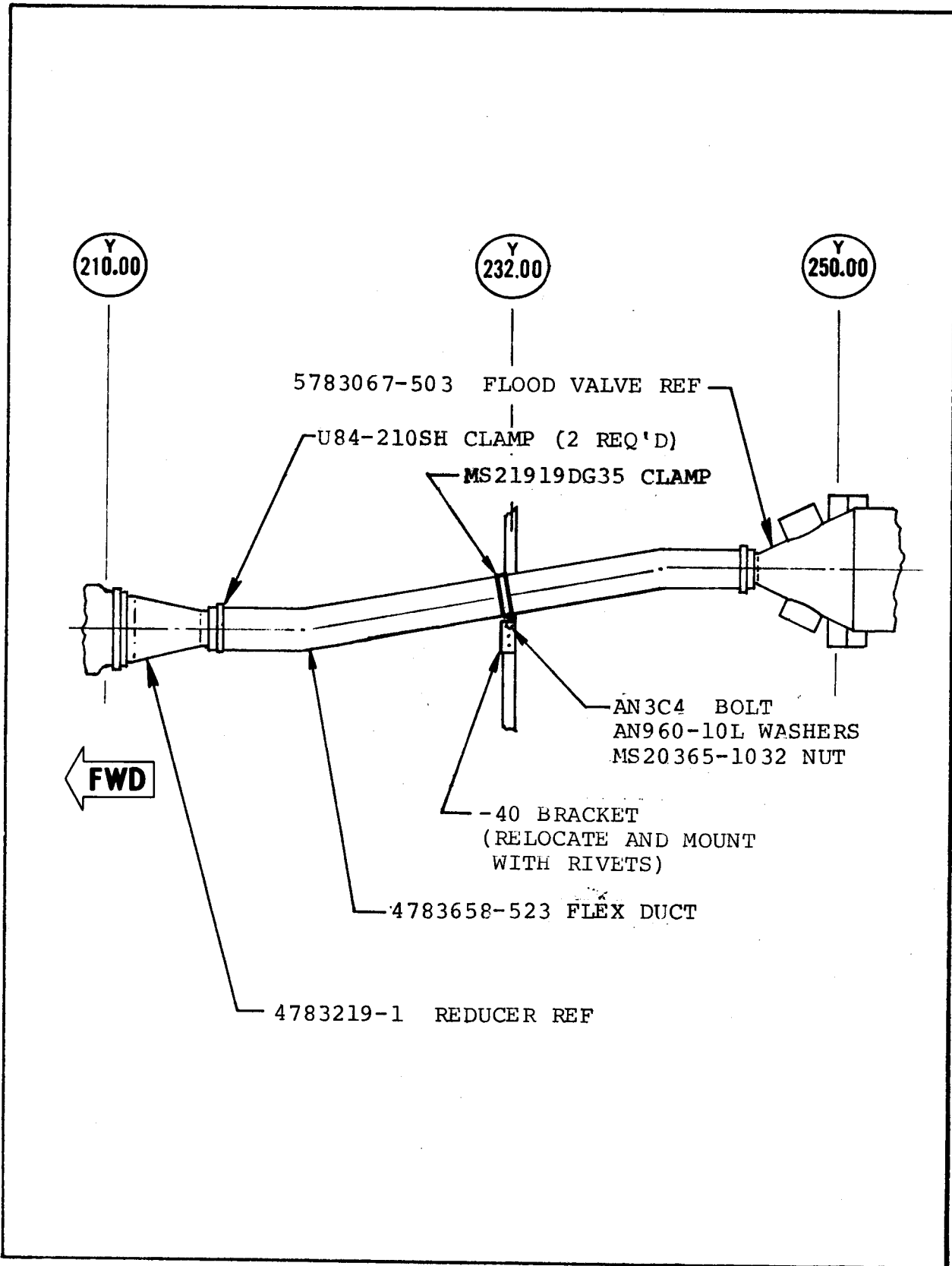
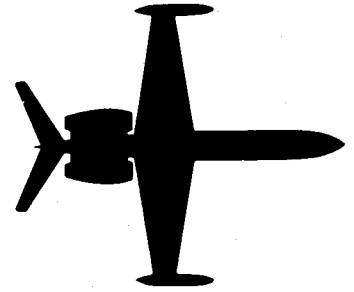


FIGURE 2

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2406

REVISION 1

September 18, 1991

TRANSMITTAL SHEET

This sheet transmits Revision No. 1 to Service Letter No. WW-2406, titled "50 Hour Inspection of General Electric Model 2CM504D2D Starter-Generators' Brushes and Commutators", dated February 1, 1977.

REASON FOR REVISION

To revise the EFFECTIVITY and to increase the compliance interval for starter-generators in compliance with GE Service Bulletin 2CM504D2D-24-06.

This is a PARTIAL REVISION. Please remove and discard only those pages that are affected by this revision.

LIST OF EFFECTIVE PAGES

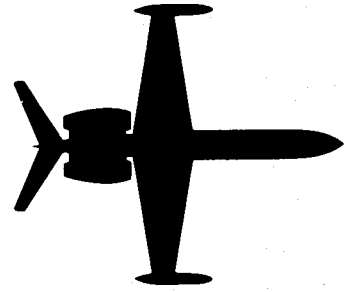
<u>PAGE NO.</u>	<u>DATE</u>
1	September 18, 1991
2 through 5	February 1, 1977

PREVIOUS REVISIONS OF SERVICE LETTER WW-2406

None

24-WESTWIND

SERVICE LETTER



SERVICE LETTER NO. WW-2406

DATE: FEBRUARY 1, 1977

R EFFECTIVITY: MODEL 1124/1124A WESTWINDS, with GE starter/generators installed.

SUBJECT: 50 HOUR INSPECTION OF GENERAL ELECTRIC MODEL
2CM504D2D STARTER-GENERATORS' BRUSHES AND
COMMUTATORS.

COMPLIANCE: EVERY 50 HOURS OF OPERATION.

R
R
R
R
R

NOTE: Compliance interval is increased to 150 hours when improved brushes have been installed per GE Service Bulletin 2CM504D2D-24-06. Compliance with GE Service Bulletin 2CM504D2D-24-06 also requires remarking of ammeters, refer to Service Bulletin WW-24-27.

APPROVAL: I.A.I. ENGINEERING.

PURPOSE: TO PROVIDE STARTER-GENERATOR INSPECTION PROCEDURE AND TO RECOMMEND A FREQUENCY OF INSPECTION OF 50 HOURS OF OPERATION.

INSTRUCTIONS:

1. Open engine Cowl.
2. Loosen brush cover tension screw sufficiently to unsnap cross bar; expand cover to clear alignment pin and remove cover to expose brushes. (SEE FIGURE 1)

CAUTION

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

3. Measure overall length of each brush, from the commutator surface to the outermost edge of the exposed sloped end, using a small scale with sliding clip; a 2 1/2 inch scale segment may be useful to measure the top brushes of the R.H. starter-generator.

February 1, 1977

SL WW-2406

R Revision 1, September 18, 1991
193/1029

Page 1 of 5

INSTRUCTIONS CONT'D:

4. Record measured lengths of each brush, using a scheme which can be repeated consistently for subsequent inspection; a typical scheme is as follows:

	<u>FWD. BRUSH</u>	<u>AFT. BRUSH</u>
GENERATOR NO. _____	TOP: _____ IN.	_____ IN.
FLIGHT HOURS: _____	INBOARD: _____ IN.	_____ IN.
OPERATING HOURS: _____	BOTTOM: _____ IN.	_____ IN.
	OUTBOARD: _____ IN.	_____ IN.

5. A newly installed brush has an approximate over all length of 1.38 inch (Seated). It is recommended the brush assemblies be replaced when brushes are worn to a length of .875 inch, or 450 operating hours, whichever occurs first. Brushes must be replaced when worn to a .70 inch overall length. (SEE FIGURE 2).

CAUTION

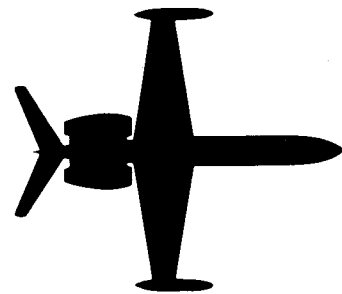
CONTINUED USE OF THE STARTER-GENERATOR WITH ANY BRUSH OF MINIMUM LENGTH OR LESS WILL LIKELY RESULT IN DAMAGE TO THE COMMUTATOR AND FAILURE OF THE STARTER-GENERATOR.

6. Make a judgement of remaining usable brush wear length and estimated operating hours. Any brush with less than 50 hours estimated operating time remaining requires the starter-generator to be scheduled for brush assembly replacement.

NOTE:

- (1) A uniform wear rate may not be assumed.
 - (2) Reports indicate one starter-generator may experience a higher wear rate than the other unit.
 - (3) Reports indicate aft brushes (nearest windings) may experience greater wear than forward brushes.
 - (4) Due to operating circumstances, a particular brush(s) may abruptly experience an accelerated wear rate.
7. Inspect the armature's commutator surface. An excessively worn, grooved or discolored commutator requires immediate starter-generator maintenance or replacement. The commutator surface should be a brownish color. "Bluish" discoloration indicates overheating conditions; check for electrical overloading causes and for starter-generator cooling air leaks or restrictions. Blackened discoloration indicates "arcing" due to poor brush/commutator contact.

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO: WW-2406

DATE: FEBRUARY 1, 1977

EFFECTIVITY: ALL 1124 MODEL AIRCRAFT.

SUBJECT: 50 HOUR INSPECTION OF GENERAL ELECTRIC MODEL 2CM504D2D STARTER-GENERATORS' BRUSHES AND COMMUTATORS.

COMPLIANCE: EVERY 50 HOURS OF OPERATION.

APPROVAL: I.A.I. ENGINEERING.

PURPOSE: TO PROVIDE STARTER-GENERATOR INSPECTION PROCEDURE AND TO RECOMMEND A FREQUENCY OF INSPECTION OF 50 HOURS OF OPERATION.

INSTRUCTIONS:

1. Open engine cowl.
2. Loosen brush cover tension screw sufficiently to unsnap cross bar; expand cover to clear alignment pin and remove cover to expose brushes. (SEE FIGURE 1)

CAUTION

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

4. Measure overall length of each brush, from the commutator surface to the outermost edge of the exposed sloped end, using a small scale with sliding clip; a 2 1/2 inch scale segment may be useful to measure the top brushes of the R.H. starter-generator.

INSTRUCTIONS CONT'D:

4. Record measured lengths of each brush, using a scheme which can be repeated consistently for subsequent inspection; a typical scheme is as follows:

	FWD. BRUSH	AFT. BRUSH
GENERATOR NO. _____	TOP: _____ IN.	_____ IN.
FLIGHT HOURS: _____	INBOARD: _____ IN.	_____ IN.
OPERATING HOURS: _____	BOTTOM: _____ IN.	_____ IN.
	OUTBOARD: _____ IN.	_____ IN.

5. A newly installed brush has an approximate over all length of 1.38 inch (Seated). It is recommended the brush assemblies be replaced when brushes are worn to a length of .875 inch, or 450 operating hours, whichever occurs first. Brushes must be replaced when worn to a .70 inch overall length. (SEE FIGURE 2).

CAUTION

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

6. Make a judgement of remaining usable brush wear length and estimated operating hours. Any brush with less than 50 hours estimated operating time remaining requires the starter-generator to be scheduled for brush assembly replacement.

NOTE:

- (1) A uniform wear rate may not be assumed.
 - (2) Reports indicate one starter-generator may experience a higher wear rate than the other unit.
 - (3) Reports indicate aft brushes (nearest windings) may experience greater wear than forward brushes.
 - (4) Due to operating circumstances, a particular brush(s) may abruptly experience an accelerated wear rate.
7. Inspect the armature's commutator surface. An excessively worn, grooved or discolored commutator requires immediate starter-generator maintenance or replacement. The commutator surface should be a brownish color. "Bluish" discoloration indicates overheating conditions; check for electrical overloading causes and for starter-generator cooling air leaks or restrictions. Blackened discoloration indicates "arcing" due to poor brush/commutator contact.

INSTRUCTIONS CONT'D:

8. Removal/installation of the starter-generator should be performed in accordance with page 201, Section 24-30-00, 1124 WESTWIND MAINTENANCE MANUAL.
9. A starter-generator having adequate remaining brush wear lengths and commutator surface in good condition may be operated until the next 50 hour inspection.
10. Reposition brush cover and tighten tension screw to 15-20 IN./LBS. torque.
11. Close engine cowl.
12. Repeat inspection of the other starter-generator.

SUPPLY DATA:

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
4	36B510550P1	Brush Assembly

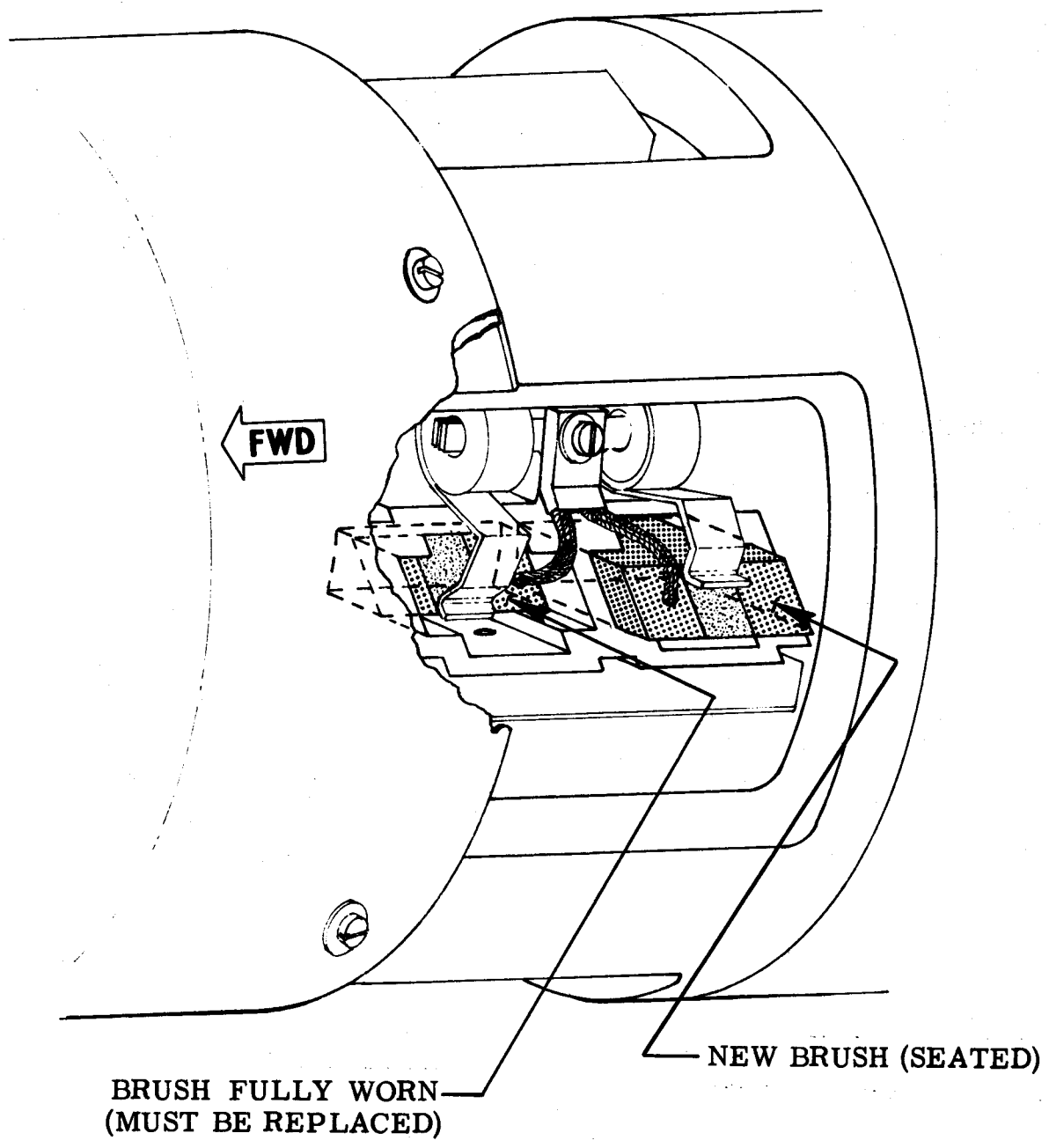
- Notes:
1. Each brush assembly consists of two connected brushes.
 2. Replacement of 36B510550P1 brush assembly requires run in facilities and procedure to properly seat the brushes.

VENDOR: GENERAL ELECTRIC CO.
AIRCRAFT EQUIPMENT DIVISION
BINGHAMTON, N.Y. 13902

WEIGHT AND BALANCE: NOT APPLICABLE.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows: Service Letter No. WW-2406, dated February 1, 1977, entitled "50 Hour Inspection of General Electric Model 2CM504D2D Starter-Generators' Brushes and Commutators", accomplished _____ (DATE) _____.



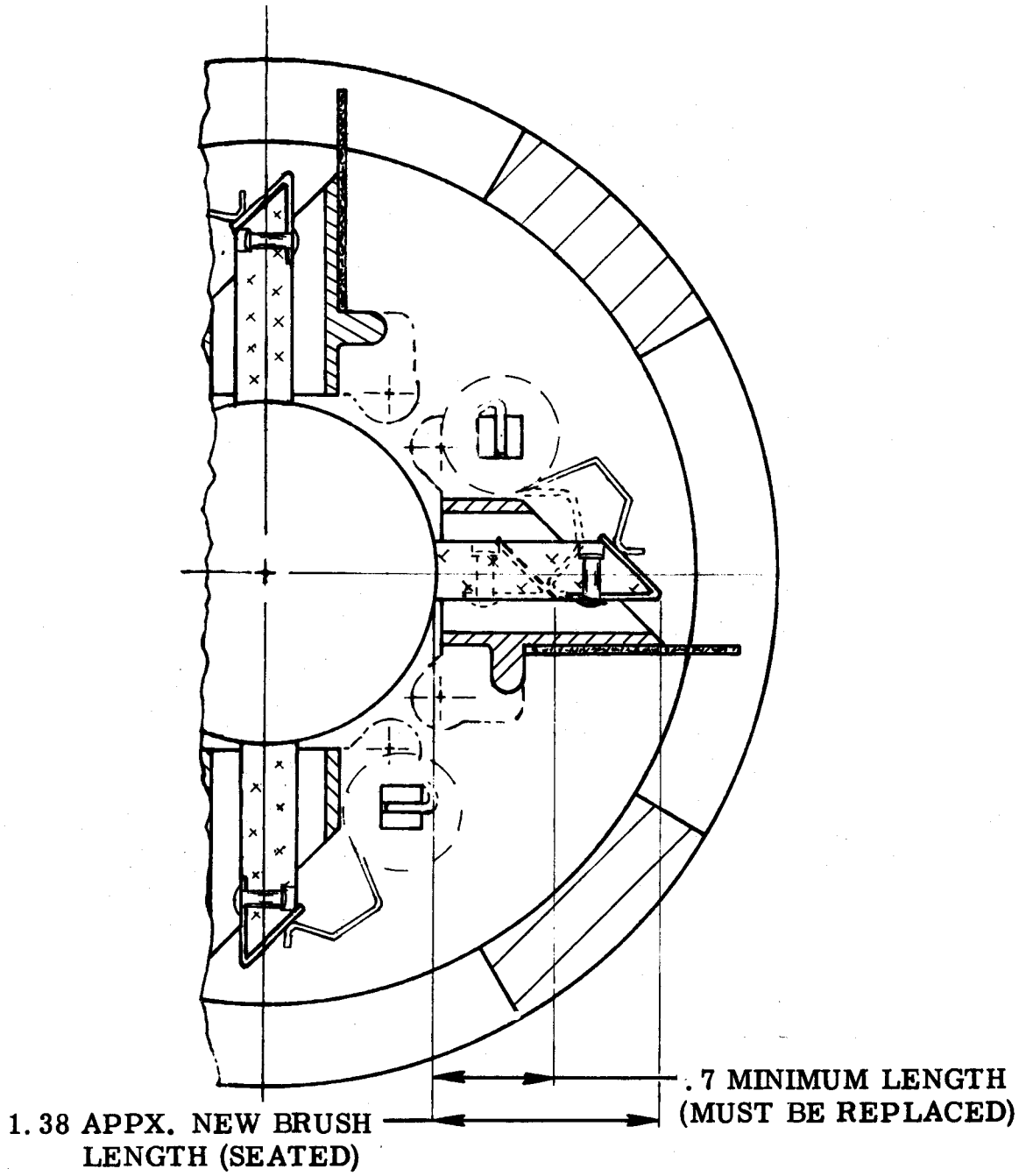
BRUSH FULLY WORN
(MUST BE REPLACED)

NEW BRUSH (SEATED)

VIEW OF STARTER-GENERATOR BRUSHES

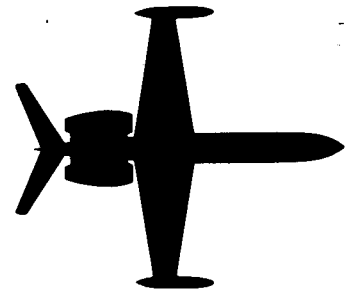
FIGURE 1

SECTION THRU STARTER-GENERATOR BRUSHES



MEASUREMENT OF STARTER-GENERATOR BRUSHES

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO: WW-2407

DATE: JANUARY 28, 1977

EFFECTIVITY: 1124 AIRCRAFT, SERIAL NO'S 187 THRU 201.
SUBJECT: STARTER GENERATOR GROUND ATTACHMENT INSPECTION.
COMPLIANCE: AS SOON AS POSSIBLE.
APPROVAL: I.A.I. ENGINEERING.
PURPOSE: TO INSPECT THE STARTER GENERATOR GROUND ATTACH
SCREW FOR MAXIMUM GRIP LENGTH OF .250 INCHES.

INSTRUCTIONS:

1. Open engine lower cowls to gain access to left and right Starter Generators.
2. Remove the screw from the Generator Ground Lug, see figure 1.
3. With all washers in place, insert screw through lug. Measure the grip length of the screw from the bottom of the ground lugs to the end of the screw. Maximum .250 inches.
4. Using a light and mirror inspect the threaded hole for any evidence of screw bottoming into the field pole. This would be indicated by a shinny spot.
5. Reassemble the ground strap, and shim the screw as required on top of the ground lug for an exposed thread grip length of .250 maximum inches.
6. Secure screw, washers and ground lug to generator.
7. Close lower cowling doors.

NOTE

IF SCREW BOTTOMING IS EVIDENT, CONTACT MANAGER OF
TECHNICAL SERVICES, COMMODORE AVIATION, INC., P.O.
BOX 280, RONKONKOMA, N.Y. 11779, 516-567-4422.



INTERNATIONAL INC.
ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL INC.
SUBSIDIARY OF ISRAEL AIRCRAFT INDUSTRIES. LTD.
BEN GURION AIRPORT. ISRAEL

1124-80-02
Page 1 of 2

SUPPLY DATA:

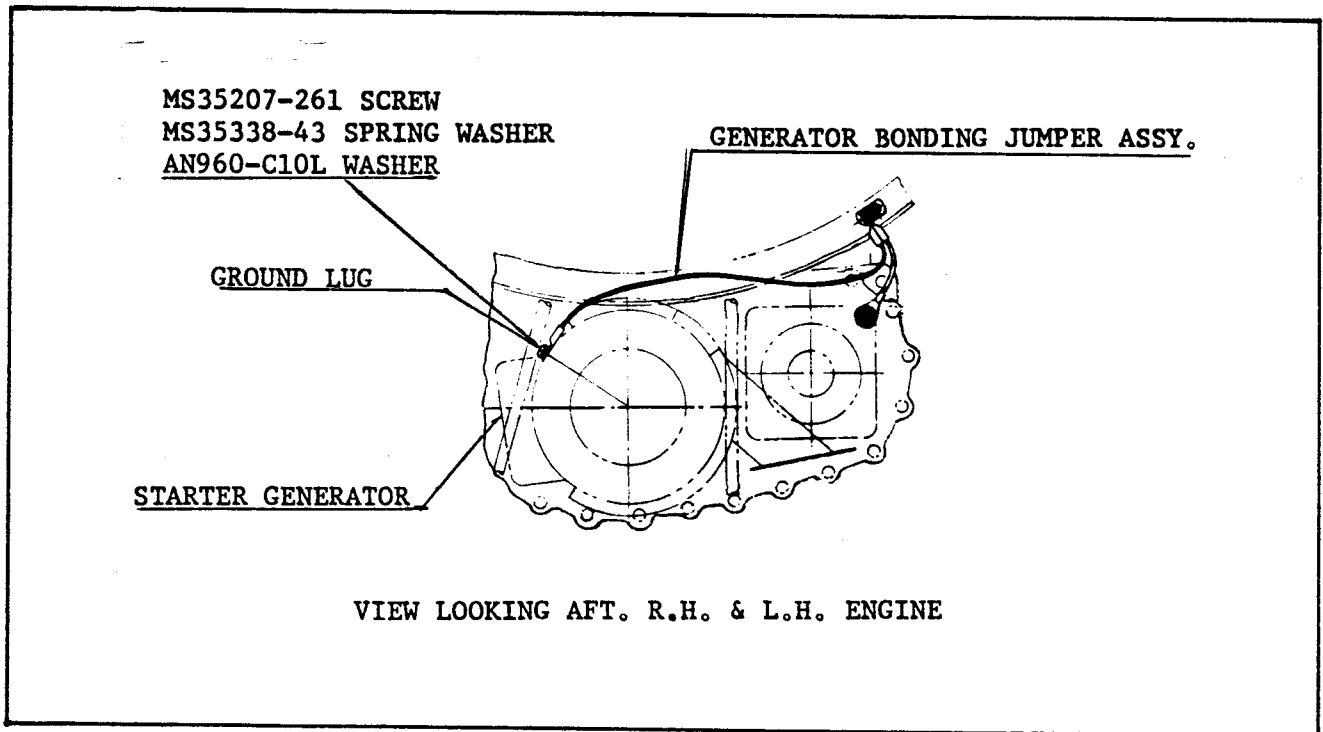
<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
1	MS35207-261	Screw
1	MS35338-43	Spring Washer
As required	AN960-C10L	Washer

NOTE: THE ABOVE PARTS MAY BE OBTAINED LOCALLY.

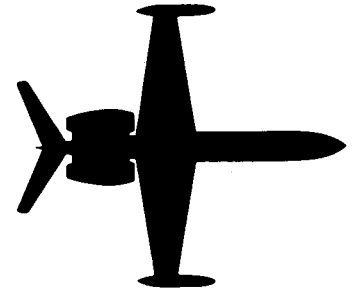
WEIGHT AND
BALANCE: NOT APPLICABLE.

AIRCRAFT RECORDS:

Make an appropriate entry in the aircraft permanent maintenance records as follows: Service Letter No: WW-2407, dated 1-28-77, entitled "Starter Generator Ground Attachment Inspection", accomplished (DATE) .



24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO: WW-2408

DATE: MARCH 9, 1977

EFFECTIVITY: MODEL 1124 AIRCRAFT S/N 187, 188 AND 189

SUBJECT: MODIFICATION TO GENERATOR CABLES SUPPORT BRACKET ON L. H. ENGINE.

COMPLIANCE: FIRST ENGINE CHANGE OR AT OWNER'S DISCRETION.

APPROVAL: I. A. I. ENGINEERING.

PURPOSE: TO FACILITATE REMOVAL OF GENERATOR CABLES DURING ENGINE CHANGE.

INSTRUCTIONS:

1. Gain access to lower generator cable support bracket on L. H. engine.
2. Remove fasteners securing F10A-5-L20031-3 Fairlead to F10A-5-20025-21 Bracket, and remove Fairlead. (SEE FIGURE 1)
3. Cut and remove section of F10A-5-L20025-21 Bracket as shown in Figure 1.
4. Smooth cut surfaces and brush with alodine.
5. Reassemble support bracket utilizing new 4603545-3 Reinforcement Bracket as shown in Figure 1.

SUPPLY DATA:

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
1 ea.	4603545-3	Bracket

NOTE: THE ABOVE MAY BE OBTAINED AT NO CHARGE AS KIT NO. WW-2408 FROM:

ATLANTIC AVIATION CORP.
P. O. BOX 1709
GREATER WILMINGTON AIRPORT
WILMINGTON, DE. 19899

Aircraft serial number and shipping instructions must be included when requesting parts.

1124-54-01
Page 1 of 3



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BEN GURION AIRPORT, ISRAEL

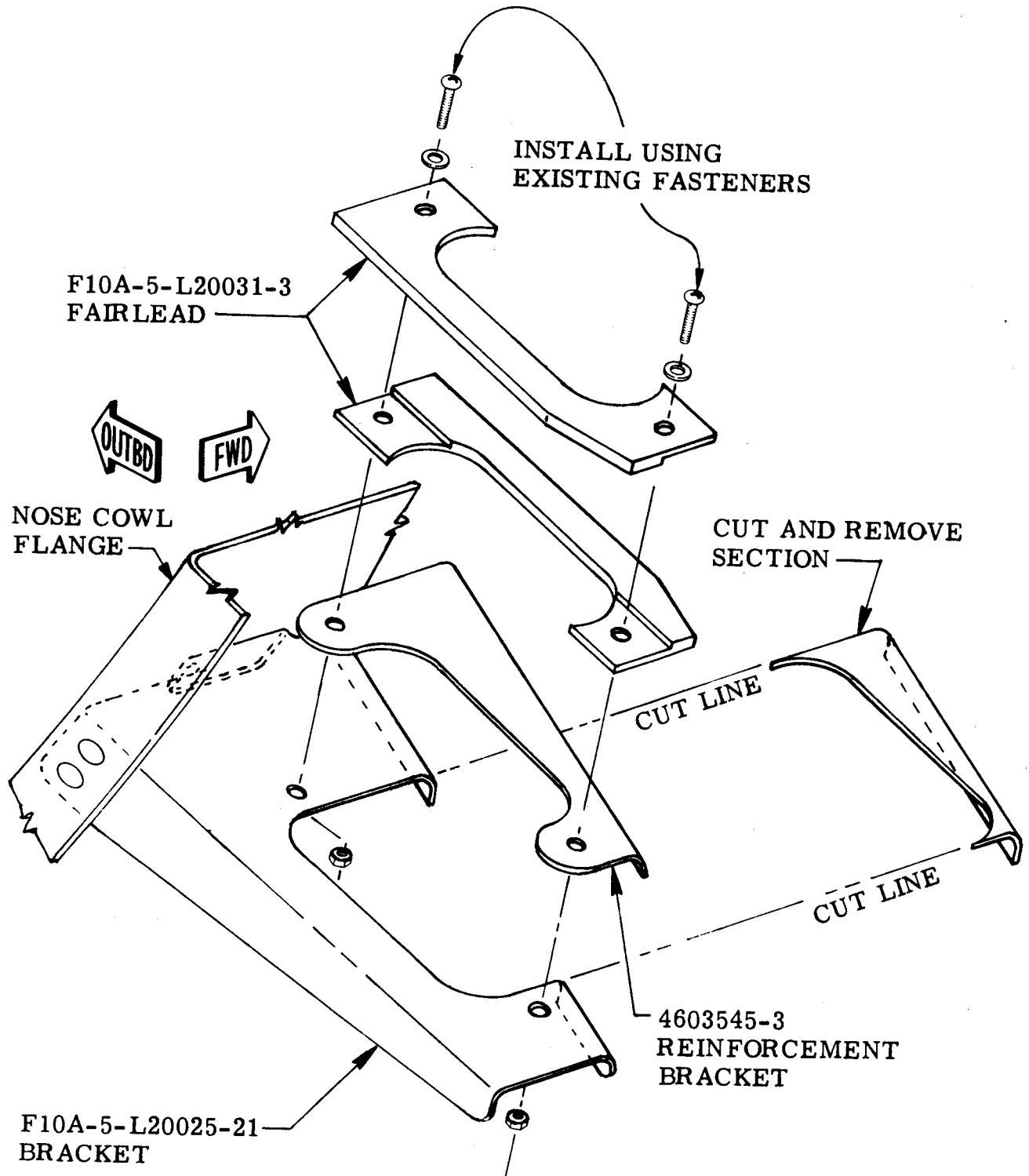
WEIGHT AND BALANCE:

NOT APPLICABLE

AIRCRAFT RECORDS:

Make appropriate entry in aircraft permanent maintenance records as follows: Service Letter No. WW-2408 dated March 9, 1977 entitled, "Modification to Generator Cables Support Bracket on L. H. Engine" accomplished (DATE) .

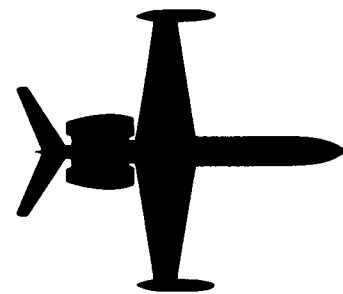
SERVICE LETTER NO. WW-2408



GENERATOR CABLES SUPPORT BRACKET INSTALLATION
- REWORK -

FIGURE 1

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2409B

DATE: AUGUST 31, 1977

(This Service Letter supercedes Service Letter No. WW-2409A, dated June 17, 1977 in its entirety)

EFFECTIVITY: MODEL 1124 AIRCRAFT S/N 154, 181, 187 THRU 199

SUBJECT: NOSE GEAR STEERING ROLL PIN REPLACEMENT AT STEERING WHEEL AND UNIVERSAL JOINT.

COMPLIANCE: AT OWNER'S DISCRETION

APPROVAL: I. A. I. ENGINEERING

PURPOSE: TO REPLACE ROLL PIN FASTENERS WHICH BECOME LOOSE IN SERVICE.

REASON FOR REVISION: TO CORRECT TECHNICAL ERRORS AND CLARIFY ILLUSTRATIONS

INSTRUCTIONS:

1. Remove upholstery covering of nose gear steering wheel console to gain access to shafting and universal joint of 5543006-505 Control Installation. (SEE FIGURE 1)
2. Remove 3530077-501 steering wheel from 5543006-53 shaft by driving out the MS16562-224 roll pin.
3. Drive out MS 16562-222 roll pins (2) connecting MS20270-B8 universal joint to 5543006-53 and 5543006-55 shafts. Ream through universal joint and shafts with .1375 dia. reamer. (SEE FIGURES 1 & 2)
4. Install NAS 1141-C9 screw, two 5543006-67 special washers, and MS21042-06 nut, NAS 620-6 washers at both locations on universal joint. (SEE FIGURE 2)
5. Enlarge existing fastener holes in 3530077-501 steering wheel with .1375 dia. reamer. Spot face hub as shown (maintain .090 minimum thickness). (SEE FIGURE 2)
6. Enlarge existing hole in 5543006-53 shaft with .1375 dia. reamer. Install 3530077-501 steering wheel on 5543006-53 shaft and secure with NAS 1141-C9 screw, MS 21042-06 nut, with NAS 620-6 washers under screw head and nut.
7. Replace upholstery covering on console.

SERVICE LETTER NO. WW-2409B

SUPPLY DATA:

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
4	5543006-67	Special Washer
3	NAS 1141-C9	Torq-Set Screw
3	MS 21042-06	Nut
2	NAS 620-6	Washer

NOTE: THE ABOVE PARTS MAY BE OBTAINED AT NO CHARGE AS KIT NO. WW-2409B FROM:

ATLANTIC AVIATION CORP.
P. O. BOX 1709
GREATER WILMINGTON AIRPORT
WILMINGTON, DE. 19899

Aircraft serial number and shipping instructions must be included when requesting parts.

SPECIAL TOOLS:

A .1375 DIA. (OR 3.5 MM) REAMER MAY BE OBTAINED FROM LOCAL SOURCES; MAY REQUIRE LARGER STANDARD SIZE (9/64 DIA.) TO BE REGROUND TO SIZE. IF NO LOCAL SOURCE AVAILABLE, MAY BE ORDERED FROM:

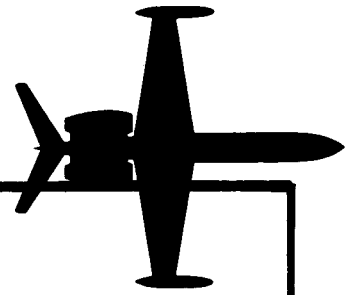
CALIFORNIA REAMER CO.
12747 LOS NIETOS ROAD
SANTE FE SPRINGS, CA 90670

WEIGHT AND
BALANCE:

N. A.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows:
Service Letter No. WW-2409B dated August 31, 1977 entitled, "Nose Gear Steering Roll Pin Replacement At Steering Wheel and Universal Joint", accomplished
(DATE)



SERVICE LETTER

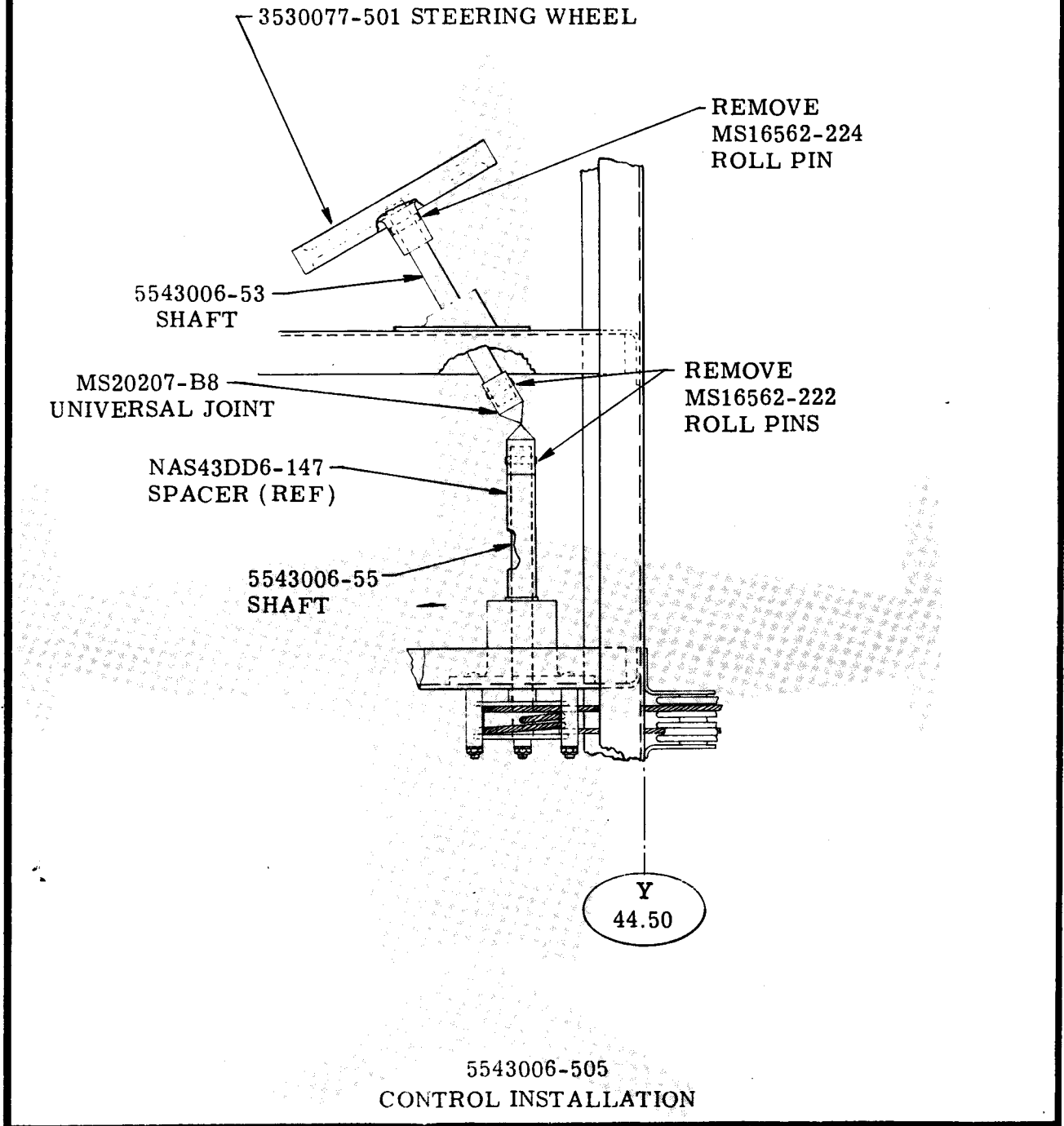


FIGURE 1

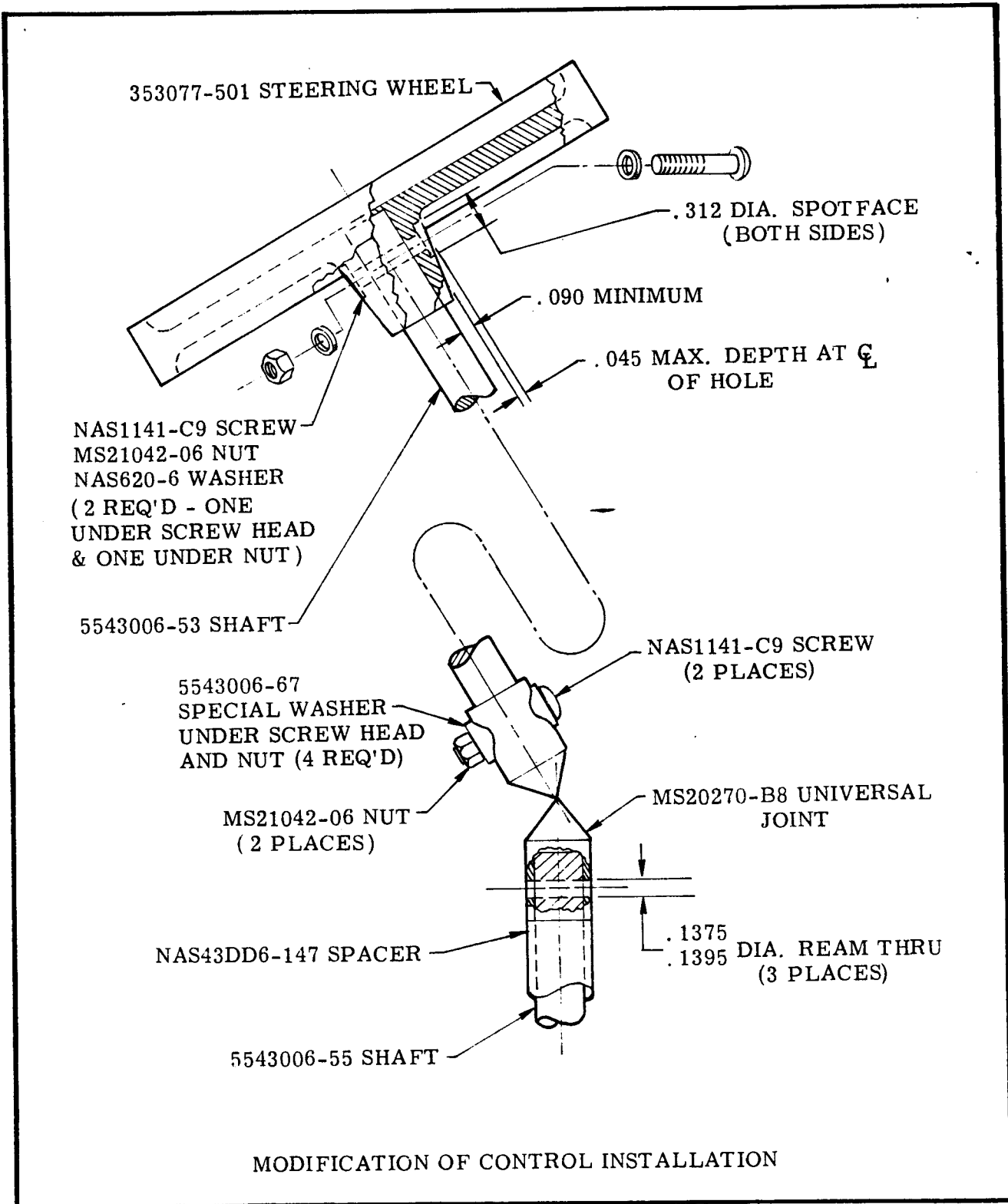
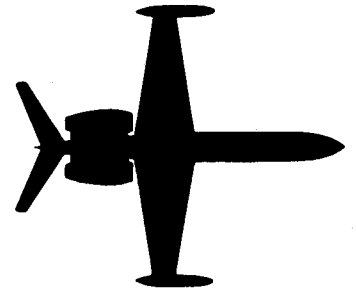


FIGURE 2

1124-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2410A

DATE: DECEMBER 30, 1977

(This Service Letter supercedes Service Letter No. WW-2410, dated June 10, 1977 in its entirety. Compliance with previous Service Letter meets the requirements of this Service Letter.)

EFFECTIVITY: MODEL 1124 AIRCRAFT S/N 154, 181, 187 THRU 210, 212 AND 215, EXCEPT 206 AND 208

SUBJECT: MODIFICATION OF ENVIRONMENTAL CONTROL SYSTEM WIRING

COMPLIANCE: AT OWNER'S DISCRETION

APPROVAL: I. A. I. ENGINEERING

PURPOSE: TO PERMIT USE OF GROUND BYPASS VALVE WITH BOTH ENGINES OPERATING

REASON FOR REVISION: TO REVISE EFFECTIVITY, TO PROVIDE OPTIONAL MODIFICATION PROCEDURES, AND TO PROVIDE OPERATING INSTRUCTIONS

INSTRUCTIONS:

1. Turn off electrical power and disconnect aircraft batteries.
2. Remove pilot and co-pilot seats.
3. Remove side panels from pilots' pedestal to gain access to switches.
4. Perform Option A or Option B at left throttle microswitch as follows:

OPTION A - Wiring modification (SEE FIGURE 1)

- A. Locate wire 2H515A22 soldered to terminal C, and wire 2H510D22 soldered to terminal NC of left throttle switch #11.
- B. Unsolder wires from switch, or clip at solder connections.
- C. Butt splice wires 2H515A22 and 2H510D22, as per "NOW" wiring scheme.

OPTION B - Adjustment of switch #11

- A. Follow power lever microswitch adjustment procedures per Page 201, Chapter 76-00-00 of 1124 Westwind Maintenance Manual.
- B. Place both power levers at Idle position.

1124-21-02
Page 1 of 3



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SERVICE LETTER NO. WW-2410A

INSTRUCTIONS (CONT'D)

- C. Adjust microswitch #11 cam to a position that will permit #11 microswitch to remain closed at all L. H. power lever positions (Cut-off to Maximum-power).
 - D. Connect continuity tester to pins M and P in J244 receptacle. Ensure continuity is maintained while moving L. H. power lever from Max-power to Cut-off and back to Max-power positions. Ensure continuity is disrupted when R. H. power lever is moved above $18^{\circ} \pm 4^{\circ}$. (Ref. "WAS" of FIGURE 1)
5. Modify wiring to Cabin Air Selector Switch. (SEE FIGURE 2)
- A. If necessary, remove knobs from pressurization and cabin air controls. Remove pedestal cover panel, and remove cabin air selector switch retaining nut to free the 4-wafer switch from panel for access thru the right side opening.
 - B. Determine wafer #3 by locating wire 2H63C22 at terminal #1, and wire 2H510B22 at terminal #4.
 - C. Disconnect jumper wire between terminals #3 and #4; ensure wire 2H510B22 remains connected to terminal #4.
 - D. Mount switch to panel, replace cover, and install knobs if removed for access.
6. Replace control pedestal side panels.
7. Replace pilot and co-pilot seats.

OPERATING INSTRUCTIONS:

- 1. For ground cooling, place air conditioning selector switch to R. H. engine position. For optimum cooling do not exceed 52% N_1 .
- 2. Use L. H. engine as required for ground taxi power. Changes in R. H. engine power settings will cause variations in airflow to the cabin.
- 3. Place air conditioning selector switch to BOTH position before advancing power for take-off.

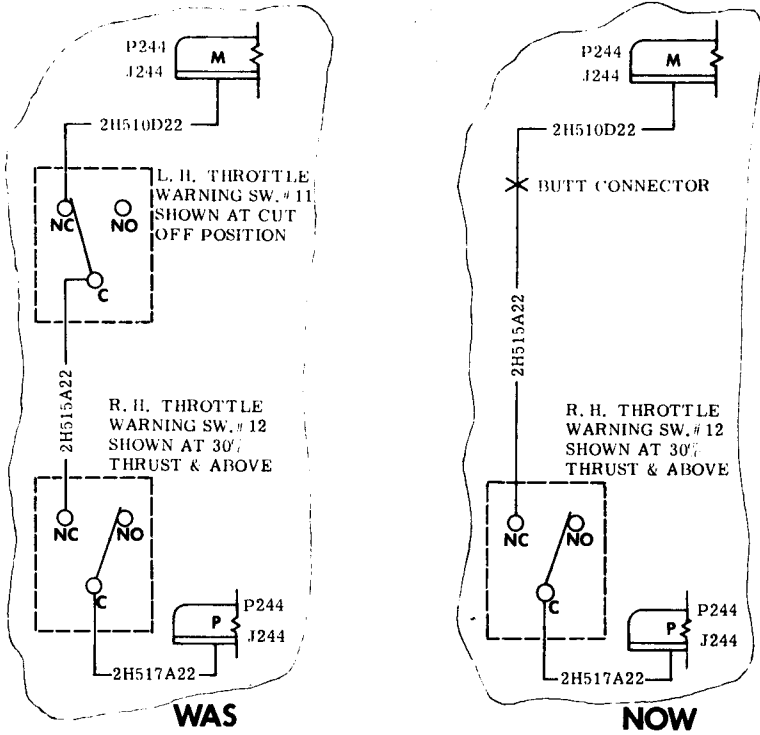
SUPPLY DATA: N. A.

WEIGHT AND
BALANCE: N. A.

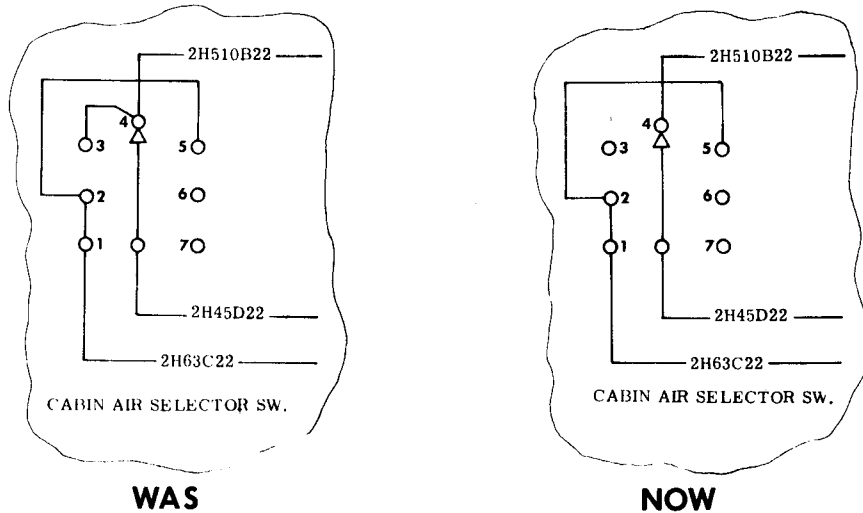
AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows:
Service Letter No. WW-2410A, dated December 30, 1977, entitled "Modification of
Environmental Control System Wiring by Option (A or B) method, accomplished
(DATE) .

SERVICE LETTER NO. WW-2410A

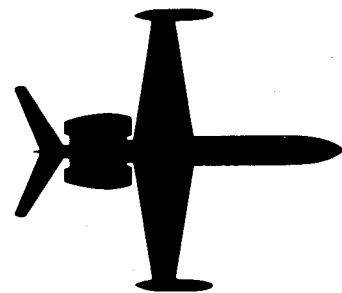


WIRING MODIFICATION-SWITCH # 11
FIGURE 1



WIRING MODIFICATION-CABIN AIR SELECTOR SWITCH
FIGURE 2

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2411B

DATE: MAY 15, 1980

(THIS SERVICE LETTER SUPERCEDES SERVICE LETTER WW-2411A, DATED JANUARY 26, 1979 IN ITS ENTIRETY. THIS SERVICE LETTER CONTAINS ADDITIONAL MODIFICATION REQUIREMENTS.)

EFFECTIVITY: PART A - MODEL 1124 S/N 152,154,181,187 THRU 229 AND 231 THRU 233
PART B - MODEL 1124 S/N 152,154,181,187 THRU 258

SUBJECT: HYDRAULIC RESERVOIR STANDPIPE MODIFICATION - INSTALLATION OF ADDITIONAL FILTER GASKET AND REPLACEMENT OF FILTER ELEMENT

COMPLIANCE: AT NEXT INSPECTION

APPROVAL: I. A. I. ENGINEERING

PURPOSE: PROVIDE INCREASED RATE OF FLUID TRANSFER INTO EMERGENCY RESERVOIR STANDPIPE

INSTRUCTIONS:

PART A: REWORK FLUID SUPPLY SLOTS IN EMERGENCY STANDPIPE

1. Gain access to hydraulic reservoir located aft of main baggage compartment.
2. Reduce hydraulic pressure to zero psi, and bleed off reservoir air pressure.
3. Drain hydraulic fluid from outer chamber and emergency standpipe, by removing plugs from drain ports (See Figure 2).
4. Disconnect reservoir air pressurization line at reservoir.
5. Loosen reservoir cover clamp and remove cover.
6. Remove filter retaining plate and withdraw filter element and gaskets from reservoir.
7. Disconnect main and emergency fluid supply lines from reservoir fittings. Disconnect system return lines from reservoir fittings. Cover ends of hydraulic lines to prevent contamination.
8. Pack reservoir interior, including standpipe with shop towels to capture metal chips. Fill to approximately one inch below area to be modified (See Figure 1).

SERVICE LETTER NO. WW-2411B

INSTRUCTIONS (CONT'D)

9. Using a rotary file and right angle power tool, increase size of standpipe filler slots to a max. depth of .375±.01 inch (See Figure 1).
10. Vacuum sweep chips from reservoir.
11. Remove shop towels and vacuum sweep reservoir and standpipe to remove remaining chips. Wipe reservoir walls to ensure removal of metal dust. Purge reservoir and standpipe with shop air.
12. Install reservoir drain plugs, rinse reservoir and fittings with skydrol until system is clean of all filings. Reconnect supply and return lines to reservoir fittings.
13. Inspect filter element for condition and Vendor Part Number. Vendor P/N 032667 is superceded by P/N 031324, or 031324-02-60. Use Vendor P/N 031324, or 031324-02-60 only.

NOTE: IF EXISTING FILTER (IAI P/N 3713023) CARRIES VENDOR P/N 032667 IT MAY BE EXCHANGED FOR A NEW FILTER AT NO CHARGE.

14. Install serviceable filter element using 2 each 3713045-505 gaskets underneath filter and 1 each 3713045-501 gasket atop filter element. Install filter retaining plate and torque retaining nut to 18 - 20 in-lbs. **DO NOT OVERTORQUE.**

NOTE: INSTALLATION OF ADDITIONAL GASKET BELOW FILTER WILL INCREASE CLEARANCE BETWEEN FILTER RETAINING PLATE AND TOP OF STANDPIPE, WHICH WILL ALLOW FASTER TRANSFER OF FLUID INTO STANDPIPE.

15. Thoroughly clean reservoir cover, clamp and O-ring seal, then install cover and tighten clamp to 110 - 115 in-lbs torque.
16. Fill reservoir with Skydrol fluid per Servicing Section of Maintenance Manual.
17. Replace equipment removed to gain access and return aircraft to service.

PART B: VENT TUBE REMOVAL

1. Gain access to hydraulic reservoir and reduce reservoir air pressure to zero psi.
2. Remove reservoir cover plate to gain access to filter.
3. Remove and discard filter retaining plate that incorporates vent tube.
4. Comply with Part A Instructions of this Service Letter, if not previously complied with.
5. Inspect filter element in accordance with Step 13, Part A Instructions and install serviceable filter element and gaskets per Step 14, Part A Instructions.

SERVICE LETTER NO. WW-2411B

INSTRUCTIONS (CONT'D)

6. Install new filter retaining plate P/N 2790168 and torque retaining nut to 18 - 20 in-lbs. DO NOT OVERTORQUE.
7. Reinstall reservoir cover per Step 15, Part A Instructions.
8. Reinstall equipment removed to gain access and return aircraft to service.

SUPPLY DATA:

QTY	PART NUMBER	DESCRIPTION
1	3713045-505	Gasket
*1	3713023	Filter
**1	2790168	Retaining Plate

**As required, retaining plate will be supplied at no charge in exchange for retaining plate incorporating vent tube.

*As required, filter element will be supplied at no charge in exchange for filter element carrying Vendor P/N 032667.

The required part(s) may be obtained from:

Atlantic Aviation Supply Corporation
P. O. Box 15000
Greater Wilmington Airport
Wilmington, DE 19850

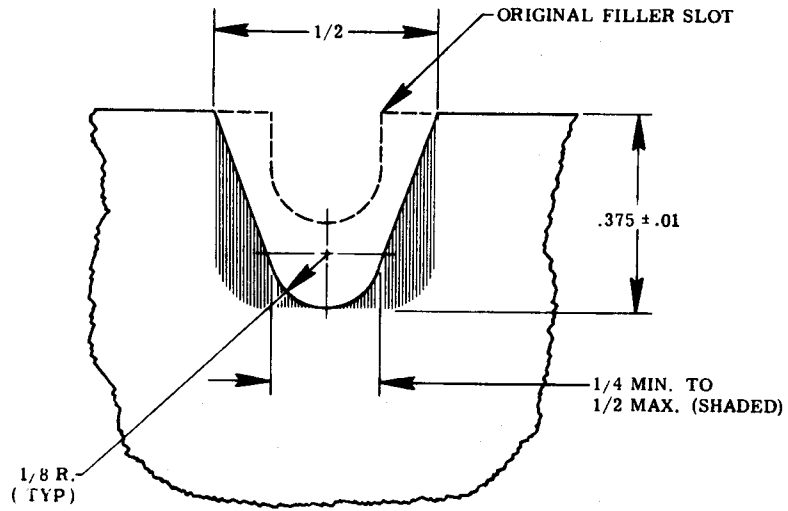
Aircraft serial number and shipping instructions must be furnished when requesting parts.

WEIGHT AND BALANCE: N. A.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows: Service Letter No. WW-2411B dated, May 15, 1980 entitled "Hydraulic Reservoir Standpipe Modification - Installation of Additional Filter Gasket and Replacement of Filter Element", accomplished _____ (Date)

SERVICE LETTER NO. WW-2411B



DETAIL - MODIFICATION OF FILLER SLOTS
(TYP. 2 PLACES)

FIGURE 1

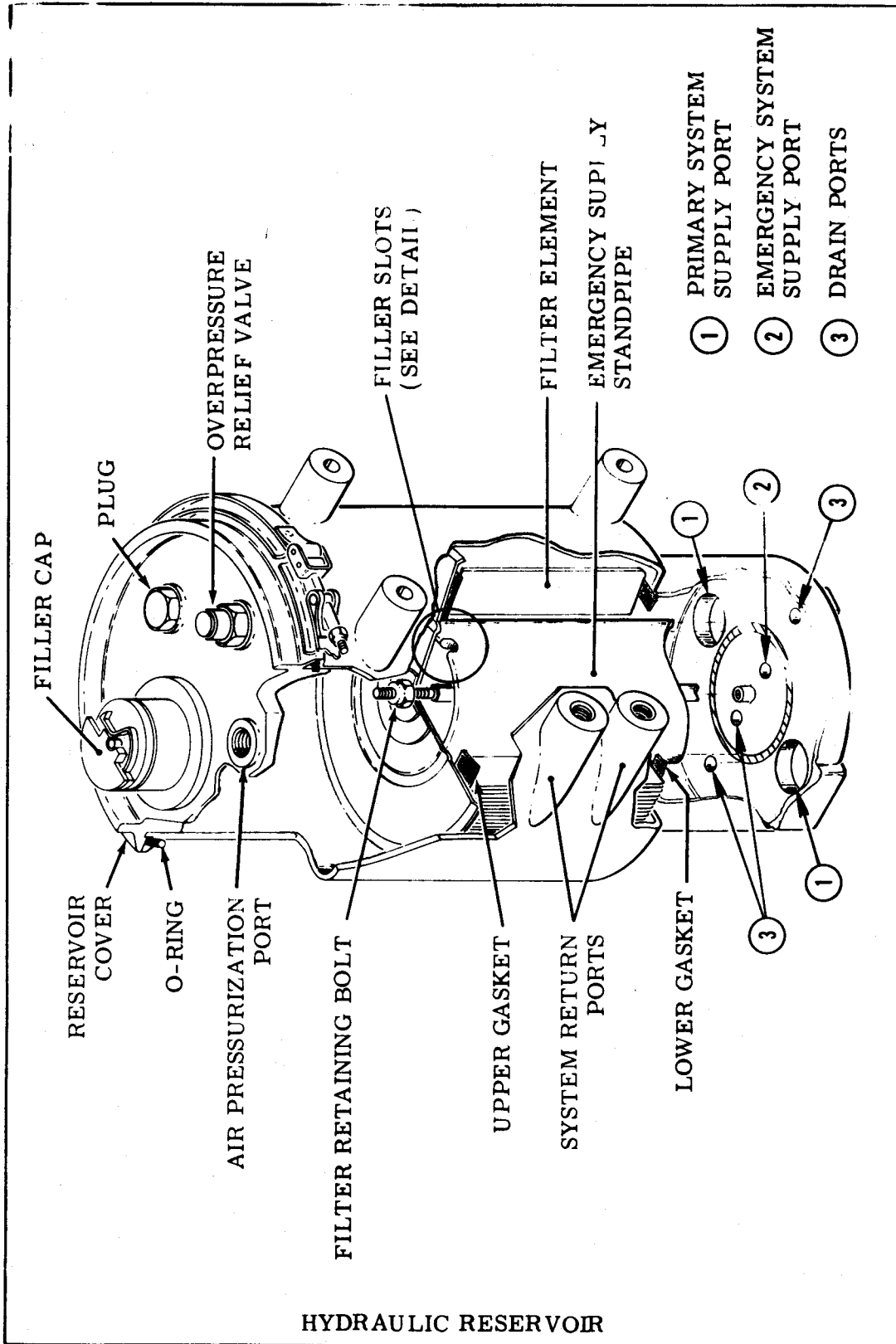


FIGURE 2

COMPLIANCE FORM - SERVICE LETTER NO. WW-2411B

TO: OPERATOR OR SERVICE FACILITY PERFORMING MODIFICATION

Please complete the Certificate of Compliance below and mail direct to:

Israel Aircraft Industries International, Inc.
2025 S. Nicklas, Suite 115
Oklahoma City, OK 73128

**CERTIFICATE OF COMPLIANCE
SERVICE LETTER NO. WW-2411B
HYDRAULIC RESERVOIR STANDPIPE MODIFICATION - INSTALLATION OF
ADDITIONAL FILTER GASKET AND REPLACEMENT OF FILTER ELEMENT**

Aircraft S/N _____ "N" Number _____

Owner _____

Aircraft total time at modification _____ Hours.

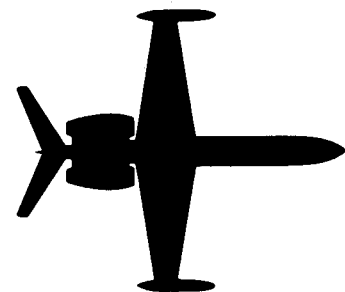
Part A _____ Part B _____ (Check as applicable)

I certify that the above aircraft has been modified in accordance with Service Letter No. WW-2411B dated May 15, 1980, as applicable.

(Date)

Signed: _____

1124-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2412

DATE: SEPTEMBER 26, 1977

EFFECTIVITY: ALL 1124 AIRCRAFT, S/N 154, 181, 187 THRU 216

SUBJECT: ENGINE FUEL COMPUTER-FILTER INSTALLATION

COMPLIANCE: AT OR BEFORE NEXT 150 HOUR INSPECTION

APPROVAL: I. A. I. ENGINEERING

PURPOSE: TO SUPPRESS POWER SURGES INTO FUEL COMPUTER

INSTRUCTIONS:

NOTE 1: Aircraft S/N 202 thru 216 have factory installed diodes in wiring harness, which must be removed prior to installing computer filters. Diode removal procedures are covered in PART II of Instructions.

NOTE 2: All electrical wiring shall be in accordance with maintenance practices defined in Chapter 20, 1124 Westwind Wiring Manual.

PART I

1. Remove all electrical power from aircraft.
2. Gain access to electrical connectors J183 and J184 located at Fuselage Station 419.84, by removing the forward panel of AFT baggage compartment. See Sheet 8.104, Chapter 91, 1124 Westwind Wiring Manual for view of J184 connector; J183 connector is located immediately to the left of J184 connector.
3. Locate and drill a .250 diameter hole in the web of the 5313737-7 and -8 angles, as per Figure 1. Remove burrs and sharp edges from holes, and remove sufficient surface coating around holes to provide good electrical ground potential for filter.
4. Install a P/N 51-359-001 Filter at each location. The button end of filter shall be on the outboard side of angle. Use extreme care when torquing filter.
5. Locate wire 1Q542C20 in wire bundle entering J183 connector. Cut wire near connector and connect to filter per wiring scheme Figure 2. Use 20 AWG wire for additional wire requirements.
6. Repeat Step 5 to connect filter in wire 2Q542C20 near J184 connector.

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SERVICE LETTER NO. WW-2412

INSTRUCTIONS (CONT'D)

7. Inspect engine fuel computer wiring harness between Plug 183 and L. H. Computer, and between Plug 184 and R. H. Computer, for evidence of chafing against airframe structure. Wrap wiring harness with T50R spiral wrap, or equivalent, if necessary to prevent chafing.
8. Replace baggage compartment panels and perform engine run to functionally check fuel computers for normal operations.

PART II (FOR S/N 202 THRU 216)

1. Remove and discard diodes and terminal strips located on the 5313737-7 and -8 angles just forward of fuselage Station 419.84.
2. Install end cap, coil and stow segment coming from butt connector of wire 1Q543C20. Install end cap, coil and stow wire segment coming from butt connector of wire 2Q543C20. (SEE FIGURE 2)
3. Complete Steps 3 thru 8 of PART I.

SUPPLY DATA:

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
2	51-359-001	EMI Filter

The above items may be obtained at no charge as Kit No. WW-2412 from:

ATLANTIC AVIATION CORP.
P. O. BOX 1709
GREATER WILMINGTON AIRPORT
WILMINGTON, DE 19899

Aircraft serial number and shipping instructions must be included when ordering parts.

The following items may be ordered with kit, or obtained from local sources:

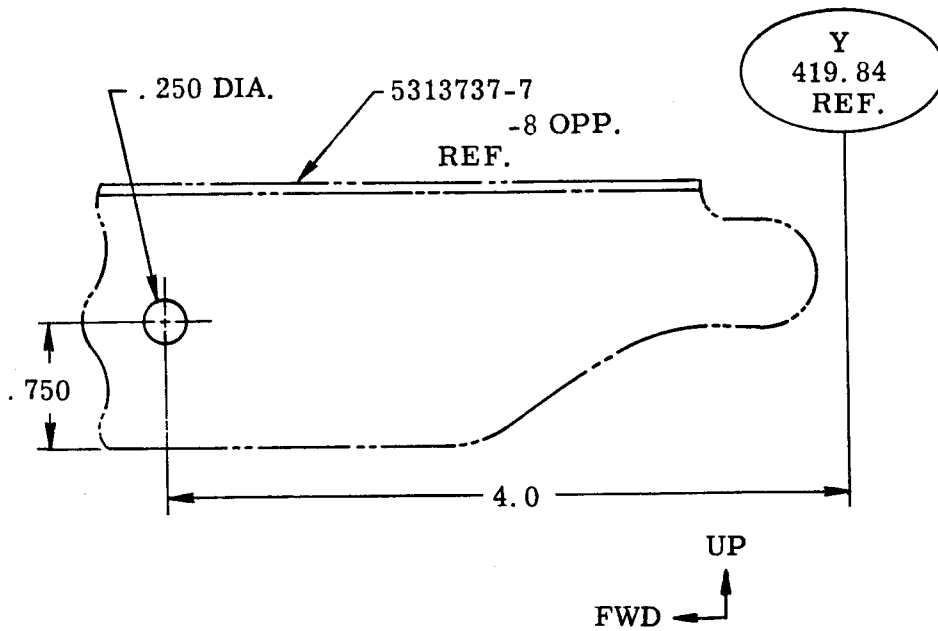
<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
AR	T50R	Spiral Wrap
AR	MIL-W-81044-20 AWG	Wire

WEIGHT AND
BALANCE: N. A.

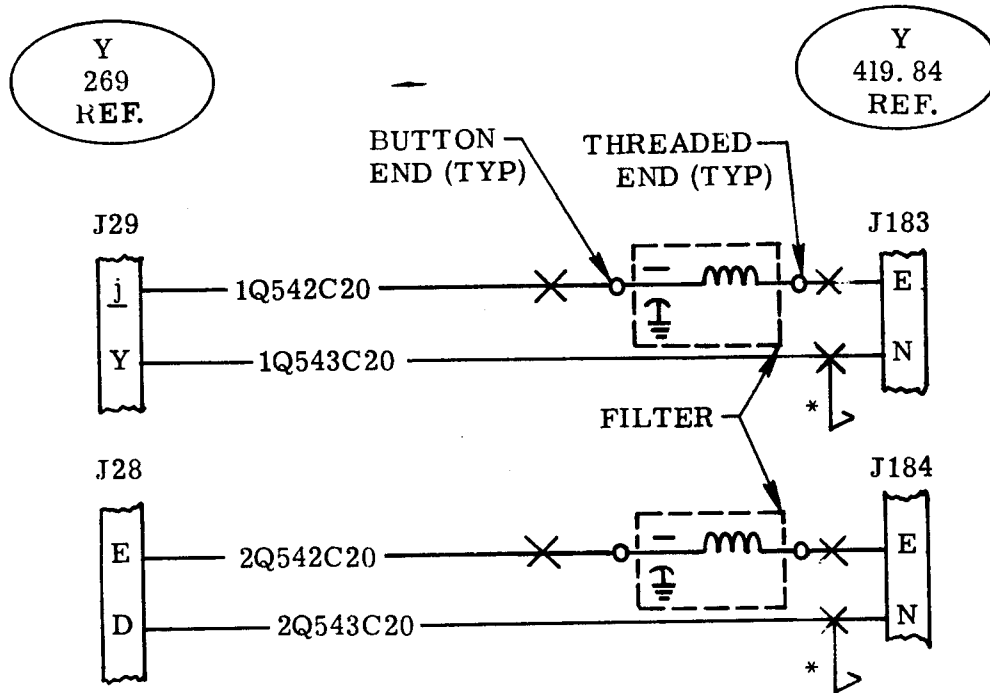
AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows:
Service Letter No. WW-2412, dated September 26, 1977, entitled "Engine Fuel
Computer-Filter Installation", accomplished (DATE) .

SERVICE LETTER NO. WW-2412



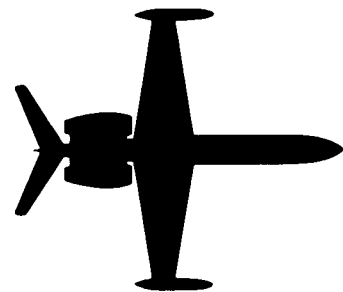
FILTER INSTALLATION
FIGURE 1



FILTER INSTALLATION
FIGURE 2

* 202 THRU 216
ONLY

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2413

DATE: DECEMBER 20, 1977

EFFECTIVITY: MODEL 1124 AIRCRAFT S/N 154, 181, 187 THRU 203

SUBJECT: WIRE CHAFFING IN NOSE GEAR WELL

COMPLIANCE: AT NEXT 150 HOUR INSPECTION

APPROVAL: I. A. I. ENGINEERING

PURPOSE: REROUTING OF NOSE LANDING GEAR WIRE HARNESS TO PREVENT CHAFFING WHEN NOSE GEAR IS RETRACTED

INSTRUCTIONS:

1. Jack aircraft in accordance with procedures outlined in Chapter 7-00-00, 1124 Westwind Maintenance Manual.
2. Gain access to nose landing gear well. Remove and discard existing wire bundle support clamps and attaching hardware (three places). Remove and discard existing 4823060-5 clamp assembly from nose gear strut body.
3. Install new MS25281-R8 wire bundle support clamp to 4823060-3 plate, using hardware provided, per Figure 1. Install new P/N 4823060-13 clamp assembly on nose gear strut body as per Figure 2. Check wire bundle for proper routing and freedom from stress between support clamps when nose gear is rotated to full deflection in left and right turns.
4. Perform landing gear retraction check in accordance with procedures outlined in Chapter 32-00-00, 1124 Westwind Maintenance Manual. Verify that wire bundle does not chaff against linkages or structure during retract cycle.
5. Remove aircraft from jacks.

SUPPLY DATA:

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
1	4823060-13	Clamp Assy
1	MS25281-R8	Clamp
1	AN3-6A	Bolt
1	MS21042-3	Nut
1	NA43DD3-16	Spacer

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SERVICE LETTER NO. WW-2413

SUPPLY DATA (CONT'D)

The above items may be obtained at no charge as Kit No. WW-2413 from:
ATLANTIC AVIATION CORP.
P. O. BOX 1709
GREATER WILMINGTON AIRPORT
WILMINGTON, DE. 19899

Aircraft serial number and shipping instructions must be included when requesting parts.

WEIGHT AND
BALANCE N. A.

AIRCRAFT RECORDS:

Make appropriate entry in aircraft permanent maintenance records as follows:
Service Letter No. WW-2413, dated December 20, 1977, entitled "Wire Chaffing
in Nose Gear Well" accomplished _____ (Date) _____.

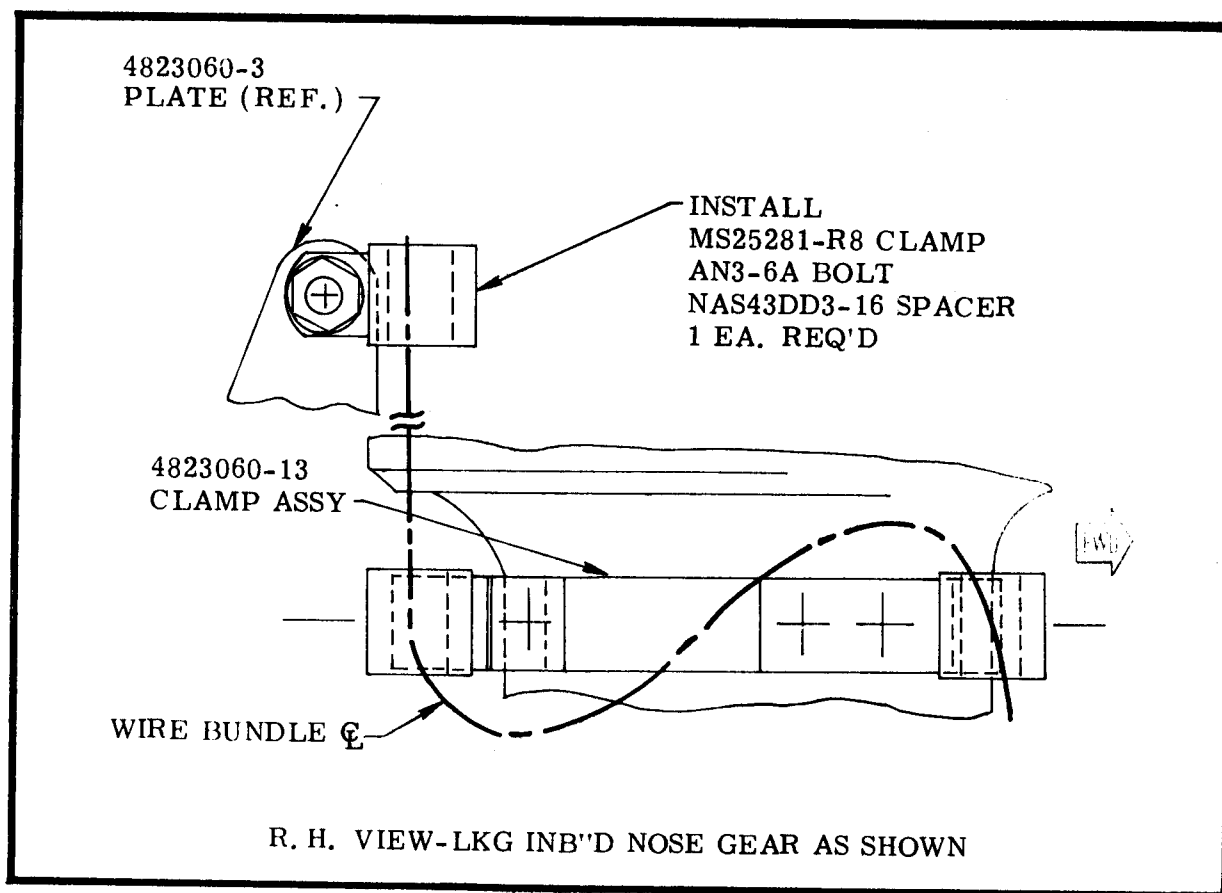


FIGURE 1

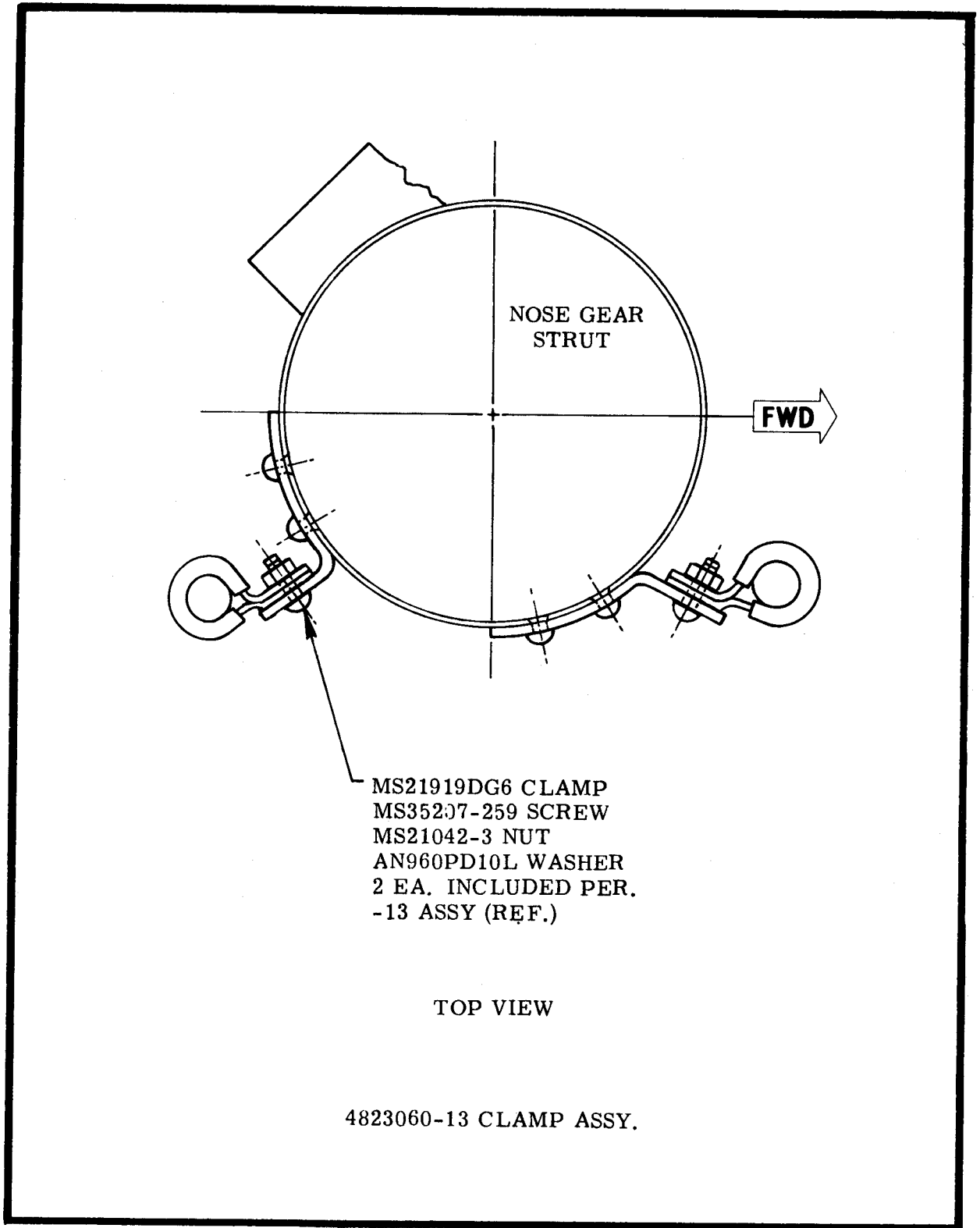
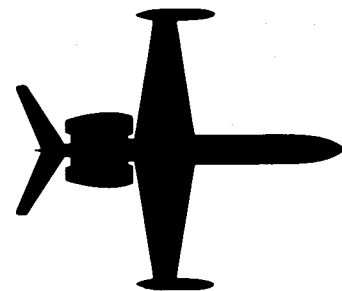


FIGURE 2

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2414

DATE: AUGUST 29, 1977

EFFECTIVITY: ALL MODEL 1124 AIRCRAFT S/N 154, 181, 187 THRU 205, 207 THRU 215

SUBJECT: INSPECTION OF ANGLE OF ATTACK INDEXERS

COMPLIANCE: AT NEXT 150 HOUR INSPECTION

APPROVAL: I. A. I. ENGINEERING

PURPOSE: TO REPLACE INDEXER VENDOR P/N SLZ9374-A WITH P/N SLZ9374-D INDEXER WITH INTERNAL DIODES.

INSTRUCTIONS:

1. Remove indexers from instrument panel.
2. Examine each indexer assembly data plate to determine if it is identified by vendor part number SLZ9374-A, which should be replaced with P/N SLZ9374-D.
3. Indexers identified by vendor P/N SLZ9374-D have internal diodes and are satisfactory for service.
4. Indexers identified by vendor P/N SLZ9374 have internal diodes and are satisfactory for service.

SUPPLY DATA:

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
2	SLZ9374-D	Angle of Attack Indexer

NOTE: THE ABOVE INDEXER(S) WILL BE EXCHANGED AT NO CHARGE FROM:

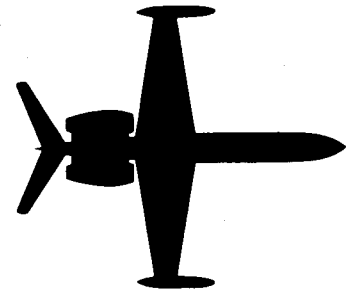
COMMODORE AVIATION, INC.
P. O. BOX 280
RONKONKOMA, NY 11779

Aircraft serial number and shipping instructions must be included when requesting parts.

WEIGHT AND
BALANCE: N. A.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows: Service Letter No. WW-2414, dated August 29, 1977 entitled, "Inspection of Angle of Attack Indexers", accomplished (DATE).



SERVICE LETTER

SERVICE LETTER NO. WW-2415

DATE: AUGUST 31, 1977

EFFECTIVITY: ALL MODEL 1124 AIRCRAFT S/N 154, 181, 187 THRU 201 AND 204

SUBJECT: INSTALLATION OF ADDITIONAL CHECK VALVES INTO HYDRAULIC RESERVOIR PRESSURIZATION SOURCE.

COMPLIANCE: AT NEXT SCHEDULED INSPECTION

APPROVAL: I. A. I. ENGINEERING

PURPOSE: TO PROVIDE ADDITIONAL SAFETY TO PREVENT INGRESS OF SKY-DROL INTO RESERVOIR PRESSURIZATION LINE IN THE EVENT OF RESERVOIR OVERSERVICING.

INSTRUCTIONS:

1. From parts kit, make 2 each assemblies as follows: Install S-0310-904HT O-Ring and AN784D4 tee on outlet end of check valve P/N 3713039, and torque to 40-65 In/Lbs. Install AN929-4 cap on 90 degree outlet of tee fitting.
2. Gain access to hydraulic reservoir and release reservoir air pressure by raising the cap on top of the reservoir air pressure relief valve.
3. Remove forward panel in aft baggage compartment to gain access to the hydraulic reservoir bleed air supply tubes, P/N 5783595-29 and -31. Refer to tubing schematic Figure No. 1.
4. Cut tubes as near as possible to the bleed switching valve P/N 5783647 to accommodate installation of new check valve and tee assembly. Install AN818D4 Nut and MS20819D4 sleeve on tubing and flare each cut per MS33584. Install check valve and tee assembly as per schematic Figure No. 1. Torque all tube fittings to 40-65 In/Lbs.
5. Refer to Figure No. 1, and using a regulated shop air supply, leak check as follows:
 - A. Remove caps at Points 1 and 2; disconnect line from hydraulic reservoir and cap the outlet of tee at Point 3.
 - B. Pressurize Point 1 to 60 PSI; shut off air supply. The pressure shall not be less than 59 PSI after 5 minutes.

SERVICE LETTER NO. WW-2415

INSTRUCTIONS (CONT'D)

- C. Repeat procedure, pressurizing Point 2 while Point 1 is open.
 - D. Repair or replace any component as necessary to meet test procedure.
 - E. Remove test equipment, install caps at Point 1 and 2. Remove cap and reconnect tubing at Point 3. Torque caps and tube fittings to 40-65 In/Lbs. Restore tubing support clamps that may have been removed during this rework.
6. Operate both engines, check fittings using soap solution for external leakage at Points 1, 2 and 3. No leakage is allowed.
7. Replace baggage compartment panel.

SUPPLY DATA:

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
2	3713039	Check Valve
2	S-0310-904HT	O-Ring
2	AN784D4	Tee
2	AN929-4	Cap Assy
4	AN818-4D	Nut
4	MS20819-4D	Sleeve

The above items may be obtained at no charge as Kit No. WW-2415 from:

ATLANTIC AVIATION CORP.
P. O. BOX 1709
GREATER WILMINGTON AIRPORT
WILMINGTON, DE. 19899

Aircraft serial number and shipping instructions must be included when requesting parts.

WEIGHT AND
BALANCE:

N. A.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows:
Service Letter No. WW-2415 dated August 31, 1977 entitled, "Installation of
Additional Check Valves Into Hydraulic Reservoir Pressurization Sources",
accomplished (DATE) .

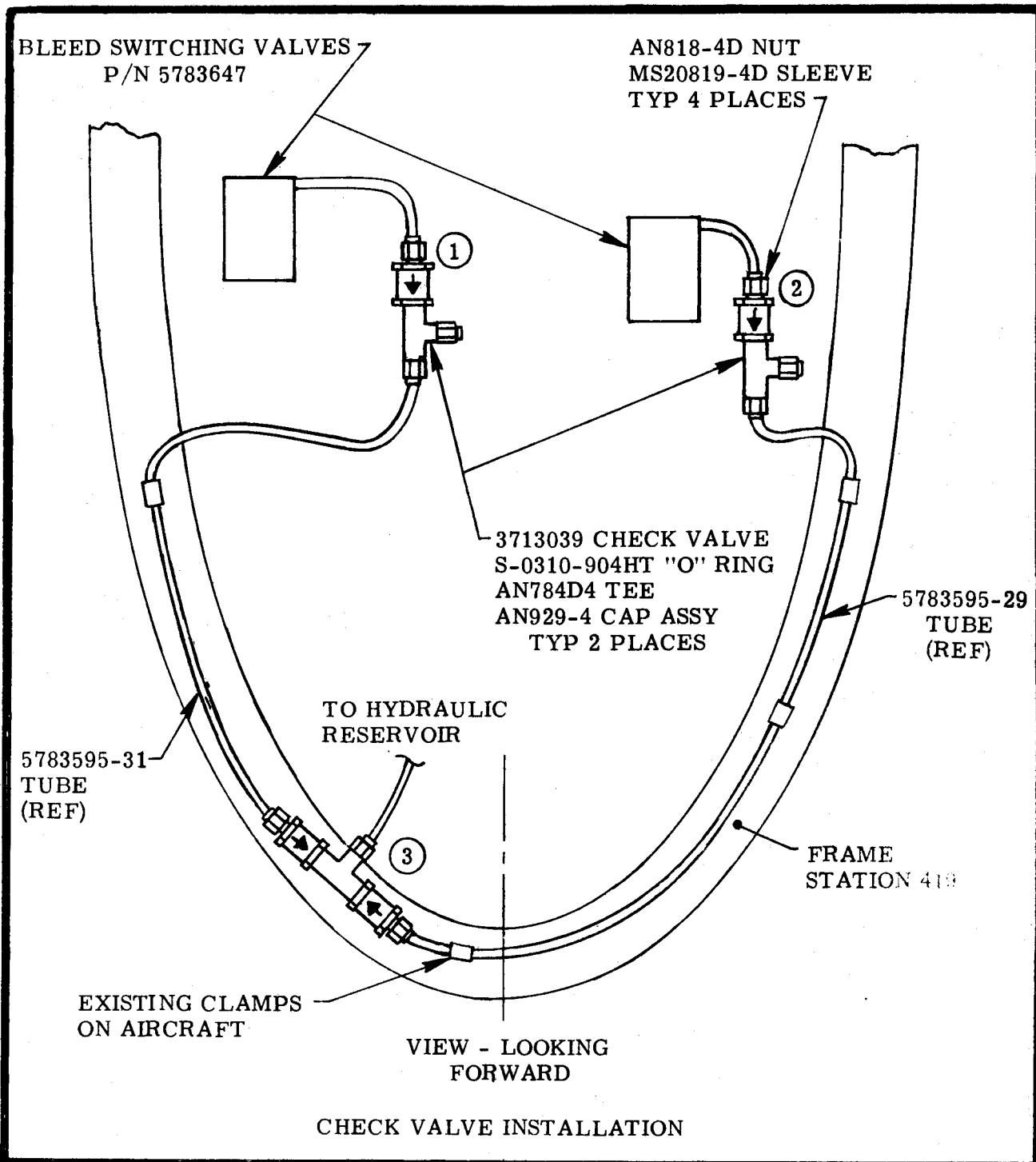
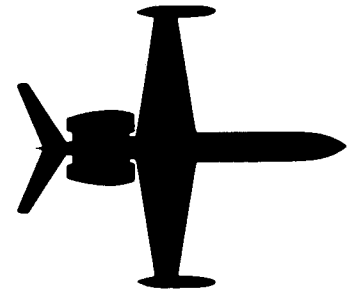


FIGURE 1



SERVICE LETTER

SERVICE LETTER NO. WW-2416

DATE: DECEMBER 20, 1977

EFFECTIVITY: MODEL 1124 S/N 154, 181, 187 THRU 203

SUBJECT: INCREASE WIRE LOOP AT BASE OF CONTROL COLUMN

COMPLIANCE: AT OWNER'S DISCRETION

APPROVAL: I. A. I. ENGINEERING

PURPOSE: TO PREVENT POSSIBLE INTERFERENCE BETWEEN CONTROL COLUMN WIRING AND CRANK ASSEMBLY - PEDAL ADJUSTMENT

INSTRUCTIONS:

NOTE:

Procedures apply to both control columns. Refer to View "A", Figure 1 and proceed as follows:

1. Release existing wiring clamp at top of control column and discard attaching screw and spacer. Reinstall existing wiring clamp using NAS43DD-3-48 spacer, NAS1100-3-20 screw and AN960-10L washer.
2. Remove existing next lower clamp, then locate a point 1.5 inches below existing rivnut and mark for drilling. Remove access plate on side of control column. Stuff shop towels in control column below drill reference point to catch and hold metal shavings. Drill a No. 40 pilot hole at reference point, then enlarge to .250 dia. with a 1/4 inch drill. Remove any burrs from hole, and remove metal shavings and shop towels from control column. Install MS27130-A25 rivnut in previously drilled hole, then secure wire bundle at this location using existing MS2191DG5 clamp, NAS1100-3-8 screw and an additional AN960-10L washer. Replace control column access panel.
3. Remove next lower clamp retaining screw. Add an AN960-10L washer and reinstall clamp retaining screw.
4. Gain access to and remove access plates immediately forward of pilots control column and co-pilots control column, reference Figure 2, Chapter 53-20-00, 1124 Westwind Maintenance Manual. Remove flexible boot from base of each control column.
5. Using View "B", Figure 1 as a guide, perform the following operations both L. H. and R. H. sides: locate and drill a No. 10 hole in fuselage frame at Station 44.50 at 15.23 inches outboard of fuselage centerline, and .50 inch below

1124-39-01

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SERVICE LETTER NO. WW-2416

INSTRUCTIONS (CONT'D)

- 10.50 Waterline. Remove burrs from holes and all metal shavings from under floor area.
6. Install MS21919DG7 clamp on wire bundle, per View "B". Secure clamp to fuselage frame with NAS1100-3-22 screw, NAS43DD-3-52 spacer, AN960-10L washer and MS21042-3 nut (2 places). Wiring should have freedom on movement within clamp. If necessary, insert additional washers between tabs of clamp. Clamp is to serve as a guide for wiring.
 7. Move control column fore and aft, and check wire bundle for binding.
 8. Replace floor access plates and flexible boots on base of control columns.

SUPPLY DATA:

The following items may be procured from local sources.

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
8	AN960-10L	Washer
2	MS21042-3	Nut
2	MS21919DG7	Clamp
2	MS27130-A25	Rivnut
2	NAS1100-3-20	Screw
2	NAS1100-3-22	Screw
2	NAS43DD3-48	Spacer
2	NAS43DD3-52	Spacer

WEIGHT AND
BALANCE: N. A.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows: Service Letter No. WW-2416, dated December 20, 1977, entitled "Increase Wire Loop at Base of Control Column", accomplished _____ (Date).

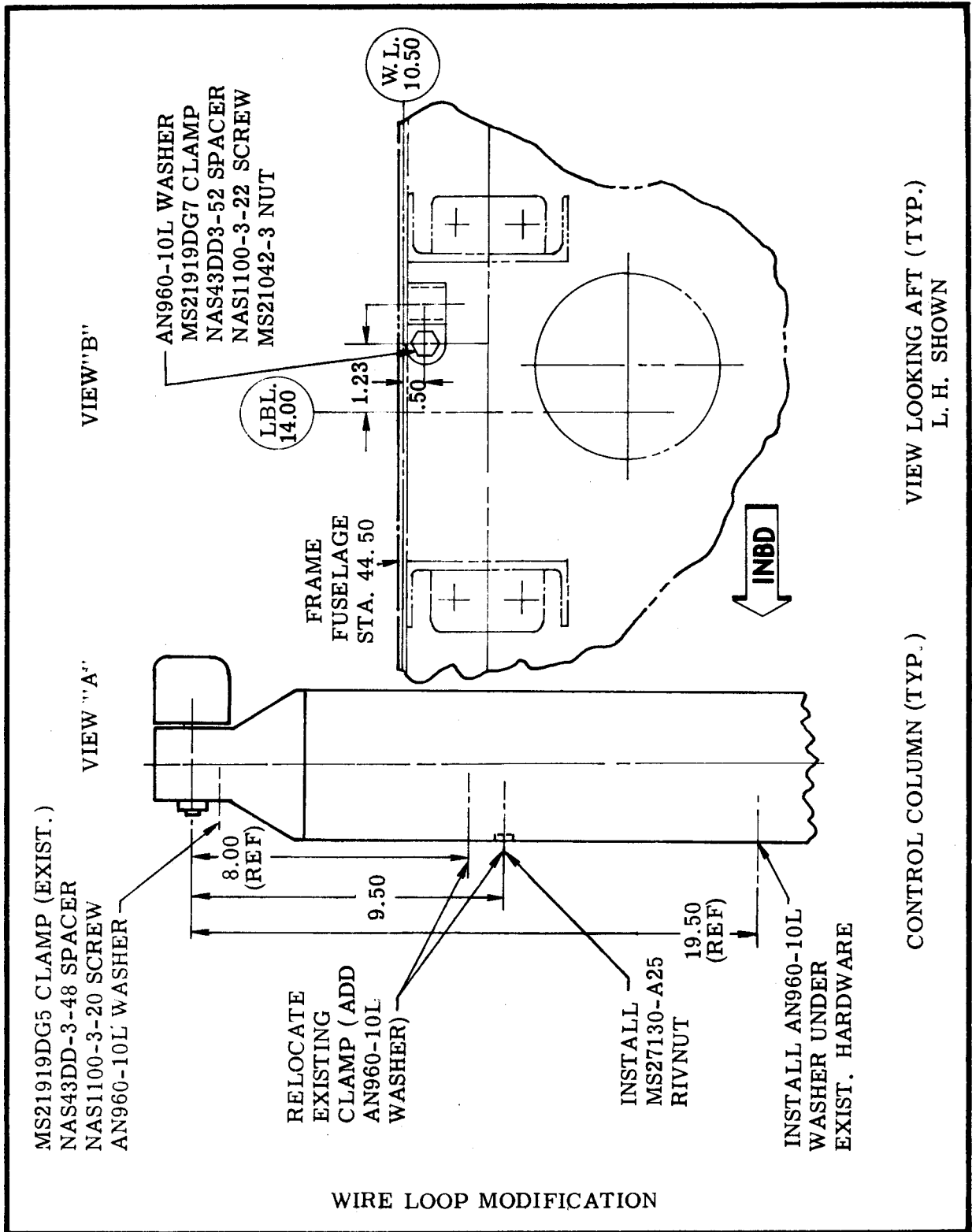
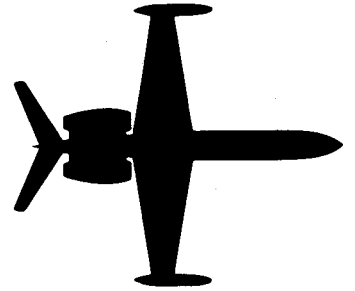


FIGURE 1

111 24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2417

DECEMBER 19, 1977

EFFECTIVITY: MODEL 1124 AIRCRAFT, S/N 154, 181, 187 THRU 215

SUBJECT: DRAINAGE FOR UPPER ANTI-COLLISION LIGHT MECHANISM

COMPLIANCE: AT OWNER'S DISCRETION

APPROVAL: I. A. I. ENGINEERING

PURPOSE: PREVENTION OF WATER ACCUMULATION IN UPPER ANTI-COLLISION LIGHT

INSTRUCTIONS:

1. Remove the Upper Anti-Collision Light Assembly from the 5413013 Vertical Stabilizer Tip Assembly, per Paragraph 7. A. (3), Page 213, Chapter 33-40-00 of the 1124 Westwind Maintenance Manual. (SEE FIGURE 2)
2. Remove attaching screws securing mechanism assembly to mounting and reinforcement plates. (SEE FIGURE 2)
3. Disconnect plug from forward end of mechanism housing. Remove retaining screws and separate upper and lower mechanism covers. Remove screws securing mechanism components to lower cover; remove mechanism.
4. Locate drains which are plugged with sealant or have drain holes plugged with MS20470A5-3 rivets. (SEE FIGURE 1)
 - A. Remove sealant plugs from drains, where applicable. Clean thoroughly and proceed to reassembly STEP 5.
 - B. Drill out MS20470A5-3 rivets, where applicable, leaving .187 dia. holes. Deburr holes, remove all metal chips, and proceed to reassembly STEP 5.
5. Reassemble mechanism assembly by attaching mechanism to lower cover, securing electrical plug and attach upper cover.
6. Attach mechanism assembly to mounting and reinforcement plates. Apply 890B2 sealer to all fasteners which were removed, to upper and lower mechanism cover joint, and to intersection with reinforcement plate. (SEE FIGURE 1)

1124-33-01
Page 1 of 3



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SERVICE LETTER NO. WW-2417

INSTRUCTIONS CONT'D.

7. Install assembly to vertical stabilizer tip assembly, install lamps and lens per Paragraph 7. B. (2), Page 214, Chapter 33-40-00 of the 1124 Westwind Maintenance Manual.
8. Check lens retainer screw for set screw plug. If not present, install AN565D6H4 set screw wet with 890B2 sealer. (SEE FIGURE 2)

SUPPLY DATA:

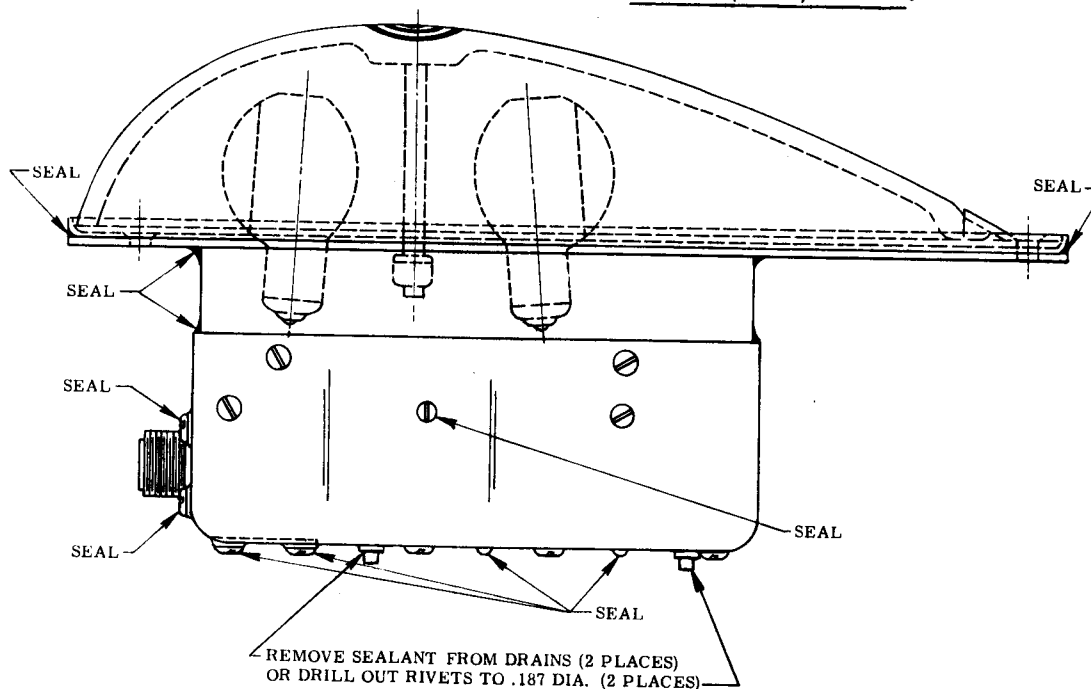
The following maybe obtained from local sources:

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
AR	Coast. Pro-Seal 890B2	Sealer

WEIGHT AND
BALANCE: N. A.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows:
Service Letter No. WW-2417, dated December 19, 1977, entitled "Drainage For Upper
Anti-Collision Light Mechanism," accomplished _____ (Date) _____.



CLEARANCE OF DRAINS AND APPLICATION OF SEALANT

FIGURE 1

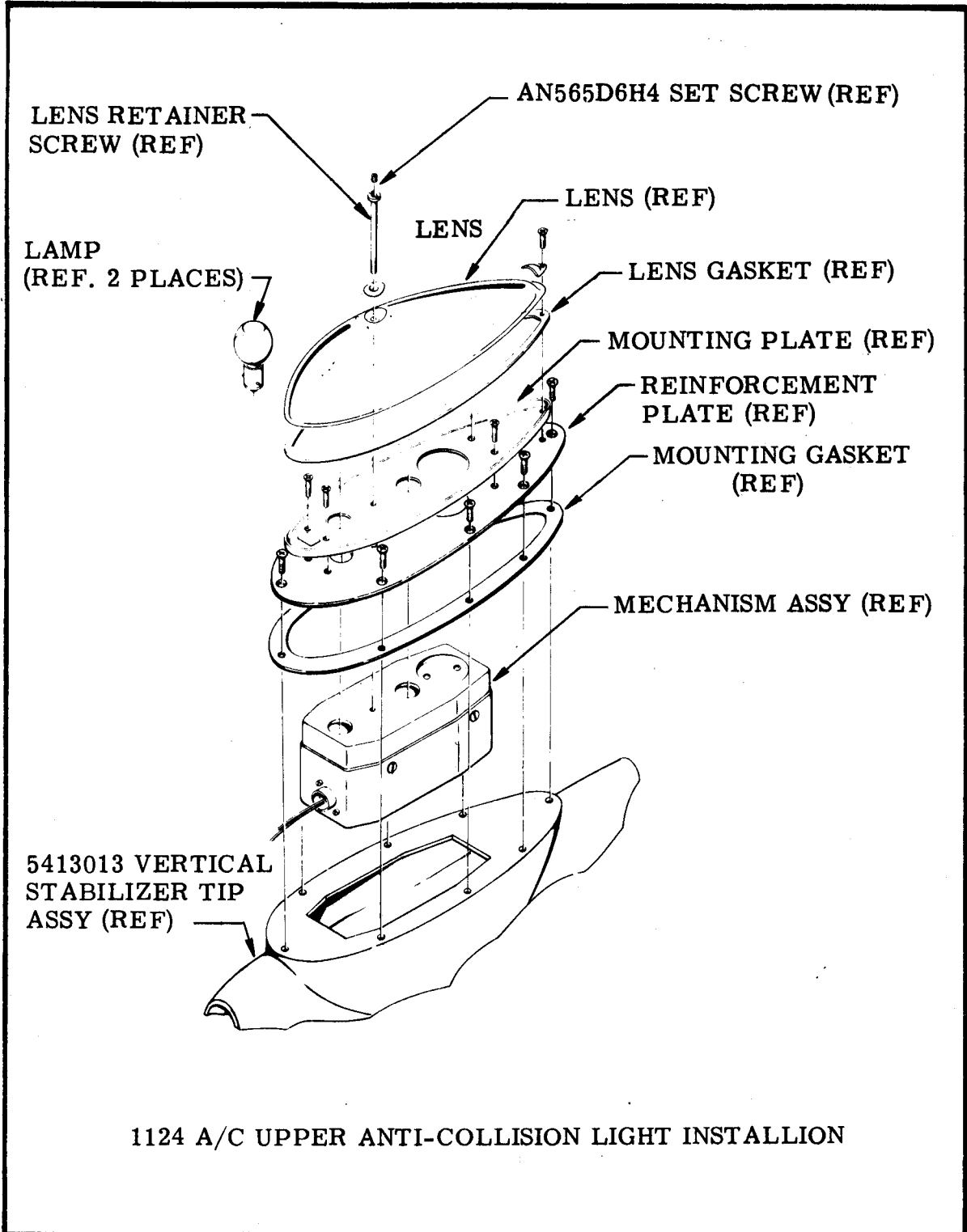
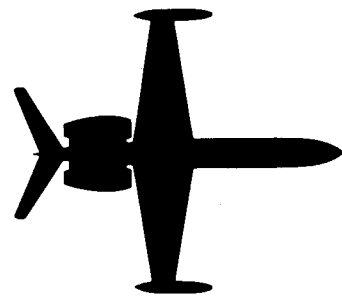


FIGURE 2

1124-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2418

DATE: DECEMBER 20, 1977

EFFECTIVITY: MODEL 1124 AIRCRAFT S/N 154, 181, 187 THRU 201, AND 204

SUBJECT: FUEL VENT VALVE SEAL REPLACEMENT

COMPLIANCE: AT NEXT 150 HOUR INSPECTION

APPROVAL: I. A. I. ENGINEERING

**PURPOSE: TO EQUIP FUEL VENT VALVES WITH NEW FLUROSILICONE
COMPOUND O-RING SEALS**

INSTRUCTIONS:

1. Defuel aircraft in accordance with Chapter 12-10-01, 1124 Westwind Maintenance Manual until all fuel has drained from outboard wing fuel compartment.
2. Remove wing fuel vent valve assemblies, replace O-rings, and install in accordance with the procedures of Para. 10, Page 420, Chapter 28-10-00 of the 1124 Westwind Maintenance Manual. Prior to installation, inspect and perform functional testing of valve assemblies per Paragraph 4, below.
3. Remove tip tank fuel vent valve assemblies, replace O-rings, and install in accordance with the procedures of Para. 14, Page 424, Chapter 28-10-00 of the 1124 Westwind Maintenance Manual. Prior to installation, inspect and perform functional testing of valve assemblies per Paragraph 4, below.
4. Perform inspection of O-rings and functional testing of the fuel vent valve assembly as follows:
 - A. Prior to installation, inspect for any surface defects on the O-rings; if no defects are detected, assemble the valves. (SEE FIGURE 1)
 - B. Install a 1" I. D. flexible tube, of suitable length, on the assembly drain tube and secure with a clamp to prevent seepage.
 - C. Immerse the valve assembly in fuel, with the open end of tubing above the fuel level. Immerse for a minimum of 10 minutes.
 - D. Remove assembly from fuel and check tubing for fuel, indicating seal leakage. If any leakage is detected, replace faulty O-ring(s) and repeat immersion test until no leakage is detected.

SERVICE LETTER NO. WW-2418

INSTRUCTIONS (CONT'D)

5. Refuel aircraft in accordance with Chapter 12 of the 1124 Westwind Maintenance Manual.
6. Check fuel system and all fuel vent valves for leakage.

SUPPLY DATA:

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
8*	4115-74	O-Ring, Fluorosilicone

*Kit contains 10 O-Rings to provide spares for testing.

The above kit may be obtained at no charge as KIT NO. WW-2418 from:

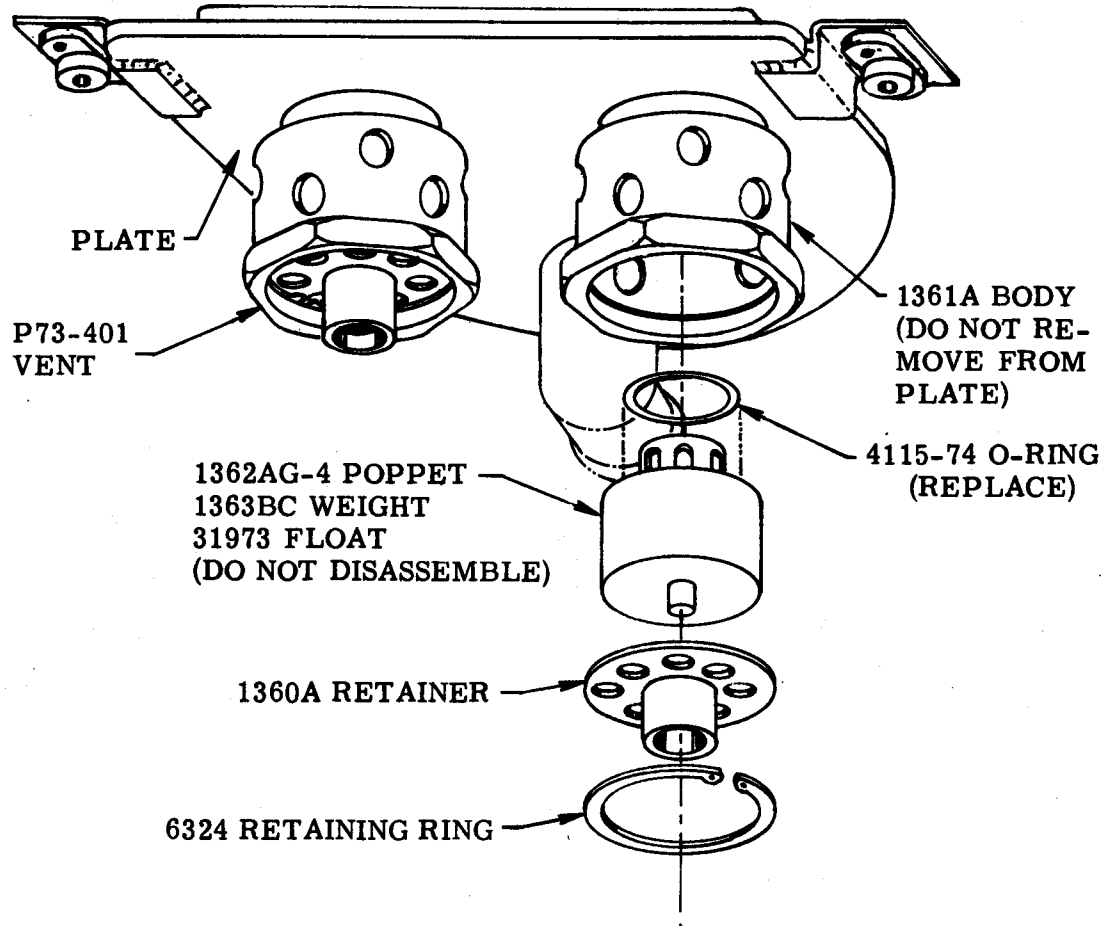
ATLANTIC AVIATION CORP.
P. O. BOX 1709
GREATER WILMINGTON AIRPORT
WILMINGTON, DE 19899

Aircraft serial number and shipping instructions must be included when requesting parts.

WEIGHT AND
BALANCE: N. A.

AIRCRAFT RECORDS:

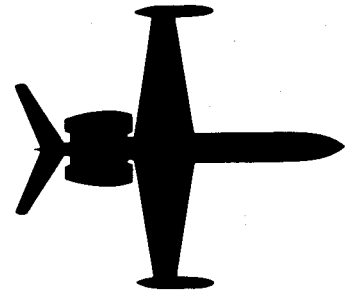
Make an appropriate entry in aircraft permanent maintenance records as follows:
Service Letter No. WW-2418, dated December 20, 1977, entitled "Fuel Vent Valve Seal Replacement", accomplished (DATE) .



TYPICAL 5653112 FUEL VALVE ASSEMBLY

FIGURE 1

1124-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2419

DATE: SEPTEMBER 30, 1977

EFFECTIVITY: ALL MODEL 1124 AIRCRAFT, S/N 154, 181, 187 THRU 201, 203, 204, 205, AND 207.

SUBJECT: THRUST REVERSER ARMING ACTIVATION

COMPLIANCE: AT OWNER'S DISCRETION

APPROVAL: I. A. I. ENGINEERING

PURPOSE: TO REMOVE NOSE GEAR GROUND CONTACT SWITCH FROM THRUST REVERSER SYSTEM.

INSTRUCTIONS:

1. Turn all electrical power off and disconnect aircraft batteries.
2. Remove nose compartment cover to gain access to electrical connectors P9, P10, and DG7 located on forward pressure bulkhead.
3. Locate and remove wire 1K13C20 from Pin j and wire 2K13C20 from Pin R of connector P9.
4. Locate and remove wire 1K2A20 from Pin L and wire 1K3A20 from Pin K of connector DG7.
5. Locate and remove wire 1K15A20 from Pin W and wire 2K15A20 from Pin d of connector P10.
6. Install MS25274-2 end caps and coil and stow each wire disconnected in Steps 3, 4, and 5. (SEE FIGURE 1 "WAS" AND "NOW")
7. Use MIL-W-81044-20AWG wire to fabricate two new wires, and identify as wires 1K15L20 and 2K15L20. Install wire 1K15L20 between P10-W and P9-j. Install wire 2K15L20 between P10-d and P9-R. (SEE FIGURE 1 "NOW" CONFIGURATION)
8. Secure all plug connections and replace nose compartment cover. Re-connect aircraft batteries.
9. Perform Thrust Reverser operational check in accordance with Paragraph 2, Chapter 78-30-00, Page 201, 1124 Westwind Maintenance Manual.

NOTE: DELETE PARAGRAPHS 23 THRU 28, PAGE 203, CHAPTER 78-30-00, 1124 WESTWIND MAINTENANCE MANUAL.

SERVICE LETTER NO. WW-2419

SUPPLY DATA:

The following items may be procured locally:

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
AR 6	MIL-W-81044-20 AWG MS25274-2	Wire End Cap

WEIGHT AND
BALANCE: N. A.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows:
Service Letter No. WW-2419 dated September 30, 1977, entitled "Thrust Reverser
Arming Activation", accomplished (DATE) _____.

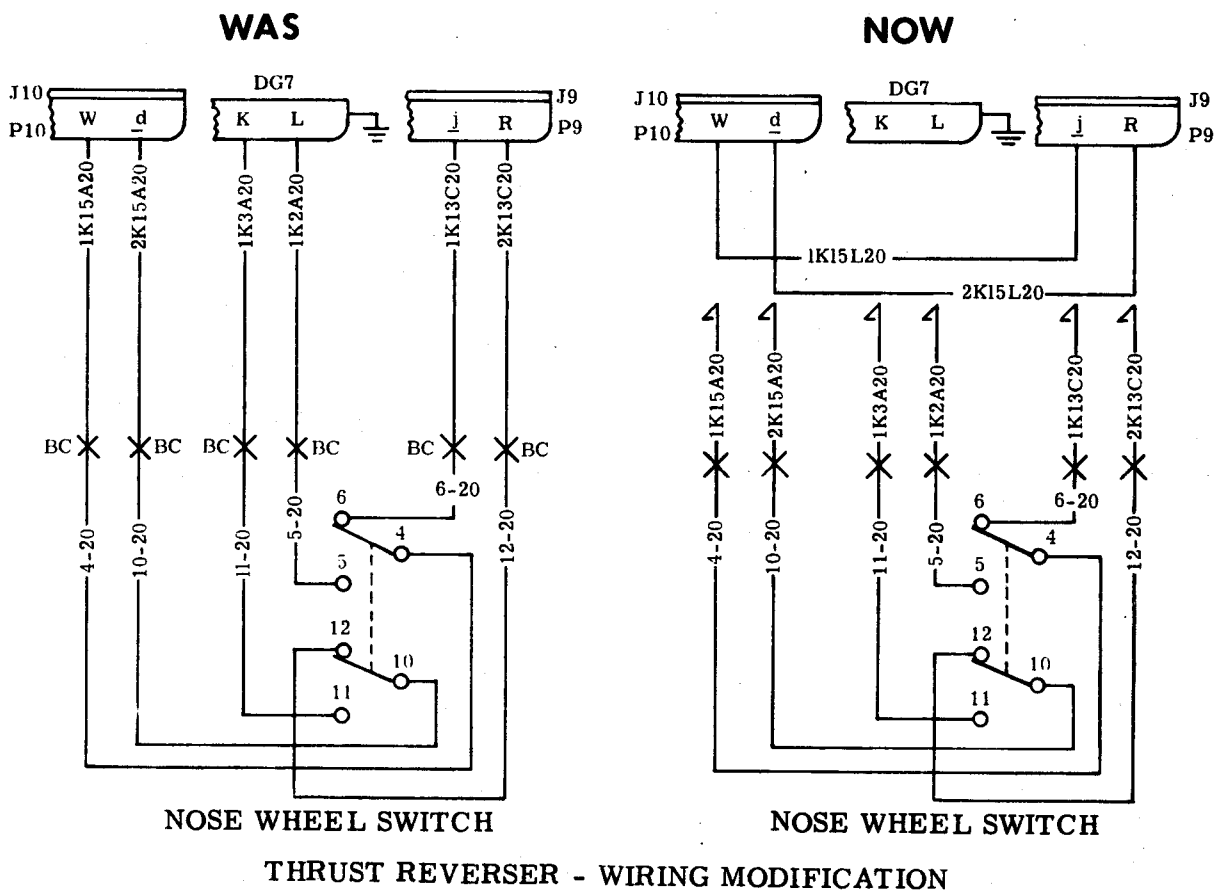
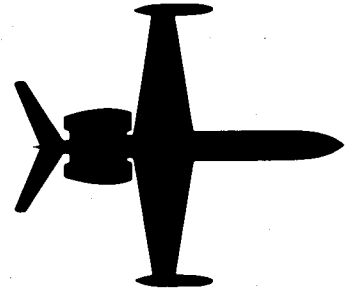


FIGURE 1

1124-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2420E

FEBRUARY 1, 1984

(This Service Letter replaces Service Letter No. WW-2420D, dated November 17, 1981.)

EFFECTIVITY: 1124/1124A WESTWIND SERIES AIRCRAFT
SUBJECT: CHAPTER 5 TIME LIMITS - MAINTENANCE CHECKS
COMPLIANCE: AT NEXT SCHEDULED INSPECTION
APPROVAL: IAI ENGINEERING
REASON: CHAPTER 5 OF THE 1124/1124A MAINTENANCE MANUAL HAS BEEN REPRINTED. INCLUDING ALL CHANGES AS OF JULY 20, 1983.

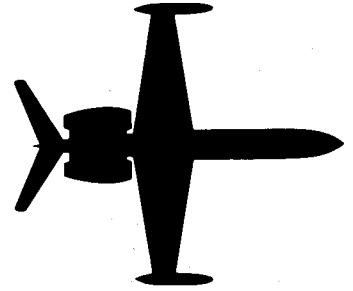
SUPPLY DATA:

One copy of Chapter 5 is included with this service letter to everyone on the current subscription list for 1124 service data. Additional copies of Chapter 5 may be obtained at the cost of \$10.00 each or \$7.50 in quantities of ten (10) or more.

SEND ORDERS TO:

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

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2421

DATE: OCTOBER 26, 1977

EFFECTIVITY: MODEL 1124 AIRCRAFT S/N 154, 181, AND 187 THRU 219

SUBJECT: EXTERNAL POWER FUSE REPLACEMENT

COMPLIANCE: AT OWNER'S DISCRETION

APPROVAL: I. A. I. ENGINEERING

PURPOSE: TO PERMIT INCREASED EXTERNAL POWER AMPERAGE FOR STARTING

INSTRUCTIONS:

1. Turn all electrical power off.
2. Open external power receptacle access door to gain access to external power fuse P/N ANL-400
3. Remove existing fuse and replace with new fuse P/N ANL-500.

SUPPLY DATA:

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
1	ANL-500	Fuse

The required part may be obtained from:

ATLANTIC AVIATION CORP.
P. O. BOX 1709
GREATER WILMINGTON AIRPORT
WILMINGTON, DE 19899

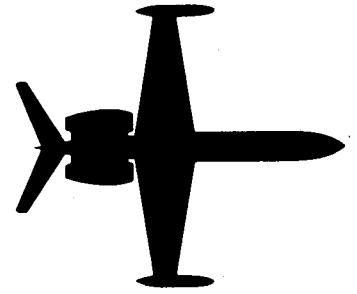
Aircraft serial number and shipping instructions must be included when ordering parts.

WEIGHT AND
BALANCE: N. A.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows:
Service Letter No. WW-2421 dated October 26, 1977, entitled "External Power Fuse Replacement", accomplished _____ (DATE) _____.

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2422

DATE: OCTOBER 31, 1977

EFFECTIVITY: MODEL 1124 S/N 154, 181, 187 THRU 203

SUBJECT: ANGLE OF ATTACK ADJUSTMENT

COMPLIANCE: AT NEXT 150 HOUR INSPECTION

APPROVAL: I. A. I. ENGINEERING

PURPOSE: TO CHANGE ANGLE OF ATTACK INPUT SIGNAL FROM R. H. FLAP POSITION TRANSMITTER TO L. H. FLAP GEARBOX TRANSMITTER WHERE INPUT SIGNAL WILL BE FREE OF FLAP POSITION INDICATOR FEEDBACK

GENERAL NOTES:

NOTE 1: When complying with this Service Letter, refer to Chapter 27-50-01, Flap System and Chapter 34-10-03, Angle of Attack System in 1124 Westwind Wiring Manual.

NOTE 2: All wiring modification shall be accomplished as per maintenance practices outlined in Chapter 20, 1124 Westwind Wiring Manual.

NOTE 3: Electrical connectors and locations involved in this Service Letter are:

P/J 19	Fuselage Sta. Y29	Left side
P/J 31	Fuselage Sta. Y316	Left side
P/J 215	Fuselage Sta. Y316	Left side
P/J 211	Left wing at flap gearbox	

INSTRUCTIONS:

1. Remove all electrical power from aircraft and disconnect batteries.
2. Gain access to electrical receptacle J19. Locate and remove wire C58F22 from pin A, wire C59F22 from pin Z and wire C60F22 from pin Y of the J19 receptacle. Coil and stow disconnected wires. Identify wires as "removed per Service Letter No. WW-2422".
3. Locate existing spare wires at Fuselage Sta. Y24 and Y316 (Reference Chapter 24-50-03, 1124 Westwind Maintenance Manual).

1124-34-02
Page 1 of 5



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BEN GURION AIRPORT, ISRAEL

SERVICE LETTER NO. WW-2422

INSTRUCTIONS (CONT'D)

4. Per wiring scheme (Figure 1) complete wiring installation outlined in paragraphs 4, 5, and 6.
 - A. Working at Fuselage Sta. Y24, butt connect spare wire 1SP47A20 to existing wire F1B22 near plug J19. Identify wire between butt connection and plug J19 pin J as F1H22.
 - B. Connect spare wire 1SP48A20 to pin A of J19.
 - C. Connect spare wire 1SP49A20 to pin Z of J19.
 - D. Connect spare wire 1SP50A22 to pin Y of J19.
5. Working at Fuselage Sta. Y316, left side:
 - A. Connect spare wire 1SP47A20 to pin F of P31.
 - B. Connect spare wire 1SP48A20 to pin G of P31.
 - C. Connect spare wire 1SP49A20 to pin H of P31.
 - D. Connect spare wire 1SP50A22 to pin K of P31.
6. Using MIL-W-81044-22AWG wire, install and identify the following wires:
 - A. C71A22 from pin F of J31 to pin P of J215.
 - B. C72B22 from pin G of J31 to pin N of J215.
 - C. C73B22 from pin H of J31 to pin H of J215.
 - D. C74B22 from pin K of J31 to pin G of J215.
 - E. C71B22 from pin P of P215 to pin D of P211.
 - F. C72A22 from pin N of P215 to pin F of P211.
 - G. C73A22 from pin H of P215 to pin E of P211.
 - H. C74A22 from pin G of P215 to pin A of P211.
7. New wire bundle to Plug 211 in left wing shall be routed and secured as per electrical cable diagram, Figure 2.
8. Verify L. H. flap gearbox transmitter is wired per wiring scheme Figure 1.
9. Replace and secure all connectors, linkages, panels, etc., that were removed during accomplishment of this Service Letter.
10. Reconnect aircraft batteries.

SERVICE LETTER NO. WW-2422

INSTRUCTIONS (CONT'D)

11. Angle of Attack Indicator test:
 - A. Apply D. C. power to aircraft.
 - B. Engage AOA indicator circuit breaker. Indicator off flag should be out of view.
 - C. Set probe heater switch to "OFF".
 - D. Engage AOA heater circuit breaker.
 - E. Set indexer dimmer switch to bright.
 - F. Set Flaps to "UP" (0°).
 - G. Set reference index of indicator to .6 on indicator dial.
 - H. Position the angle of attack transmitter (external probe) such that the indicator pointer reads .1 (make sure probe does not move during the next step).
 - I. Cycle the flaps and check indicator pointer per Table 1:

FLAPS	INDICATOR READING
0°	.1
12°	.210 ± .02
20°	.239 ± .02
40°	.354 ± .02

TABLE 1

NOTE: If indicator readout is per Table 1, system calibration is satisfactory. If indicator readout is not satisfactory, consult Commodore Aviation Technical Representative.

- J. Press indexer test switch. All three lamps should be on for indexers. Check indexer dimming. Release test switch.
- K. Set probe heater switch to "ON". Ammeter should read approximately 2.5 amps. Turn probe heater switch "OFF".
- L. Turn all switches off, and remove D. C. power from aircraft.

SERVICE LETTER NO. WW-2422

SUPPLY DATA:

The following parts may be obtained from local sources:

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
AR	MIL-W-81044-22AWG	Wire
2	MS21919DG-*	Clamp
8	MS17821-1	Tie Strap
AR	MS21266-2N	Grommet
AR	330	3M Tape- 1" width
1	4" X 3" strip	Belt leather

* Size to be determined at installation

WEIGHT AND
BALANCE:

N. A.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows:
"Service Letter No. WW-2422, dated October 31, 1977 entitled, "Angle of Attack
Adjustment", accomplished _____ (date) _____.

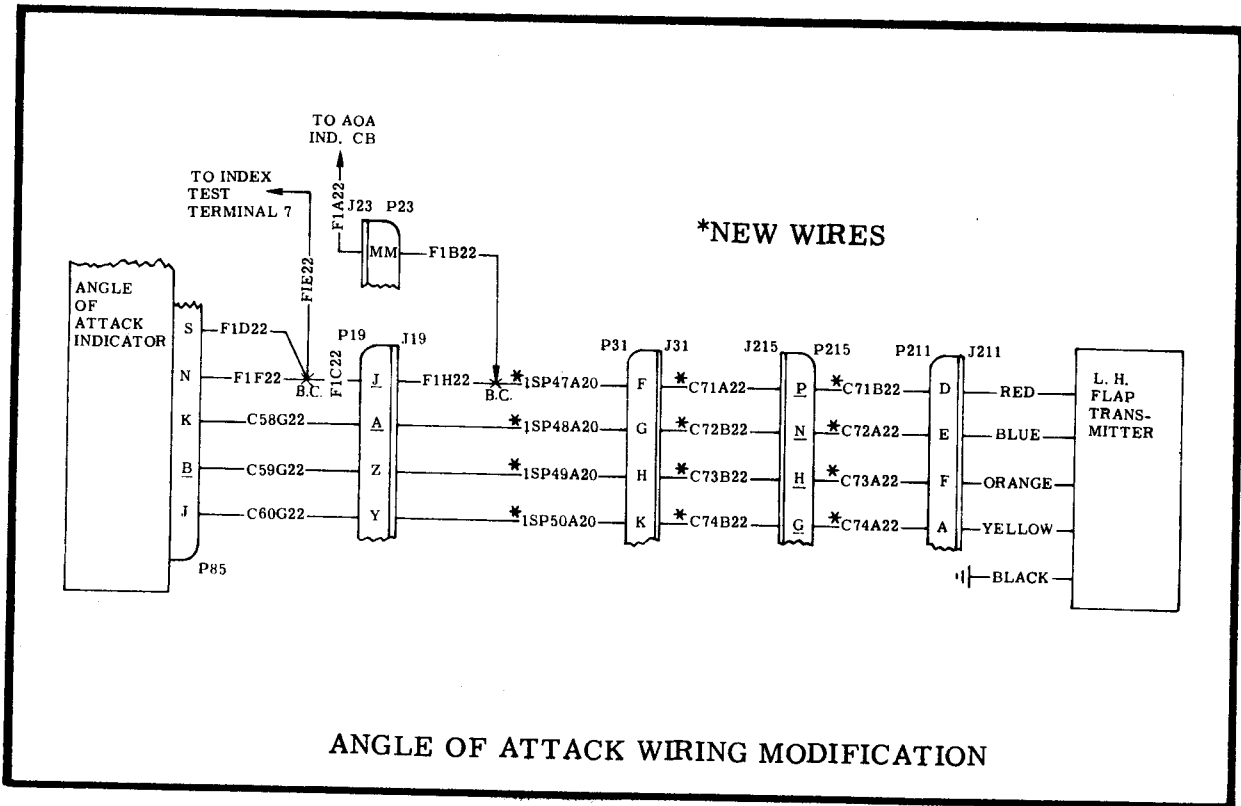
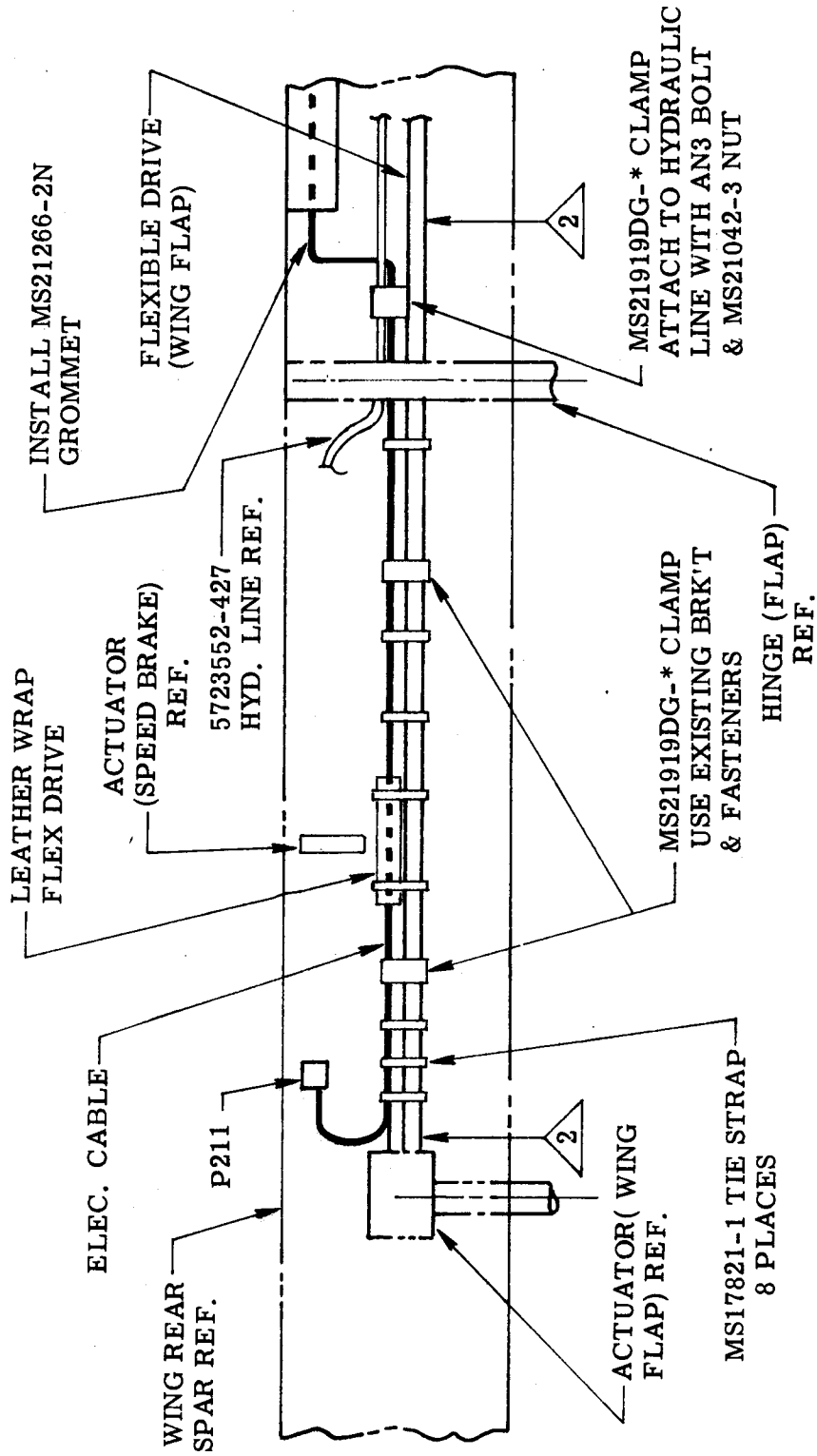


Figure 1

ROUTE NEW ELEC. CABLE AS SHOWN BELOW:



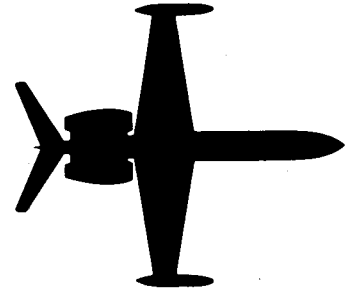
CABLE INSTALLATION

Figure 2

VIEW LKG. FWD. AT WING REAR SPAR-L. H. SIDE (NO SCALE)

* CLAMP DASH NO. TO BE SELECTED ON INSTL. TO FIT ELECT. CABLE DIA.

△ WRAP FLEX DRIVE WING FLAP-AREA ADJACENT TO ELECT. CABLE WITH TAPE 330



SERVICE LETTER

SERVICE LETTER NO. WW-2423

DATE: DECEMBER 29, 1977

EFFECTIVITY: MODEL 1124 AIRCRAFT S/N 154, 181, 187 THRU 229

SUBJECT: FLAP CONTROL CIRCUIT BREAKER REPLACEMENT

COMPLIANCE: AT OWNER'S DISCRETION

APPROVAL: I. A. I. ENGINEERING

PURPOSE: TO PROVIDE A HIGHER AMPERAGE RATED CIRCUIT BREAKER,
TO PREVENT INADVERTANT TRIPPING

INSTRUCTIONS:

1. Remove all electrical power from aircraft and disconnect batteries
2. Lower overhead switch and breaker panel to gain access to flap control circuit breaker.
3. Remove and discard flap control circuit breaker P/N 7274-47-1.
4. Install new flap control circuit breaker P/N 7274-47-2.
5. Secure overhead switch and breaker panel.
6. Remove front panel of main baggage compartment to gain access to flap contactor box.
7. Remove and discard existing resistor (R-4) installed between terminals 1 and 11 on terminal strip in flap contactor box.
8. Install resistor P/N RWR84S3R16FM in lieu of resistor removed in Step 7.
9. Secure flap contactor box and reconnect aircraft batteries.
10. Turn on electrical power and functionally check flaps in accordance with Para. 8.B., Page 515, Chapter 27-50-00 of 1124 Westwind Maintenance Manual.
11. Upon completion of Step 10, perform "FLAP SYSTEM TIME DELAY/RELAY CHECK" in accordance with Para. 3.B., Page 209, Chapter 5-20-00 of 1124 Westwind Maintenance Manual.

SERVICE LETTER NO. WW-2423

INSTRUCTIONS (CONT'D)

NOTE

Installation of RWR84S3R16FM resistor requires change of limits on flap control breaker tripping: After 20 (plus 6, minus 3) seconds, the flap control breaker should trip.

12. Turn off electrical power and replace baggage compartment panel.

SUPPLY DATA:

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
1	7274-47-2	Circuit Breaker
1	RWR84S3R16FM	Resistor

The required parts may be obtained as Kit No. WW-2423 from:

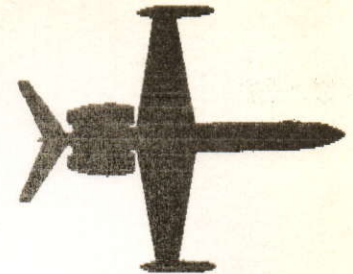
ATLANTIC AVIATION CORP.
P. O. BOX 1709
GREATER WILMINGTON AIRPORT
WILMINGTON, DE 19899

Aircraft serial number and shipping instructions must be included when requesting parts.

WEIGHT AND
BALANCE: N.A.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows:
Service Letter No. WW-2423 dated December 29, 1977, entitled "Flap Control
Circuit Breaker Replacement", accomplished (DATE) .

24-WESTWIND**SERVICE LETTER**

SERVICE LETTER NO. WW-2424D

December 12, 1986

(This Service Letter WW-2424D dated December 12, 1986 supersedes Service Letter WW-2424C dated September 6, 1985, Service Letter WW-2424B dated June 5, 1985, Service Letter WW-2424A dated January 18, 1985, Service Letter No. 2424 dated December 30, 1977, Service Information Letter No. 18 dated March 1, 1982 and Service Information Letter No. 18, Revision No. 1, dated July 20, 1982 in their entirety.)

SUBJECT: INSPECTION AND LUBRICATION OF WING FLAP FLEXIBLE DRIVE-SHAFTS

EFFECTIVITY: MODEL 1124/1124A WESTWINDS, all serial numbers.

COMPLIANCE: At first 600 hour inspection, or at next 150 hour inspection if airframe time exceeds 600 hours and at 1200 hour intervals thereafter.

APPROVAL: IAI Engineering

PURPOSE: To establish a procedure for inspection and lubrication of wing flap flexible drive-shafts.

INSTRUCTIONS:

PART A: Flex-shaft removal procedures.

1. Extend speed brakes and lift-dumpers and relieve main hydraulic pressure.
2. Extend wing flaps to the full down position and disengage flap control circuit breaker.

NOTE

Verify hydraulic pressure is depleted before turning DC power off.

SERVICE LETTER WW-2424D

3. Remove front panel of main baggage compartment to gain access to No. 2 DC contactor box and flex-shafts.
4. Disengage CB2-5 circuit breaker, located in No. 2 DC contactor box.

NOTE

Do not disturb any wing flap actuator rod-end adjustments or otherwise change actuator position during removal or reinstallation of flex-shafts.

5. Remove Flex-shaft assembly, P/N 193545-505, from prime mover to right-hand inboard flap actuator.
6. Remove flex-shaft assembly, P/N 193545-501, from prime mover to left-hand inboard flap actuator.
7. Remove both flex-shaft assemblies, P/N 193545-1, connecting inboard actuator to outboard actuator on both left and right flaps.

PART B: Disassembly, cleaning, inspection, lubrication and reassembly of flex-shaft assemblies.

1. Slide coupling hex-nut back on housing to expose spline-collar. Clean exposed collar.
2. Support spline-collar for removal of roll-pin. Using a flat-end punch, drive roll-pin from spline-collar, avoiding any damage to spline-collar. Replacement of pin recommended.
3. Remove spline-collar and thrust-washer from flex-shaft and withdraw shaft from housing.

NOTE

Spline-collar and thrust-washer must be reinstalled in same position from which they were removed.

4. Wipe all lubricant from flex-shaft using clean shop towels, and inspect flex-shaft and housing as follows:
 - A. Check wire braiding for excessive wear, kinks, corrosion, or other obvious defects. Visually check spline-collars for broken teeth, twisted fittings, burrs and cracks. Roll-pin hole diameter shall not exceed .160 inch.

SERVICE LETTER WW-2424D

- B. Check for broken or worn strands of wire. Wear on the individual wire shall not exceed 25% of its diameter.
 - C. Check housing for any deformities or obvious defects.
 - D. Any defects discovered in Steps A, B, or C will necessitate replacement of subject flex-shaft assembly.
5. Lubricate and reassemble flex-shaft assemblies See Note 1 & 2 prior to reassembly.

NOTE 1

Reassemble using the same quantity and thickness thrust washers as were removed at disassembly.

NOTE 2

Required hole dimensions for the spline-collar roll-pin installations are:
 MS9047-101 - .125 in. to .129 in.,
 MS9047-132 (oversize) - .140 in. to .160 in.

- 6. Complete the flex-shaft installation in accordance with Paragraph 5, Chapter 27-50-00, Flex-shaft Adjustment/Test.
- 7. Return speed brakes and lift-dumpers to retract position.
- 8. Reset circuit breakers pulled in Part A, Steps 2 and 4.
- 9. Reinstall panels removed in Part A, Step 3.
- 10. Return aircraft to service.

SUPPLY DATA

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
A/R (See Note A)	CAI-140	Kit, Thrust-Washer
A/R	MIL-G-23827	Lubricant
	OR	
A/R (See Note B)	MIL-G-81322	
A/R (See Note B)	140096-107	Spline-Collar
A/R (See Note B)	140136-107	Spline-Collar
A/R (See Note C)	MS9047-101	Roll-Pin
A/R (See Note C)	MS9047-132	Roll-Pin (oversize)

SERVICE LETTER WW-2424D

NOTE A

CAI-140 kit consists of thrust-washers of five different thicknesses.

NOTE B

<u>For Flex-Shaft P/N:</u>	<u>Use Spline-Collar:</u>
3-193545-501 or 505	140096-107
3-193545-1	140136-107

NOTE C

Both roll-pin sizes are included with each spline collar.

The required lubricant may be procured locally and the remaining materials may be procured from Atlantic Supply Company, Wilmington, Delaware or their authorized dealers.

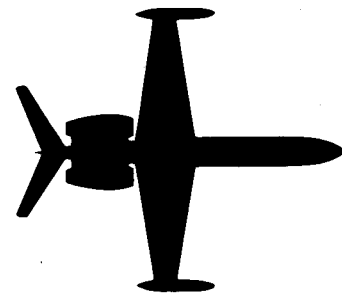
WEIGHT AND BALANCE

Not applicable.

AIRCRAFT RECORDS

Make an appropriate entry in aircraft maintenance record as follows:

Service Letter No. WW-2424D was accomplished this date _____ December 12, 1986 titled "Inspection and Lubrication of Prop Flexile Drive-Shafts"



SERVICE LETTER

SERVICE LETTER NO. WW-2425

DATE: MARCH 27, 1978

EFFECTIVITY: MODEL 1124 S/N 154, 181, 187 THRU 228

SUBJECT: INSTALLATION OF ADDITIONAL PURGING HOLE IN BIRDPROOF WINDSHIELD

COMPLIANCE: AT OWNER'S DISCRETION

APPROVAL: I. A. I. ENGINEERING

PURPOSE: TO IMPROVE WINDSHIELD PURGING OPERATIONS

INSTRUCTIONS:

PART 1: DRILLING AND BUSHING INSTALLATION PROCEDURES

1. Remove outer windshield in accordance with Chapter 56-10-01, 1124 Westwind Maintenance Manual.
2. Apply masking tape to inner surface of each windshield, in upper outboard corner, sufficient to cover area depicted by Figure 2. (Left side shown; Right side opposite).
3. Locate and drill a 0.377 diameter ("V" size drill) hole in Birdproof Windshield per Figure 1. Ream hole as necessary to facilitate installation of 5343026-R93 bushing. Remove masking tape and break sharp edges.

NOTE 1: Drill must be suitable for drilling acrylics. A drill modified to conform to the one depicted in Figure 3, is recommended. See Part III "Drilling Holes in Plexiglass" before beginning drilling operations.

4. Apply a brushcoat of PS-18 Sealer to body of 5343026-R93 bushing, and insert fully into previously drilled hole in Birdproof Windshield. Remove excess sealer that extrudes from flange of bushing. Allow sealer to cure for 6 hours prior to performing any other operation. Install NAS222-9 screw, with 600-001-1/4 Stat-O-Seal, in bushing.
5. Install 6123064-RE3 Placards on Kydex windshield trim panel, directly above purge hole in each windshield. Placards are to be symmetrical, both sides. Use PS-18 Adhesive to bond placards in place. (See Figure 1.)

SERVICE LETTER NO. WW-2425

INSTRUCTIONS (CONT'D)

6. Re-install outer windshields in accordance with Chapter 56-10-01, 1124 Westwind Maintenance Manual.

PART II: PURGING PROCEDURES

1. Leak check the newly installed bushings and screws as follows:
Perform environmental control system check as required to pressurize cabin, per Page 505, Para. 2, Chapter 21-00-00, 1124 Westwind Maintenance Manual. While cabin is pressurized, place a small container of water in a position to submerge the windshield static ports and observe any evidence of air bubbles. If any leakage is evident, seal edge of newly installed bushings with a light coat of PS-18 Sealer.
2. Depressurize cabin and shutdown engines.
3. Purge windshield cavities in accordance with Para. 3D (1), Page 202, Chapter 30-40-00, 1124 Westwind Maintenance Manual and as follows:
 - A. Connect nitrogen source to left windshield static port; cap right windshield static port and remove screw from bushing in left windshield. After purging for 15 minutes, or until windshield cavity is free of residual moisture, disconnect nitrogen source. Re-install screw in windshield bushing and remove cap from right windshield static port.
 - B. Connect nitrogen source to right windshield static port; cap left windshield static port and remove screw from bushing in right windshield. After purging for 15 minutes, or until windshield cavities are free of residual moisture, disconnect nitrogen source. Re-install screw in windshield bushing and remove cap from left windshield static port.
4. Re-install nose compartment cover.

PART III: DRILLING HOLES IN PLEXIGLAS

1. This procedure covers the drilling of holes, the special drills to be used, and the quality of the finished hole.
2. The following equipment may be required:
 - A. Air nozzle for cooling
 - B. Vaseline for lubricant
3. Drilling process:
 - A. Prepare the proper drill using Figure 3 as a guide. (SEE Part I, Para. 3, Note 2 for recommended drill.)

SERVICE LETTER NO. WW-2425

INSTRUCTIONS (CONT'D)

- B. Control the feel of the drill so that a continuous chip is cut and cleared without overheating the plastic during the process. Compressed air may be applied for additional cooling. The drill should be slowed as the point breaks through the inner surface of the material. Vaseline may be used to lubricate the cut, and to support and expel the chips; remove Vaseline residue with solvent.

4. Polishing:

The hole is satisfactory if the surface is smooth and transparent. The following procedure is to be used only if the hole is scored:

- A. Select a length of rod stock approximately 1/8 inch smaller in diameter than the hole to be polished.
- B. Cut a slot in the rod stock to a depth equal to the depth of the hole, plus 1/2 inch, and mount in drill chuck.
- C. If the inner surface of the hole is rough, wind steel wool or emery cloth around the drill rod and grip in the slot.
- D. Polish at slow to medium speed to avoid overheating the material.
- E. When the inner surface is smooth, wind a good grade of flannel around the rod and grip in slot. Apply buffing compound to flannel and bring the inner surface to a high polish.

5. Quality control:

- A. Holes drilled in Plexiglas windows shall be smooth and transparent.
- B. The hole must be free of crazing or any defect which would concentrate strain at one point.

SUPPLY DATA:

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
2	NAS222-9	Screw
2	600-001-1/4	Stat-O-Seal
2	5343026-R93	Bushing
2	6123064-RE3	Placard
1 Pint	PS-18 (3 Part)	Adhesive

SERVICE LETTER NO. WW-2425

The required parts may be obtained as Kit No. WW-2425 from:

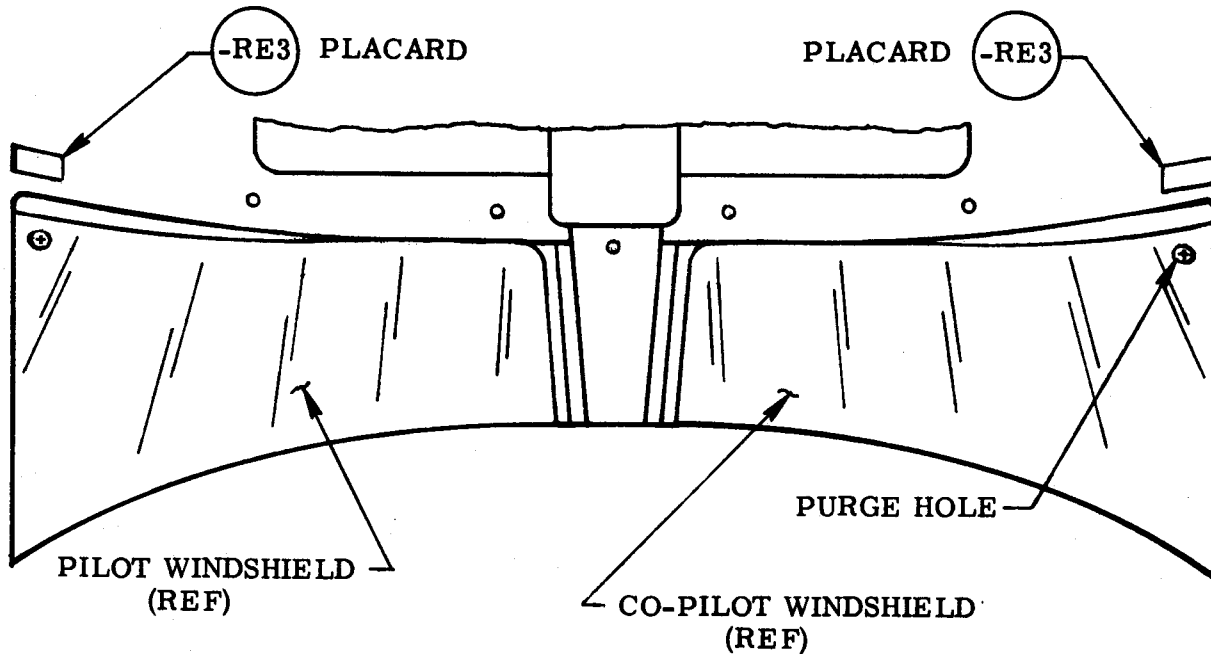
ATLANTIC AVIATION CORP.
P.O. Box 1709
GREATER WILMINGTON AIRPORT
WILMINGTON, DE 19899

Aircraft S/N and shipping instructions must be furnished when requesting parts.

WEIGHT AND
BALANCE: N. A.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent records as follows: Service Letter No. WW-2425 dated March 27, 1978, entitled "Installation of Additional Purging Hole in Birdproof Windshield", accomplished _____ (DATE)



VIEW LKG. FWD

PLACARD

CAUTION: DO NOT REMOVE SCREW
EXCEPT WHEN PURGING WINDSHIELD

PLACARD INSTALLATION

FIGURE 1

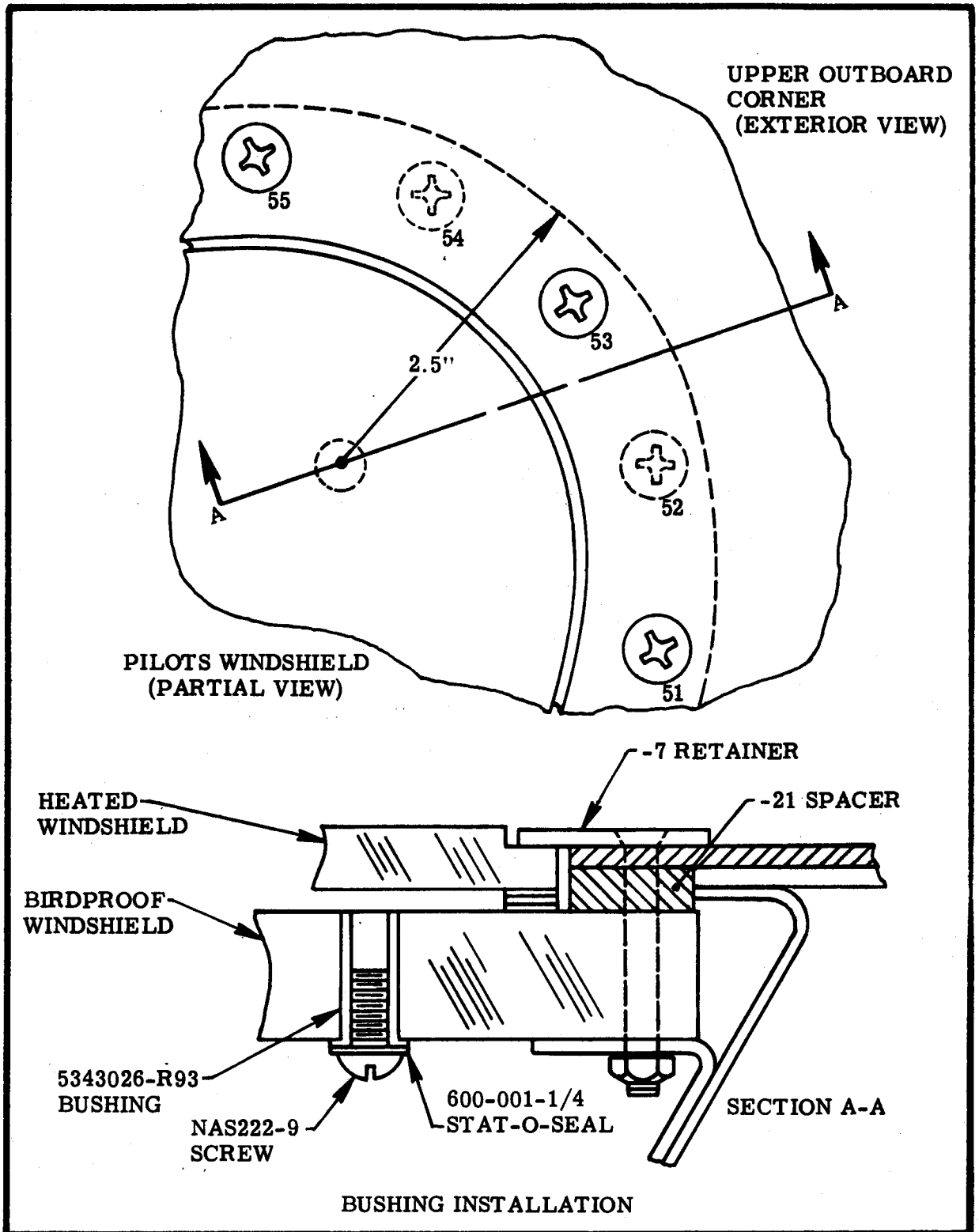


FIGURE 2

SERVICE LETTER NO. WW-2425

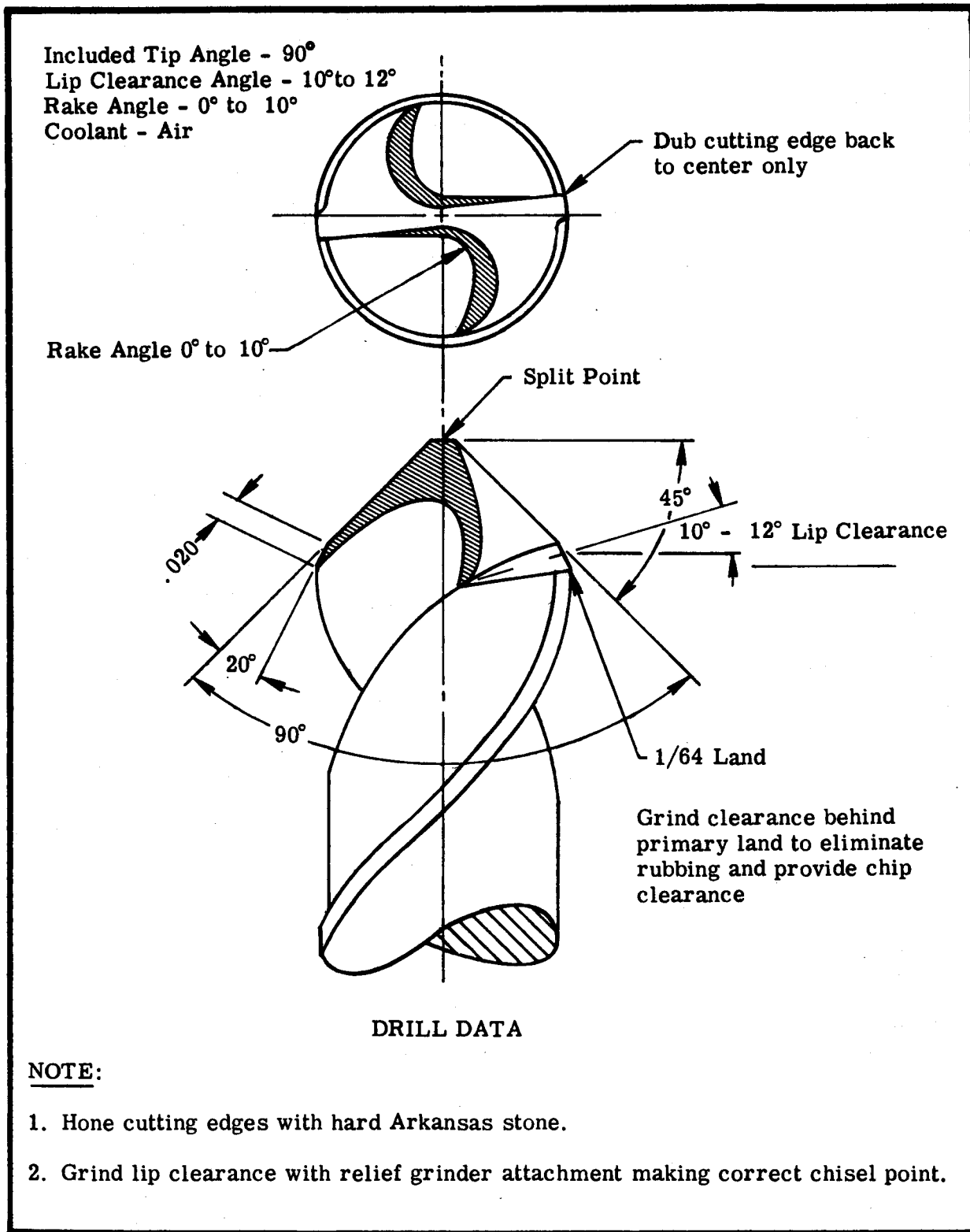


FIGURE 3

SERVICE PUBLICATIONS

revision notice

SERVICE LETTER NO. WW-2426
Revision No. 1

DATE: DECEMBER 15, 1978

SUBJECT: NOSE WHEEL STEERING SENSITIVITY IMPROVEMENT

REASON FOR REVISION: TO CORRECT TUBING PART NUMBERS IN FIGURE 3A, CHANGE CONNECTOR PART NUMBER IN SUPPLY DATA AND ADD TUBE CLAMPING INFORMATION

INSTRUCTIONS:

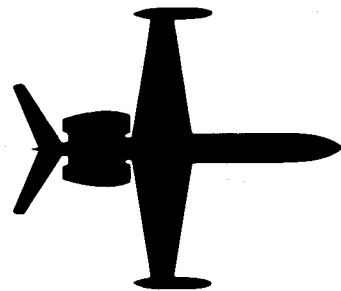
1. Reference Figure 3A:
 - A. Tubing P/N 5723090-377 changed to 6723088-377.
 - B. Tubing P/N 5723090-379 changed to 6723088-379.
 - C. Tubing P/N 5723090-381 changed to 6723088-381.
2. The MS3106E-14S-9S Connector in Kit "B" is replaced by Connector P/N MS3456L-10SL-4S or MS3108B-10SL-4S.
3. Clamping information for tube P/N 6723088-349 or (-377) as applicable.
 1. Drill a 0.190 - 0.194 hole in the Y-10.15 bulkhead at the intersection of Fuselage Station X-16.0 and Z-21.6.
 2. Install hydraulic tubing support clamp P/N MS21919DG4, using an AN3-12A bolt, NAS43DD3-50 bushing and MS21042-3 nut.
 3. The required hardware for Para. 2 may be obtained from local source.

1124-32-05
Page 1 of 1



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

1124-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2426

DATE: NOVEMBER 1, 1978

EFFECTIVITY: MODEL 1124 S/N 154, 181, 187 THRU 246

SUBJECT: NOSE WHEEL STEERING SENSITIVITY IMPROVEMENT

APPROVAL: I. A. I. ENGINEERING

COMPLIANCE: AT OWNER'S DISCRETION

PURPOSE: TO PROVIDE A SYSTEM WHEREIN THE PILOT MAY SELECT HIGH OR LOW NOSE WHEEL STEERING SENSITIVITY.

INSTRUCTIONS:

1. Deplete primary hydraulic system pressure.
2. Turn off electrical power and disconnect batteries.
3. Jack aircraft in accordance with Chapter 7-00-00, 1124 Westwind Maintenance Manual.
4. Remove access doors from nose section and disconnect nose well doors from extend/retract linkage.
5. Remove pilots side panel to gain access to Fus. Sta. 44.50 frame.
6. Install RE3 doubler and RE5 zee bracket on Fus. Sta. 44.50 frame in accordance with Figure 1.
7. Temporarily replace pilots side panel to permit locating and marking position for RE7 placard installation. Mark center of hole to be drilled to accommodate nose steering sensitivity switch installation.
8. Remove side panel and drill 0.50 dia. hole through pilots side panel as marked. Bond the RE7 placard in place, using EC1403 cement or equivalent, as per Figure 2.
9. Install the 1TL1-2 switch in the RE5 zee bracket that was previously installed (See Figure 1).
10. Drop overhead circuit breaker panel and remove and discard existing 3 amp. nose steering circuit breaker. Install new 5 amp. nose steering circuit breaker and secure circuit breaker panel.
11. Install AN and MS fittings in Solenoid Valve as follows:

SERVICE LETTER NO. WW-2426

INSTRUCTIONS (CONT'D)

- A. Install an AN816-4D nipple with AN912-1D reducer in inlet port and a MS20825-4D tee with AN912-1D reducer in the outlet port of the 3713518-1 Solenoid Valve (Kit "A").
 - B. Install an AN815-4D union with S0309-904 O-ring in inlet port and the AN834-4D tee with S0309-904 O-ring, S0311-904 backup ring, and AN6289-4D nut in the outlet port of the 4713557-1 Solenoid Valve (Kit "B").
12. Install the Solenoid Valve on the Fus. Sta. 10.15 bulkhead as follows:
- A. Install the Solenoid Valve P/N 3713518-1 and the 5313127-RE3 doubler (Kit "A") as per Figure 3.
 - B. Install the Solenoid Valve P/N 4713557-1 and the 5723090-25 bracket (Kit "B") as per Figure 3A.
13. Install the VXLA2500270D Restrictor with S0309-904 O-ring on the AN783-4D tee fitting, per Figure 4.
14. Remove the following tube assemblies and fittings:
- A. The 6723088-341 tube between the power brake valve return port and the AN833-4D bulkhead fitting. Discard tube assy.
 - B. The AN938-4D tee fitting, AN815-4D union and the MS24593-4 check valves between the 6723088-301 tube assy, the 6723088-47 tube assy, and the 6723088-115 tube assy. These components are located in the nose gear well.
 - C. The 6723088-115 tube assy between the 6-4TRTX-D reducer and the AN938-4D tee fitting that was removed in the preceding step. Discard tube assy.
15. Rearrange the configuration of the AN938-4D tee, the AN815-4D union and the MS24593-4 check valves, using new S0309-904 O-rings as per Schematic Figure 4.
16. Install the AN783-4D tee between the -47 and -301 tube assys, in lieu of the AN938-4D tee removed in Step 14 B, as per Schematic Figure 4.
17. Refer to piping installation Schematic Figure 4 (Kit "A") or Figure 4A (Kit "B"), and install new hydraulic return tubing between the nose steering valve, solenoid valve, power brake valve, and the hydraulic return tube at the AN824-6D tee and the 6-TRTX-D reducer, as per schematic.
18. Refer to wiring scheme Figure 5, and install the following new wires:
- A. Wire G47A20 from N.O. terminal of nose steering pressure switch, to pin A of P9 connector (located on FWD pressure bulkhead in nose compartment).
 - B. Wire G47B20 from pin A of J9 receptacle to terminal 2 of nose steering sensitivity switch.

SERVICE LETTER NO. WW-2426

INSTRUCTIONS (CONT'D)

- C. Wire G48A20 from terminal 3 of nose steering sensitivity switch, to pin B of J9 receptacle.
 - D. Wire G48B20 from pin B of P9 connector to pin A P93 connector at solenoid valve (new connector P/N MS3106E-14S-9S).
 - E. Wire G49A20 from pin B of J93 connector to pin D of DG7 connector (located on FWD pressure bulkhead in nose compartment).
19. Apply electrical power to aircraft, actuate nose gear ground contact switch, and engage nose steer circuit breaker. Turn nose steering sensitivity switch off and on several times and verify new solenoid valve operation.

NOTE: Solenoid valve is energized for high sensitivity.

20. Use a ground hydraulic power source and activate the primary hydraulic system and check for leaks in newly installed hydraulic piping and fittings.
21. Perform a gear retraction check and verify that nose gear clears all hydraulic piping and electrical wiring in nose well. Reconnect nose well door linkages.
22. Remove aircraft from jacks, replace and secure all panels and access plates removed for access, and reconnect aircraft batteries.
23. Perform ground taxi check and verify proper operation of nose steering in both "high" and "low" sensitivity modes.

OPERATING INSTRUCTIONS:

Normal operations shall be in low sensitivity mode. High sensitivity may be used at pilots discretion.

SUPPLY DATA:

Kit "A"

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
1	7274-47-5	Circuit Breaker
1	1TL1-2	Switch
1	3713518-1	Solenoid Valve
1	MS3106E-14S-9S	Connector
1	6723088-343	Tube Assy
1	6723088-345	Tube Assy
1	6723088-347	Tube Assy
1	6723088-349	Tube Assy
1	6723088-351	Tube Assy
1	6723088-353	Tube Assy
1	5313127-RE3	Doubler
1	5543006-RE3	Doubler
1	5543006-RE5	Bracket

SERVICE LETTER NO. WW-2426

SUPPLY DATA (CONT'D)

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
1	5543006-RE7	Placard
1	AN833-4D	Elbow
1	AN924-4D	Nut
1	AN783-4D	Tee
1	AN816-4D	Nipple
4	S0309-904	O-ring
1	MS20825-4D	Tee
1	VXLA2500270D	Restrictor
1	AN3-15A	Bolt
1	MS21042-3	Nut
4	AN960PD-10L	Washer
2	AN912-1D	Bushing Reducer
1	AN960PD-716	Washer
*AR	MS20470AD4	Rivet
*AR	MS20426AD4	Rivet
*AR	MIL-W-81044-20AWG	Wire

Kit "B"

1	7274-47-5	Circuit Breaker
1	1TL1-2	Switch
1	3713557-1	Solenoid Valve
1	MS3106E-14S-9S	Connector
1	6723088-343	Tube Assy
1	6723088-345	Tube Assy
1	6723088-347	Tube Assy
1	6723088-377	Tube Assy
1	6723088-379	Tube Assy
1	6723088-381	Tube Assy
1	5723090-25	Bracket Assy
1	5543006-RE3	Doubler
1	5543006-RE5	Bracket
1	5543006-RE7	Doubler
1	AN833-4D	Elbow
1	AN783-4D	Tee
1	AN924-4D	Nut
1	AN6289-4D	Nut
1	AN815-4D	Union
1	AN834-4D	Tee
2	AN3-15A	Bolt
2	AN960PD-10L	Washer
1	AN960PD-716	Washer
6	S0309-904	O-ring
1	S0311-904	Backup Ring
1	VXLA2500270D	Restrictor
*AR	MS20470AD4	Rivet

SERVICE LETTER NO. WW-2426

SUPPLY DATA (CONT'D)

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
*AR	MS20426AD4	Rivet
*AR	MIL-W-81044-22AWG	Wire

*Items should be obtained from local sources.

NOTE: Kit A is no longer available from stock

The required parts may be ordered as Kit No. S/L WW-2426 from:

ATLANTIC AVIATION SUPPLY CORP.
P. O. BOX 15000
GREATER WILMINGTON AIRPORT
WILMINGTON, DE 19850

Aircraft S/N and shipping instructions must be furnished when requesting parts.

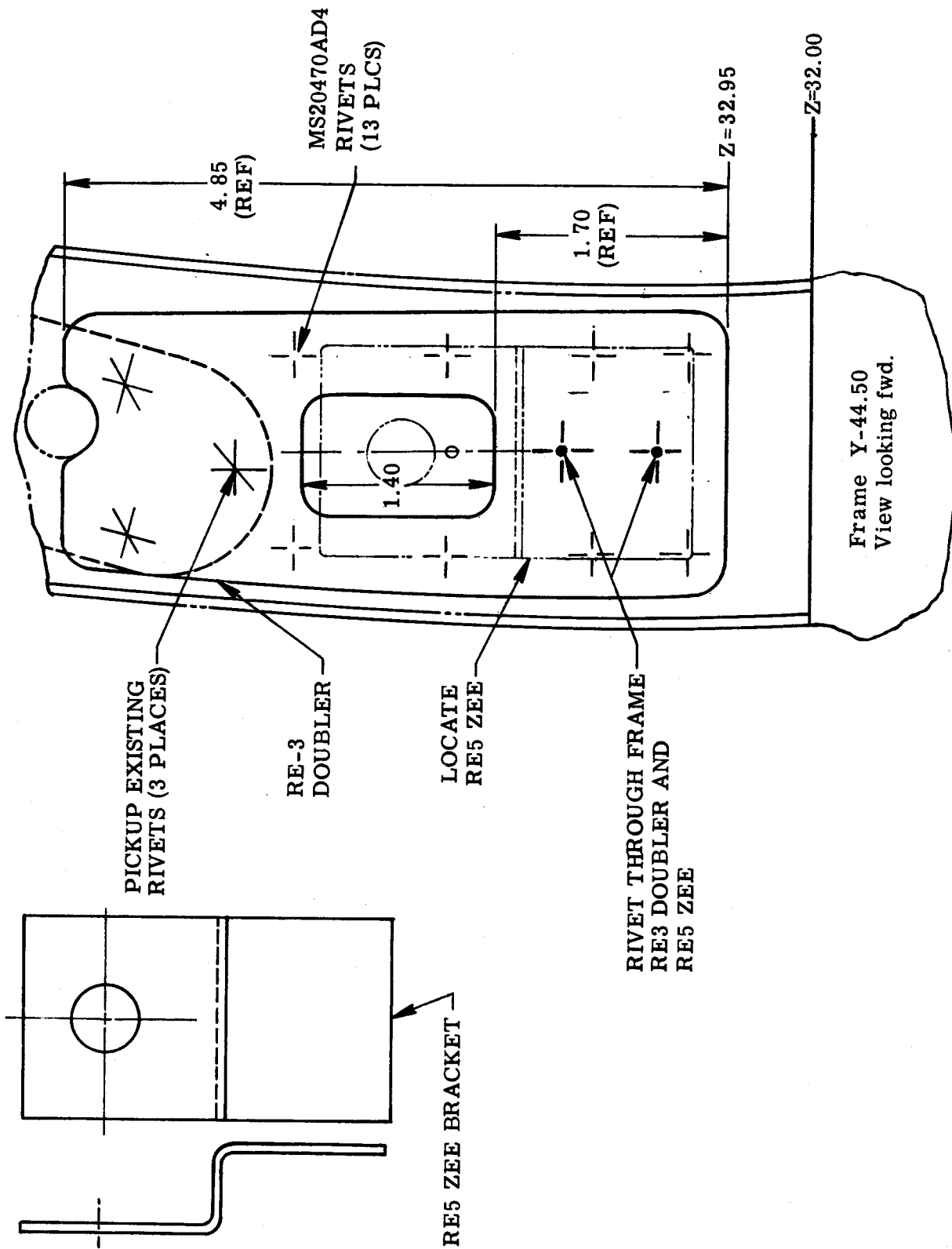
Allow 60 days for delivery of parts after placing order.

WEIGHT AND
BALANCE:

<u>Weight (Lbs)</u>	<u>H-Arm (INCHES)</u>	<u>H-Mom (INCH-Lbs)</u>
2.0	10.15	20.3

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows:
Service Letter No. WW-2426, dated November 1, 1978, entitled "Nose Wheel
Steering Sensitivity Improvement", accomplished _____ (DATE) _____.



DOUBLER AND BRACKET INSTALLATION

FIGURE 1

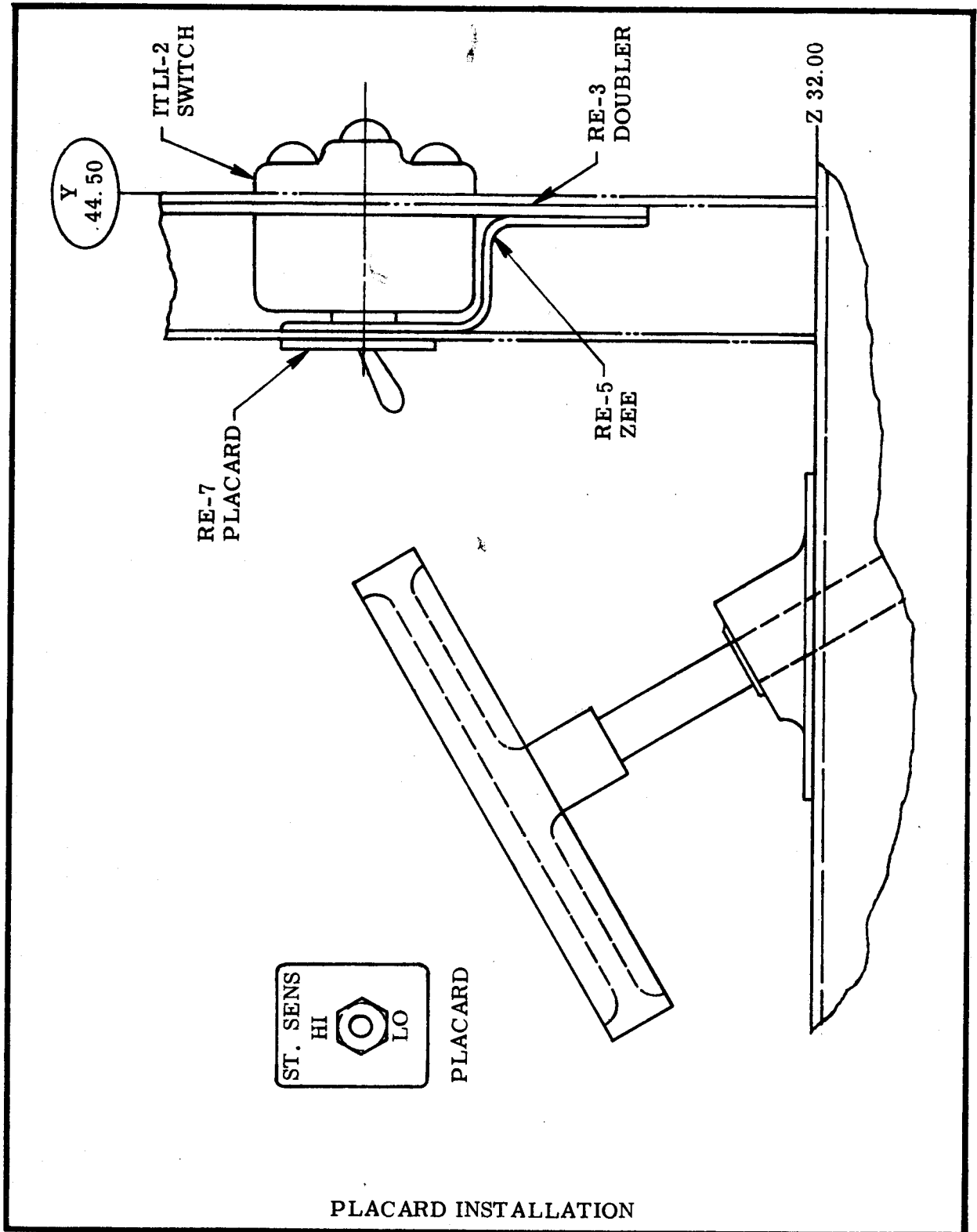
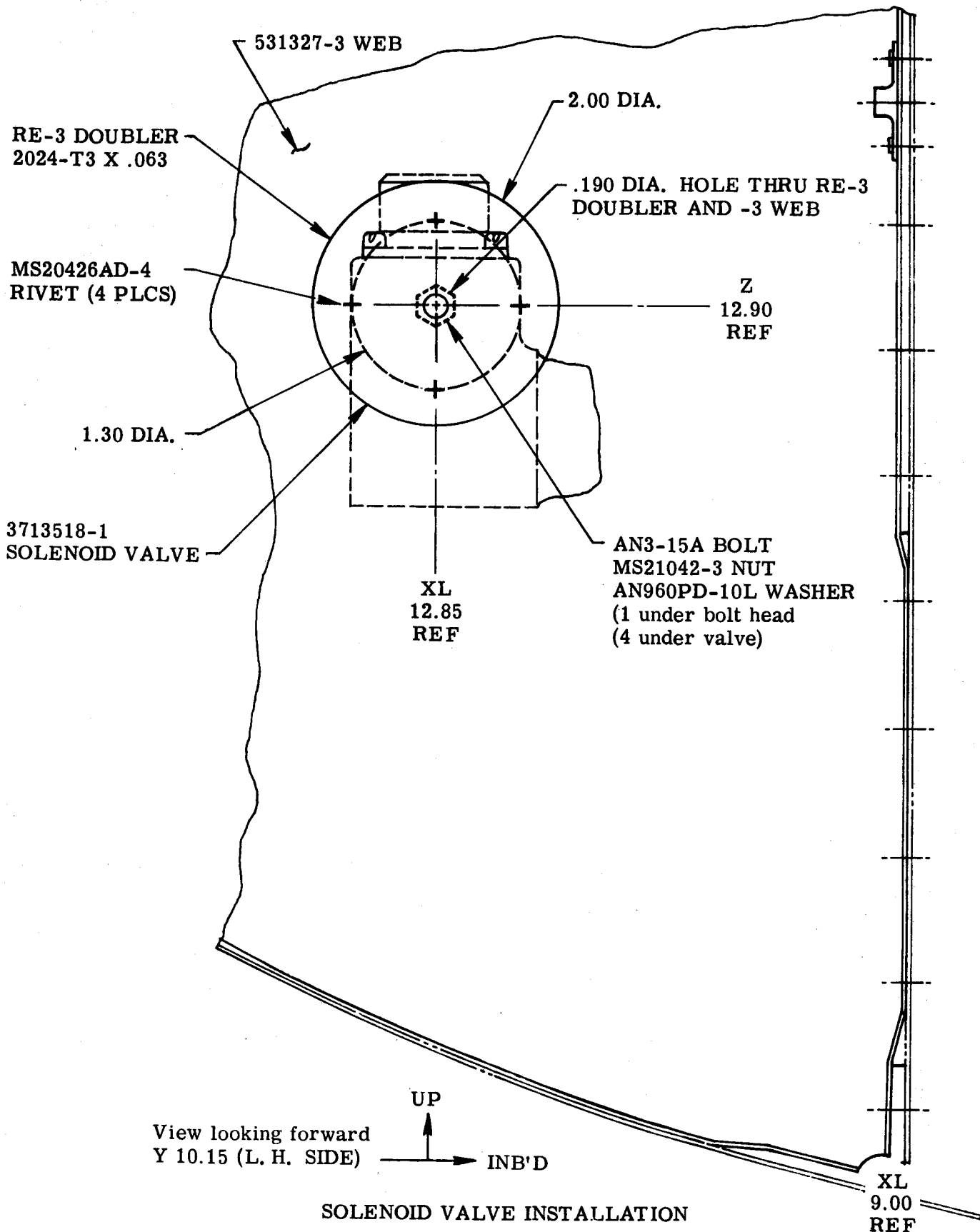
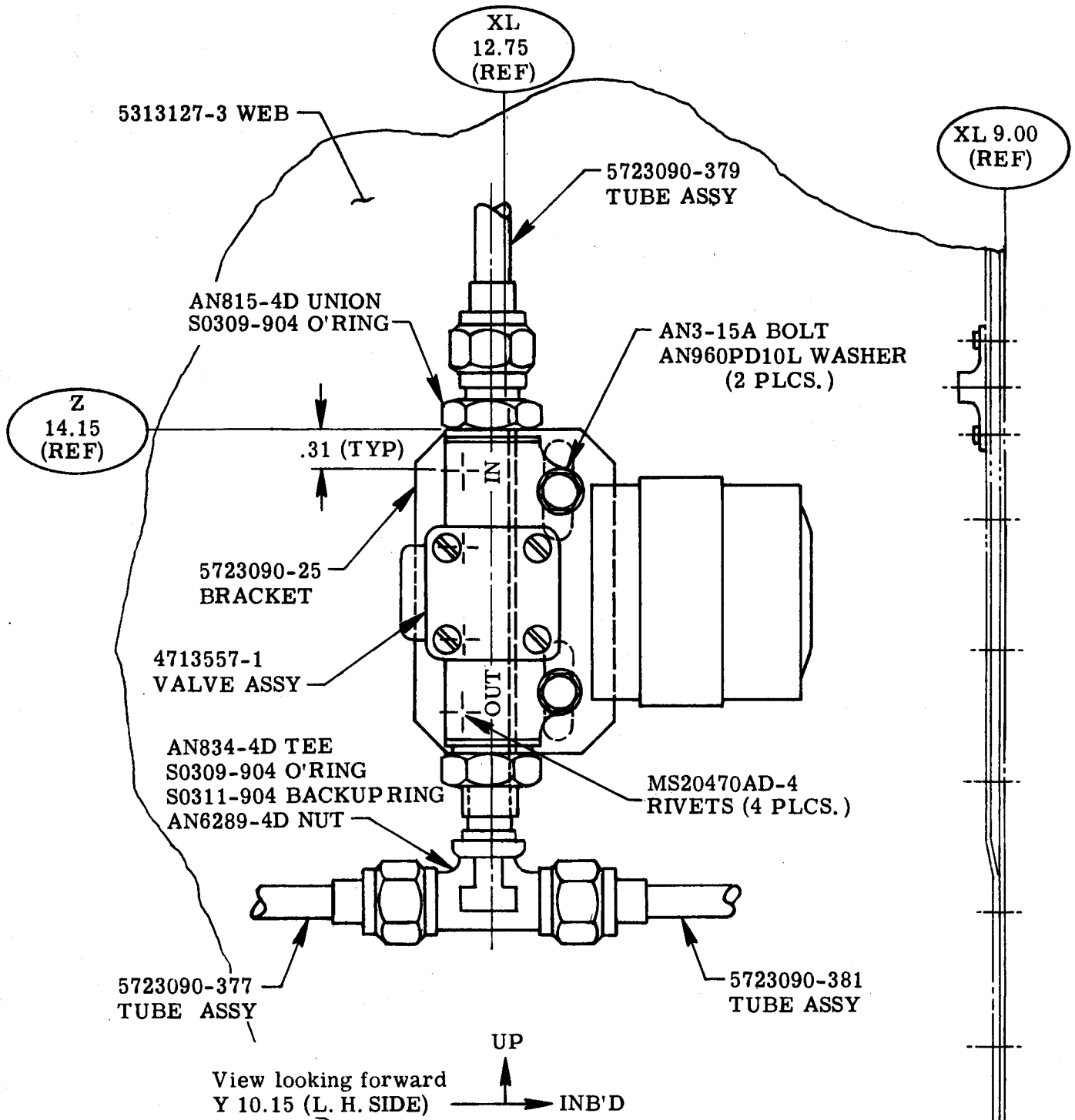


FIGURE 2



SOLENOID VALVE INSTALLATION

FIGURE 3



SOLENOID VALVE INSTALLATION

FIGURE 3A

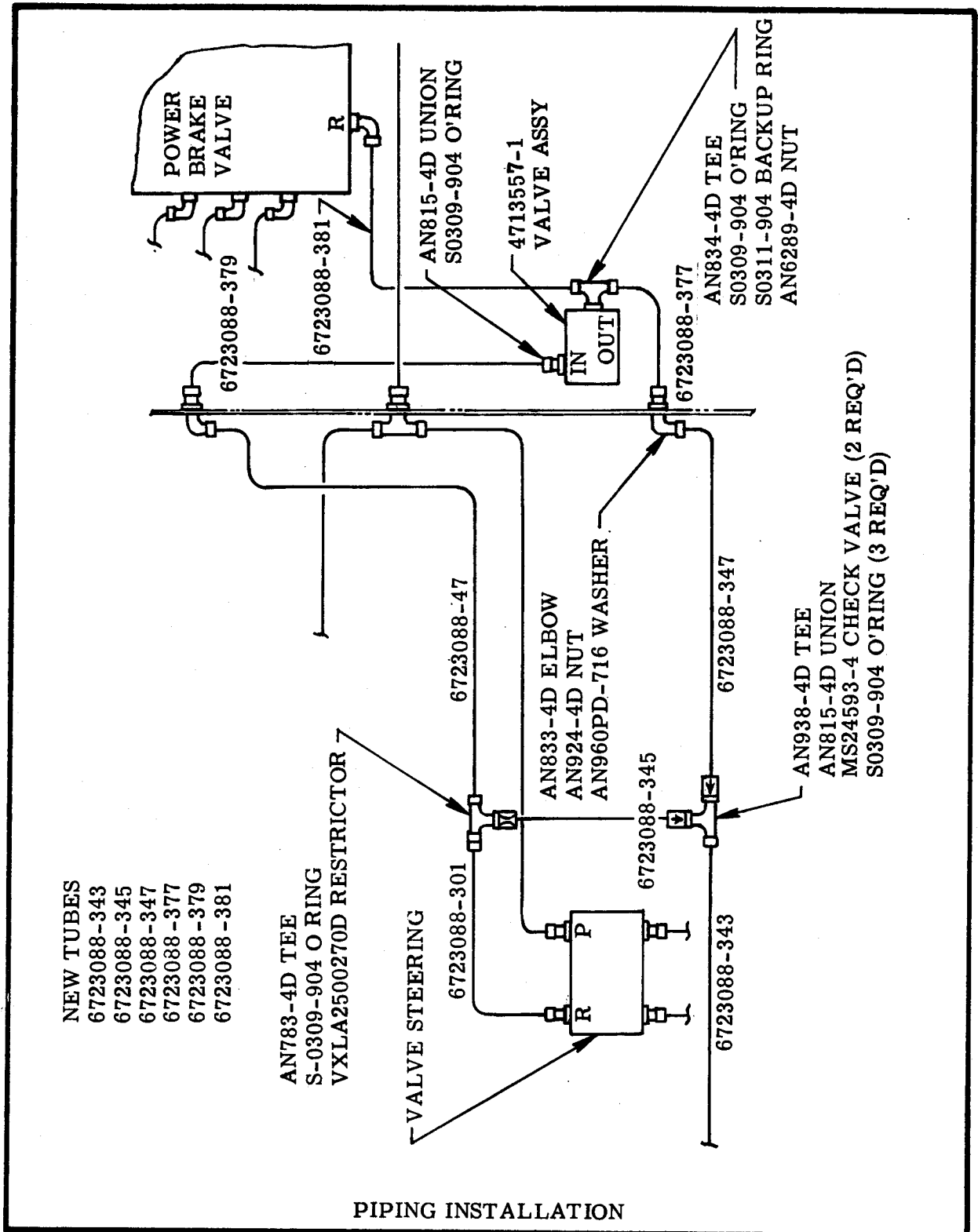
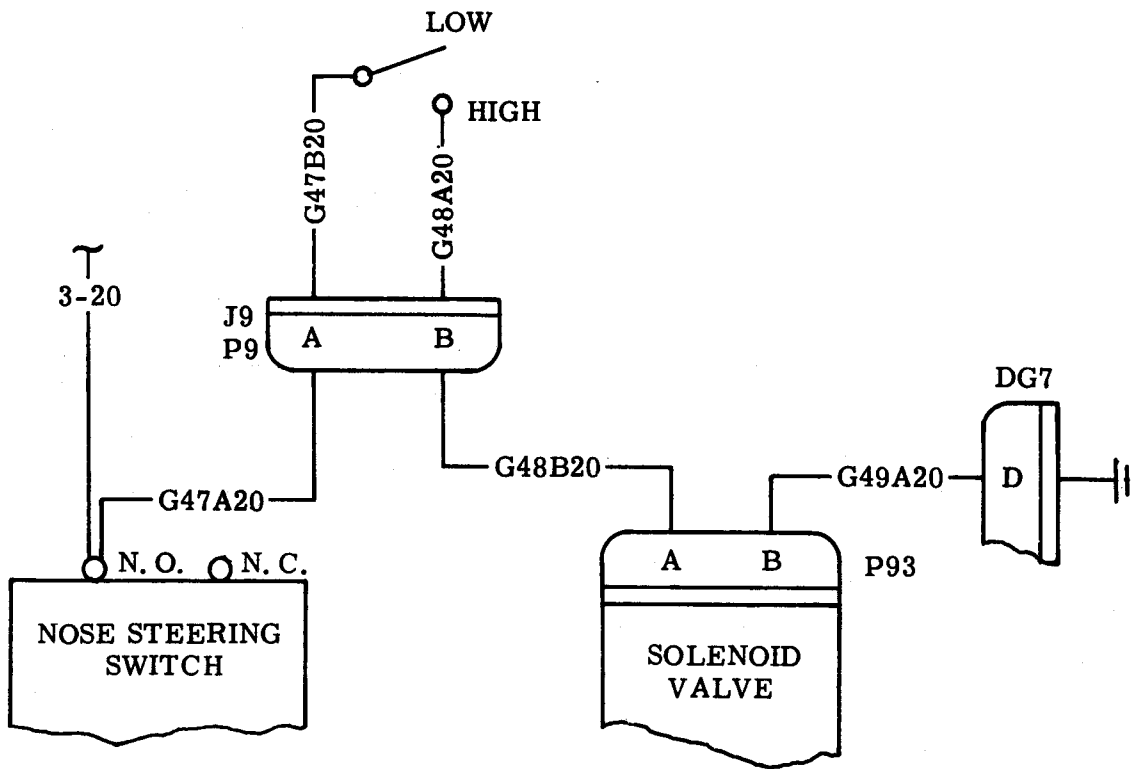


FIGURE 4A

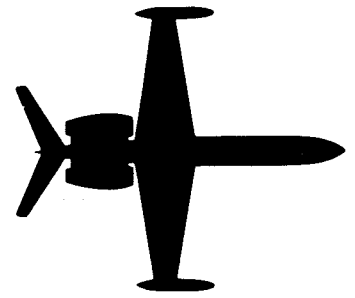
ITLI-2 SWITCH



WIRING SCHEME

FIGURE 5

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2427C

REVISION 2

May 21, 1990

SUBJECT: 50-HOUR PHASE INSPECTION

CANCELLATION NOTICE

This service letter is hereby canceled. Service Information Letter 1124-05-079 supersedes and replaces this service letter.

SERVICE PUBLICATIONS revision notice

SERVICE LETTER NO. WW-2427C
Revision No. 1

May 19, 1986

SUBJECT: 50-HOUR PHASE INSPECTION

APPROVAL: WESTWIND PRODUCT SUPPORT

REASON FOR

REVISION: To provide operators with ^{CNT} revised pages to the program.

INSTRUCTIONS:

Insert the enclosed List of Effective Pages, pages i and ii, following the cover page. Replace the corresponding page with the following enclosed page. If you are not a holder of the 50-Hour Phase Inspection, please discard:

CONTENTS, Page iii

SUPPLY DATA:

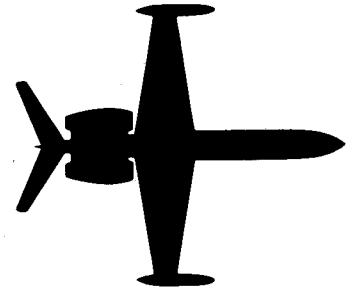
Copies of the 50-Hour Phase Inspection are available (which includes Revision No. 1) at a cost of \$15.00 each or \$10.00 each in quantities of ten (10) or more.

Send orders to: IAI International, Inc.
Technical Publications
P.O. Box 10086
Wilmington, DE 19850
(302) 322-7398



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BEN GURION AIRPORT, ISRAEL

1124-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2427C

March 17, 1986

(This Service Letter supersedes Service Letter No. WW-2427A dated November 12, 1979 and Service Letter No. WW-2427B dated May 15, 1983 in their entirety.)

EFFECTIVITY: 1124/1124A WESTWINDS

SUBJECT: 50-HOUR PHASE INSPECTION PROGRAM

COMPLIANCE: OPTIONAL

APPROVAL: WESTWIND PRODUCT SUPPORT *CRX*

REASON: TO ADVISE OPERATORS AND MAINTENANCE FACILITIES THAT A COMPLETE REISSUE OF THE 50-HOUR PHASE INSPECTION PROGRAM IS NOW AVAILABLE.

INSTRUCTIONS:

The 50-Hour Phase Inspection Program incorporates twelve (12) inspection phases to be performed in sequence at 50-hour intervals. Completing 12 phases of the 50-Hour Inspection will be required by Chapter 5 of the 1124/1124A Maintenance Manual at the end of 600 hours of aircraft operation.

Steps in the reissued program have been rearranged in a more logical order and detailed more fully to aid maintenance personnel in efficiently complying with its requirements.

As it has been in the past, implementation of the 50-Hour Phase Inspection Program is at the operator's discretion. The 50-Hour Phase Inspection may be initiated only upon delivery of a new aircraft or after completion of a 600-hour interval ("C" Check) inspection in accordance with Chapter 5 of the Maintenance Manual.

SUPPLY DATA:

Copies of the 50-Hour Phase Inspection Program are available at a cost of \$15.00 each or \$10.00 each in quantities of ten (10) or more.

SEND ORDERS TO: IAI International, Inc.
Technical Publications
P.O. Box 10086
Wilmington, DE 19850
(302) 322-7398

SERVICE PUBLICATIONS revision notice

SERVICE LETTER NO. WW-2428
Revision No. 1

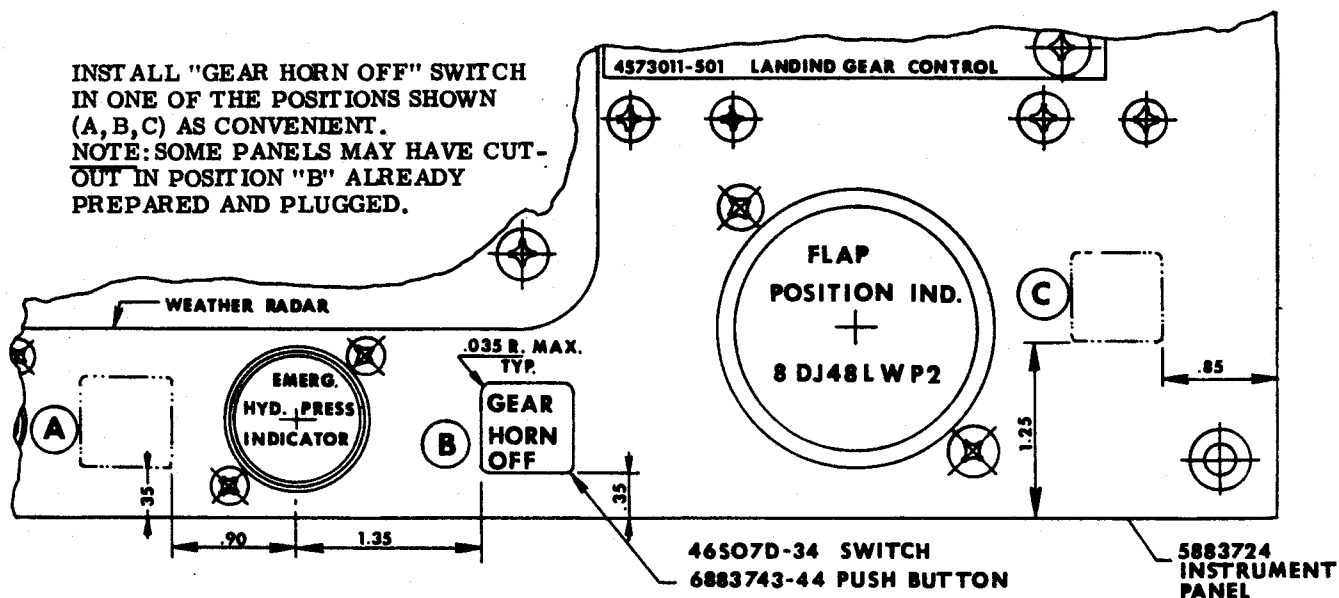
DATE: DECEMBER 15, 1978

SUBJECT: GEAR HORN OVERRIDE SYSTEM INSTALLATION

REASON FOR REVISION: TO AUTHORIZE AN ALTERNATE LOCATION FOR MOUNTING OF THE GEAR HORN OFF SWITCH

INSTRUCTIONS:

1. Installation of Gear Horn Off switch per Para. 3 of Service Letter may interfere with the panel lighting Printed Circuit Card.
2. The Gear Horn Off switch may be mounted in the center instrument panel per illustration.

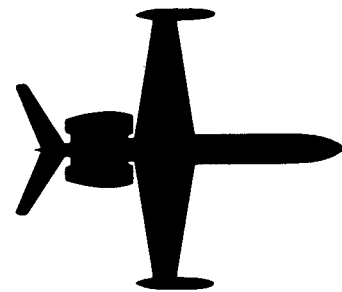


1124-32-04
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SUBSIDIARY OF ISRAEL AIRCRAFT INDUSTRIES. LTD
BEN GURION AIRPORT, ISRAEL

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2428

DATE: MAY 3, 1978

EFFECTIVITY: MODEL 1124 S/N 154, 181, 187 THRU 220

SUBJECT: GEAR HORN OVERRIDE SYSTEM INSTALLATION

COMPLIANCE: AT OWNER'S DISCRETION

APPROVAL: I. A. I. ENGINEERING

PURPOSE: TO PROVIDE A SYSTEM WHEREIN THE PILOT MAY DEACTIVATE THE LANDING GEAR WARNING HORN WHILE MAKING "POWER OFF" DESCENT FROM HIGH ALTITUDE. SYSTEM INCORPORATES A "GEAR HORN OFF" INDICATING LIGHT.

INSTRUCTIONS:

NOTE: All electrical wiring shall be accomplished in accordance with Chapter 20, 1124 Wiring Manual. Use MIL-W-81044-22AWG and MIL-W-7078-22AWG Type 1 wire for all new wire requirements.

1. Turn off all electrical power and disconnect aircraft batteries.
2. Remove cockpit furnishings as required to gain access to pilots pedestal.
3. Rework pilots pedestal false panel and subpanel as per Figure 1, for installation of Gear Horn Off switch.
4. Refer to Figure 2 and locally fabricate an angle for installation of relay socket P/N 000300-1194. Cut hole pattern to fit relay socket. Mount angle on floor plate, inside pedestal at Fus. Sta. 44.50, adjacent to opening that R. H. power lever flex-shaft passes through. Pick-up existing screws and attach angle to floor structure.
5. Wire Gear Horn Off switch and Gear Horn Off Relay (GHOR) into system as follows: (See Figures 3 and 4)
 - A. Install new shielded wire C50J22 between pin K, J159 receptacle and terminal X1, of G. H. O. R.
 - B. Connect shield of wire C50J22 to shield of wire C47B22, near J159 connector.
 - C. Install wire 146-22 between terminal X2 of G. H. O. R. and a good electrical ground.

1124-32-04
Page 1 of 8



INTERNATIONAL INC.
ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL INC.

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

SERVICE LETTER NO. WW-2428

INSTRUCTIONS (CONT'D)

- D. Install wire D6H22 on terminal B2 of G. H. O. R. and join by butt connection to wire D6D22 near plug P315.
 - E. Identify wire segment between pin S, P244 plug and butt connector as wire D6G22.
 - F. Install #22 jumper wires between terminals 4, 1, 2, and 3 of Gear Horn Off switch.
 - G. Remove wire D12C22 from gear warning horn terminal and connect to terminal 5 of Gear Horn Off switch.
 - H. Join wire D13L22 to wire D13A22 by butt connection, and connect to terminal C of Gear Horn Off switch.
 - I. Install a #22 jumper between terminals C and B of Gear Horn Off switch.
 - J. Install a #22 jumper between terminals 3 and 7 of Gear Horn Off switch.
 - K. Install a #22 jumper between terminals 5 and 14 of Gear Horn Off switch.
 - L. Install wire D21A22 between terminal 15 of Gear Horn Off switch and gear warning horn terminal, from which wire D12C22 was removed in preceding Step G.
 - M. Install wire D21B22 between terminal 15 of Gear Horn Off switch and terminal B1 of G. H. O. R.
 - N. Install wire D23B22 between terminal A of Gear Horn Off switch and terminal A3 of G. H. O. R.
 - O. Install wire D22A22 between terminal 16 of Gear Horn Off switch and terminal A2 of G. H. O. R.
 - P. Install Gear Horn Off switch in pedestal.
 - Q. Install MS27401-2 relay in relay socket.
6. Refer to Figure 4 and rewire Flap Selector as follows:
- A. Add new wire C50H22 between terminal 15 and pin K, of P159 connector.
 - B. Disconnect wire C50B22 from pin J, J159 receptacle and connect to pin E, J305 receptacle (Printed Circuit).
 - C. Add new shielded wire C50M22 between pin A, J305 receptacle and pin J, of J159 receptacle.
 - D. Connect shields of wires C50B22 and C50M22 near J305.

SERVICE LETTER NO. WW-2428

INSTRUCTIONS (CONT'D)

7. Secure all electrical connectors and re-install all equipment and furnishings removed to gain access. Re-connect aircraft batteries.
8. Apply DC power to aircraft and accomplish the following landing gear control and indication checks:
 - A. Engage gear position circuit breaker. With landing gear down and locked, the gear "SAFE" lights shall be illuminated.
 - B. Press to test each of the three green lights; each lamp shall stay illuminated.
 - C. Engage flap control circuit breaker and set flaps "UP".
 - D. Set both power levers at "IDLE" position.
 - E. Engage and hold lamp and horn test switch, located on gear control panel. The red "Intransient" light in the handle of the gear lever shall illuminate, and the gear horn shall give an audible warning.

NOTE: CONTINUE TO HOLD THE LAMP AND HORN TEST SWITCH IN FOR STEPS F, G, AND H.

- F. Engage the Gear Horn Off push button switch. The push button shall illuminate and the audible warning shall stop.
 - G. Move both power levers forward from "IDLE", at least 25 degrees; the Gear Horn Off push button light shall extinguish.
 - H. Maintain forward angle of power levers and set "Flap Selector" to 40 degrees; the gear horn shall give an audible warning.
 - I. Release the lamp and horn test switch. The audible warning shall stop and the red "Intransient" light shall extinguish.
9. All provisions of Para. 8-A through 8-I must be met.
 10. Set flaps to 0 degrees, set power levers as "Cut-Off", and turn DC power off.

SUPPLY DATA:

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
1	000300-1194	Relay Socket
1	MS27401-2	Relay
1	46S07D-34	Switch
1	6883743-44	Push Button
4	327	Lamp

SERVICE LETTER NO. WW-2428

SUPPLY DATA (CONT'D)

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
2	MS35206-230	Screw
2	MS21042-06	Nut
2	AN960PD-6L	Washer
*AR	MIL-W-81044-22AWG	Wire
*AR	MIL-w-7078-22AWG	Wire

The required parts may be ordered as Kit No. WW-2428 SL from:

ATLANTIC AVIATION CORP.
P. O. BOX 1709
GREATER WILMINGTON AIRPORT
WILMINGTON, DE 19899

* The required wire should be obtained from local sources.

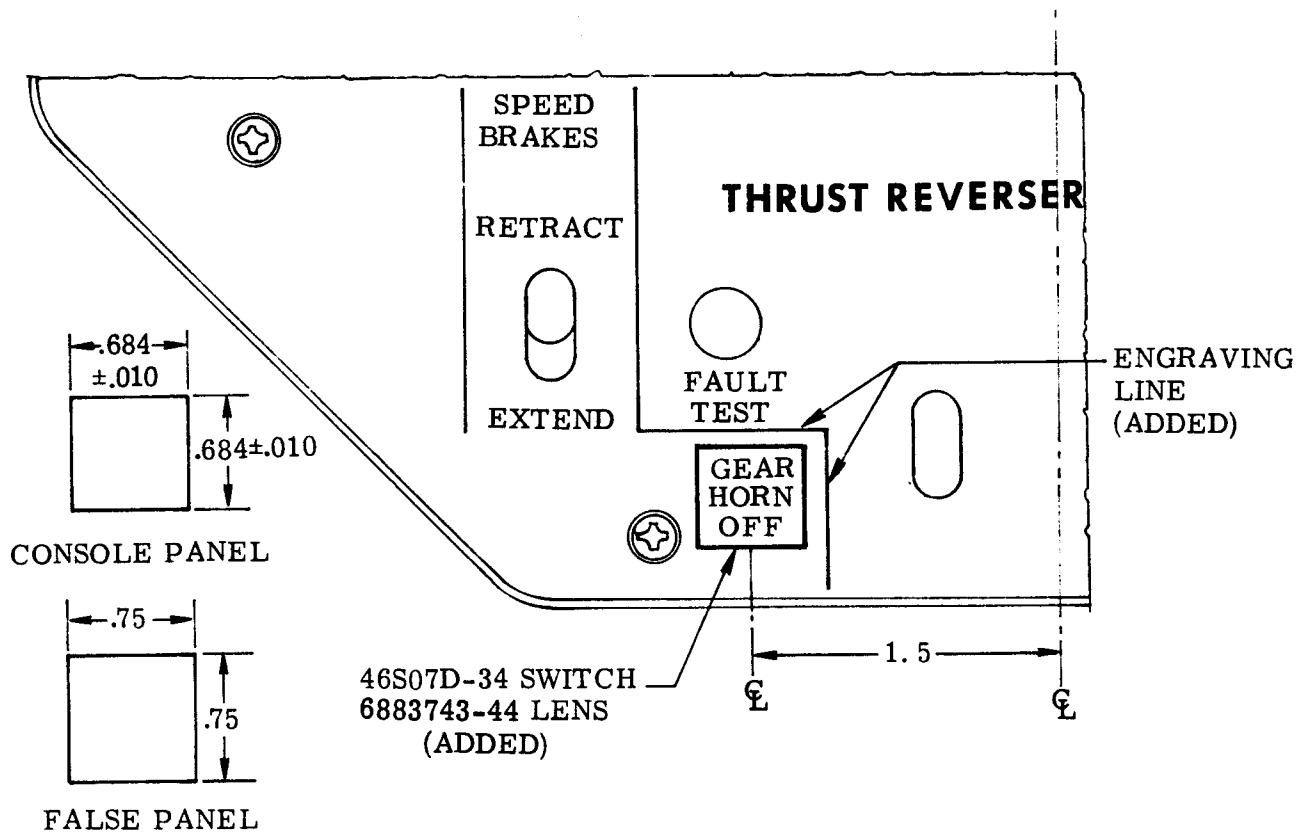
WEIGHT AND
BALANCE: N. A.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows:
Service Letter No. WW-2428, dated May 3, 1978, entitled "Gear Horn Override
System Installation" accomplished _____ (DATE) _____.

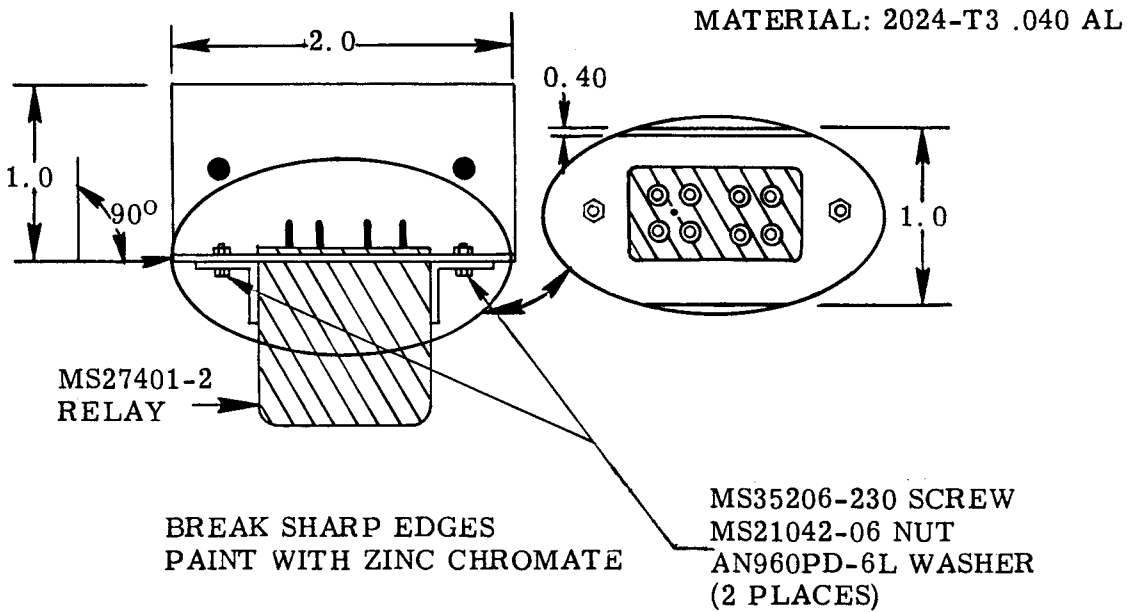
SERVICE LETTER NO. WW-2428

1. Place switch on console and trace hole pattern for false panel cut-out.
2. Remove false panel and cut 0.75 in. square hole per pattern. Smooth edges.
3. Re-install false panel and mark hole pattern for switch mounting in console.
4. Remove false panel and cut $0.684 \pm .010$ in square hole per pattern for switch. Smooth edges and apply zinc chromate to reworked area.
5. Install switch.



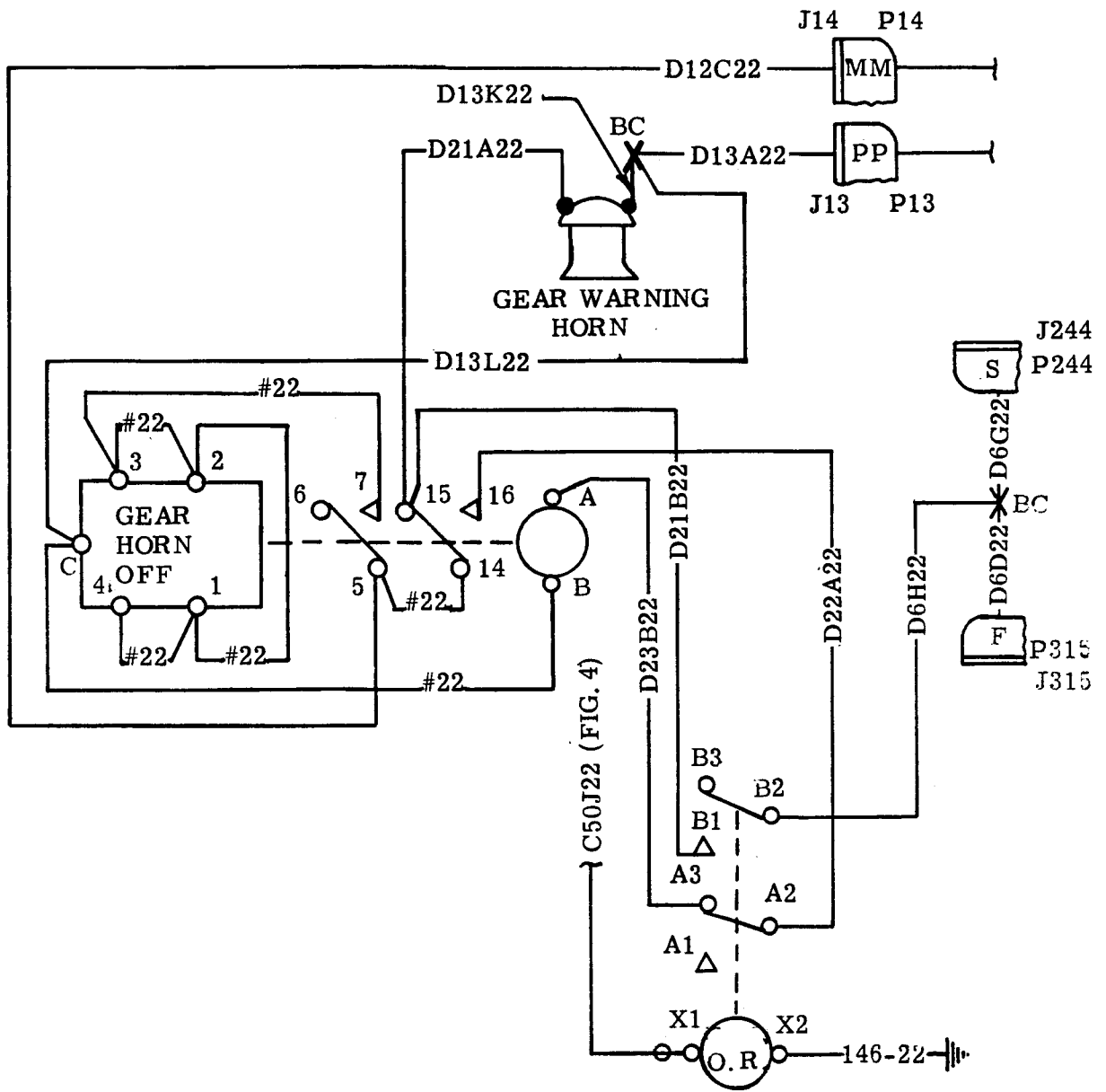
GEAR HORN OFF SWITCH INSTALLATION
(PILOTS PEDESTAL)

FIGURE 1



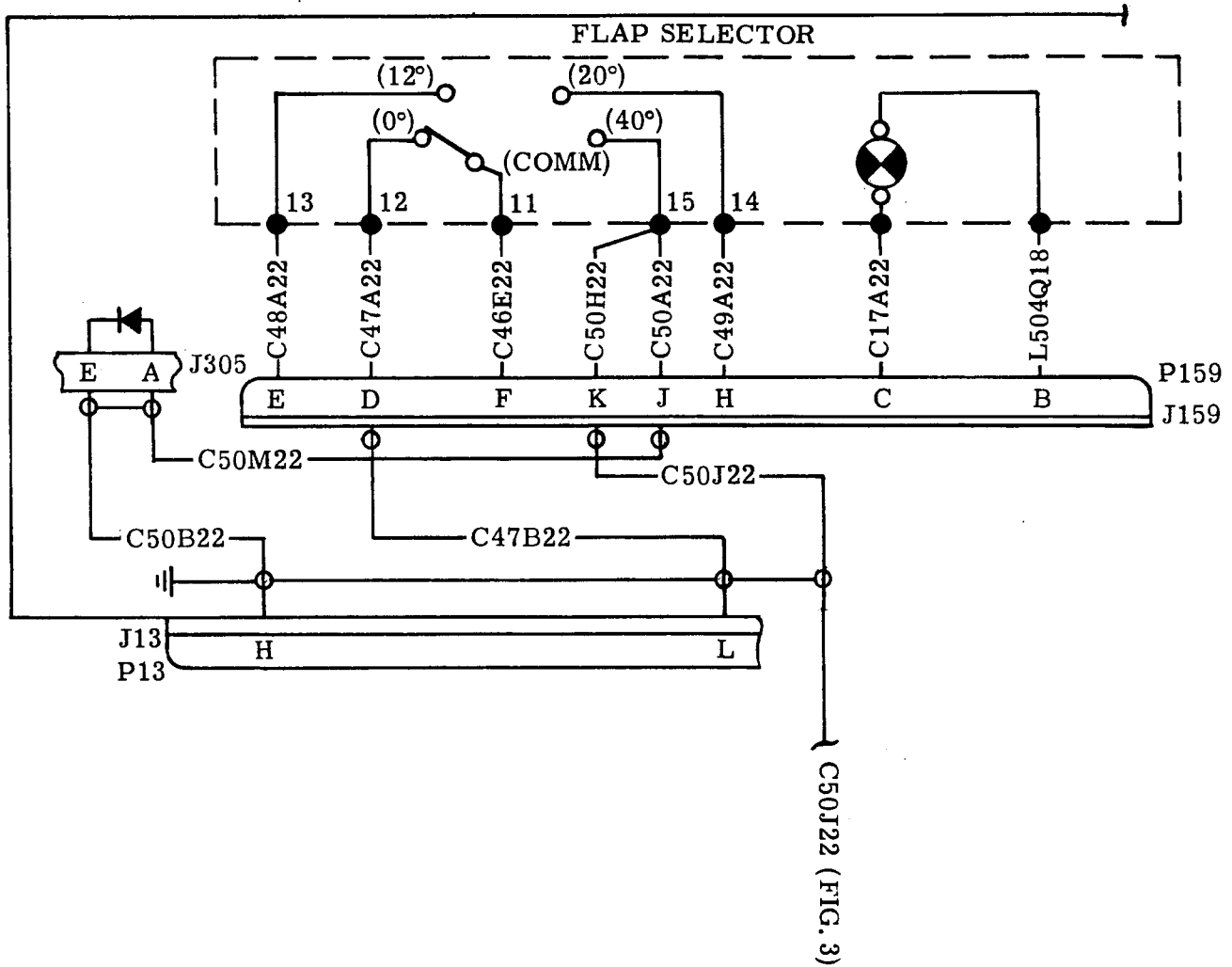
RELAY SOCKET MOUNT ANGLE

FIGURE 1



GEAR HORN OFF WIRING SCHEME

FIGURE 3



FLAP SELECTOR WIRING SCHEME

FIGURE 4

SERVICE PUBLICATIONS

revision notice

SERVICE LETTER NO. WW-2429
Revision no. 1

DATE: AUGUST 6, 1979

REVISED

EFFECTIVITY: MODEL 1124 S/N 152, 154, 181, 187 THRU 240

SUBJECT: HYDRAULIC SYSTEM ATTENUATOR INSTALLATION

**REASON FOR
REVISION:**

- 1. TO REVISE AND LIMIT S/N EFFECTIVITY**
- 2. TO PROVIDE AN ALTERNATE P/N OF FITTING INSTALLED
IN HYDRAULIC PUMP OUTLET PORT**

INSTRUCTIONS:

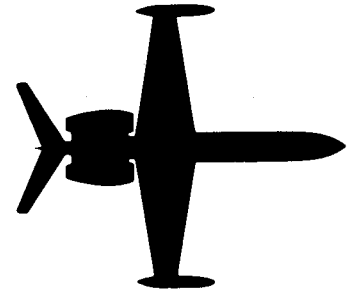
- 1. An AN833-6J elbow (90 degree) may be installed in lieu of the AN837-6J elbow installed in hydraulic pump outlet (Reference Figures 1 and 4), at owner's option. The 90 degree elbow will provide improved routing of the pump outlet pressure flexible tube P/N AE2460201GO156.**

1124-29-03
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BEN GURION AIRPORT, ISRAEL

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2429

DATE: JULY 28, 1978

EFFECTIVITY: MODEL 1124 S/N 154, 181, 187 AND SUBS.

SUBJECT: HYDRAULIC SYSTEM ATTENUATOR INSTALLATION

COMPLIANCE: AT OWNER'S DISCRETION

APPROVAL: I. A. I. ENGINEERING

PURPOSE: TO PROVIDE AN IMPROVED HYDRAULIC POWER SYSTEM

INSTRUCTIONS:

1. Reduce primary hydraulic system pressure to zero.
2. Release hydraulic reservoir air pressure.
3. Open accessory section access doors on each engine.
4. Remove and discard flexible hose P/N F10A-5-H20902-9, from R. H. hydraulic pump to bulkhead fitting on pylon firewall.
5. Remove and discard pressure tube P/N F10A-5-L20011-3, from L. H. hydraulic pump to quick disconnect fitting.
6. Remove and discard existing pad cover P/N AN100041 and MS9136-01 gasket from R. H. forward pad of the accessory gearbox on each engine.
7. Install an AN837-6J elbow with AN6289-6J nut, S0311-906 backup ring, S0309-906 O-ring in the outlet port of each P/N 4713560-501 fitting, per Figure 6.
8. Install an AN815-6J union with S0309-906 O-ring in the inlet port of each P/N 4713560-501 fitting, per Figure 6.
9. Install new Fitting P/N 4713560-501, with new MS9136-01 gasket, on R. H. forward pad of the accessory gearbox on each engine. (See Figures 2 and 3).
10. Remove and discard existing bracket P/N F10A-5-L20025-9, from right engine nacelle and replace with new bracket P/N 3603547-1. (See Figure 1).
11. Install an AN837-6J elbow, AN960C-916 washer, and AN924-6J nut on plate of bracket P/N 3603547-1, per Figure 1.

SERVICE LETTER NO. WW-2429

INSTRUCTIONS (CONT'D)

12. Install new flexible hose P/N AE2460201GO156 between R. H. hydraulic pump and inlet port of fitting P/N 4713560-501. (See Figures 1 and 2).
13. Secure hose to hydraulic pump mounting pad, with MS21919DG-14 clamp, AN3-4A bolt, AN960PD-10L washer, MS21042-3 nut and 2603550-3 bracket, per Figure 4.
14. Install new tube P/N 3603548-3 between outlet port of fitting P/N 4714560-501 and the AN837-6J elbow, which was installed in Step 11.
15. Secure tube to wiring support block with MS21919DG-6 clamp, AN3-4A bolt, AN960PD-10L washer, MS21042-3 nut, and 2603549-3 bracket, per Figure 2.
16. Install new flexible hose P/N F10A-5-H20902-1 (Alternate P/N 6713128-CAI-RE3) between AN837-6J elbow and bulkhead fitting on right pylon firewall.
17. Install new flexible hose P/N AE2460201GO156 between L. H. hydraulic pump and inlet port of fitting P/N 4713560-501. (See Figures 3 and 4).
18. Secure hose to hydraulic pump mounting pad, with MS21919DG-14 clamp, AN3-4A bolt, AN960PD-10L washer, MS21042-3 nut, and 2603550-3 bracket, per Figure 4.
19. Install new tube P/N 3603548-7 between outlet port of fitting P/N 4713560-501 and quick disconnect fitting, per Figure 3.
20. Refer to Figure 6 and install a sleeve P/N 3713561-501, attenuator P/N 3713562-1, with a S0309-910 O-ring on each accessory drive pad fitting P/N 4713560-501. Torque and safety wire attenuators, per Figure 3.
21. Release nitrogen pressure from ripple damping accumulators.
22. Gain access to ripple damping accumulators.
23. Disconnect inlet and outlet hydraulic tubes from ripple damping accumulators.
24. Remove ripple damping accumulators, nitrogen pressure gages, associated nitrogen tubing and all attaching hardware.
25. Remove existing 3723589-231 tube from left pylon firewall bulkhead fitting to ripple damping accumulator (that was removed in Step 24) and install the 6713128-CAI-RE1 tube as a replacement. Connect the 6713128-CAI-RE1 tube to the existing 3723589-307 tube, (Ripple damping outlet tube) using a AN833-6J elbow. (See Figure 5).
26. Secure hydraulic tubing to existing ripple damping accumulator mount bracket with MS21919DG-6 clamp, AN3-4A bolt AN960PD-10L washer and MS21042-3 nut.
27. Remove existing 3723589-237 tube from right pylon firewall bulkhead fitting to ripple damping accumulator (that was removed in Step 24) and install the AE2460001GO156 flexible hose as a replacement. Connect the AE2460001GO156 hose to the existing

SERVICE LETTER NO. WW-2429

INSTRUCTIONS (CONT'D)

- 3723589-311 tube, (Ripple damping outlet tube) using a AN833-6J elbow.(See Figure 5).
28. Secure hydraulic tubing to existing ripple damping accumulator mount bracket with MS21919DG-6 clamp, AN3-4A bolt, AN960PD-10L washer and MS21042-3 nut.
 29. Bleed hydraulic supply tubes from reservoir to pumps.
 30. Pressurize hydraulic system and check all newly installed tubing and fittings for leaks. Repair leaks as necessary.
 31. Replace equipment removed to gain access.
 32. Perform engine run-up and check hydraulic pumps for proper functioning, and all hydraulic tubing and fittings for leaks. Repair as necessary.

SUPPLY DATA:

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
5	AN3-4A	Bolt
2	AN815-6J	Union
2	AN833-6J	Elbow
3	AN837-6J	Elbow
1	AN924-6J	Nut
1	AN960C-916	Washer
5	AN960PD-10L	Washer
2	AN6289-6J	Nut
2	MS9136-01	Gasket
5	MS21042-3	Nut
3	MS21919DG-6	Clamp
2	MS21919DG-14	Clamp
*1	F10A-5-H20902-1	Hose
2	AE2460201GO156	Hose
1	AE2460001GO156	Hose
6	S0309-906	O-ring
2	S0309-910	O-ring
4	S0311-906	Backup ring
1	3603547-1	Bracket
2	4713560-501	Fitting
2	3713561-501	Sleeve
2	3713562-1	Attenuator
1	3603548-3	Tube Assy.
1	3603548-7	Tube Assy.
1	2603549-3	Bracket
2	2603550-3	Bracket
1	6713128-CAI-RE1	Tube

NOTE: * A 6713128-CAI-RE3 hose may be used as an alternate for the F10A-5-H20902-1 hose.

SERVICE LETTER NO. WW-2429

SUPPLY DATA (CONT'D)

The required parts may be ordered as Kit No. SL / WW-2429 from:

ATLANTIC AVIATION CORP.
P. O. BOX 1709
GREATER WILMINGTON AIRPORT
WILMINGTON, DE 19899

Aircraft S/N and shipping instructions should be furnished when ordering parts.

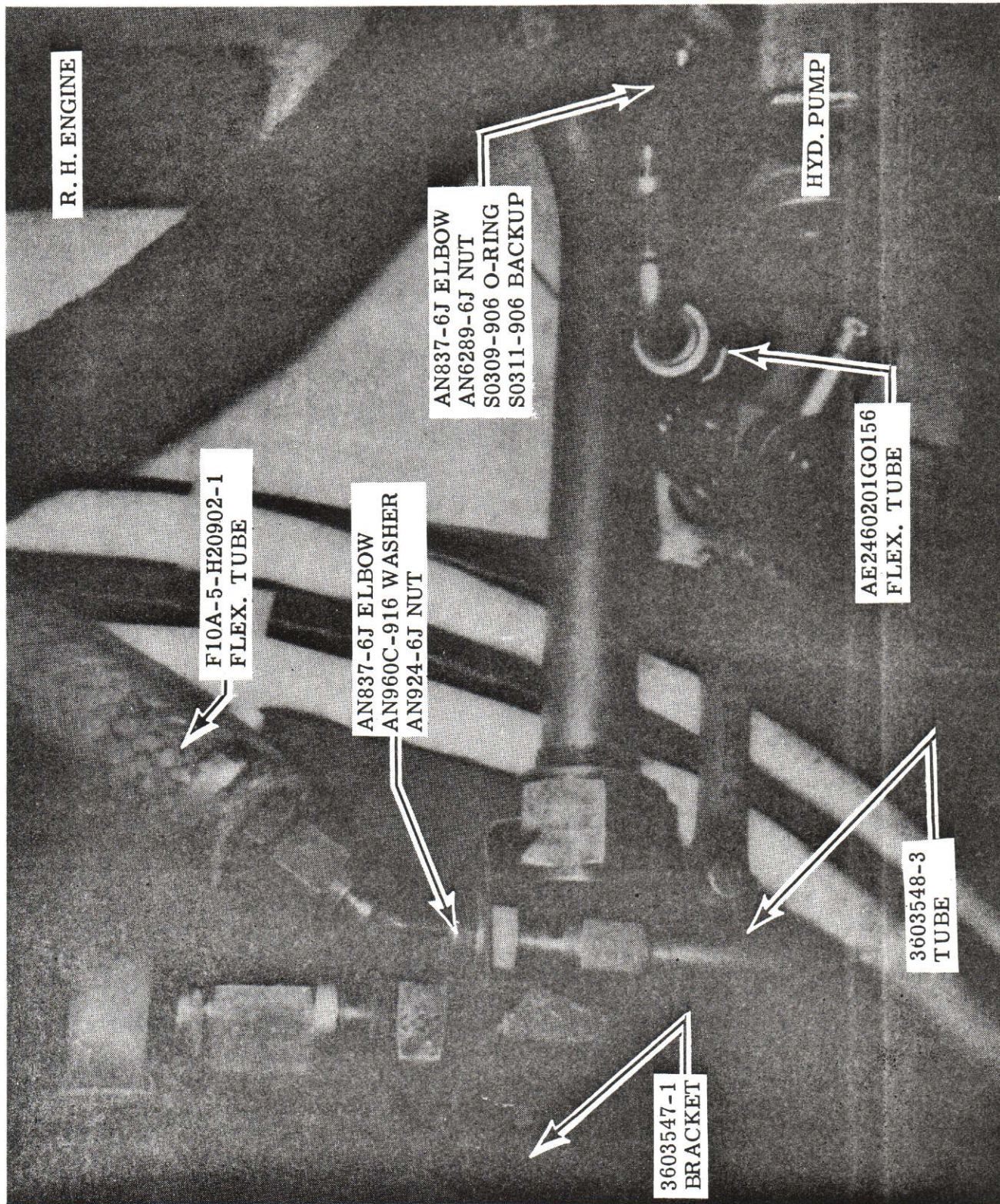
NOTE: Kits will be available 10/30/78.

WEIGHT AND
BALANCE:

<u>WEIGHT (Lbs)</u>	<u>H-ARM (Inches)</u>	<u>H-MOM (In/Lbs)</u>
2.0	383	766.000

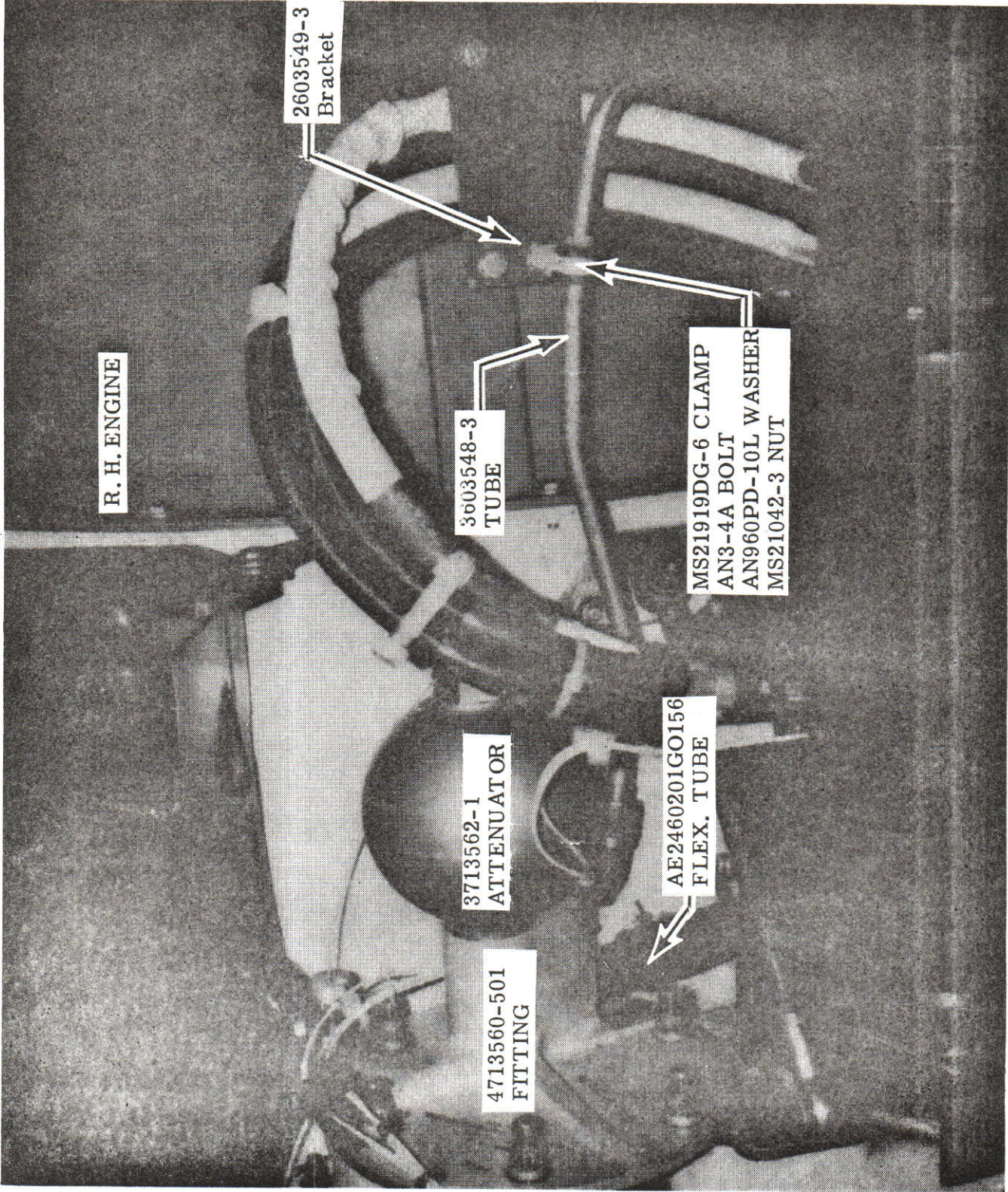
AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows:
Service Letter No. WW-2429, dated July 28, 1978, entitled "Hydraulic System
Attenuator Installation", accomplished _____ (Date) _____.



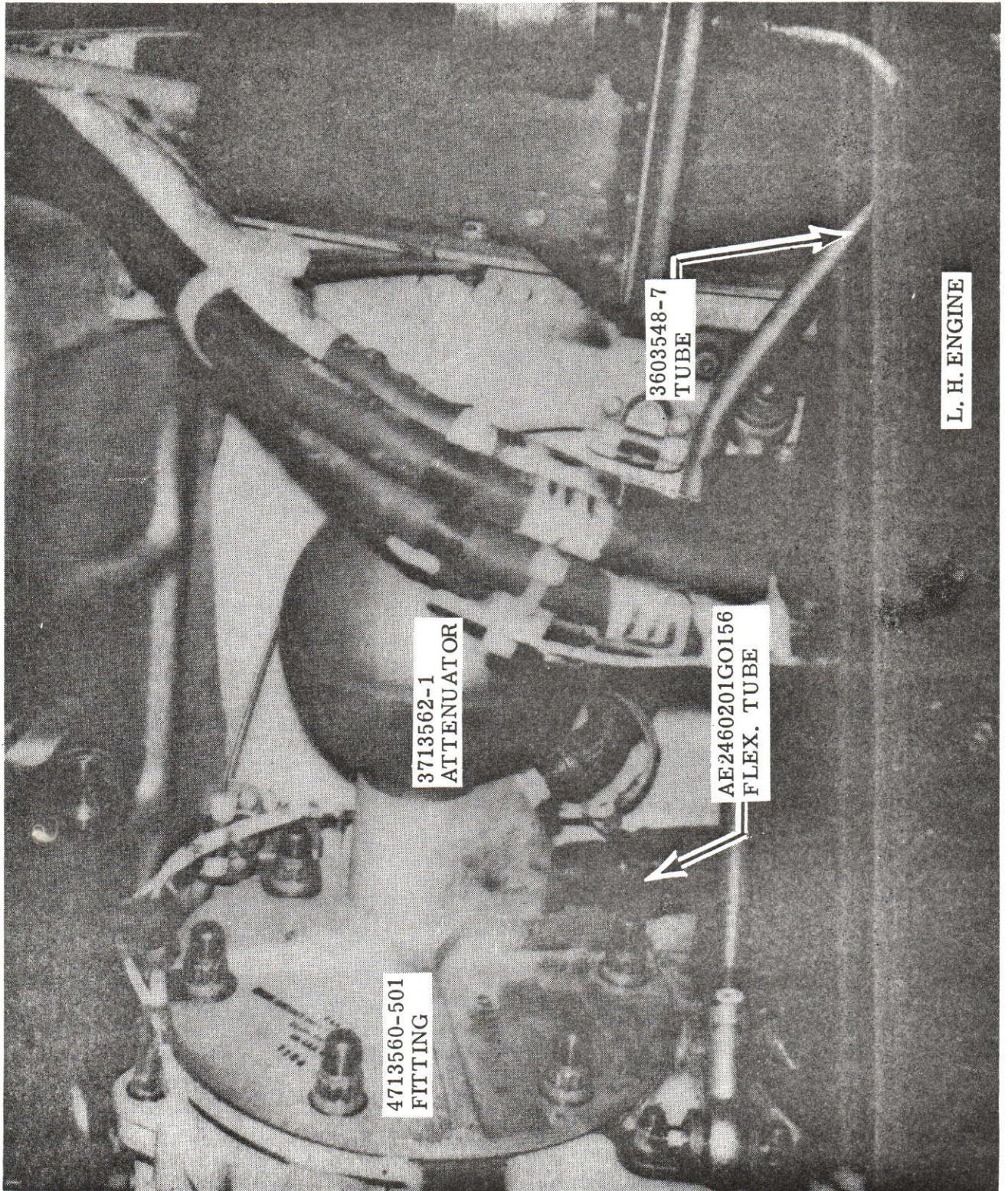
ATTENUATOR INSTALLATION

FIGURE 1



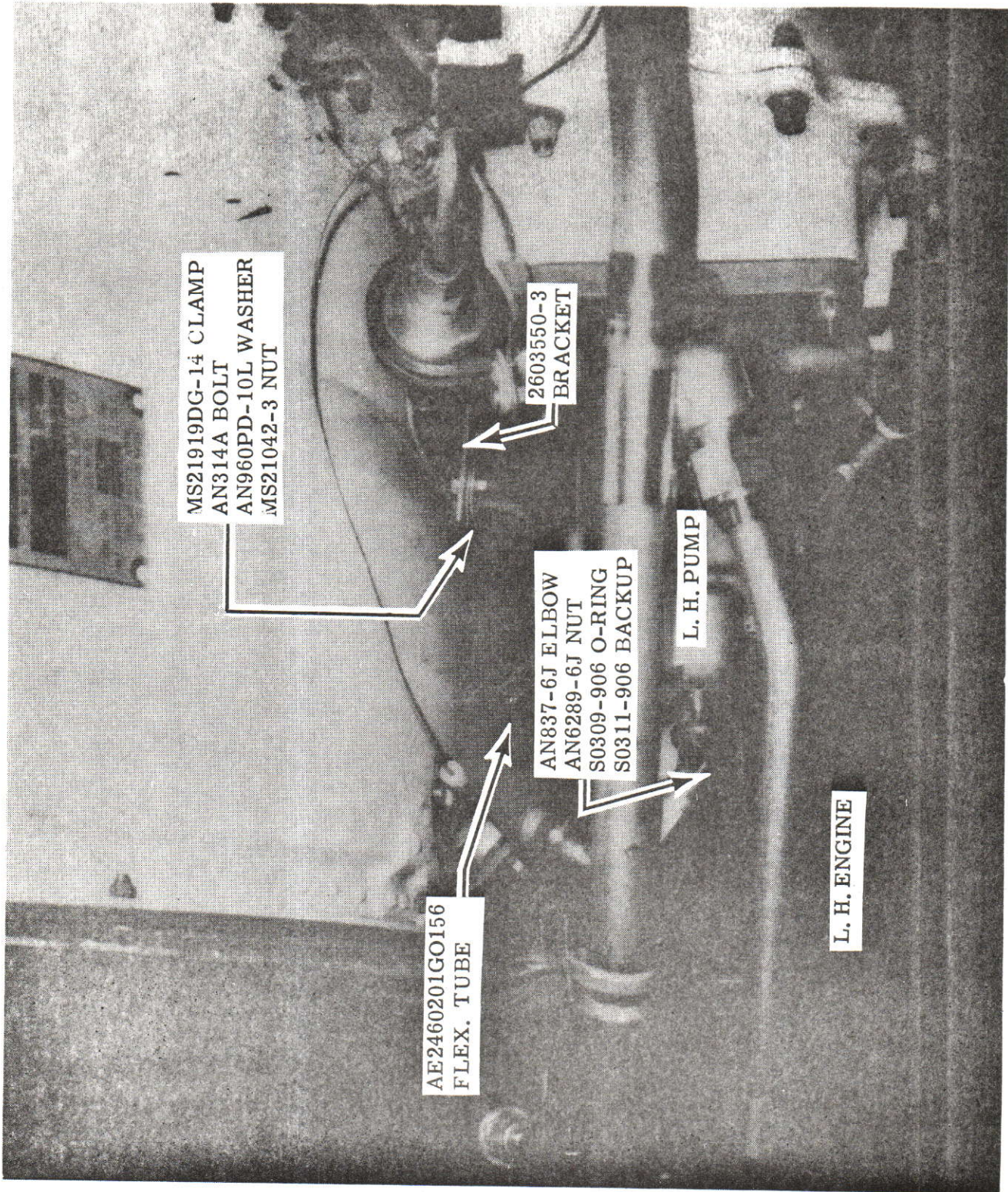
ATTENUATOR INSTALLATION

FIGURE 2



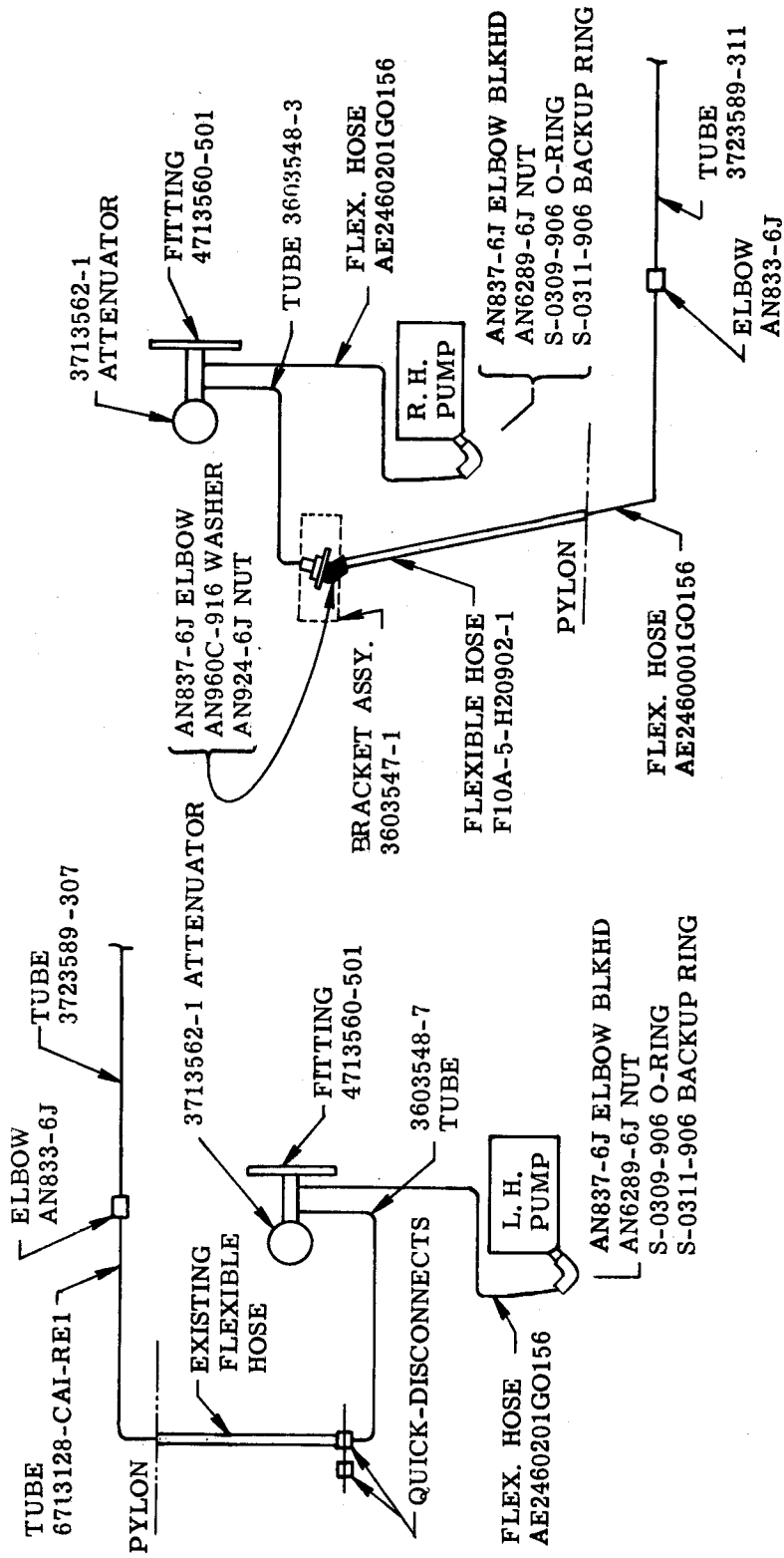
ATTENUATOR INSTALLATION

FIGURE 3



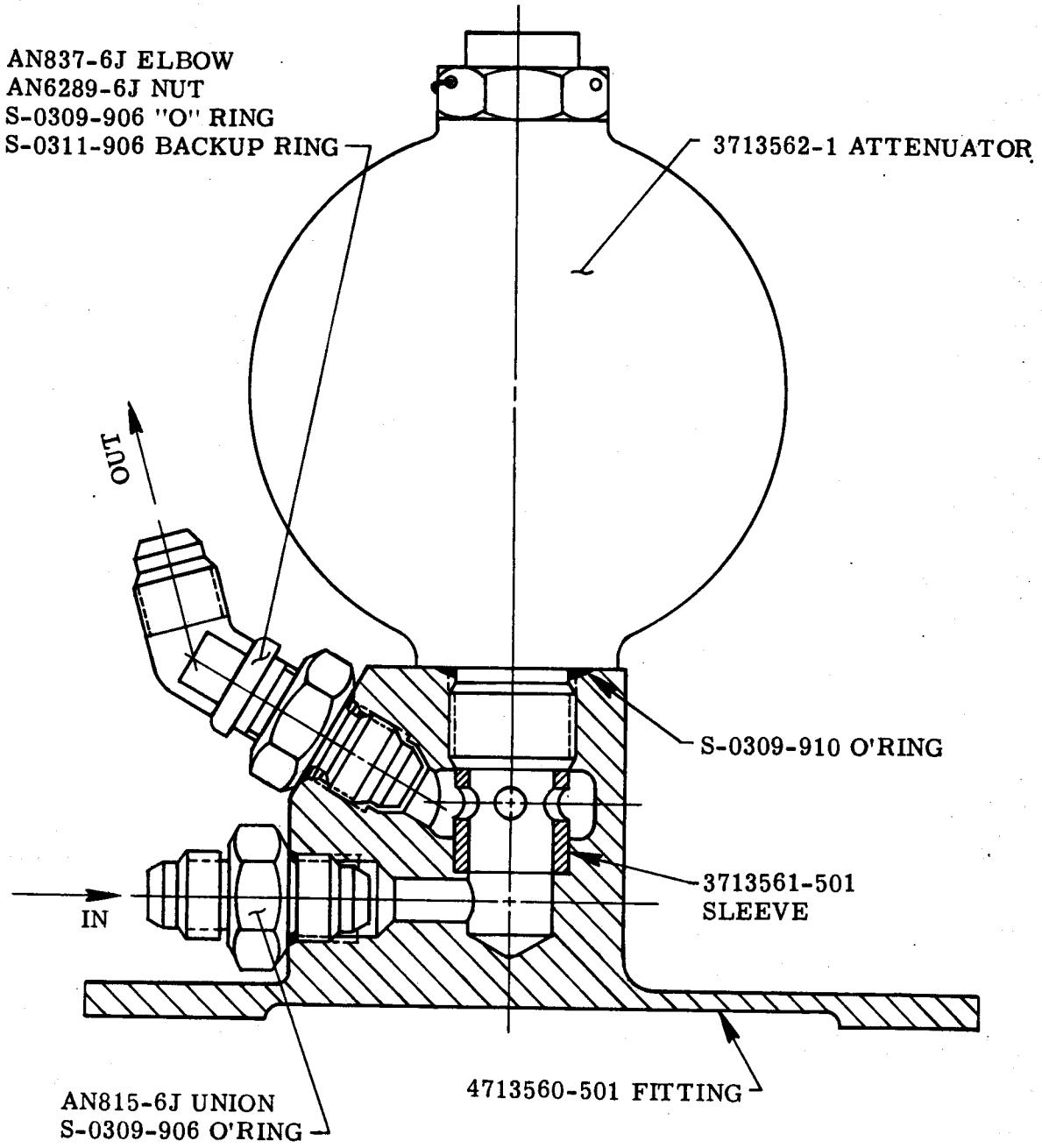
ATTENUATOR INSTALLATION

FIGURE 4



HYDRAULIC PIPING SCHEMATIC

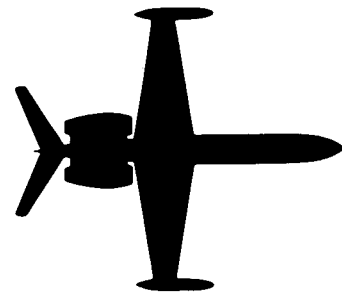
FIGURE 5



ATTENUATOR ASSEMBLY

FIGURE 6

1124-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2430

DATE: MARCH 15, 1978

EFFECTIVITY: MODEL 1124 S/N 154, 181, 187 THRU 201 AND 204

SUBJECT: RE-CALIBRATION OF DE-ICE HIGH PRESSURE SWITCH

COMPLIANCE: AT OWNER'S DISCRETION

APPROVAL: I. A. I. ENGINEERING

PURPOSE: TO PREVENT FALSE INDICATION OF HIGH DE-ICE PRESSURE

INSTRUCTIONS:

1. Gain access to and remove de-ice high pressure switch P/N 3753045-505 in accordance with Para. 7, Chapter 30-10-00, 1124 Westwind Maintenance Manual.
2. Have pressure switch re-calibrated by an approved instrument repair station as follows:
 - A. Connect signal light with power supply to pressure switch with electrical connector (See Figure 1). With pressure port at ambient pressure, a signal light shall indicate pins B-C closed and pins A-B open.
 - B. Slowly increase pressure, to pressure port until switch actuation occurs, (signal light across pins B-C extinguishes, signal light across pins A-B illuminates). Actuation should occur at 21.0 ± 1.0 PSIG. Adjust as required. Decrease the pressure slowly and verify that pins B-C close and the signal light comes on before pressure decreases below 19.0 PSIG. Readjust pressure switch as necessary to meet these values. Repeat pressure variations within the 15 to 25 PSIG range twenty five times, confirming each time the readjusted actuation points.
3. Reidentify pressure switch by changing the dash number (-505) to -507, also add a -1 to the Vendor P/N.
4. Re-install pressure switch in accordance with Para. 7, Chapter 30-10-00, 1124 Westwind Maintenance Manual.

SUPPLY DATA: N. A.

WEIGHT AND
BALANCE: N. A.

SERVICE LETTER NO. WW-2430

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows:
Service Letter No. WW-2430, dated March 15, 1978, entitled "Re-Calibration of De-Ice
High Pressure Switch", accomplished _____ (date) _____.

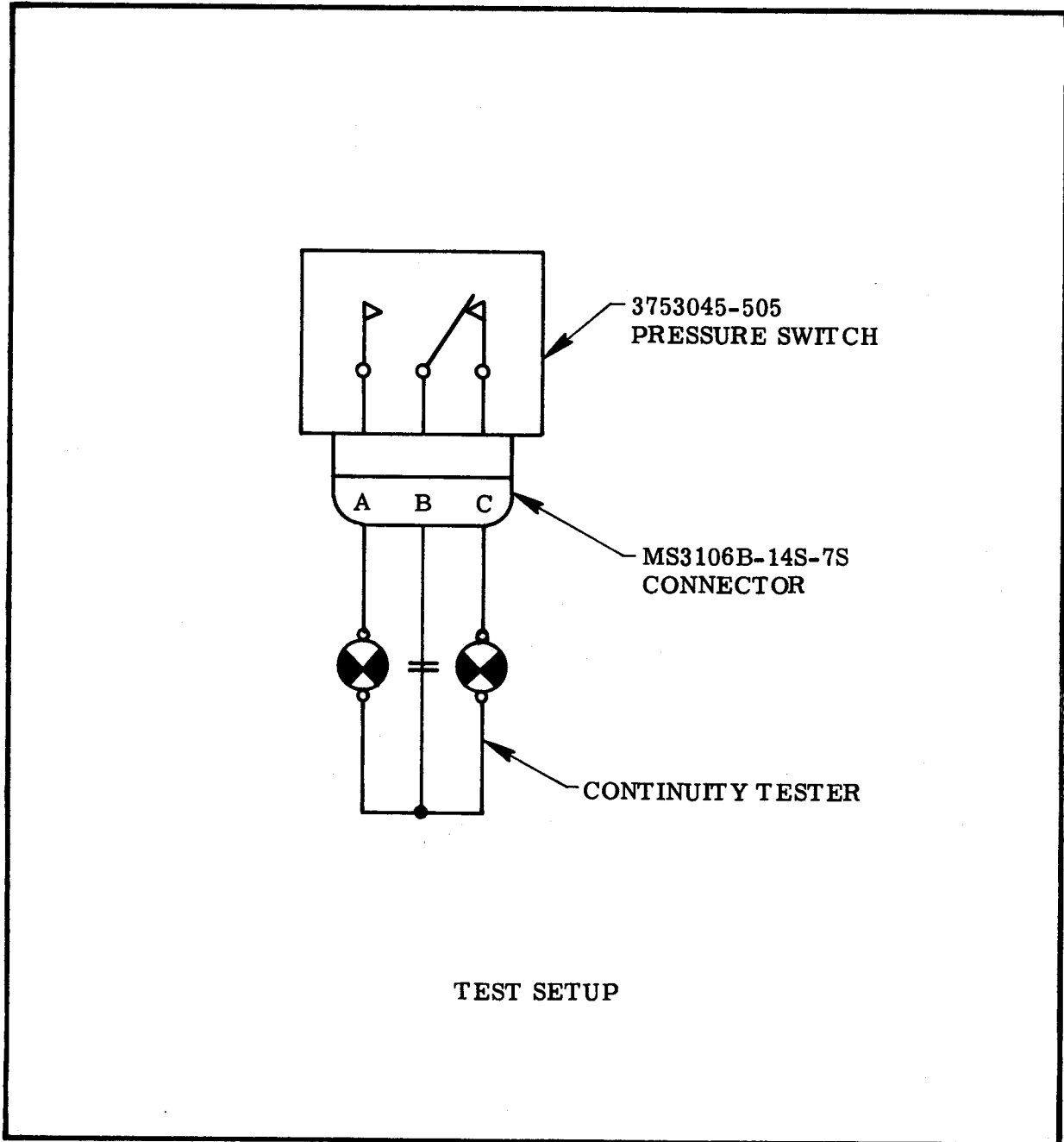
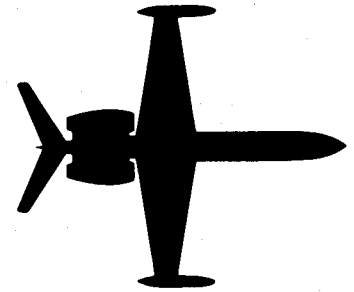


FIGURE 1

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2431

DATE: MAY 22, 1978

EFFECTIVITY: MODEL 1124 S/N 154, 181, 187 THRU 204

SUBJECT: INSTALLATION OF BRAKE WIRING SUPPORT BRACKET

COMPLIANCE: AT OWNER'S DISCRETION

APPROVAL: I. A. I. ENGINEERING

PURPOSE: TO REPOSITION AND SUPPORT BRAKE WIRING SO THAT MOVEMENT AND BENDING OF WIRING IS REDUCED DURING LANDING GEAR RETRACTION.

INSTRUCTIONS:

NOTE: INSTRUCTIONS APPLY EQUALLY TO EACH MAIN LANDING GEAR.

1. Remove existing MS21919 clamp that secures the ground contact switch and brake anti-skid wire bundle to landing gear upper body, by removing the gear trunnion pin retaining bolt.
2. Mount new bracket P/N 2723060-3 on gear upper body under the trunnion pin retaining bolt head and secure the trunnion pin retaining bolt. (See Figure 1.)
3. Re-install the MS21919 wiring clamp on wire bundle and anchor clamp to new bracket P/N 2723060-3 as depicted in Figure 1.

SUPPLY DATA:

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
2	2723060-3	Bracket
2	AN3-4A	Bolt
2	AN960PD-10L	Washer
2	MS21042-3	Nut

The above parts may be ordered as Kit No. WW-2431 SL from:

ATLANTIC AVIATION CORP.
P. O. BOX 1709
GREATER WILMINGTON AIRPORT
WILMINGTON, DE 19899

1124-32-06
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INTERNATIONAL INC.
ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL INC.

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

SERVICE LETTER NO. WW-2431

SUPPLY DATA (CONT'D)

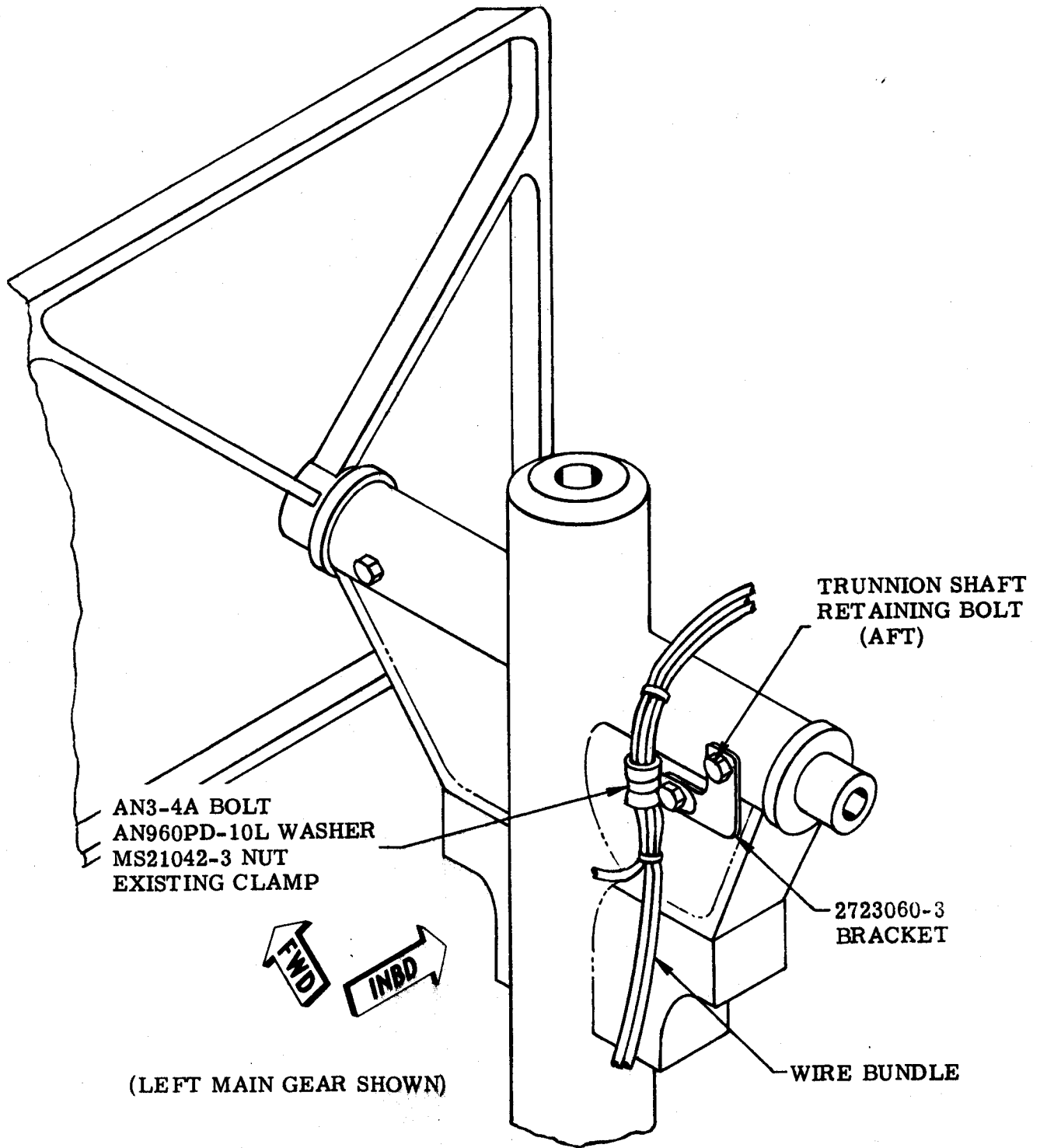
Aircraft S/N and shipping instructions must be furnished when requesting parts.

WEIGHT AND

BALANCE: N. A.

AIRCRAFT RECORDS:

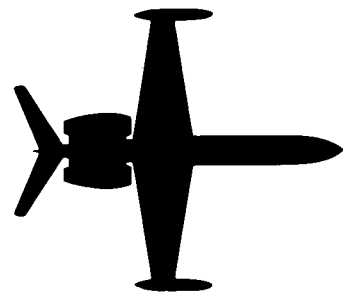
Make an appropriate entry in aircraft permanent maintenance records as follows: Service Letter No. WW-2431, dated May 22, 1978, entitled "Installation of Brake Wiring Support Bracket", accomplished (Date) .



WIRING SUPPORT BRACKET INSTALLATION

FIGURE 1

1124-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2432

DATE: NOVEMBER 8, 1978

EFFECTIVITY: WESTWIND MODEL 1124

SUBJECT: INSTALLATION OF LEAR SIEGLER STARTER-GENERATOR
P/N 23065-018-1, PER IAI STC#SA2858SW

COMPLIANCE: AT OWNER'S DISCRETION

APPROVAL: I. A. I. I. ENGINEERING

PURPOSE: TO ADVISE OWNERS OF THE AVAILABILITY OF AN
APPROVED ALTERNATE STARTER-GENERATOR

INSTRUCTIONS:

INSTALLATION:

1. Turn off all electrical power and disconnect aircraft batteries.
2. Gain access to starter-generator and remove existing components, as follows:
 - A. Disconnect starter-generator electrical wiring.
 - B. Clamping band P/N 36B506256.
 - C. Starter-generator P/N 2CM504D2D.
 - D. Adapter P/N 36C716569ACG1.
3. Install a flush patch in the existing generator cooling air exit hole in nacelle door in accordance with DWG 604002.
4. Refer to Israel Aircraft Industries International Drawing No. 604002 and STC#SA2858SW, and install the following component, per reference drawing, as follows:
 - A. Inspect MS9136-01 gasket on accessory gear box pad and replace if necessary.
 - B. Install Q. A. D. adapter P/N 23065-504, with cooling shroud P/N 604003-1 on accessory gear pad, so that when generator is installed, generator terminals will be at approximately the eight o'clock position, and secure, using existing fasteners.

SERVICE LETTER NO. WW-2432

INSTRUCTIONS (CONT'D)

- C. Install Starter-Generator P/N 23065-018-1 using clamp provided in 23065-504 Kit.
 - D. Install cooling duct P/N 604004-1, using existing hardware and AN737TW-107 clamp.
 - E. Hookup Starter-Generator electrical wiring and check that adequate clearance exists between wiring and nacelle door, adjust as necessary.
5. Repeat Steps 2, 3, and 4 on opposite engine.
 6. Secure nacelle doors and reconnect aircraft batteries.
 7. Perform DC Generator functional check and adjust Generator Control Unit as per Para. 3, Chapter 24-30-00, 1124 Westwind Maintenance Manual.
 8. Insert I. A. I. I. Supplement No. 1 into Aircraft Flight Manual.
 9. Return aircraft to service.

<u>SUPPLY DATA</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
<u>QTY.</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
2	604003-1	Cooling Shroud
2	604004-1	Cooling Duct
*1	604002	I. A. I. I. Installation Drawing
*1	STC#SA2858SW	Supplemental Type Certificate
*1	I. A. I. I. Supp. No. 1	1124 AFM Supplement

Items marked () are provided at no charge.

The above parts may be obtained as Kit No. S/L WW-2432, From:

ATLANTIC AVIATION SUPPLY CORP.
 P. O. Box 15000
 Greater Wilmington Airport
 Wilmington, DE 19850

Aircraft S/N and shipping instructions must be furnished when requesting parts.

The following parts may be obtained from local supplier.

2	23065-018-1	Starter-Generator
2	23065-504	Kit, Q. A. D. Mounting

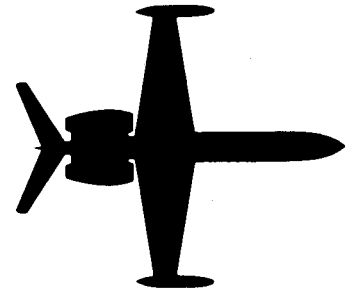
SERVICE LETTER NO. WW-2432

WEIGHT AND
BALANCE:

N. A.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows:
Service Letter No. WW-2432, dated November 8, 1978, entitled "Installation of
Lear Siegler Starter-Generator P/N 23065-018-1, per I. A. I. I. STC#SA2858SW"
accomplished _____ (DATE).



SERVICE LETTER

SERVICE LETTER NO. WW-2433

DATE: DECEMBER 1, 1978

EFFECTIVITY: MODEL 1124 S/N 187 THRU 229

SUBJECT: REPLACEMENT OF THRUST REVERSER PIVOT BUSHINGS AND SECONDARY DOOR LATCH

COMPLIANCE: AT OWNER'S DISCRETION

APPROVAL: IAI ENGINEERING

PURPOSE: PROVIDE PARTS WITH EXTENDED SERVICE LIFE

INSTRUCTIONS:

1. Prepare aircraft for maintenance by opening T/R doors, and removing stang covers. Disconnect hydraulic power, turn off all electrical power and disconnect aircraft batteries.
2. Remove and discard the F10A-5-C20500-11 secondary latch and replace with F10A-5-C20500-15, as per Chapter 78-30-00, 1124 Westwind Maintenance Manual.
3. Remove T/R doors and discard the sleeve bushings P/N F10A-5-B20501-13, the NAS1587-6 washers and any other damaged washers. (Ref: Figure 3, Item 13, Chapter 78-30-00 1124 IPC).

NOTE: Observe the outer lug of the outboard pivot joint for signs of fretting, scoring, etc. If fretting is observed, polish out the wear marks, checking to be sure that the lug thickness does not go under .100 inch.

4. Reinstall T/R doors using new sleeve bushings P/N F10A-5-B2051-29 and washers as shown in Figure 1.

NOTE: When installing the countersunk washer NAS1587-6C, be sure that the countersink is toward the head of the bolt.

5. Rotate the T/R doors and check for the following condition at the pivots:
 - A. Inboard pivot joint - the bolt, shoulder bushing, sleeve bushing and self aligning ball are designed to remain stationary relative to the axial rotation of the T/R door. This is because the bolt is clamped to the fitting.

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BEN GURION AIRPORT, ISRAEL

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INSTRUCTIONS (CONT'D)

- B. Outboard pivot joint - the bolt, sleeve bushing and self aligning ball are designed to rotate with the T/R door. However, depending on the relative friction of the joint, the bolt assembly may remain stationary during rotation of the door.
6. If it is found that the inboard pivot hardware is rotating, the following procedure is recommended:
- A. Remove cotter pin and back off castellated nut to be sure it is loose.
 - B. Torque nut up to a minimum of 90 in-lb; then continue tightening until cotter pin hole is aligned with slots in nut.

NOTE: Do not back off nut to align.

- 7. Perform rigging, functional checkout and inspection per Chapter 78-30-00, 1124 Westwind Maintenance Manual.
- 8. Reinstall stang covers and return aircraft to service.

SUPPLY DATA:

QTY	PART NUMBER	DESCRIPTION
2	F10A-5C20500-15	Latch
12	F10A-5-B20501-29	Sleeve Bushing
*AR	NAS1587-6C	Washer

*Required washers to be obtained from local source.

The required parts may be obtained as Kit No. S/L WW-2433 from:

ATLANTIC AVIATION SUPPLY CORP.
 P. O. Box 15000
 Greater Wilmington Airport
 Wilmington, DE 19850

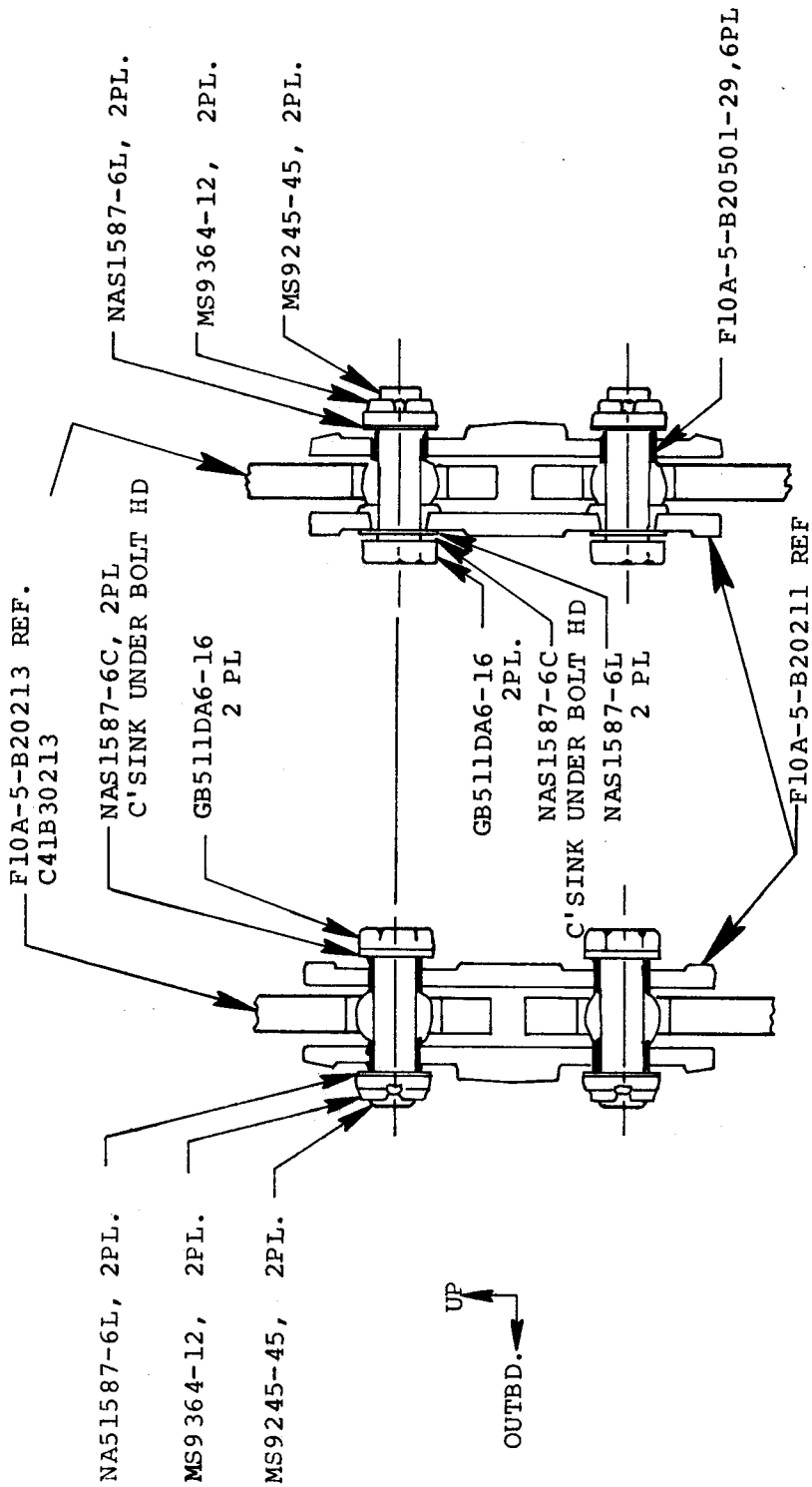
Aircraft S/N and shipping instructions must be furnished when requesting parts.

WEIGHT AND
 BALANCE: N. A.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows:
 Service Letter No. WW-2433, dated December 1, 1978, entitled 'Replacement of Thrust Reverser Pivot Bushings and Secondary Door Latch', accomplished on

 (DATE)

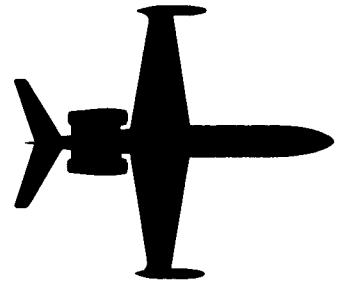


LH NAC-T/R DOOR PIVOT

FIGURE 1

VIEW LKG. FWD.
RH OPP.

1124-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2434

MARCH 12, 1979

EFFECTIVITY: MODEL 1124 S/N 187 THRU 234, EXCEPT 226, 228, 230 AND 231

SUBJECT: RETROFIT INSTALLATION OF REDESIGNED FUEL SUMP AND NEW MAIN BOOST PUMPS

COMPLIANCE: AT OWNER'S DISCRETION

APPROVAL: IAI ENGINEERING

PURPOSE: PROVIDE FUEL SUMP THAT ACCOMODATES FUEL BOOST PUMP REPLACEMENT WITHOUT DRAINING FUEL TANK, AND NEW IMPROVED MAIN BOOST PUMPS

INSTRUCTIONS:

PART A: EQUIPMENT REMOVAL

1. Defuel aircraft in accordance with Chapter 12-10-01, 1124 Westwind Maintenance Manual.
2. Remove electrical power from aircraft and disconnect batteries. Check that aircraft is properly grounded.
3. Remove main baggage compartment front panel and gain access to lower fuel tank AFT access covers P/N's 5653690-527 LH and 5653690-528 RH.
4. Remove access covers in accordance with Para. 1A, Chapter 28-10-00, 1124 Westwind Maintenance Manual.
5. Gain access to lower fuel tanks side fuselage access covers through access door and remove covers in accordance with Para. 1A, Chapter 28-10-00, 1124 Westwind Maintenance Manual.
6. Remove upper fuselage fuel tanks access covers in accordance with Para. 2A, Chapter 28-10-00, 1124 Westwind Maintenance Manual.
7. Remove both sumps P/N 5653044-507 LH (-508 RH) in accordance with Para. 2A, Chapter 28-20-00, 1124 Westwind Maintenance Manual.

NOTE: SAVE ALTERNATE PUMP P/N 4653009-513 (RH port) FOR NEW INSTALLATION.

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BEN GURION AIRPORT, ISRAEL

SERVICE LETTER NO. WW-2434

INSTRUCTIONS (CONT'D)

8. Refer to Figure 2, Chapter 28-20-00, 1124 IPC, and remove the following tubes from lower fuel cell.
- A. Jet pump motive flow (boost pump to check valve). LH P/N 2653697-1, RH P/N 2653697-2.
 - B. Jet pump motive flow (check valve to jet pump). LH P/N 5653020-503, RH P/N 5653020-504.

NOTE: SAVE CHECK VALVE P/N MS28884-10 FOR REINSTALLATION IN PART B, STEP 4, C.

- C. Jet pump to fuel sump, LH P/N 4653049-505, RH P/N 4653049-507.
 - D. Transfer valve motive flow (sump Wiggins coupling to transfer valve). LH P/N 3653560-505, RH P/N 3653560-506, and transfer valve. Save transfer valve for reinstallation.
9. Refer to Figure 6, Chapter 28-10-00, 1124 IPC and remove the following vent and drain tubes.
- A. From tee fitting in bulkhead 297.75 to fuel sump, P/N 5653022-35 LH and RH.
 - B. Flex hose (pump vent to drain assy.). LH P/N 5653022-39, RH P/N 5653022-65, if installed.
 - C. Remove AN804-6D tee, AN924-6D nut (retain nut for reinstallation) and 2653085-1 tube assembly, left and right. (2653085-1 tube effective on S/N 187 thru 192 only).
DO NOT REMOVE 2653085-501 tube on S/N 193 and subs.

PART B. EQUIPMENT BUILDUP AND INSTALLATION

1. Installation of AFT access panels at Fus. Sta. 316.845, LH P/N 4653690-531-52, RH P/N 4653690-533-52.

NOTE: FOR EASE OF INSTALLATION THESE PANELS SHOULD BE INSTALLED BEFORE PROCEEDING TO STEP 2.

- A. Transfer the following components from old access panels to the new access panels.
 - (1) Single point refueling diffuser and check valve, using new MS29512-16 O-rings, on LH and RH panels.
 - (2) Low level float switch left and right, using new SO310-906F O-ring and SO311-906 backup ring.

INSTRUCTIONS (CONT'D)

- (3) Dump stop switch left and right, using new SO310-906F O-ring and SO311-906 backup ring.
 - B. Install new access panels in accordance with Removal/Installation, Para. 1B, Chapter 28-10-00, 1124 Westwind Maintenance Manual, using new gaskets P/N 5653054-525, torque bolts to 50-70 inch-pounds. Install new MIL-H-6000 1 1/2 inch diameter hose in refueling vent connections.
2. Assemble and install the fuel sumps as follows: (Refer to Figure 1).
- A. Install a 3653741-1 tube in each lower sump casing P/N 5653722-1-51 and 5653722-2-51 using a 4653743-505 gasket between tube flange and sump casing.
 - B. Place an AN960-10L washer under head of each AN3-6A bolt and coat bolt grip and thread area with PR1422-A2. Insert retaining bolts through tube flange and sump casing (bolt heads inside sump) and secure using AN960-10L washer and MS21042-3 nut, 4 places each sump. Torque to 20-25 inch-pounds.
 - C. Place a 3655-12D Wiggins half connector and MS29513-210 O-ring on each of the 3653741-1 tubes.
 - D. Place a 5653054-509 gasket on upper surface of upper sump casing P/N 5653723-501-53, place a 5653054-509 gasket between mating surface of upper sump casing and lower sump casing P/N 5653722-1-51 then insert assembly into LH fuel cell and attach with 28 each AN4-6A bolts, AN960-416L washers and torque to 50-60 inch-pounds.
 - E. Repeat preceding Step 2D to install RH sump using upper sump casing P/N 5653723-501-54, lower sump casing P/N 5653722-2-51, and 2 each 5653054-509 gaskets.
 - F. Install sump to aircraft structure support bolts P/N AN4-5A and secure using AN960-416 washers and MS21042-4 nuts, (4 places on each sump).
3. Assemble and install sump check valves and tubing. (Refer to Figure 1, 1A and 1B).
- A. Install 2 each check valves P/N MS28884-16, using MS29512-16 O-ring on each cross fitting P/N 4653757-1.
 - B. Install cross fitting on upper sump casing assembly P/N 5653723-501-53 LH (P/N 5653723-501-54 RH) using 4653743-503 gasket, 3 each AN3-5A bolt, 1 each AN3-H5A bolt and 4 each AN960-10L washers.
 - C. Secure Wiggins half connector and safety to AN3-H5A bolt with MS20995-NC32 Safety wire.

INSTRUCTIONS (CONT'D)

- D. Repeat Steps 4A, 4B and 4C, for opposite sump casing.
 - E. On LH sump install tube P/N 5653749-505 from left inboard boost pump outlet to cross fitting check valve; also install tube P/N 5653749-503 from left outboard boost pump outlet to cross fitting check valve. Torque nuts to 450-500 inch-pounds.
 - F. On RH sump install tube P/N 5653749-506 from right inboard boost pump outlet to cross fitting check valve; also install tube P/N 5653749-504 from right outboard boost pump outlet to cross fitting check valve. Torque nuts to 450-500 inch-pounds.
4. Refer to Figure 1A and install tubing as follows:
- A. Install LH transfer valve motive flow tubes P/N's 3653758-501 and 3653560-507 between sump cross fitting and transfer valve, interconnect tubes with an AN815-16D union. Mark flange of 3653560-507 motive flow tube to match holes in transfer valve mount bracket. Remove tube and drill mounting holes, using a No. 10 drill. Reinstall transfer valve (previously removed in Part A, Step 8D) and motive flow tube, using 2 each new gaskets P/N 5653054-531 and attaching hardware. Safety wire attaching bolts.
 - B. Repeat procedure to install motive flow tubes P/N's 3653758-502 and 3653560-508 in RH fuel cell.
 - C. Install MS28884-10 check valve (alternate P/N 1111-517704) on LH jet pump motive flow outlet of 3653578-501 tube, also install MS28884-10 check valve on RH jet pump motive flow outlet of 3653758-502 tube. Check valve arrow to point toward jet pump.
- NOTE: CHECK VALVES WERE PREVIOUSLY REMOVED IN PART A, STEP 8, A AND B.
- D. Install motive flow tube P/N 5653020-505 between check valve and LH jet pump.
 - E. Install motive flow tube P/N 5653020-506 between check valve and RH jet pump.
 - F. Install sump inlet tube P/N 4653049-509 between LH jet pump and sump upper casing, using Wiggins coupling 3655-16D with MS29513-214 O-ring on jet pump connection and Wiggins coupling 3605-16D with 2 each MS29513-214 O-rings on sump tube connection. Torque Wiggins couplings to 150-160 inch-pounds, safety with MS20995-NC32 wire.
 - G. Repeat preceding Step F to install RH sump inlet tube P/N 4653049-511.
 - H. Install MS21919DF10 support clamp between jet pump motive flow tube and quantity probe support bracket, LH and RH, using an AN3-5A bolt, AN960-10 washer and MS21042-3 nut.

INSTRUCTIONS (CONT'D)

- I. Install LH and RH sump vent tubes P/N 5653106-55 (made from MIL-H-6000-4 flexible hose), by gaining access to upper fuel cell (Covers were previously removed in Part A, Step 6) and route tube along fuel probe to lower cell. Clamp flex hose so that upper end will be flush with the tank vent tube at the highest point in the upper fuel cell. Support flex vent tube in upper fuel cells to tank vent with clamps MS21919DF16 and MS21919DF10 (3 Places), in lower cell support flex vent tube to float valve conduit tube (2 Places) with MS21919DF6 and MS21919DF10 clamps. Secure clamps with AN3-5A bolt, AN960-10 washer and MS21042-3 nut. Attach vent tube to sump casing vent with an AN737TW22 clamp. (See Figures 1A and 1B).

6. Refer to Figure 1 and install the boost pumps as follows:

- A. Install a MS29513-215 O-ring on upper end of transfer tube P/N 3653736-1, and a gasket P/N 4653743-1 on Intertechnique boost pump assembly P/N 5653721-7-400. Align and carefully insert boost pump into outboard port of lower fuel sump casing. Secure pump using 12 each AN4-H6A bolt with NAS1598-4R sealing washers. Torque retaining bolts to 50-70 inch-pounds. Safety wire bolts in pairs, one pair to be safetied to transfer bolt P/N 3653734-1.
- B. Repeat preceding Step A for opposite side.
- C. Reuse Lear Seigler alternate boost pump P/N 4653009-513 previously removed in Part A, Step 7.

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

- D. Mount the LH alternate boost pump on adapter P/N 4653725-1, with 3653753-1 gasket and 4 each AN4H5A bolts with AN960-416L washers. Insert pump electrical leads through gasket and adapter flange, assure boost pump and gasket seal drain holes align with holes in sump flange. Torque mounting bolts to 50-70 inch-pounds and safety wire.
- E. Insert transfer tube P/N 3653736-3 with 2 each MS29513-215 O-rings in boost pump receptacle, place a 4653743-501 gasket on adapter flange and carefully insert boost pump into sump lower casing and secure with 12 each AN4H5A bolts and NAS1598-4R seal washers. Torque 50-70 inch-pounds and safety wire in pairs.
- F. Move lower sump casing lever to upper hole and secure using bolt P/N 2653732-1 and AN960-416L washer. Safety wire bolt to handle with MS20995-NC32 wire.
- G. Repeat preceding Steps C,D,E and F to install RH alternate boost pump using adapter flange P/N 4653725-501.

7. Reconnect LH and RH main fuel hose to sump outlet fittings.

SERVICE LETTER NO. WW-2434

INSTRUCTIONS (CONT'D)

8. Refer to Figure 2 and Figure 2A and install boost pump filter and electrical connections as follows:
- A. Locate and drill holes in lower frame Sta. Y306.95, LH and RH. Remove sufficient paint around holes to provide electrical ground. Mark ground point holes. Install MS21266-IN grommets in appropriate holes.
 - B. Install LH and RH filter bracket assemblies P/N 5823668-3-405, secure with 4 each MS35206-245 screws and AN960PD8 washers. Check bonding for maximum 0.0025 OHMS between frame and filters.

NOTE: POSITION FILTER BRACKET ASSEMBLIES LH AND RH ON FWD SIDE OF FRAME Y306.95 SO THAT TERMINAL BOARD TB-1 WILL BE ON LH SIDE (LOOKING FORWARD).

- C. LH main boost pump wiring installation:
 - (1) Locate plug P/N MS3476L14-4S with MS3416-14EN backshell, mark as plug P251. Install new wires between plug and filters terminal board. Wire 1Q184A12 from post 2 TB-2 to pin A, plug P251 and 1Q181A12 from post 1 TB-2 to pin B, plug P251.
 - (2) Locate existing wire 1Q25A12 and connect to post 2 TB-1.
 - (3) Secure wire 1Q181B12N from 1 TB-2 to frame GRD 148 with MS35207-263 screw, AN960B10 washer and MS21042-3 nut.
- D. RH main boost pump installation:
 - (1) Locate plug P/N MS3476L14-4S with MS3416-14EN backshell, mark plug P252. Install new wires between plug and filters terminal board. Wire 2Q184A12 from post 2 TB-2 to pin A, plug P252 and wire 2Q181A12 from post 1 TB-2 to pin B, plug P252.
 - (2) Locate existing wire 2Q25A12 and connect to post 2 TB-1.
 - (3) Secure wire 2Q181B12N from post 1 TB-2 frame GRD 146 with MS35207-263 screw, AN960B10 washer and MS21042-3 nut.
- E. Install the 5823668-13 brackets on LH and RH main boost pump transfer bolt 3653743-1. Secure with 2 each AN3-H3A bolts and AN960-10L washers, safety wire bolts with MS20995-NC-32.
- F. Secure LH main boost pump receptacle J251 and RH main boost pump receptacle J252 to the 5823668-13 bracket with FSU-14 nutring, 4 each MS35206-214 screws and AN960PD4L washers.

INSTRUCTIONS (CONT'D)

- G. Connect LH and RH main (outer) boost pump connectors and safety wire.
 - H. Reconnect LH and RH alternate (inner) boost pumps existing connectors.
9. Refer to Figure 1 and install boost pump vent piping as follows:
- A. Install an AN815-4D union with MS29512-4 O-ring in alternate boost pump adapter, LH and RH sides.
 - B. Install an AN833-4 elbow with MS29512-4 O-ring and AN924-4 nut in main boost pump adapter, LH and RH sides.
 - C. Mark hole location and drill .438 to .442 diameter hole in fuel sump access door LH and RH (for vent outlet). Install grommet P/N MS35489-6 in each door.
 - D. Install boost pump vent tube assembly P/N 4653755-1 on LH side and P/N 4653755-2 on RH side.
10. Install fuel sump drain valves, support brackets and piping as follows:
- A. Install sump drain valve support angle P/N 5313062-71 on frame Sta. 297.75 (left and right) in accordance with Figure 3.
 - B. Mark hole location and drill 0.250 diameter hole in lower skin panel for sump drain valves. To locate hole, a 90 degree drill gun may be used to drill a pilot hole through angles 5313062-71 Sta. Y297.75 LH and RH sides.
 - C. Install an AN833-4D elbow with AN924-4D nut and SO310-904F O-ring in drain valve P/N 653756-1 for LH and RH fuel sumps.
 - D. Install drain valve assembly P/N 653756-1 with MS35335-66 washer, AN924-6D nut on frame angle 5313062-71 LH and RH sides.
 - E. Install an AN919-6D union with MS29512-6 O-ring in each lower fuel sump casing drain.
 - F. Install a 5653022-70 tube assembly between fuel sump drain and drain valve on LH and RH sides.
11. Refer to Figure 6, Chapter 28-10-00, 1124 IPC and install tank sump piping as follows:
- A. Install an AN833-6D elbow with AN924-6D nut, instead of AN804-6D tee, (removed in Part A, Step 9C, of these instructions) LH and RH sides.
 - B. Install drain tube P/N 2653085-501 instead of 2653085-1, (removed in Part A, Step 9C of these instructions), LH and RH sides, (S/N 187 thru 192 only).

SERVICE LETTER NO. WW-2434

INSTRUCTIONS (CONT'D)

- C. Install new grommet P/N MS35489-12 in drain tube exit hole, if required.
- D. Reinstall access panels.
- 12. Reinstall lower fuselage tank LH and RH side access covers using 1 each new gasket P/N 5653054-525 per cover. Torque retaining bolt to 50-70 inch-pounds.
- 13. Reinstall upper fuselage tank LH and RH access covers in accordance with Removal/Installation, Para. 2B, Chapter 28-10-00, 1124 Westwind Maintenance Manual, using 2 each new gaskets P/N 5653054-525 gaskets per cover. Torque retaining bolts to 50-70 inch-pounds.
- 14. Refuel aircraft in accordance with Chapter 12, 1124 Westwind Maintenance Manual, using single point refueling operation and check for leaks.
- 15. Check for fuel leaks at sumps, fuel tank access covers and drain lines.
- 16. Operate main and alternate boost pumps and check for proper operation and leaks at engine supply tubes.
- 17. Perform fuel system operational check in accordance with Para. 4, Chapter 28-00-00, 1124 Westwind Maintenance Manual.
- 18. Reinstall side access covers.
- 19. Reinstall upper fuselage access covers.
- 20. Reinstall main baggage compartment forward panel.
- 21. Reinstall sump access panels on lower fuselage.
- 22. Return aircraft to service.

SUPPLY DATA:

QTY	PART NUMBER	DESCRIPTION
2	5313062-71	Angle
1	5653020-505	Tube Assy.
1	5653020-506	Tube Assy.
2	5653022-70	Tube Assy.
1	4653049-509	Tube Assy.
1	4653049-511	Tube Assy.
4	5653054-509	Gasket
8	5653054-525	Gasket
4	5653054-531	Gasket
2	2653085-501	Tube Assy.

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SUPPLY DATA (CONT'D)

QTY	PART NUMBER	DESCRIPTION
1	3653560-507	Tube Assy.
1	3653560-508	Tube Assy.
1	4653690-531-52	Cover Assy.
1	4653690-533-52	Cover Assy.
2	5653721-7-400	Pump Assy.
1	5653722-1-51	Sump Assy. (Lower Left)
1	5653722-2-51	Sump Assy. (Lower Right)
1	5653723-501-53	Sump Assy. (Upper Left)
1	5653723-501-54	Sump Assy. (Upper Right)
1	4653725-1	Adapter
1	4653725-501	Adapter
2	3653736-3	Adapter Tube
2	3653741-1	Tube Assy.
2	4653743-1	Gasket
2	4653743-501	Gasket
2	4653743-503	Gasket
2	4653743-505	Gasket
1	5653749-503	Tube Assy.
1	5653749-504	Tube Assy.
1	5653749-505	Tube Assy.
1	5653749-506	Tube Assy.
2	3653753-1	Gasket
1	4653755-1	Tube Assy. Drain
1	4653755-2	Tube Assy. Drain
2	653756-1	Drain Valve
2	4653757-1	Cross Fitting
1	3653758-501	Tube Assy.
1	3653758-502	Tube Assy.
2	5823668-13	Angle
2	5823668-3-405	Filter Bracket (Assy.)
4	AN3H3A	Bolt
16	AN3-5A	Bolt
2	AN3H5A	Bolt
8	AN3-6A	Bolt
8	AN4-5A	Bolt
32	AN4H5A	Bolt
56	AN4-6A	Bolt
24	AN4H6A	Bolt
2	AN737TW22	Clamp
2	AN815-4D	Union
2	AN815-16D	Union
2	AN833-4	Elbow

SERVICE LETTER NO. WW-2434

SUPPLY DATA (CONT'D)

QTY	PART NUMBER	DESCRIPTION
2	AN833-4D	Elbow
2	AN833-6D	Elbow
2	AN919-D6	Union
2	AN924-4	Nut
2	AN924-4D	Nut
2	AN924-6D	Nut
2	AN960B10	Washer
8	AN960PD4L	Washer
8	AN960PD8	Washer
26	AN960-10L	Washer
18	AN960-10	Washer
8	AN960-416	Washer
66	AN960-416L	Washer
2	FSU-14	Nut Ring
12 Ft.	MIL-H-6000	Hose 1/4" I. D.
4 Ft.	MIL-H-6000	Hose 1 1/2" I. D.
2	MS3416-14EN	Backshell
2	MS3476L14-4S	Plug
8	MS20365-428	Nut
2	MS21266-IN	Grommet
26	MS21042-3	Nut
4	MS21919DF6	Clamp
12	MS21919DF10	Clamp
14	MS21919DF16	Clamp
8	MS25206-214	Screw
4	MS28884-16	Check Valve
4	MS29512-4	O-ring
2	MS29512-6	O-ring
6	MS29512-16	O-ring
2	MS29513-210	O-ring
6	MS29513-214	O-ring
6	MS29513-215	O-ring
8	MS35206-245	Screw
8	MS35207-263	Screw
2	MS35335-66	Washer
2	MS35489-6	Grommet
48	NAS1598-4R	Washer
2	SO310-904F	O-ring
4	SO310-906F	O-ring
4	SO311-906	Back Up Ring
2	3605-16D	Connector Wiggins
2	3655-12D	Connector Wiggins
2	3655-16D	Connector Wiggins
2	MS35489-12	Grommet
A/R	PR1422-A2	Sealer
A/R	MS20995-NC32	Safety Wire
A/R	MIL-W-81044-12AWG	Wire

SERVICE LETTER NO. WW-2434

SUPPLY DATA (CONT'D)

The required parts maybe ordered as Kit No. S/L WW-2434 From:

ATLANTIC AVIATION SUPPLY CORP.
P. O. Box 15000
Greater Wilmington Airport
Wilmington, DE 19850

Aircraft S/N and shipping instructions must be furnished when requesting parts.

NOTE: ALL PARTS REMOVED IN PART A, MUST BE RETURNED TO ATLANTIC AVIATION SUPPLY CORPORATION, TO RECEIVE CORE CREDIT.

MAN HOUR ESTIMATE: Approximately 50 man hours required for installation.

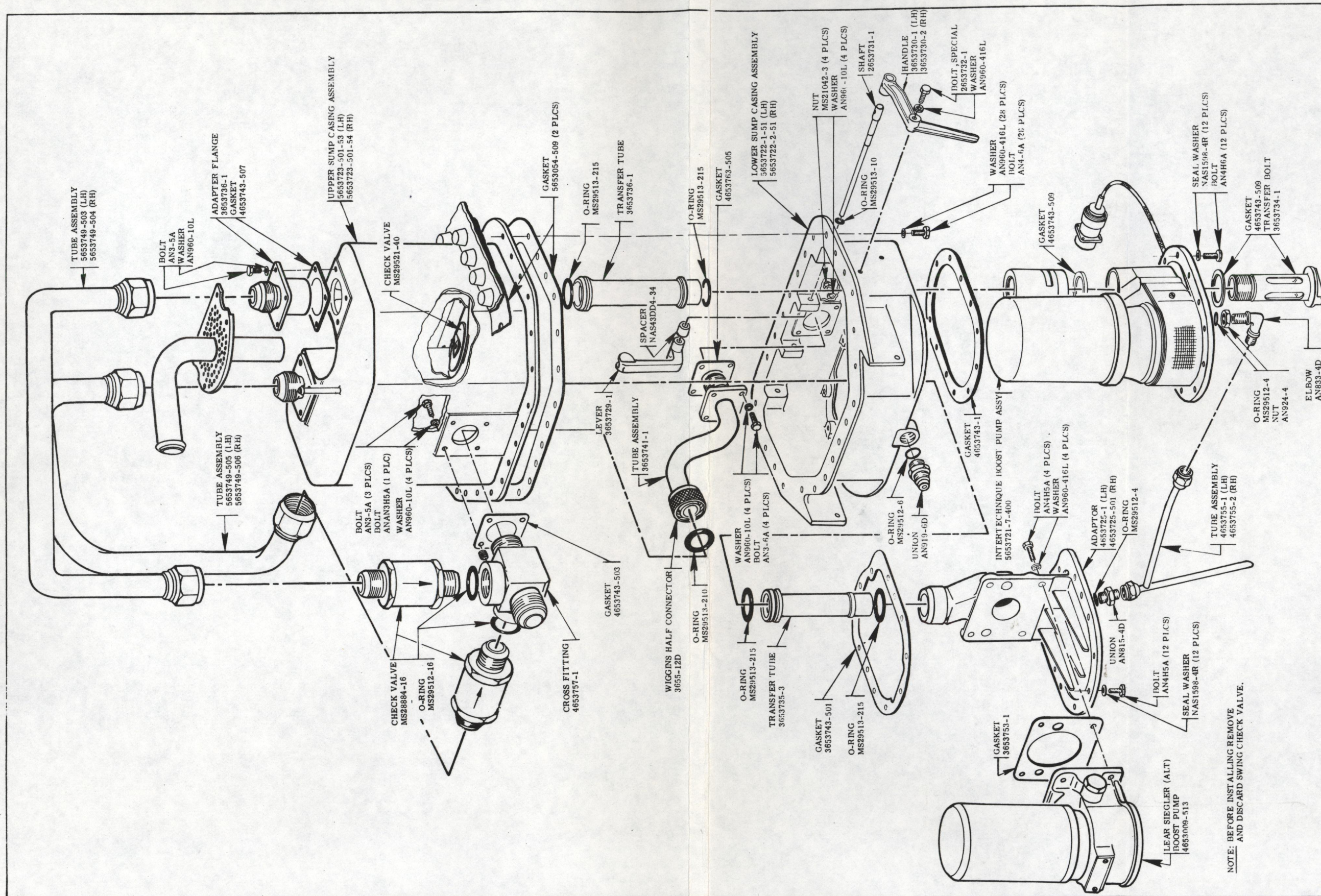
WEIGHT AND
BALANCE:

<u>WEIGHT (lbs)</u>	<u>H-ARM (inches)</u>	<u>H-MOMENT (inch-lbs)</u>
24.5	311.8	7640.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows: Service Letter No. WW-2434, dated March 12, 1979, entitled "Retrofit Installation of Redesigned Fuel Sump and New Main Boost Pumps", Accomplished on _____ (DATE) _____.

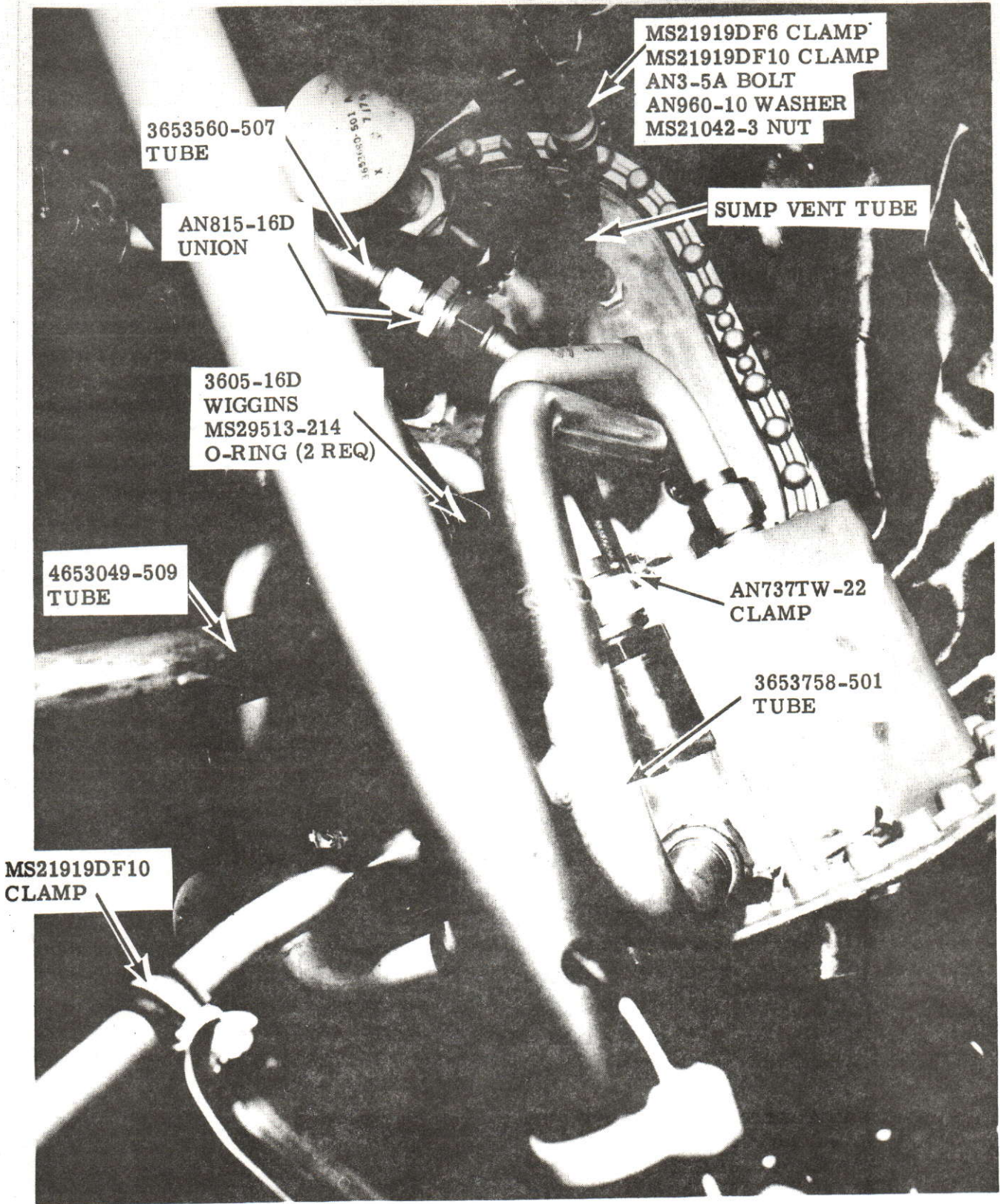
NOTE: AFTER COMPLIANCE WITH THIS SERVICE LETTER, A BOOST PUMP MAY BE REPLACED BY REMOVING SUMP ACCESS PLATE, RESET EXTERNAL HANDLE ON SUMP TO LOWER HOLE, ALLOWING CHECK VALVE ON UPPER SUMP CASING TO CLOSE. DRAIN SUMP, REMOVE AND REPLACE PUMP. RESET HANDLE TO UPPER POSITION AND SECURE, PER PARA. 6F OF SERVICE LETTER. REPLACE SUMP ACCESS PLATE.



NOTE: BEFORE INSTALLING REMOVE AND DISCARD SWING CHECK VALVE.

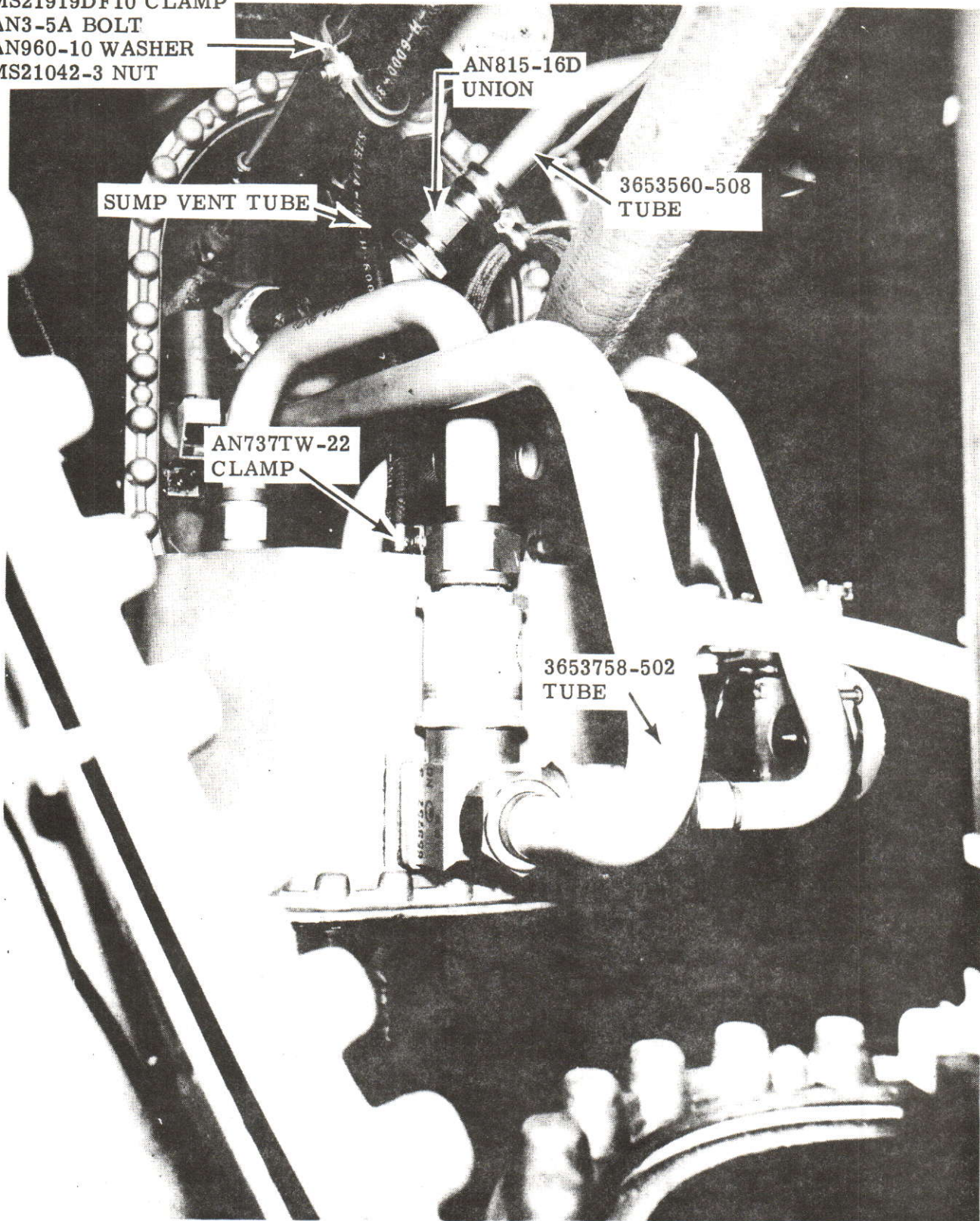
FUEL SUMP AND INTERTECHNIQUE BOOST PUMP (EXPLODED VIEW)

FIGURE 1

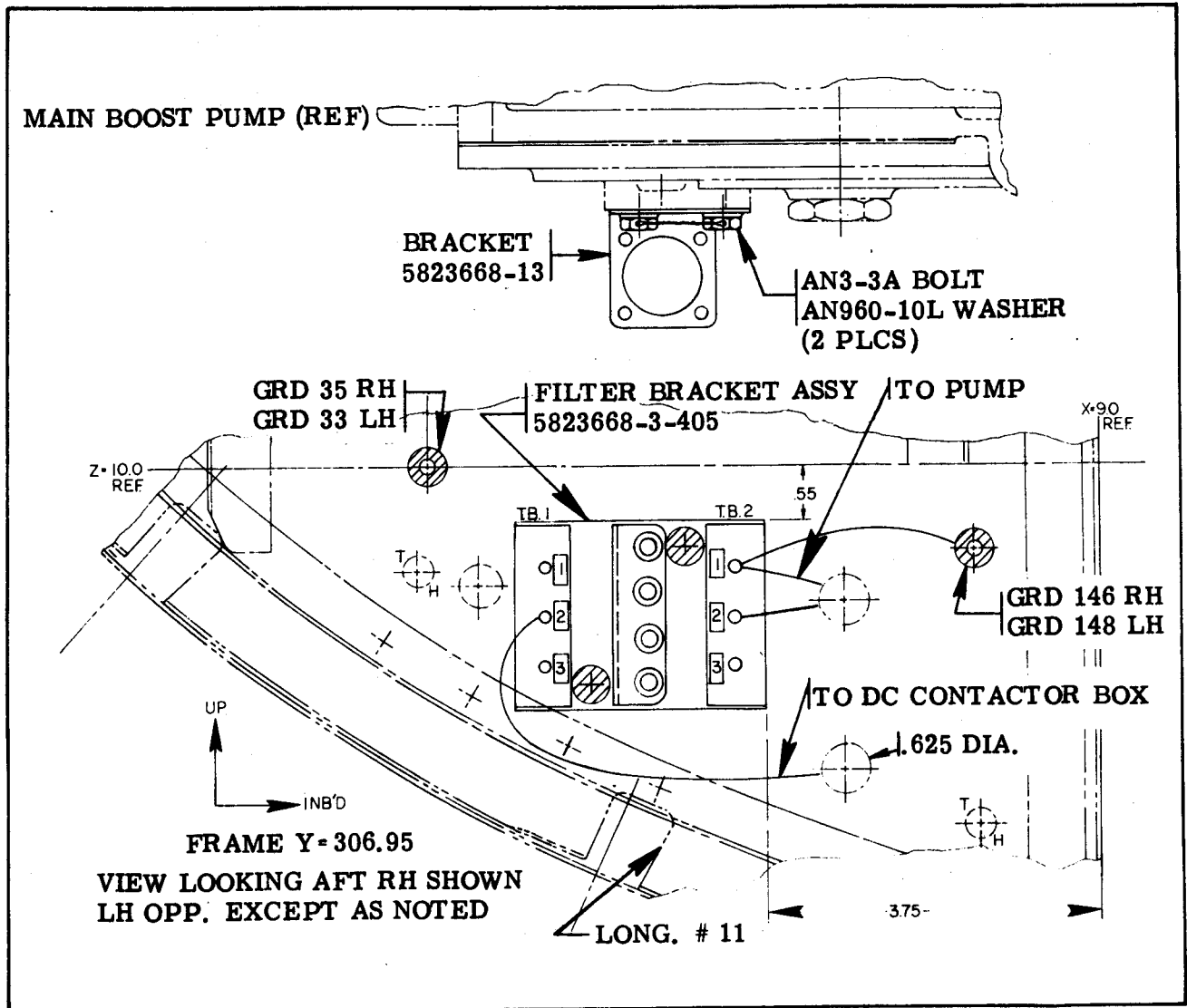


LH FUEL SUMP
FIGURE 1A

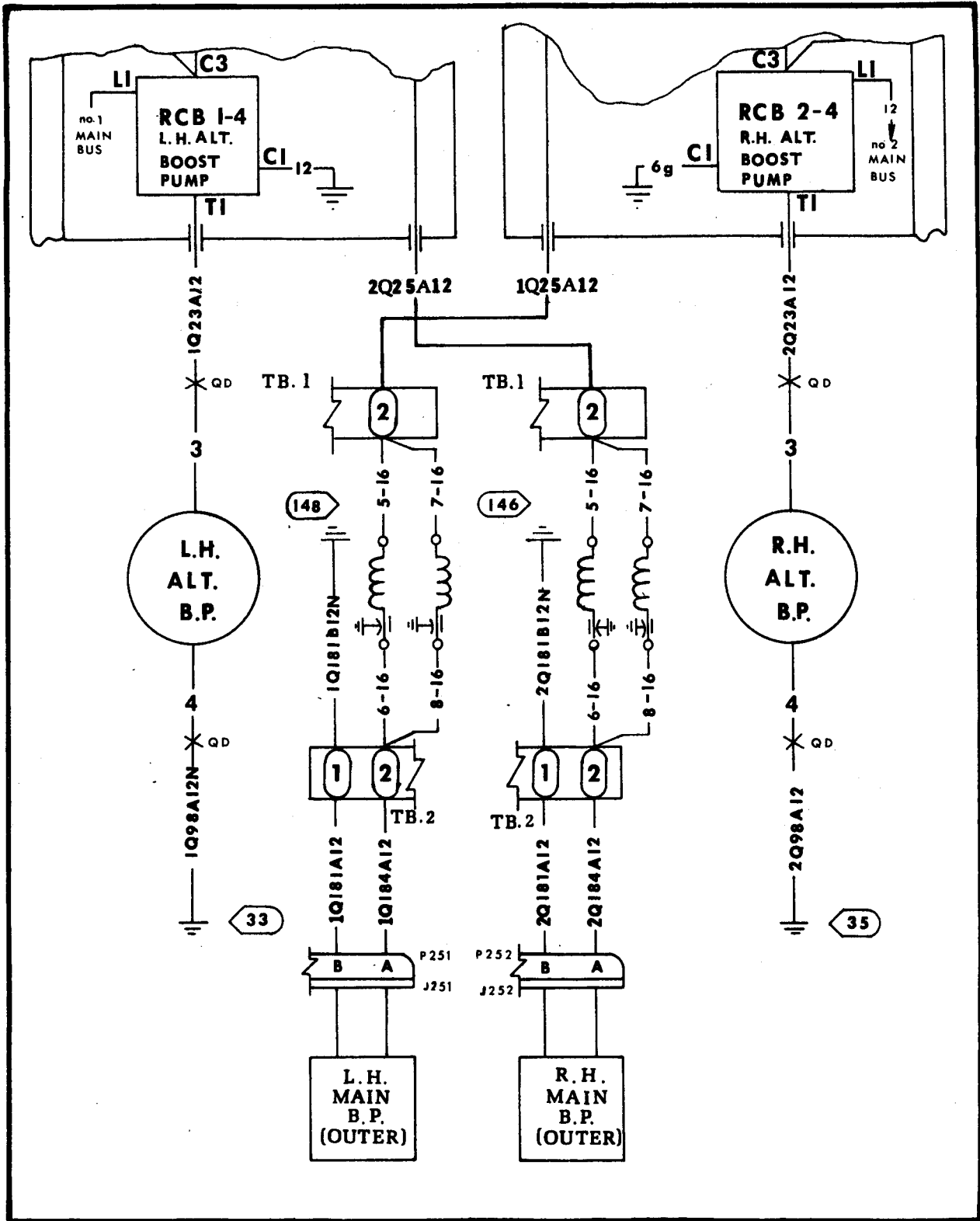
MS21919DF6 CLAMP
MS21919DF10 CLAMP
AN3-5A BOLT
AN960-10 WASHER
MS21042-3 NUT



RH FUEL SUMP
FIGURE 1B

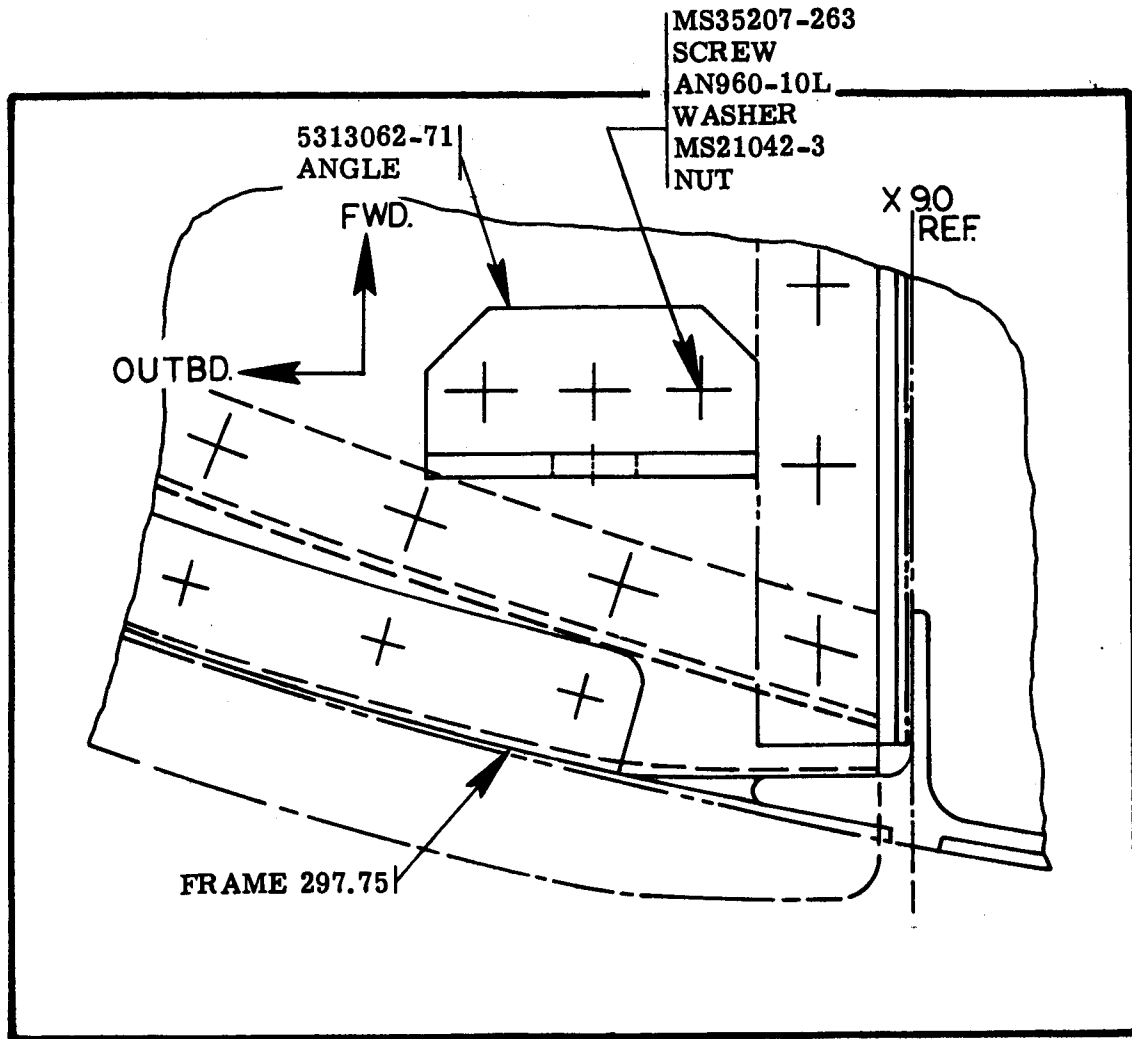


FILTER BRACKET ASSY. INSTALLATION
FIGURE 2



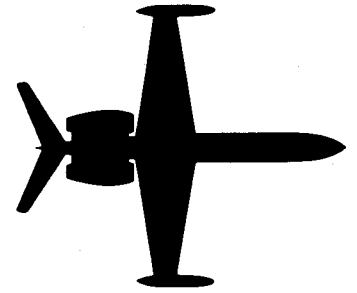
WIRING SCHEME
FIGURE 2A

SERVICE LETTER NO. WW-2434



BRACKET INSTALLATION
FIGURE 3

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2435

DATE: DECEMBER 5, 1978

EFFECTIVITY: MODEL 1124 SERIES S/N 152, 154, 181, 187 THRU 205

SUBJECT: DRILLING OF DRAINS HOLES IN ENTRANCE STEP WELL

COMPLIANCE: AT OWNER'S DISCRETION

APPROVAL: WESTWIND PRODUCT SUPPORT

PURPOSE: TO PROVIDE VENT HOLES FOR DRAINAGE OF ACCUMULATED
MOISTURE FROM ENTRANCE STEP WELL

INSTRUCTIONS:

1. Open cabin door and lower step. Using Figure 1 as a guide, note locations of holes to be drilled; the forward hole will be hidden underneath the step well cover panel.
2. Locate the row of rivets securing fuselage skin, below step well area, to frame at Fus. Station 107.47. Mark locations of holes to be drilled per Figure 2.
3. Inspect and remove sealant from stringers as required to facilitate smooth water drainage.
4. Drill 7/64 to 1/8 inch diameter pilot hole at each location. Finish drill holes with #30 (.128 dia.) drill to minimize inside burr. Vacuum chips from area.

SUPPLY DATA: N. A.

WEIGHT AND
BALANCE: N. A.

AIRCRAFT RECORDS:

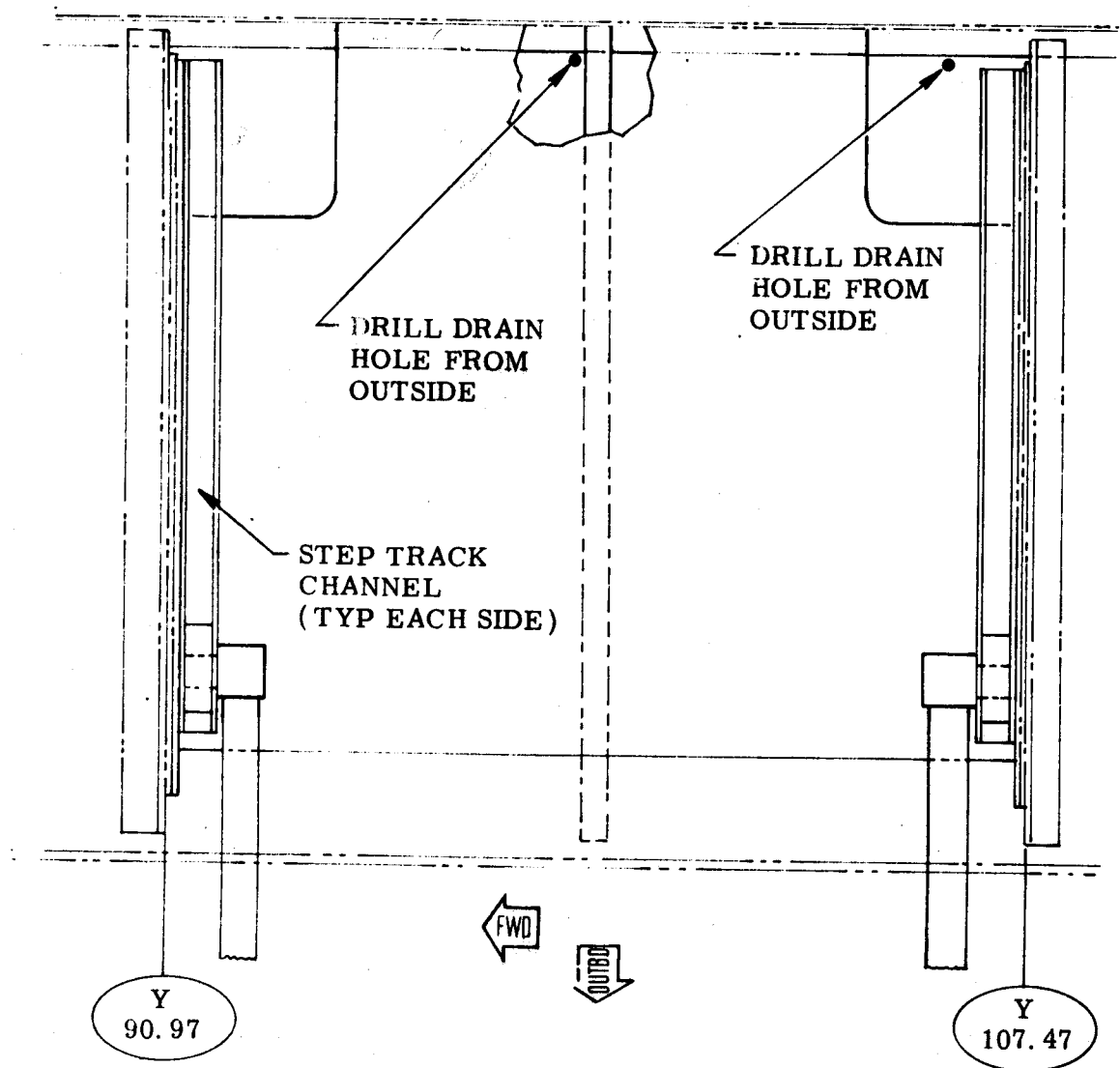
Make an appropriate entry in aircraft permanent records as follows: Service Letter No. WW-2435, dated December 5, 1978, entitled "Drilling of Drains Holes in Entrance Step Well", accomplished _____ (DATE) _____.

1124-53-01
Page 1 of 3



INTERNATIONAL INC.
ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL INC.

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



VIEW - LOOKING DOWN AT CABIN STEP WELL AREA

FIGURE 1

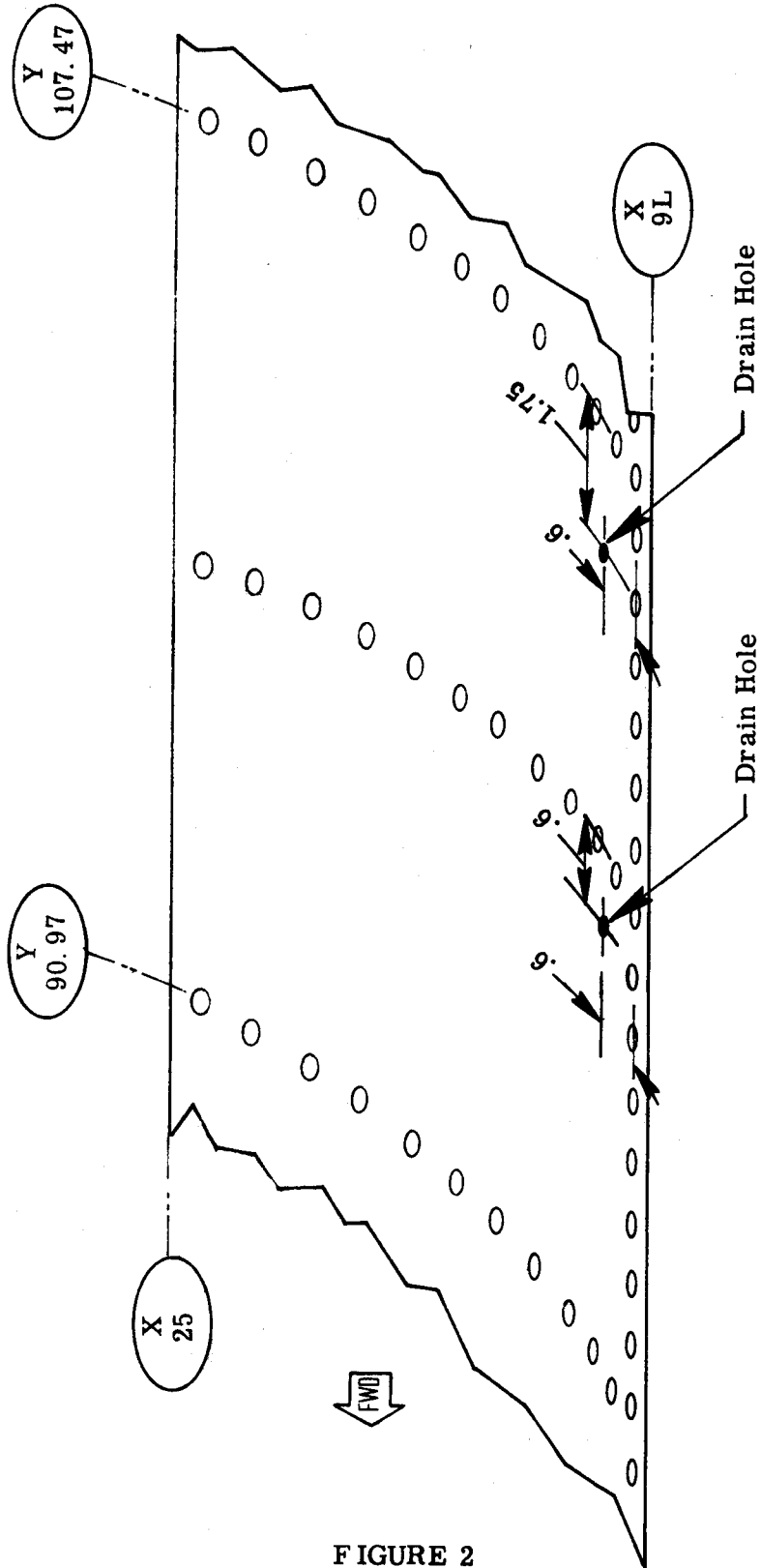
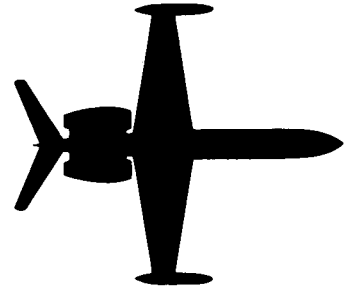


FIGURE 2

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2436

DATE: DECEMBER 5, 1978

EFFECTIVITY: MODEL 1124 S/N 154, 181, 187 THRU 230, WITH -501 SIGNAL CONDITIONER AND STATUS INDICATOR IN FUEL MEASUREMENT SYSTEM.

SUBJECT: INSTALLATION OF ADDITIONAL WIRING IN FUEL MEASUREMENT SYSTEM

COMPLIANCE: AT OWNER'S DISCRETION

APPROVAL: IAI ENGINEERING

PURPOSE: TO ENABLE UTILIZATION OF THE ADDITIONAL FEATURE OF THE -501 INSTRUMENTS TO DISPLAY QUANTITY OF FUEL REMAINING WHEN RESET BUTTON IS ACTIVATED.

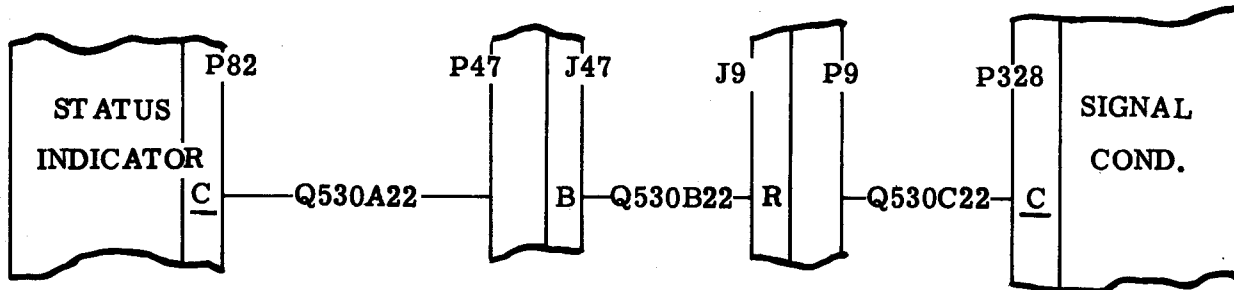
INSTRUCTIONS:

NOTE: Aircraft S/N 187 thru 196 may not be equipped with the -501 fuel status or signal conditioner units. Both units must be the -501 configuration, otherwise compliance cannot be accomplished.

1. Prepare aircraft for maintenance and turn off all electrical power and disconnect aircraft batteries.
2. Remove instruments from pilots panel or pilots instrument panel, as required to gain access to electrical connectors P/J 47 located on frame at Fus. Sta. 29.40 (See Sheet 5.27, Chapter 91, 1124 Westwind Wiring Manual). This will also provide access to connector J9 located on forward pressure bulkhead, (See Sheet 5.25, Chapter 91).
3. Gain access to signal conditioner unit in aircraft nose compartment.
4. Install per Figure 1 and identify new wires as follows:
 - A. Wire Q530C22 between pin C of P328 connector and pin R of P9 connector.
 - B. Wire Q530B22 between pin R of J9 connector and pin B of J47 connector.
 - C. Wire Q530A22 between pin B of P47 connector and pin C of P82 connector.
 - D. Install and secure P328 connector at signal conditioner, and install and secure P82 connector at status indicator.

SERVICE LETTER NO. WW-2436

INSTRUCTIONS (CONT'D)



WIRING SCHEME

FIGURE 1

5. Replace equipment removed to gain access.
6. Remove "INOP" placard from "RESET" button of fuel status indicator.
7. Reconnect aircraft batteries and check fuel status indicator for proper functioning.
8. Return aircraft to service.

SUPPLY DATA:

QTY	PART NUMBER	DESCRIPTION
AR	MIL-W-81044-22-AWG	Wire

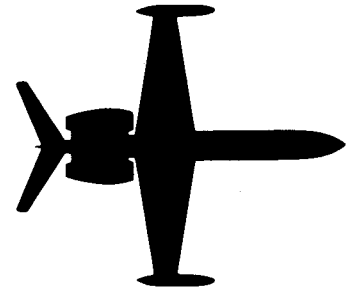
The required wire should be obtained from local source.

WEIGHT AND
BALANCE: N. A.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent records as follows: Service Letter No. WW-2436, dated December 5, 1978 entitled "Installation of Additional Wiring in Full Measurement System", accomplished _____ (DATE).

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2437

DATE: JANUARY 26, 1979

EFFECTIVITY: MODEL 1124 S/N 154, 181, 187 THRU 205, 207 AND 215

SUBJECT: DOUBLER INSTALLATION - PYLON FIREWALL

COMPLIANCE: AT NEXT ENGINE REMOVAL

APPROVAL: IAI ENGINEERING

PURPOSE: PROVIDE ADDITIONAL STRUCTURE TO PYLON FIREWALL IN AREA SUPPORTING ELECTRICAL CABLES, AND HYDRAULIC TUBING.

INSTRUCTIONS:

NOTE: Instructions are applicable to left and right pylons for doubler installation.

1. Temporarily remove upper and lower support angles P/N 5313713-101 and -105 on left pylon, and -102 and -106 on right pylon, by removing AN3-3A bolts and AN960-10L washers. Save attaching hardware for reinstallation.
2. Disconnect hydraulic and fuel tubing from firewall bulkhead fittings and close tubing ends to prevent contamination, then remove bulkhead fittings. Save fittings for reinstallation.
3. Remove electrical cables support plate and withdraw electrical cables from firewall.
4. Inspect firewall for cracks. If firewall is cracked, proceed as follows:
 - A. Remove existing firewall beginning at forward end and make a vertical cut aft of cracked area.
 - B. Fabricate a replacement section using 301 1/2 hard stainless .016 thick. Match drill holes to existing firewall and replace section, picking up existing rivet pattern. Fabricate and install a 1.25 inch wide doubler over butt joint using AISI 321 annealed stainless .025 thick.

SERVICE LETTER NO. WW-2437

INSTRUCTIONS (CONT'D)

5. Upon completion of appropriate part of preceding Step 4, trim to fit, and install the 5313694-87 doubler. Pickup existing rivet pattern and install per Figure 1.
6. Seal entire edge of reworked firewall and -87 doubler with Proseal P. S. 890 II.
7. Rework support angles to include .050 joggles, per Figure 1, reinstall support angles removed in Step 1.
8. Reinstall electrical cables and support plates.
9. Reinstall firewall bulkhead fittings, removed in Step 2 and reconnect hydraulic fuel tubes.
10. Return aircraft to service upon completion of engine reinstallation requirements.

SUPPLY DATA:

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
*AR	301 1/2 hard Stainless .016 T.	Firewall
*AR	321 annealed Stainless .025 T.	Doubler
2	5313694-87	Doubler
*AR	MS20427M4-5	Rivet
*AR	MS20615M4-5	Rivet
*AR	Proseal P. S. 890 II	Sealant

Parts marked () may be obtained from local sources.

The 5313694-87 Doublers may be ordered as Kit No. S/L WW-2437 from:

ATLANTIC AVIATION SUPPLY CORP.
P. O. Box 15000
Greater Wilmington Airport
Wilmington, DE 19850

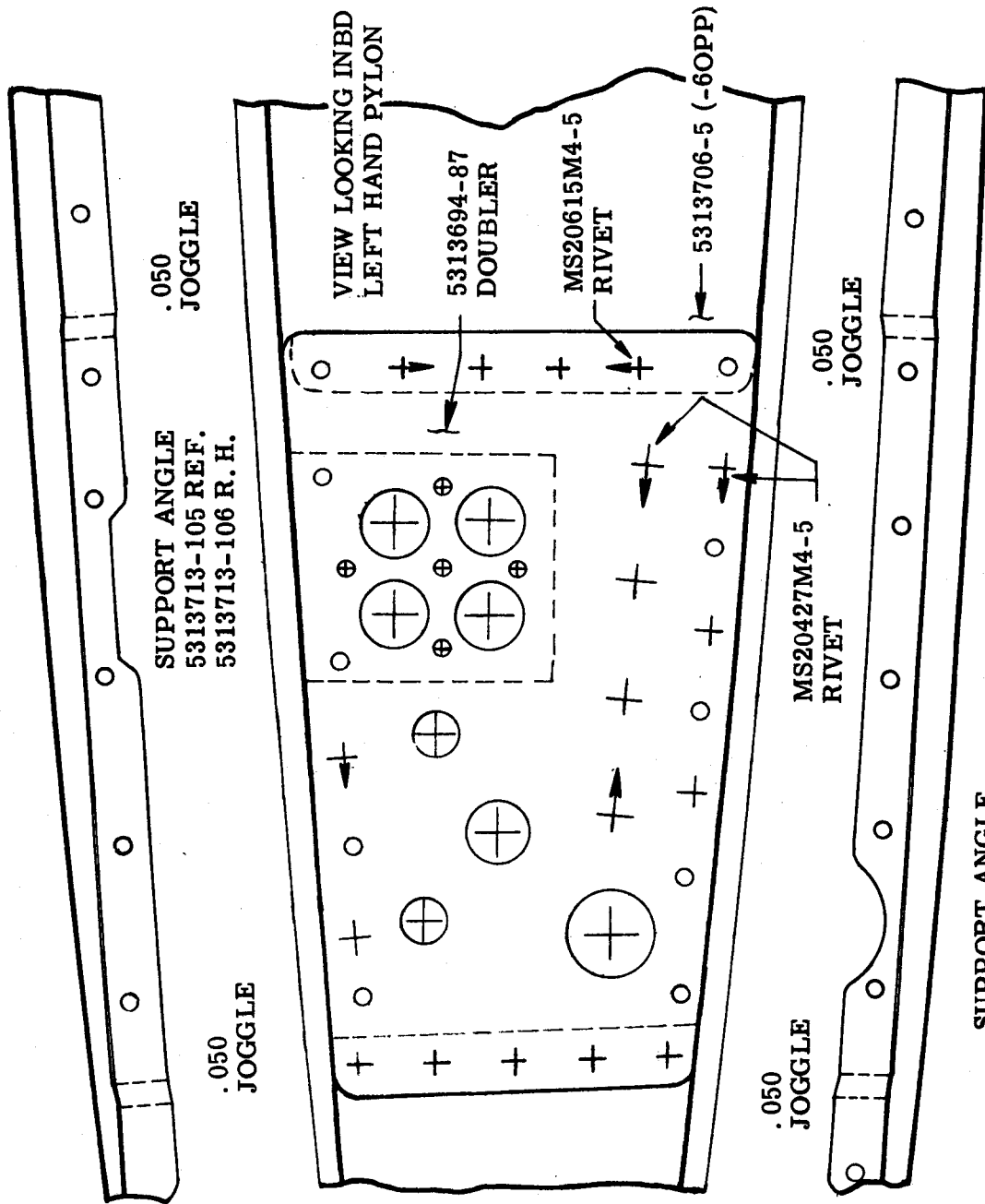
Aircraft S/N and shipping instructions must be furnished when requesting parts.

WEIGHT AND

BALANCE: N. A.

AIRCRAFT RECORDS:

Make appropriate entry in aircraft permanent maintenance records as follows: Service Letter No. WW-2437, dated January 26, 1979 entitled "Doubler Installation - Pylon Firewall" accomplished _____ (DATE) _____.



DOUBLER INSTALLATION
Figure 1

SERVICE PUBLICATIONS revision notice

SERVICE LETTER NO. WW-2438
Revision No. 1

DATE: MARCH 7, 1979

SUBJECT: NACELLE UPPER COWL DOOR LATCH INSPECTION

REVISED
EFFECTIVITY: MODEL 1124 S/N 152, 154, 181, 187 THRU 243 AND 249

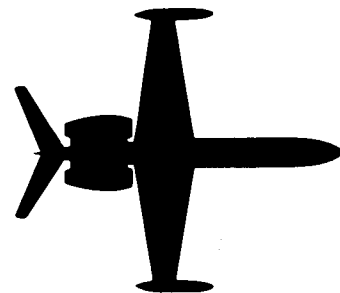
REASON FOR
REVISION: TO REVISE SERIAL NUMBER EFFECTIVITY

1124-32-02
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BEN GURION AIRPORT, ISRAEL

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2438

DATE: JANUARY 26, 1979

EFFECTIVITY: MODEL 1124 S/N 154, 181, 187 THRU 246

SUBJECT: NACELLE UPPER COWL DOOR LATCH INSPECTION

COMPLIANCE: AT HOT SECTION INSPECTION

APPROVAL: ISRAEL CAA

PURPOSE: TO CHECK SECURITY OF DOOR LATCH CROSS PIN RETENTION MECHANISM

INSTRUCTIONS:

1. Render aircraft safe for maintenance.
2. Remove upper cowl door from each nacelle.
3. Refer to Figure 1 for details. Apply a 15 pound load to first one end of the HSP115B-.125-.312 retention pin, and then the other end, on each of the H2464 Hartwell latches. A failure is defined as the pin becoming dislodged from the assembly.

NOTE: Movement of the pin P/N HSP115B-.125-.312 within the confines of the bolt (P/N 110426-1) is permissible within the limits of ball staking. Provided the HSP115B-.125-.312 pin does not become dislodged, the assembly is acceptable and no further action is required for the latch.

4. If the HSP115B-.125-.312 pin becomes dislodged, the latch may be repaired as follows:
 - A. Remove and discard HSP115-.125-.312 pin.
 - B. Utilizing Kit H2464 K1907 assembly as follows:
 - (1) Insert the MS20392-1C13 clevis pin with the head end up.
 - (2) Over the tail end, place the AN960C4 washer and secure with MS24664-10 cotter pin (See Figure 2).

SERVICE LETTER NO. WW-2438

INSTRUCTIONS (CONT'D)

5. Repeat above procedures until each H2464 latch has been checked on the left and right nacelle cowl doors.
6. Replace upper cowl doors and return aircraft to service.

SUPPLY DATA:

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
AR	H2464 K1907	Kit

Kit consists of:

1	MS20392-1C13	Clevis Pin
1	AN960C4	Washer
1	MS24665-10	Cotter Pin

The required Kits maybe ordered as Kit No. S/L WW-2438 from:

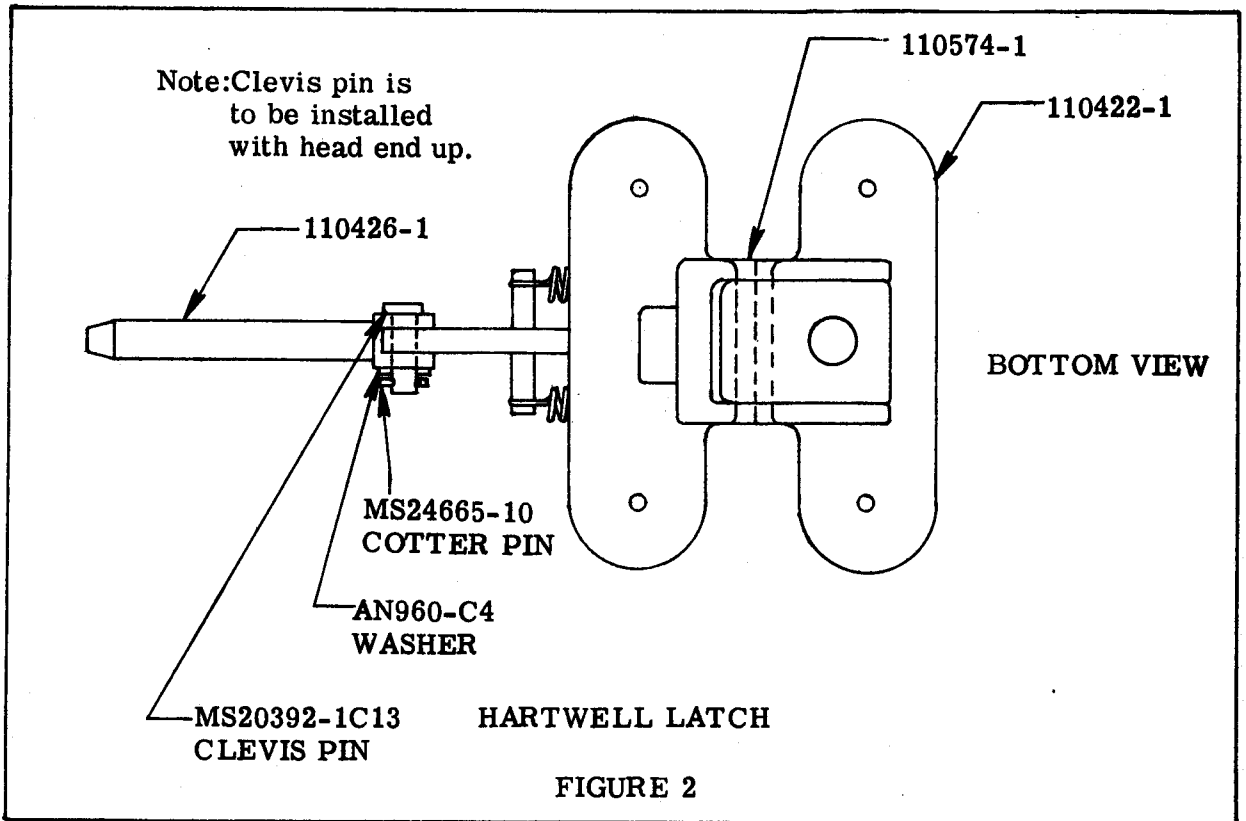
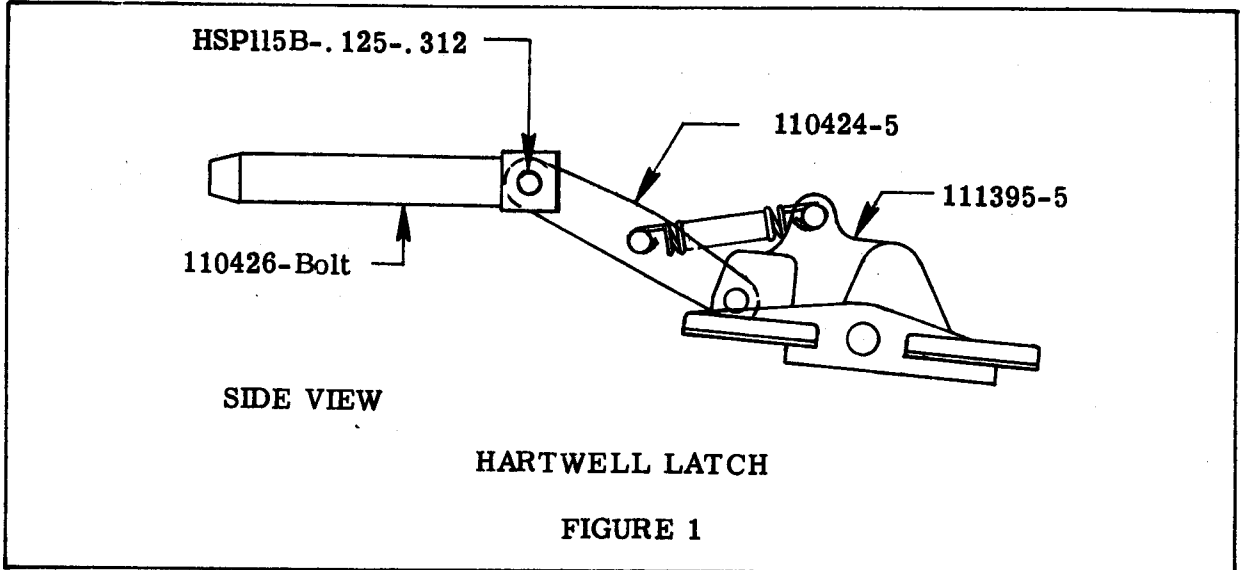
ATLANTIC AVIATION SUPPLY CORP.
P. O. Box 15000
Greater Wilmington Airport
Wilmington, DE 19850

Aircraft S/N and shipping instructions must be furnished when requesting parts.

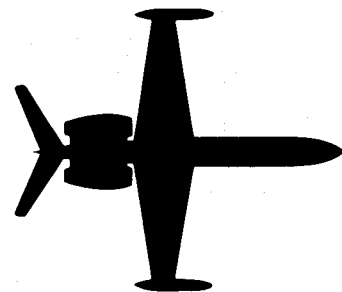
WEIGHT AND
BALANCE: N. A.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows: Service Letter No. WW-2438, dated January 26, 1979, entitled "Nacelle Upper Cowl Door Latch Inspection", accomplished on (DATE)



1124-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2439A

DATE: MARCH 20, 1980

(This Service Letter replaces Service Letter No. WW-2439, dated February 1, 1979 and Revision No. 1, dated February 28, 1980).

EFFECTIVITY: MODEL 1124 S/N 152, 154, 181, 187 THRU 249 and LH MAIN GEAR (S/N-IL68) on S/N 253

SUBJECT: AVAILABILITY OF IMPROVED MAIN LANDING GEAR PISTON PLUG AND RETAINING BOLT

COMPLIANCE: AT OWNER'S DISCRETION

APPROVAL: IAI ENGINEERING

PURPOSE: TO PREVENT NITROGEN LEAKAGE FROM STRUT AT VERY LOW TEMPERATURES

REASON: SEAL LANDS OF THE NEW PISTON PLUG AND RETAINING BOLT HAVE BEEN REDESIGNED TO INCREASE THE PRESSURE ON THE SEALS, THEREBY IMPROVING PERFORMANCE AT VERY LOW TEMPERATURE

REASON FOR REVISION: TO INCORPORATE S/N EFFECTIVITY AND CORRECT TYPOGRAPHICAL ERRORS IN FIRST ISSUE.

INSTRUCTIONS:

NOTE: ALL LANDING GEAR STRUTS WHICH HAVE BEEN MARKED "D" AND "E" ON MODIFICATION PLACARD LOCATED ABOVE NAMEPLATE WERE MODIFIED DURING MANUFACTURE.

1. Prepare aircraft for maintenance and place on jacks in accordance with the procedures contained in Chapter 7-00-00, 1124 Westwind Maintenance Manual.
2. Remove main gear wheels and brakes in accordance with Maintenance Practices contained in Chapter 32-40-00, 1124 Westwind Maintenance Manual.
3. Remove main gear piston, rod, fork and axle assembly in accordance with Removal/Disassembly/Reassembly/Installation Procedures contained in Chapter 32-10-00, Paragraph 3.
4. Remove and discard the existing ED13267-1 Retaining Bolt, ED13268-1 Bushing, and Fasteners, save the MS28889-1 Air Valve for reinstallation.
5. Remove and discard the existing ED13266-1 Piston Plug. Retain dust plug.
6. Install new Piston Plug P/N 910-003-51, using new O-ring P/N MS28775-333 and reinstall dust plug.



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SERVICE LETTER NO. WW-2439A

INSTRUCTIONS (CONT'D)

7. Install new Retaining Bolt P/N 910-003-52, using new O-rings P/N MS28775-110 (2 places) and secure retaining bolt with AN960-716 Washer and AN320-7 Nut. Torque to 50-75 inch pounds and safety with AN381-3-18 Cotter Pin. Install MS28889-1 Air Valve, removed in preceding Step 4.
8. Reassemble piston rod, fork, axle, then reinstall wheel and brake.
9. Repeat Steps 3 thru 8 on opposite main gear.
10. Service main gear in accordance with Maintenance Practices contained in Chapter 12-10-04, 1124 Westwind Maintenance Manual.
11. Remove aircraft from jacks and return to service.

SUPPLY DATA:

QTY	PART NUMBER	DESCRIPTION
2	910-003-51	Piston Plug
2	910-003-52	Bolt-Retaining
4	MS28775-110	O-ring
2	MS28775-333	O-ring
*2	AN960-716	Washer
*2	AN320-7	Nut
*2	AN381-3-18	Cotter Pin

* Items marked (*) should be obtained from local source.

The required parts may be obtained as Kit No. S/L WW-2439A from:

ATLANTIC AVIATION SUPPLY CORP.
P. O. BOX 15000
Greater Wilmington Airport
Wilmington, DE 19850

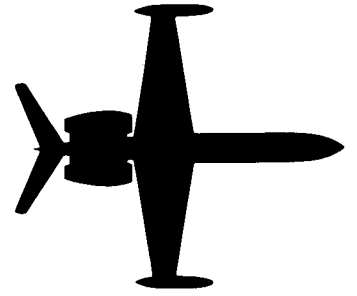
Allow 120 days after receipt of order for delivery of Kit.
Aircraft S/N and shipping instructions must be furnished when requesting parts.

WEIGHT AND
BALANCE: N. A.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows: Service Letter No. WW-2439A, dated March 20, 1980, entitled "Availability of Improved Main Landing Gear Piston Plug and Retaining Bolt", accomplished on _____ (Date).

NOTE: PRIOR COMPLIANCE WITH SERVICE LETTER NO. WW-2439, DATED FEBRUARY 1, 1979, MEETS THE REQUIREMENTS OF THIS SERVICE LETTER.



SERVICE LETTER

SERVICE LETTER NO. WW-2440

DATE: JULY 23, 1979

EFFECTIVITY: MODEL 1124 S/N 152, 154, 181, 187 THRU 254

SUBJECT: CABIN WINDOW SHADE IMPROVEMENT

COMPLIANCE: RECOMMEND ACCOMPLISHMENT AT EARLIEST OPPORTUNITY

APPROVAL: I. A. I. ENGINEERING

PURPOSE: IMPROVE WINDOW SHADE OPERATION AND RELIABILITY

INSTRUCTIONS:

1. Remove and retain inner window reveals in passenger compartment, to gain access to Window Shade Assembly P/N CMA 521240-119.
2. Bend upper track assembly CMA 521240-159 and -160 inboard, until outer perimeter of Window Shade touches inner window reveal P/N CMA 521240-131. Use the area of welded joints as pivot for bending, See Figure 1.
3. Remove and retain Window Shade Assembly P/N CMA 521240-119 by removing in two places (per window) the MS35206-219 screws, -163 pivots, AN970-3, AN960-4 and CMA 521240-165 washers. Trim both edges of window shade as necessary for smooth operation in track assemblies.
4. Remove window shade tracks (discard attaching screws P/N MS24693-6).
5. Reinstall Track Assemblies using Kydex shims P/N CMA 521240-216 under each track. Attach tracks with MS24693-7S screws. (AN507-440R10 alternate screw).
6. *Reinstall window shade assembly using new Support Bracket P/N CMA 521240-215 and attaching hardware removed in Step 3.

*NOTE: CMA 521240-215 Bracket was installed during production on Aircraft S/N 215 and Subs, therefore Step 6 is effective only on Aircraft thru S/N 214.
7. Check for smooth operation of window shade (s) and reinstall Window Reveal assemblies.

SERVICE LETTER NO WW-2440

SUPPLY DATA:

<u>QTY/PER WINDOW</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
*1	CMA 521240-215	Support Bracket
2	CMA 521240-216	Kydex Shim
8	MS24693-7S	Screw

* Not required for S/N 215 and Subs.

The required parts may be obtained as Kit No. S/L WW-2440, at no charge, from:

ATLANTIC AVIATION SUPPLY CORP.
P. O. BOX 15000
GREATER WILMINGTON AIRPORT
WILMINGTON, DE 19850

Kits should be available within 60 days after receipt of order.

Aircraft S/N and shipping instructions must be furnished when requesting parts.

WEIGHT AND
BALANCE: N. A.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows: Service Letter No. WW-2440, dated July 23, 1979, entitled "Cabin Window Shade Improvement" accomplished _____ (Date) .

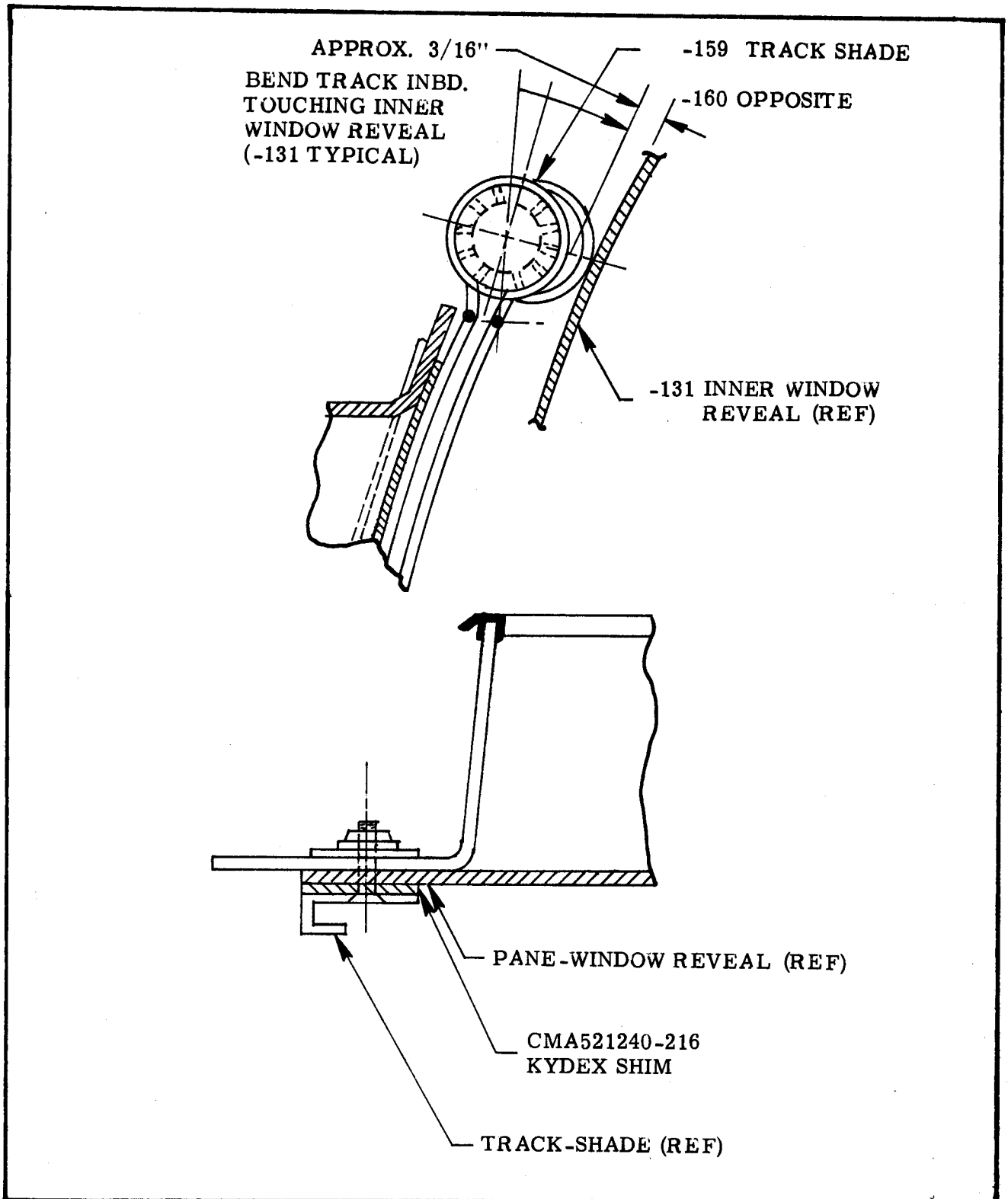
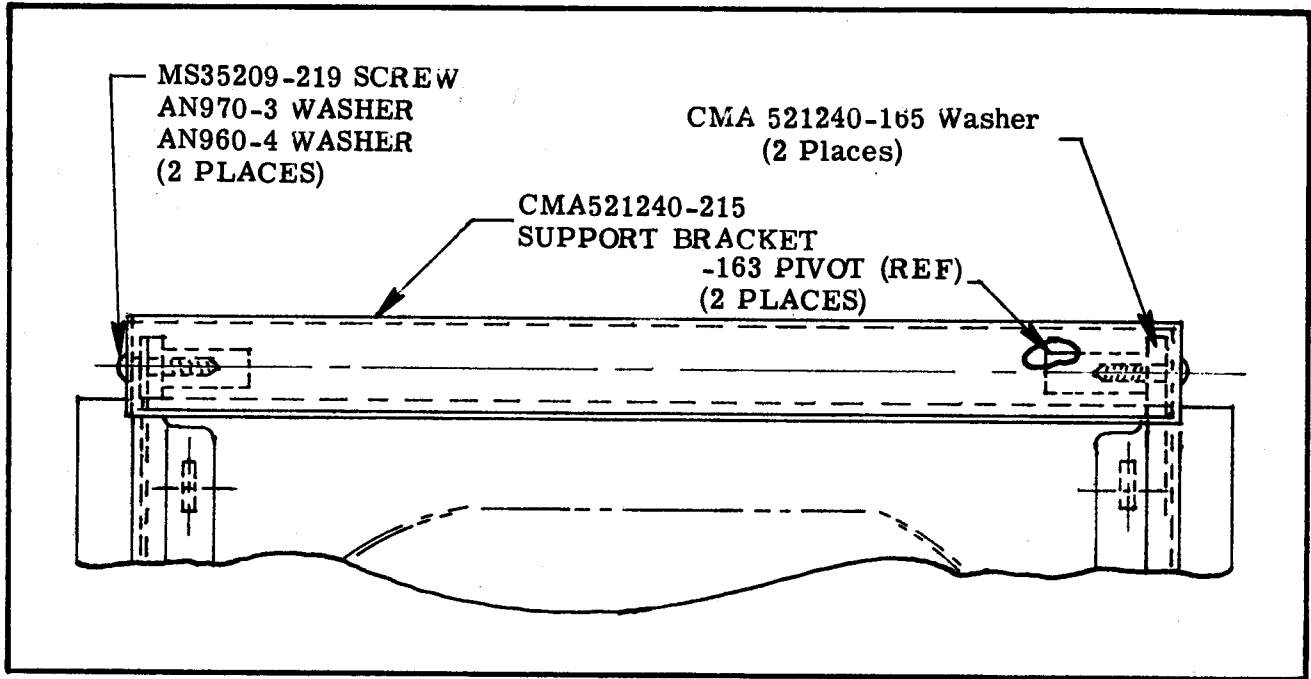


FIGURE 1

SERVICE LETTER NO. WW-2440



WINDOW SUPPORT BRACKET INSTALLATION

FIGURE 2

SERVICE PUBLICATIONS revision notice

SERVICE LETTER NO. WW-2442
Revision No. 2

November 30, 1983

SUBJECT: ADAPTOR KIT FOR 2200165-2 AND -3 REFRIGERATION UNIT

MAKE THE FOLLOWING CHANGES TO "SUPPLY DATA":

	QTY	PART NUMBER	DESCRIPTION
ADD - Kit "C"	1	830164-2	Mod. Kit (Airesearch)

CHANGE - Kit "A" and Kit "C" are required to comply with Part II Instructions.

CHANGE - The required Kit(s) may be ordered as Kit No. S/L WW-2442A, S/L WW-2442B or S/L WW-2442C from:



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SERVICE PUBLICATIONS

revision notice

SERVICE LETTER NO. WW-2442
Revision No. 1

DATE: AUGUST 6, 1979

SUBJECT: ADAPTOR KIT FOR 2200165-2 AND (-3) REFRIGERATION
UNIT

REVISED

EFFECTIVITY: MODEL 1124 S/N 152, 154, 181, 187 THRU 236, 238 THRU 254
AND 256

REASON FOR

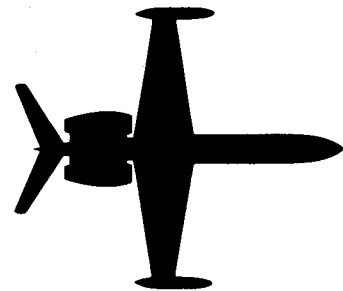
REVISION: TO REVISE SERIAL NUMBER EFFECTIVITY

1124-21-03
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BEN GURION AIRPORT, ISRAEL

1124-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2442

DATE: JULY 2, 1979

EFFECTIVITY: MODEL 1124 S/N 152, 154, 181, 187 THRU 236, 238, 240 THRU 255

SUBJECT: ADAPTOR KIT FOR 2200165-2 AND (-3) REFRIGERATION UNIT

COMPLIANCE: AS REQUIRED

APPROVAL: I. A. I. ENGINEERING

PURPOSE: PROVIDE PARTS AND INSTALLATION INSTRUCTIONS FOR USE WHEN CONVERTING A (-1) REFRIGERATION UNIT TO (-3) CONFIGURATION PER AIRESEARCH SERVICE BULLETIN NO. 5-2223, OR INSTALLING A (-2) REFRIGERATION UNIT AS REPLACEMENT FOR (-1) REFRIGERATION UNIT.

REASON: TO PROVIDE RAM AIR COOLING FOR EXPANSION TURBINE BEARING

INSTRUCTIONS:

PART I CONVERSION OF (-1) REFRIGERATION UNIT TO (-3) CONFIGURATION

1. Render aircraft safe for maintenance.
2. Remove Refrigeration Unit in accordance with Removal/Installation procedures contained in Chapter 21-50-00, 1124 Westwind Maintenance Manual.
3. Install the 5783584-25 Tube Assy. in the refrigeration unit plenum, as per Figure 1.
4. Rework cooling turbine in accordance with Airesearch Service Bulletin No. 5-2223, which is attached to this Service Letter.
5. Reinstall Refrigeration Unit in accordance with Removal/Installation procedures contained in Chapter 21-50-00, 1124 Westwind Maintenance Manual.
6. Install the 4783144-571 Flex Duct between the (-25) tube in refrigeration unit plenum and the cooling turbine adapter, and secure with the AN737TW46 clamps, per Figure 2.
7. Secure the (-571) flex duct to the support structure using 2 each MS21919DG16 MS27039-1-11 screw, AN960PD10L washer and MS21042-3 nut, per Figure 2.
8. Perform functional check of Refrigeration Unit and check all connections for leakage.
9. Return aircraft to service.

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Page 1 of 4



SERVICE LETTER NO. WW-2442

INSTRUCTIONS (CONT'D)

PART II INSTALLATION OF (-2) REFRIGERATION UNIT

1. When installing the (-2) Refrigeration Unit as replacement for (-1) refrigeration unit, comply with Steps 1 thru 3 and 5 thru 9 of Part I instructions.

SUPPLY DATA:

KIT "A"

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
1	5783584-25	Tube Assy.
1	4783144-571	Flex Duct
2	AN737TW46	Clamp
2	MS21919DG16	Clamp
1	MS27039-1-11	Screw
1	MS21042-3	Nut
8	MS20470A3	Rivet
8	AN960PD3	Washer
1	AN960PD10L	Washer

KIT "B"

1	830038-1	Mod. Kit (Airesearch)
---	----------	-----------------------

Kit "A" and Kit "B" are required to comply with Part I Instructions.

Kit "A" only, is required to comply with Part II Instructions.

The required Kit (s) may be ordered as Kit No. S/L WW-2442A or S/L WW-2442B from:

ATLANTIC AVIATION SUPPLY CORP.
 P. O. BOX 15000
 GREATER WILMINGTON AIRPORT
 WILMINGTON, DE 19850

Aircraft S/N and shipping instructions must be furnished when requesting parts.

WEIGHT AND
BALANCE:

<u>WEIGHT (LBS)</u>	<u>H-ARM (INCHES)</u>	<u>H-MOM (INCH-LBS)</u>
1.0	395	395.000

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows:
 Service Letter No WW-2442, dated July 2, 1979, entitled "Adaptor Kit for 2200165-2
 and (-3) Refrigeration Unit" accomplished _____ (DATE)

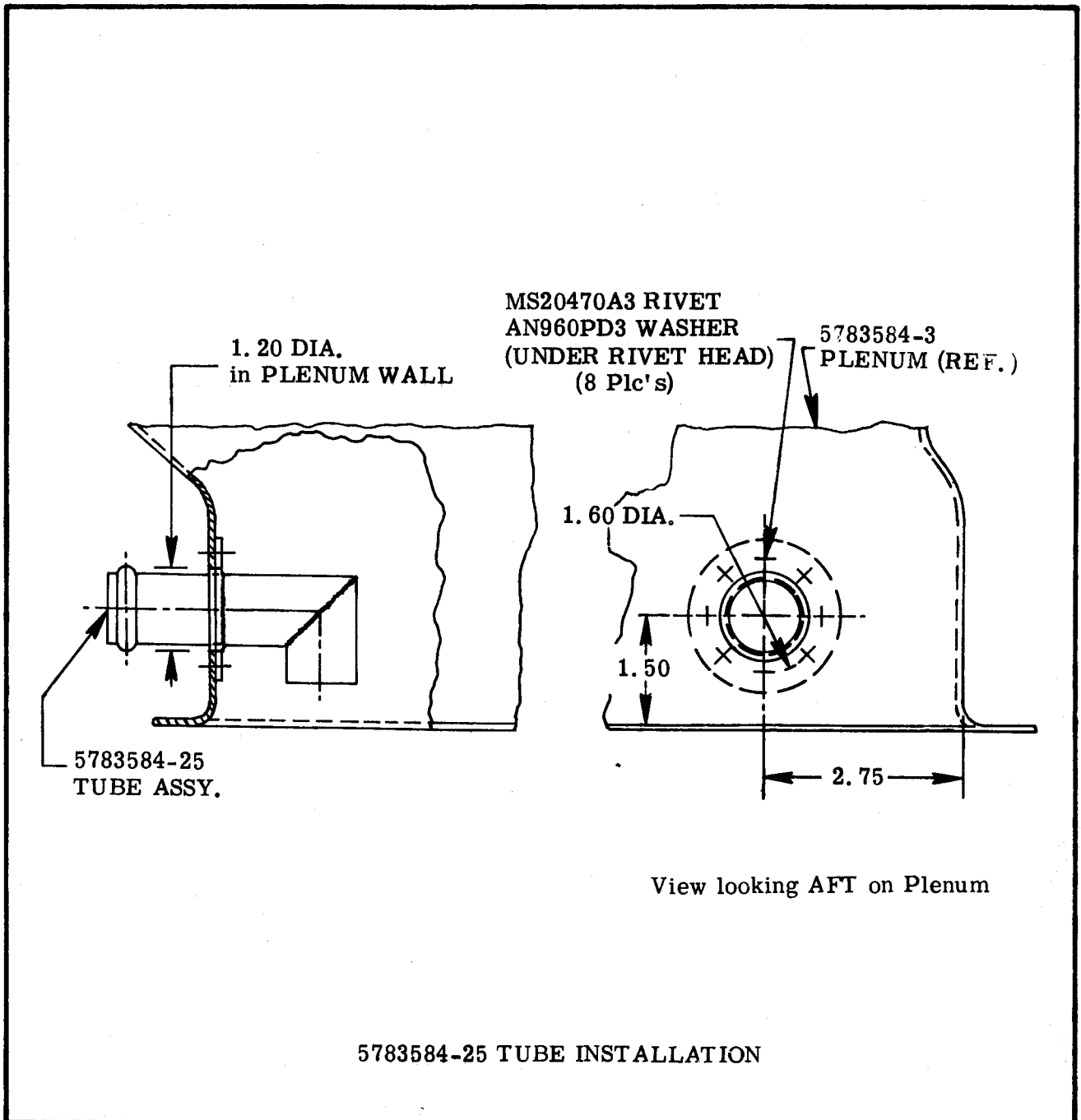


FIGURE 1

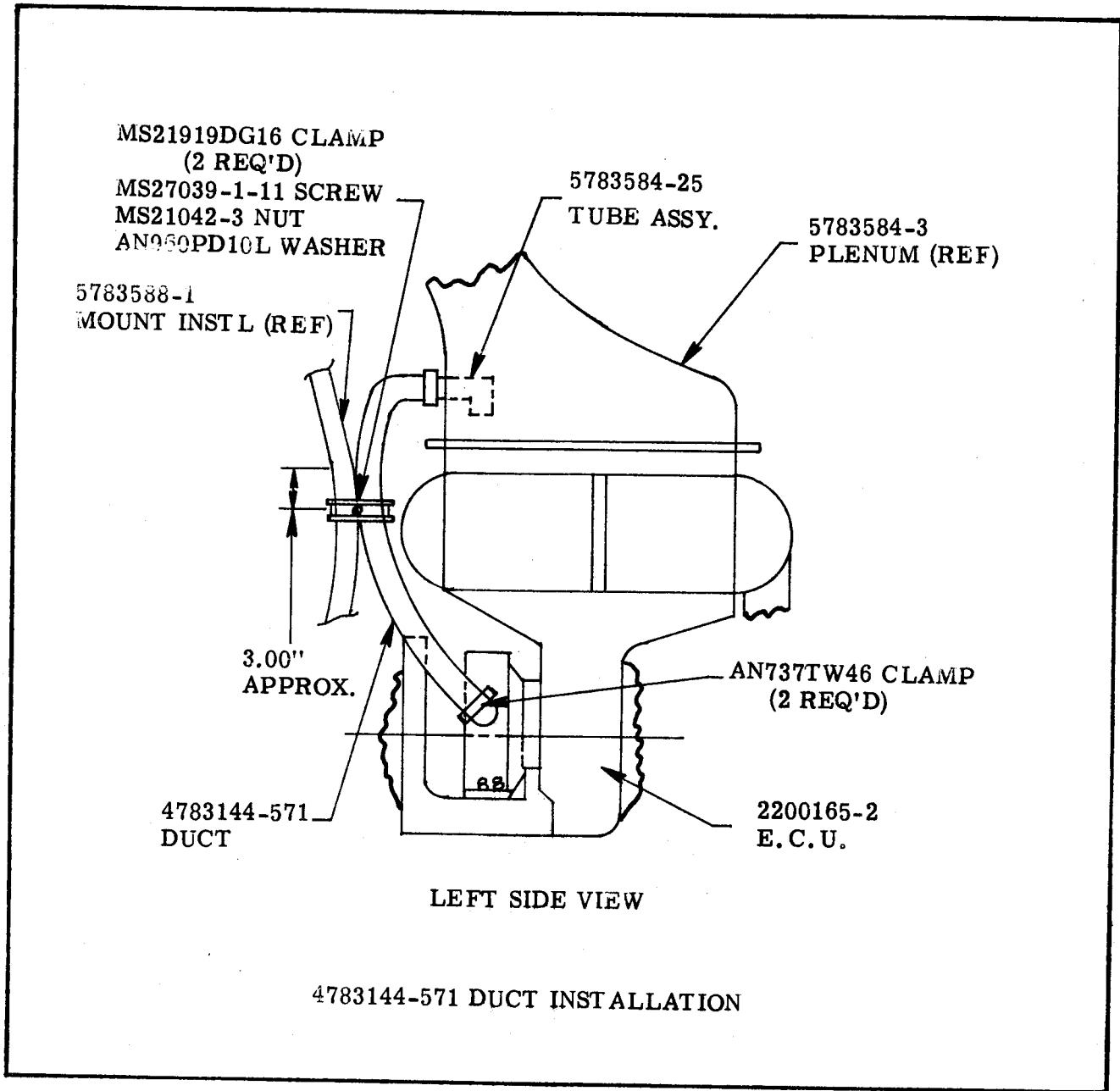
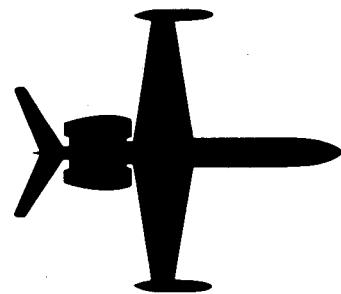


FIGURE 2

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2443

APRIL 2, 1979

EFFECTIVITY: MODEL 1124 S/N 152, 154, 181, 187 THRU 205, 207 THRU 213

SUBJECT: INSTALLATION OF BUTTON CAPS ON T/R POWER CIRCUIT BREAKERS

COMPLIANCE: AT OWNER'S DISCRETION

APPROVAL: I. A. I. ENGINEERING

PURPOSE: TO HIGHLIGHT CIRCUIT BREAKER IDENTIFICATION

INSTRUCTIONS:

1. Install A Button Cap (red color) P/N 20266-5 on each Thrust Reverser power circuit breaker, located on the overhead circuit breaker panel.

SUPPLY DATA:

QTY	PART NUMBER	DESCRIPTION
2	20266-5	Button Cap

The above items may be obtained as Kit No. S/L WW-2443 from:

ATLANTIC AVIATION SUPPLY CORP.
P. O. Box 15000
Greater Wilmington Airport
Wilmington, DE 19850

Aircraft S/N and shipping instructions must be furnished when requesting parts.

WEIGHT AND
BALANCE: N. A.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows: Service Letter No. WW-2443 entitled "Installation of Button Caps on T/R Power Circuit Breakers", accomplished on _____ (DATE) _____.

1124-78-05
Page 1 of 1



INTERNATIONAL INC.
ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL INC.

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

COMPLIANCE FORM - SERVICE LETTER NO. WW-2443

TO: OPERATOR OR SERVICE FACILITY PERFORMING INSTALLATION

Please complete the certificate of compliance below and mail direct to:

Israel Aircraft Industries International, Inc.
2025 S. Nicklas, Suite 115
Oklahoma City, Oklahoma 73128

CERTIFICATE OF COMPLIANCE
SERVICE LETTER NO. WW-2443
INSTALLATION OF BUTTON CAPS ON T/R POWER CIRCUIT BREAKERS

Aircraft S/N _____ "N" Number _____

Owner _____

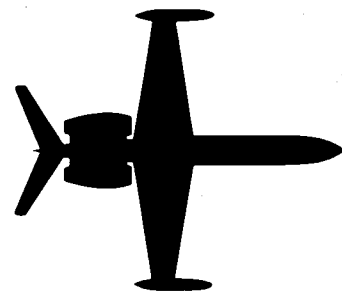
Airframe total time at installation _____ Hours

Installation performed by _____

I certify that the above aircraft has been modified in accordance with Service Letter No. WW-2443 dated April 2, 1979 on _____
(DATE OF MODIFICATION)

Signed: _____

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2444

DATE: OCTOBER 10, 1979

EFFECTIVITY: MODEL 1124 S/N 152, 154, 181, 187 THRU 282

SUBJECT: REPLACEMENT AND/OR REWIRING OF NAC/ENG ANTI-ICE CONTROL SWITCHES

COMPLIANCE: CONCURRENT WITH INSTALLATION OF CONICAL SPINNER ENGINE P/N 3072500-2

APPROVAL: I. A. I. ENGINEERING

PURPOSE: REVISE NACELLE INLET ANTI-ICE CONTROL CIRCUITRY

REASON: THE CONICAL SPINNER EQUIPPED ENGINE IS CERTIFIED FOR OPERATION WITHOUT ENGINE INLET HEAT

AIRCRAFT CONFIGURATION:

1. Aircraft S/N's 152, 154, 181, 187 thru 243, 246, 247 and 249 shall have the existing NAC/ENG Anti-Ice control switch replaced with new switches P/N 6883743-72 when conical spinner engines are permanently installed. Refer to Figures 2 or 3, as applicable.
2. Aircraft S/N's 244, 245, 248 and 250 thru 282 were equipped with 6883743-72 NAC/ENG Anti-Ice control switches during production (See Figure 6 for existing wiring scheme). These switches must be rewired per Figure 4 Wiring Scheme when Conical Spinner engines are installed.

SPECIAL CONDITIONS:

1. A temporary installation of Conical Spinner equipped engine may be made without replacing and/or rewiring existing Anti-Ice switch, if:
 - A. It is the only "LOANER" engine available and will be removed as soon as original engine is returned to service.
 - B. A suitable warning placard is placed in cockpit, in pilot's view which reads: "WARNING - DO NOT ACTIVATE NACELLE ANTI-ICE UNLESS ENGINE IS OPERATING", and the nacelle connector plugs for Engine Inlet heat are adequately secured. Refer to paragraphs 9 and 10 of Instructions for connector identifications.

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SERVICE LETTER NO. WW-2444

SPECIAL CONDITIONS (CONT'D)

- C. Join wires 1H502D and 1H504D by butt connection after removing from connectors P337 and P339, LH Nacelle. Repeat for wires 2H502D and 2H504D after removing from connectors P338 and P340, RH Nacelle.

NOTE: RESTORE WIRES TO ORIGINAL CONFIGURATION WHEN CONICAL SPINNER ENGINE IS REMOVED.

2. Aircraft may be operated normally with Anti-Ice and Non-Anti-Ice (Conical Spinner Engine) in combination; provided Anti-Ice control switches are replaced and/or rewired per effective wiring scheme.

INSTRUCTIONS:

NOTE: ALL WIRING SHALL BE IN ACCORDANCE WITH STANDARD PRACTICES OUTLINED IN CHAPTER 20, 1124 WESTWIND WIRING MANUAL. NEW WIRE USED SHALL MEET SPECIFICATIONS OF TABLE 203, CHAPTER 20-10-00.

1. Turn off all electrical power and prepare aircraft for maintenance.
2. Remove existing engine(s) P/N 3072500-1 and install engine P/N 3072500-2 (Conical Spinner configuration) in accordance with Removal/Installation procedures, Chapter 71-00-00, 1124 Westwind Maintenance Manual.
3. Remove the 4883745-501, or -503 false panel from overhead switch panel. Rework panel per Figure 1, if required.
4. Lower overhead switch panel, remove existing anti-ice control switches and rework switch panel per Figure 1, if required.
5. Disconnect, cap and stow wires 1H513A20 and 1H513B20 from Pin A, P/J324.
6. Refer to appropriate wiring scheme, Figures 2, 3, or 4 that is applicable to aircraft S/N.
7. Install and/or rewire switch(s) P/N 6883743-72, for Conical Spinner engine.
8. Rewire nacelle pitot heat relay(s) N. P. H. R. -1 and -2, per same scheme and Figure 5.

NOTE: THE FOLLOWING NEW WIRES WILL BE ADDED DURING COMPLIANCE WITH SERVICE LETTER.

WIRE NO.

FIGURE NO.

H511H22
1H527B and 2H527B
1H528A and 2H528A
1H528B and 2H528B

2
2, & 3
2, 3, & 4
4

INSTRUCTIONS (CONT'D)

WIRE NO.	FIGURE NO.
1E531G and 2E531G	2, 3, & 4
1E533A and 2E533A	2, 3, & 4
1E531E and 2E532E	5
1E531F and 2E531F	5

9. Remove LH anti-ice solenoid control valve connector P337 and LH anti-ice indicator switch connector P339. Cap and stow wires in LH nacelle (Conical Spinner engine only).
10. Repeat Step 9 to remove connectors P338 and P340 in RH nacelle (Conical Spinner engine only).
11. If engines are mixed per Para. 2 of Special Conditions, replace non-conical spinner engine Anti-Ice control switch, aircraft S/N 152, 154, 181, 187 thru 243, 246, 247 and 249 and wire switch per Figure 6.
12. Secure overhead switch panel and reinstall false panel.
13. Reconnect aircraft batteries and prepare aircraft for engine checkout.
14. Perform general lamp test, all switch lamps shall illuminate.
15. Prior to engine start, keep hand in touch with nacelle pitot sensor and turn nacelle Anti-Ice switch on. Sensor shall remain at ambient temperature.
16. Start engine and maintain throttle at "IDLE". Depress nacelle Anti-Ice switch. The amber "ON" light shall illuminate, depress switch and observe lamp goes off. Bring engine RPM to 75% N-1 and depress Anti-Ice switch. The "NAC" and "ON" lights shall come on immediately. After a short period of operation depress switch, lights shall go off immediately. Shutdown engine and check nacelle inlet and pitot sensor, both units shall be hot.

NOTE: IF A 6883743-72 SWITCH IS INSTALLED WITH A NON-CONICAL SPINNER ENGINE, THE "ENG" PORTION OF SWITCH WILL ILLUMINATE WHEN SWITCH IS DE-PRESSED WHILE ENGINE IS OPERATING.

17. Repeat Steps 15 and 16 for opposite engine.

SUPPLY DATA:

QTY	PART NUMBER	DESCRIPTION
*2	6883743-72	Switch
*2	4883745-RE1	Filler
*As required by Aircraft S/N		

SERVICE LETTER NO. WW-2444

SUPPLY DATA (CONT'D)

The required wire, caps and switch panel doublers may be obtained from local source.

The required parts may be ordered as Kit No. S/L WW-2444 from:

ATLANTIC AVIATION SUPPLY CORP.
P. O. Box 15000
Greater Wilmington Airport
Wilmington, DE 19850

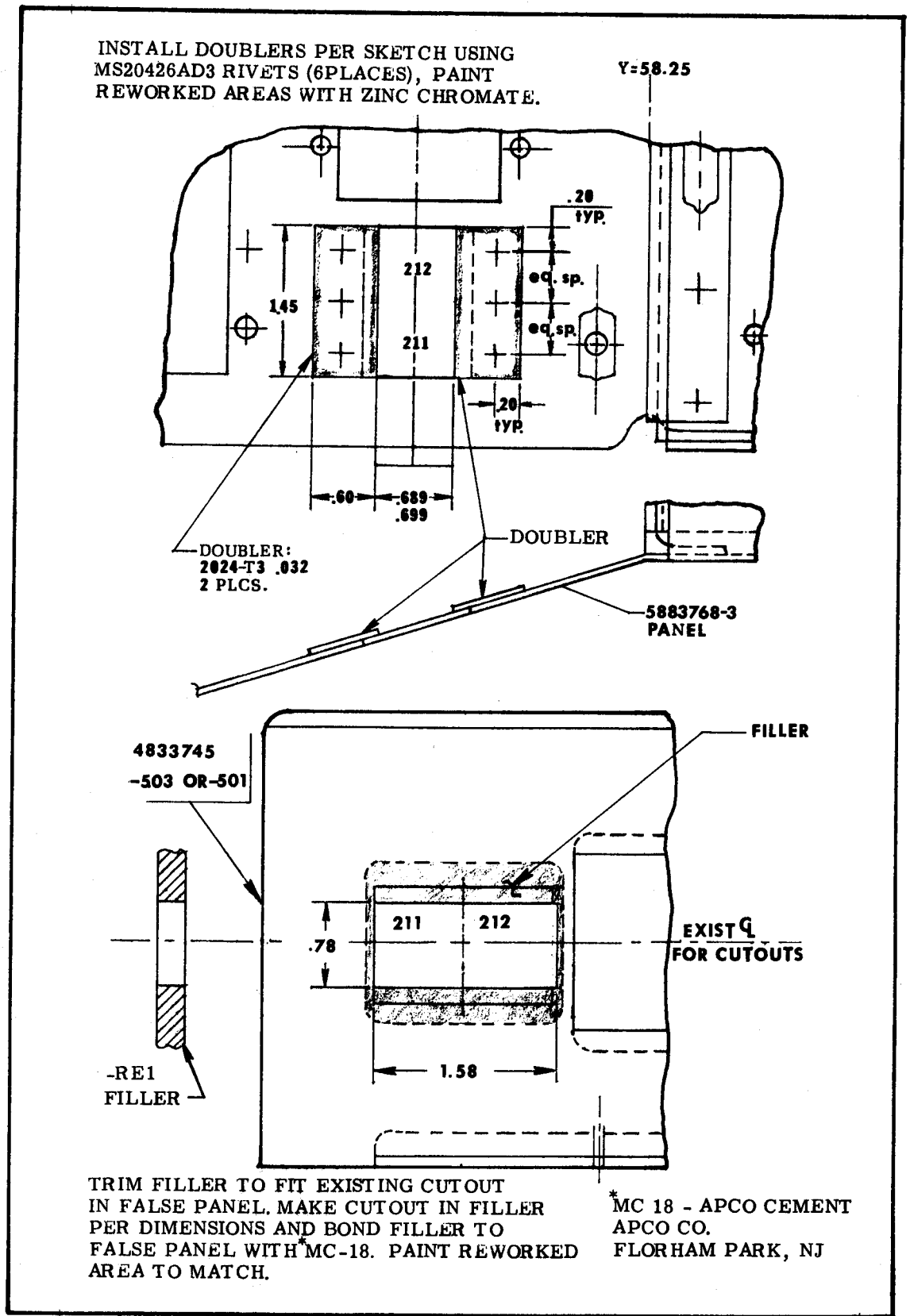
Aircraft S/N and shipping instructions must be furnished when requesting parts.

WEIGHT AND
BALANCE: N. A.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows:
Service Letter No. WW-2444, dated October 10, 1979, entitled "Replacement and/
or Rewiring of NAC/ENG Anti-Ice Control Switches", accomplished on (DATE) .

INSTALL DOUBLERS PER SKETCH USING MS20426AD3 RIVETS (6 PLACES), PAINT REWORKED AREAS WITH ZINC CHROMATE.

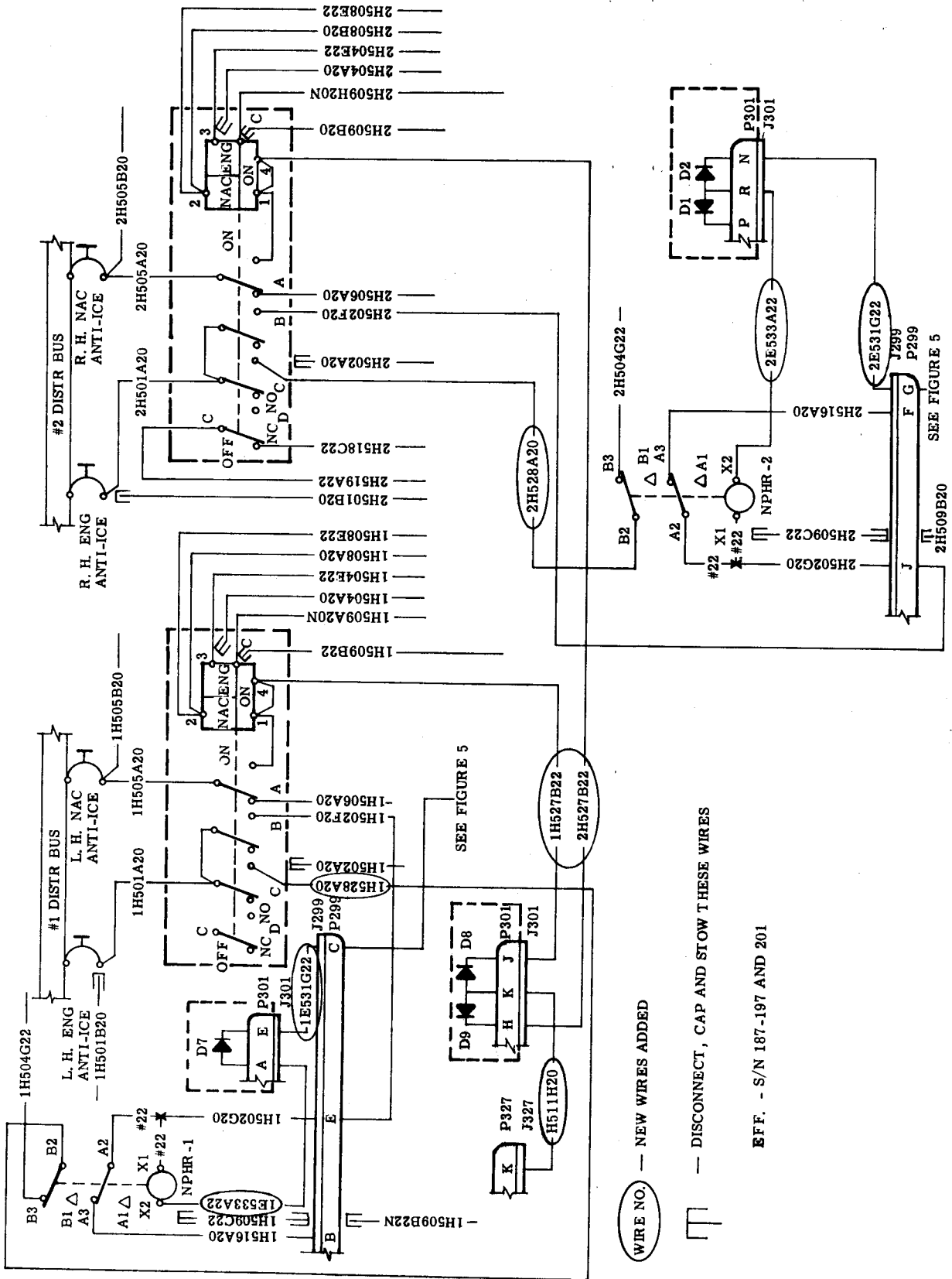


TRIM FILLER TO FIT EXISTING CUTOUT IN FALSE PANEL. MAKE CUTOUT IN FILLER PER DIMENSIONS AND BOND FILLER TO FALSE PANEL WITH MC-18. PAINT REWORKED AREA TO MATCH.

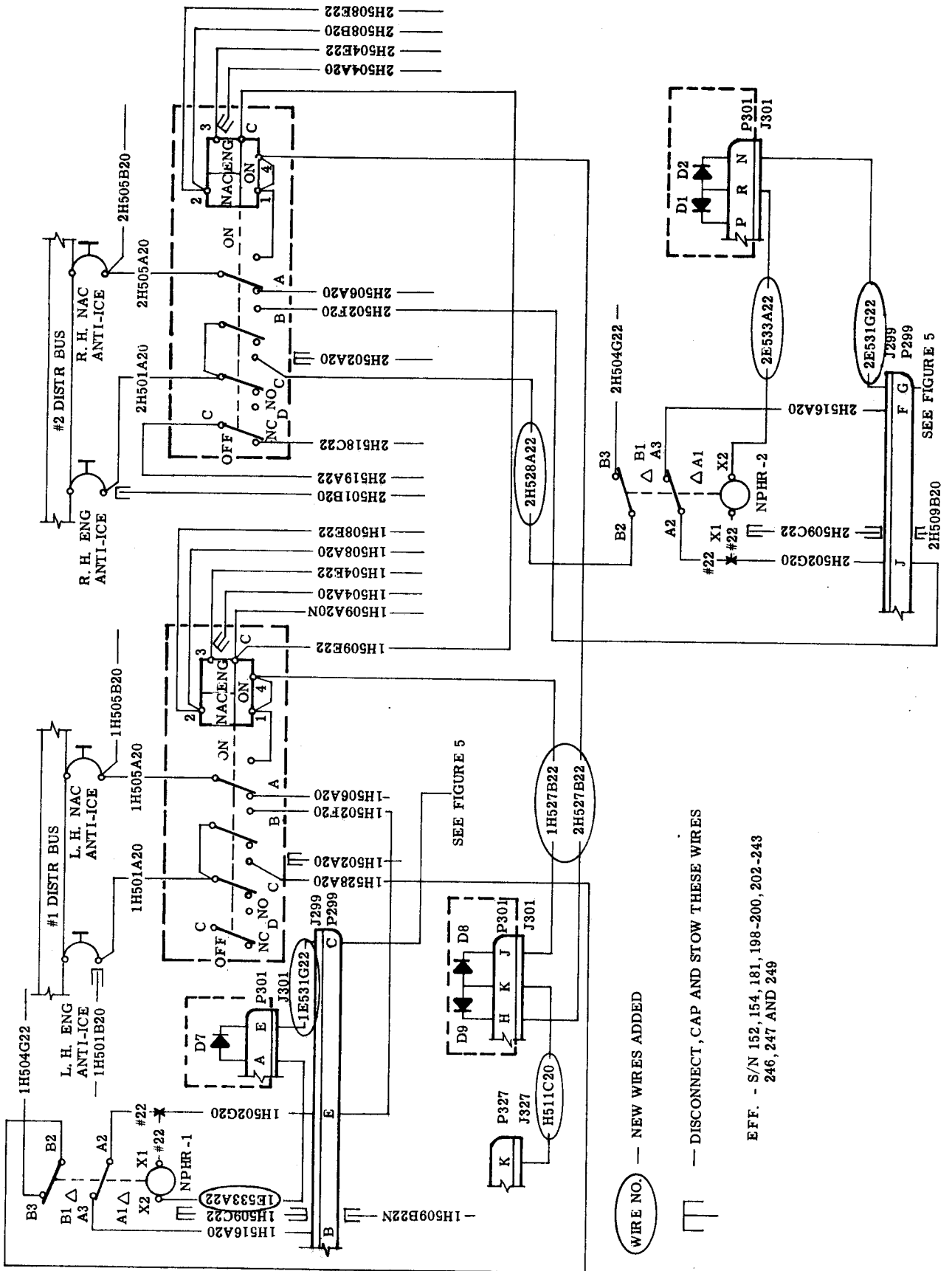
* MC 18 - APCO CEMENT
APCO CO.
FLORHAM PARK, NJ

SWITCH PANEL REWORK SCHEME

FIGURE 1



ANTI-ICE SWITCH WIRING SCHEME
CONICAL SPINNER ENGINE
FIGURE 2

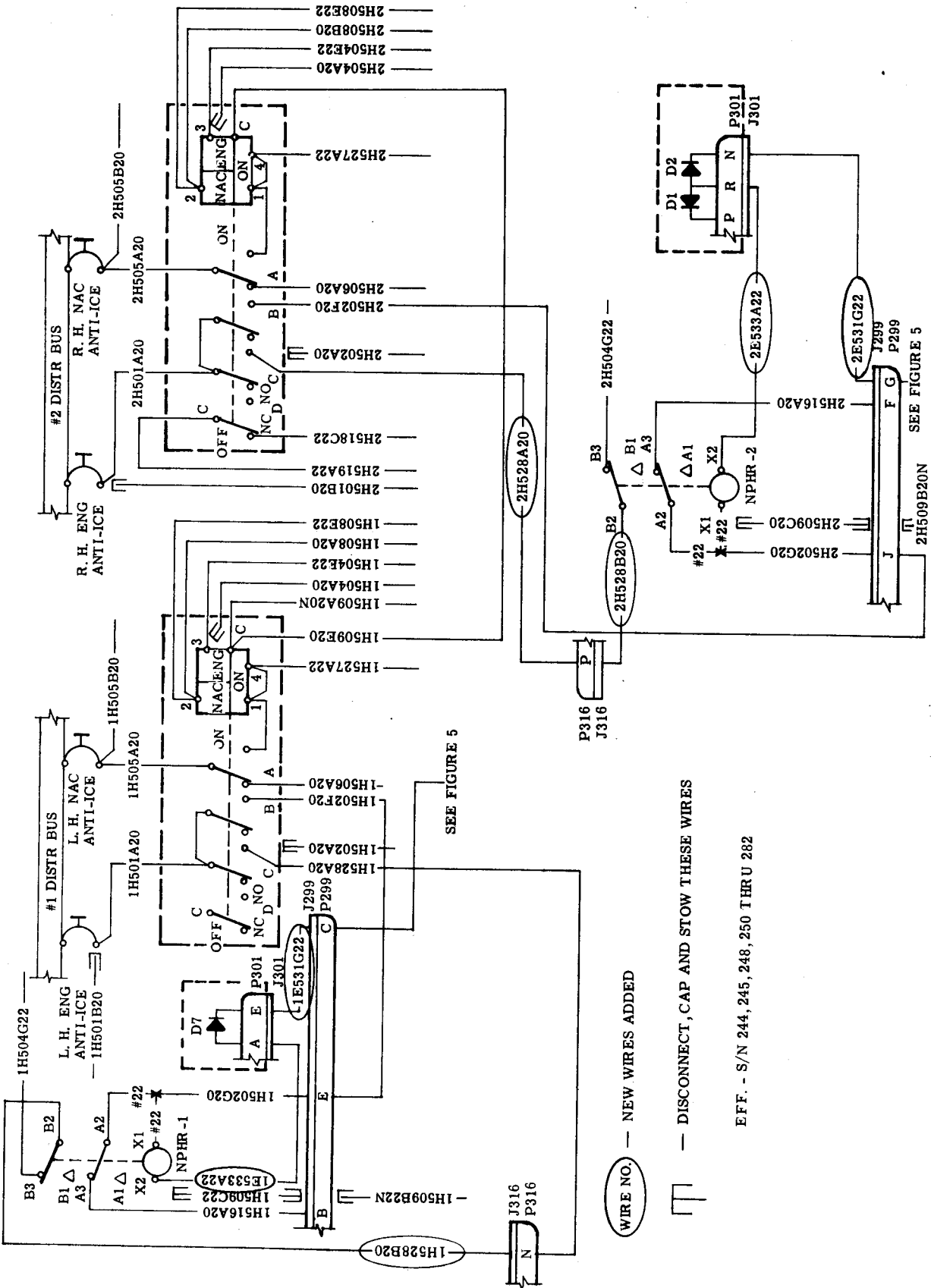


ANTI-ICE SWITCH WIRING SCHEME
CONICAL SPINNER ENGINE
FIGURE 3

WIRE NO. — NEW WIRES ADDED

— DISCONNECT, CAP AND STOW THESE WIRES

EFF. - S/N 152, 154, 181, 198-200, 202-243
246, 247 AND 249



ANTI-ICE SWITCH WIRING SCHEME
CONICAL SPINNER ENGINE
FIGURE 4

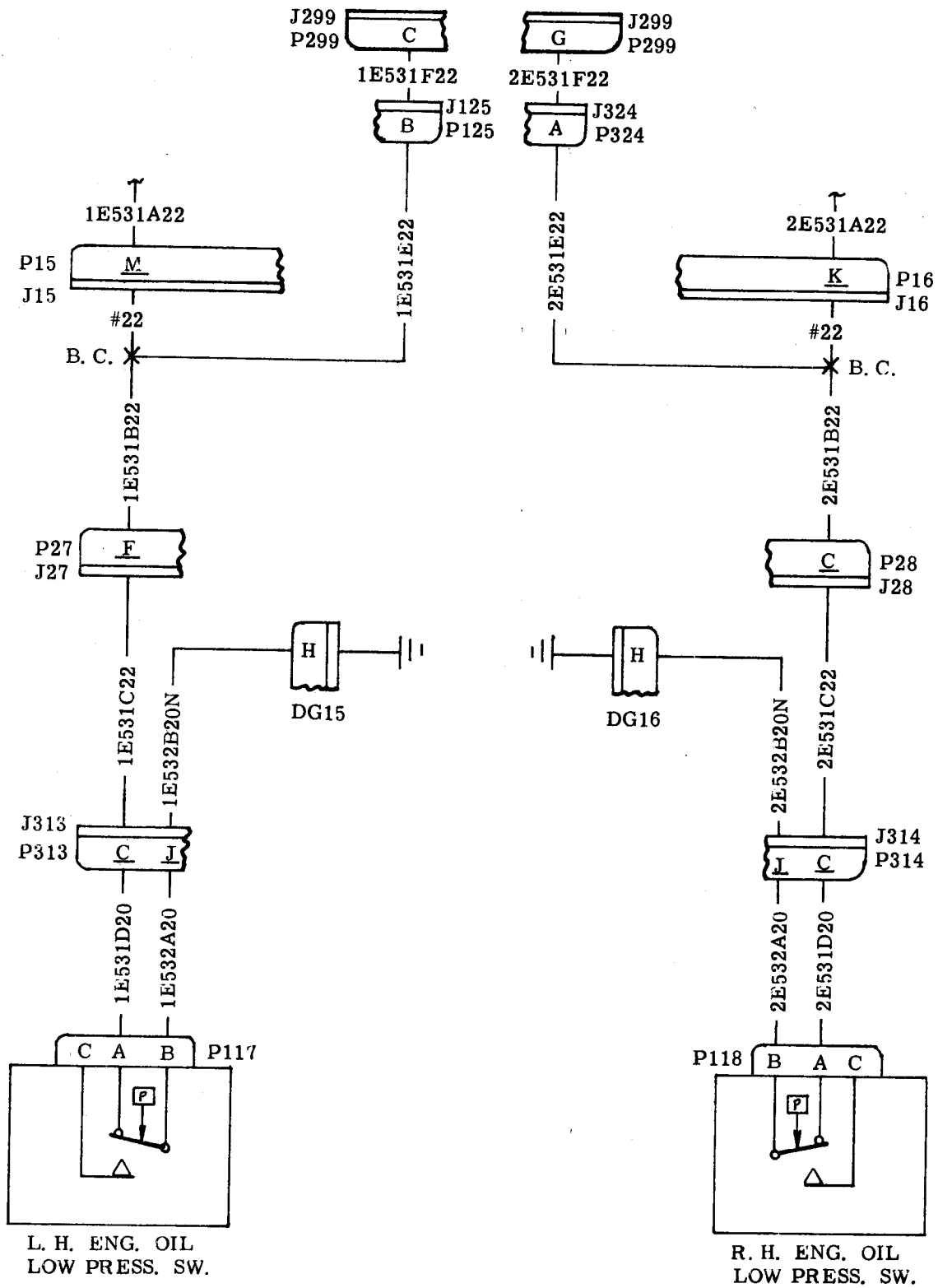
WIRE NO. — NEW WIRES ADDED

DISCONNECT, CAP AND STOW THESE WIRES

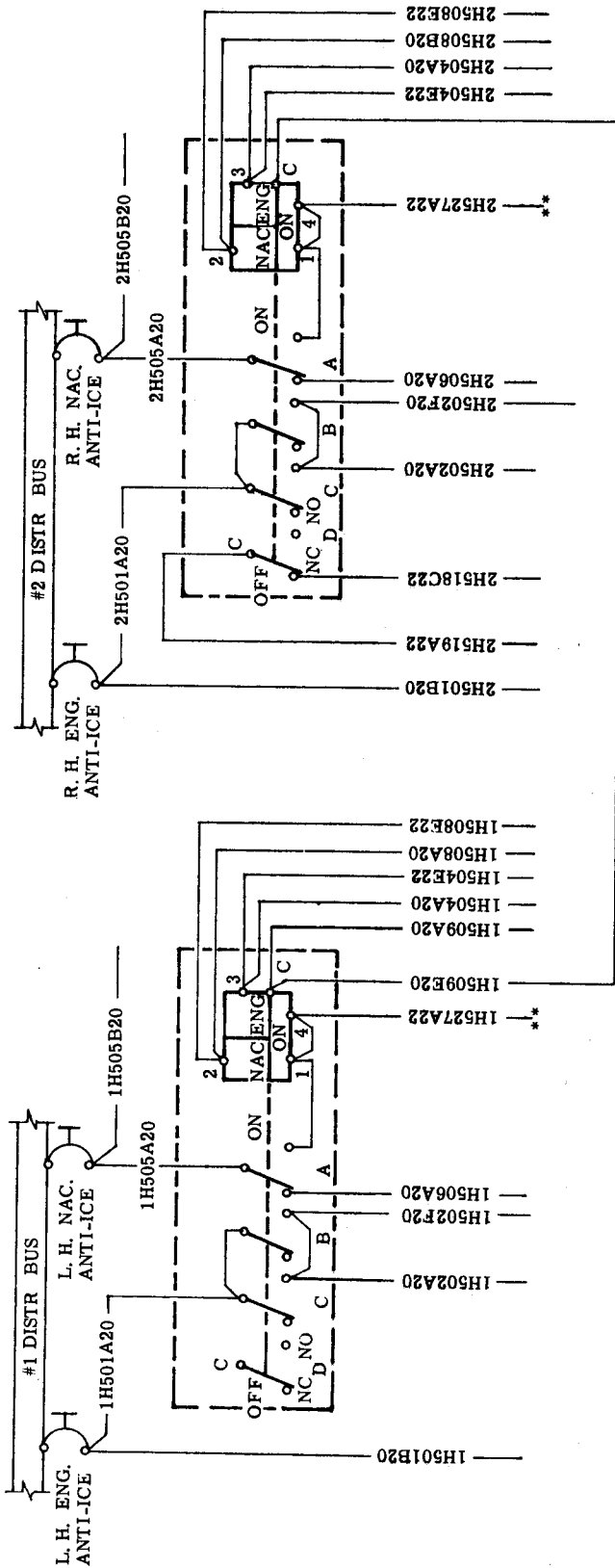
EFF. - S/N 244, 245, 248, 250 THRU 282

SEE FIGURE 5

SEE FIGURE 5



LOW PRESSURE SWITCH WIRING SCHEME
CONICAL SPINNER ENGINE
FIGURE 5



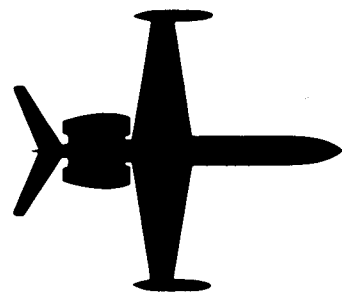
ANTI-ICE SWITCH WIRING SCHEME
 SWITCH P/N 6883743-72
 FIGURE 6

** TO J301 AS APPLICABLE PER FIGURE 2, 3 OR 4.

EXISTING ANTI-ICE WIRING:

EFF. -S/N 244, 245, 248, 250 THRU 282 AND RETROFIT FOR
 3072500-1 ENGINE WHEN USED IN COMBINATION
 WITH 3072500-2 ENGINE.

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2445A

DATE: JULY 23, 1979

(This Service Letter supersedes Service Letter No. WW-2445, dated July 16, 1979 in its entirety).

EFFECTIVITY: MODEL 1124 S/N 152, 154, 181, 187 THRU 215, 217 THRU 258

SUBJECT: PLACARD - TAKE OFF AND LANDING LIMITATIONS PLACARD

COMPLIANCE: UPON RECEIPT OF SERVICE LETTER

APPROVAL: I. A. I. ENGINEERING

PURPOSE: TO REPLACE TAKE OFF AND LANDING LIMITATIONS PLACARD

REASON: THE TAKE OFF AND LANDING LIMITATIONS PLACARD P/N 6113001-121, WHICH READS: "CABIN AIR SELECTOR - RAM (T/O ONLY)-DEPRESSURIZE FOR LANDING", HAS BEEN SUPERSEDED BY PLACARD P/N CMA 71230-504-7, WHICH READS: "CABIN AIR - DEPRESSURIZE FOR LANDING".

INSTRUCTIONS:

1. Apply Decal P/N CMA 71230-504-7 over the existing take off and landing limitations portion of Placard P/N 6113001-121, located on pilots left hand console.
2. Revise AFM by inserting Revision No. 1 and removing superseded pages.

SUPPLY DATA:

(FURNISHED)

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
1	CMA 71230-504-7	Decal
1	REVISION NO. 1	1124 AFM

WEIGHT AND

BALANCE: N. A.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows: Service Letter No. WW-2445A, dated July 23, 1979, entitled: "Placard - Take Off and Landing Limitations", accomplished _____ (DATE) .

COMPLIANCE FORM - SERVICE LETTER NO. WW-2445A

TO: OPERATOR OR SERVICE FACILITY PERFORMING INSTALLATION

Please complete the certificate of compliance below and mail direct to:

Israel Aircraft Industries International, Inc.
2025 S. Nicklas, Suite 115
Oklahoma City, Oklahoma 73128

CERTIFICATE OF COMPLIANCE
SERVICE LETTER NO. WW-2445A
PLACARD - TAKE OFF AND LANDING LIMITATIONS

Aircraft S/N _____ "N" Number _____

Owner _____

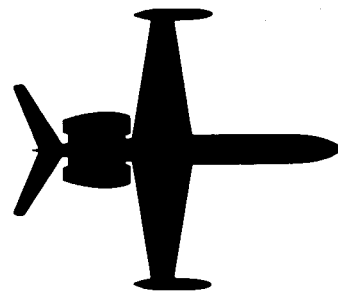
Airframe total time at installation _____ Hours

Installation performed by _____

I certify that the above aircraft has been modified in accordance with Service Letter
No. WW-2445A, dated July 23, 1979, on _____
(DATE OF MODIFICATION)

Signed: _____

1124-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2446

DATE: JULY 20, 1979

EFFECTIVITY: MODEL 1124 S/N 152, 154, 181, 187 THRU 259

SUBJECT: MARKING OF OIL DIPSTICK, FOR THE ECU

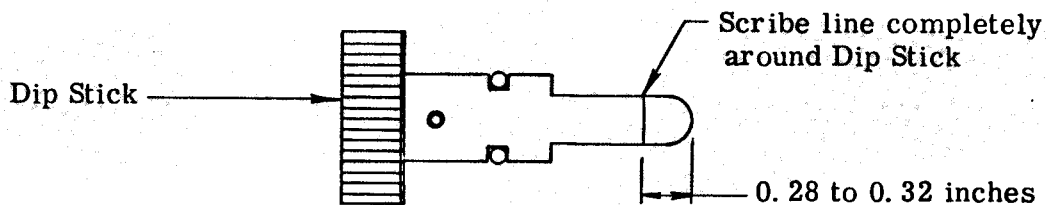
COMPLIANCE: AT OWNER'S DISCRETION

APPROVAL: I. A. I. ENGINEERING

PURPOSE: PROVIDE A POSITIVE INDICATION OF THE OIL LEVEL IN THE ECU
P/N 2200165-1, or -2.

INSTRUCTIONS:

1. Gain access to and remove oil dipstick from cooling turbine. Cover dipstick port to prevent entry of foreign material.
2. Using an electric pencil (or any suitable marking tool) scribe a line completely around periphery of dipstick, as per sketch.



3. Clean dipstick of all foreign Material.
4. Remove cover from dipstick port; then install dipstick and check cooling turbine oil level.
5. If oil level does not reach the line on dipstick, service cooling turbine by adding oil up to the top of fill port. Refer to 1124 Maintenance Manual, Chapter 12-10-10 for servicing procedure.
6. Replace dipstick in cooling turbine.
7. Remove the four screws securing the identification plate to turbine. Retain two screws for securing new identification plate to turbine.
8. Using a metal stamp (or equivalent), stamp the serial number (obtained from the removed plate) on the furnished plate.

SERVICE LETTER NO. WW-2446

INSTRUCTIONS (CONT'D)

NOTE: If Step 8 cannot be accomplished, retain removed plate and attach to turbine subsequent to removal for overhaul.

9. Install furnished nameplate on turbine in lieu of nameplate removed in Step 7.

NOTE: Reason for nameplate change is to refer operator to Servicing Instructions contained in Maintenance Manual.

10. Replace equipment removed to gain access.

SUPPLY DATA:

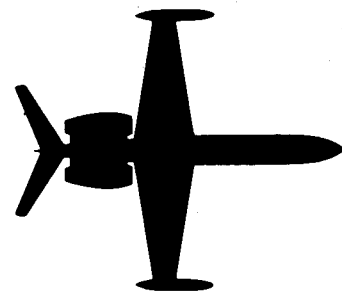
1 each Identification Plate furnished with Service Letter.

WEIGHT AND

BALANCE: N. A.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows:
Service Letter No. WW-2446, dated July 20, 1979 entitled "Marking of Oil Dipstick, for
The ECU", accomplished _____ (Date) .



SERVICE LETTER

SERVICE LETTER NO. WW-2447

DATE: JULY 20, 1979

EFFECTIVITY: MODEL 1124 S/N 152, 154, 181, 187 THRU 253, 257 AND 259

SUBJECT: INSPECTION OF SEAT BELT ATTACHING BOLT FOR LOOSENESS

COMPLIANCE: AT NEXT "A" CHECK

APPROVAL: I. A. I. ENGINEERING

PURPOSE: TO DETERMINE IF SEAT BELT ATTACHING BOLT IS LOOSE

INSTRUCTIONS:

1. Gain access to and check seat belt attaching bolt for looseness.
2. If bolt is loose (Attaching bolt will rotate), remove bolt and apply a coat of Loctite, Grade "C", to bolt thread and reinstall attaching bolt.
3. Reinstall equipment removed to gain access.

SUPPLY DATA:

The required Loctite may be obtained from local sources.

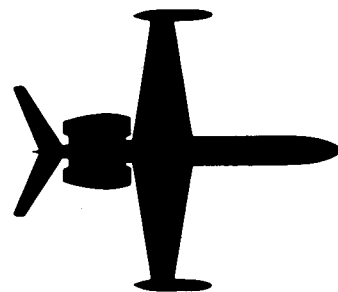
WEIGHT AND

BALANCE: N. A.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows:
Service Letter No. WW-2447, dated July 20, 1979 entitled "Inspection of Seat Belt
Attaching Bolt for Looseness", accomplished _____ (Date) _____.

1124-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2448

DATE: JULY 31, 1979

EFFECTIVITY: MODEL 1124 S/N 152, 154, 181, 187 THRU 230

SUBJECT: FLAP GEAR BOX - POSITION TRANSMITTER PROTECTION

COMPLIANCE: AT OWNER'S OPTION

APPROVAL: I. A. I. ENGINEERING

PURPOSE: IMPROVE ELECTRICAL PROTECTION OF ANGLE OF ATTACK AND WING FLAP POSITION TRANSMITTERS

GENERAL NOTES:

NOTE 1: When complying with this Service Letter, refer to Chapter 27-50-01 Flap System and Chapter 34-10-03 Angle of Attack System in 1124 Westwind Wiring Manual and also Service Letter No. WW-2422.

NOTE 2: All wiring modifications shall be accomplished as per maintenance practices outlined in Chapter 20, 1124 Westwind Wiring Manual.

INSTRUCTIONS:

1. Remove all electrical power and disconnect aircraft batteries.
2. Lower overhead switch and circuit breaker panel, to gain access to connector P22.
3. Locate wire C57B20 which connects to pin C of P22 connector. Install inline fuseholder P/N HDJ-A and AGC 1/4 amp fuse in wire C57B20, near the P22 connector. Identify wire from fuse to J242 receptacle as C57D20 (See Figure 1).
4. Refer to Angle of Attack wiring diagram and Service Letter and locate butt connection of wires F1B22, F1H22 and 1SP47A20 or F1J22, as applicable and install fuse as follows:
 - A. For S/N 187 thru 205, 207, 212 and 215, install inline fuseholder P/N HDJ-A and AGC 1/4 amp fuse in wire 1SP47A20 near the P31 connector. Identify wire from fuse to P31 as C71C22 (See Figure 2).
 - B. For S/N 152, 154, 181, 206, 208 thru 211, 213, 214 and 216 thru 230 install inline fuseholder P/N HDJ-A and AGC 1/4 amp fuse in wire F1J22 near the J241 receptacle. Identify wire from fuse to J241 as F1L22 (See Figure 3).

SERVICE LETTER NO WW-2448

INSTRUCTIONS (CONT'D)

5. Reinstall and secure all equipment removed to gain access, and secure overhead switch and circuit breaker panel.
6. Reconnect aircraft batteries, turn on DC power and functionally check flap and angle of attack indicators, by cycling flaps and observing indicators.
7. Return aircraft to service.

SUPPLY DATA:

The required Bussman fuseholders and fuses may be obtained from local source.

WEIGHT AND

BALANCE: N. A.

AIRCRAFT RECORDS:

Make an appropriate statement in aircraft permanent maintenance records as follows:
Service Letter No. WW-2448, dated July 31, 1979, entitled "Flap Gear Box - Position Transmitter Protection", accomplished _____ (Date) _____.

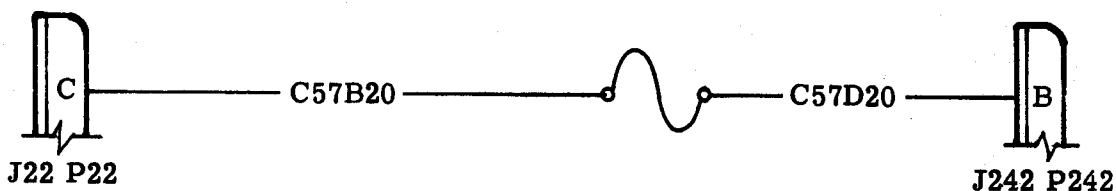


FIGURE 1

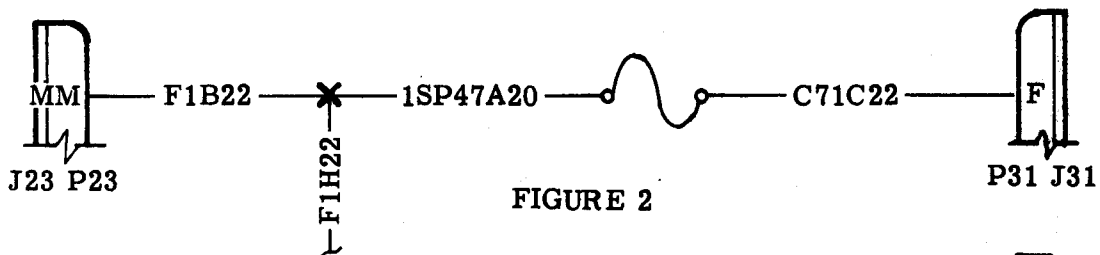


FIGURE 2

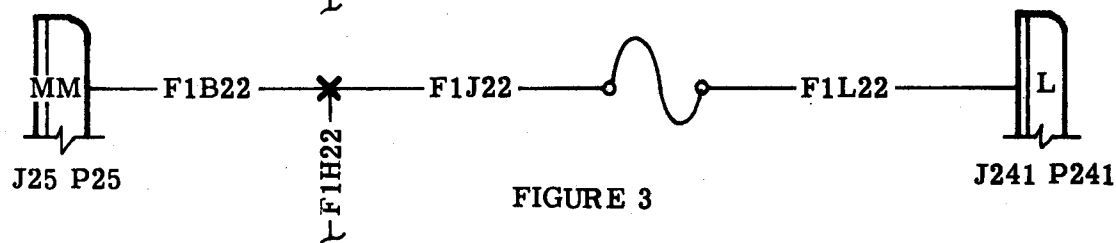


FIGURE 3

COMPLIANCE FORM - SERVICE LETTER NO. WW-2448

TO: OPERATOR OR SERVICE FACILITY PERFORMING MODIFICATION

Please complete the Certificate of Compliance below and mail direct to:

Israel Aircraft Industries International, Inc.

2025 S. Nicklas, Suite 115

Oklahoma City, Oklahoma 73128

CERTIFICATE OF COMPLIANCE

SERVICE LETTER NO. WW-2448

FLAP GEAR BOX - POSITION TRANSMITTER PROTECTION

Aircraft S/N _____ "N" Number _____

Owner _____

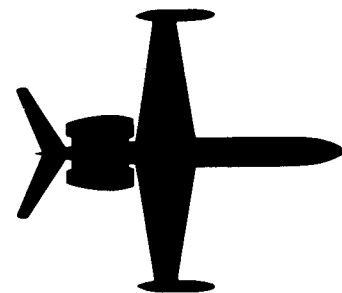
Airframe total time at modification _____ Hours.

Modification performed by _____

I certify that the above aircraft has been modified in accordance with Service Letter No. WW-2448, dated July 31, 1979, on _____
(Date of Modification)

Signed: _____

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2449

REVISION 1

March 2, 1994

TRANSMITTAL SHEET

This sheet transmits Revision 1 to Service Letter No. WW-2449A dated December 6, 1979, titled "Inspection of ECU Mount Assembly P/N 5783588-1".

REASON FOR REVISION

To revise text regarding mount assembly procurement.

Aircraft in compliance with x-ray inspection contained in previous issues of Service Letter No. WW-2449 or that have installed replacement mount assembly are not affected by this revision.

This is a COMPLETE REVISION. Please remove and discard all pages of Service Letter No. WW-2449A dated December 6, 1979 and replace with this revision.

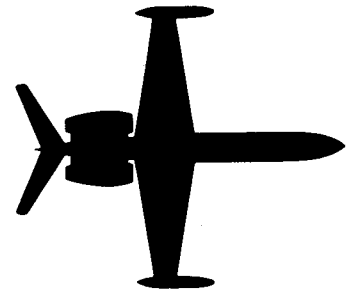
LIST OF EFFECTIVE PAGES

<u>PAGE NO.</u>	<u>DATE</u>
1	March 2, 1994
2	March 2, 1994

PREVIOUS REVISIONS OF SL WW-2449

Original Issue	September 20, 1979
WW-2449A	December 6, 1979

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2449

September 20, 1979

EFFECTIVITY: MODEL 1124 S/N's 152, 181, 187 THROUGH 201, 203 THROUGH 229, 231 THROUGH 233, 235, 236, 240 THROUGH 243 AND 247.

SUBJECT: INSPECTION OF ECU MOUNT ASSEMBLY P/N 5783588-1

COMPLIANCE: PERFORM VISUAL AT EACH "A" CHECK UNTIL MOUNT IS X-RAY INSPECTED OR REPLACED BY A SERVICEABLE UNIT

APPROVAL: I.A.I. ENGINEERING

PURPOSE: TO DETECT ANY EVIDENCE OF CORROSION OF MOUNT ASSEMBLY

REASON: CORROSION HAS BEEN DISCOVERED ON SOME MOUNTS, AND A REVISED MANUFACTURING QUALITY CONTROL PROCEDURE WAS INSTITUTED TO ASSURE CORROSION PROTECTION OF MOUNT.

- R NOTES: 1. Replacement mount assemblies may be purchased from Astra Jet
R Corporation or authorized ASTRA/WESTWIND Service Centers.
2. If the ECU is removed for compliance with Service Letter No. WW-2442, or any other reason, the mount assembly should be x-ray inspected to determine serviceability. Replace if required.
- R 3. Authorized ASTRA/WESTWIND Service Centers are authorized to
R determine serviceability of mount assembly by x-ray inspection.

INSTRUCTIONS:

1. Visual inspection procedures with ECU and mount installed in aircraft:
 - A. Using a flashlight and mirror inspect for the following conditions:
 - (1) Absence of cracks in mount at all attach points and in welds between tubes.
 - (2) Absence of protrusions or crystalline material on surface of tubes around circumference.
 - (3) Absence of holes, abrasions, or paint peeling around circumference of tubes.

R Revision 1, March 2, 1994
Revision A, December 6, 1979
September 20, 1979
327

SL WW-2449
Page 1 of 2

SERVICE LETTER NO. WW-2449

- B. If evidence of any condition specified is found, remove paint from suspected area and reinspect to confirm findings.
 - C. If mount is found satisfactory, paint exposed surfaces with zinc chromate.
 - R D. If mount is corroded or cracked, mount must be replaced.
2. X-ray inspection procedure:
- A. If mount is removed from aircraft, inspect all welds and attach points for corrosion or cracks.
 - B. If mount is installed, follow procedures in *IAI Engineering Document No. 4950/18614.
- R *Copy of document will be provided to each authorized ASTRA/WESTWIND Service Center.
3. Evaluation of x-ray results:
- A. Any evidence of corrosion, possibly numerous small circular darkened areas, will be cause for rejection of mount assembly.
 - B. Any evidence of foreign matter within the unit, this too will be cause for rejection of mount assembly.
 - C. Mount will be considered serviceable, if no evidence of conditions described in A. and/or B. above are detected.
4. After mount is determined to be serviceable by x-ray inspection, or replaced by a serviceable unit, repetitive visual inspection requirements of this service letter are superseded by inspection requirements of the 1124/1124A Westwind Maintenance Manual, 5-20-05, Maintenance Practices.
- R
R
R

SUPPLY DATA:

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
A/R	5783588-1	MOUNT ASSEMBLY

- R Mount assembly may be purchased from Astra Jet Corporation or authorized
R ASTRA/WESTWIND Service Centers.

WEIGHT AND BALANCE:

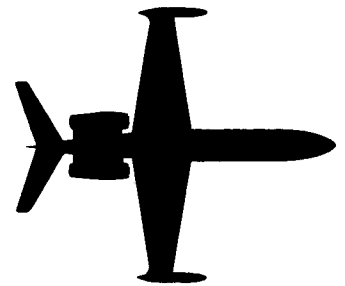
Not Applicable

AIRCRAFT RECORDS:

- R Make the following entry in the aircraft log book: Service Letter No. WW-2449,
R Revision 1, dated March 2, 1994, titled "Inspection of ECU Mount Assembly
R P/N 5783588-1", has been accomplished this date _____.

- R Revision 1, March 2, 1994
Revision A, December 6, 1979
September 20, 1979

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2449A

DATE: DECEMBER 6, 1979

(This Service Letter replaces Service Letter No. WW-2449 dated September 20, 1979 in its entirety).

EFFECTIVITY: MODEL 1124 S/N's 152, 181, 187 THRU 201, 203 THRU 229, 231 THRU 233, 235, 236, 240 THRU 243 AND 247

SUBJECT: INSPECTION OF ECU MOUNT ASSEMBLY P/N 5783588-1

COMPLIANCE: PERFORM VISUAL AT EACH "A" CHECK UNTIL MOUNT IS X-RAY INSPECTED OR REPLACED BY A SERVICEABLE UNIT

APPROVAL: I. A. I. ENGINEERING

PURPOSE: TO DETECT ANY EVIDENCE OF CORROSION OF MOUNT ASSEMBLY

REASON: CORROSION HAS BEEN DISCOVERED ON SOME MOUNTS, AND A REVISED MANUFACTURING QUALITY CONTROL PROCEDURE WAS INSTITUTED TO ASSURE CORROSION PROTECTION OF MOUNT

- NOTES:
1. Replacement mount assy will be available for exchange, if required, at no cost through Atlantic Aviation Supply Co.
 2. If the ECU is removed for compliance with Service Letter No. WW-2442, or any other reason, the mount assy should be X-Ray inspected to determine serviceability. Replace if required.
 3. Approved Westwind Service Centers are authorized to determine serviceability of mount assy by X-Ray inspection.

INSTRUCTIONS:

1. Visual inspection procedures with ECU and mount installed in aircraft:
 - A. Using a flashlight and mirror inspect for the following conditions:
 - (1) Absence of cracks in mount at all attach points and in the welds between tubes.
 - (2) Absence of protrusions or crystalline material on surface of tubes around the circumference.
 - (3) Absence of holes, abrasions, or paint peeling around the circumference of tubes.

1124-21-06
Page 1 of 2



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

INSTRUCTIONS (CONT'D)

- B. If evidence of any condition specified is found, remove paint from suspected area and reinspect to confirm findings.
 - C. If mount is found satisfactory, paint exposed surfaces with zinc chromate.
 - D. If mount is corroded or cracked, contact Atlantic Aviation Supply Co. for and exchange mount.
2. X-Ray inspection procedure:
- A. If mount is removed from aircraft, inspect all welds and attach points for corrosion or cracks.
 - B. If mount is installed, follow procedures set forth in *IAI Engineering Document No. 4950/18614.
*Copy of Document will be provided to Chief Inspector of each Authorized Westwind Service Center.
3. Evaluation of X-Ray results:
- A. Any evidence of corrosion, possibly numerous small circular darkened areas, will be cause for rejection of mount assy.
 - B. Should there likewise, or alternatively, be found evidence of foreign matter within the unit, this too will be cause for rejection of mount assy.
 - C. Mount will be considered serviceable, if no evidence of conditions described in A. and/or B. above are detected.
4. After mount is determined to be serviceable by X-Ray inspection, or replaced by a serviceable unit, the inspection requirements contained in Chapter 5, 1124 Maintenance Manual will supercede the Visual Inspection requirements of this Service Letter.

SUPPLY DATA:

QTY	PART NUMBER	DESCRIPTION
AR	5783588-1	Mount Assy

The mount will be supplied on an exchange basis by Atlantic Aviation Supply Co.

WEIGHT AND BALANCE: N. A.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows: Service Letter No. WW-2449A, dated December 6, 1979, entitled "Inspection of ECU Mount Assy P/N 5783588-1", accomplished _____ (DATE) _____.

COMPLIANCE FORM - SERVICE LETTER NO WW-2449A

TO: OPERATOR OR SERVICE FACILITY PERFORMING INSPECTION

Please complete the Certificate of Compliance below and mail direct to:

Israel Aircraft Industries International, Inc.
2025 S. Nicklas, Suite 115
Oklahoma City, Oklahoma 73128

CERTIFICATE OF COMPLIANCE
SERVICE LETTER NO. WW-2449A
INSPECTION OF ECU MOUNT ASSY P/N 5783588-1

Aircraft S/N _____ "N" Number _____

Owner _____

Aircraft total time at inspection _____ Hours.

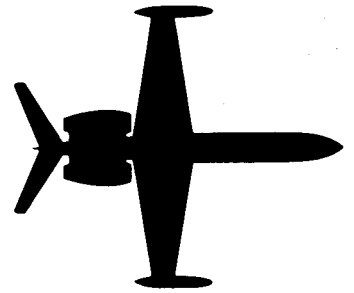
Inspection performed by: _____

ECU Mount was X-Rayed _____, Replaced _____ (check one).

I certify that the above aircraft has been inspected in accordance with
Service Letter No. WW-2449A, dated December 6, 1979 _____.
(Date)

Signed: _____

24-WESTWIND



SERVICE LETTER

Cancelled Nov 18, 1992.

SERVICE LETTER NO. WW-2450B

March 28, 1985

(This Service Letter supersedes Service Letter WW-2450A, dated January 23, 1985 in its entirety).

SUBJECT: NACELLE INLET COWL INSPECTION/REPAIR

1. PLANNING INFORMATION

A. EFFECTIVITY

MODEL 1124/1124A WESTWINDS, all serial numbers.

B. REASON

- (1) Inspect nacelle inlets P/N F10A5B20201-X installed on Westwind Aircraft S/N 152, 154, 181 and 185 through 350 for loose rivets and cracks in the mid-frame structure.
- (2) Inspect nacelle inlets (for loose rivets) P/N F10A5B50201-X and P/N F10A5RDB50201-X installed on Westwind Aircraft S/N 351 and subs. All replacement inlets installed on Westwind aircraft series prior to serial number 351 must be checked for loose rivets.
- (3) Replace loose or missing rivets in the inlet leading edge of (D-Ring) nacelle inlet P/N F10A5B50201-X and P/N F10A5RDB50201-X (5000 series nacelles only).

NOTE

All nacelles must be inspected for loose rivets. The 2000 series (P/N F10A5B20201) nacelles must also be inspected for cracked frames. Dash numbers are not applicable to effectivity.

C. DESCRIPTION

This service letter requires a visual inspection of rivets attaching inlet interior skin to structure for looseness or missing rivets. It also requires a bore-scope inspection of the mid-frame for cracks.
(2000 series nacelles only)

D. COMPLIANCE

It is recommended that the inspection described in this service letter be accomplished at the next 150 hour inspection on any aircraft that has accumulated 600 hours and at 150 hour intervals thereafter.

E. APPROVAL

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

F. MATERIAL

Contact Atlantic Aviation Supply Co. for replacement cowling.

G. SPECIAL TOOLS

1. Borescope Model BF, Type 3C3 with a cold light power Model 1LK4 or equivalent. (Olympus Corp. of America).
2. A Huck Model 200 rivet gun, or equivalent.
3. A deburring tool, GAC P/N 3491-1963-114, or equivalent.

H. WEIGHT AND BALANCE

Not affected.

I. ELECTRICAL LOAD DATA

Not applicable.

J. PUBLICATIONS AFFECTED

None.

2. ACCOMPLISHMENT INSTRUCTIONS

NOTE

The following procedures shall be accomplished on both nacelles.

- A. Turn off electrical power and disconnect aircraft batteries.
- B. With inlet cowl in place, inspect anti-icing air passage rivets in area defined in Figure 1.

NOTE

A dark mark or stain originating from the rivet head will indicate either a loose rivet, or a rivet whose head protrudes above or below the surface. Do not clear streaks until all suspect rivets have been checked as outlined below.

- C. Perform the following checks in sequence: If a rivet is determined to be loose, using techniques of (1) and/or (2) below, mark for reference with grease pencil and proceed to next step.
 - (1) Press rivet with thumbnail or tool such as an awl to determine if there is any relative motion or rotation between rivet and skin. If looseness is in doubt, proceed to next step.
 - (2) Direct flashlight on rivet head and apply downward force with a dull awl first at center of rivet head and then at a minimum of three points near periphery. Observe for any rivet motion.
- D. Record results of rivet inspection.
 - (1) If no loose or missing rivets are found, return aircraft to service.
 - (2) If loose and/or missing rivets are found, on nacelle inlet P/N F10A5B20201-X continue to Step E.

NOTE

Do not attempt to
replace loose or
missing rivets.

- (3) If loose and/or missing rivets are found in the leading edge on nacelle inlets P/N F10A5B50201-X or P/N F10A5RDB50201-X, refer to attached Grumman Aerospace Maintenance Bulletin (GAC-002-084, dated 5-7-84) for limitations and repair procedures. If loose and/or missing rivets are found on the above assemblies in areas other than the leading edge, contact an IAI Technical Representative.
- E. Check the mid-frame for cracks, utilizing the borescope specified or an equivalent by inserting the borescope through the vents. The path of each insertion is shown by the heavy dashed lines as noted on Figure 2. Record any cracks observed.

NOTE

To inspect flange for cracks, insert borescope through lightening hole. Check flange for cracks between rivets and from rivets aft to flange bend radius. Refer to Table 1 for nacelle inlet cowl dispositons.

- F. Disposition of damaged inlets - The following course of action is recommended:
- (1) Remove damaged nacelle inlet P/N F10A5B20201-X and replace with serviceable exchange unit.
 - (2) If (1) above is not possible at this time, the aircraft may continue in service. However, the operator must perform a preflight inspection and record changes observed.

NOTE

The damaged inlet should
be replaced as soon as
possible.

SERVICE LETTER NO. WW-2450B

G. Return aircraft to service.

3. MATERIAL INFORMATION

Not applicable.

4. AIRCRAFT RECORDS

Make the following entry in the aircraft log book:
Service Letter No. WW-2450B dated, March 28, 1985 titled,
"Nacelle Inlet Cowl Inspection/Repair," has been accomplished
this date _____. (Note time next inspection
due or if new or reworked cowl has been installed).

END

TABLE I

<u>CONDITION</u>	<u>LOOSE RIVETS</u>	<u>FRAME CRACKED</u>	<u>DISPOSITION</u>
1	No	---	No further action required. Return aircraft to service. Reinspect at 150 hours.
2	Yes	No	<p>A. If twelve (12) or more defective rivets are found in one frame or if six (6) or more adjacent rivets are defective, proceed to Step F.</p> <p>B. If there are defective rivets, but not exceeding the criteria of A above, the inlet shall be considered acceptable for flight with a requirement to recheck for defective rivets every 150 hours. Proceed to Step G.</p>
3	Yes	Yes	<p>A. If the mid-frame shows flange cracking along 50% or more of the circumference, or if the mid-frame is cracked in two (2) parts in any area, (a flange crack through a lightening hole is an example) proceed to Step F.</p> <p>B. If there are defective rivets and cracked frames but not exceeding the criteria of 2.A. and 3.A. above, the inlet is considered acceptable with a requirement to check for defective rivets and cracked frames every 50 hours. Proceed to Step G.</p>

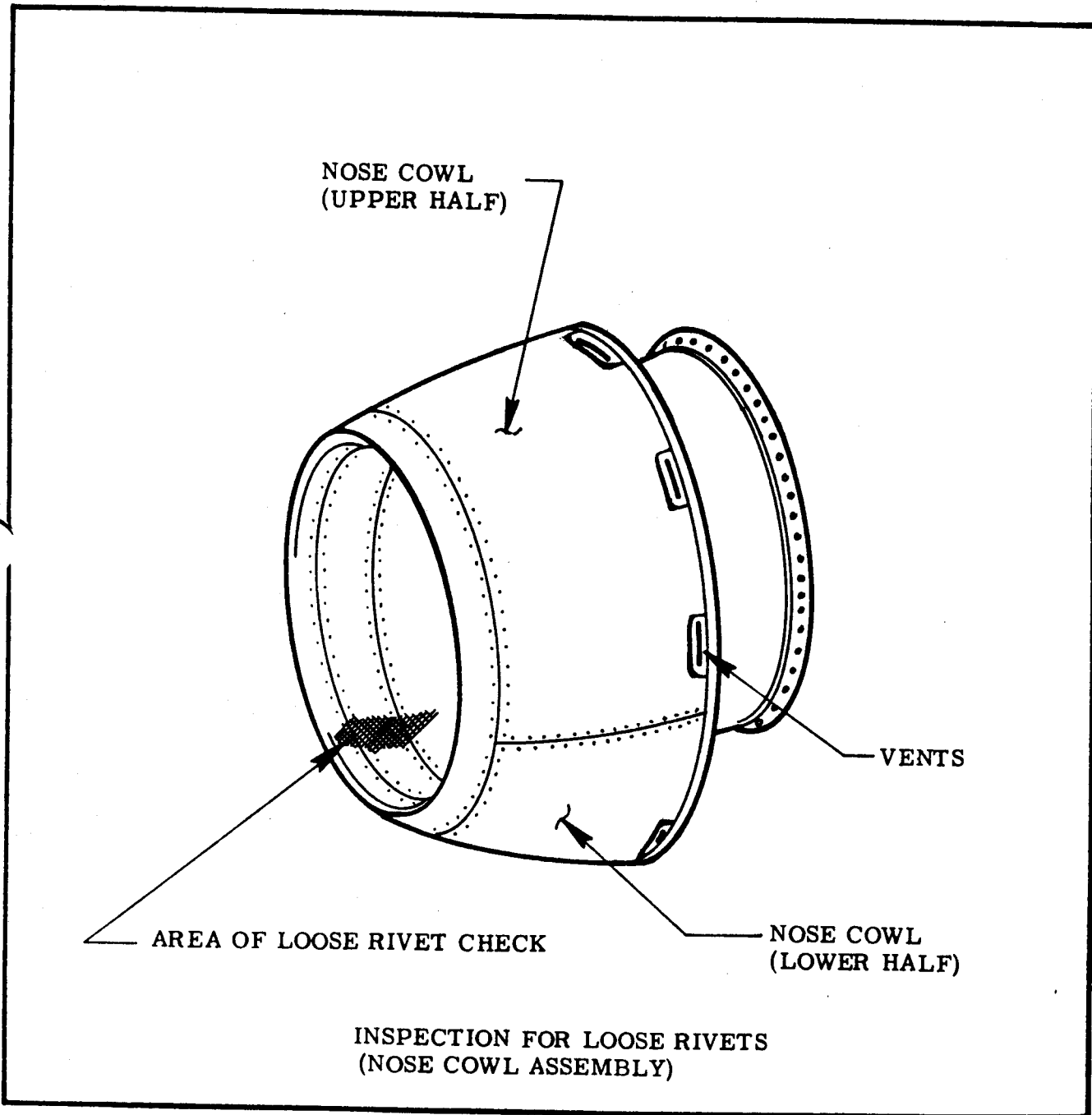


FIGURE 1

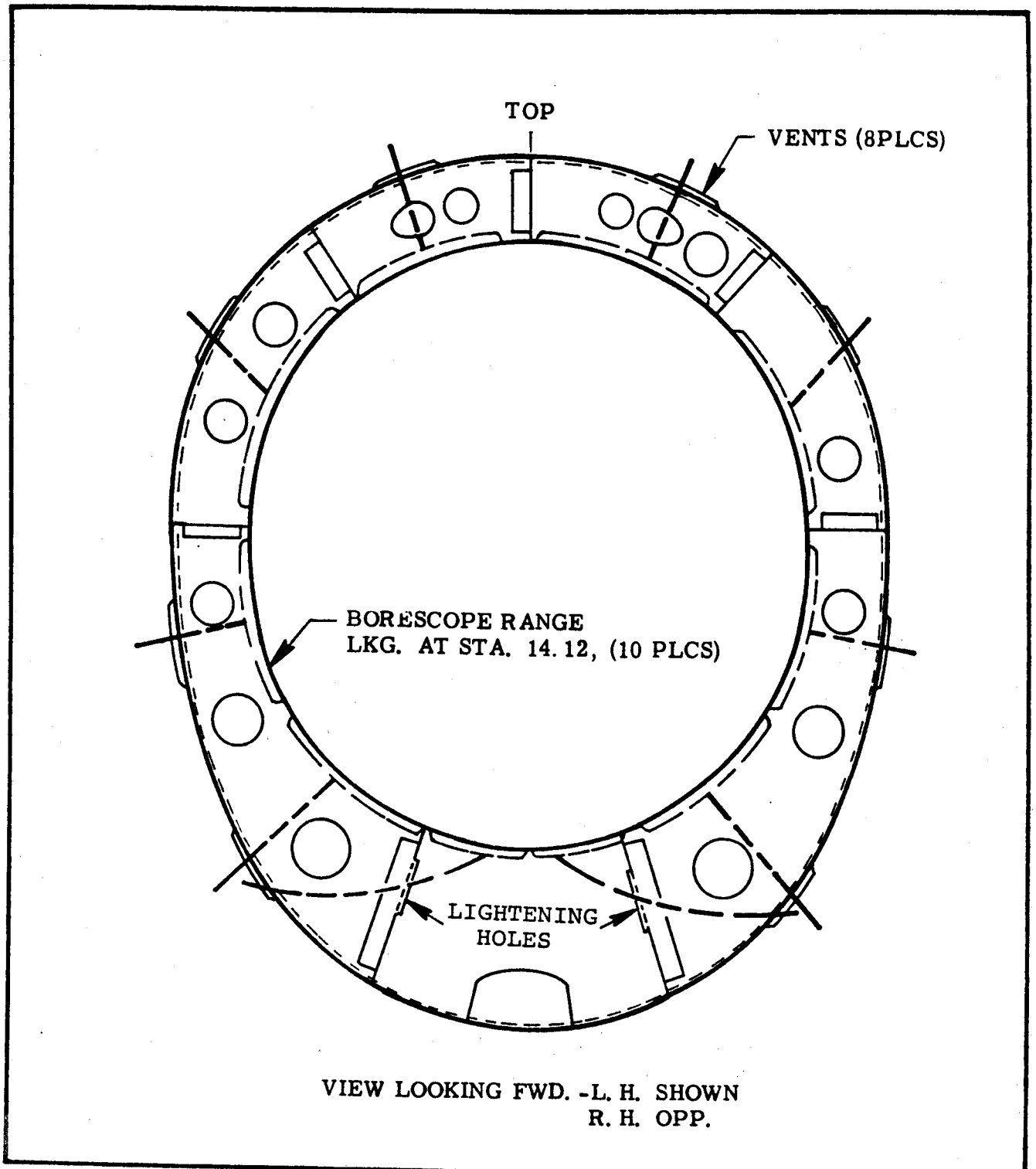


FIGURE 2

GRUMMAN NACELLE/REVERSER MAINTENANCE BULLETIN

7 May 1984
GAC-002-084

Removal and Replacement of Loose and Missing Rivets in the Inlet Leading Edge

The following procedure was developed to assist the operator/repair center replace loose and missing rivets in the inlet leading edge.

This rework can be accomplished on all inlets, part numbered as follows:

F10A-5-B50201-
F10A-5-RDB50201-
C42B50201-
C42RDB50201-
C44B50201-
C44RDB50201-

all dash numbers.

The rework may be accomplished on the aircraft. Provisions should be made to insure that all loose materials/tools are removed from the inlet prior to engine operation.

CAUTION: The structure in this area (fig. 1) of the "D" nose is multi-layered, with a .109 spacer (spot welded) sandwiched between the forward frame and the splice strap. For this reason, it is suggested that the distressed/missing rivets be drilled out and replaced one at a time, starting from a known good rivet. The resulting clamp-up will assist in holding the spacer in place. Should the spacer spin or drop out of place during the procedure, it will be necessary to dismantle the inlet to complete the repair.

CAUTION: The drilling operation tends to leave burrs on the inside anti-ice skin (fig. 2). The burrs, if not removed, will result in an unacceptable rivet installation. To eliminate this problem, each hole (internal surface) must be deburred using a chip remover or deburring tool (ref. GAC P/N 3491-1963-114 or equivalent).

REVISIONS						
ZONE	LTR	DESCRIPTION	EFF CODE	MODEL	DATE	APPROVED

ACCOMPLISHMENT INSTRUCTIONS

- A) LOCATE AND MARK DISTRESSED/MISSING RIVETS
- B) DRILL A CENTERING HOLE IN THE RIVET USING A 1/8" DRILL
- C) DRILL OUT EXISTING RIVET USING 5/32" DRILL, PUNCH OUT TAIL
- D) HAND REAM HOLE TO .176 - .180
- E) CLEAN-UP THE COUNTERSINK TO REMOVE DEBRIS OR BURRS. THE NEW RIVET IS EXPECTED TO STAND HIGH (.010 - .015)
- F) REMOVE INTERNAL BURRS USING GAC TOOL 3491-1963-114 OR EQUIVALENT
- G) INSTALL GR501AM05-04M (OMLS100M05-04C) RIVET USING A PUCK MODEL 200 OR EQUIVALENT RIVET GUN.

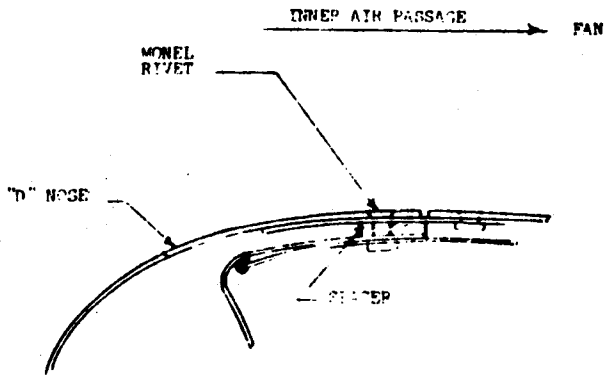


FIGURE 1

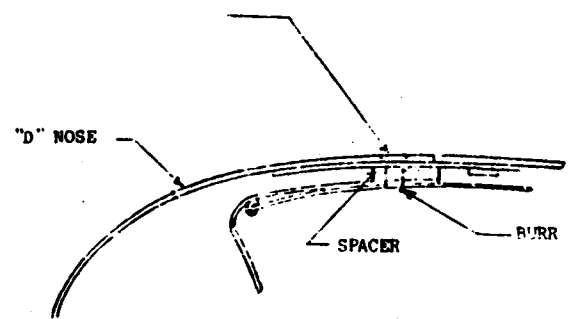


FIGURE 2

LAYOUT BY
STRL ANAL
MASS PROP
MATL & PRCS
MFG
OC

UNLESS OTHERWISE SPECIFIED ALL DIM ARE IN INCHES
LINEAR TOLERANCE
XX ± .03
XXX ± .010
ANGULAR TOL ± 0° 30'

CONF NO.
TRN RY
CHK BY
GP LDR
REL GRP
PROJ ENGR
CUST

GRUMMAN AEROSPACE CORPORATION BETHPAGE, NEW YORK 11714			
REPLACEMENT OF LOOSE AND MISSING RIVETS IN THE INLET LEADING EDGE			
SIZE	ESCM NO.	GAC-002-004	REV.
B	26512		
SCALE	SHEET TWO OF TWO		DISTR LIST NO.

TO: OPERATORS OF 1124 WESTWIND AIRCRAFT

DATA REQUESTED: (REF. SERVICE LETTER NO. WW-2450A)

Aircraft Owner / Operator: _____

Grumman Nacelle Inlet Serial Number, LH _____ RH _____
(see data plate)

Aircraft S/N: _____

Aircraft Flight Hours: _____

Aircraft Landings: _____

Engine Starts: LH _____ RH _____

Engine Cycles: LH _____ RH _____

Engine Hours: LH _____ RH _____

Anti-Ice System Cycles: On Ground _____, In Flight _____.

Abnormal Engine Operating Conditions:

Indicate type/number of occurrences, and add brief description on reverse side

Vibration _____ Engine Flameouts _____

Overspeed _____ Engine Surges _____

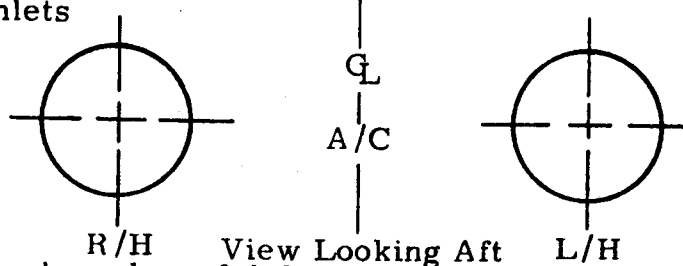
Over Temperature _____ Air Starts _____

Engine Stalls _____

Anti-Ice Valve failure or stuck open _____

Prolonged ground operation of Anti-Ice System with ambient temperature above 40 degrees Fahrenheit _____

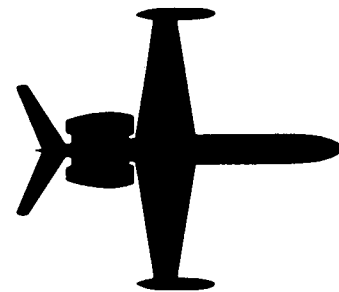
Indicate approximate location and number of loose or missing rivets found in the LH & RH Nacelle Inlets



Flight hours, date and number of defective rivets when first discovered:

If Mid Frame cracks are discovered, describe on reverse side, if necessary.

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2451

DATE: FEBRUARY 28, 1980

EFFECTIVITY: MODEL 1124 EQUIPPED WITH COLLINS FD109/FCS105 SYSTEMS

SUBJECT: IMPROVEMENT OF FDS/FCS SYSTEM RESPONSES IN VERTICAL MODES

COMPLIANCE: AT OWNER'S DISCRETION (COMPLETE OR IN PART).

APPROVAL: I A I ENGINEERING AND/OR COLLINS PUBLICATION AS SPECIFIED IN INSTRUCTIONS.

PURPOSE: AS SPECIFIED IN INSTRUCTIONS

INSTRUCTIONS:

PART A: To reduce vertical mode pitching and improve Autopilot flap response.

1. Comply with Collins 562C5 Service Bulletin No. 42 on Autopilot Amplifier.
2. Refer to Chapter 22-10-08, 1124 Wiring Manual and add wire (24AWG) from 562C5 plug DB43C pin 50 to 562A5M5 plug DB42C pin 13, or No. 1 590A3H plug DB37C pin 37, which ever is more convenient.
3. Some aircraft will have the above wire installed and connected and in others it is in wire bundle behind 562C5 but not connected. It will be necessary to install wire in some aircraft.
4. Perform continuity test to ensure proper and complete connections.

PART B: To reduce vertical mode pitching and provide instructions for interchanging 590A3() Air Data Units.

1. Refer to Chapter 22-10-02, 1124 Wiring Manual and Collins 590A3JI/KI, SIL 1-79, dated May 31, 1979 and Figure 1, Wiring Sketch.
2. Ensure that aircraft and wiring diagram configuration agree with Wiring Sketch for wire numbers, terminal strip posts and connections to air-speed and air data units. Revise as necessary.
3. Add hard ground and new Capacitor as indicated.
4. Ensure Collins Service Bulletins No. 16 and 17 are installed in the 590A-3H Air Data, and the 590A3J No. 2, if installed in aircraft (not applicable to -1 units).

1124-22-01
Page 1 of 3



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BEN GURION AIRPORT, ISRAEL

SERVICE BULLETIN NO. WW-2451

INSTRUCTIONS (CONT'D)

5. Original equipment 590A3H and 590A3J units with Collins Service Bulletins 16 and 17 incorporated require a 10 mv per knot IAS interface, wire C338A (No.1 ADC) DB37B-30 and C338C (No.2 ADC) DB237-30 will connect to point "A" on Wiring Sketch.
6. Replacement Air Data units of new manufacture will be 590A3K1 (replacing 590A3H) and 590A3J1 (replacing 590A3J) require a 24 mv per knot IAS interface, wire C338A (No.1 ADC) DB37B-30 and C338C (No.2 ADC) DB-237-30 will connect to point "B" on Wiring Sketch.
7. 590A3() and 590A3() -1 units may be intermixed. Ensure that wire C338() attaches to point "A" for 590A3() units, and point "B" for 590A3() -1 units.

PART C: To allow vertical mode selection without lateral mode engagement with autopilot engaged.

1. To check applicability, engage autopilot, with no flight director modes, allow system to neutralize. Depress any vertical mode. Mode selected should remain engaged and become operational, without depressing a lateral mode first.
2. Should mode selected not remain engaged, comply with Collins 614E20R Service Bulletin No. 1 on FCS mode selector.

ESTIMATED MANHOURS:

Six hours or less Part A; approximately two hours Part B; one hour Part C.

SUPPLY DATA:

The required parts or material may be procured locally.

WEIGHT AND

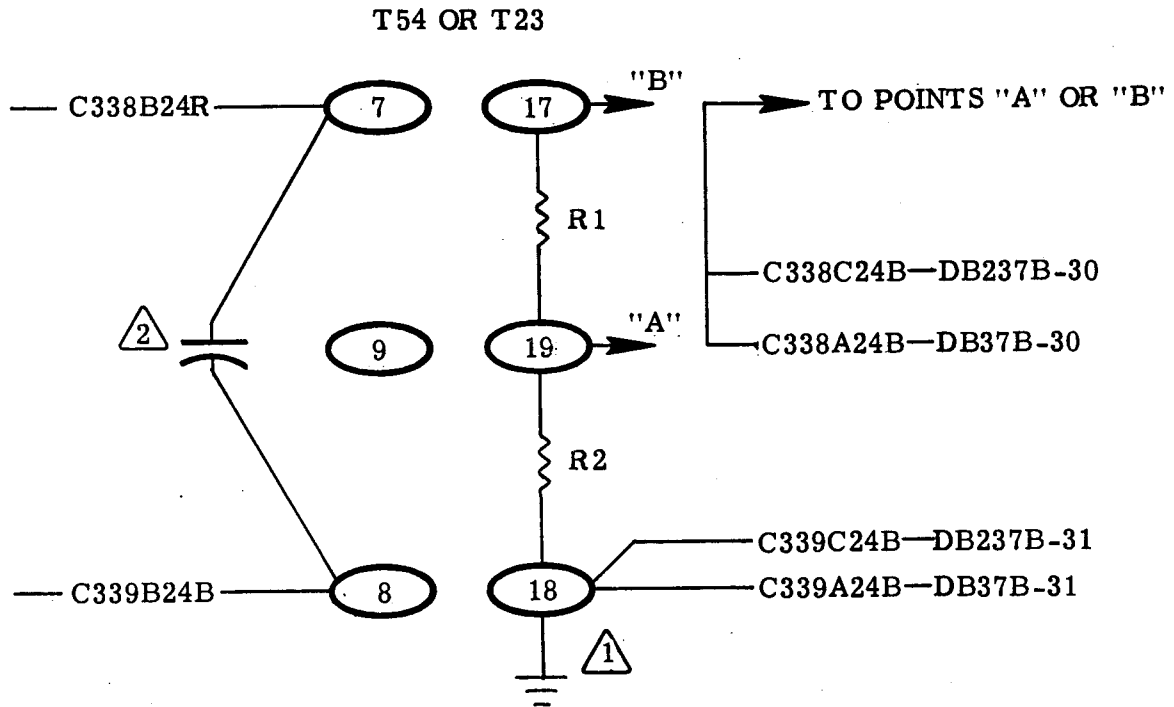
BALANCE: N A

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows: Service Letter No. WW-2451 dated February 28, 1980, entitled "Improvement of FDS/ FCS System Responses in Vertical Modes" Part (A), (B), (C) accomplished (Date).

Denote changes on applicable aircraft wiring diagrams.

PILOT AIRSPEED DN2



△1 ADD AIR FRAME GROUND
TO 8 OR 18, SHORT WIRE LENGTH, 6" OR LESS

△2 ADD 1.0 MFD. 50V TANTALUM CAPACITOR (SPRAGUE 150D OR EQUIV.)

R1 VALUE 13.7K OHM
R2 VALUE 10.0K OHM

T54 IN AIRCRAFT S/N 240 AND SUBS.
T23 IN AIRCRAFT S/N 239 AND PRIOR, EXCEPT 187 AND 188 WHICH
ARE WIRED DIRECT BETWEEN DN2 AND DB37/237.

WIRING SKETCH
FIGURE 1

SERVICE PUBLICATIONS revision notice

SERVICE LETTER NO. WW-2452
Revision No. 1

OCTOBER 15, 1982

SUBJECT: IMPROVEMENT IN SYSTEM RELIABILITY AND OPERATION
(NCS31/31A).

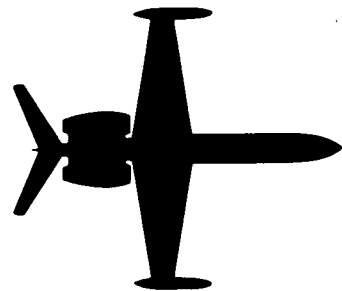
REASON: TO ADD THE FOLLOWING NOTE TO PART A:

NOTE

Part A must not be accomplished on
1124 and 1124A aircraft equipped with
Collins RNS300 Radar Navigation Systems,
from S/N 240 and subsequent, that have
dual flight director options.



24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2452

DATE: FEBRUARY 28, 1980

EFFECTIVITY: MODEL 1124 EQUIPPED WITH COLLINS NCS31/31A

SUBJECT: IMPROVEMENT IN SYSTEM RELIABILITY AND OPERATION

COMPLIANCE: AT OWNER'S DISCRETION, (COMPLETE OR IN PART).

APPROVAL: I A I ENGINEERING AND COLLINS PUBLICATIONS AS SPECIFIED IN INSTRUCTIONS

PURPOSE: AS SPECIFIED IN INSTRUCTIONS

INSTRUCTIONS:

PART A: To reduce groundspeed run up and errors when RNAV programmed and flying HSI in VLF mode. (Not applicable to aircraft S/N 188)

1. Refer to Chapter 34-50-02, 1124 Wiring Manual and locate RL84.
2. Identify connector DRL84A; and, without disturbing existing connections, add the following jumpers:

Pin 43 to 44

Pin 31 to 32

Pin 35 to 36

PART B: To increase distance accuracy and reduce bearing errors with altitude.

1. Disconnect and remove NCS31 CDPU.
2. Remove CDPU cover, identify the A4 card, and ensure the A4 card carries Collins P/N 621-6245-013.
3. Should A4 card carry a CPN 621-6245-002 or -003, replace with -013 version to ensure interchangeability with replacement units.
4. Refer to Chapter 34-50-07, locate T-30 (A/C S/N 239 and prior) or T-19 (A/C 240 and Subs.).
5. Identify Diodes DI200 thru DI206, if installed. Remove Diodes and replace with a suitable "jumper" wire, in place of each Diode.
6. Check each terminal strip location (from which diodes were removed) to ensure there are no direct shorts to ground. If a high resistance exists disconnect pilot's altimeter, both transponders, and cabin display converter (if any) and recheck. Terminals should show open.

SERVICE LETTER NO. WW-2452

INSTRUCTIONS (CONT'D)

7. Reconnect and replace units removed in Steps 1 and 6 after testing.

PART C: Those aircraft using EMP Model PS274 or KGS Model LT52A power supplies for logic voltage sources.

1. Refer to Chapter 34-50-12 and measure voltage present at T-36 terminals 4 and 5 (A/C S/N 239 and prior) or T-156 terminals 15 and 16 (A/C S/N 240 and subs) for $5.0 \pm .1$ VDC as measured by a digital voltmeter.
2. If out of tolerance, readjust by selecting a new value of R190 located on T-23 (A/C S/N 239 and prior) or T-157 (A/C S/N 240 and subs).
3. These steps must be performed whenever a power supply (Ref. B206 logic) is replaced to prevent early NCS failure due to overvoltage and subsequent heat buildup.

PART D: Those aircraft using EMP Model PS274 or KGS Model LT52A power supplies for display lighting sources.

1. Refer to Chapter 34-50-14 and measure voltage present at T-35 terminals 11 and 12 (A/C S/N 239 and prior) or T-156 terminals 11 and 12 (A/C S/N 240 and subs) for $5.0 \pm .1$ VDC as measured by a digital voltmeter, with pilot's BRIGHT/DIM (or marked DAY/NIGHT) switch in BRIGHT (DAY) condition.
2. If out of tolerance, refer to Chapter 22-10-09 and select a new value of R173 (located on RL59). Should RL173 not exist, add necessary resistor value, 1/2 watt, across RL59 terminals 2B and 2C.
3. Should display intensity be unsatisfactory in DIM (NIGHT) condition, select new value of R172 to provide desired display brilliance, do not exceed 5.0 volts at terminal strip.
4. These steps must be performed whenever a power supply (Ref. B211, LIGHTING) is replaced to prevent system readout failures due to overvoltage and heat buildup.

PART E: To provide additional ventilation under panel for dispersion of hot air build-up (optional).

1. Remove instrument panel glareshield.
2. Procure locally an aluminum speaker grille to fit space between AOA indicators, prime and paint grille using flat black paint.
3. Cut hole in glareshield to fit grille outline (interior dimensions).

INSTRUCTIONS (CONT'D)

4. Mount grille over vent hole, with fine mesh aluminum window screen (trimmed to fit) between grille and glareshield. The screen will prevent loose objects from falling through grille openings. (Refer to Service Letter WW-2403 for information pertaining to installation of vents in glareshield).

PART F: Establish a new priority buss to allow NCS primary power and memory in the event of No. 2 battery failure, for those aircraft with pushbutton memory.

1. Refer to Chapter 24-30-01, D C Power System, Chapter 28-20-06 Pressure Refueling and Figure 1, Wiring Sketch for completion of following Steps 2, 3, and 4.
2. Using a 1 inch angle bracket, mount two diodes inside battery contactor box. Use insulating hardware supplied with diodes, do not overtorque mounting nut or teflon insulator and mica washer will crack.
3. Mount new fuseholder, externally accessible, in front panel of battery contactor box. See Chapter 39-30-15 for HKP fuse holder installation.
4. Wire diodes and fuse in battery contactor box per Wiring Sketch, Figure 1.

PART G: Reduce power drain on aircraft batteries with memory power on. Different aircraft configurations may have parts of the following accomplished.

1. Refer to Chapters 34-50-12 and 34-50-13 and remove RAU from memory buss.
 - A. A/C S/N 239 and prior, remove jumper between T36-17 and T36-2, install jumper between T36-17 and T36-3. Remove, cap, and stow wire RP25E22 from TB101-6. Check for jumper wire between TB101-6 and TB101-16. If present in aircraft, remove and discard.
 - B. A/C S/N 240 and subs, remove wires RP46D20 and RP46E20 from T8-2; splice and connect both wires to T3-3.

ESTIMATED MANHOURS:

Part A, B, C, D, & G 2 hours each, Part E & F 4 hours each.

SUPPLY DATA:

The required parts and material may be procured locally

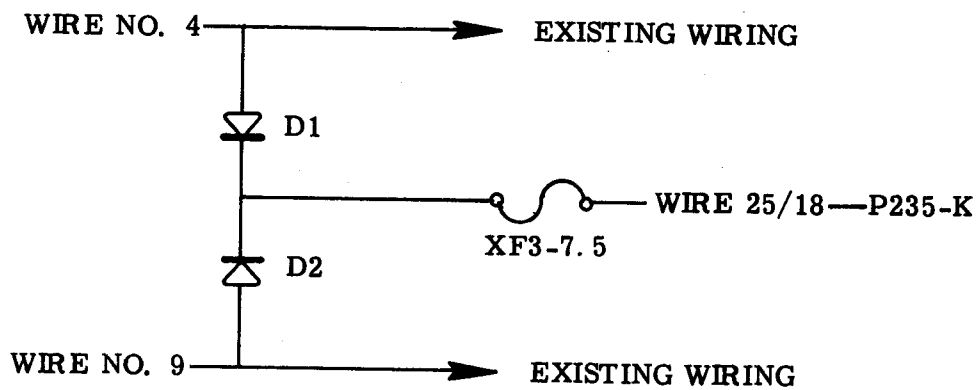
WEIGHT AND

BALANCE: N A

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows:
Service Letter No. WW-2452 dated February 28, 1980, entitled "Improvement in System Reliability and Operation" Part (A) (B) (C) (D) (E) (F) (G) accomplished _____ (Date) _____.
Revise aircraft wiring diagrams to reflect changes.

SERVICE LETTER NO. WW-2452



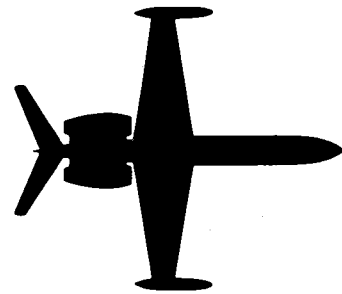
D1, D2 10 AMP 200 PIV STUD MOUNT DIODES, LOCAL PROCUREMENT WITH MICA/TEFLON HARDWARE.

XF3 7.5 AMP SLOW BLOW, 3AG, WITH PANEL MOUNT FUSE HOLDER.

NOTE: CHANGE VALUE OF XF1 AND XF2 IN BATTERY CONTACTOR BOX FROM 5 AMP TO 10 AMP, RELABEL FUSE HOLDERS TO REFLECT CHANGE. (REF. 39-30-15)

WIRING SKETCH
FIGURE 1

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2453

DATE: FEBRUARY 28, 1980

EFFECTIVITY: MODEL 1124 WITH COLLINS ADF60A, COLLINS P/N 622-2362-001

SUBJECT: REDUCTION OF NOISE SPILLOVER INTO AUDIO SYSTEM

COMPLIANCE: AT OWNER'S DISCRETION - THIS IS A PRODUCT IMPROVEMENT

APPROVAL: I A I ENGINEERING AND/OR COLLINS ADF60A SB 4 AND SIL 346B3

PURPOSE: TO ELIMINATE ADF NOISE FROM AUDIO SYSTEM WHEN SWITCHED OFF AND IMPROVE OFF FREQUENCY SQUELCH ACTION

INSTRUCTIONS:

1. Remove ADF60A unit(s), identify mod status and unit(s) serial number. Unit(s) S/N 2800 and above should have SB 4 complied with by manufacturer. If SB 4 is complied with omit Step 2.
2. Comply with instructions contained in Collins ADF60A SB 4, on those unit(s) that do not show compliance. Provisions of SB 4 to install new A6 instrumentation card are not required for purposes of this Service Letter and are optional as specified by SB 4.
3. Realign and calibrate unit(s) in accordance with ADF60A Instruction Manual, referring to procedure changes in Collins ADF60A, SIL 1-77 Rev. 1, March 79.
4. Refer to Chapter 34-50-10, 1124 Wiring Manual for ADF-1; identify T-14, install resistors and revise wiring per Wiring Sketch, Figure 1.
5. Refer to Chapter 34-50-11, 1124 Wiring Manual for ADF-2; identify T-12, install resistors and revise wiring per Wiring Sketch, Figure 1.

SUPPLY DATA: (For each system)

QTY	PART NUMBER	DESCRIPTION	SOURCE
1	*Collins 634-7513-001	Mod Kit	Collins
1	390 Ohm 1/2 Watt 10%	Resistor	Local
1	120 Ohm 1/2 Watt 10%	Resistor	Local

*CPN 618-8963-007 Instrumentation Board A6 is optional and must be deleted if not desired when mod kit is ordered through Collins/Rockwell.

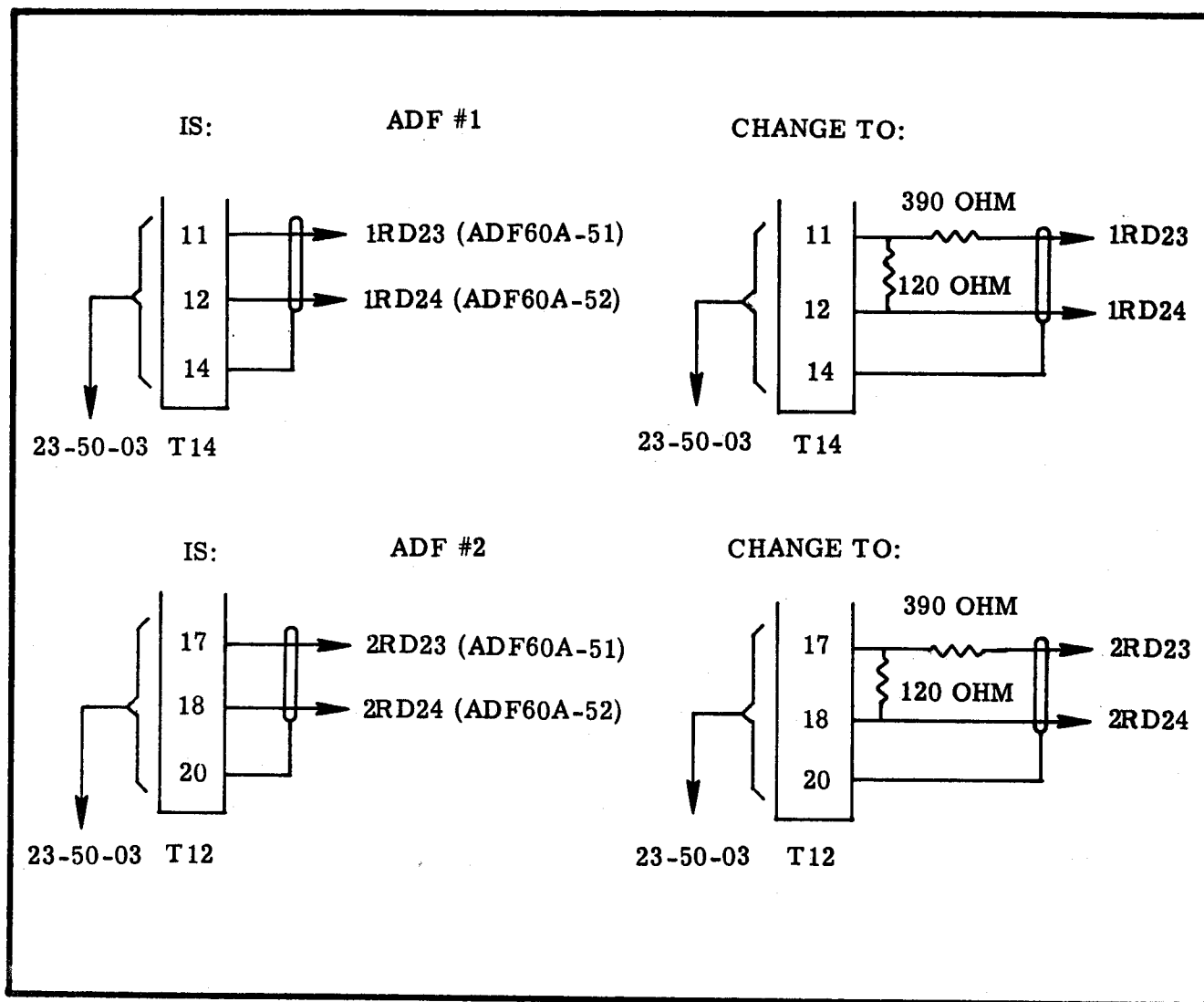
ESTIMATED MANHOURS: Approximately 4 hours.

SERVICE LETTER NO. WW-2453

WEIGHT AND
BALANCE: N A

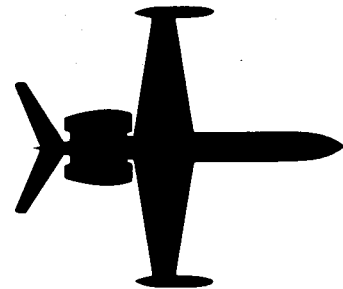
AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows:
Service Letter No. WW-2453 dated February 28, 1980 entitled "Removal of Noise
Spillover into Audio Systems" accomplished _____ (Date _____).
Denote changes on applicable aircraft wiring diagrams.



WIRING SKETCH
FIGURE 1

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2454

DATE: FEBRUARY 28, 1980

EFFECTIVITY: MODEL 1124 EQUIPPED WITH COLLINS 718U5 HF SYSTEM, OR WITH INSTALLATION PROVISIONS

SUBJECT: IMPROPER TRANSMITTER MODULATIONS

COMPLIANCE: AT OWNER'S DISCRETION

APPROVAL: I A I ENGINEERING AND/OR COLLINS 718U5 INSTRUCTION BOOK P/N 523-0762-588

PURPOSE: IMPROVE SYSTEM OPERATION

INSTRUCTIONS: (Reference Chapter 23-10-01, Pages 4 and 5, 1124 Wiring Manual)

PART A: Those aircraft with systems presently installed:

1. Identify CPN of 671U4A exciter, if P/N 787-6934-004 proceed to Step 2, if P/N 787-6934-007 proceed to Part B.
2. Locate Mic audio box, identified by connector labeled DB77. (Refer to Avionics arrangement list).
 - A. With 671U4 in nose compartment, box is located forward and inboard of 671U4.
 - B. With 671U4 aft of rear coat closet, box is located behind and approximately two feet above toilet.
3. Remove Mic audio box, rewire and change component value per Wiring Sketch, Figure 1.
4. Add keying isolation relay per Wiring Sketch, Figure 1.
5. Reinstall audio box and perform system operational check.

PART B: Those aircraft with CPN 787-6934-007 exciter installed, and those aircraft with provisions only desiring to ensure compatibility with 787-6934-007 status units for future installation.

1. Locate Mic adapter box in accordance with Part A, Step 2, remove box and discard.
 - A. If not installed, proceed to Step 6. If system checks OK, disregard remainder of procedure.



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SERVICE LETTER NO. WW-2454

INSTRUCTIONS (CONT'D)

2. Check continuity from DB77-E to DB-19A pin f or to DB-19A pin j.
 - A. If installed in DB-19A pin f, remove and insert in DB-19A pin j.
3. Check continuity from DB77-F to DB-19A pin b or to DB-19A pin q.
 - A. If installed in DB-19A pin b, remove and insert in DB-19A pin q.
4. Remove wire RL38A from DB77-C and wire RL29A from DB77-E; splice these wires together.
5. Remove wire RL39A from DB77-B, and wire RL30A from DB77-F; splice these wires together with shields from wires R129, RL30 and RL38. Remove wire RL1F from DB77-A and Cap and stow.
6. Check system continuity. Set pilot's mic selector switch to "HF". Insert blank mic plug into pilot's mic jack, check between ring contact of plug to DB-19A pin j, and shell of plug to DB-19A pin q. Continuity should exist.
7. Ground check system

SUPPLY DATA:

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
1	KHS17D11	Relay (Potter & Brumfield)
1	27E006	Socket
1	24A032	Retainer
1	20C217	Holddown Spring
Alternate Part Numbers		
1	MS27401-2	Relay
1	S010498309	Socket

The required parts may be obtained from local source.

WEIGHT AND

BALANCE: N. A.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows: Service Letter No. WW-2454, dated February 28, 1980 entitled "Improper Transmitter Modulations" accomplished _____ (Date) _____.

Revise aircraft wiring diagrams to reflect changes.

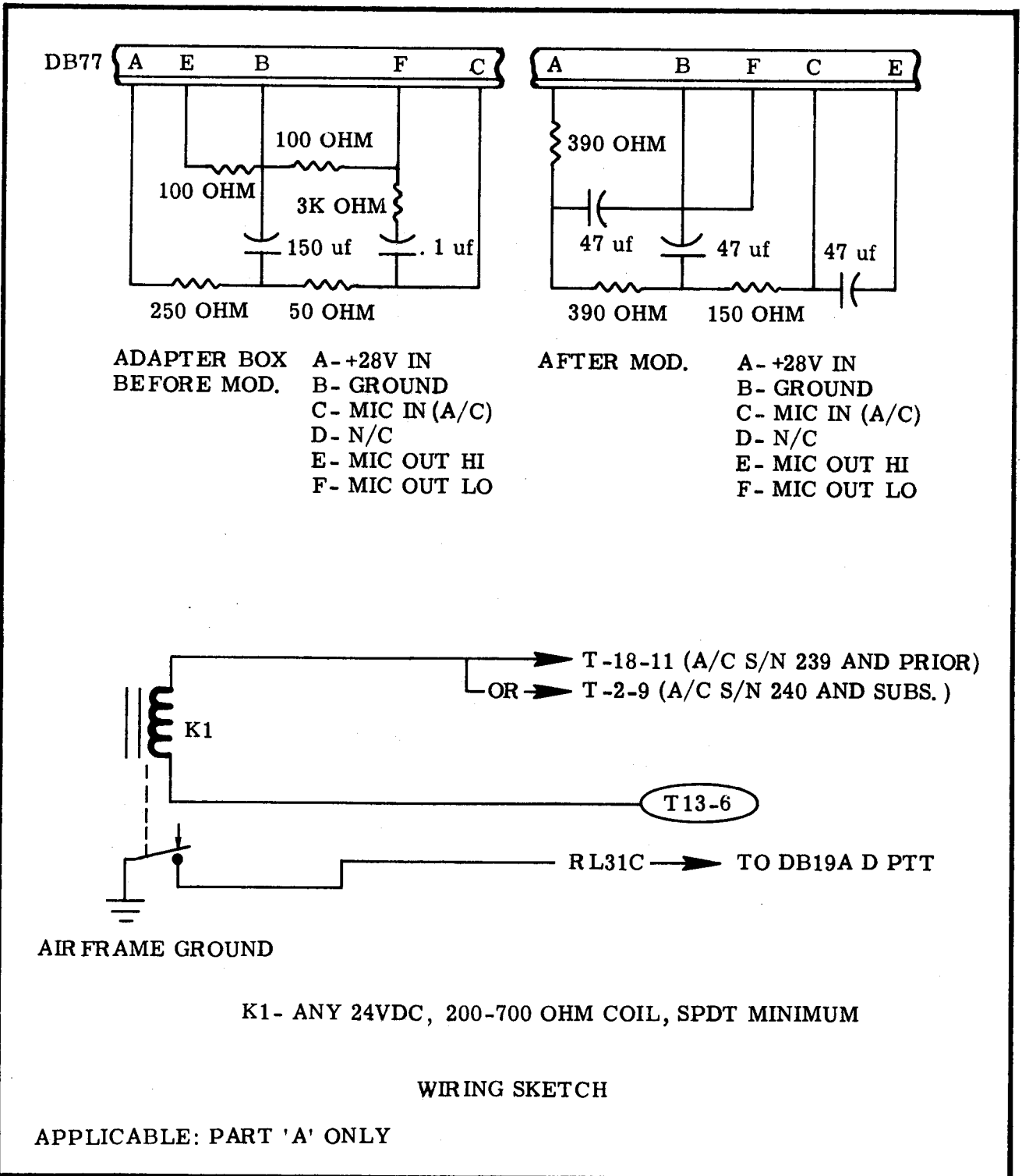


FIGURE 1.

SERVICE PUBLICATIONS revision notice

SERVICE LETTER NO. WW-2455
Revision No. 1

NOVEMBER 23, 1980

EFFECTIVITY: ALL AIRCRAFT MODIFIED IN ACCORDANCE WITH PART
"C" OF SERVICE LETTER

REASON FOR REVISION: INCORPORATION OF PART "C" OF SERVICE LETTER
WILL CAUSE VOR-1 RMI NEEDLE TO STOW, WHEN
VLF OPERATION IS SELECTED ON HSI TRANSFER

CORRECTIVE ACTION: INSTALL 1N645 DIODE PER INSTRUCTIONS

INSTRUCTIONS:

1. Refer to Service Letter WW-2455, Part "C", and Chapter 34-50-02, 1124 Wiring Manual.
2. Locate jumper wire from RL-75-X2 to splice containing wires 1RN78A and 1RN78G; or wire 1RN78G to T33-18, as applicable.
3. Cut this wire and install a 1N645 Diode in wire with cathode toward splice or T33-18, as applicable.

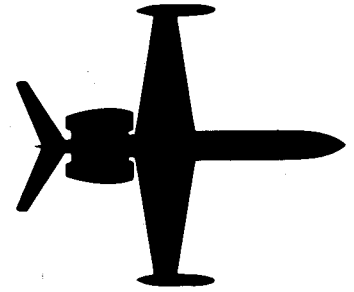
1124-22-02
Page 1 of 1



IAI INTERNATIONAL INC.
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SUBSIDIARY OF ISRAEL AIRCRAFT INDUSTRIES, LTD
BEN GURION AIRPORT, ISRAEL

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2455

DATE: MARCH 26, 1980

EFFECTIVITY: MODEL 1124 WITH COLLINS FD109, FCS105 AND NCS31 SYSTEMS

SUBJECT: IMPROVEMENT OF FDS/FCS SYSTEM RESPONSES IN LATERAL MODE

COMPLIANCE: AT OWNER'S DISCRETION, COMPLETE OR IN PART

APPROVAL: I A I ENGINEERING AND/OR COLLINS PUBLICATIONS AS SPECIFIED IN INSTRUCTIONS

PURPOSE: AS SPECIFIED IN INSTRUCTIONS

INSTRUCTIONS:

PART A: To provide usable VOR/LOC coupling with NCS31 in RNAV mode and to slow VBAR response in ADI.

1. Refer to Chapter 22-10-05, 1124 Wiring Manual and locate T-Strip (T-35) for Aircraft S/N's prior to 240, and T-Strip (T-16) for S/N's 240 and Subs.
2. From terminal 6; remove, cap and stow wire C16A leading to RL84B-3.
3. From terminal 5; remove, cap and stow wire C13B or C13C as applicable to aircraft configuration.
4. From terminal 4; remove, cap and stow wire C14B or C14C as applicable to aircraft configuration.

PART B: To improve high altitude roll response and LOC captures.

1. Refer to Chapter 22-10-01, 1124 Wiring Manual and locate connector DB-42B on 562A5M5 Flight Computer (bottom plug).
2. From pin 5 and 15, remove, cap and stow wires C1116A and C1115A.
3. Install new wires in pins 5 and 15, and connect to hard airframe ground within 6 inches of connector.
4. Repeat preceding Step 2 to remove existing wires and Step 3 to provide airframe ground on pins 5 and 15 of connector DB242B for No. 2 Flight Director, (Refer to Chapter 22-10-06).

SERVICE LETTER NO. WW-2455

INSTRUCTIONS (CONT'D)

5. Install Collins Service Bulletin 28 in 562C5 autopilot amplifier; verify S/B 28 Status in installed in unit even if Mod. Status label reflects completion. The S/B 28 configuration changes with the 562C5, depending on internal module part numbers.

PART C: To prevent FCS105 from entering localizer mode when HSI selected to VLF and DME channel selection desired is co-located with localizer or ILS pre-set on NCS31.

1. Refer to Chapter 34-50-02, 1124 Wiring Manual and remove wire IRN82F (Relay RL75-A2, X1) from Terminal Strip and connect this wire to wire IRN423A at relay RL89-A2 or RL92-A3, (splice wire as necessary).

ESTIMATED MANHOURS:

Approximately 1 hour for Part A, 2 hours Part B, and 2 hours Part C.

WEIGHT AND
BALANCE: N. A.

AIRCRAFT RECORDS:

Make an entry in aircraft permanent maintenance records as follows: Service Letter No. WW-2455, dated March 26, 1980, entitled "Improvement of FDS/FCS System Responses in Lateral Mode" Part (A) (B) (C) accomplished (Date).

Denote changes on applicable aircraft wiring diagrams.

SERVICE PUBLICATIONS revision notice

SERVICE LETTER NO. WW-2455
Revision No. 1

NOVEMBER 23, 1980

EFFECTIVITY: ALL AIRCRAFT MODIFIED IN ACCORDANCE WITH PART
"C" OF SERVICE LETTER

REASON FOR REVISION: INCORPORATION OF PART "C" OF SERVICE LETTER
WILL CAUSE VOR-1 RMI NEEDLE TO STOW, WHEN
VLF OPERATION IS SELECTED ON HSI TRANSFER

CORRECTIVE ACTION: INSTALL 1N645 DIODE PER INSTRUCTIONS

INSTRUCTIONS:

1. Refer to Service Letter WW-2455, Part "C", and Chapter 34-50-02, 1124 Wiring Manual.
2. Locate jumper wire from RL-75-X2 to splice containing wires 1RN78A and 1RN78G; or wire 1RN78G to T33-18, as applicable.
3. Cut this wire and install a 1N645 Diode in wire with cathode toward splice or T33-18, as applicable.

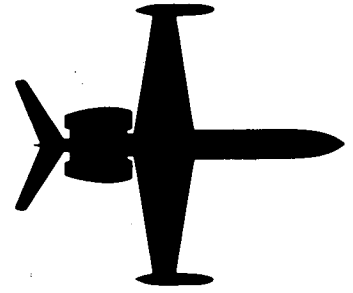
1124-22-02
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24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2455

DATE: MARCH 26, 1980

EFFECTIVITY: MODEL 1124 WITH COLLINS FD109, FCS105 AND NCS31 SYSTEMS

SUBJECT: IMPROVEMENT OF FDS/FCS SYSTEM RESPONSES IN LATERAL MODE

COMPLIANCE: AT OWNER'S DISCRETION, COMPLETE OR IN PART

APPROVAL: I A I ENGINEERING AND/OR COLLINS PUBLICATIONS AS SPECIFIED IN INSTRUCTIONS

PURPOSE: AS SPECIFIED IN INSTRUCTIONS

INSTRUCTIONS:

PART A: To provide usable VOR/LOC coupling with NCS31 in RNAV mode and to slow VBAR response in ADI.

1. Refer to Chapter 22-10-05, 1124 Wiring Manual and locate T-Strip (T-35) for Aircraft S/N's prior to 240, and T-Strip (T-16) for S/N's 240 and Subs.
2. From terminal 6; remove, cap and stow wire C16A leading to RL84B-3.
3. From terminal 5; remove, cap and stow wire C13B or C13C as applicable to aircraft configuration.
4. From terminal 4; remove, cap and stow wire C14B or C14C as applicable to aircraft configuration.

PART B: To improve high altitude roll response and LOC captures.

1. Refer to Chapter 22-10-01, 1124 Wiring Manual and locate connector DB-42B on 562A5M5 Flight Computer (bottom plug).
2. From pin 5 and 15, remove, cap and stow wires C1116A and C1115A.
3. Install new wires in pins 5 and 15, and connect to hard airframe ground within 6 inches of connector.
4. Repeat preceding Step 2 to remove existing wires and Step 3 to provide airframe ground on pins 5 and 15 of connector DB242B for No.2 Flight Director, (Refer to Chapter 22-10-06).

1124-22-02

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SERVICE LETTER NO. WW-2455

INSTRUCTIONS (CONT'D)

5. Install Collins Service Bulletin 28 in 562C5 autopilot amplifier; verify S/B 28 Status in installed in unit even if Mod. Status label reflects completion. The S/B 28 configuration changes with the 562C5, depending on internal module part numbers.

PART C: To prevent FCS105 from entering localizer mode when HSI selected to VLF and DME channel selection desired is co-located with localizer or ILS pre-set on NCS31.

1. Refer to Chapter 34-50-02, 1124 Wiring Manual and remove wire IRN82F (Relay RL75-A2, X1) from Terminal Strip and connect this wire to wire IRN423A at relay RL89-A2 or RL92-A3, (splice wire as necessary).

ESTIMATED MANHOURS:

Approximately 1 hour for Part A, 2 hours Part B, and 2 hours Part C.

WEIGHT AND

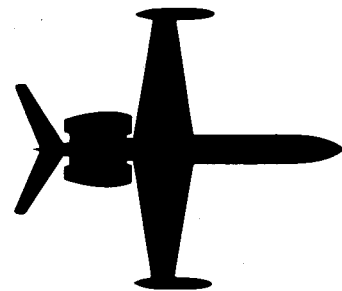
BALANCE: N. A.

AIRCRAFT RECORDS:

Make an entry in aircraft permanent maintenance records as follows: Service Letter No. WW-2455, dated March 26, 1980, entitled "Improvement of FDS/FCS System Responses in Lateral Mode" Part (A) (B) (C) accomplished (Date).

Denote changes on applicable aircraft wiring diagrams.

1124-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2456

DATE: JUNE 5, 1980

EFFECTIVITY: 1124 WESTWIND S/N 187 THRU 214, 216 THRU 220 AND 222

SUBJECT: PITOT HEAT OFF WARNING LIGHT INSTALLATION

COMPLIANCE: AT OWNER'S OPTION - REFERENCE FAR 91.50 (C)

APPROVAL: I. A. I. ENGINEERING

PURPOSE: PROVIDE PITOT HEAT OFF WARNING LIGHT FOR FLIGHT CREW

INSTRUCTIONS:

1. Remove all electrical power from aircraft and disconnect batteries.
2. Remove instrument panels and cockpit furnishings as required to permit installation of Pitot Heat Control Relays (PHCR), and gain access to electrical connectors. (See Figures 2 and 3).
3. Refer to 1124 Wiring Manual Chapter 91, Sheets 5.25 and 5.32 for view of structure upon which Relays P/N ACR739N-1 are to be installed.
4. Install LH and RH relay support structure and relays as depicted in Figure 2, and identify relays as follows - LH; PHCR-1, RH; PHCR-2.
5. Wire relays into Pitot Static Heat system as outlined below. (Refer to Chapter 30-30-01, 1124 Wiring Manual for existing wiring, refer to Figure 3 for revised wiring.)
 - A. LH Pitot Static Heaters:
 - 1) Disconnect wire 1H41B16 from pin M of J201 connector, reroute and connect to terminal X1 of PHCR-1.
 - 2) Add new wire 1H49A16 between X2 of PHCR-1 and pin M of J201 connector.
 - 3) Disconnect wire 1H41E16 from pin W of P23 connector, make an extension by "butt connection", route wire and connect to terminal X2 of PHCR-1, identify wire segment as 1H49C16.
 - 4) Add new wire 1H41F16 between pin W of P23 and terminal X1 of PHCR-1.
 - 5) Add new wire 1H39B22 between pin C of J15 and terminal A2 of PHCR-1.
 - 6) Add new wire 1H30A22N between terminal A3 of PHCR-1 and pin M of DG1.



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SERVICE LETTER NO. WW-2456

INSTRUCTIONS (CONT'D)

B. RH Pitot Static Heaters:

- 1) Disconnect wire 2H41B16 from pin M of J202 connector, reroute and connect to terminal X1 of PHCR-2.
 - 2) Add new wire 2H49A16 between X2 of PHCR-2 and pin M of J202.
 - 3) Disconnect wire 2H41E16 from pin H of P22 connector, make an extension by "butt connection", route wire and connect to terminal X2 of PHCR-2, identify wire segment as 2H49C16.
 - 4) Add new wire 2H41F16 between pin H of P22 and terminal X1 of PHCR-2.
 - 5) Add new wire 2H39B22 between pin F of J16 and terminal A2 of PHCR-2.
 - 6) Add new wire 2H30A22N between terminal A3 of PHCR-2 and pin M of DG2.
6. Remove annunciator panel from center instrument panel as per Maintenance Manual Procedures, Chapter 39-10-05.
 7. Refer to Wiring Manual Chapter 33-10-04 and Schematic Drawing Figure 1, and modify annunciator panel as follows:
 - A. Install new wires 1H39A22, 2H39A22, W502AG22, W502AH22, H37C22, and H37D22 between P15, P16 and indicator lights.
 - B. Transfer wire W502W22 from terminal 4 lamp #11, to terminal 4 lamp #12.
 - C. Transfer wire W502E22 from terminal 4 lamp #35, to terminal 4 lamp #36.
 8. Reinstall annunciator panel in center instrument panel as per Maintenance Manual Procedures, Chapter 39-10-05.
 9. Remove the existing lens from lights 12 and 36, and install the engraved lens contained in the parts kit.
 10. Drop overhead switch and circuit breaker panel and install circuit breaker P/N 7274-47-1 immediately above RH Pitot Static heat circuit breaker. Engrave false panel to read "Warn" (See Figure 1) and reinstall panel.
 11. Refer to Schematic Drawing Figure 3, and attach circuit breaker to No. 2 Distribution Bus, then complete circuit breaker wiring as follows:
 - A. Add new wire H37A22 from circuit breaker to pin P in J24 receptacle.
 - B. Add new wire H37B22 between pin P in P24 plug and pin N in J16 receptacle.

SERVICE LETTER NO. WW-2456

INSTRUCTIONS (CONT'D)

12. Restore all electrical connectors, reinstall instrument panels and overhead switch panel. Reconnect aircraft batteries. Remove pitot covers.
13. Turn DC power on and perform the following checks:

NOTE: Perform Steps A thru E in Max. of 2 minutes.

- A. Pitot heat off warning lights should be illuminated.
- B. Place Pitot/Static heat switch "ON". Pitot heat off warning lights should extinguish.
- C. Trip LH Pitot Heat circuit breaker. No. 1 Pitot Heat off warning light should illuminate. Reset circuit breaker. Light should extinguish.
- D. Trip RH Pitot Heat circuit breaker. No. 2 Pitot Heat off warning light should illuminate. Reset circuit breaker. Light should extinguish.
- E. Depress Indicator Light panel test switch. No. 1 and No. 2 Pitot Heat off lights should illuminate. Release test switch.
- F. Turn off Pitot/Static heat and DC power. Physically check pitot tubes and static ports for heat rise. Install pitot covers after pitot tubes have cooled sufficiently.

SUPPLY DATA:

QTY	PART NUMBER	DESCRIPTION
2	ACR739N-1	Relay
1	7274-47-1	Circuit Breaker
1	5 883722-RE3	Angle
1	5 883722-RE4	Angle
4	5 883722-RE5	Angle
1	5 883722-RE7	Angle
1	5 883722-RE8	Angle
8	MS35206-228	Screw
8	AN960PD6L	Washer
8	* 101-0536-1	Lens
AR	MIL-W-81044-16AWG	Wire
AR	MIL-W-81044-22AWG	Wire

* Consists of #1 and #2 Pitot Heat Off Legends (Lens)
Items marked (AR) may be obtained from local source.

The above listed parts may be obtained as Kit No. S/L WW-2456 from:

Atlantic Aviation Supply Co.
P. O. Box 15000
Wilmington, DE 19850

SERVICE LETTER NO. WW-2456

SUPPLY DATA (CONT'D)

Aircraft S/N and shipping instructions must be furnished when requesting parts.

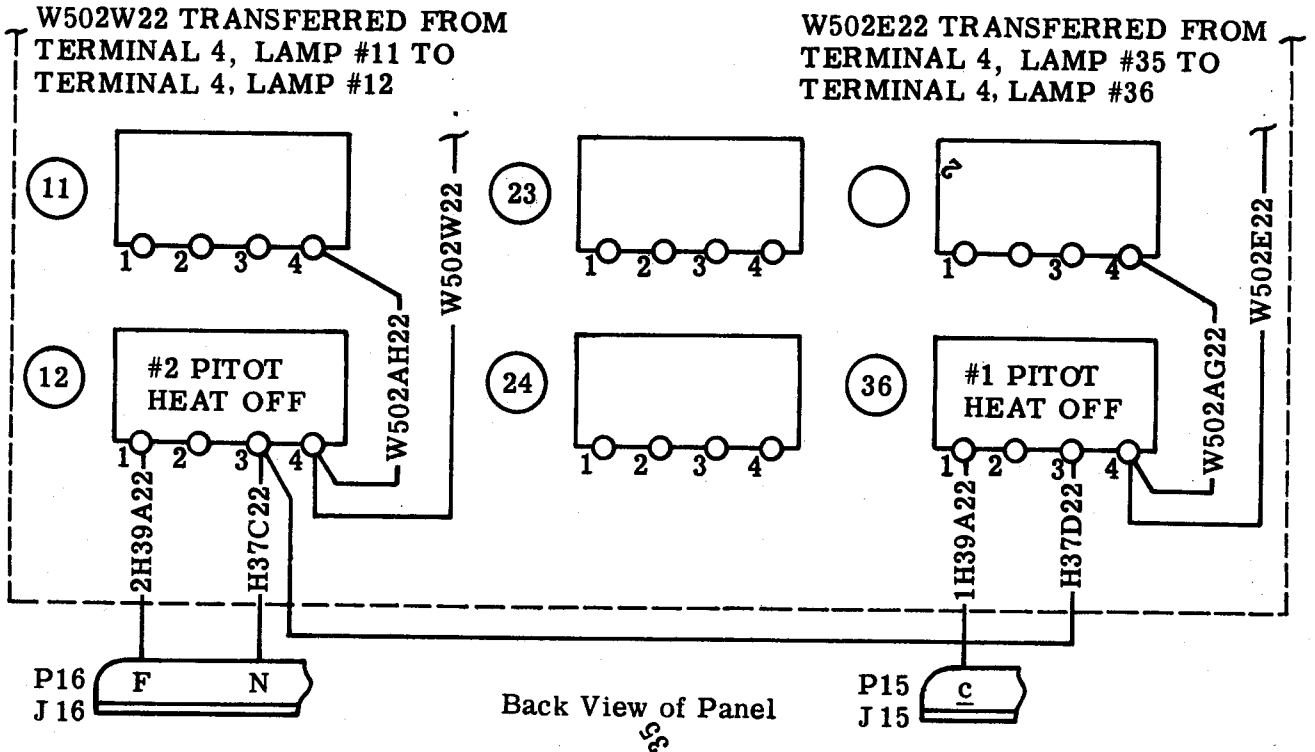
Allow 120 days after placing order for delivery of parts.

WEIGHT AND
BALANCE:

WEIGHT (LBS)	H-ARM (INCHES)	H-MOM (INCH-LBS)
2.0	32.15	64.300

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows: Service Letter No. WW-2456 dated June 5, 1980, entitled "Pitot Heat Off Warning Light Installation" accomplished _____ (Date) .



ANNUNCIATOR PANEL MODIFICATION

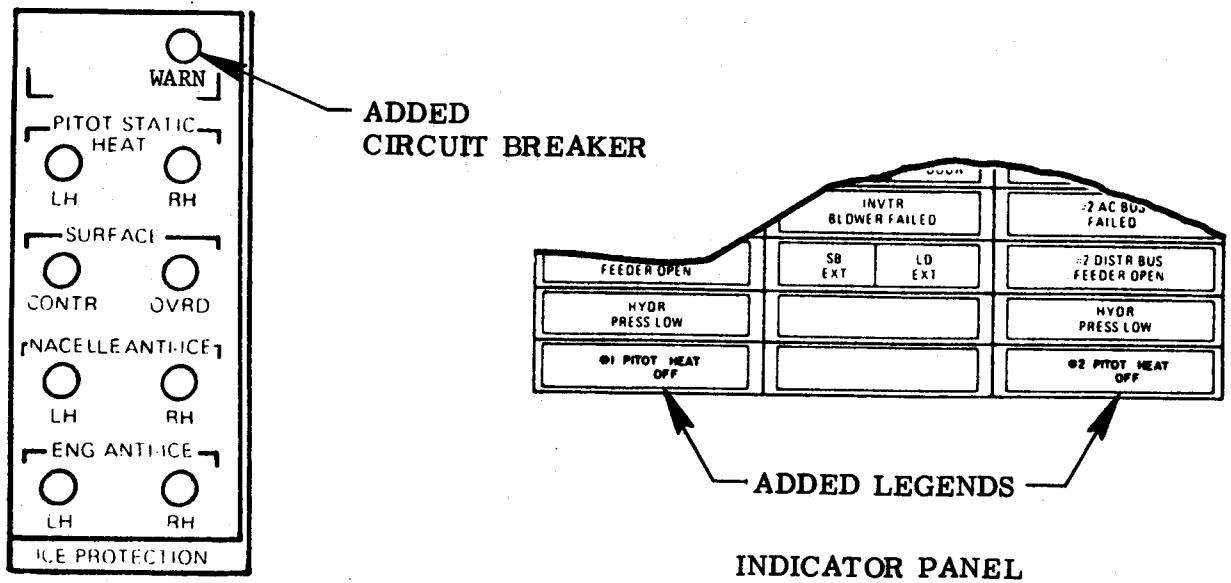
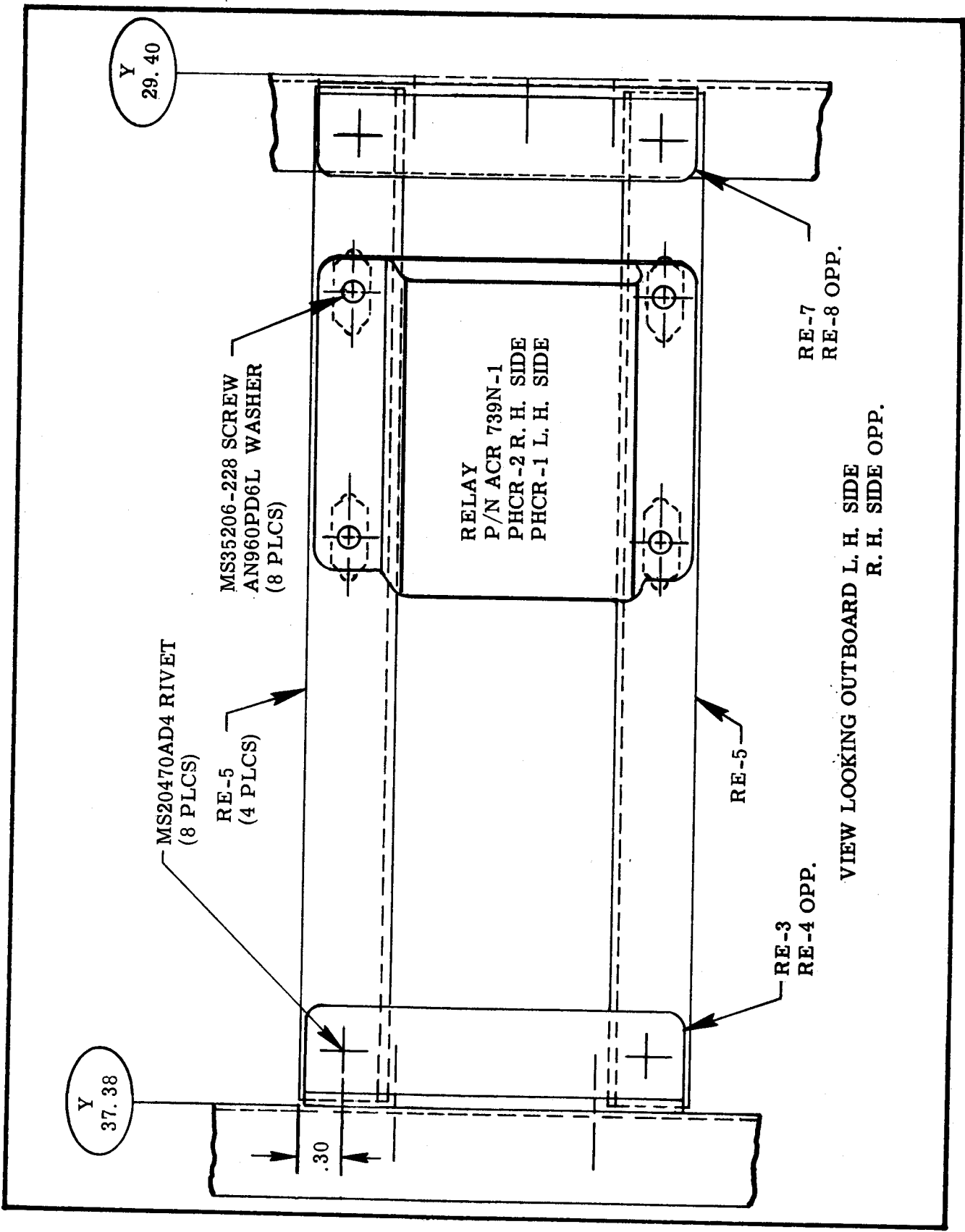
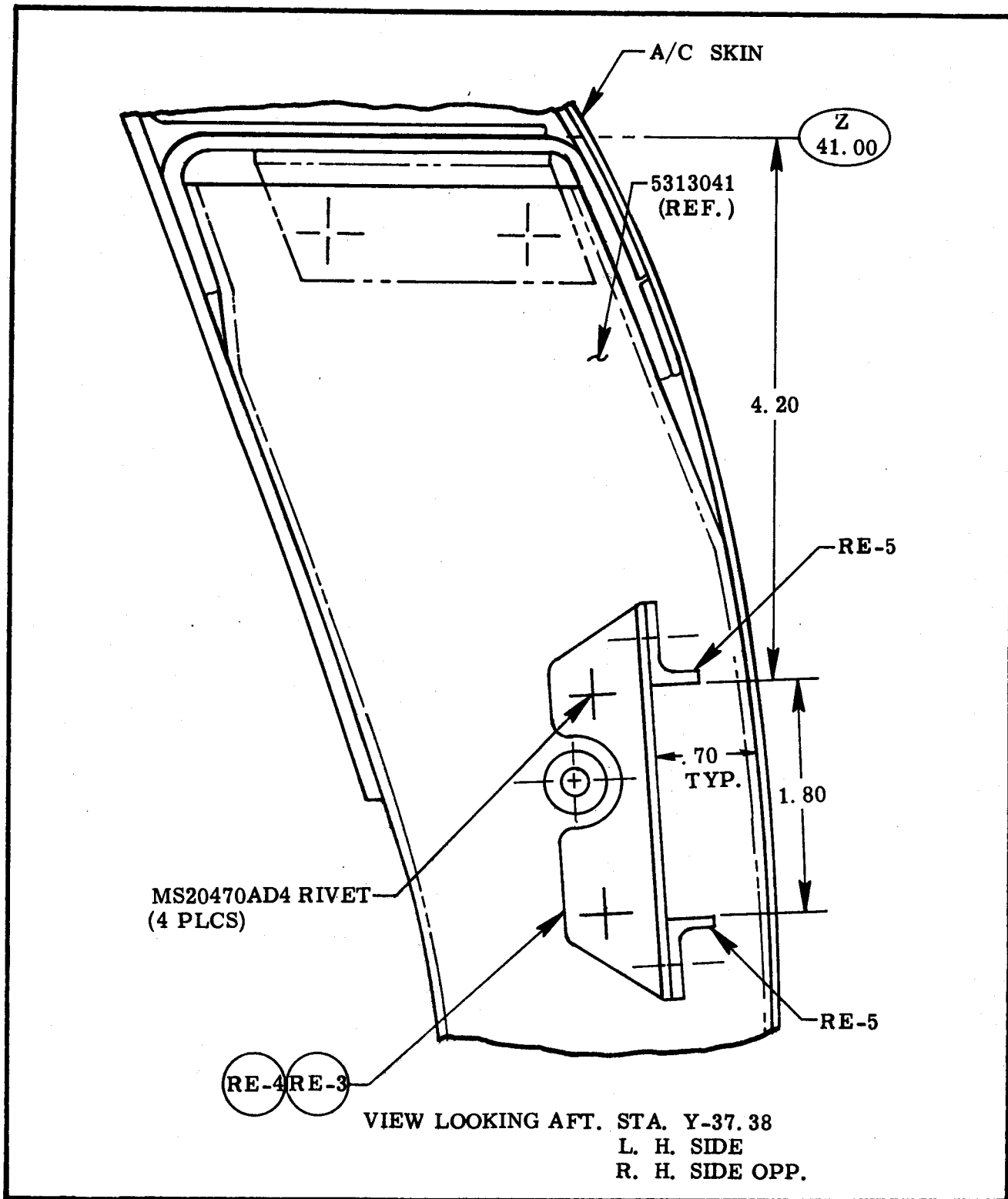


FIGURE 1



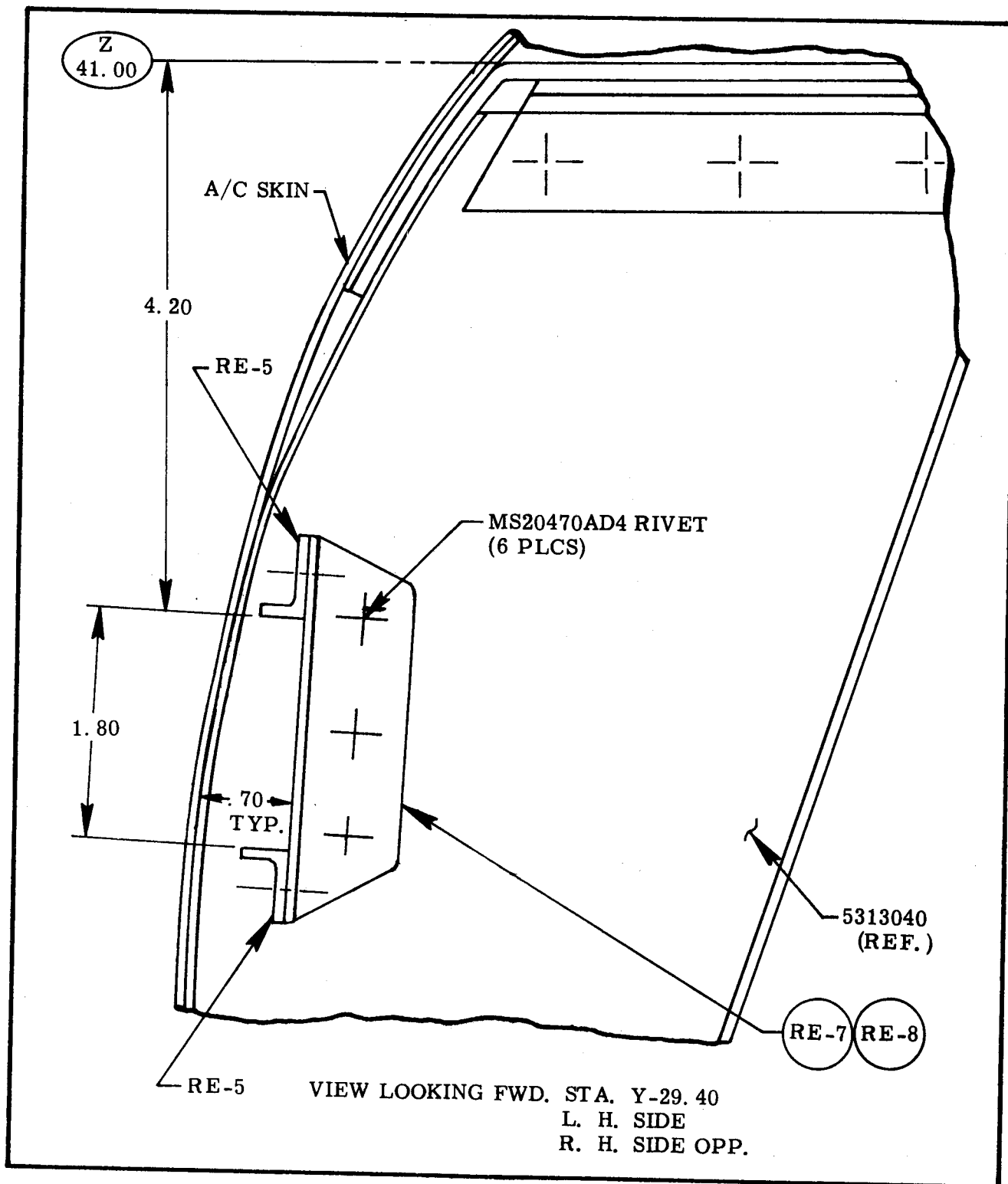
RELAY INSTALLATION

FIGURE 2 (1 OF 3)

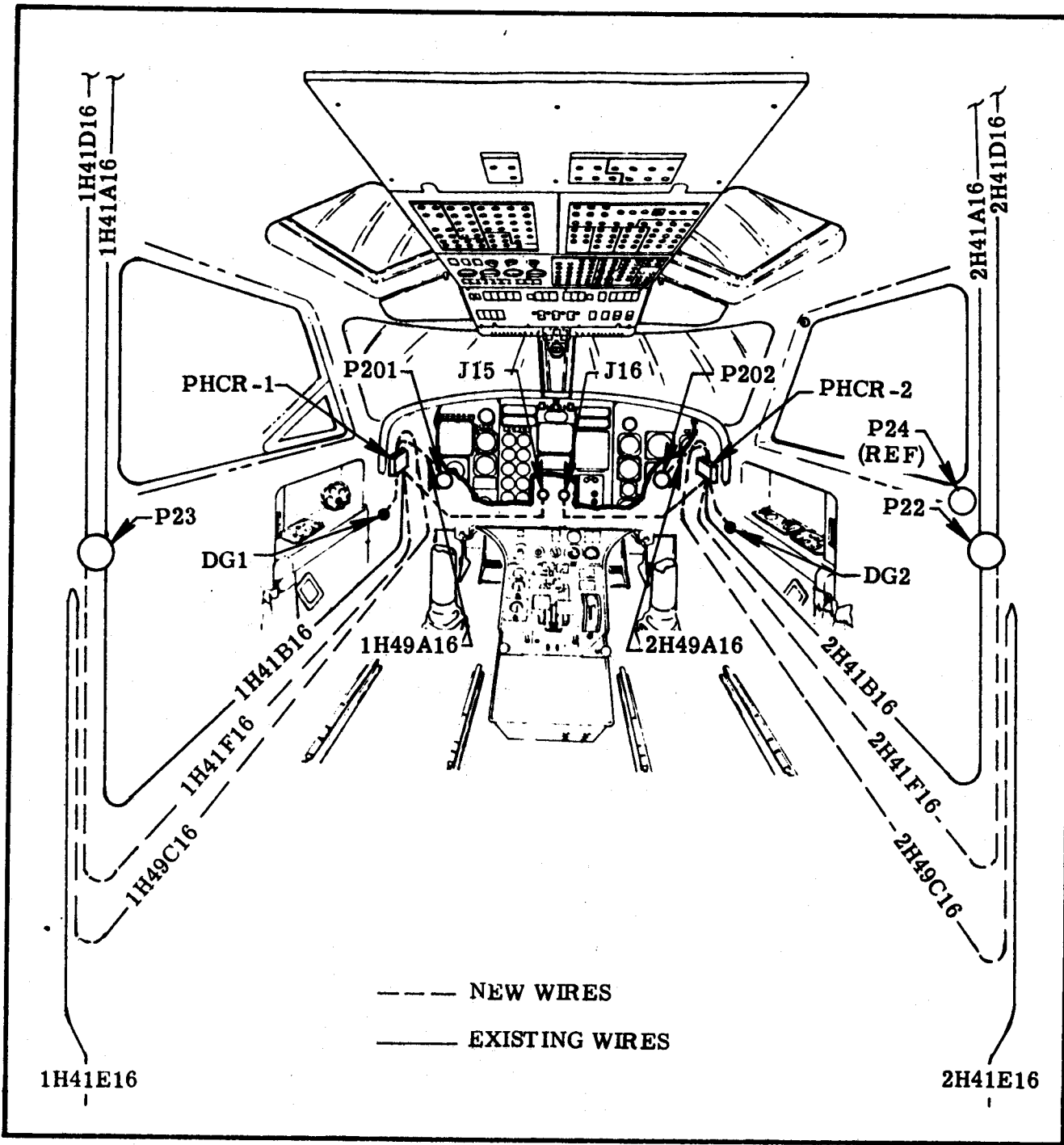


RELAY INSTALLATION

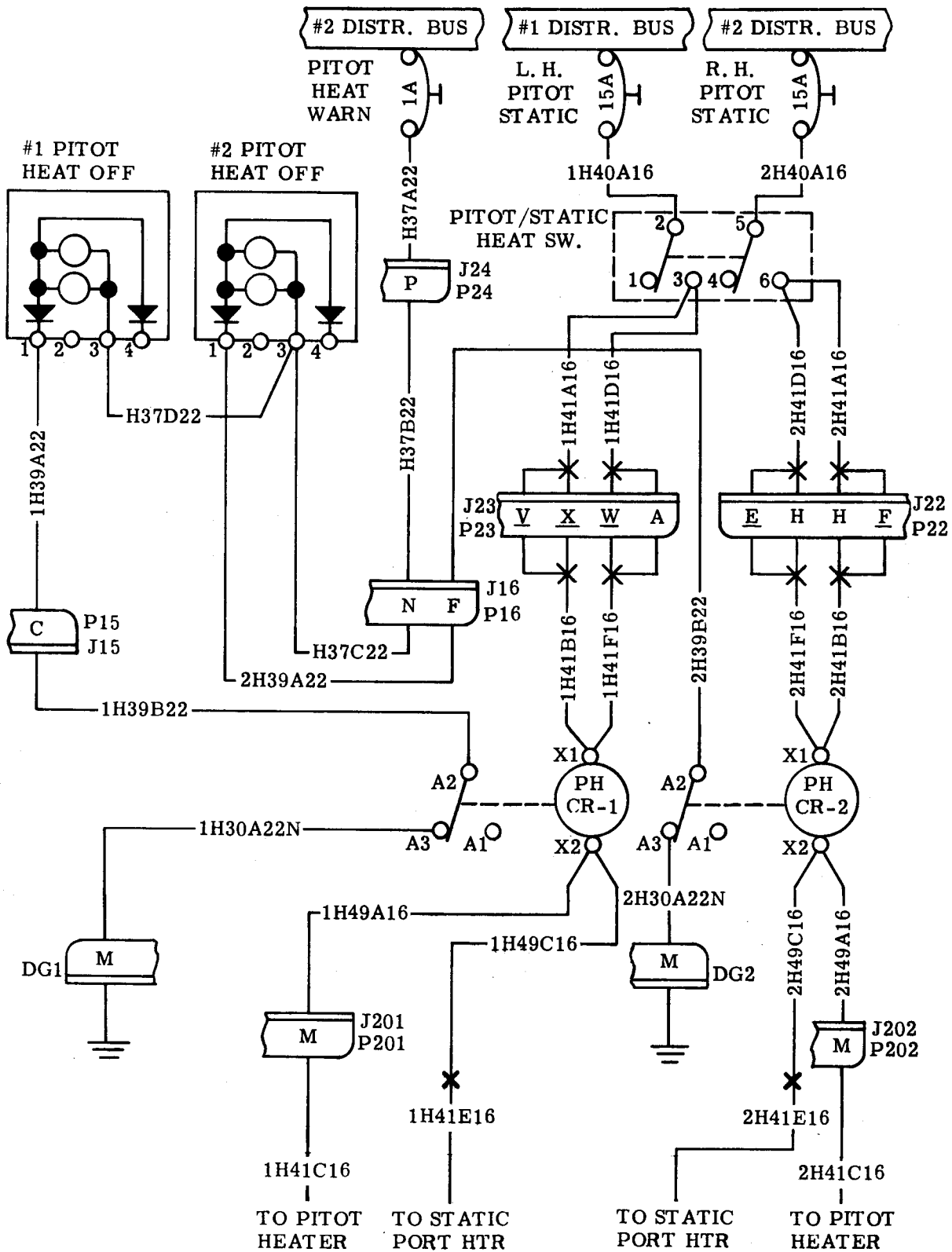
FIGURE 2 (2 OF 3)



RELAY INSTALLATION



PITOT HEAT
WIRE ROUTING SCHEME
FIGURE 3 (1 of 2)



PITOT HEAT WIRING SCHEMATIC
 FIGURE 3 (2 of 2)

SERVICE PUBLICATIONS revision notice

SERVICE LETTER NO WW-2457
Revision No. 1

DATE: APRIL 30, 1980

SUBJECT: WING FLAP HINGE AND BEARING INSPECTION

REASON FOR CHANGE TORQUE VALUE DEFINED IN PARAGRAPH
REVISION: 3. A. , OF PART A.

APPROVAL: I. A. I. ENGINEERING

INSTRUCTIONS:

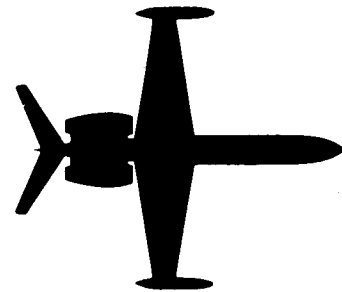
The second sentence of Paragraph 3. A. , of Part A shall now read
as follows:

"An installed bearing is considered satisfactory if the inner race will rotate
at 10 in-lbs or less torque".

1124-57-01
Page 1 of 1



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SERVICE LETTER

SERVICE LETTER NO. WW-2457

REVISION 1

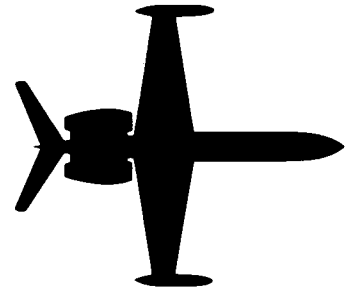
May 29, 1990

SUBJECT: WING FLAP HINGE AND BEARING INSPECTION

CANCELLATION NOTICE

This service letter is hereby canceled. The information contained in this service letter has been incorporated into the 1124 Westwind Maintenance Manual, Chapter 27-50-00.

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2457

DATE: APRIL 21, 1980

EFFECTIVITY: MODEL 1124 WESTWIND SERIES

SUBJECT: WING FLAP HINGE AND BEARING INSPECTION

COMPLIANCE: PART A - AT EACH 150 HOUR INSPECTION, PART B - AT EACH 600 HOUR INSPECTION

APPROVAL: I. A. I. ENGINEERING

REASON: TO CLARIFY AND DETAIL PERIODIC INSPECTION REQUIREMENTS AND PROVIDE ONGOING INSPECTION OF FLAP HINGE AND BEARINGS.

INSTRUCTIONS:

PART A: 150 HOUR INSPECTION

1. Remove wing flap hinge fairings, so that bearing(s) action may be observed.
2. Perform the following inspections:
 - A. Closely observe bearing(s) while flaps are operated and note whether bearing inner race rotates with flap hinge. This checks for "frozen" bearing.
 - B. Using a flashlight, inspect outer rim of hinge for cracks, as visible from bottom part of hinge throughout total flap travel range.
 - C. Fully extend flaps and check for any unusual looseness in flap hinge bearings by grasping trailing edge of flaps and shaking up and down, then grasp flap hinge (not wing hinge) and shake sideways to establish if there is looseness between bearing(s) outer rim and hinge.
3. If each of these checks are satisfactory, return aircraft to service. If a discrepancy is found proceed as follows:
 - A. If bearing(s) appear to be "frozen" remove wing flap and install a bolt and nut in bearing inner race and check torque required to rotate inner race. An installed bearing is considered satisfactory if the inner race will rotate at 15 in-lbs or less torque. If initial torque is high, lubricate bearing with WD-40, rotate bearing and oscillate at the same time as this is a self aligning spherical bearing. If this frees bearing to operate smoothly within the torque limit, bearing may be continued in service.

1124-57-01
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SERVICE LETTER NO. WW-2457

INSTRUCTIONS (CONT'D)

- B. If bearing is loose in hinge or otherwise faulty (binding or rough), contact your IAI International Technical Representative for bearing replacement procedures.
- C. If hinge is cracked (confirmed by dye-check), replace hinge assembly.
- D. Reinstall wing flap(s) and torque flap hinge bolt nut to 160 - 190 in-lbs and safety.

PART B: 600 HOUR INSPECTION

1. Remove wing flaps and inspect flap hinges for cracks, corrosion or looseness.
2. Inspect hinge bearings for free and proper movement and for excessive play between inner race (spherical ball) and outer race and between outer race and hinge receptacle.
3. Replace any defective or damaged part(s) as required and reinstall wing flaps. Torque flap hinge bolt nut to 160 - 190 in-lbs and safety.
4. Return aircraft to service.

SUPPLY DATA:

As required per inspection results.

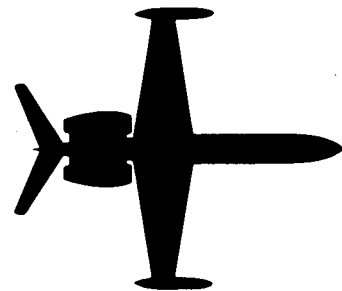
WEIGHT AND

BALANCE: N. A.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows:
Service Letter No. WW-2457, dated April 21, 1980 entitled "Wing Flap and Hinge
Bearing Inspection" Part "A" or Part "B" (as applicable) accomplished (Date).

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2458

5 JUNE 1980

EFFECTIVITY: 1124 WESTWIND S/N 152, 154, 174, 181, 187 AND SUBS.

SUBJECT: REMOVAL OF COOLING TURBINE DIPSTICK

COMPLIANCE: AT OWNER'S OPTION

APPROVAL: I. A. I. ENGINEERING

REASON: A - PREVENT LOSS OF LUBRICATING OIL DUE TO LOCKING PIN IN
DIPSTICK WORKING LOOSE.
B - DIFFICULTY IN READING OIL LEVEL ON DIPSTICK.

INSTRUCTIONS:

1. Remove aft panel of main baggage compartment to gain access to cabin cooling turbine.
2. Remove and discard the oil dipstick and receptacle from cabin cooling turbine.
3. Check turbine oil level and service as necessary to bring oil level to top of fill port.
4. Place the NAS1595-08 O-ring on the MS9015-08 plug and install in oil fill port and safety with MS20995NC32 safety wire.

NOTE: At subsequent cooling turbine oil checks, remove filler plug and service as necessary to bring oil level to top of fill port.

5. Reinstall equipment removed to gain access.

SUPPLY DATA:

QTY	PART NUMBER	DESCRIPTION
1	NAS1595-08	O-ring
1	MS9015-08	Plug

The required parts may be obtained as Kit No. S/L WW-2458, from:

ATLANTIC AVIATION SUPPLY CORP.
P. O. BOX 15000, G. W. A. P.
WILMINGTON, DE 19850
Telephone: 302-322-7408

1124-21-07
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SERVICE LETTER NO. WW-2458

SUPPLY DATA (CONT'D)

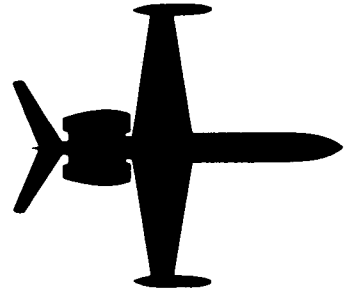
Aircraft serial number and shipping instructions must be furnished when requesting parts.

WEIGHT AND
BALANCE: N. A.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent records as follows: Service Letter No. WW-2458 dated 5 June 1980, entitled "Removal of Cooling Turbine Dipstick" accomplished _____ (Date).

1124-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2459

DATE: OCTOBER 20, 1980

EFFECTIVITY: 1124 WESTWIND SERIES S/N 271 THRU 284

SUBJECT: REPLACEMENT AND REWORK OF GENERATOR START CONTACTOR
BUS BARS

COMPLIANCE: AT NEXT 150 HOUR INSPECTION

APPROVAL: IAI ENGINEERING

REASON: PROVIDE IMPROVED INSTALLATION OF GENERATOR FEEDER PRO-
TECTION RELAY

INSTRUCTIONS:

1. Turn off electrical power, disconnect aircraft batteries and remove covers from LH and RH Contactor boxes.
2. Working in LH Contactor box, remove existing bus bar P/N 5823641-47 which interconnects RCR-1, FPR1-2 and GSC-1 contactor, (See Figure 1).
3. Install new bus bar P/N 5823641-49 in lieu of the (-47) bus bar.
4. Working in RH Contactor box, remove the 5823640-35 bus bar which interconnects the RCR-2, FPR2-2 and GSC-2, (See Figure 2).
5. Install the MS20615-4CU4 rivet in bus bar in accordance with Figure 2A, and re-install bus bar.
6. Reinstall Contactor box covers, reconnect aircraft batteries and return aircraft to service.

SUPPLY DATA:

QTY	PART NUMBER	DESCRIPTION
1	823641-49	Bus Bar
1	MS20615-4CU4	Rivet

The required parts may be obtained at no charge as Kit No. S/L WW-2459 from:

ATLANTIC AVIATION SUPPLY CORP.
GREATER WILMINGTON AIRPORT
P. O. BOX 15000
WILMINGTON, DE 19850

1124-39-01
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SERVICE LETTER NO. WW-2459

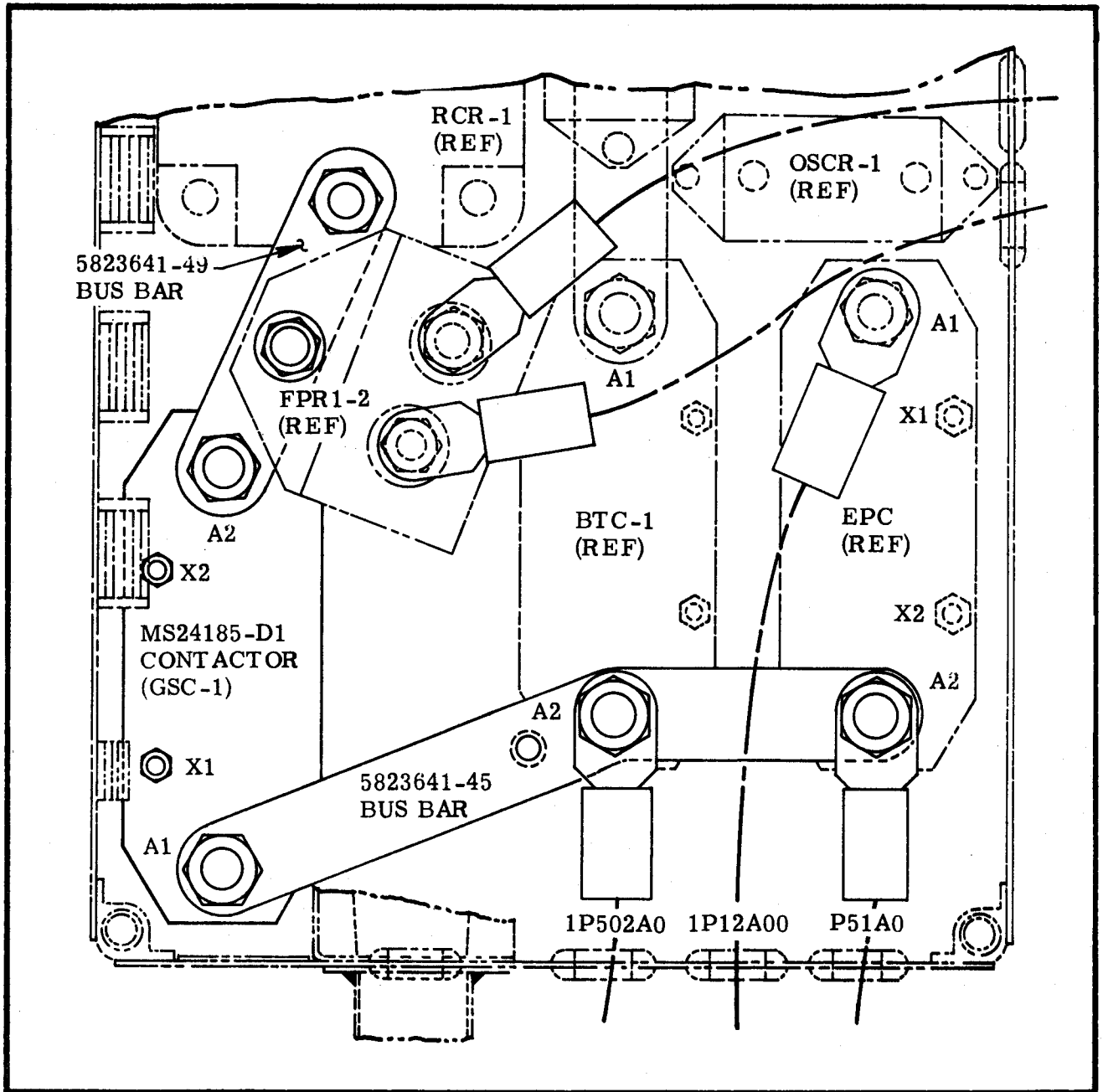
SUPPLY DATA (CONT'D)

Aircraft S/N and shipping instructions must be furnished when requesting parts.

WEIGHT AND BALANCE: N. A.

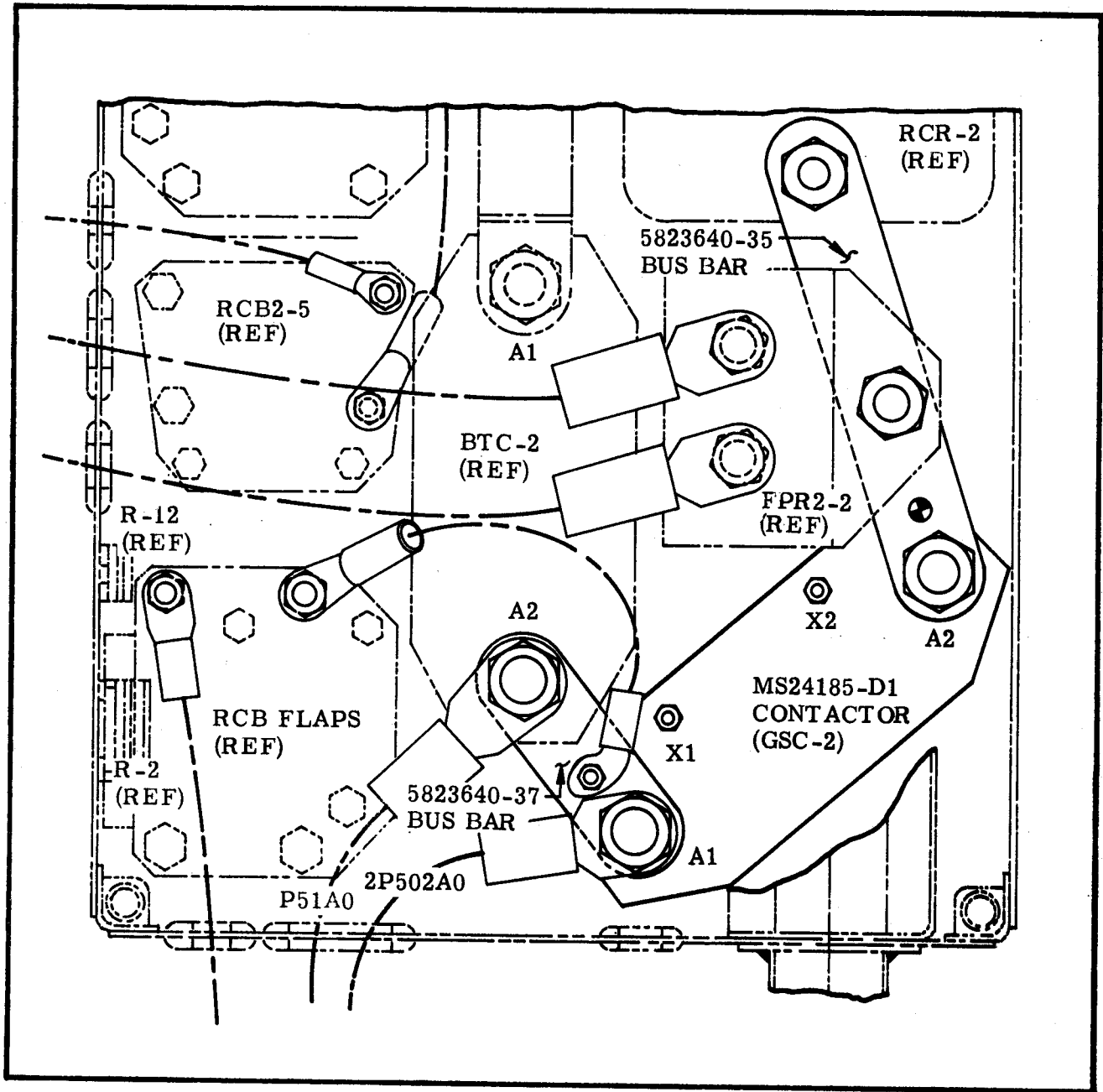
AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows: Service Letter No. WW-2359, dated October 20, 1980, entitled "Replacement and Rework of Generator Start Contactor Bus Bars" accomplished _____ (Date) .



L. H. DC CONTACTOR BOX

FIGURE 1



R. H. DC CONTACTOR BOX

FIGURE 2

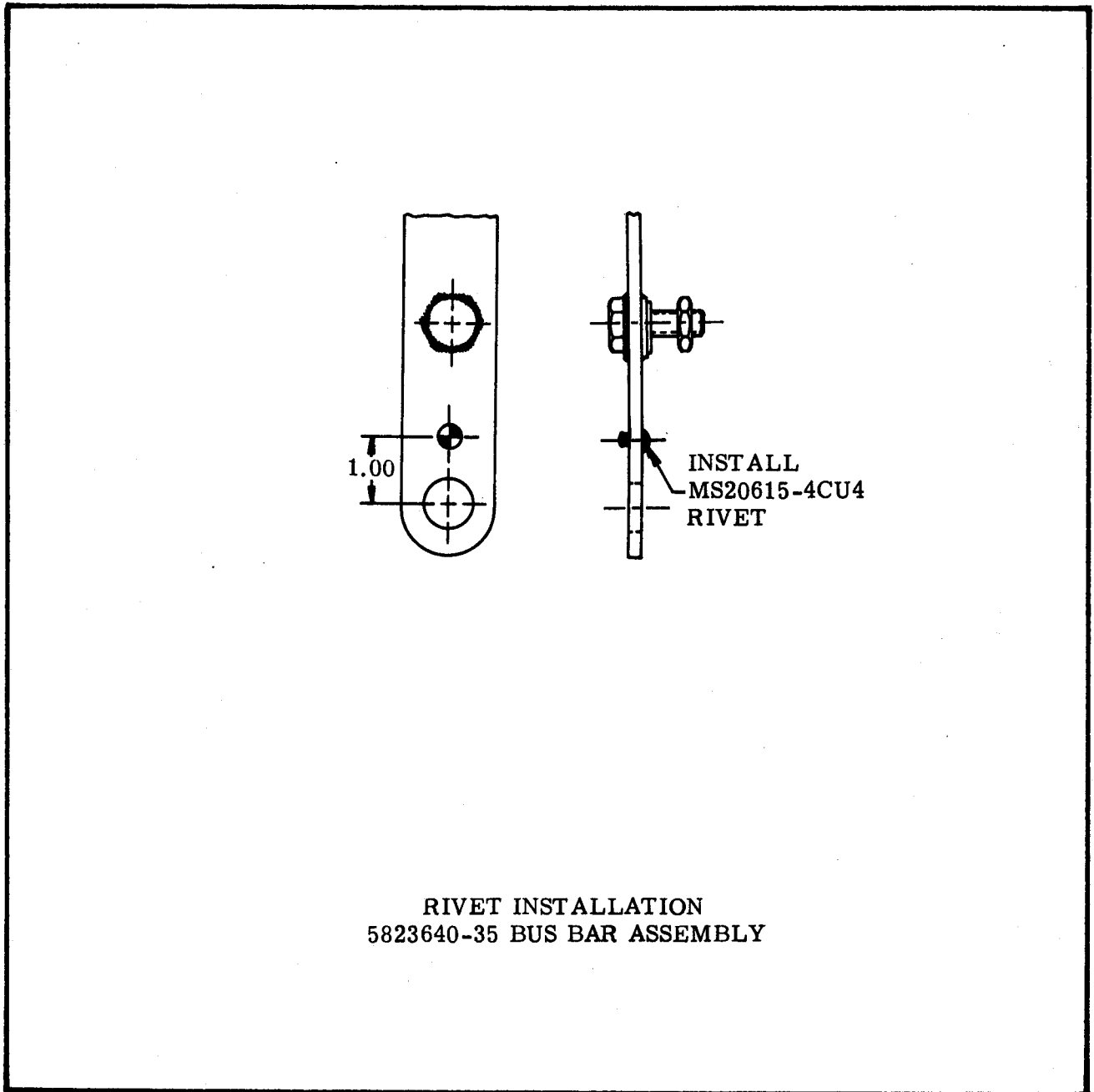
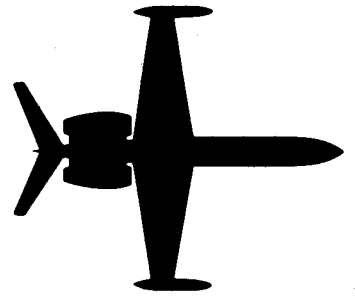


FIGURE 2A

1124-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2460A

DATE: OCTOBER 16, 1981

(This revision supersedes Service Letter No. WW-2460, dated October 6, 1980, and contains additional effectivity requirement compliance with previous Service Letter meets requirements of this Service Letter).

EFFECTIVITY: PART I - 1124 WESTWIND SERIES PRIOR TO S/N 307 WITH GNS 500A OR LRN 85 RECEIVER COMPUTER UNIT (RCU) MOUNTED ABOVE REAR BAGGAGE COMPARTMENT

PART II - 1124 WESTWIND SERIES S/N 307 THRU 309, 311 THRU 316, 318 THRU 324 WITH GNS 500A OR LRN 85 RECEIVER COMPUTER UNIT (RCU) MOUNTED ABOVE REAR BAGGAGE COMPARTMENT

SUBJECT: NAVIGATION EQUIPMENT - INSTALLATION OF GUARD TO PREVENT GNS 500A RCU MOUNTING LATCH INTERFERENCE

COMPLIANCE: RECOMMENDED, AT FIRST ACCESS TO EQUIPMENT

APPROVAL: IAI ENGINEERING

PURPOSE: PREVENT RCU LATCH FROM INTERFERING WITH ELEVATOR CONTROL ROD, WHEN RCU IS REMOVED FROM AIRCRAFT

CAUTION: UNTIL SUCH TIME AS PROTECTIVE GUARD IS INSTALLED WHENEVER RCU IS REMOVED FROM AIRCRAFT THE MOUNTING LATCH KNURLED KNOBS MUST BE COMPLETELY TIGHTENED IN POSITION TO PREVENT LATCH FROM INTERFERING WITH ELEVATOR CONTROL ROD

REASON FOR REVISION: TO EXTEND EFFECTIVITY TO AIRPLANES WITH LRN 85 INSTALLATION AND TO PREFORM ONE TIME INSPECTION FOR PROPER INSTALLATION ON SOME ALREADY INSTALLED GUARD INSTALLATIONS

INSTRUCTIONS:

1. Prepare aircraft for maintenance and turn off electrical power.

SERVICE LETTER NO. WW-2460A

INSTRUCTIONS (CONT'D)

2. Gain access to RCU located above rear baggage compartment fwd of Fus Sta 452, on RH side.
3. Remove Optional Equipment Unit (OEU) located above rear baggage compartment on LH side, to gain access to 5533507-11 angle (See Figure 1).

PART I

1. Install CMA71433-509-53 Tee on 5533507-11 angle per Figure 1.
2. Reinstall equipment removed to gain access and return aircraft to service.

PART II

1. Loosen RCU rack hold down screw (Knurled Knob) and check that guard prevents interference with elevator push pull rod.
2. If interference exist relocate the guard in accordance with Figure 1.
3. Reinstall equipment removed to gain access and return aircraft to service.

SUPPLY DATA:

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
1	CMA71433-509-53	Tee
2	MS35206-245	Screw
2	AN960PD8L	Washer
2	MS21042-08	Nut

The required parts may be obtained as Kit No. S/L WW-2460A from:

Atlantic Aviation Supply Corp.
P. O. Box 15000
Greater Wilmington Airport
Wilmington, DE 19850

Aircraft S/N and shipping address must be furnished when requesting parts.

WEIGHT AND

BALANCE: N. A.

SERVICE LETTER NO. WW-2460A

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows:
Service Letter No. WW-2460A, dated October 16, 1981, entitled "Installation of
Guard to Prevent GNS 500A/LRN 85 RCU Mount Latch Interference" accomplished
on _____
(DATE)

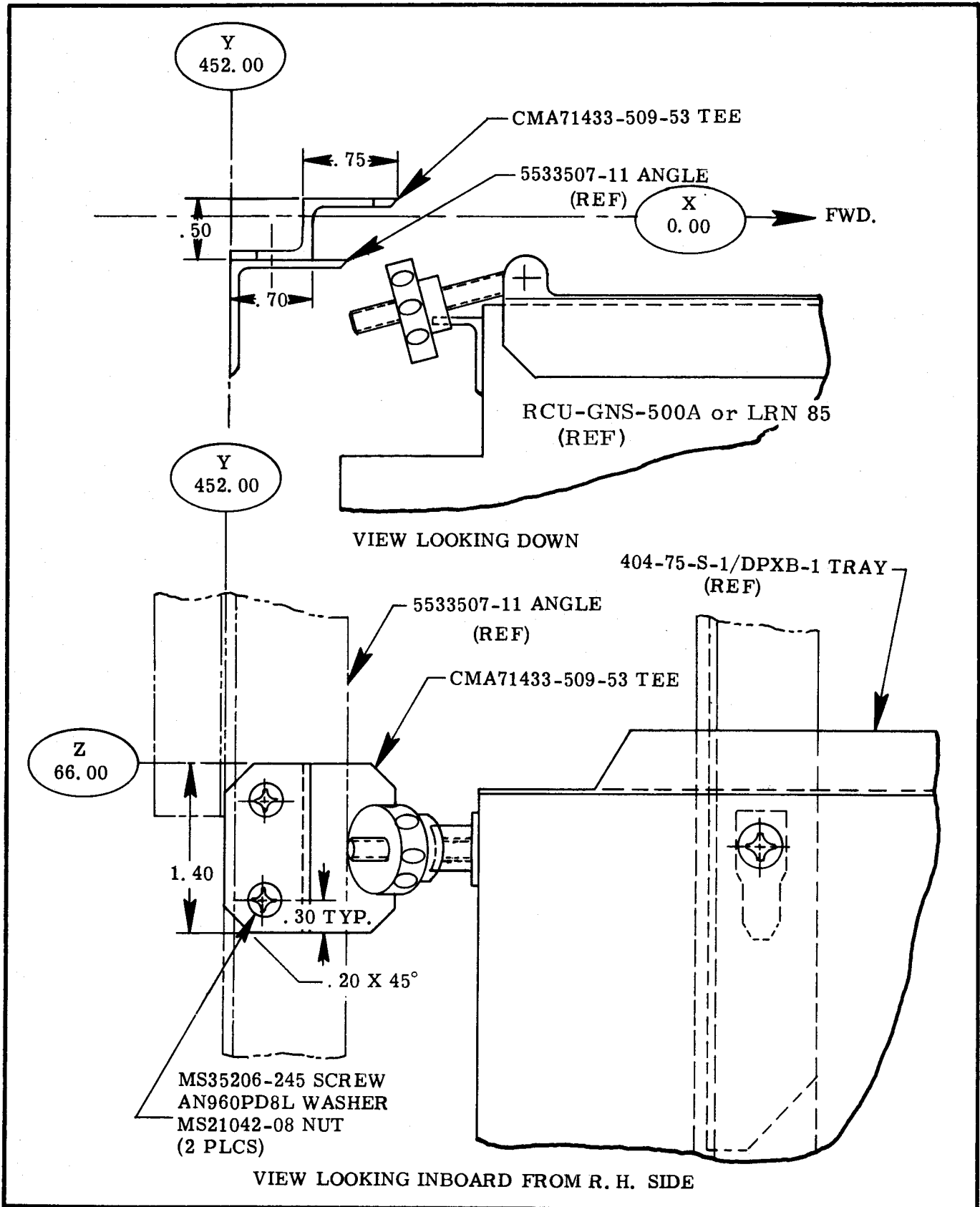


FIGURE 1. GUARD INSTALLATION

COMPLIANCE FORM - SERVICE LETTER NO. WW-2460A

TO: OPERATOR OR SERVICE FACILITY PERFORMING INSTALLATION

Please complete the Certificate of Compliance below and mail direct to:

Israel Aircraft Industries International, Inc.
2025 S. Nicklas, Suite 115
Oklahoma City, Oklahoma 73128

CERTIFICATE OF COMPLIANCE
SERVICE LETTER NO. WW-2460A

INSTALLATION OF GUARD TO PREVENT GNS 500A/LRN 85 RCU MOUNT
LATCH INTERFERENCE

Aircraft S/N _____ "N"Number _____

Owner _____

Aircraft total time at installation _____ Hours.

Installation performed by _____

I certify that the requirements of Service Letter No. WW-2460A, dated
October 16, 1981, have been complied with _____
(Date)

Signed: _____

SERVICE PUBLICATIONS revision notice

SERVICE LETTER NO. WW-2461
Revision No. 1

AUGUST 30, 1982

SUBJECT: REPLACEMENT OF GENERATOR START CONTACTOR (GSC).

- REASON:
- 1) TO DELETE BUS BAR P/N 5823640-35 AND ADD NEW BUS BAR BAR P/N 5823640-43, THROUGHOUT PUBLICATION.
 - 2) ADD NOTE AFTER STEP 4.D. AS FOLLOWS:

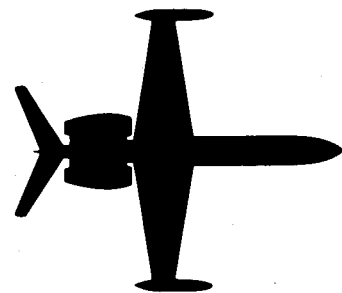
NOTE

Install washer P/N 5823641-53 between bus bar P/N 5823641-49 and feeder protector relay FPR1-2.

- 3) ADD WASHER P/N 5823641-53 (QTY 1EA) TO SUPPLY DATA.



1124-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2461

DATE: SEPTEMBER 30, 1980

EFFECTIVITY: 1124 WESTWIND SERIES S/N 152, 154, 174, 181, 187 THRU 270

SUBJECT: REPLACEMENT OF GENERATOR START CONTACTOR (GSC)

COMPLIANCE: OPTIONAL

APPROVAL: IAI ENGINEERING

REASON: NEW CONTACTOR IS SINGLE POLE, SINGLE THROW VERSUS ORIGINAL CONTACTOR OF DOUBLE POLE, SINGLE THROW TYPE. NEW CONTACTOR SHOULD PROVIDE INCREASED SERVICE LIFE AND RELIABILITY

INSTRUCTIONS:

1. Turn off all electrical power and disconnect aircraft batteries.
2. Gain access to DC Contactor box, located forward of main baggage compartment, and remove cover from box.
3. Refer to Chapter 39-30-05, Page 1, 1124 Wiring Manual for LH Contactor box component identification and remove GSC-1, and the 5823641-5, -17 and -9 bus bars as follows:
 - A. Disconnect wires 1P502A0 and P51A0 from EPC and BTC-1.
 - B. Remove and discard bus bars 5823641-5 and -17 that interconnects GSC-1, BTC-1 and EPC.
 - C. Disconnect FPR1-2 from bus bar that interconnects GSC-1 and RCR-1, then remove and discard the -9 bus bar.
 - D. Disconnect control wires then remove and discard existing GSC-1.
4. Refer to Figure 1 and install new GSC-1 P/N MS24185-D1 and 5823641-45 and -49 bus bars as follows:
 - A. Attach bus bars to GSC-1, place GSC-1 in contactor box and position it so that bus bars are fitted onto RCR-1, BTC-1 and EPC, install retaining nuts finger-tight.
 - B. Locate and mark location of mounting holes (2 places) for new GSC-1, then remove GSC-1 and bus bars.



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BEN GURION AIRPORT, ISRAEL

1124-39-02
Page 1 of 6

SERVICE LETTER NO. WW-2461

INSTRUCTIONS (CONT'D)

- C. Drill mounting holes to .250 diameter, countersink (100°), and install the NAS1330H3K80L nuts.
 - D. Install new GSC-1 and secure with AN3-4A bolts.
 - E. Install new 5823641-49 bus bar, then install and secure FPR1-2 to bus bar, per Figure 1.
 - F. Install new 5823641-45 bus bar, wires 1P502A0 and P51A0 per Figure 1.
 - G. Reconnect control wires to GSC-1 (Terminals X1 and X2).
 - H. Clean all metal shavings from Contactor box and inspect harness for proper routing and security, then reinstall Contactor box cover.
5. To replace GSC-2 in RH Contactor box refer to Chapter 39-30-07, Page 1, for component identification. Remove GSC-2 and the 5823640-5 and -6 bus bars by repeating the sequence of events in preceding Paragraph 3.
6. Refer to Figure 3 and enlarge hole in bottom of Contactor box as depicted and install the MS21266-2N grommet.
7. Refer to Figure 2 and repeat the necessary sequence of events in preceding Paragraph 4 to install the new GSC-2 and 5823640-35 and -37 bus bars. Route wires P51A0 and 2P502A0 through enlarged hole for final installation.
8. Reconnect aircraft batteries and return aircraft to service.

SUPPLY DATA:

Kit No. S/L WW-2461-1
LH D. C. Contactor Box

Kit No. S/L WW-2461-2
RH D. C. Contactor Box

1 ea MS24185-D1 Contactor (GSC-1)
1 ea 823641-45 Bus Bar Assy.
1 ea 823641-49 Bus Bar Assy.
2 ea NAS1330H3K80L Nut-Blind Rivet

1 ea MS24185-D1 Contactor (GSC-2)
1 ea 823640-35 Bus Bar Assy.
1 ea 823640-37 Bus Bar Assy.
2 ea NAS1330H3K80L Nut-Blind Rivet
5 in. MS21266-2N Grommet

The required Kit(s) may be obtained from:

ATLANTIC AVIATION SUPPLY CORP.
GREATER WILMINGTON AIRPORT
P. O. BOX 15000
WILMINGTON, DE 19850

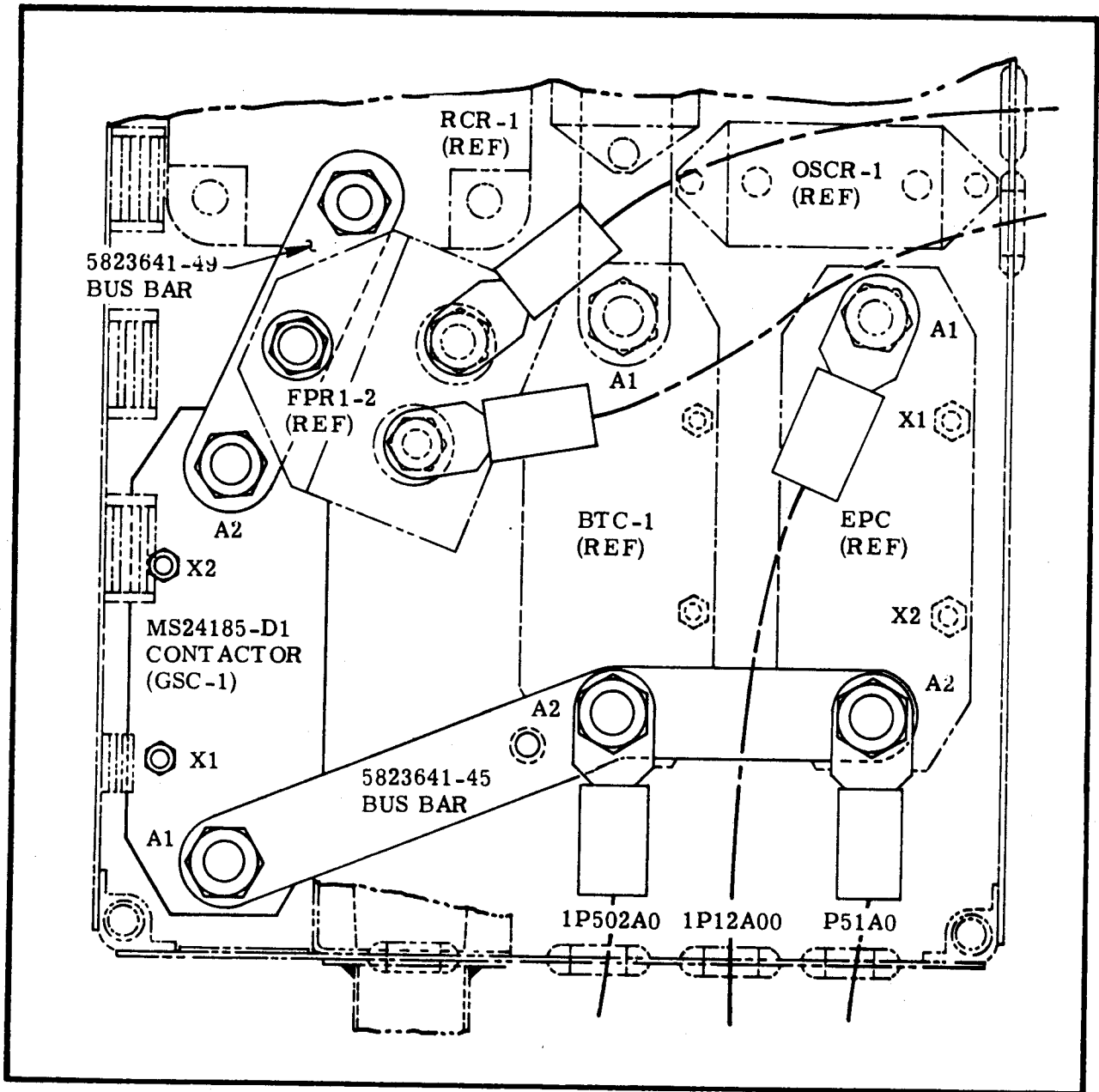
Allow 9 months after placing order for delivery of parts.

SERVICE LETTER NO. WW-2461

WEIGHT AND BALANCE: N. A.

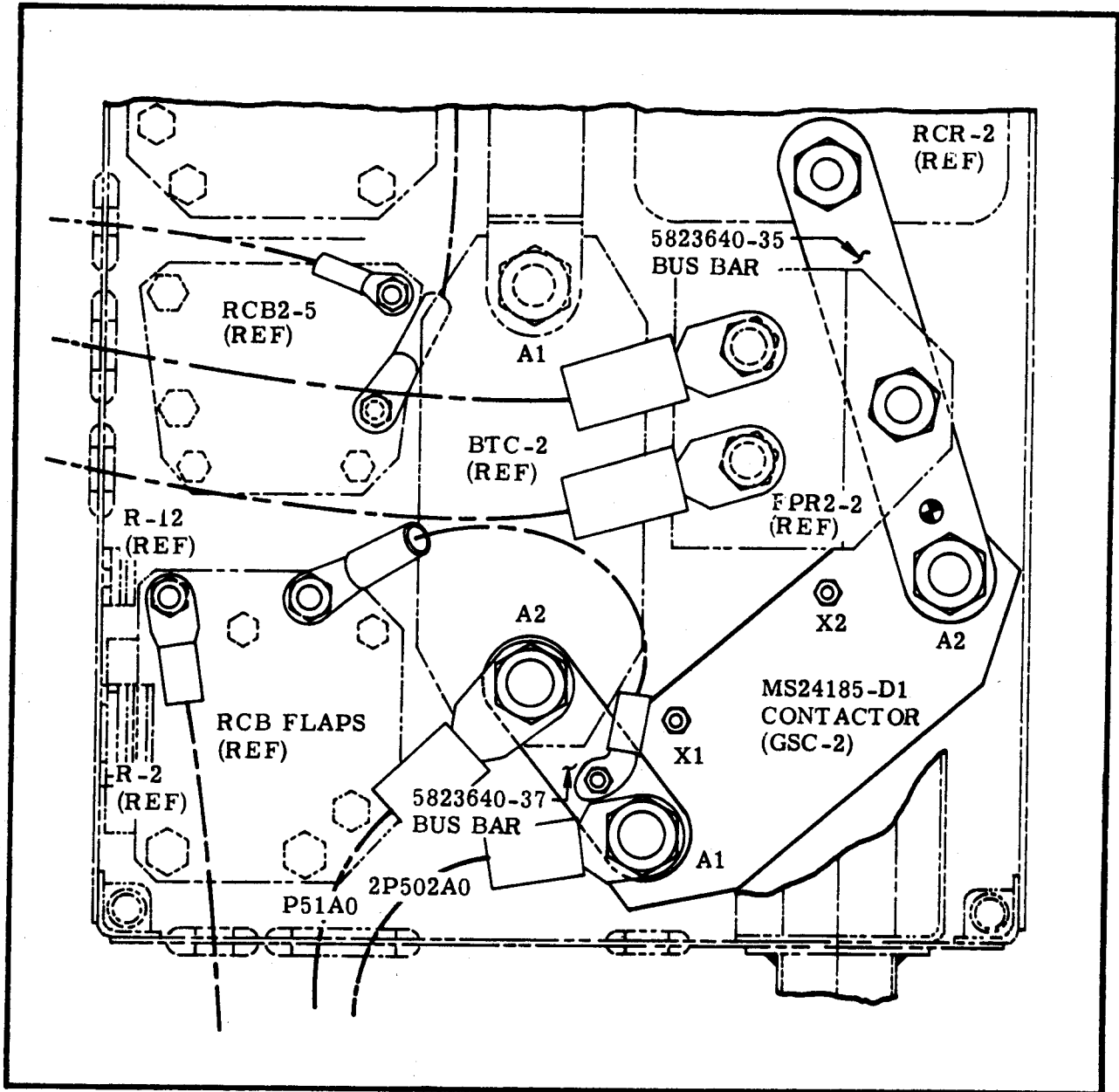
AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows: Service Letter No. WW-2461, dated September 30, 1980, entitled "Replacement of Generator Start Contactor (GSC)" accomplished _____ (Date) _____.



L. H. DC CONTACTOR BOX

FIGURE 1



R. H. DC CONTACTOR BOX

FIGURE 2

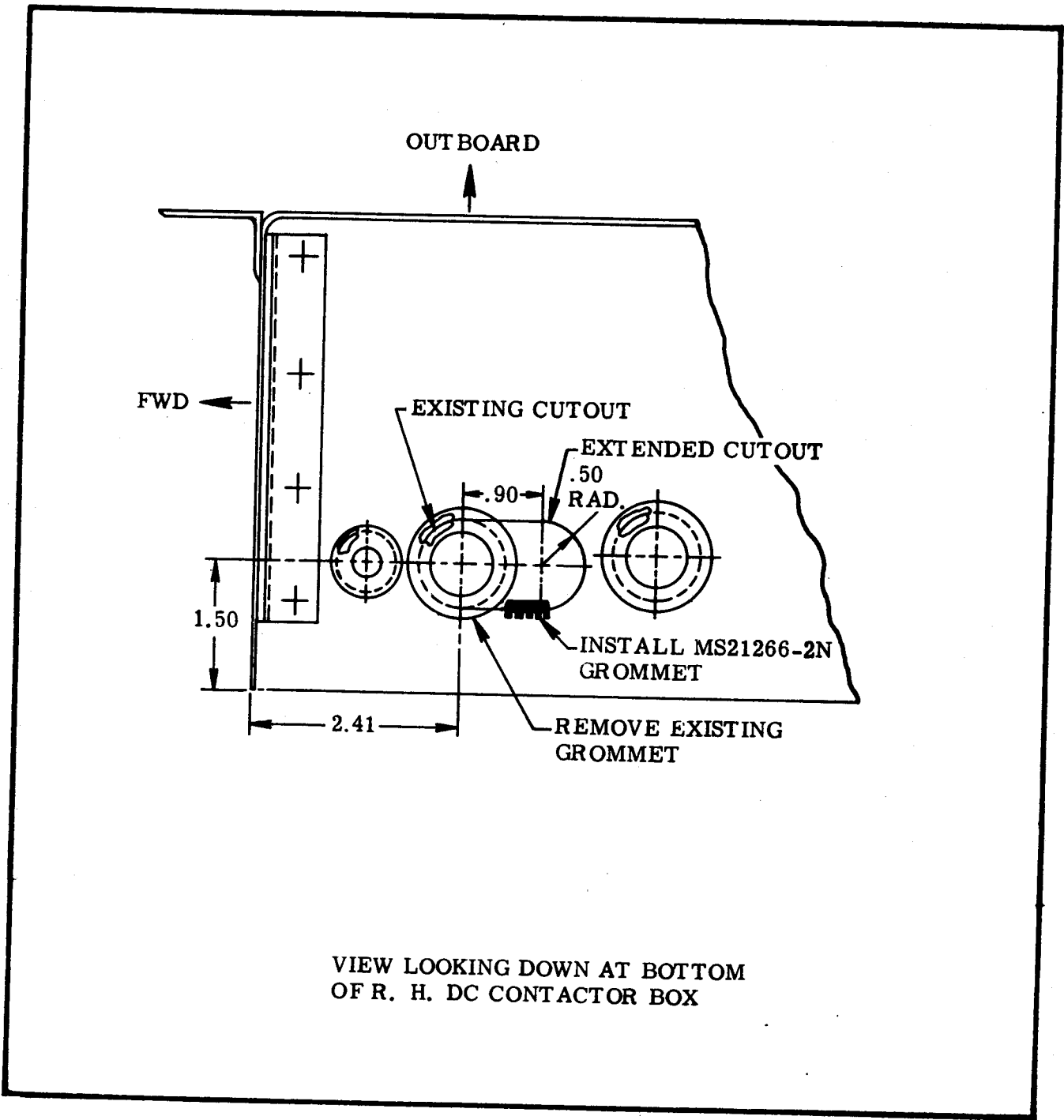
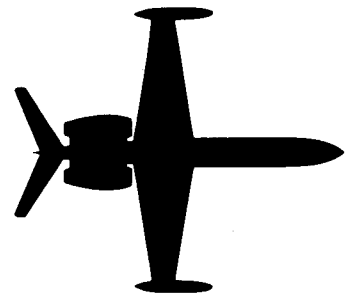


FIGURE 3

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2462

DATE: NOVEMBER 7, 1980

EFFECTIVITY: 1124 WESTWIND SERIES EQUIPPED WITH G. E. ITT INDICATORS
EXCLUDING S/N 300

SUBJECT: IMPROVED G. E. ITT INDICATOR P/N 6883621-503

COMPLIANCE: OPTIONAL

APPROVAL: IAI ENGINEERING

REASON: THE 6883621-501 INDICATOR IS SENSITIVE TO ENGINE FUEL COMPUTER SIGNALS. THE MODIFIED (-503) INDICATOR INCORPORATES DESIGN CHANGES WHICH ISOLATES THE ITT SYSTEM FROM THESE SPURIOUS SIGNALS AND ALSO PROVIDES IMPROVED LIGHT DIMMING FEATURES

NOTE: THE MODIFIED INSTRUMENT REQUIRES THE INSTALLATION OF INSTRUMENT TEST RELAYS.

INSTRUCTIONS:

1. Turn off electrical power and prepare aircraft for maintenance.
2. Remove Radar Indicator, NCS CDPU and other equipment, as necessary to gain access to equipment panel and connectors J16 and J18, (Ref. Sheet 5.30, Chapter 91, 1124 Wiring Manual).
3. Locate pigtail cable from main annunciator panel, follow back to P/J16, remove clamps and disconnect P/J16 to allow access to P16.
4. Remove and disconnect both ITT Indicators, remove clamps to allow access to P333 and P334 connectors.
5. Mount relay sockets P/N 000300-1194 in a convenient location on equipment panel and relays as TR-1 and TR-2 (Test Relay).
6. Refer to DWG CMA 753622-() or 4813622-() as applicable to aircraft (See Chapter 77-00-01, 1124 W. M.).
7. For left side, remove any jumpers and/or diodes between pins J and K of P333 connector to wires W502AS22 and, if used, wire W502AX22.

SERVICE LETTER NO. WW-2462

INSTRUCTIONS (CONT'D)

8. For right side, remove any jumpers and/or diodes between pins J and K of P334 connector to wires W502AM22 and, if used, wire W502AV22.
9. Where applicable, disconnect wires between connectors J18 and J226, (Ref. Figure 1).
10. Complete ITT Indicator to Test Relay wiring per Figure 1, routing wiring through the P/J18 connector and identify wires as indicated. Cap and stow any disconnected and unused wires.
11. Locate and cut wire 2W509F22 near P16 connector and connect both sides with new wires 2W509P22 and 2W509R22 then complete Test Relay wiring, including relay electrical grounds per Figure 1, then install TR-1 and TR-2 relays P/N MS27401-2.
12. Reinstall equipment removed to gain access and install new ITT Indicators P/N 6883621-503.
13. Turn on electrical power and perform "Press to Test" function of Instruments, to verify proper response to test signal, and return aircraft to service.

SUPPLY DATA:

QTY	PART NUMBER	DESCRIPTION
2	MS27401-2	Relay
2	000300-1194	Socket
*AR	MIL-W-81044AWG22	Wire

*The required wire may be obtained from local source.

The required parts may be obtained as Kit No. S/L WW-2462 from:

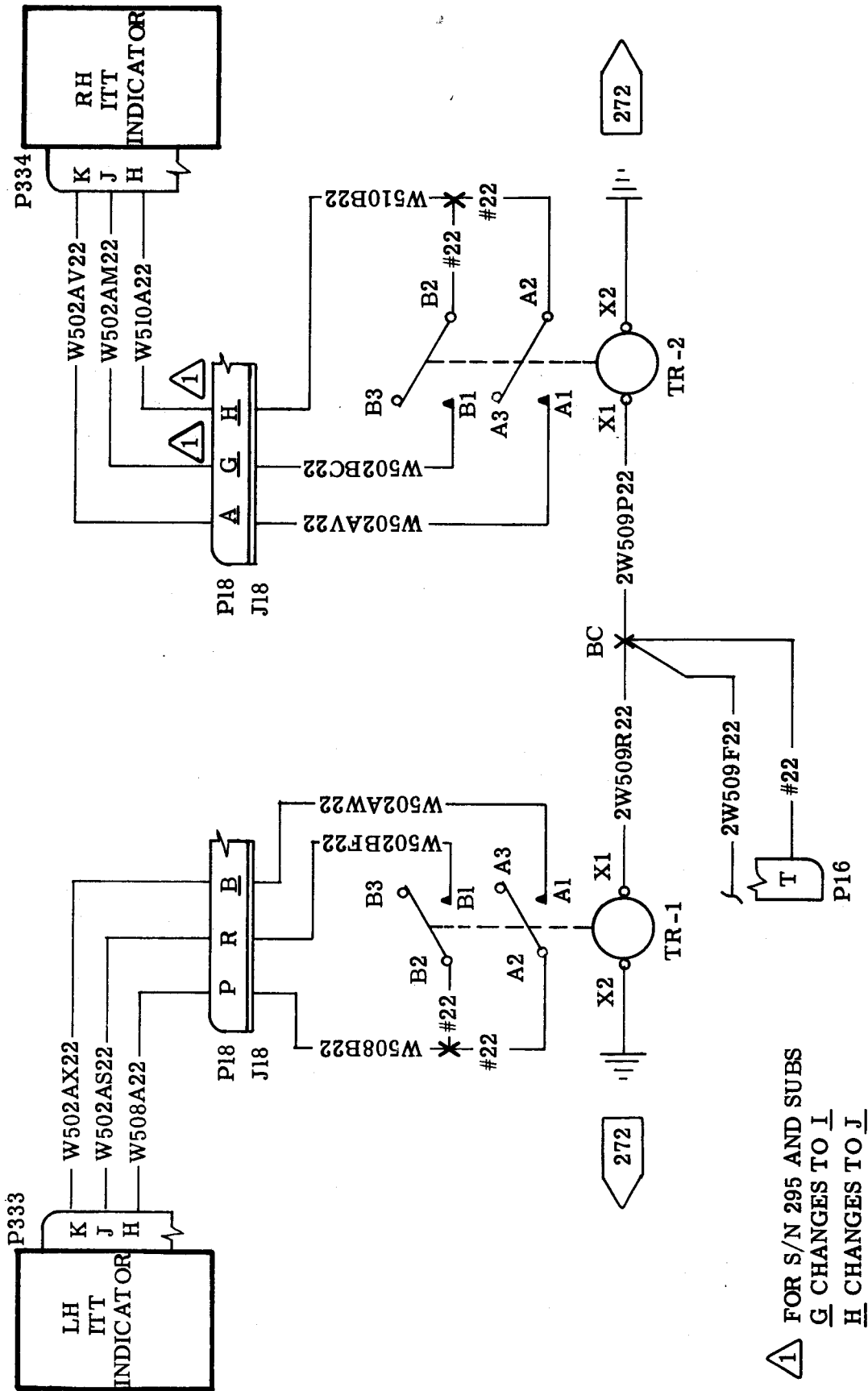
ATLANTIC AVIATION SUPPLY CORP.
P. O. BOX 15000
GREATER WILMINGTON AIRPORT
WILMINGTON, DE 19850

Operators should contact Atlantic Aviation Supply Corp. for availability of exchange ITT Indicators.

WEIGHT AND BALANCE: N. A.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows: Service Letter No. WW-2462, dated November 7, 1980, entitled "Improved G. E. ITT Indicator P/N 6883621-503", accomplished _____ (Date).



TEST RELAY WIRING SCHEME FOR 6883621-503 INDICATOR

FIGURE 1

△ FOR S/N 295 AND SUBS
G CHANGES TO I
H CHANGES TO J

SERVICE PUBLICATIONS revision notice

SERVICE LETTER NO. WW-2462
Revision No. 1

DATE: OCTOBER 15, 1981

EFFECTIVITY:

Change to read as follows:

1124 WESTWIND SERIES EQUIPPED WITH G. E. ITT
INDICATORS EXCLUDING S/N 300, 304, 308, 317, 319
AND SUBSEQUENT.

1124-77-01
Page 1 of 1



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BEN GURION AIRPORT, ISRAEL

SERVICE PUBLICATIONS

revision notice

SERVICE LETTER NO. WW-2463
Revision No. 1

DATE: MAY 24, 1982

SUBJECT: REPLACEMENT OF PS-274A POWER SUPPLY (MFG. EMP),
WITH POWER SUPPLY LT-52A (MFG. KGS).

REASON: TO ADD THE FOLLOWING INSTRUCTION STEP BETWEEN
STEPS 5.D AND 6. :

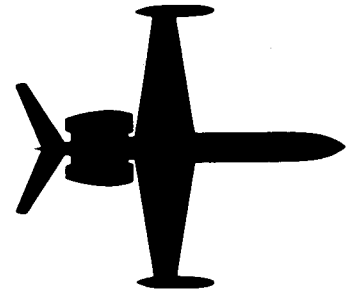
Check and adjust voltage per Service Letter No. WW-2452
before functionally checking instrument lighting systems.

1124-33-02
Page 1 of 1



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BEN GURION AIRPORT, ISRAEL

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2463

DATE: NOVEMBER 7, 1980

EFFECTIVITY: 1124 WESTWIND SERIES PRIOR TO S/N 271

SUBJECT: REPLACEMENT OF PS-274A POWER SUPPLY (Mfg. EMP),
WITH POWER SUPPLY LT-52A (Mfg. KGS)

COMPLIANCE: OPTIONAL

APPROVAL: IAI ENGINEERING

PURPOSE: TO ADVISE THAT LT-52A POWER SUPPLY MAY BE USED
AS A DIRECT REPLACEMENT FOR POWER SUPPLY PS-274A

REASON: THE LT-52A PROVIDES IMPROVED RELIABILITY AND IS
FIELD REPAIRABLE

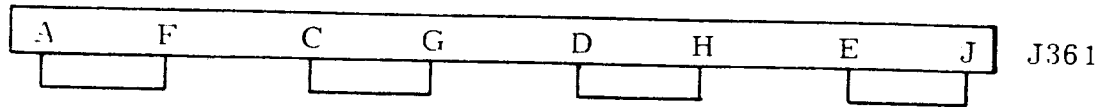
INSTRUCTIONS:

1. To replace a PS-274A instrument lighting power supply, gain access to the nose equipment compartment.
2. Turn off electrical power before disconnecting electrical connectors.
3. The LT-52A power supply may be installed as replacement on a "One for One" basis.
4. Aircraft S/N 245 through 270 have a "Light Protection Box" integrated into the power supply output at connector P361. If all four PS-274A power supplies are replaced with LT-52A units, remove and discard the Light Protection Box.
5. Proceed as follows to remove the "Light Protection Box" from system:
 - A. Disconnect the P361 connector and remove box assy.
 - B. Remove receptacle J361 from the light protection box.

SERVICE LETTER NO. WW-2463

INSTRUCTIONS (CONT'D)

- C. Install insulated jumpers in receptacle using 18AWG wire, per sketch.



- D. Reconnect the P/J361 connector and secure connector to wire bundle for support.
6. Turn on electrical power and functionally check the instrument lighting system, turn power off and return aircraft to service.

SUPPLY DATA:

QTY	PART NUMBER	DESCRIPTION
AR	LT-52A	Power Supply

WEIGHT AND
BALANCE: N. A.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows:
Service Letter No. WW-2463, dated November 7, 1980, entitled "Replacement of
PS274A Power Supply with Power Supply P/N LT-52A", accomplished (Date).

SERVICE PUBLICATIONS revision notice

SERVICE LETTER NO. WW-2464
Revision No. 1

DATE: JANUARY 30, 1981

SUBJECT: REPLACEMENT OF TRIM TAB ACTUATOR ROD END ASSY

REASON FOR
REVISION: TO CORRECT AIRCRAFT SERIAL NUMBER EFFECTIVITY

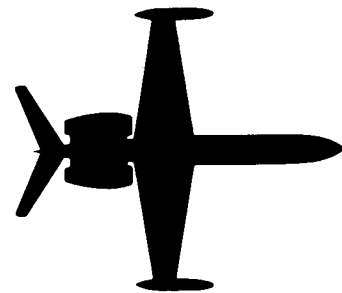
REVISED
EFFECTIVITY: S/N 152, 154, 181, 187 THRU 293, 295 AND 298 THRU 305

1124-27-04
Page 1 of 1



SUBSIDIARY OF ISRAEL AIRCRAFT INDUSTRIES LTD
BEN GURION AIRPORT, ISRAEL

1124-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2464

DATE: DECEMBER 29, 1980

EFFECTIVITY: 1124 WESTWIND SERIES S/N 152, 154, 181, 187 THRU 283, 295,
AND 298 THRU 305

SUBJECT: REPLACEMENT OF TRIM TAB ACTUATOR ROD END ASSY

COMPLIANCE: RECOMMENDED AT NEXT 150 HOUR INSPECTION

APPROVAL: IAI ENGINEERING

REASON: PRODUCT IMPROVEMENT

INSTRUCTIONS:

NOTE: The Aileron trim actuator P/N 5793500-1, and Rudder trim actuator P/N 5793500-501, and -503 equipped with "NMB-4" rod end assy are effected. See Figure 1 for identification of "NMB-4" rod end assy.

1. Inspect rod end of Aileron and Rudder trim tab actuators to identify actuators equipped with the "NMB-4" rod end assy.
2. Replace rod ends, as required, with new "HMOVV-4M" rod end assemblies and adjust to proper "ZERO" position in accordance with Chapter 27-10-00 and 27-20-00 Adjustment and Test, 1124 Maintenance Manual.
3. Check trim tab actuators for proper operation and security of attachment.

SUPPLY DATA:

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
AR	HMOVV-4M	Rod End Assy (Heim)

The required parts may be obtained from Atlantic Aviation Supply Co.
Full credit for parts will be granted upon return of removed parts.

1124-27-04
Page 1 of 2



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BEN GURION AIRPORT, ISRAEL

SERVICE LETTER NO WW-2464

WEIGHT AND
BALANCE: N.A.

AIRCRAFT RECORDS:

Make an appropriate statement in aircraft permanent maintenance records as follows: Service Letter No. WW-2464, dated December 29, 1980, entitled "Replacement of Trim Tab Actuator Rod End Assy" accomplished (Date) .

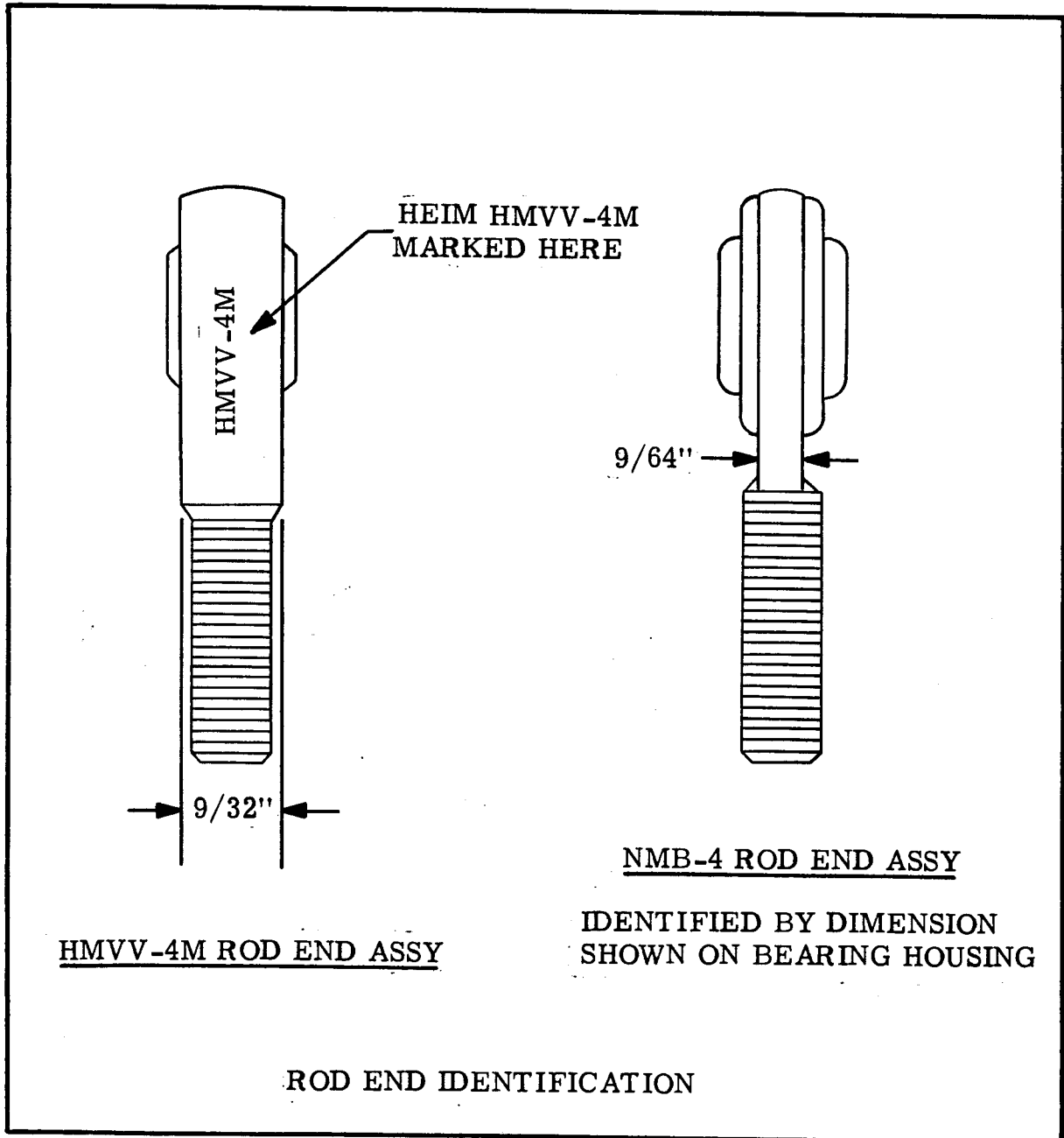
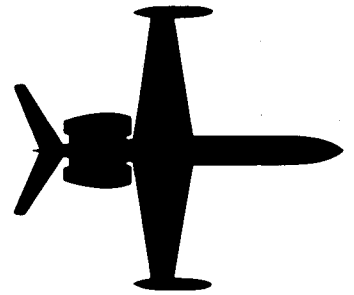


FIGURE 1

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2465

DATE: DECEMBER 29, 1980

EFFECTIVITY: 1124 WESTWIND SERIES S/N 152, 154, 174, 181, 187 THRU 294, 296, THRU 298

SUBJECT: REMOVAL OF VERTICAL STABILIZER DEICER BOOT

COMPLIANCE: OPTIONAL

APPROVAL: IAI ENGINEERING

REASON: DEICER BOOT NO LONGER REQUIRED BY TYPE CERTIFICATE

INSTRUCTIONS:

1. Remove vertical stabilizer De-ice boot in accordance with Maintenance Practices contained in Chapter 30-10-00, 1124 Maintenance Manual.
2. Using the "Dollar/Dime" principle, flush patch the deicer air flow tube access hole in leading edge of stabilizer, in accordance with FAA Advisory Circular 43.13-1A, Chapter 2, Section 3, Para. 100.
3. Refer to 1124 IPC, Chapter 30-10-00, Figure 2 for arrangement of deicer tubing. Locate the AN824-8D Tee fitting (Item 122), disconnect tube P/N 753534-41 from Tee fitting, and install an AN929-8D Cap assy on Tee fitting to block off deicer air to vertical stabilizer. Disconnected tubing may be left in aircraft, if desired.
4. Completely clean deicer boot adhesive from leading edge of stabilizer, using MEK solvent.
5. Apply brush coat of chromate to leading edge and paint to match aircraft.

SUPPLY DATA: N.A.

WT & BALANCE:

WEIGHT (lbs)	H-ARM (inches)	H-MOMENT (inch-lbs)
(Minus) -1.5	512.00	(Minus) -768.00



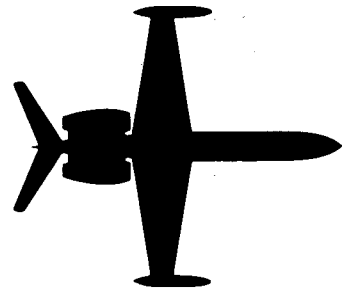
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BEN GURION AIRPORT, ISRAEL

1124-30-05
Page 1 of 2

SERVICE LETTER NO WW-2465

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows
Service Letter No. WW-2465 dated December 29, 1980 entitled "Removal of Ver-
tical Stabilizer Deicer Boot", accomplished _____ (Date) _____.



SERVICE LETTER

SERVICE LETTER NO. WW-2466

DATE: APRIL 30, 1981

EFFECTIVITY: 1124/1124A WESTWIND SERIES S/N 152, 154, 174, 181, 185,
187 THRU 301

SUBJECT: ONE TIME INSPECTION AND INSTALLATION OF TIE-WRAP
ON HYDRAULIC TUBES IN WING ROOT ADJACENT TO WING
RIB (STA. Xw-33.000)

COMPLIANCE: AT NEXT 150 HOUR INSPECTION

APPROVAL: IAI ENGINEERING

REASON: TO PREVENT POSSIBILITY OF TUBES CHAFING AGAINST
EACH OTHER OR AGAINST WING STRUCTURE

INSTRUCTIONS:

1. Remove upper and lower wing root access panels from each wing and extend wing flaps to gain access to hydraulic tubes.
2. Inspect tube routing for evidence of chafing, and minimum clearance of 3/16 inch between tubes and aircraft structure.
3. Install 1/8 inch diameter plastic tie-wrap on tubes (tie the 4 lower tubes together and tie the 6 upper tubes together) as illustrated in Figure 1, in each wing.
4. Operate aileron through full travel and assure aileron push-pull tubes clear hydraulic tubes.
5. Cycle wing flaps and assure inboard actuator clears hydraulic tubes.
6. Reinstall wing root access panels and return aircraft to service.

1124-29-04

Page 1 of 3

SERVICE LETTER NO. WW-2466

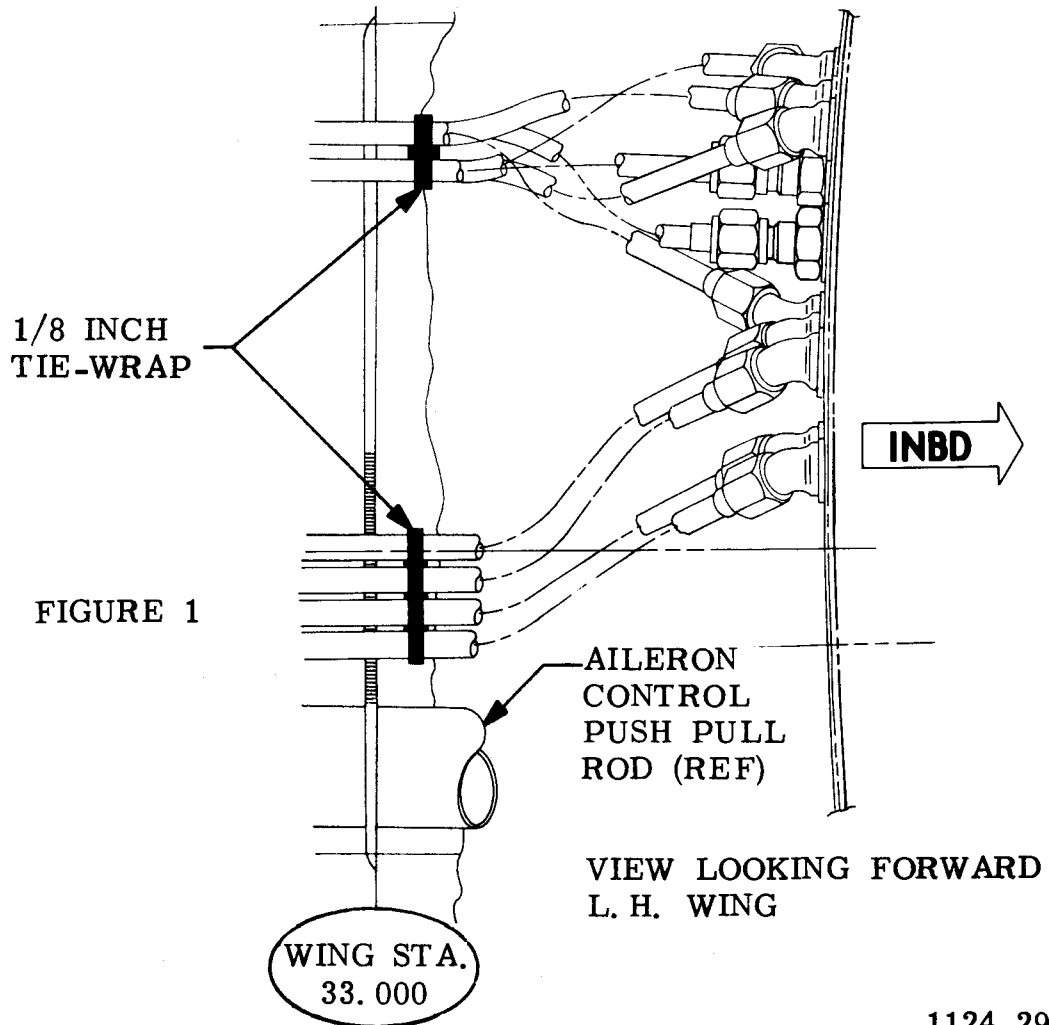
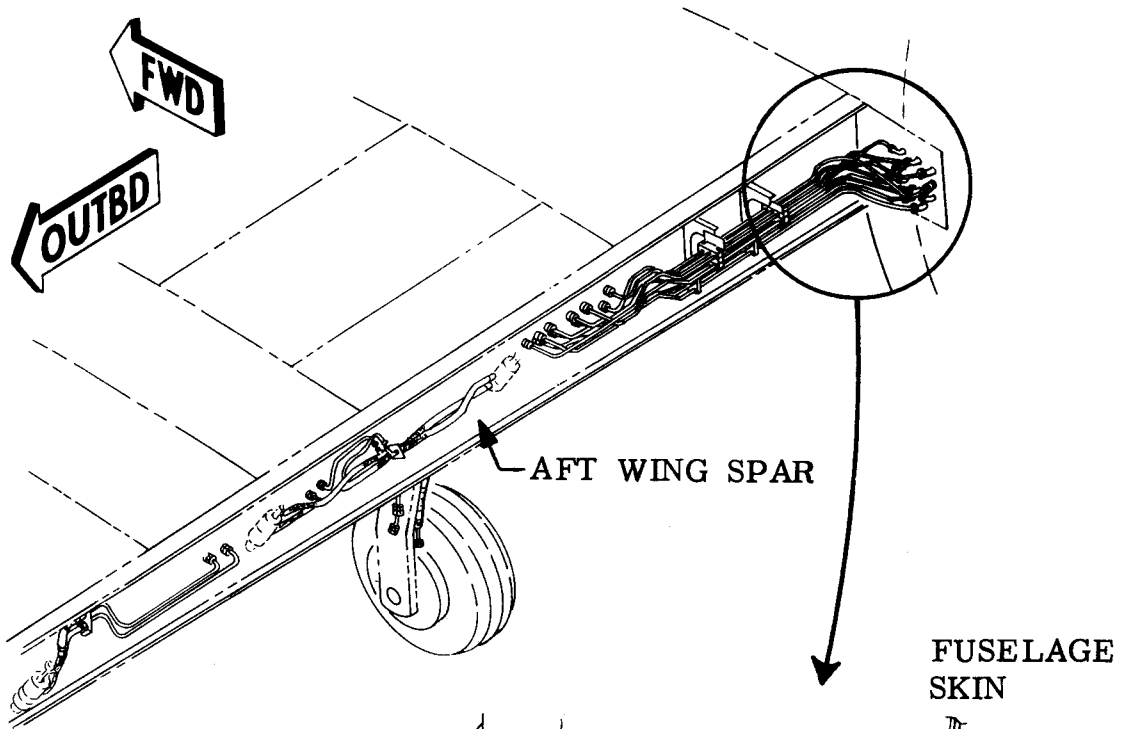
SUPPLY DATA:

The required 1/8 inch plastic tie-wrap may be obtained from local source.

WEIGHT AND BALANCE: N. A.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows: Service Letter No. WW-2466, dated April 30, 1981, entitled, "One Time Inspection and Installation of Tie-wrap on Hydraulic Tubes in Wing Root Adjacent to Wing Rib (Sta. Xw-33.000)", accomplished (DATE) .



VIEW LOOKING FORWARD
L. H. WING

COMPLIANCE FORM - SERVICE LETTER NO. WW-2466

TO: OPERATOR OR SERVICE FACILITY PERFORMING INSTALLATION

Please complete the Certificate of Compliance below and mail direct to:

Israel Aircraft Industries International, Inc.
2025 S. Nicklas, Suite 115
Oklahoma City, OK 73128

CERTIFICATE OF COMPLIANCE
SERVICE LETTER NO. WW-2466

ONE TIME INSPECTION AND INSTALLATION OF TIE-WRAP
ON HYDRAULIC TUBES IN WING ROOT ADJACENT TO WING
RIB (STA. Xw-33.000)

Aircraft S/N _____ "N"Number _____

Owner _____

Aircraft total time at installation _____ Hours.

Installation performed by: _____

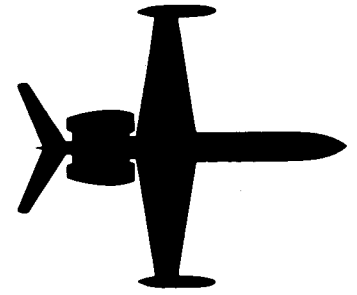
Please describe interference or chafing noted: _____

I certify that the requirements of S/L WW-2466, dated April 30, 1981, have
been complied with _____ .

(DATE OF COMPLIANCE)

Signed: _____

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2467

DATE: JUNE 5, 1981

EFFECTIVITY: 1124 WESTWIND SERIES S/N 152, 154, 174, 181, 187 THRU 295

SUBJECT: ONE TIME INSPECTION OF WIRE BUNDLE ROUTED ABOVE
"NO SMOKING-FASTEN BELTS" WARNING SIGN FOR CHAFING

COMPLIANCE: AT NEXT 150 HOUR INSPECTION

APPROVAL: IAI ENGINEERING

REASON: TO DETERMINE IF A CHAFING PROBLEM EXISTS AND IF SO
REWORK WIRE ROUTING PATH

INSTRUCTIONS:

1. Remove cabin headliner aft of warning sign, located at Fus. Sta. Y-83.78.
2. Release aft circuit breaker panel, located on fwd side of Fus. Sta. Y-83.78.
3. Inspect wire bundle for chafing and/or adequate clearance between fuselage frame and warning sign, (See Figure 1).
4. If evidence of chafing is detected, repair damaged wires as necessary.
5. If additional clearance or chafe protection for wire bundle is required, one or more of the following procedures should be used.
 - A. Spread wire bundle, in order to reduce diameter.
 - B. Add "Rilsun" sleeve chafe protection to wire bundle.
 - C. Increase cut-out of warning sign support structure adjacent to wire bundle.
 - D. Trim edge of 5313548-45 angle, add RE-3 strip and bond MS21266-5N grommet to fuselage frame per details of Figure 1.

SERVICE LETTER NO. WW-2467

INSTRUCTIONS CONT'D

- E. On aft circuit breaker panel, replace center aft nutplate (MS21075-06) with NAS1474-A06 nutplate per detail of Figure 1, and plug existing holes of original nutplate installation.
6. Replace equipment removed for Inspection/Rework purposes and return aircraft to service.

SUPPLY DATA:

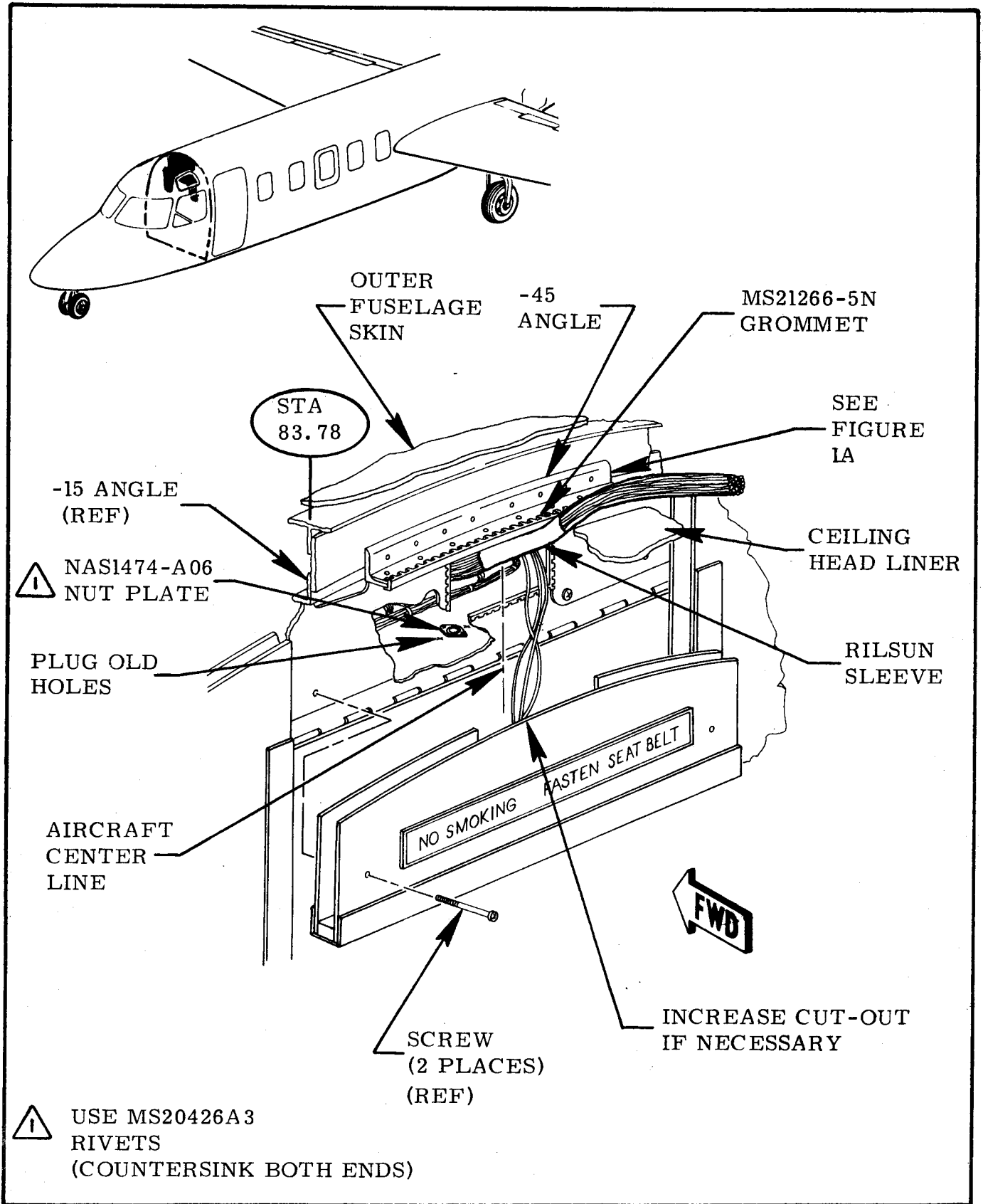
QTY	PART NUMBER	DESCRIPTION
1	NAS1474-A06	Nutplate
1	5 313148-RE3	Strip
8 in.	MS21266-5N	Grommet
AR	Rilsun Sleeve	Chafe Protection

The required parts may be obtained as Kit No. S/L WW-2467 from Atlantic Aviation Supply Corp. Please provide aircraft S/N and shipping instructions when placing order.

WEIGHT AND
BALANCE: N. A.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows: Service Letter No. WW-2467, dated June 5, 1981 entitled "One Time Inspection of Wire Bundle Routed Above "No Smoking-Fasten Belts" Warning Sign For Chafing", accomplished _____ (Date).



WIRE BUNDLE INSTALLATION

FIGURE 1

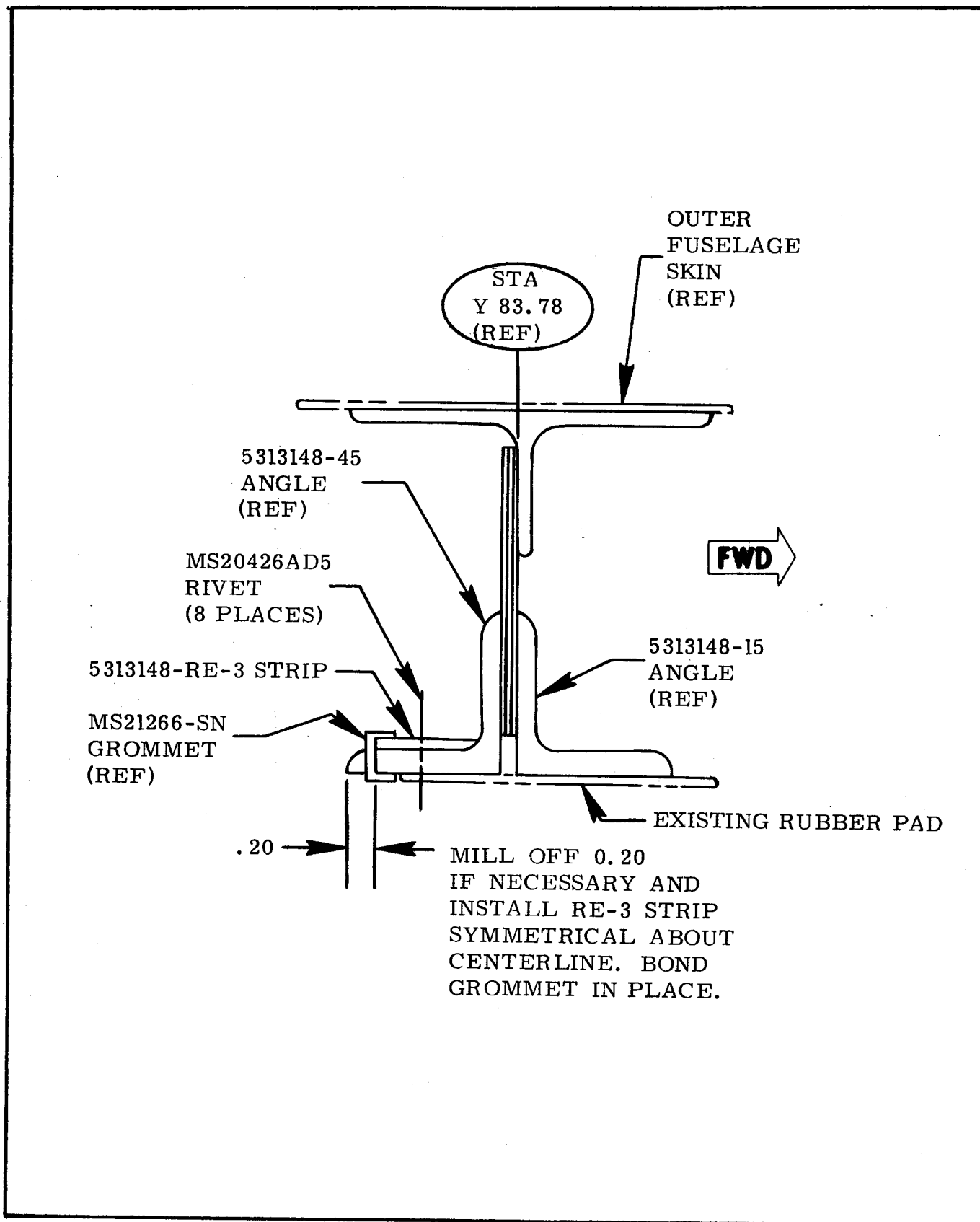


FIGURE 1A

COMPLIANCE FORM - SERVICE LETTER NO. WW-2467

TO: OPERATOR OR SERVICE FACILITY PERFORMING INSTALLATION

Please complete the Certificate of Compliance below and mail direct to:

Israel Aircraft Industries International, Inc.
2025 S. Nicklas, Suite 115
Oklahoma City, OK 73127

CERTIFICATE OF COMPLIANCE
SERVICE LETTER NO. WW-2467

ONE TIME INSPECTION OF WIRE BUNDLE ROUTED ABOVE
"NO SMOKING-FASTEN BELTS" WARNING SIGN FOR CHAFING

Aircraft S/N _____ "N"Number _____

Owner _____

Aircraft Total Time at Installation _____ Hours

Installation Performed By: _____

Please define any discrepancies found: _____

I certify that the requirements of S/L WW-2467, dated June 5, 1981, have been complied with _____.

(DATE OF COMPLIANCE)

SIGNED: _____

SERVICE PUBLICATIONS

revision notice

SERVICE LETTER NO. WW-2468
Revision No. 1

DATE: OCTOBER 15, 1981

Correct Leach Relay Socket P/N SO-1059-8912 to SO-1057-8912 in the following locations:

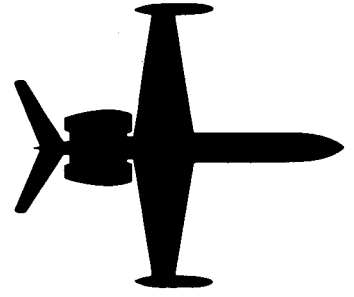
SUBJECT:
SUPPLY DATA:
AIRCRAFT RECORDS:

1124-39-02
Page 1 of 1



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

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2468

DATE: JUNE 16, 1981

EFFECTIVITY: 1124 WESTWIND SERIES S/N 261 THRU 283

SUBJECT: INSPECTION OF LEACH RELAY SOCKET P/N S0-1059-8912

COMPLIANCE: RECOMMENDED AT NEXT 150 HOUR INSPECTION

APPROVAL: IAI ENGINEERING

REASON: SEPARATION OF SOCKETS BEARING PRODUCTION DATE CODES (LEACH 7911, or 7916, or 7918) HAVE OCCURED IN SERVICE

INSTRUCTIONS:

1. The following relay sockets are to be inspected.

<u>Relay Identification</u>	<u>Quantity</u>	<u>Location</u>
Gen. Line (GLR-1)	1	LH D.C. Cont. Box
Gen. Line (GLR-2)	1	RH D.C. Cont. Box
*Logo Light (LLR)	1	RH D.C. Cont. Box
Container Cartridge (CCR-1, CCR-2, CCR-3, CCR-4)	4	Fire Relay Box
Gear Horn Day/Night (G.H.D.N.)	1	Fus. Sta. 29.40 LH (Remove HSI for access)

* Not in all aircraft

2. Refer to Figure 1 for identification data on relay sockets.
3. Perform inspection as follows:
 - A. Turn off electrical power and disconnect batteries.
 - B. Remove cover from D.C. Contactor boxes.
 - C. Remove fire relay box from mounting underneath pilot seat.
 - D. Remove HSI from pilot instrument panel.

SERVICE LETTER NO. WW-2468

INSTRUCTIONS CONT'D

- E. Read the identification number on each socket and inspect only those sockets of defective series, as indicated in Figure 1.
 - F. Remove relay (MS27743-2; blue in color) from socket to be inspected, by removing attaching hardware.
 - G. Apply 3 to 4 pounds pressure on lower part of socket, in the direction to move it away from socket mounting base (upper part).
 - H. If the socket separates into two (2) parts, it shall be replaced with a new socket, other than production date code 7911, 7916 or 7918.
- 4. Upon completion of inspection, reinstall and secure relays, fire control box, HSI, and D.C contactor box cover.
 - 5. Reconnect batteries and return aircraft to service.

SUPPLY DATA:

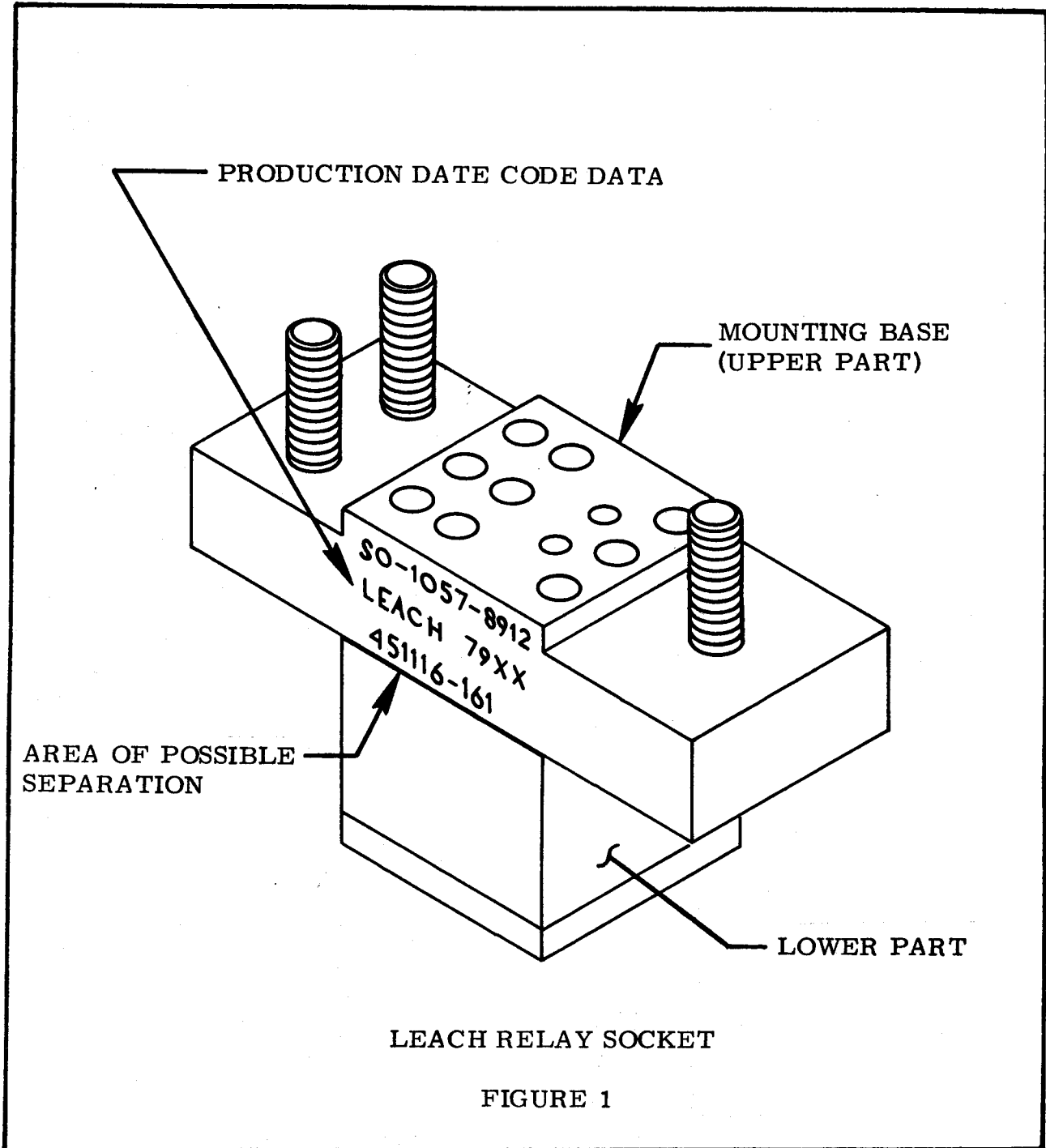
QTY	PART NUMBER	DESCRIPTION
AR	S0-1059-8912	Relay Socket (Leach)

The required part(s) may be obtained from Atlantic Aviation Supply Corp.

WEIGHT AND BALANCE: N. A.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows; Service Letter No WW-2468, dated June 16, 1981, entitled "Insp. of Leach Relay Socket P/N S0-1059-8912" accomplished _____ (Date) _____.



SERVICE PUBLICATIONS

revision notice

SERVICE LETTER NO. WW-2469
REVISION NO. 1

MARCH 1, 1982

SUBJECT: REWORK OR REPLACEMENT OF FLAP DETECTORS
P/N 5163009-23 AND -24.

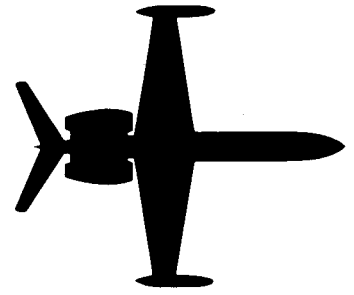
- REASON:
1. TO ADD S/N 355 TO EFFECTIVITY.
 2. TO CHANGE RIVET CALL-OUT ALONG WING STATION 33, AS SHOWN IN FIGURE 1, AS FOLLOWS:

WAS
NAS1339B4 RIVETS
MAY BE USED ALONG
WING STATION 33 WHEN
DEFLECTOR IS REPLACED

NOW
NAS1399B4 RIVETS
MAY BE USED ALONG
WING STATION 33 WHEN
DEFLECTOR IS REPLACED



1124-WESTWIND



SERVICE LETTER

SERVICE LETTER NO WW-2469

DATE: JULY 15, 1981

EFFECTIVITY: 1124 WESTWIND SERIES PRIOR TO S/N 355

SUBJECT: REWORK OR REPLACEMENT OF FLAP DEFLECTORS
P/N 5163009-23 and -24

COMPLIANCE: OPTIONAL

APPROVAL: IAI ENGINEERING

REASON: CRACKS OCCURING IN DEFLECTORS ARE DIFFICULT TO REPAIR, REWORK OF DEFLECTOR OR REPLACEMENT WITH REDESIGNED DEFLECTOR IS RECOMMENDED

INSTRUCTIONS:

1. Extend and/or remove wing flap, if required, to permit rework or replacement of flap deflector.
2. Refer to Figure 1, which depicts deflector installation, and rework per rework details. If replacement is required, drill out existing rivets to remove deflector.
3. Install replacement deflector, picking up existing rivet holes, per Figure 1.
4. Prime and paint reworked area to match existing paint.
5. Reinstall components removed to permit rework and return aircraft to service.

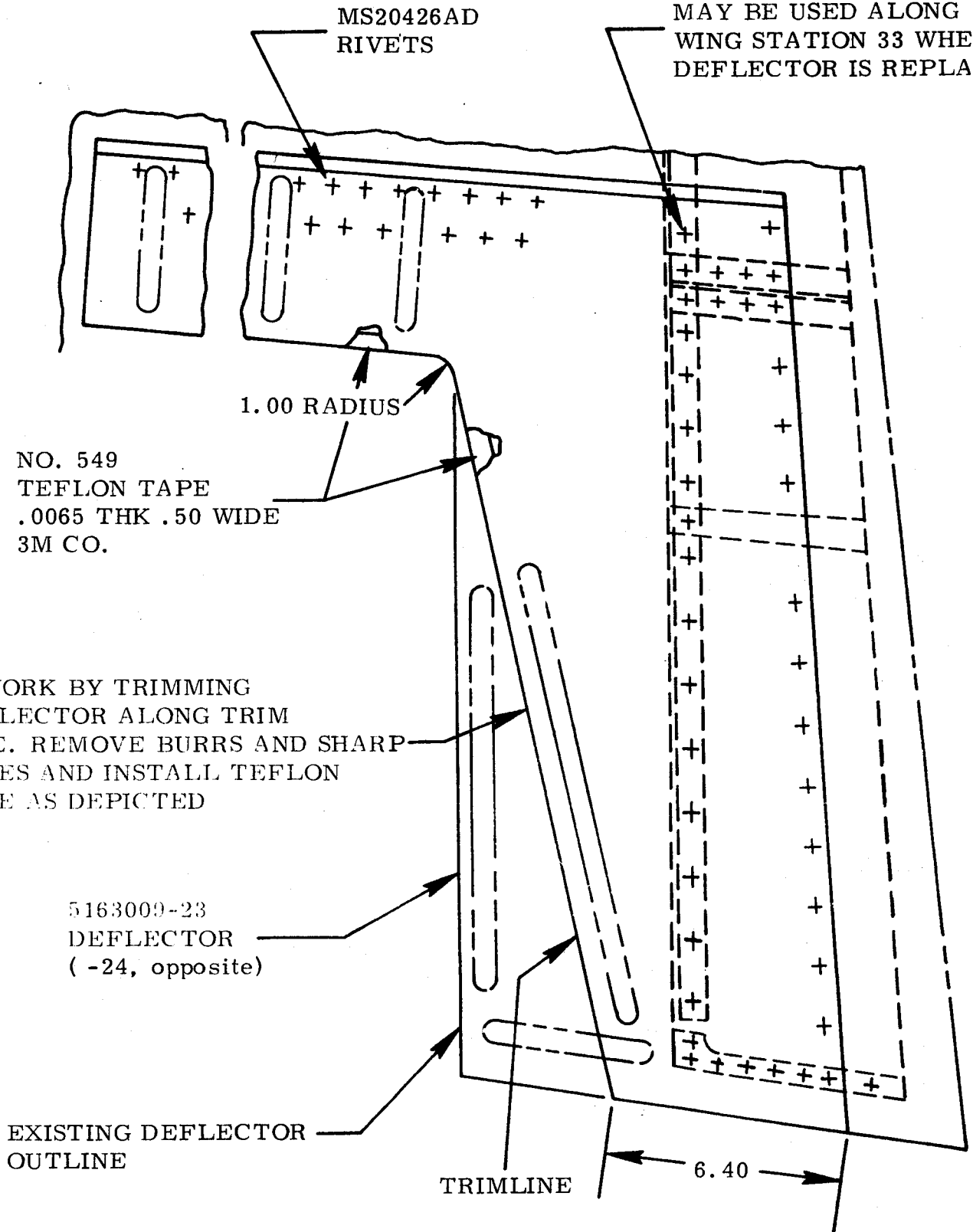
SUPPLY DATA:

QTY	PART NUMBER	DESCRIPTION
AR	5 163009-27	Deflector, L. H.
AR	5 163009-28	Deflector, R. H.

Required rivets may be obtained from local source.

SERVICE LETTER NO WW-2469

NAS1339B4 RIVETS
MAY BE USED ALONG
WING STATION 33 WHEN
DEFLECTOR IS REPLACED

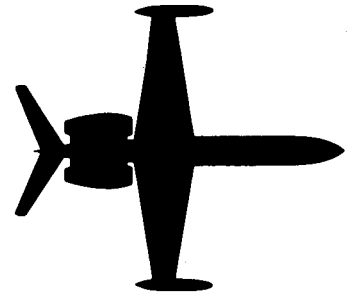


FLAP DEFLECTOR

FIGURE 1

1124-WESTWIND

SERVICE LETTER



SERVICE LETTER NO. WW-2470A

NOVEMBER 30, 1983

This service letter supercedes Service Letter No. WW-2470, dated September 18, 1981. Only the text pages are reissued. Retain all illustrations from WW-2470.

EFFECTIVITY: 1124 WESTWIND SERIES S/N 152, 154, 174, 181, 185 AND SUBSEQUENT HAVING TFE 731-3 ENGINES INSTALLED WHICH ARE AFFECTED BY GARRETT SERVICE BULLETIN NO. TFE 731-72-3159

SUBJECT: INSTALLATION OF AFT MOUNT AUXILIARY BRACKET PER GARRETT SERVICE BULLETIN NO. TFE 731-72-3159

COMPLIANCE: OPTIONAL (THIS SERVICE LETTER MUST BE COMPLIED WITH IF THE GARRETT AFT MOUNT AUXILIARY BRACKET IS INSTALLED)

APPROVAL: IAI ENGINEERING

REASON: TO PROVIDE GARRETT AFT MOUNT AUXILIARY BRACKET INSTALLATION INSTRUCTIONS ON 1124 WESTWIND SERIES AIRCRAFT

INSTRUCTIONS:

1. Remove upper aft cowl door and open lower cowl on both engines to access aft engine mount area.
2. Relocate N1 leads per Figures 1 and 2.

SERVICE LETTER NO. WW-2470A

3. Install Garrett Aft Mount Auxiliary Bracket kit per Garrett Service Bulletin No. TFE 731-72-3170. Existing aft engine mount bolt P/N SPS 106812-5-12 and nut must be removed and replaced by bolt P/N 3073361-1 and nut P/N S8079-251 when aft mount auxiliary bracket is installed. Torque nut to 60 ±5 inch pounds.
4. Make sure all bolts are properly safetied. Install and close cowl sections.
5. Return aircraft to service.

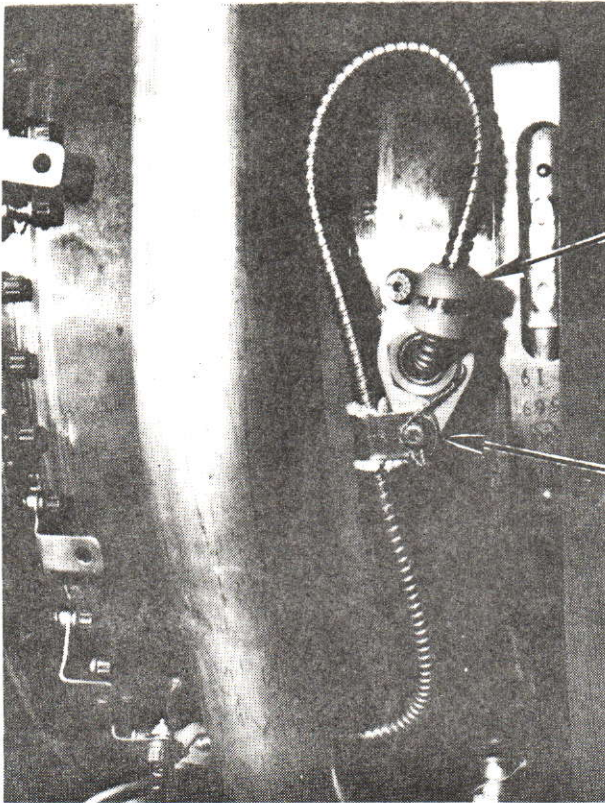
SUPPLY DATA: Parts may be obtained from any Garrett approved Service Center.

QTY	PART NUMBER	DESCRIPTION
2	3073361-1	Bolt
2	3073361-1	Bolt
2	S8079-251	Nut
1	211-577-9002	Clamp

WEIGHT AND BALANCE: Not applicable

AIRCRAFT RECORDS: Make an appropriate entry in permanent aircraft maintenance records as follows: Service Letter No. WW-2470A, dated November 30, 1983, titled "Installation of Aft Mount Auxiliary Bracket Per Garrett Service Bulletin No. TFE 731-72-3159," has been accomplished this date.

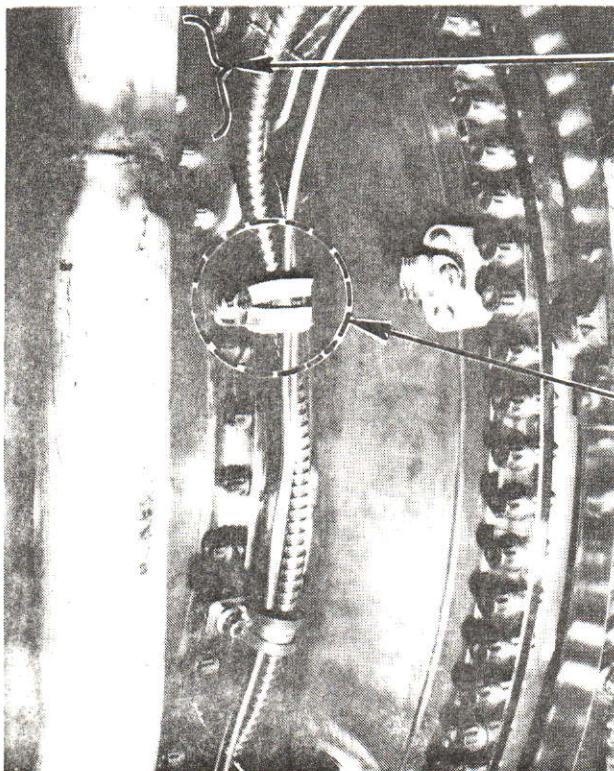
-END-



RELOCATE CLAMP, BOLT AND SPACER FROM LOWER HOLE.

INSTALL NEW CLAMP P/N 211-577-9002 WITH BOLT REMOVED FROM UPPER HOLE.

L.H. SIDE-L.H. ENGINE

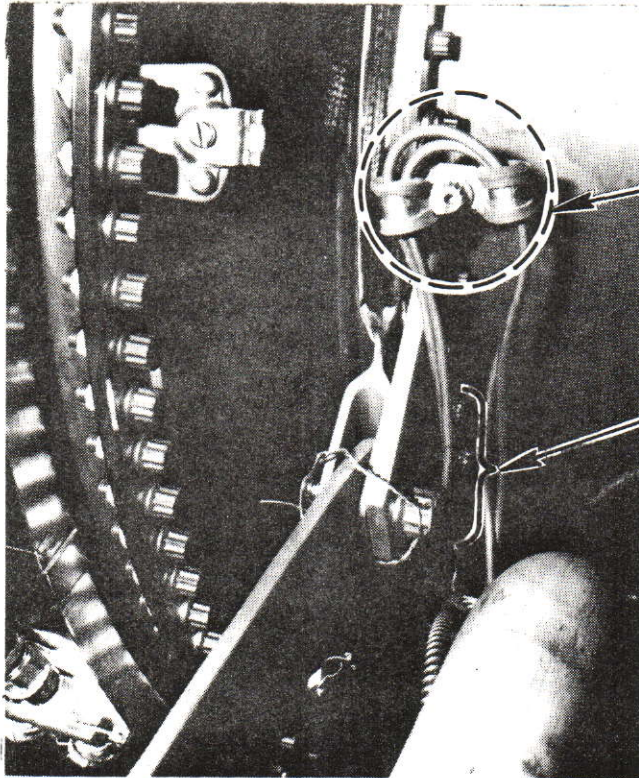


BRACKET AND CLAMP REMOVED FROM THIS AREA WHEN AUXILIARY MOUNT BRACKET IS INSTALLED.

BRACKET AND CLAMP RELOCATED FROM ABOVE WHERE AUXILIARY MOUNT BRACKET BOLTS TO ENGINE TRANSITION DUCT. (FIRST BOLT BELOW AUXILIARY MOUNT BRACKET).

R.H. SIDE-L.H. ENGINE

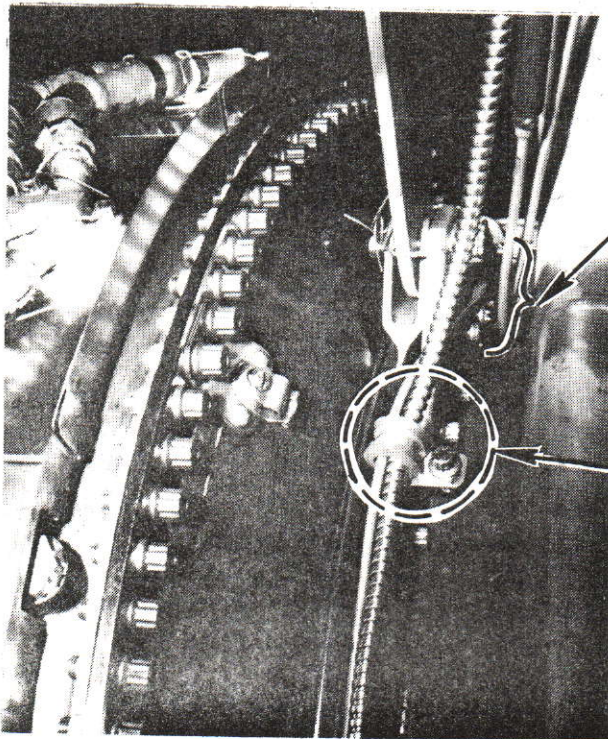
FIGURE 1 L. H. ENGINE N, LEAD RESECURING.



BRACKET AND CLAMP RELOCATED TO FIRST BOLT ABOVE AUXILIARY MOUNT BRACKET AFTER AUXILIARY BRACKET IS INSTALLED.

BRACKET AND CLAMPS REMOVED FROM THIS AREA WHEN AUXILIARY MOUNT BRACKET IS INSTALLED.

VIEW LOOKING DOWN AT AFT MOUNT AREA R.H. ENGINE L.H. SIDE

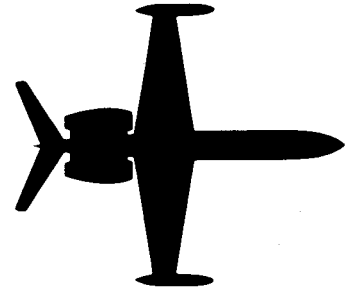


BRACKET AND CLAMP REMOVED FROM THIS AREA WHEN AUXILIARY MOUNT BRACKET IS INSTALLED.

BRACKET AND CLAMP RELOCATED FROM ABOVE WHERE AUXILIARY MOUNT BRACKET BOLTS TO ENGINE TRANSITION DUCT. (FIRST BOLT BELOW AUXILIARY MOUNT BRACKET).

VIEW LOOKING UP AT AFT MOUNT AREA R.H. ENGINE L.H. SIDE

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2471

DATE: SEPTEMBER 10, 1981

EFFECTIVITY: 1124 WESTWIND SERIES S/N 152, 154, 174, 181, 187 THRU 315,
EXCEPT S/N 294, 296, 297, 309, 310 AND 314

SUBJECT: IMPROVE EMERGENCY OVERHEAT LIGHT INDICATION

COMPLIANCE: AT OWNER'S OPTION

APPROVAL: IAI ENGINEERING

REASON: IMPROVE OVERHEAT INDICATION WHEN OPERATING FROM
EMERGENCY BLEED AIR WHILE USING "AUTO-TEMP"
CONTROL

INSTRUCTIONS:

1. Turn off electrical power and disconnect batteries.
 2. Gain access to RH D.C. contactor box and remove cover.
- NOTE: Refer to Wiring Manual Chapters 39-30-07 and 39-30-08 for component location and wiring scheme.
3. Remove Wire No. 101 from X2 of MPR relay and connect to Pin P of J134 printed circuit board.
 4. Install new Wire No. 250, (20AWG) between Pin R of J134 and X2 of MPR relay.
 5. Secure wires in accordance with standard practices and replace contactor box cover.
 6. Replace equipment removed to gain access, reconnect aircraft batteries and return aircraft to service.

SUPPLY DATA:

The required wire may be obtained locally.

SERVICE LETTER NO. WW-2471

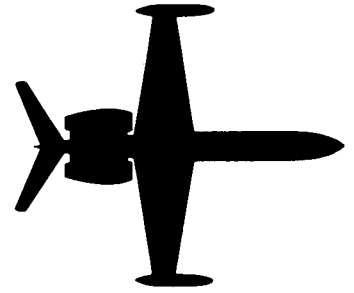
WEIGHT AND
BALANCE:

N. A.

AIRCRAFT RECORDS:

Make an appropriate entry in permanent aircraft maintenance records as follows:
Service Letter No. WW-2471, dated September 10, 1981, entitled "Improve
Emergency Overheat Light Indication" accomplished DATE

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2472

DATE: SEPTEMBER 10, 1981

EFFECTIVITY: 1124 WESTWIND SERIES S/N 181, 226, 228, 230, 231, 235 THRU 314 AND ALL AIRCRAFT MODIFIED PER SERVICE LETTER WW-2434

SUBJECT: INSTALLATION OF CABLE CLAMP ON FUEL BOOST PUMP GROUND WIRES

COMPLIANCE: AT NEXT INSPECTION

APPROVAL: IAI ENGINEERING

REASON: PREVENT POSSIBILITY OF BOOST PUMP GROUND WIRES CHAFING ON ACCESS PANEL BOLTS

INSTRUCTIONS:

1. Remove LH and RH fuel boost pump access panels.
2. Refer to Figure 1, for wiring installation and inspect boost pump ground wires for evidence of chafing. Replace damaged wires, if required.
3. Install cable clamp wire supports per Figure 1, on LH and RH sides.
4. Reinstall boost pump access panels.

SUPPLY DATA:

QTY	PART NUMBER	DESCRIPTION
4	AN3-5A	Bolt
4	AN960PD10L	Washer
4	MS21042-3	Nut
2	MS21919DG-2	Clamp
2	MS21919DG-4	Clamp

The required installation hardware may be obtained from local source.

1124-28-05

Page 1 of 3



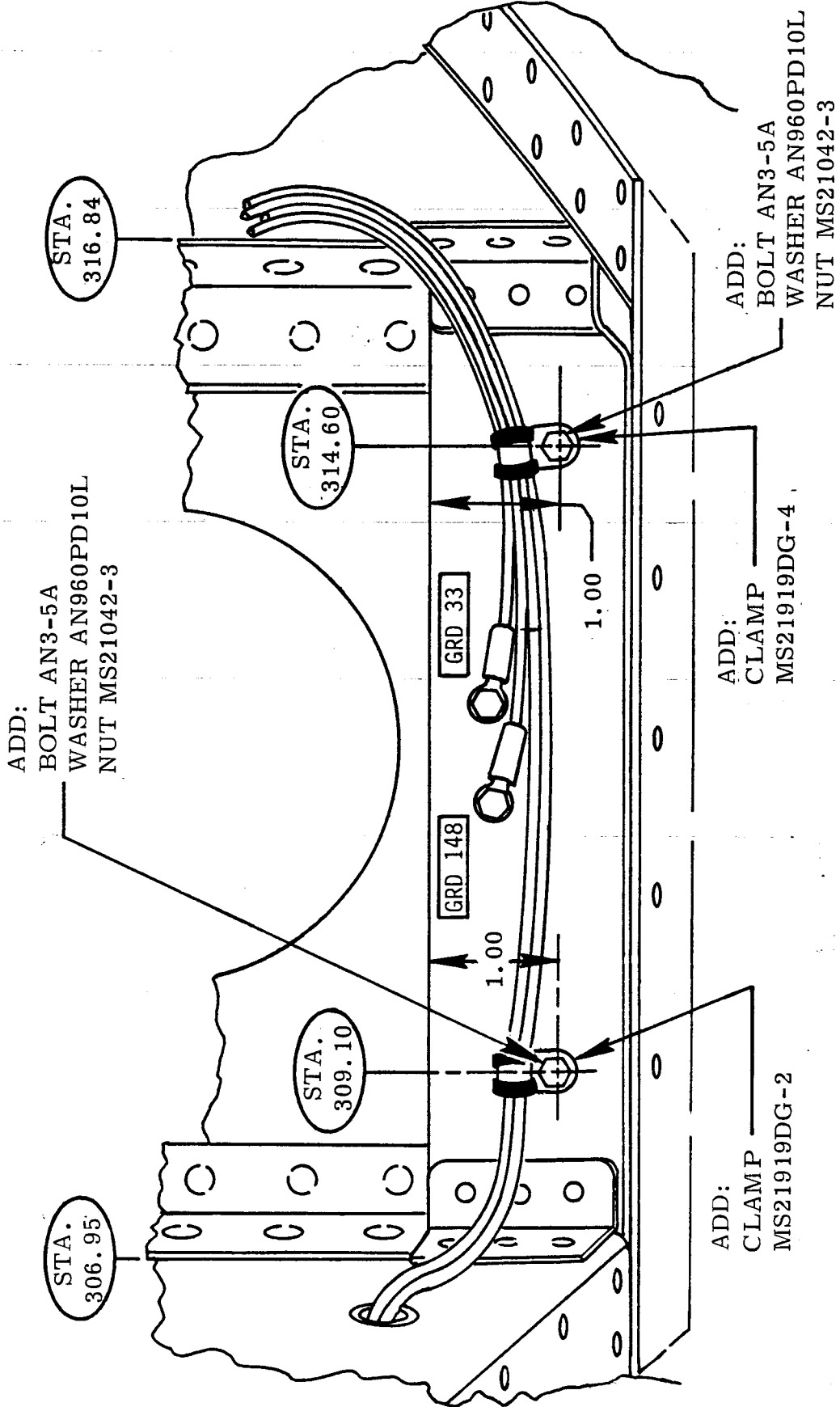
SERVICE LETTER NO. WW-2472

WEIGHT AND
BALANCE:

N. A.

AIRCRAFT RECORDS:

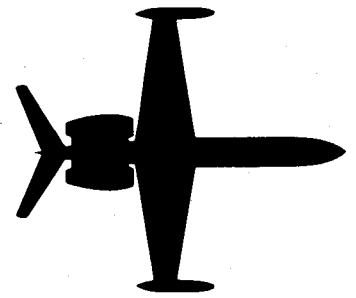
Make an appropriate entry in permanent aircraft maintenance records as follows:
Service Letter No. WW-2472, dated September 10, 1981, entitled "Installation of
Cable Clamp on Fuel Boost Pump Ground Wires accomplished Date .



VIEW LOOKING INBD AT LEFT HAND SIDE OF FUEL SUMP (R.H. OPP.)

FIGURE 1 WIRE BUNDLE CLAMPING

1124-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2473

OCTOBER 12, 1981

EFFECTIVITY: 1124 WESTWIND SERIES S/N 152, 154, 174, 181 AND 185 THRU 347

SUBJECT: ONE TIME INSPECTION AND PROTECTION OF WIRE BUNDLE ROUTED ABOVE COCKPIT OVERHEAD CIRCUIT BREAKERS

COMPLIANCE: AT NEXT 150 HOUR INSPECTION

APPROVAL: IAI ENGINEERING

REASON: TO ASSURE THAT CENTER WIRE BUNDLE GOING AFT FROM FORWARD CIRCUIT BREAKER PANEL DOES NOT CHAFE ON CIRCUIT BREAKER TERMINALS WHILE FORWARD PANEL IS SWUNG DOWN FOR MAINTENANCE.

INSTRUCTIONS:

1. Turn off all electrical power and disconnect batteries.
2. Remove cabin headliner aft of warning sign located at Fus. Sta. Y= 83.780.
3. Unlatch forward and aft cockpit overhead circuit breaker panels and allow them to swing down.
4. Check wire bundles in area over both circuit breaker panels for chafing, pay special attention to large bundle at center aft edge of forward panel.
5. Protect or repair chafed wires as necessary before proceeding to step 6.
6. With forward and aft circuit breaker panels down, spread center wire bundle coming from fwd overhead panel, passing over aft overhead panel (Going to Terminal Board AB & AC) to a minimum of six separate bundles as shown on Figure 1.
 - (a) Wrap each bundle with scotch tape.
 - (b) Maintain bundle separated by installing pendant cable ties.
 - (c) Check bundles for adequate clearance to circuit breaker terminals as panels are closed.

SERVICE LETTER NO. WW-2473

INSTRUCTIONS CONT'D

7. Install protective cover made from teflon sheet (11 X 9 X 0.040") under wire bundles to protect aft overhead panel circuit breaker terminals as shown on Figure 2.
 - (a) Replace two existing MS 24693-S272 screws on center aft edge of fwd panel support structure Sta Y=75.650 with MS24693-S276 screws and two MS35207-263 screws on center aft panel support structure Sta Y=83.780 with MS35207-267. Secure with AN960PD10L washers and MS21042-3 nuts.
 - (b) Position the teflon cover under the bundles on the four screws with two washers on each screw as shown on Figure 2 and secure with MS21042-3 nuts.
 - (c) Move fwd panel up and down and check for smooth movement of bundles over teflon cover.
8. Replace cabin headliner removed in step 2.
9. Close overhead circuit breaker panels and return aircraft to service.

SUPPLY DATA:

The following parts may be obtained from a local source.

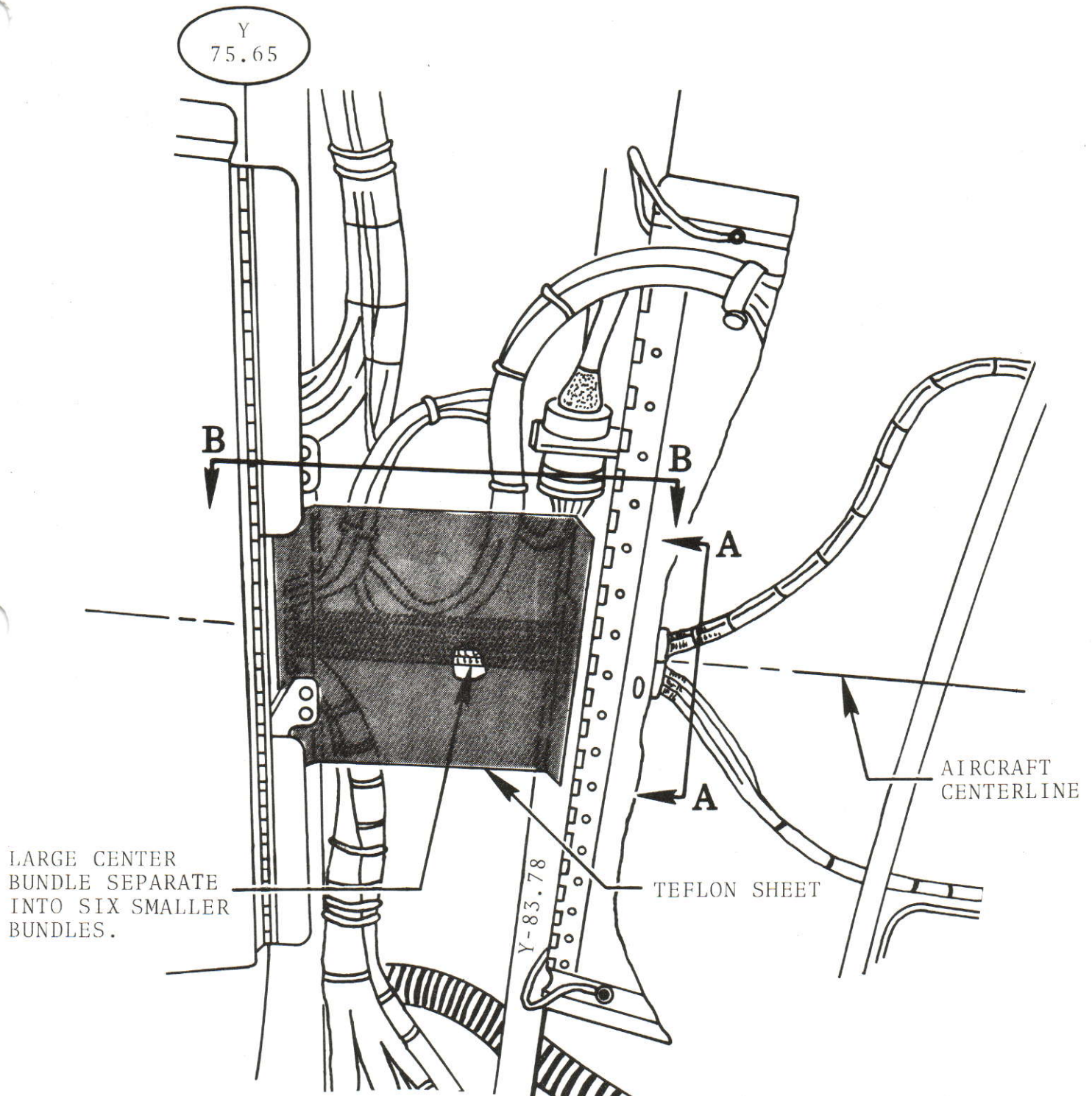
<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
A/R	3M No. 5490	1" Scotch Tape (Teflon Film)
A/R	CR-2M	Penduit Cable Tie
A/R	SST35M	Penduit Cable Tie
1ea.	AMS3651	11 x 9 x 0.040" Min. Teflon Sheet
2ea.	MS24693-S276	Screw
2ea.	MS35207-267	Screw
8ea.	MS21042-3	Nut
12ea.	AN960PD10L	Washer

WEIGHT AND
BALANCE:

N. A.

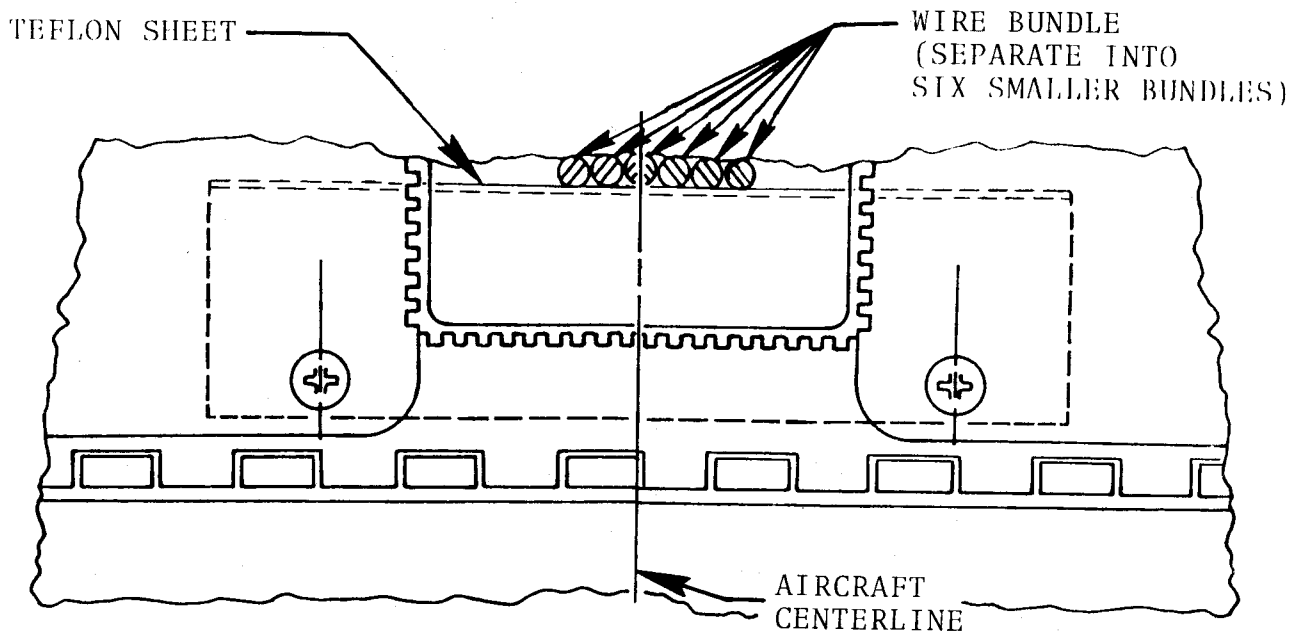
AIRCRAFT RECORDS:

Make an appropriate entry in permanent aircraft maintenance records as follows:
Service Letter No. WW-2473, dated October 12, 1981, entitled "One Time Inspection
and protection of wire bundle routed above cockpit overhead circuit breakers,
accomplished _____ (DATE) _____."

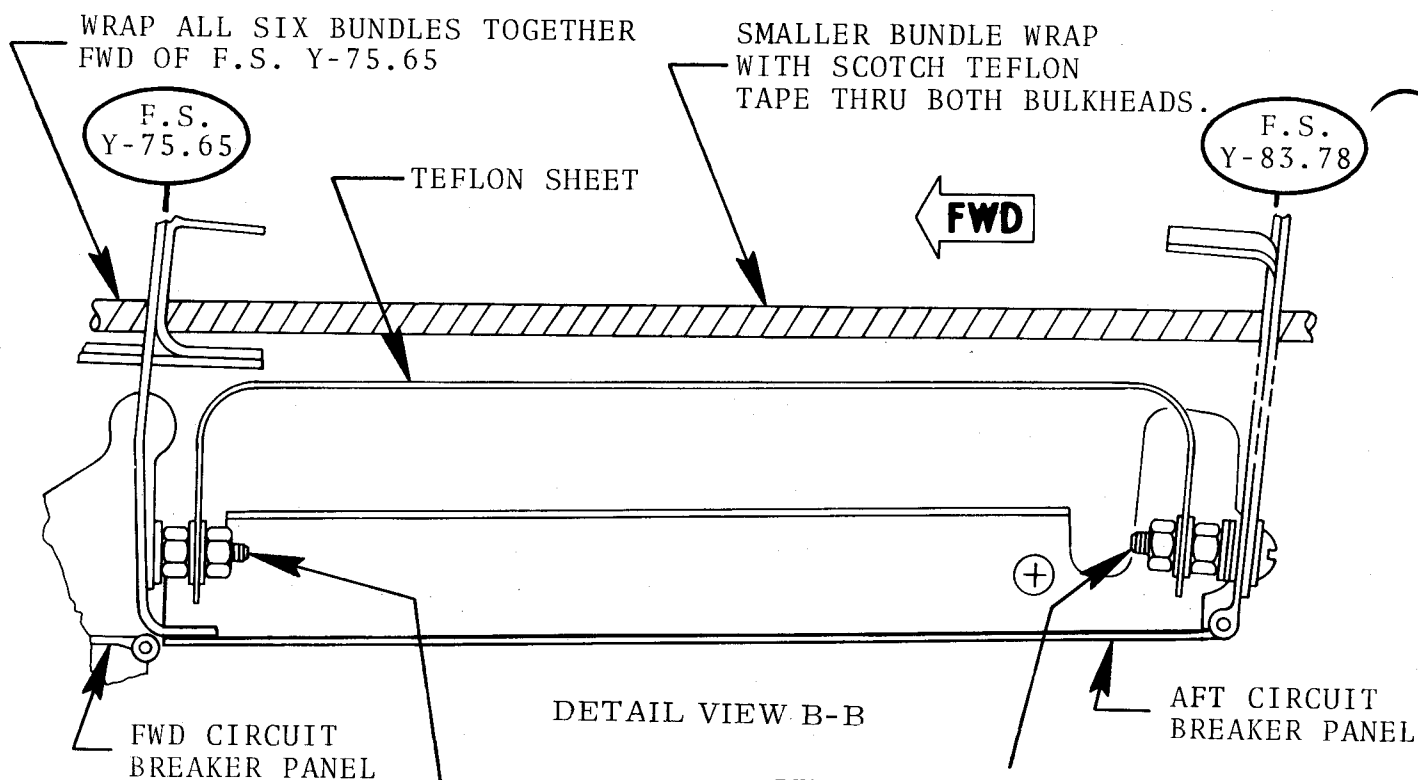


VIEW LOOKING UP WITH COCKPIT
AFT CIRCUIT BREAKER PANEL OPEN

FIGURE 1 REWORK AREA



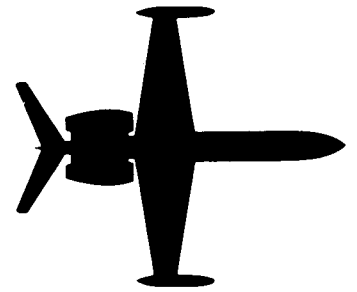
DETAIL VIEW A-A (LOOKING FWD)
(F.S. Y-83.78)



DETAIL VIEW B-B

REMOVE MS24693-S272 SCREWS
AND HARDWARE (2 PLACES)
REPLACE WITH MS24693-S276 SCREWS
AN960PD10L WASHERS
MS21042-3 NUTS

REMOVE MS35207-263 SCREWS
AND HARDWARE (2 PLACES)
REINSTALL MS35207-267 SCREWS
AN960PD10L WASHERS
MS21042-3 NUTS



SERVICE LETTER

SERVICE LETTER NO. WW-2474

REVISION 2

May 29, 1990

SUBJECT: INSPECTION OF AILERON CONTROL FOR FREEPLAY

CANCELLATION NOTICE

This service letter is hereby canceled. The information contained in this service letter has been incorporated into the 1124 Westwind Maintenance Manual, Chapter 27-10-00, and Chapter 5-20-03.

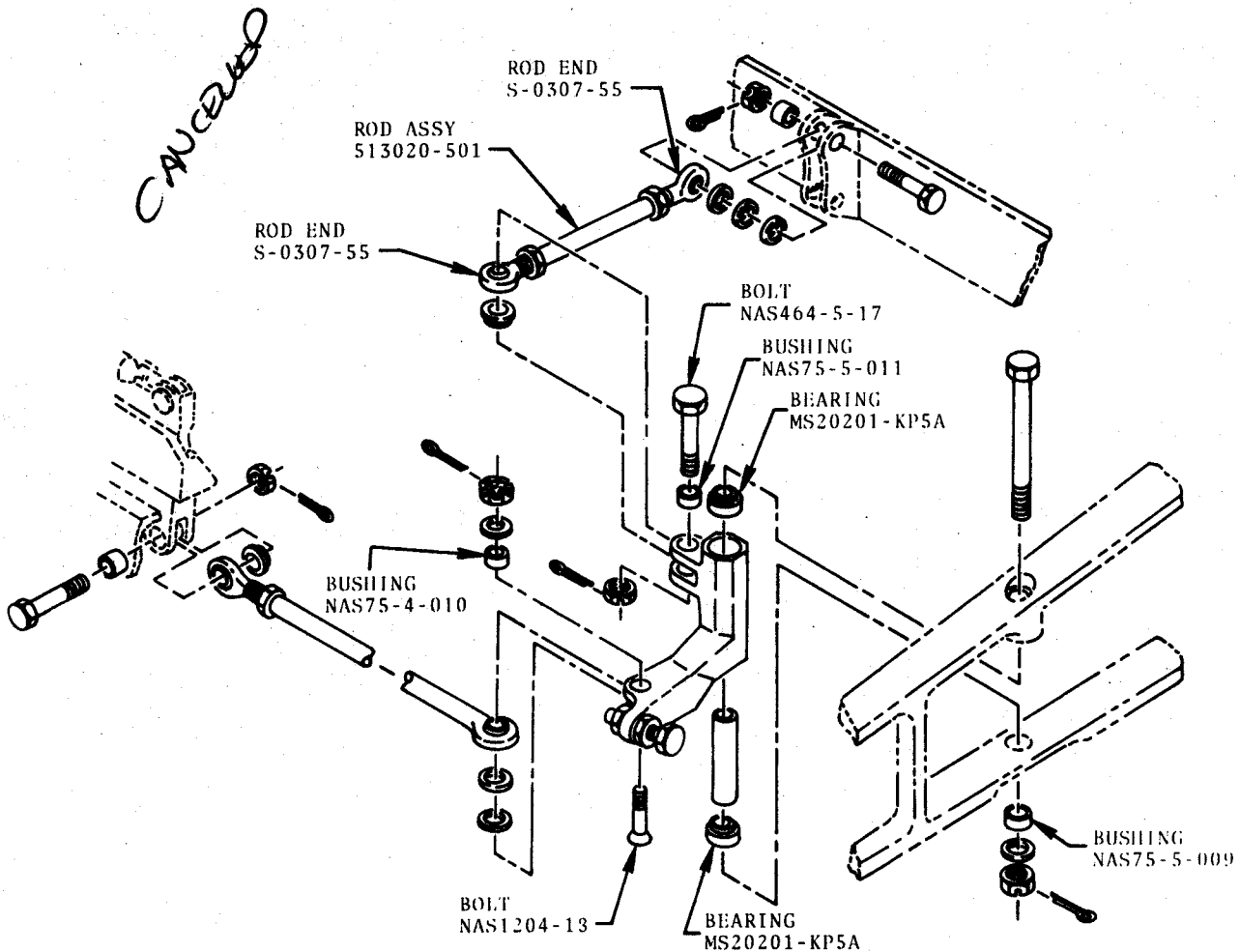
SERVICE PUBLICATIONS revision notice

SERVICE LETTER NO. WW-2474
REVISION NO. 1

DATE: FEBRUARY 1, 1982

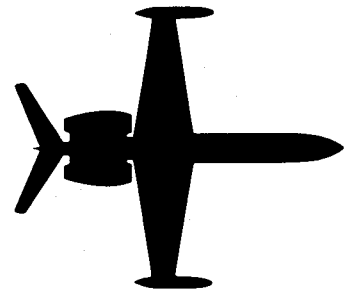
SUBJECT: INSPECTION OF AILERON CONTROL FOR FREEPLAY

REASON FOR REVISION: TO ADD DRAWING SHOWING CORRECTED PART NUMBERS AND PART RELATIONSHIPS IN AILERON CONTROL SYSTEM (REF. 1124 ILLUSTRATED PARTS CATALOG FIG. 4 DETAIL D 27-10-00 PAGE 20).



SUBSIDIARY OF ISRAEL AIRCRAFT INDUSTRIES LTD
BEN GURION AIRPORT, ISRAEL

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2474

DATE: SEPTEMBER 10, 1981

EFFECTIVITY: 1124 WESTWIND SERIES

SUBJECT: INSPECTION OF AILERON CONTROL FOR FREEPLAY

COMPLIANCE: AT NEXT INSPECTION IF TOTAL TIME EXCEEDS 600 HOURS,
AND AT EACH SUBSEQUENT "C" CHECK

APPROVAL: *CAUCUAD* IAI ENGINEERING

REASON: TO DETERMINE IF TOTAL AILERON FREEPLAY IS WITHIN
TOLERANCE

INSTRUCTIONS:

1. Install a 3/16 inch rig-pin in aileron control pulley, aft of Fus. Sta. 316.00 bulkhead per Aileron and Tab - Adjustment/Test, Chapter 27-10-00, Para. 2. A. (4).
2. Check all attaching bolts between aileron control pulley and ailerons for proper torque.
3. With aileron tab in streamline position (in order to eliminate tab freeplay) measure and record the "no load" freeplay of aileron trailing edge at Wing Sta. 156.8, left and right side, Per Figures 1 and 2.
4. The total freeplay shall not exceed 0.050 inch. If necessary, replace rod end bearing assembly on push-pull rod P/N 513020-501.

NOTE

- A. Aileron freeplay below 0.030 inch is acceptable.
- B. Aileron freeplay between 0.030 and 0.050 inch requires checking for loose bearings or attaching bolts.
- C. Aileron freeplay above 0.050 inch is unacceptable and loose or worn bearings and attaching hardware must be replaced, as required.



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BEN GURION AIRPORT, ISRAEL

1124-27-05
Page 1 of 4

SERVICE LETTER NO. WW-2474

INSTRUCTIONS CONT'D

5. Return aircraft to service upon completion of Inspection Requirements.

SUPPLY DATA:

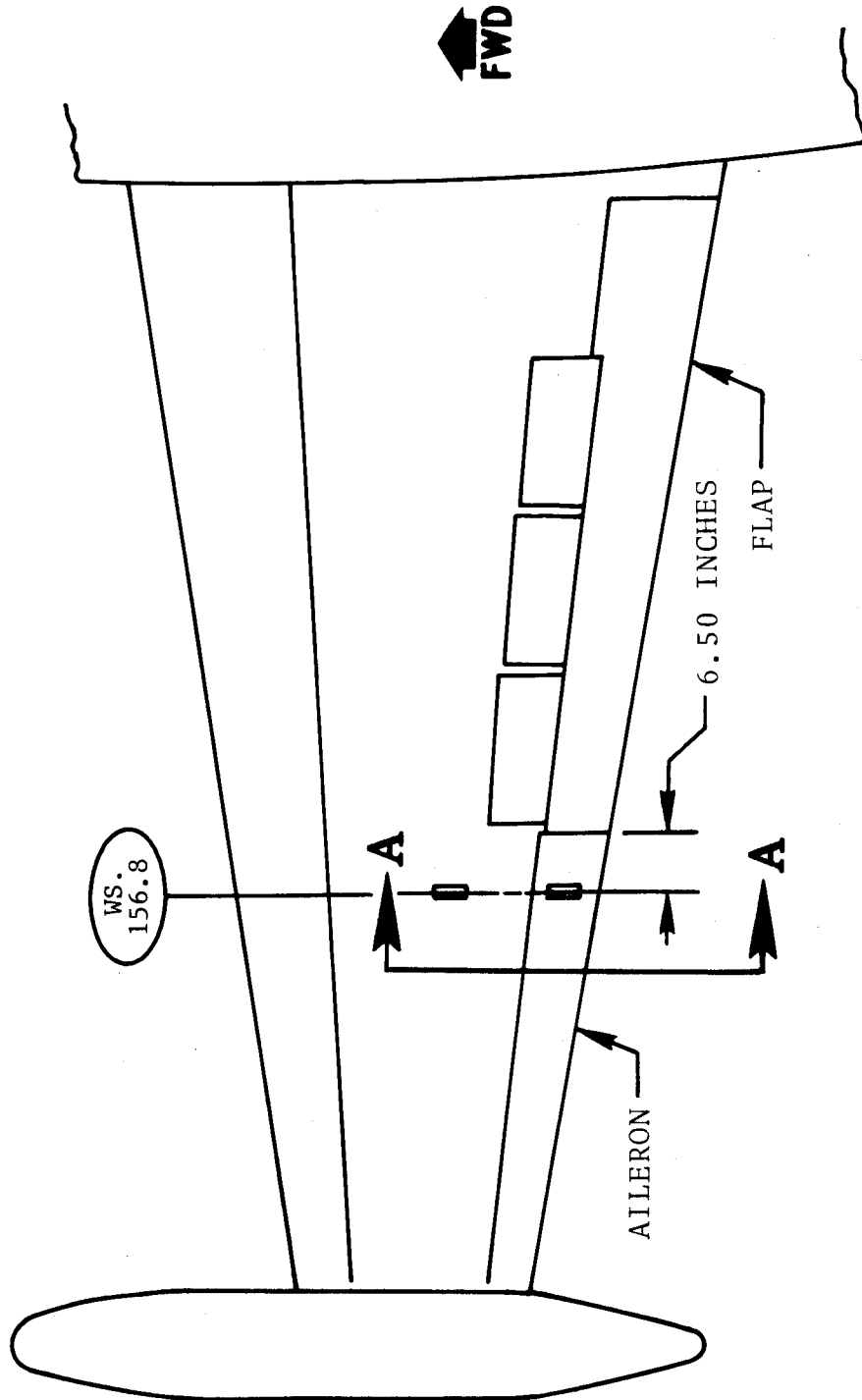
Required parts, as identified in IPC, may be ordered from:
Atlantic Aviation Supply Corp.
P. O. Box 15000
Wilmington, DE 19850

WEIGHT AND

BALANCE: N. A.

AIRCRAFT RECORDS:

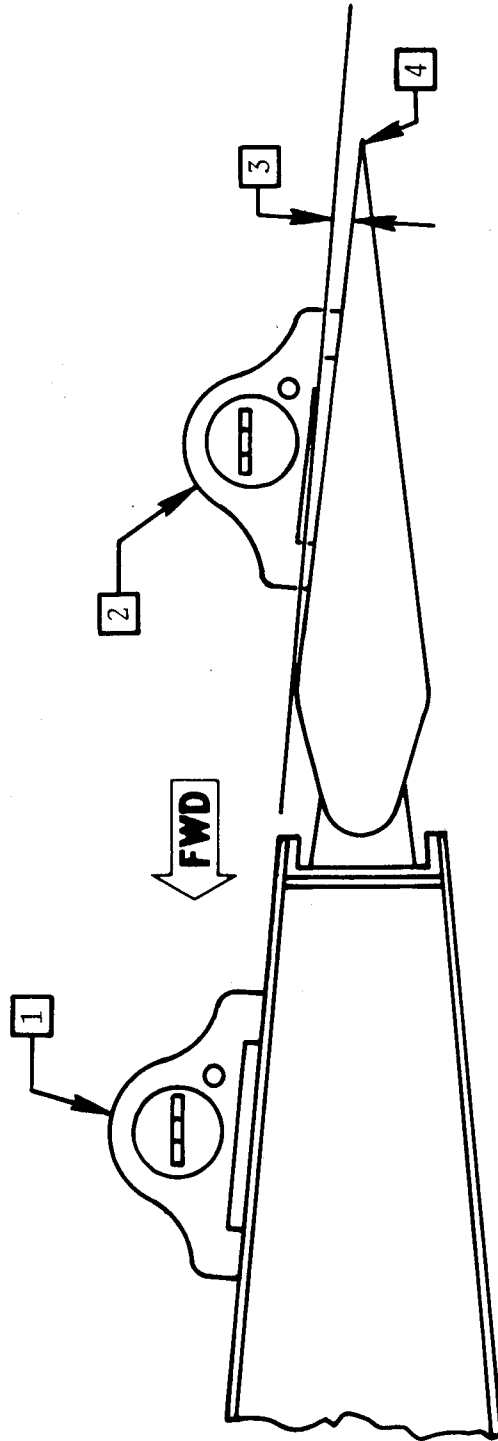
Make an appropriate entry in permanent aircraft maintenance records as follows:
Service Letter No. WW-2474, dated September 10, 1981, entitled "Inspection of
Aileron Control for Freeplay" accomplished DATE



VIEW LOOKING DOWN L.H. WING (R.H. OPPOSITE)

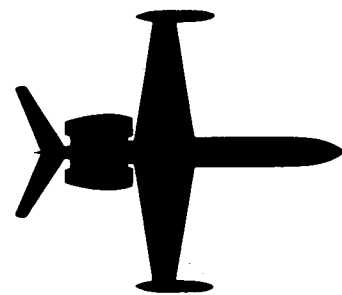
FIGURE 1 STREAMLINE RIGGING CHECK

- 1 SET PROTRACTOR TO "0".
- 2 MOVE PROTRACTOR TO THIS LOCATION AFTER IT HAS BEEN ZEROED.
- 3 AILERON IS STREAMLINED IF PROTRACTOR READS $2^{\circ} 30' \pm 0^{\circ} 15'$.
- 4 CHECK FOR AILERON FREE PLAY (VERTICAL-MOVEMENT, PER STEP 4 OF INSTRUCTIONS, AT THIS POINT.)



VIEW LOOKING INBD. L.H. WING (R.H. OPP.)

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2475

NOVEMBER 12, 1981

EFFECTIVITY: 1124 WESTWIND SERIES S/N 152, 154, 174, 181, 185, 186, THRU 256, EXCEPT 234, 237 THRU 239, AND 249 THRU 255

SUBJECT: INSTALLATION OF DIODE IN FLAP CONTACTOR BOX

COMPLIANCE: RECOMMENDED AT NEXT 150 HOUR INSPECTION

APPROVAL: IAI ENGINEERING

REASON: TO PREVENT LEAK PATH BETWEEN BATTERY BUS AND DISTRIBUTION BUS

INSTRUCTIONS:

1. Turn off electrical power and disconnect batteries.
2. Gain access to Flap Contactor Box, located aft of Fus. Sta. 316, and remove cover plate.
3. Install new Diode (D7) per Figure 1, (WAS and NOW configuration) as follows:
 - A. Transfer wire 63 and Anodes of Diodes D3 and D4 from post 17 to post 18.
 - B. Install new Diode (D7) between posts 17 and 7, and transfer wire 19 from post 3 to post 17.
4. Reinstall equipment removed to perform work, reconnect batteries and return aircraft to service.

SUPPLY DATA:

The required 1N5552 Diode may be obtained from the local Radio Repair Shop.

WEIGHT AND
BALANCE:

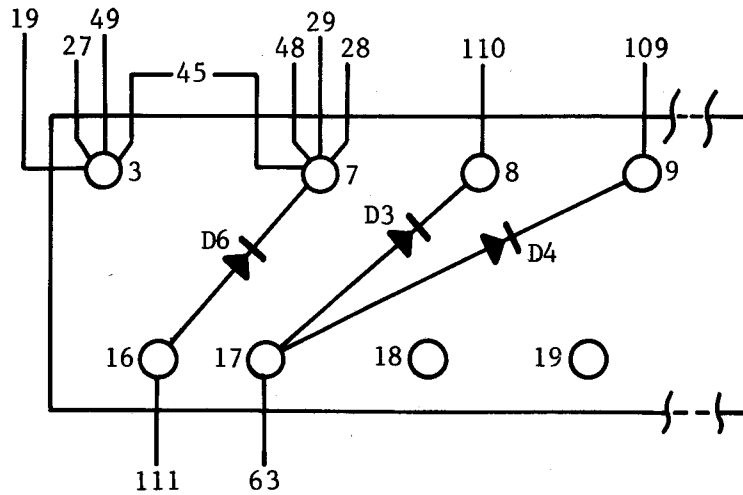
N. A.

SERVICE LETTER NO. WW-2475

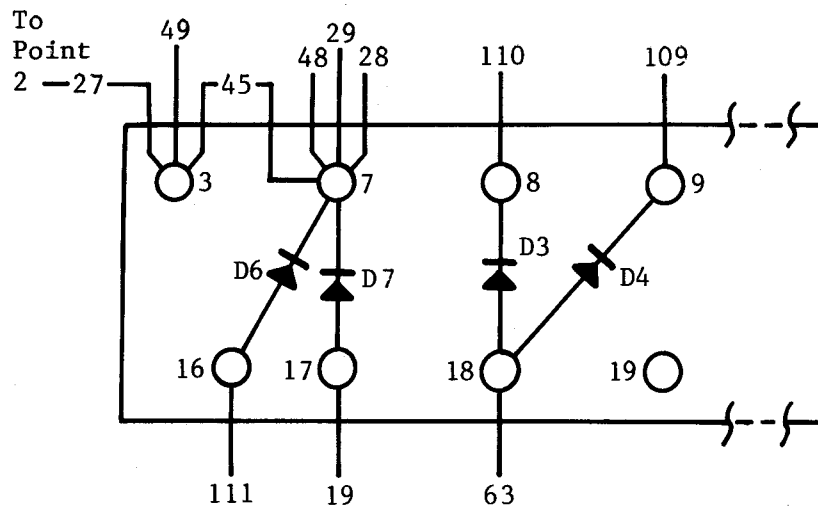
AIRCRAFT RECORDS:

Make an appropriate entry in the permanent aircraft maintenance records as follows:
S/L WW-2475, dated November 12, 1981, entitled "Installation of Diode in Flap
Contactor Box, accomplished _____ (DATE) _____.

SERVICE LETTER NO. WW-2475



FLAP CONTACTOR BOX (WAS CONFIG.)



FLAP CONTACTOR BOX (NOW CONFIG.)

FIGURE 1 ADDITION OF DIODES

COMPLIANCE FORM - SERVICE BULLETIN NO. WW-2475

TO: OPERATOR OR SERVICE FACILITY PERFORMING INSTALLATION

Please complete the Certificate of Compliance below and mail direct to:

Israel Aircraft Industries International, Inc.
Publications Dept.
2025 S. Nicklas, Suite 115
Oklahoma City, OK 73128

CERTIFICATE OF COMPLIANCE
SERVICE LETTER No. WW-2475

INSTALLATION OF DIODE IN FLAP CONTACTOR BOX

Aircraft S/N _____ "N"NUMBER _____

OWNER _____

Airframe Total Time at Installation _____ Hours

Installation Performed By: _____

Please define any discrepancies found _____

I certify that the above aircraft has been modified in accordance with
Service Letter No. WW-2475, dated November 12, 1981 on _____
(DATE OF COMPLIANCE)

Signed: _____

SERVICE PUBLICATIONS revision notice

SERVICE LETTER NO. WW-2476
Revision No. 1

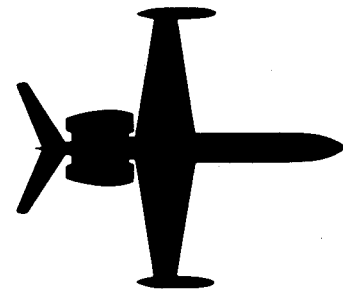
DATE: APRIL 1, 1982

SUBJECT: REPLACEMENT OF GRUMMAN ENGINE INLET ANTI-ICE
SHUTOFF VALVES PART NUMBER F10A-5-SCP102-5
EFFECTIVE THE FOLLOWING SERIAL NUMBERS: 0010695
THRU 0010734; 0030735 THRU 0030784; 0050785 THRU
0050849.

REASON: CHANGE PART II STEP 4. TO READ AS FOLLOWS:

VALVES THAT MEET THE REQUIRED SPECIFICATION
NOTED IN STEP 2 MAY BE CONTINUED IN SERVICE UNTIL
THEIR REPLACEMENT IN ACCORDANCE WITH PART I.

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2476

NOVEMBER 12, 1981

EFFECTIVITY: 1124/1124A WESTWIND SERIES S/N 290, 297, 300, THRU 308, 310
314 THRU 325, 336, 337 AND 342

SUBJECT: REPLACEMENT OF GRUMMAN ENGINE INLET ANTI-ICE SHUT-OFF VALVES PART NUMBER F10A-5-SCP102-5 EFFECTIVE THE FOLLOWING SERIAL NUMBERS:

0010695 THRU 0010734; 0030735 THRU 0030784; 0050785 THRU
0050849

COMPLIANCE: PART I

REPLACE AFFECTED ENGINE INLET ANTI-ICE SHUTOFF VALVES WITHIN THREE MONTHS FROM THE EFFECTIVE DATE OF THIS SERVICE LETTER, OR AS PARTS BECOME AVAILABLE, (REFERENCE TABLE I).

PART II

OPERATIONAL CHECK OF AFFECTED ENGINE INLET ANTI-ICE VALVES DURING NEXT FLIGHT (REFER TABLE 2)

NOTE

VALVES WITH SERIAL NUMBERS OTHER THAN THOSE LISTED ABOVE OR VALVES THAT HAVE THE LETTERS "RW" ENGRAVED FOLLOWING THE PART NUMBER ARE SATISFACTORY FOR SERVICE AND NO FURTHER ACTION IS REQUIRED.

APPROVAL: IAI ENGINEERING

REASON: TO REMOVE FROM SERVICE AFFECTED GRUMMAN ENGINE INLET ANTI-ICE SHUTOFF VALVES P/N F10A-5-SCP102-5 THAT MAY FAIL TO CLOSE (OR STICK OPEN) DURING OPERATIONS AT HIGH N1 RPM. (REF. GRUMMAN SERVICE BULLETIN TR-SB80-3 DATED OCTOBER 28, 1980.)

1124-71-02
Page 1 of 5



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BEN GURION AIRPORT, ISRAEL

INSTRUCTIONS

PART I

REPLACEMENT - REFER TO TABLE 1 FOR EFFECTIVE AIRCRAFT SERIAL NUMBERS.

1. Gain Access to engine inlet anti-ice shutoff valve located above fan by pass duct (See Figure 5, Chapter 71-00-00 1124/1124A IPC)
2. Examine valve serial number, compare serial number to table 1 and replace affected valve.

NOTE: VALVES FOR THESE AIRPLANES WILL BE EXCHANGED AT NO CHARGE AS PARTS BECOME AVAILABLE.

3. Close up nacelle cowl doors.
4. Functional check anti-ice shutoff valve during ground operation.
5. Return aircraft to service.

PART II

FLIGHT CHECK - REFER TO TABLE 2 OF EFFECTIVE AIRCRAFT SERIAL NUMBERS

1. Check engine anti-ice valves with aircraft in level flight at 18,000 feet and both engines set to approximately 800° C, ITT.
2. Switch on engine anti-ice.
 - (a) Observe anti-ice, indicator, light comes on within three seconds.
 - (b) Observe ITT rise of approximately 40° C.
 - (c) Allow N1 RPM and ITT to stabilize.
 - (d) Switch off engine anti-ice and observe anti-ice indicator light goes out within ten seconds after off position is selected.
3. Any valve not operating as specified in Step 2 should be replaced before next flight in accordance with the procedure described in Part I.
4. Valves that meet the required specification noted in Step 2 may be continued in service, and the six month replacement required by log book entry on some aircraft may be extended in accordance with COMPLIANCE: Part I.

SERVICE LETTER NO. WW-2476

SUPPLY DATA:

1. Return any defective valves to Atlantic Aviation with the following information:
 - A. Aircraft Serial Number
 - B. Nacelle Serial Number and position LH/RH
 - C. Flight Hours on Valve
 - D. Date Removed

2. The following parts will be required for exchange at no charge.

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
A/R	F10A-5-SCP102-5RW	Shutoff Valve

WEIGHT AND
BALANCE:

N. A.

AIRCRAFT RECORDS:

Make an appropriate entry in permanent aircraft maintenance records as follows:
Service Letter No. WW-2476, dated November 12, 1981, entitled, "Replacement
of Grumman Engine Inlet Anti-Ice Shutoff Valves Part Number F10A-5-SCP102-5
Effective the Following Serial Numbers, accomplished _____ (DATE) _____.

SERVICE LETTER NO. WW-2476

TABLE 1

LIST OF AFFECTED VALVES THAT WERE FLIGHT CHECKED BY IAI AND FOUND WITHIN SPECIFICATION.

AIRCRAFT S/N	AFFECTED VALVE S/N	POSITION
297	0010732	LH ENG
308	0050841	LH ENG
308	0030782	RH ENG
310	0030746	RH ENG
314	0010709	LH ENG
314	0030761	RH ENG
315	0030760	LH ENG
315	0010718	RH ENG
316	0010701	LH ENG
316	0030780	RH ENG
317	0030777	LH ENG
317	0030783	RH ENG
318	0030771	LH ENG
318	0030772	RH ENG
319	0030774	LH ENG
320	0030784	RH ENG
321	0050828	LH ENG
321	0030751	RH ENG
322	0030778	LH ENG
322	0030773	RH ENG
323	0050848	LH ENG
323	0030779	RH ENG
324	0030770	LH ENG
324	0030754	RH ENG
325	0050815	LH ENG
325	0050807	RH ENG
336	0050799	RH ENG
337	0050795	RH ENG
342	0050798	LH ENG

SERVICE LETTER NO. WW-2476

TABLE 2

LIST OF AFFECTED VALVES THAT SHALL BE OPERATIONAL CHECKED DURING NEXT FLIGHT.

AIRCRAFT S/N	AFFECTED VALVE S/N	POSITION
290	0010732	LH ENG
300	0030735	LH ENG
301	0010728	LH ENG
301	0030753	RH ENG
302	0010719	RH ENG
303	0010717	RH ENG
304	0010704	LH ENG
304	0010712	RH ENG
305	0030748	LH ENG
305	0030736	RH ENG
306	0030744	LH ENG
306	0030741	RH ENG
307	0010724	LH ENG
307	0030740	RH ENG

SERVICE PUBLICATIONS revision notice

SERVICE LETTER NO. WW-2477
Revision No. 1

AUGUST 6, 1982

SUBJECT: NOSE LANDING GEAR DOOR BELLCRANK ATTACH BOLT CHECK.

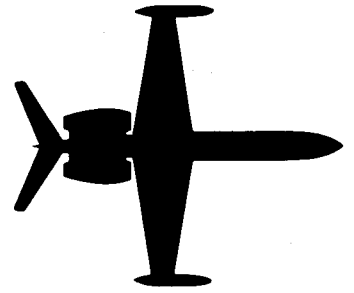
REASON: FIELD REPORTS INDICATE A WIDE VARIETY OF SHIM THICKNESS
HAS BEEN USED UNDER THE BELLCRANKS TO RIG GEAR DOORS.

Add the following NOTE to Step 5. of INSTRUCTIONS:

NOTE

Should AN4H5A or AN4H6A bolts bottom out when installed, it will be necessary to measure hole depth, add regular thickness washers or select proper length bolt to obtain maximum thread engagement between bolt and strut outer body.

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2477

DATE: MAY 12, 1982

EFFECTIVITY: 1124/1124A SERIES S/N 152, 154, 174, 181, 185 THRU 339, 342 AND 344.

SUBJECT: NOSE LANDING GEAR DOOR BELLCRANK ATTACH BOLT CHECK.

COMPLIANCE: AT NEXT 150 HOUR INSPECTION.

APPROVAL: IAI ENGINEERING.

REASON: TO CHECK FOR PROPER BOLT SIZE.

INSTRUCTIONS:

1. Jack aircraft in accordance with Chapter 7-00-00 Paragraph 2A of the Maintenance Manual.
2. Partially retract landing gear enough to open gear doors.
3. Turn off electrical power and disconnect the batteries. Deplete hydraulic system pressure.
4. Remove bellcrank attachment bolts and check for proper length per Figure 1.

NOTE

Each door bellcrank is equipped with a respective taper shim. Do not displace shims since each shim is specially trimmed during production rigging, in order to obtain appropriate angle for door snug fit (in either extended or retracted gear door position).

5. Replace incorrect bolts with bolt P/N AN4H6A (Upper) and P/N AH4H5A (Lower).

1124-32-08
Page 1 of 3



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SERVICE LETTER NO. WW-2477

INSTRUCTIONS (CONT'D.)

6. Safety all bolts.
7. Accomplish landing gear retraction check per Chapter 32 of the Maintenance Manual and return airplane to service.

SUPPLY DATA:

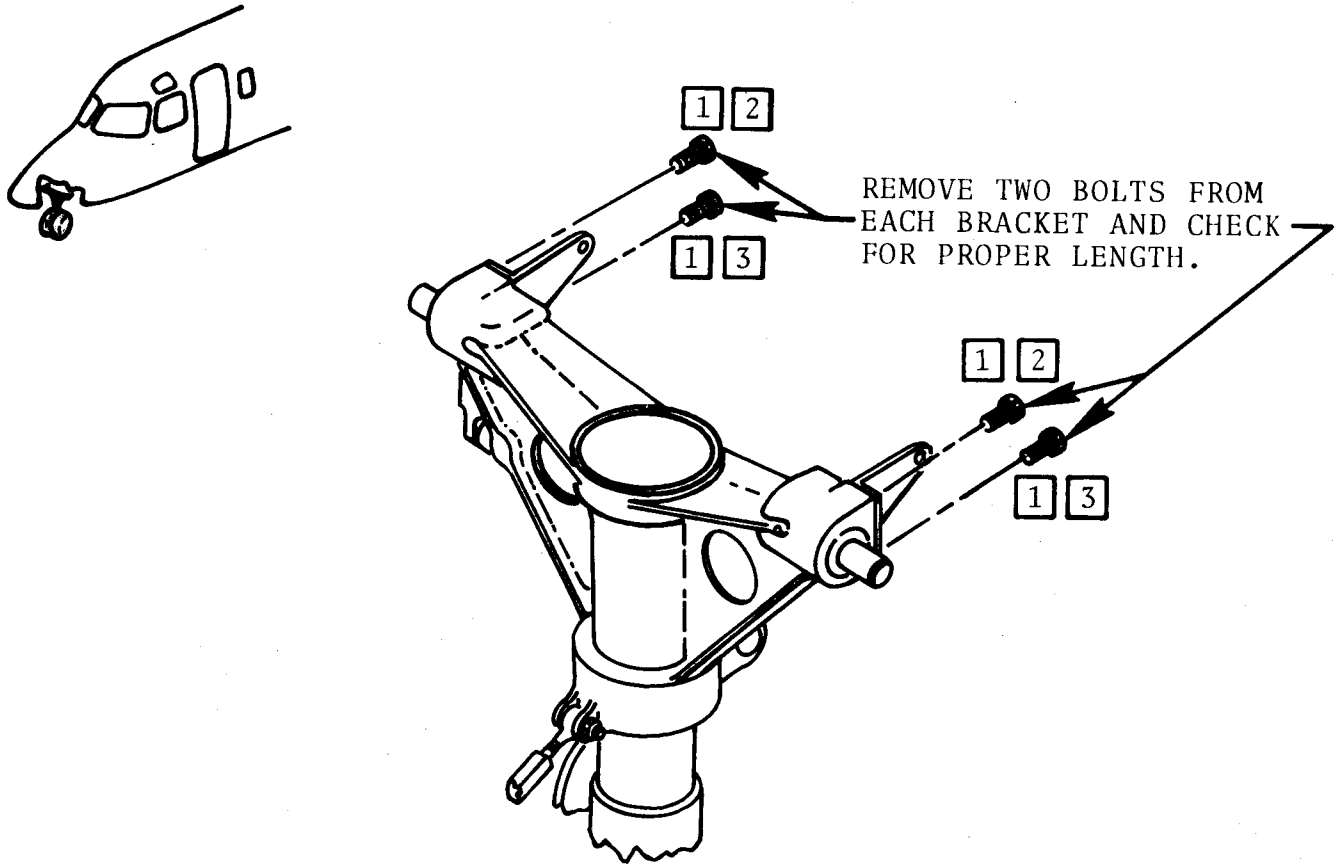
<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
2	AN4H6A	Bolt
2	AN4H5A	Bolt

WEIGHT AND
BALANCE:

N. A.

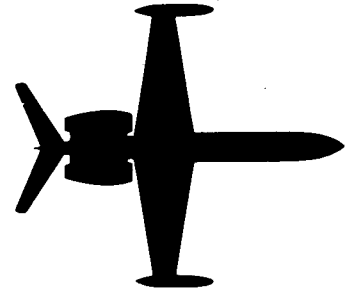
AIRCRAFT RECORDS:

Make the following entry in the airplane log book: Service Letter No. WW-2477, dated May 12, 1982, titled "Nose Landing Gear Door Bellcrank Attach Bolt Check", has been accomplished this date _____.



- 1 SHOULD BE AN4H6A (GRIP 5/16" LENGTH 25/32") IN THE TOP AND BOTTOM. THREE WASHERS MUST BE UNDER THE HEAD OF EACH LOWER BOLT AND ONE UNDER THE HEAD OF EACH UPPER BOLT.
- 2 TOP BOLT MUST BE AN4H6A.
- 3 ALTERNATE BOLT FOR LOWER LOCATION IS AN4H5A (GRIP 3/16" LENGTH 21/32") IF THE AN4H5A BOLT IS USED PLACE ONE WASHER UNDER ITS HEAD.

1124-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2478

REVISION 1

May 29, 1990

**SUBJECT: INSPECTION AND LUBRICATION OF DRIVE COUPLING IN
HYDRAULIC PUMPS P/N 713524**

CANCELLATION NOTICE

This service letter is hereby cancelled. The information contained in this service letter has been incorporated into the 1124 Westwind Maintenance Manual, Chapter 29-10-00, and Chapter 5-20-07.

SERVICE PUBLICATIONS revision notice

SERVICE LETTER NO. WW-2478
REVISION NO. 1

DATE: MAY 1, 1982

SUBJECT: INSPECTION AND LUBRICATION OF DRIVE COUPLING IN
HYDRAULIC PUMPS P/N 713524.

REASON: TO CORRECT SUPPLY DATA "O"-RING PART NUMBER TO
6270-012.

CANCELLED

Page 1 of 1

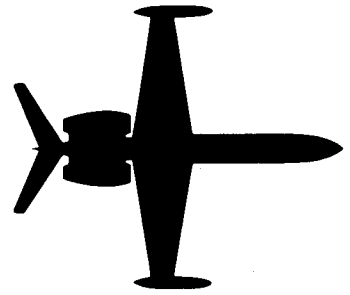


INTERNATIONAL INC.
ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL INC.

SUBSIDIARY OF ISRAEL AIRCRAFT INDUSTRIES LTD
BEN GURION AIRPORT, ISRAEL

1124-WESTWIND

SERVICE LETTER



SERVICE LETTER NO. WW-2478

DATE: MARCH 5, 1982

EFFECTIVITY: 1124 WESTWIND SERIES S/N 152, 154, 174, 181, 185
AND SUBSEQUENT.

SUBJECT: INSPECTION AND LUBRICATION OF DRIVE COUPLING IN
HYDRAULIC PUMPS P/N 713524.

COMPLIANCE: AT NEXT 150 HOUR INSPECTION AND EVERY 150 HOURS
THEREAFTER (TO COINCIDE WITH GARRETT LUBRICA-
TION REQUIREMENT OF ENGINE FEMALE DRIVE SPLINES).

APPROVAL: IAI ENGINEERING.

REASON: TO INSURE ADEQUATE LUBRICATION AND REDUCE CAM
AND COUPLING WEAR IN THE HYDRAULIC PUMP.

INSTRUCTIONS:

- CANCELLED*
1. Open both engine cowlings to gain access to both engine driven hydraulic pumps.
 2. Remove hydraulic pumps from both engines.
 3. Remove drive coupling P/N 7102-7 from both pumps by removing snap ring. See Figure 1.
 4. Clean all grease from drive coupling, pump and engine female splines.
 5. Inspect drive coupling splines for excessive wear. See Figure 2 for wear limit and check procedure.

NOTE

If splines are worn beyond limits on pump end, both coupling and cam in pump will require replacement. Pump should be returned to Atlantic Aviation for an exchange unit. If coupling is not worn beyond limits proceed with step 6.

SERVICE LETTER NO. WW-2478

INSTRUCTIONS (CONT'D.)

6. Remove "O" ring seal from coupling and install new "O" ring seal P/N 6270-012.
7. Lubricate engine and pump female splines with Mobilgrease 28 or equivalent.

NOTE

Excessive application of grease may make it very difficult to insert coupling into pump and engine.

8. Install drive coupling in pump and retain with snap ring.
9. Reinstall pumps on engines.
10. Close cowling and return aircraft to service.

SUPPLY DATA:

<u>QTY.</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
2	6270	"O" Ring
A/R	Mobilgrease 28	Lubricant

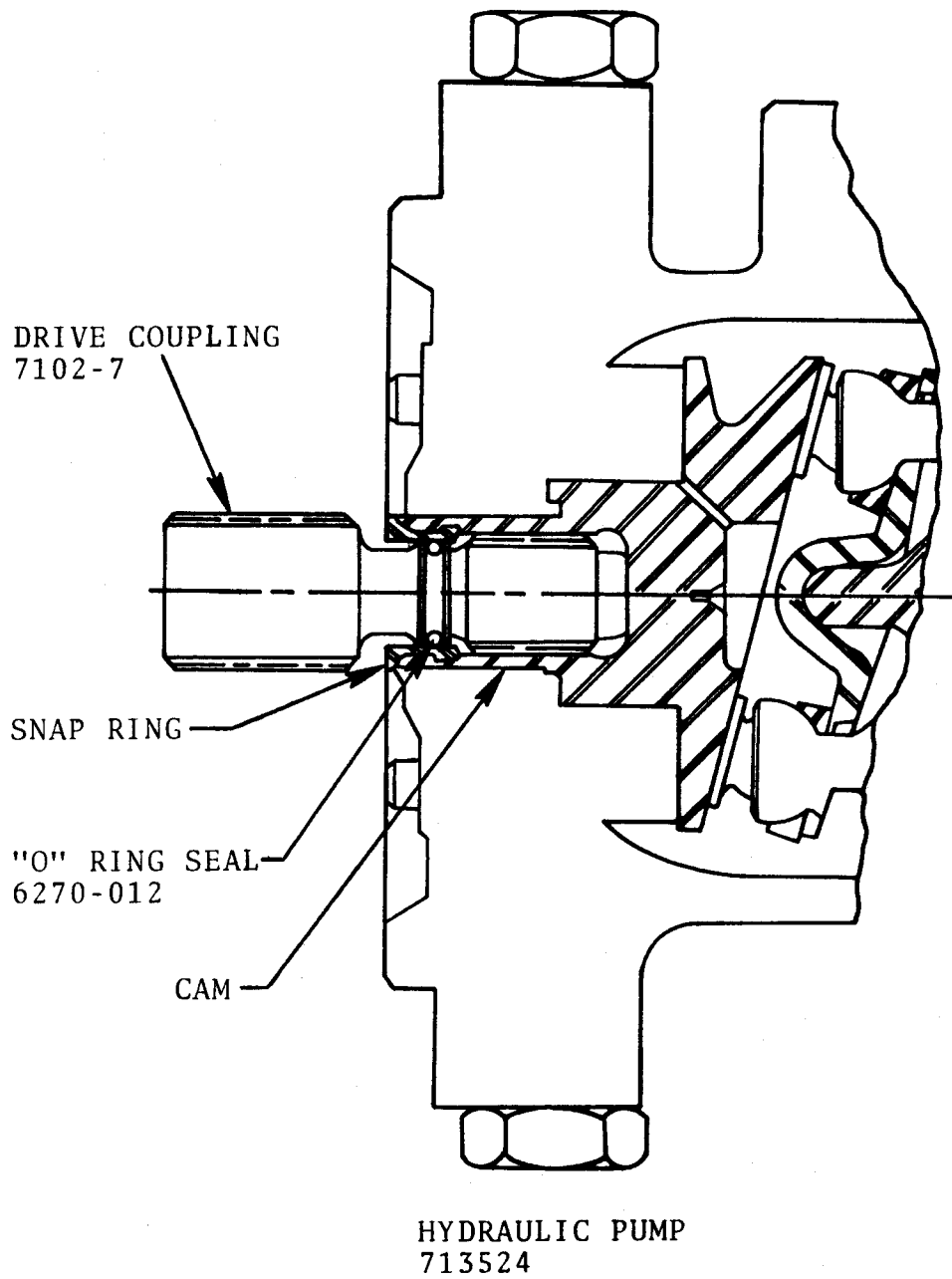
WEIGHT AND
BALANCE:

N. A.

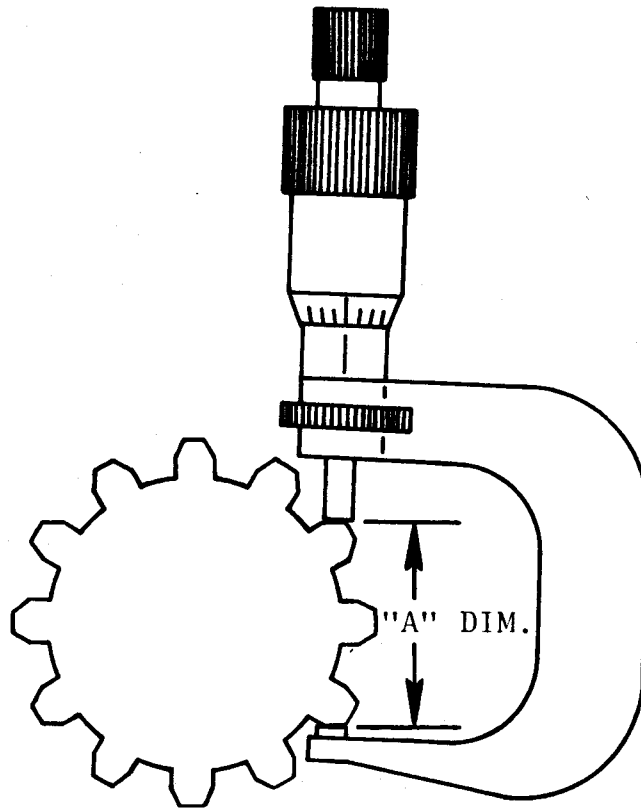
AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows: "Service Letter No. WW-2478, dated February 22, 1982 entitled "Inspection and Lubrication of Drive Coupling in Hydraulic Pumps P/N 713524", has been accomplished this date.

SERVICE LETTER NO. WW-2478



SERVICE LETTER NO. WW-2478



NO. OF SPLINE TEETH	MEASUREMENT ACROSS NUMBER OF TEETH	DIM "A" MIN
10	2	.135
11	2	.174
12	3	.348
16	3	.358
21	4	.420
24	4	.511



a subsidiary of ISRAEL AIRCRAFT INDUSTRIES LTD.

April 3, 1985

TO ALL TECHNICAL PUBLICATIONS SUBSCRIBERS:

Please be advised that 1124 Westwind Service Letter WW-2479A, Horizontal Stabilizer Hinge Inspection, dated August 6, 1982, is cancelled.

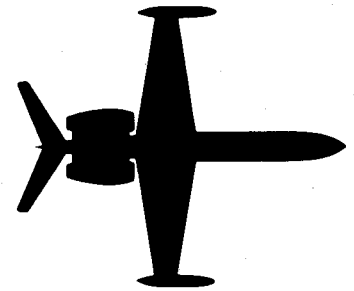
A Service Bulletin will be forthcoming that will supercede this cancelled Service Letter in its entirety.

JOSEPH F. SHERWOOD, Mgr.
TECHNICAL PUBLICATIONS

MAIN OFFICE: 50 W. 23rd STREET, NEW YORK, N.Y. 10010 • (212) 620-4400 • TELEX: ISRAIR 125180

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OKLAHOMA OFFICE: 2025 S. NICKLAS, OKLAHOMA CITY, OKLAHOMA 73128 • (405) 682-3401
DELAWARE OFFICE: P.O. BOX 10086, WILMINGTON, DEL. 19850 • (302) 322-7240
MIAMI MAINTENANCE STATION: P.O. BOX 661078, MIAMI SPRINGS, FLA. 33166 • (305) 871-8196

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2480

DATE: APRIL 1, 1982

EFFECTIVITY: 1124 WESTWIND SERIES, S/N 152, 181, 187 THRU 237, 240 THRU 255 AND 257 THRU 269.

SUBJECT: GENERATOR CABLE SHIELD.

COMPLIANCE: AT OWNER'S OPTION.

APPROVAL: IAI ENGINEERING.

REASON: TO PREVENT CHAFING BETWEEN GENERATOR CABLES AND LEFT ENGINE OIL TANK.

INSTRUCTIONS:

1. Gain access to left engine oil tank area.
2. Remove existing bolts from engine flange, where bracket P/N 4823621-5 will be mounted. See Figure 1.
3. Discard washers and retain bolts for reinstallation.
4. Install bracket P/N 4823621-5 with existing bolts.
5. Safety bolts with MS20995-NC32 lockwire.
6. Wrap generator cables with two layers of 1/2 inch wide Scotch No. 5490 tape per Figure 1.
7. Return aircraft to service.

SUPPLY DATA:

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
1	4823621-5	Bracket
A/R	#5490 x 1/2 (Scotch)	Tape

1124-24-05
Page 1 of 2



SERVICE LETTER NO. WW-2480

WEIGHT AND BALANCE: N/A

AIRCRAFT RECORDS:

Make the following entry in the airplane log book: Service Letter No. WW-2480, dated April 1, 1982, titled "Generator Cable Shield", has been accomplished this date.

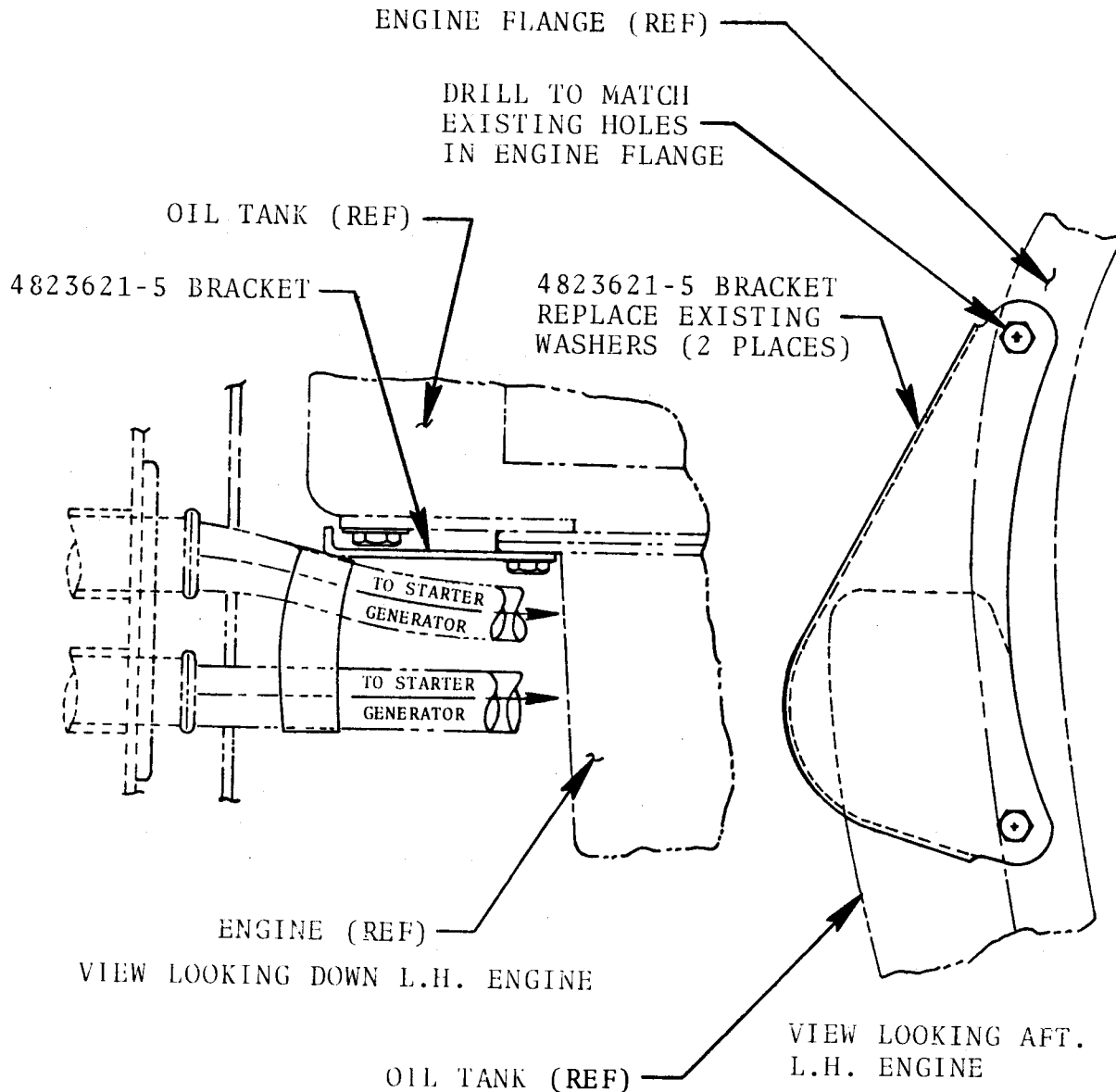
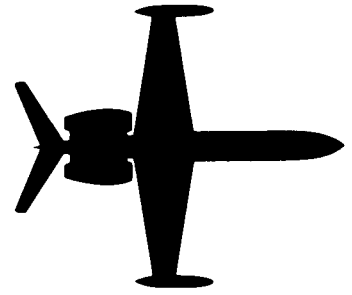


FIGURE 1 GENERATOR CABLE BRACKET
INSTALLATION

1124-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2481

DATE: MAY 1, 1982

EFFECTIVEY: 1124 WESTWIND SERIES.

SUBJECT: MODIFICATION OF HYDRAULIC QUICK DISCONNECT FITTING INSTALLATION.

COMPLIANCE: OPTIONAL.

APPROVAL: IAI ENGINEERING.

REASON: LEAKAGE PROBLEMS IN QUICK DISCONNECTS CAN BE RESOLVED BY REPLACING THEM WITH TEE FITTINGS. THE MORE RELIABLE COUPLING HALF OF THE QUICK DISCONNECT IS RETAINED AND INSTALLED ON THE TEE FITTING TO FACILITATE HOOK UP OF A GROUND HYDRAULIC UNIT.

INSTRUCTIONS:

1. Deplete hydraulic system pressure.
2. Gain access to hydraulic system quick disconnects in left engine area.
3. Disconnect and plug hydraulic supply and pressure tubing at quick disconnect fittings.
4. Remove hydraulic supply quick disconnect fitting P/N 340019-8 and install TEE fitting P/N AN 783-8J. Use existing washer and nut on new TEE fitting.
5. Remove hydraulic pressure quick disconnect P/N 340019-6 and install TEE fitting P/N AN 783-6J. Use existing washer and nut on new TEE fitting.
6. Install coupling half of quick disconnect fitting P/N 340019-8 into TEE fitting P/N AN 783-8J, using new "O"-ring P/N S0309-908, backup ring P/N S0311-908 and nut P/N AN 6289-8D.
7. Install dust cover P/N 3207-8-7 on quick disconnect.

SERVICE LETTER NO. WW-2481

INSTRUCTIONS (CONT'D.)

8. Install coupling half of quick disconnect fitting P/N 340019-6 into TEE fitting P/N AN 783-6J, using new "O"-ring P/N S-0309-906, backup ring P/N S-0311-906 and nut P/N AN 6289-6D.
9. Install dust cover P/N 3207-6-8 on quick disconnect.
10. Install lanyard attach bracket P/N MS 9592-005 and connect dust cover lanyards to bracket.
11. Remove plugs and reconnect hydraulic supply and pressure tubing (disconnected in Step 3) to the fittings P/N AN 783-8J and P/N AN 783-6J installed in Steps 6 and 8.
12. Remove and discard hydraulic supply hose P/N F10A-5-H2902-5 from pylon firewall and install new hose P/N 13000208-0195F (TITEFLEX) or Aeroquip equivalent, between firewall and TEE fitting P/N AN 783-8J.
13. Remove and discard hydraulic pressure hose P/N F10A-5-H20902-1 from pylon firewall and install new hose P/N 66000206-0202F (TITEFLEX) or Aeroquip equivalent, between firewall and TEE fitting P/N AN 783-6J.
14. Pressurize hydraulic system and leak check all tubing, hoses, fittings and quick disconnects in reworked area.
15. Return aircraft to service.

SUPPLY DATA:

QTY	PART NUMBER	DESCRIPTION
1	AN 783-8J	TEE Fitting
1	AN 783-6J	TEE Fitting
1	AN 6289-8D	Nut
1	AN 6289-6D	Nut
1	S-0309-908	"O"-Ring
1	S-0309-906	"O"-Ring
1	S-0311-908	Backup Ring
1	S-0311-906	Backup Ring
1	13000208-0195F	Hose (TITEFLEX)
1	66000206-0202F	Hose (TITEFLEX)
1	3207-8-7	Dust Cover
1	3207-6-8	Dust Cover
1	MS 9592-005	Bracket

SERVICE LETTER NO WW-2481

DATA SUPPLY (CONT'D.)

The parts listed on the previous page may be ordered as Kit No. S/L WW-2481 from Atlantic Aviation Supply Corp. Aircraft S/N and shipping instructions must accompany parts order.

WEIGHT AND BALANCE: N.A.

AIRCRAFT RECORDS:

Make the following entry in the airplane log book: Service Letter No. WW-2481 dated May 1, 1982 titled Modification of Hydraulic Quick Disconnect Fitting Installation, has been accomplished this date.

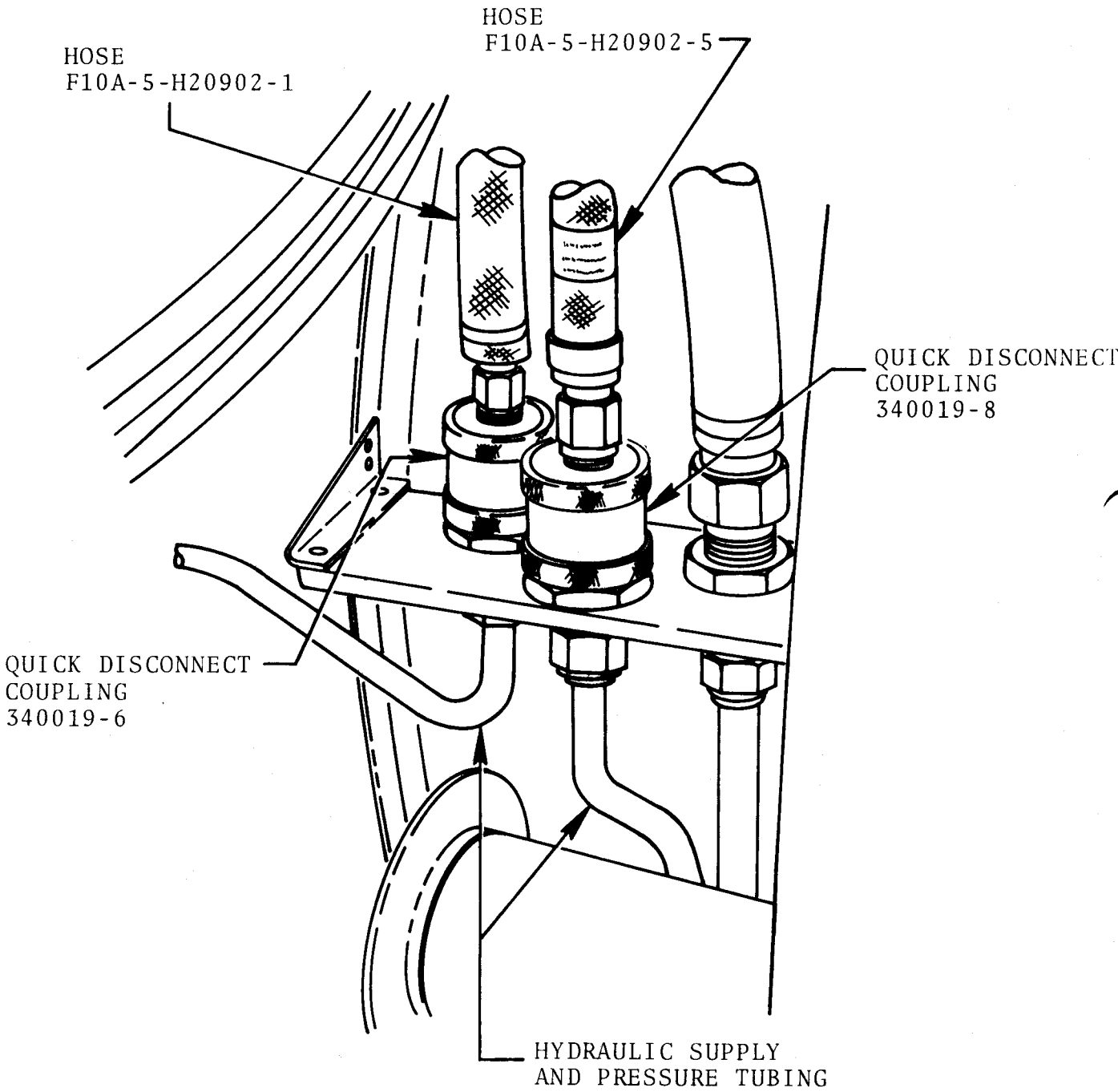
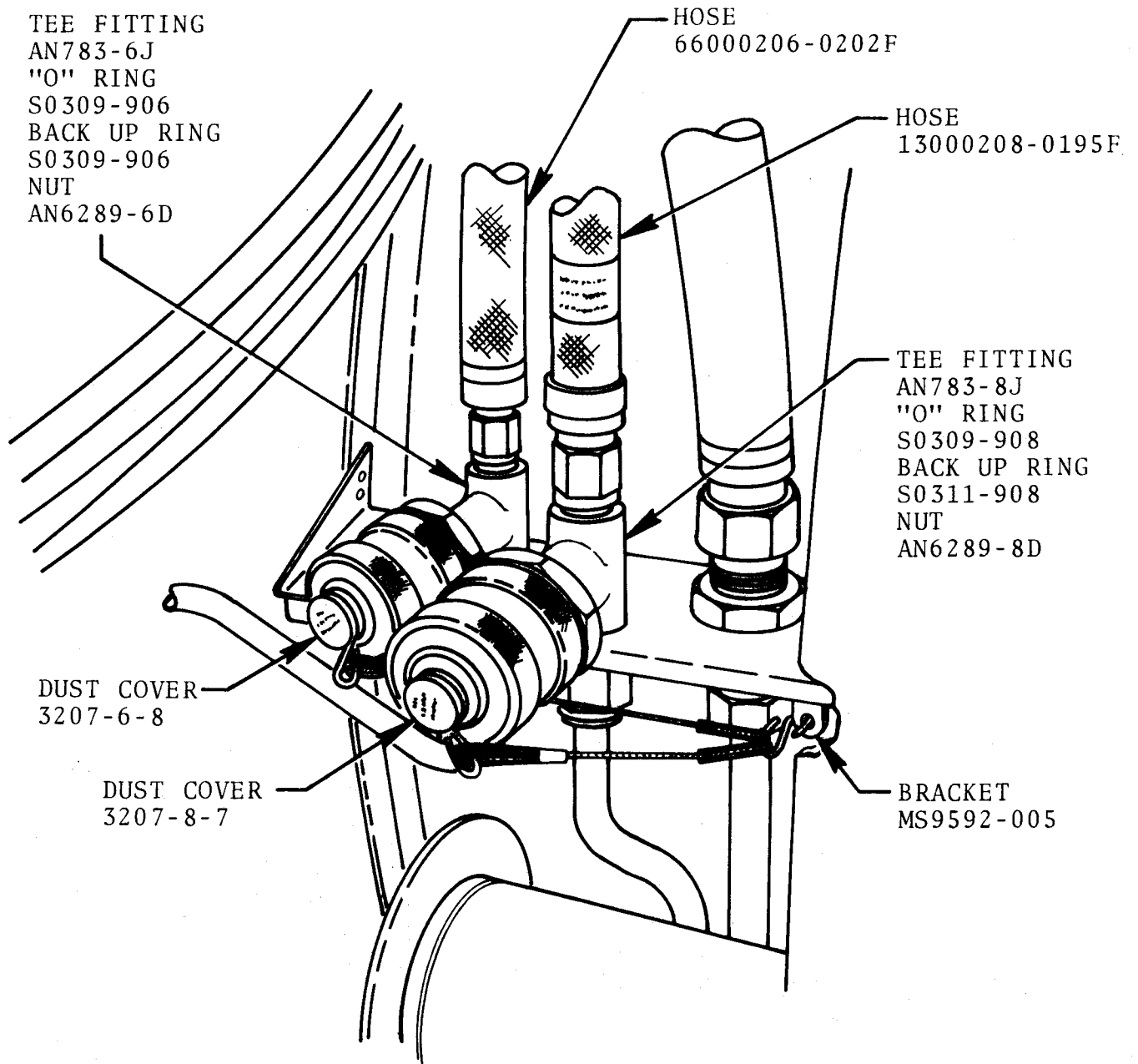


FIGURE 1 HYDRAULIC QUICK DISCONNECT
BEFORE MODIFICATION

SERVICE LETTER NO. WW-2481



SERVICE PUBLICATIONS revision notice

SERVICE LETTER NO. WW-2482
Revision No. 1

NOVEMBER 30, 1982

SUBJECT: RETROFIT TO EMERGENCY HYDRAULIC PUMP P/N 4713010-503.

REASON: TO CHANGE P/N's OF TUBE ASSEMBLIES AND ADD ONE NEW TUBE ASSEMBLY.

Change as follows:

INSTRUCTIONS:

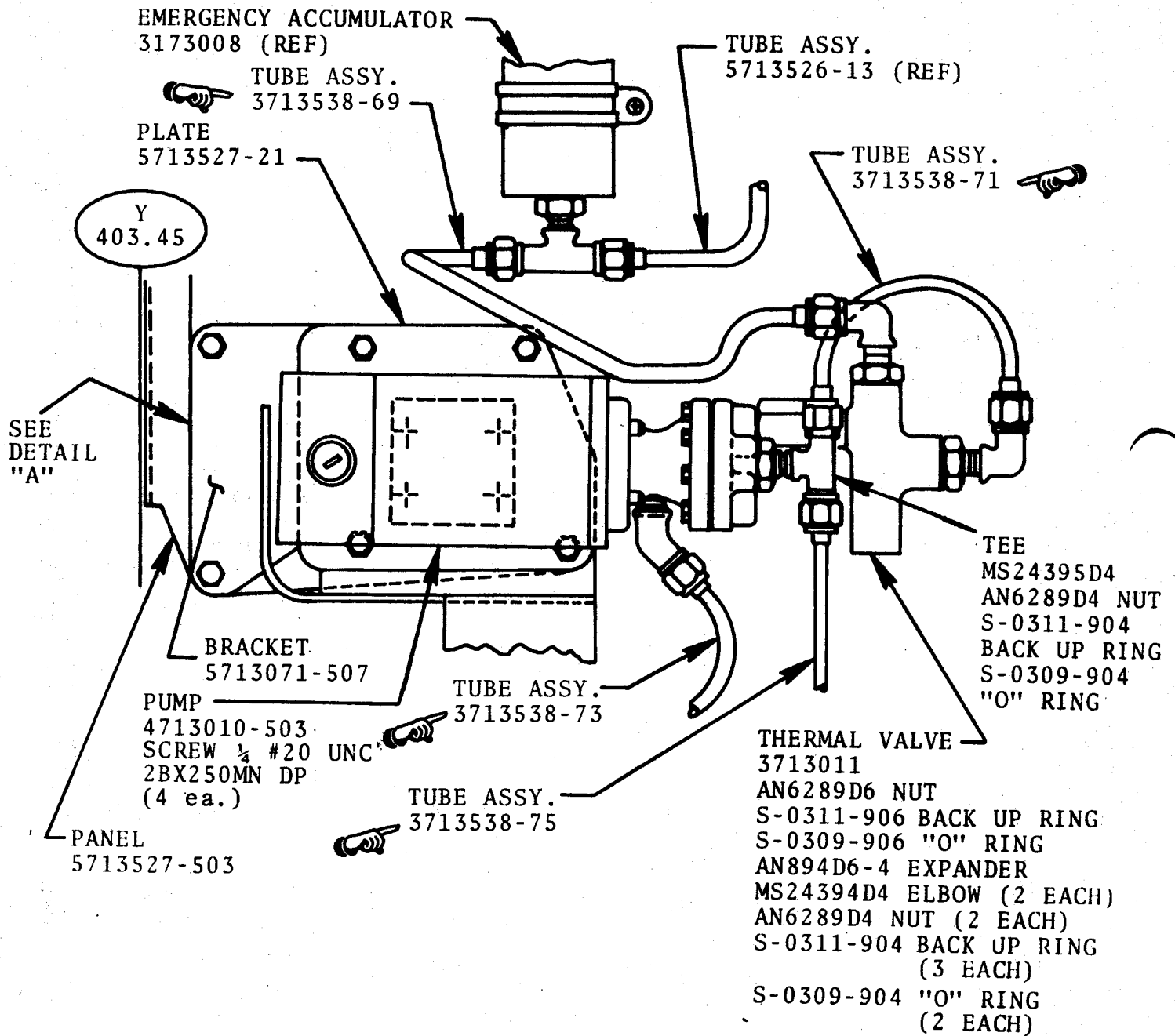
10. Install the following new tube assemblies per Figure 2: P/N's 3713538-69, 3713538-71, 3713538-75 and 3713538-73.

SUPPLY DATA:

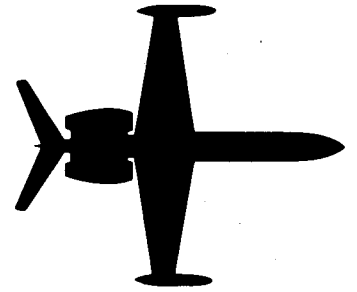
	DELETE	ADD	
QTY	PART NUMBER	PART NUMBER	DESCRIPTION
1	3713538-IAII-RE1	3713538-69	Tube Assy.
1	3713538-IAII-RE2	3713538-71	Tube Assy.
1	3713538-IAII-RE3	3713538-75	Tube Assy.
1	- - - - -	3713538-73	Tube Assy.

SERVICE LETTER NO. WW-2482

Revision No. 1



1124-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2482

DATE: MAY 18, 1982

EFFECTIVITY: 1124 WESTWIND SERIES, S/N 152, 154, 174, 181, 187 THRU 260.

SUBJECT: RETROFIT TO EMERGENCY HYDRAULIC PUMP P/N 4713010-503.

COMPLIANCE: OPTIONAL.

APPROVAL: IAI ENGINEERING.

REASON: HYDRAULIC PUMPS P/N 4713010-1 AND -501 HAVE BEEN DISCONTINUED BY THE VENDOR. REPLACEMENT PUMPS EITHER NEW OR OVERHAULED MAY NOT BE AVAILABLE IN SPARES STOCK.

INSTRUCTIONS:

1. Turn off battery and electric master switches and assure that external power is disconnected.
2. Deplete hydraulic system pressure and remove precharge from hydraulic reservoir.
3. Remove existing emergency hydraulic pump per Chapter 29 of the Maintenance Manual. Reference Chapter 29 in the Illustrated Parts Catalog and Figure 1 of this Service Letter.

1124-29-07
Page 1 of 5



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SERVICE LETTER NO. WW-2482

INSTRUCTIONS (CONT'D.)

4. Remove the following parts from the old pump and installation:

PART NUMBER	DESCRIPTION	DISPOSITION
5713526-11 or -39	Tube Assy.	Discard
5713526-9 or -37	Tube Assy.	Discard
5713526-7 or -35	Tube Assy.	Discard
MS24395-D6	TEE	Discard
AN6289D6	Nut	Discard
3713011	Thermal Valve	Retain for Reinstallation
AN6289D6	Nut	Retain for Reinstallation
MS24394D4	Elbow	Retain for Reinstallation
MS6289D4	Nut	Retain for Reinstallation
- -	All "O"-Rings	Discard
- -	All Backup Rings	Discard
4713010-1 or -501	Pump	Discard

5. Install new Plate P/N 5713527-21 on new Pump P/N 4713010-503 with 4 each 1/4 #20 UNC 2BX250MN DP Screws.

NOTE

Pump can now be removed by removal of the Plate P/N 5713527-21.

6. Assemble retained and new parts to pump per Figure 2 (except for tube assemblies).
7. Locate and install 2 Nutplates P/N MS21075-4 on Panel P/N 571527-503 per Figure 2. Locate holes using plate P/N 5713527-21.
8. Drill bracket P/N 5713071-507 to match location of new plate nut holes.
9. Install new pump assembly referencing Chapter 29 of the Maintenance Manual.
10. Install the following new tube assemblies per Figure 2: P/N 3713538-IAII-RE1, 3713538-IAII-RE2, and 3713538-IAII-RE3.
11. Check installation to assure that all lines are hooked up and their fittings tight.
12. Service hydraulic system and air precharge of the reservoir per Chapter 12 of the Maintenance Manual.

SERVICE LETTER NO. WW-2482

INSTRUCTIONS (CONT'D.)

13. Pressure check all fittings in the area of modification and return aircraft to service.

SUPPLY DATA:

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
4	1/4 #20 UNC2BX250MNDP	Screws
1	4713010-503	Hyd. Pump Assy.
1	MS24395D4	TEE
1	AN6289D4	Nut
4	S0309-904	"O"-Ring
2	S0311-904	Backup-Ring
1	AN815D4	Union
1	AN894D6-4	Expander
2	S0309-906	"O"-Ring
1	NAS1564D6-4	Reducer
1	AN818D6	Nut
2	MS21075-4	Nutplate
2	AN4-5A	Bolt
2	AN950PD416L	Washer
1	5713527-21	Plate
1	3713538-IAII-RE1	Tube Assy.
1	3713538-IAII-RE2	Tube Assy.
1	3713538-IAII-RE3	Tube Assy.

The required parts may be ordered as Kit No. S/L WW-2482 from:

Atlantic Aviation Supply Corp.

Aircraft S/N and shipping instructions must be furnished when ordering parts.

WEIGHT

AND BALANCE: N. A.

AIRCRAFT RECORDS:

Make the following entry in the airplane log book: Service Letter No. WW-2482, dated May 18, 1982, titled "Retrofit To Emergency Hydraulic Pump P/N 4713010-503", has been accomplished this date.

SERVICE LETTER NO. WW-2482

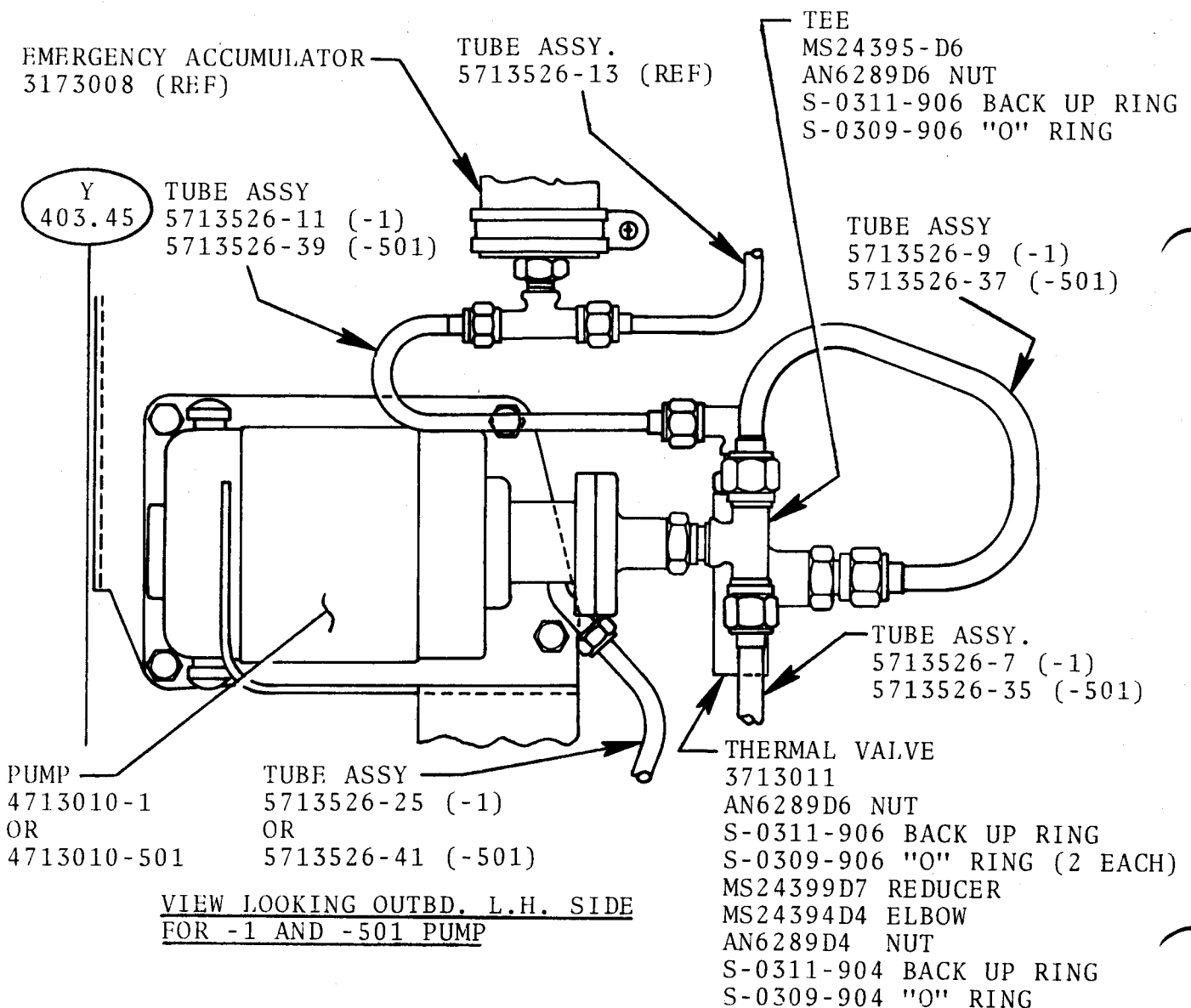
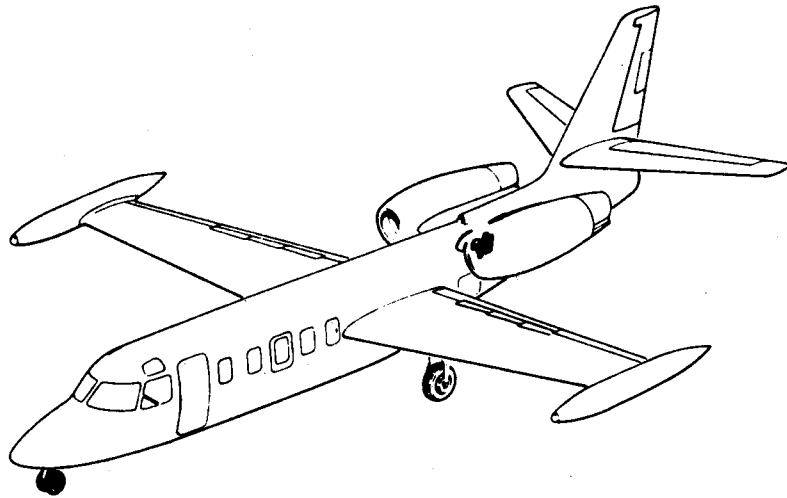


FIGURE 1 EXISTING INSTALLATIONS

SERVICE LETTER NO. WW-2482

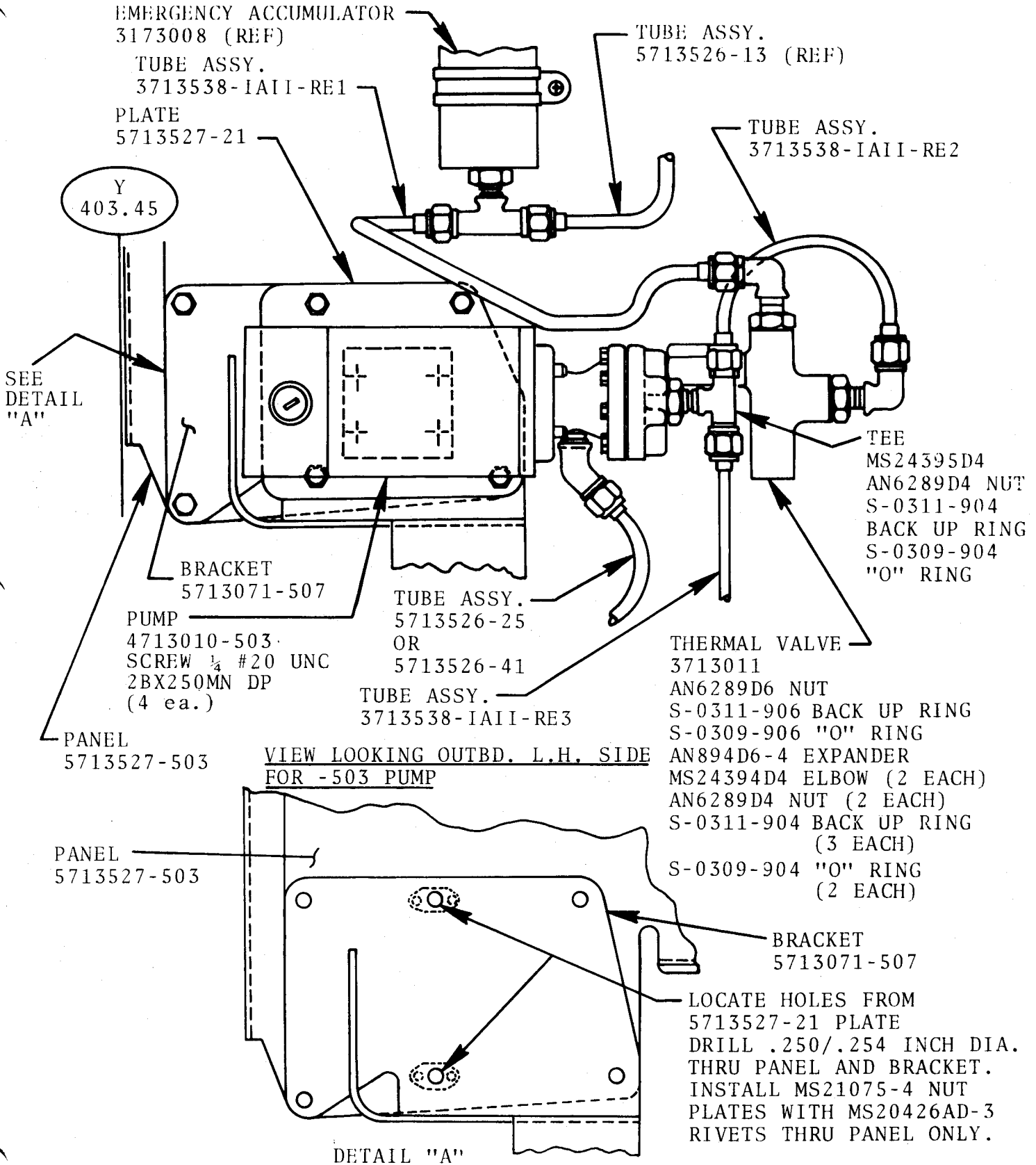


FIGURE 2 MODIFICATION TO -503 EMERGENCY HYDRAULIC PUMP

SERVICE PUBLICATIONS revision notice

SERVICE LETTER NO. WW-2483
Revision No. 1

FEBRUARY 15, 1983

SUBJECT: FEEDER PROTECTOR RELAY MOUNTING IMPROVEMENTS.

REASON: CHANGE BUS BAR P/N TO 5823640-45 WHICH DOES NOT HAVE BOLT BRAZED INTO IT AS DOES THE -43. BOLT SHOULD BE INSTALLED WITH HEAD TOWARD BOX COVER FOR IMPROVED CLEARANCE.

INSTRUCTIONS:

Change bus bar reference in steps 7 and 8 to -45.
Add:

NOTE

Install bolt P/N NAS467-6-12
thru 5823640-45 bus bar with
head toward DC contactor box
cover.

SUPPLY DATA:

Should be as follows:

The following parts may be obtained thru Atlantic Aviation Supply Co. or its dealers.

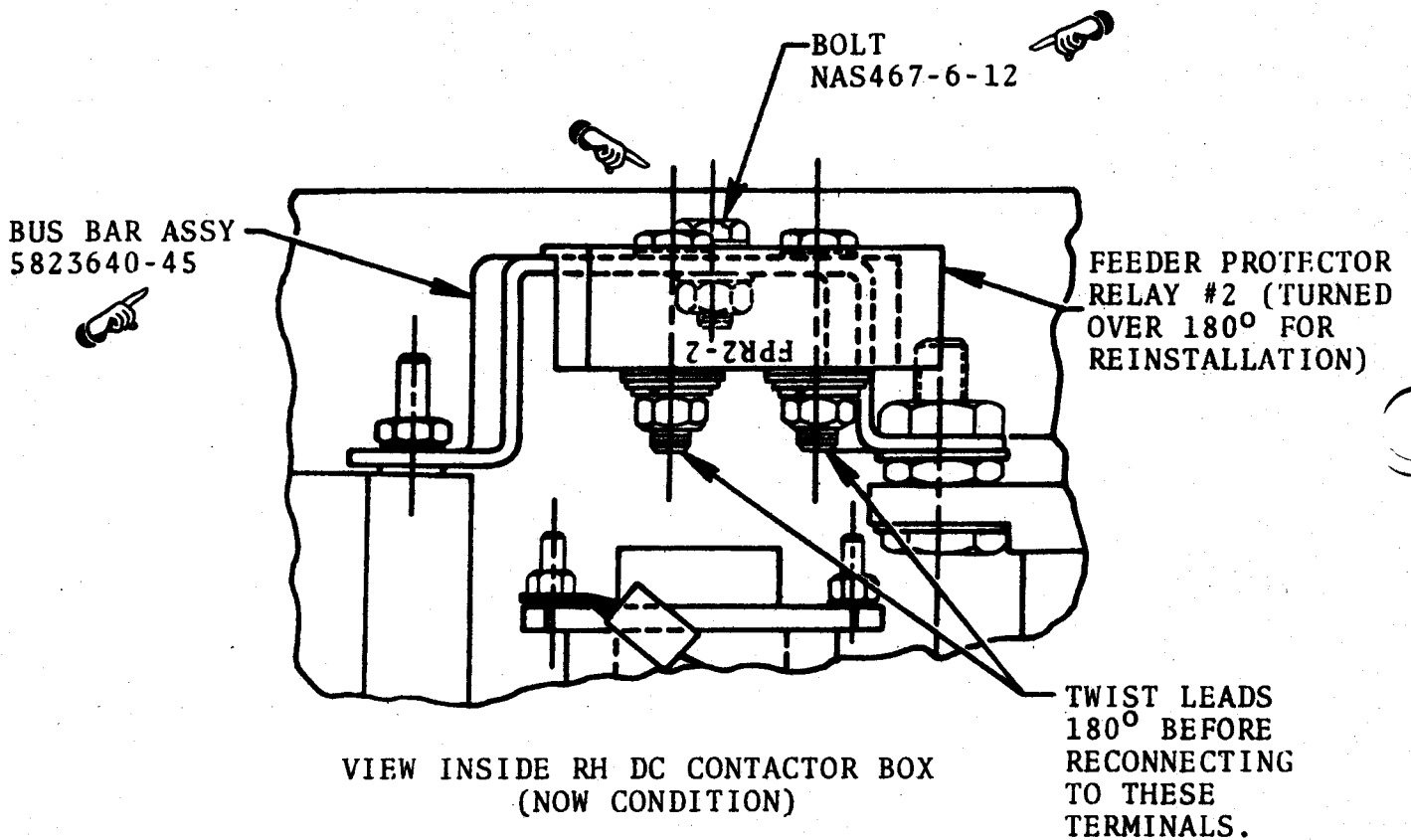
QTY	PART NUMBER	DESCRIPTION
1	5823640-45	Bus Bar
1	5823641-53	Spacer
1	NAS467-6-12	Bolt

SERVICE LETTER NO. WW-2483

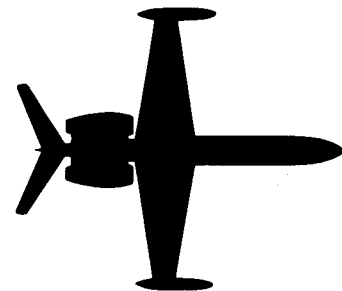
Revision No. 1

ILLUSTRATIONS:

Change upper drawing on Figure 2 as follows:



24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2483

AUGUST 30, 1982

EFFECTIVITY: 1124/1124A WESTWIND SERIAL NUMBERS 271 THRU 390 AND AIRCRAFT THAT HAVE COMPLIED WITH SERVICE LETTER NO. WW-2461.

SUBJECT: FEEDER PROTECTOR RELAY MOUNTING IMPROVEMENTS.

COMPLIANCE: OPTIONAL.

APPROVAL: IAI ENGINEERING.

REASON: TO KEEP CIRCUIT RESISTANCE TO MINIMUM ON BOTH SIDES AND REDUCE POTENTIAL FOR INTERMITTANT TRIPPING OF RH ENGINE GENERATOR CONTROL CIRCUIT BREAKER.

INSTRUCTIONS:

1. Turn off battery and electric master switches and assure that external power is disconnected.
2. Gain access to both D.C. Contactor Boxes and remove box covers.
3. Check LH Feeder Protector FPR1-2 and assure that there is no gap between it and Bus Bar P/N 5823641-49 where it is mounted. See Figure 1.
4. If gap exists, install chamfered washer P/N 5823641-53 with chamfer against Bus Bar, between Bus Bar and Feeder Protector. If no gap exists, proceed to next step.
5. Disconnect RH Feeder Protector FPR2-2 leads and remove Feeder Protector from Bus Bar P/N 5823640-35 (retain hardware for re-installation). See Figure 2.
6. Remove attaching hardware and Bus Bar P/N 5823640-35 (retain hardware for installation of new Bus Bar). See Figure 2.
7. Install new Bus Bar P/N 5823640-43 with retained hardware per Figure 2.

1124-24-06
Page 1 of 4



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SERVICE LETTER NO. WW-2483

INSTRUCTIONS (CONT'D.)

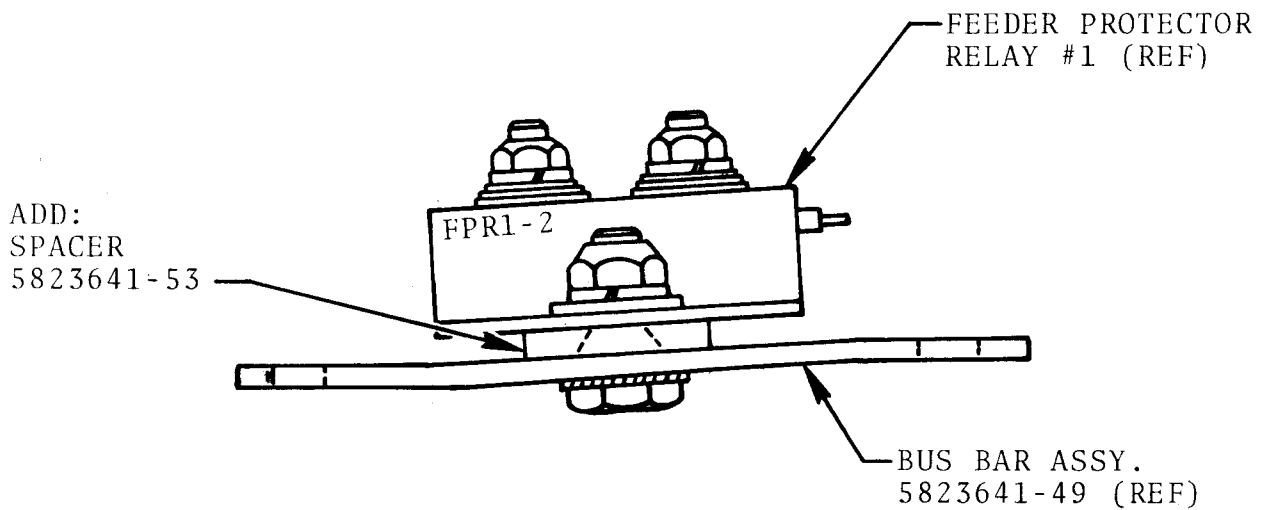
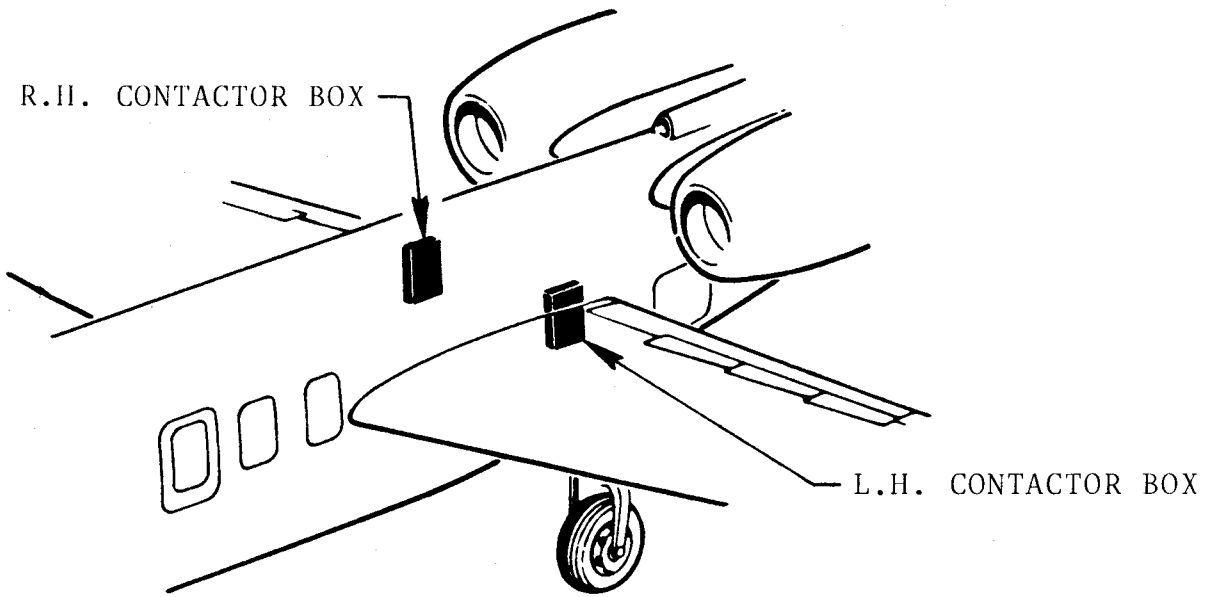
8. Reverse Feeder Protector FPR2-2 and mount to Bus Bar P/N 5823640-43 with lead bolts protruding toward inside of box (outboard) per Figure 2.
9. Twist feeder leads 180° and reattach to Feeder Protector terminals.
10. Reinstall Contactor Box covers and close areas accessed in Step 2.
11. Return aircraft to service.

SUPPLY DATA:

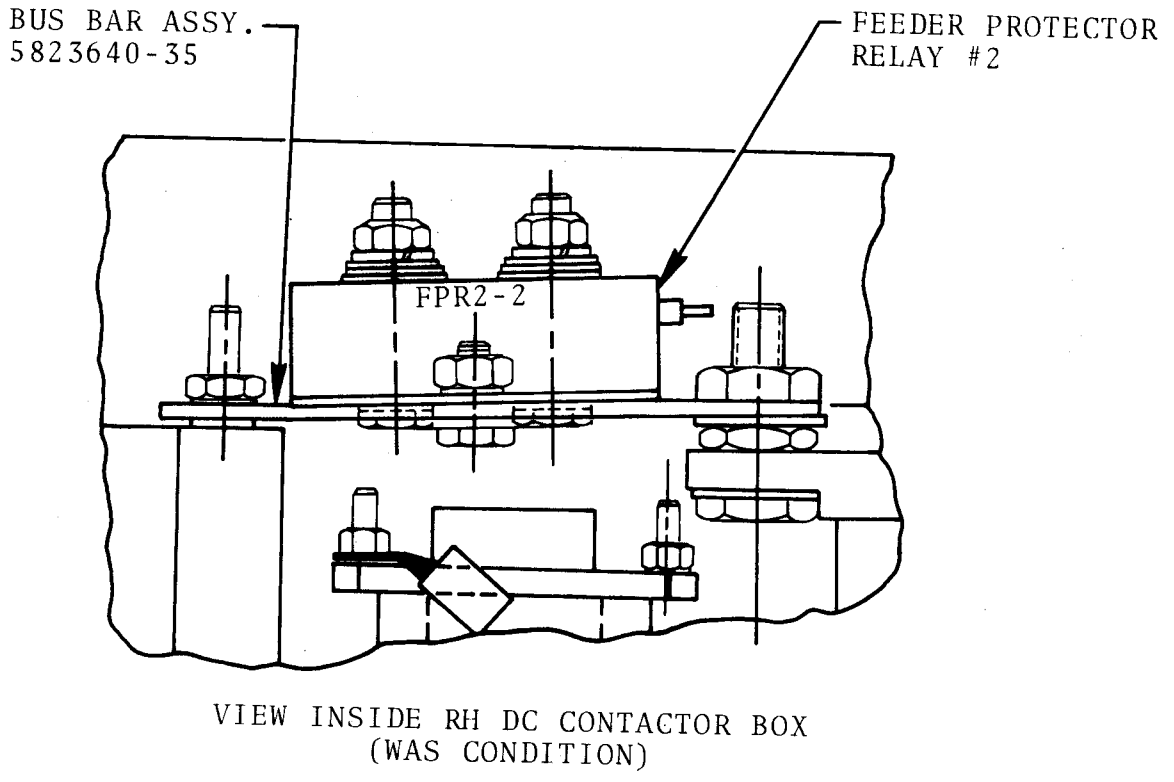
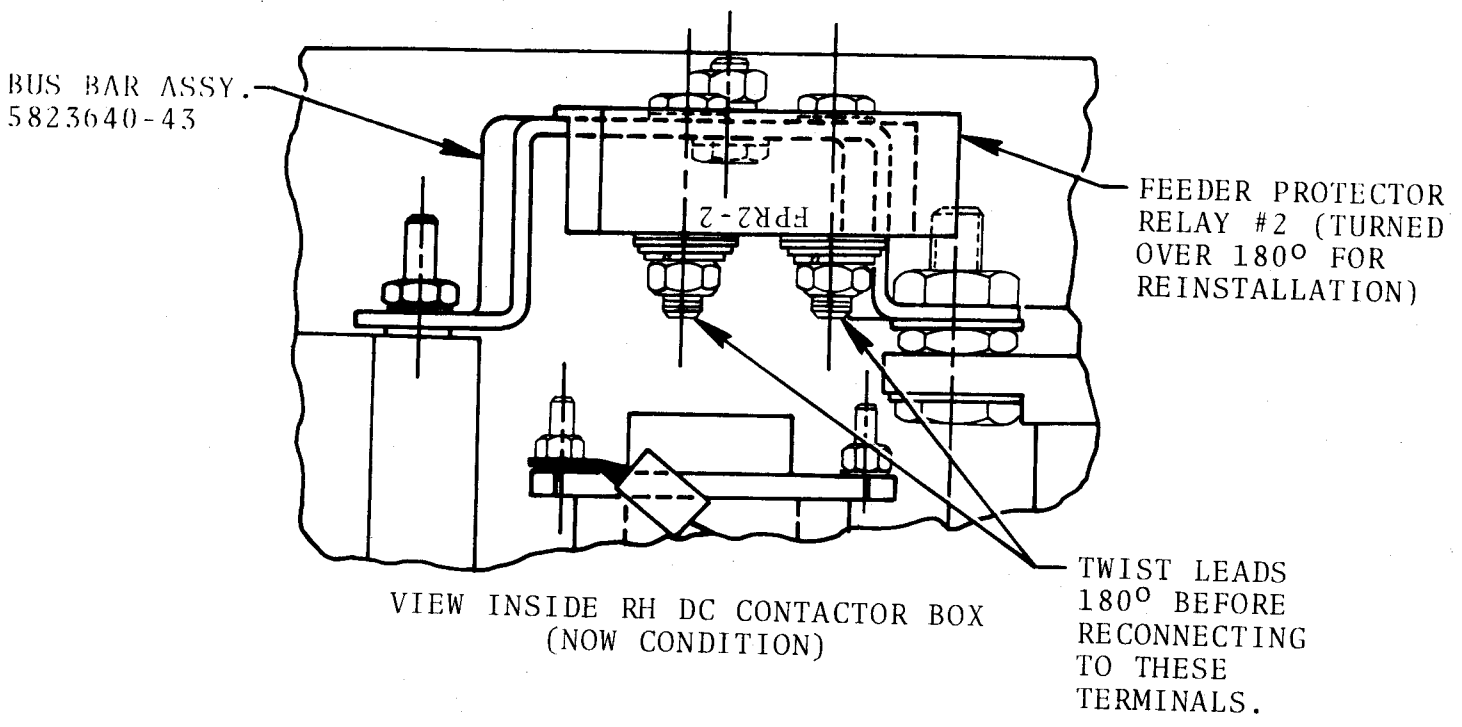
QTY	PART NUMBER	DESCRIPTION
1	5823640-43	Bus Bar Assy.
1	5823641-53	Spacer

AIRCRAFT RECORDS:

Make the following entry in the airplane log book: Service Letter No. WW-2483 dated August 30, 1982, titled "Feeder Protector Relay Mounting Improvements", has been accomplished this date.



VIEW INSIDE LH DC CONTACTOR BOX
OF FEEDER PROTECTOR MOUNTING.



SERVICE PUBLICATIONS revision notice

SERVICE LETTER NO. WW-2484
Revision No. 1

NOVEMBER 30, 1982

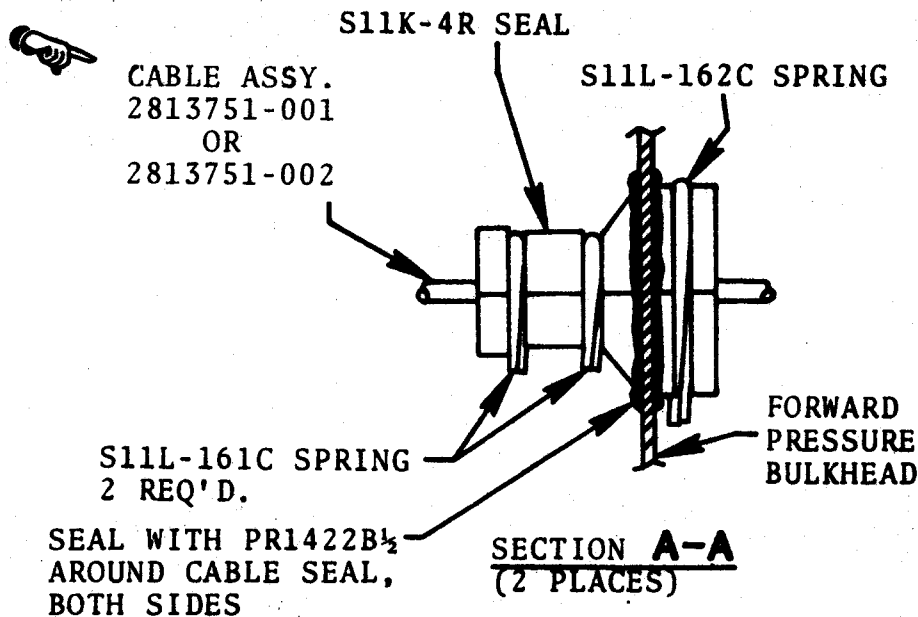
SUBJECT: DELETION OF GLARESHIELD LIGHTING FORWARD PRESSURE BULK-
HEAD CONNECTOR.

REASON: TO CORRECT CABLE ASSEMBLY TYPO ERROR IN STEP 8 AND CHANGE
PART NUMBERS OF CABLE ASSEMBLIES ON FIGURE 1.

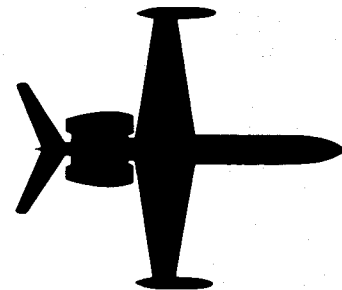
INSTRUCTIONS:

8. Route and secure 2 new cable assemblies P/N 2813751-001 and---

FIGURE 1 - change:



24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2484

OCTOBER 20, 1982

EFFECTIVITY: 1124/1124A WESTWIND, SERIAL NUMBERS 152, 154, 174, 181 AND 185 THRU 378.

SUBJECT: DELETION OF GLARESHIELD LIGHTING FORWARD PRESSURE BULKHEAD CONNECTOR.

COMPLIANCE: OPTIONAL.

APPROVAL: IAI ENGINEERING

REASON: TO DELETE LOW VOLTAGE RATED CONNECTOR AND THEREBY IMPROVE SYSTEM RELIABILITY.

INSTRUCTIONS:

1. Gain access to the forward pressure bulkhead, glareshield lighting power unit and inverter thru the LH nose access panel.
2. Remove the glareshield, flight director and RMI indicator (in most aircraft) to access the area behind LH instrument panel.

NOTE

Observe color coding on glare-shield lighting wiring for reinstallation.

3. Disconnect wire L39A and L40A from J60 and J59 on forward side of forward pressure bulkhead.
4. Remove clamps and ties from nose wire bundle to release L39A and L40A.
5. Disconnect L39A and L40A from glareshield lighting power unit and inverter.
6. Remove J60 and J59 from forward pressure bulkhead, release L39B and L40B from clamps and bundles behind instrument panel. Remove cable assemblies.

1124-33-03
Page 1 of 4



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SERVICE LETTER NO. WW-2484

INSTRUCTIONS (CONT'D.)

7. Enlarge holes in forward pressure bulkhead to $.69^{+.00}_{-.06}$ inch diameter, round holes per Figure 1.
8. Route and secure 2 new cable assemblies P/N 2813741-001 and P/N 2813751-002 from glareshield connectors to glareshield lighting power unit and inverter per Figure 2.
9. Install cable seals P/N S11K-4R in holes in pressure bulkhead (2 places) where new cable assemblies pass thru.
10. Secure seals with springs P/N S11L-161C and -162C.
11. Seal both sides of forward bulkhead cable seals as shown in section A-A of Figure 1 as follows:
 - a. Clean area to be sealed with MEK.
 - b. Apply PR1422B $\frac{1}{2}$ sealant around cable seals.

NOTE

Keep sealant free of contamination by grease, oil, dirt, metal chips, etc.

12. Reinstall items removed in Steps 1 and 2 and return aircraft to service.

SUPPLY DATA:

QTY	PART NUMBER	DESCRIPTION
A/R	PR1422B $\frac{1}{2}$	Sealant
2	S11K-4R	Seal, Cable
2	S11L-162C	Spring
4	S11L-161C	Spring
1	2813751-001	Cable Assy.
1	2813751-002	Cable Assy.

WEIGHT AND BALANCE: N.A.

AIRCRAFT RECORDS:

Make the following entry in the airplane log book: Service Letter No. WW-2484 dated October 20, 1982, titled "Deletion of Glareshield Lighting Forward Pressure Bulkhead Connector", has been accomplished this date.

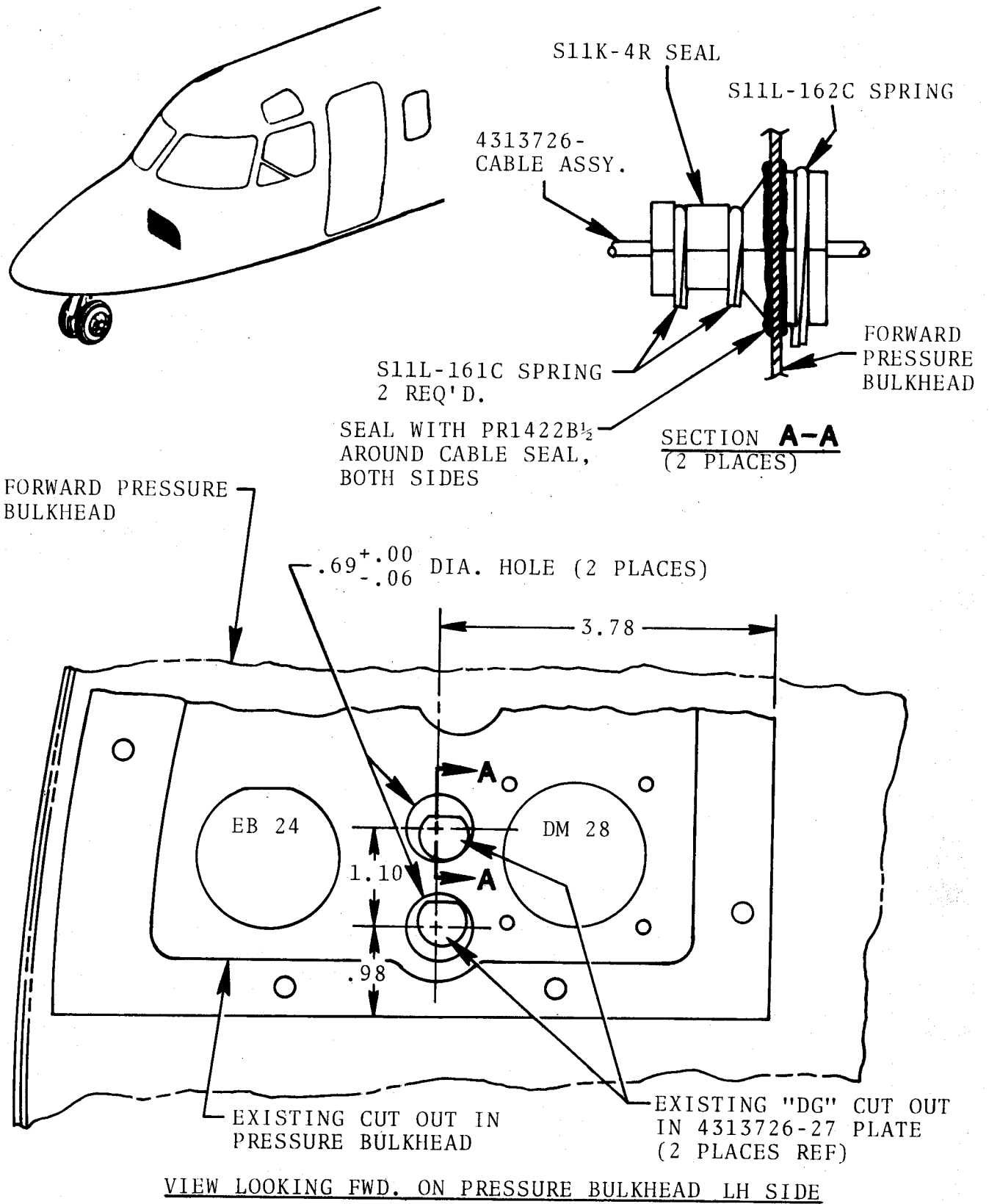
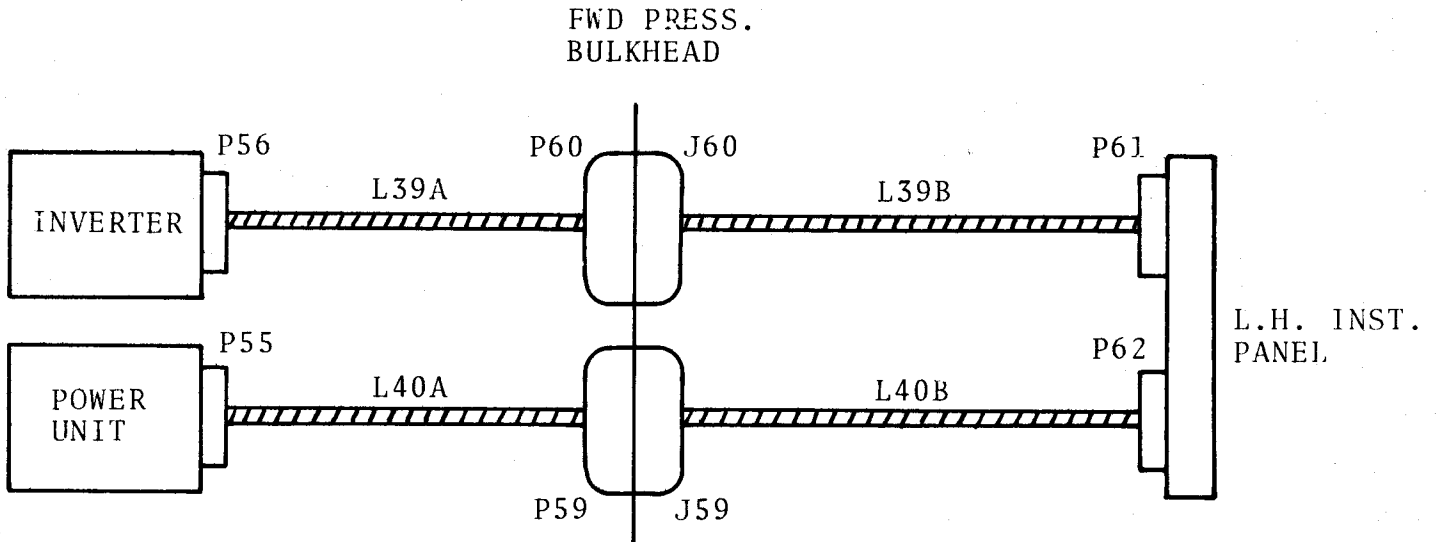
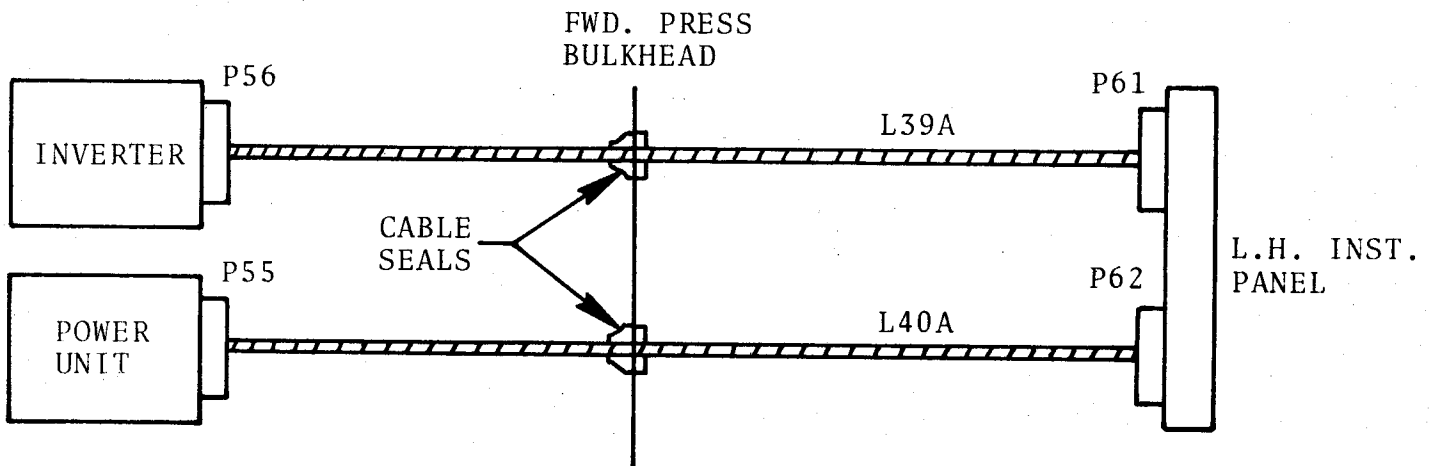


FIGURE 1 BULKHEAD SEAL INSTALLATION

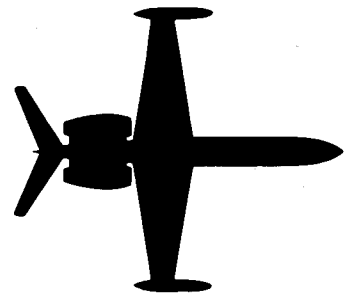


WIRING BEFORE MODIFICATION



WIRING AFTER MODIFICATION

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2485

NOVEMBER 15, 1982

EFFECTIVITY: 1124 WESTWINDS SERIAL NUMBERS 152, 154 AND 185 THRU 234.

SUBJECT: EXTERNAL POWER CONTROL CIRCUIT IMPROVEMENT.

COMPLIANCE: OPTIONAL.

APPROVAL: IAI ENGINEERING.

REASON: TO PROTECT AIRCRAFT ELECTRICAL SYSTEMS AGAINST REVERSE POLARITY EXTERNAL POWER INPUT.

INSTRUCTIONS:

1. Turn off battery and electrical master switches and assure that external power is disconnected.
2. Gain access to LH DC contactor box. See Figure 1.
3. Remove contactor box cover and locate plug J69 (on printed circuit board P/N 4833513-3).
4. Disconnect plug J69 and remove printed circuit board.
5. Modify External Power Control relay ground circuit as follows (reference Figure 2):
 - A. Locate and remove wire #118 from ground terminal and relocate to pin A of J69. It may be necessary to fabricate new 20 AWG wire to replace existing wire #118.
 - B. Fabricate new 20 AWG wire #190 and install between pin E of J69 and ground where wire was disconnected in Step 5.A. above.
6. Reinstall printed circuit board and replace cover on LH contactor box.
7. Close up area accessed in Step 2 and return aircraft to service.

1124-24-07
Page 1 of 4



INTERNATIONAL INC.
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BEN GURION AIRPORT, ISRAEL

SERVICE LETTER NO. WW-2485

8. Make note of wiring changes accomplished by this Service Letter on Wiring Manual pages 24-30-01 pages 1-3 and 39-30-06 page 1 by reference to Figure 2.

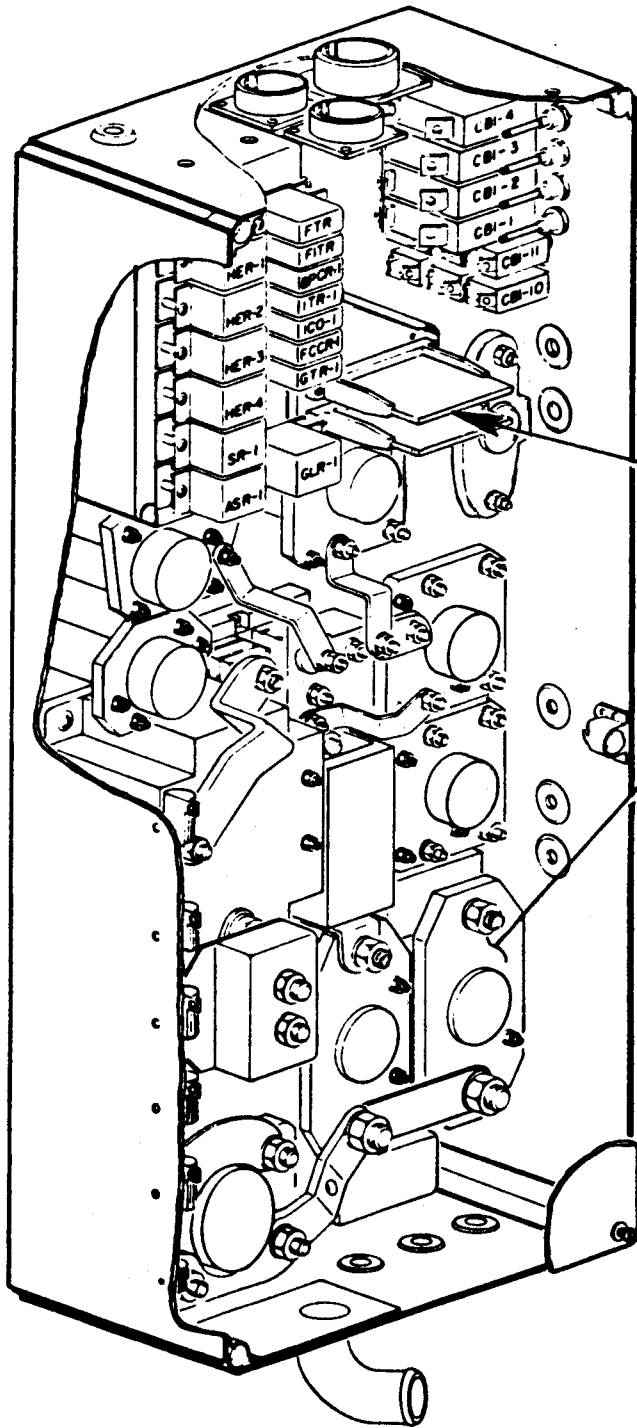
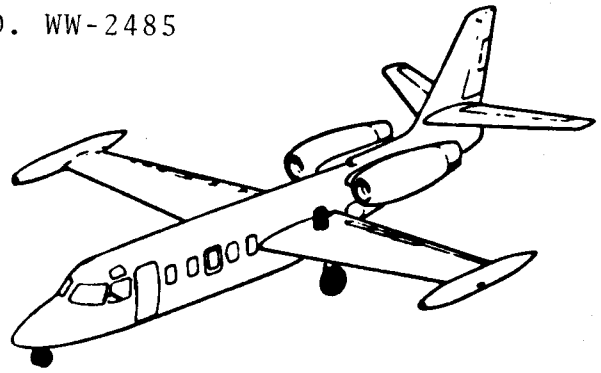
SUPPLY DATA:

QTY	PART NUMBER	DESCRIPTION
A/R	M81044-9-20-9	Wire (20 AWG)

WEIGHT AND BALANCE: N.A.

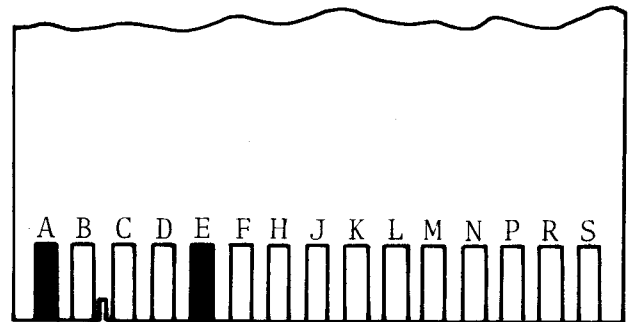
AIRCRAFT RECORDS:

Make the following entry in the airplane log book: Service Letter No. WW-2485, dated November 15, 1982, titled "External Power Control Circuit Improvement", has been accomplished this date.



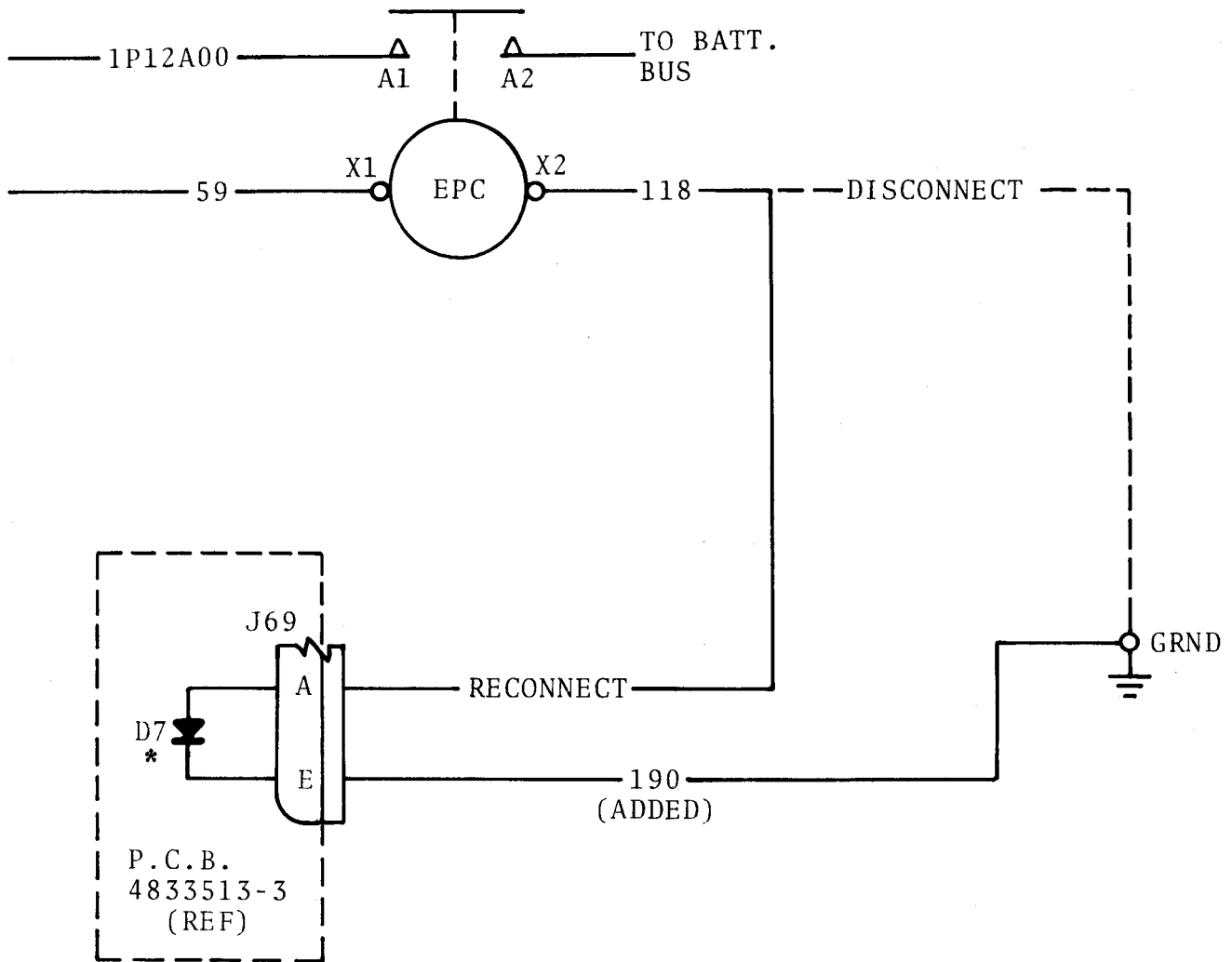
PRINTED CIRCUIT BOARD
#4833513-3 AND J 69

EXTERNAL POWER
CONTROL RELAY (EPC)



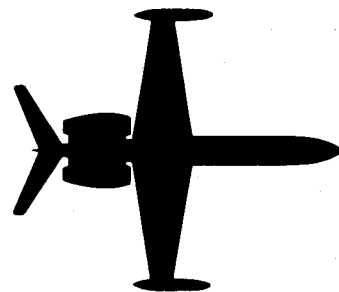
PRINTED CIRCUIT BOARD
TERMINAL LOCATION
P/N 4833513-3

FIGURE 1 CIRCUIT BOARD AND
RELAY LOCATIONS



*DIODE D7 IS ALREADY INSTALLED ON PRINTED CIRCUIT BOARD.

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2486

NOVEMBER 15, 1982

EFFECTIVITY: ALL 1124/1124A WESTWINDS.

SUBJECT: MOISTURE DRAIN FOR MAIN LANDING GEAR AXLES.

COMPLIANCE: OPTIONAL.

APPROVAL: IAI ENGINEERING.

REASON: TO PROVIDE FOR ESCAPE OF CONDENSATION MOISTURE FROM INSIDE MAIN GEAR AXLES.

INSTRUCTIONS:

1. Locate and drill rivet and drain hole in outboard end of each main gear axle per Figure 1.
2. Drill #40 (.098 inch dia.) hole in AN231-4 grommet so that when it is installed the scoop will be centered over drain hole and be open to rear.
3. Place a bead of PR 1422B2 sealant on mating side of AN231-4 grommet.
4. Position AN231-4 grommet in place and squeeze out bead of sealant to bond grommet to axle.
5. Secure grommet in place with one CR162-3-4 blind rivet.
6. Seal around outer edge of grommet with a bead of PR 1422B2 sealant. Sealant may also be used around area where anti-skid generator lead goes into axle.
7. Return aircraft to service.

SUPPLY DATA:

QTY	PART NUMBER	DESCRIPTION
A/R	PR 1422B2	Sealant
2	AN231-4	Grommet
2	CR162-3-4	Rivet

1124-32-09
Page 1 of 3



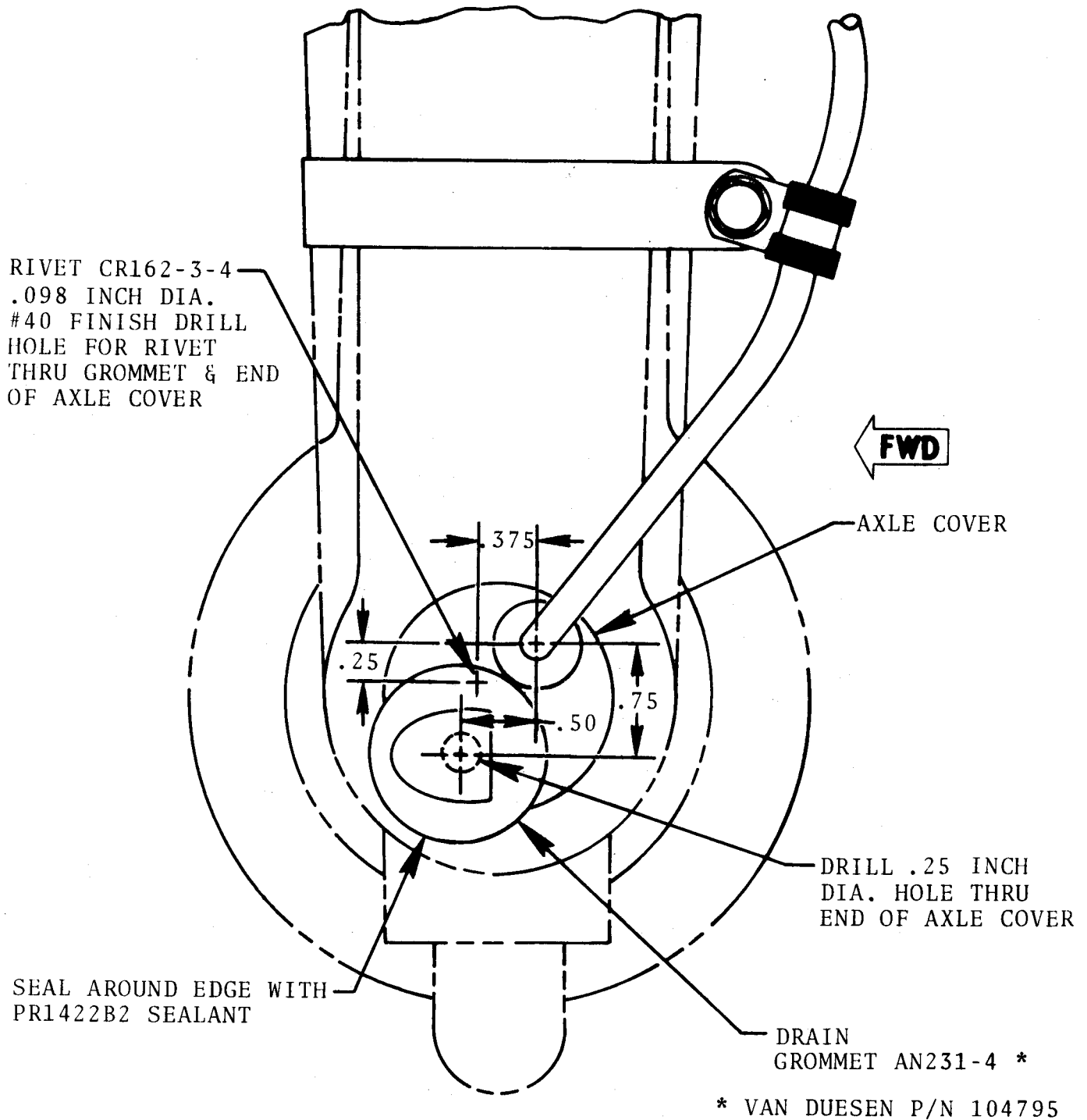
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SERVICE LETTER NO. WW-2486

WEIGHT AND BALANCE: N.A.

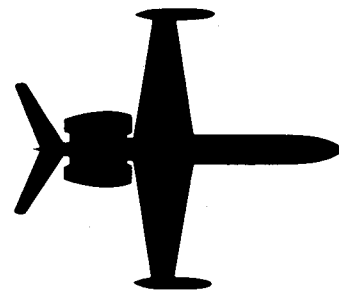
AIRCRAFT RECORDS:

Make the following entry in the airplane log book: Service Letter No. WW-2486 dated November 15, 1982, titled "Moisture Drain for Main Landing Gear Axles" has been accomplished this date.



VIEW LOOKING INBOARD AT LH. MAIN WHEEL (RH. OPP.)

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2487

NOVEMBER 15, 1982

EFFECTIVITY: 1124/1124A WESTWINDS, SERIAL NUMBERS 219, 221, 224, 228, THRU 231, 234, 236, 238, 242, 246, 248, THRU 251, 256 THRU 261, 263, 265 THRU 267 AND 270 THRU 379.

SUBJECT: MODIFICATION OF JACK ADAPTER (LOCATED ABOVE JACK POSITION).

COMPLIANCE: IT IS RECOMMENDED THAT THE MODIFICATION DESCRIBED BY THIS SERVICE LETTER BE ACCOMPLISHED AT THE NEXT 150 HOUR INSPECTION.

APPROVAL: IAI ENGINEERING.

REASON: THIS MODIFICATION WILL PREVENT SELF EXTENSION OF THE JACK CYLINDER WHEN THE AIRCRAFT ASCENDS IN ALTITUDE.

INSTRUCTIONS:

1. Remove tailcone P/N 5313054 to gain access to bulkhead at F.S. 540.
2. Remove ballast weights, jack and jack adapters. Reference Figure 1.
3. Drill out 6 existing MS20470AD4 rivets and remove spacer P/N CMA71627-504-49 and stop P/N CMA71627-504-51. Retain stop for installation on new spacer.
4. Install stop P/N CMA71627-504-51 on new spacer P/N CMA71627-504-RWK11-RE3 as shown in Figure 2 with 2 each MS20470AD4 rivets.
5. Install spacer and stop assembly on angle P/N CMA71627-504-43 picking up 6 existing holes with MS20470AD4 rivets.

NOTE

If holes in -43 angle are oversize from drilling out old rivets, then NAS1242AD4 rivets may be substituted.

1124-53-01
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SUBSIDIARY OF ISRAEL AIRCRAFT INDUSTRIES, LTD.
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SERVICE LETTER NO. WW-2487

6. Reinstall ballast weights, jack and jack adapters. See Figure 2 for new position of jack adapter P/N 5253533-3.
7. Reinstall tailcone, making sure that tail light wire is connected and return aircraft to service.

SUPPLY DATA:

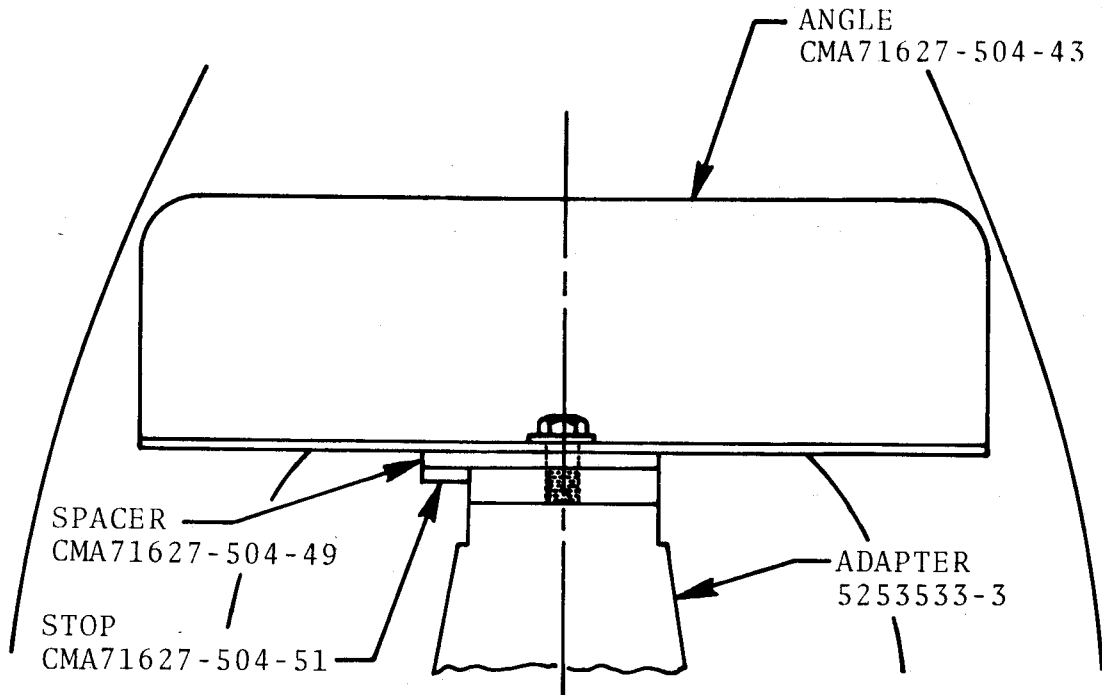
QTY	PART NUMBER	DESCRIPTION
1	CMA71627-504-RWK11-RE3	Spacer
8	MS20470AD4	Rivets

The spacer listed above may be obtained by contacting Atlantic Aviation Supply Corp.

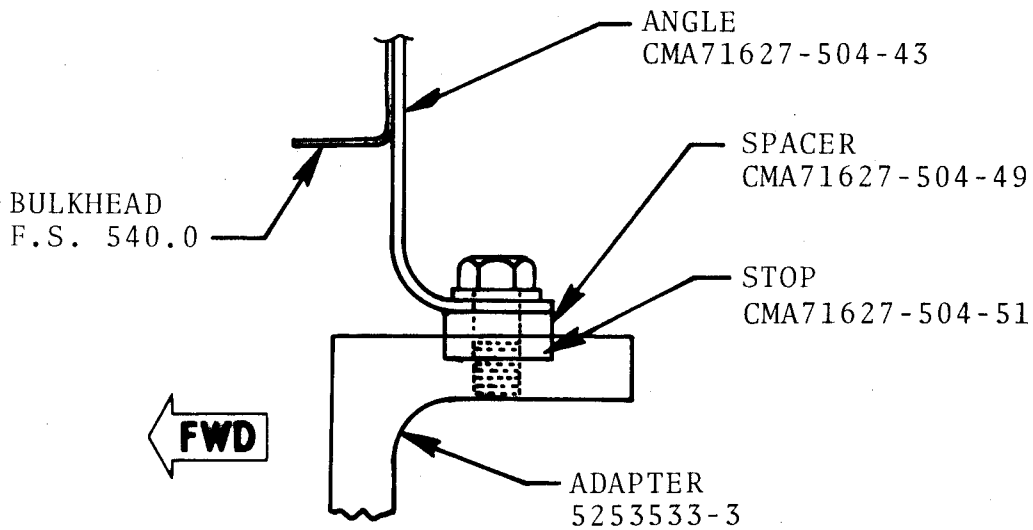
WEIGHT AND BALANCE: N.A.

AIRCRAFT RECORDS:

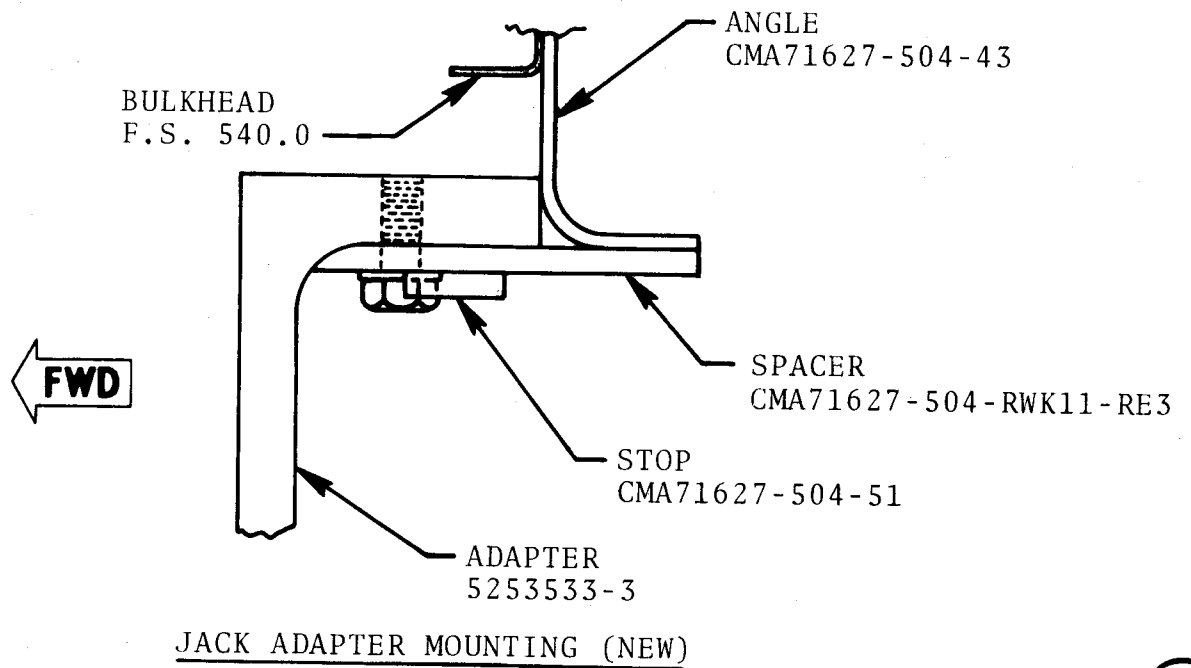
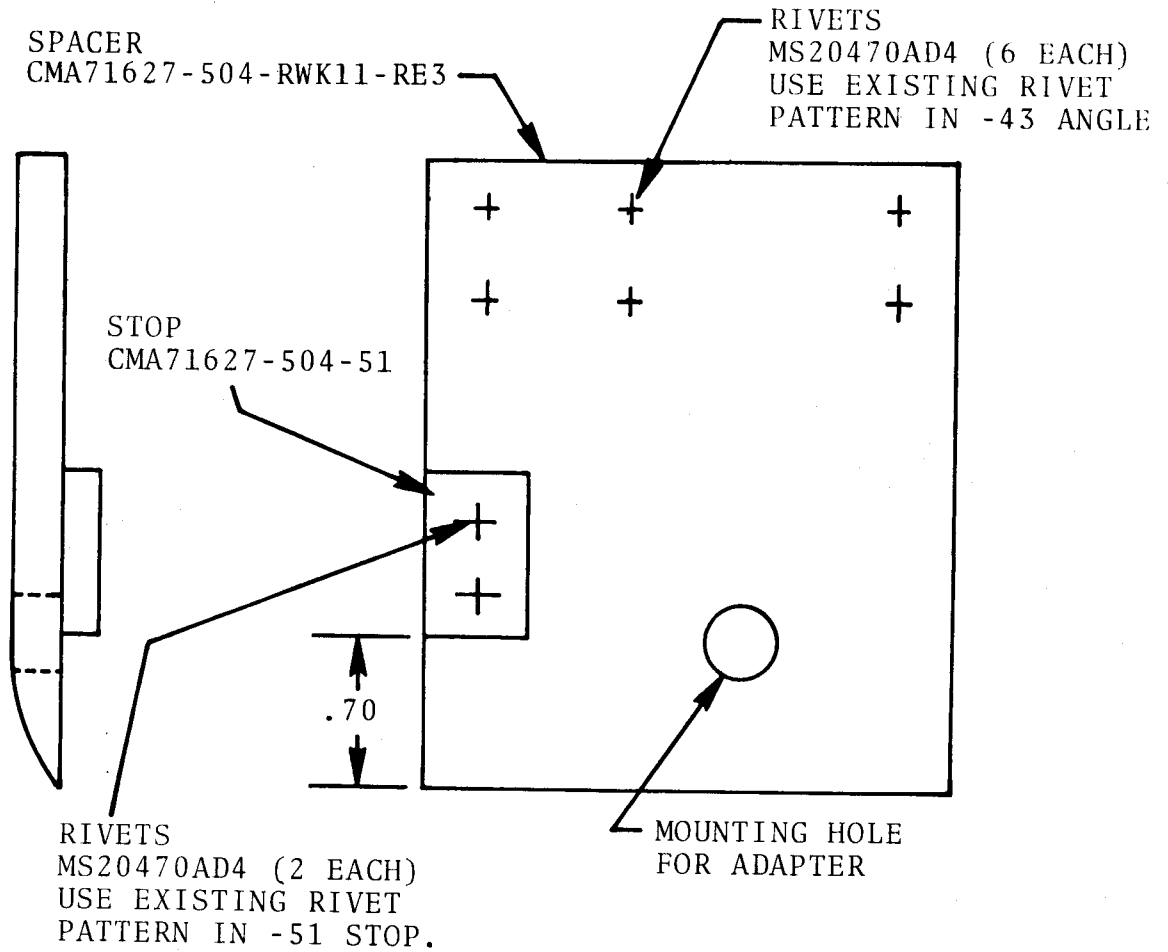
Make the following entry in the airplane log book: Service Letter No. WW-2487 dated November 15, 1982, titled "Modification of Jack Adapter (Located Above Jack Position)" has been accomplished this date.



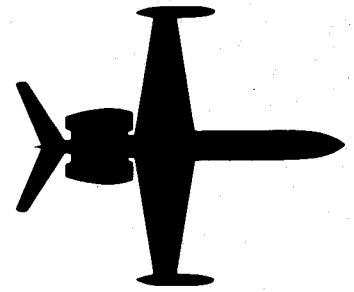
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(DETAIL HAS BEEN LEFT OUT FOR CLARITY)



JACK ADAPTER MOUNTING (OLD)



24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2488

NOVEMBER 15, 1982

EFFECTIVITY: ALL 1124/1124A WESTWINDS.

SUBJECT: GOODYEAR SERVICE BULLETIN 1124-32-3.

COMPLIANCE: IT IS RECOMMENDED THAT THE INSPECTION DESCRIBED BY THIS SERVICE LETTER BE ACCOMPLISHED AT THE NEXT 150 HOUR INSPECTION OR TIRE CHANGE.

APPROVAL: IAI ENGINEERING.

REASON: TO TRANSMIT GOODYEAR SERVICE BULLETIN 1124-32-3 AND RECOMMEND ITS COMPLIANCE IF NOT ALREADY ACCOMPLISHED.

INSTRUCTIONS:

1. Check brake assemblies to determine that Goodyear P/N 5002805-3 are installed by checking nameplate on brake housing for assembly part number.
2. No further action will be required if it is determined that -3 brake assemblies are installed.
3. If nameplate is missing or shows a -1 or -2 part number accomplish Section II of attached Goodyear Service Bulletin.
4. After upgrading to -3 configuration restamp new assembly dash number on nameplate or install new nameplate.

NOTE

New nameplate may be obtained by contacting any Goodyear distributor.

SUPPLY DATA:

See attached Goodyear Service Bulletin 1124-32-3.

WEIGHT AND BALANCE: N.A.

1124-32-10
Page 1 of 2



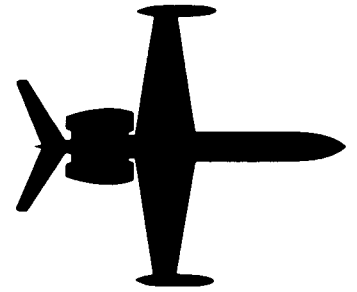
SUBSIDIARY OF ISRAEL AIRCRAFT INDUSTRIES, LTD.
BEN GURION AIRPORT, ISRAEL

SERVICE LETTER NO. WW-2488

AIRCRAFT RECORDS:

Make the following entry in the airplane log book: Service Letter No. WW-2488 dated November 15, 1982, titled "Goodyear Service Bulletin 1124-32-3", has been accomplished this date.

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2490

NOVEMBER 30, 1982

EFFECTIVITY: 1124 WESTWIND, SERIAL NUMBER 152, 154, 181, and 187
THRU 234.

SUBJECT: INSTALLATION OF WATER BARRIER ON RADAR BULKHEAD.

COMPLIANCE: OPTIONAL

APPROVAL: IAI ENGINEERING

REASON: TO PREVENT WATER CONTAMINATION OF WEATHER RADAR
ANTENNA DRIVE UNIT.

INSTRUCTIONS:

1. Remove nose compartment access panels and radome to gain access to both sides of radar bulkhead F.S. 22.00.
2. Remove installed equipment, as required on aft side of bulkhead to install channel P/N 5313132-43.
3. Locate channel P/N 5313132-43 as shown in Figure 1 and secure in place with MS20470AD4 rivets.
4. Reinstall equipment removed in Step 2.
5. Reinstall radome and access panels.
6. Return aircraft to service.

SUPPLY DATA:

The following parts may be obtained by contacting Atlantic Aviation Supply Co.:

QTY	PART NUMBER	DESCRIPTION
1	5313132-43	Channel
A/R	MS20470AD4	Rivet

WEIGHT AND BALANCE: N.A.

1124-53-03
Page 1 of 3

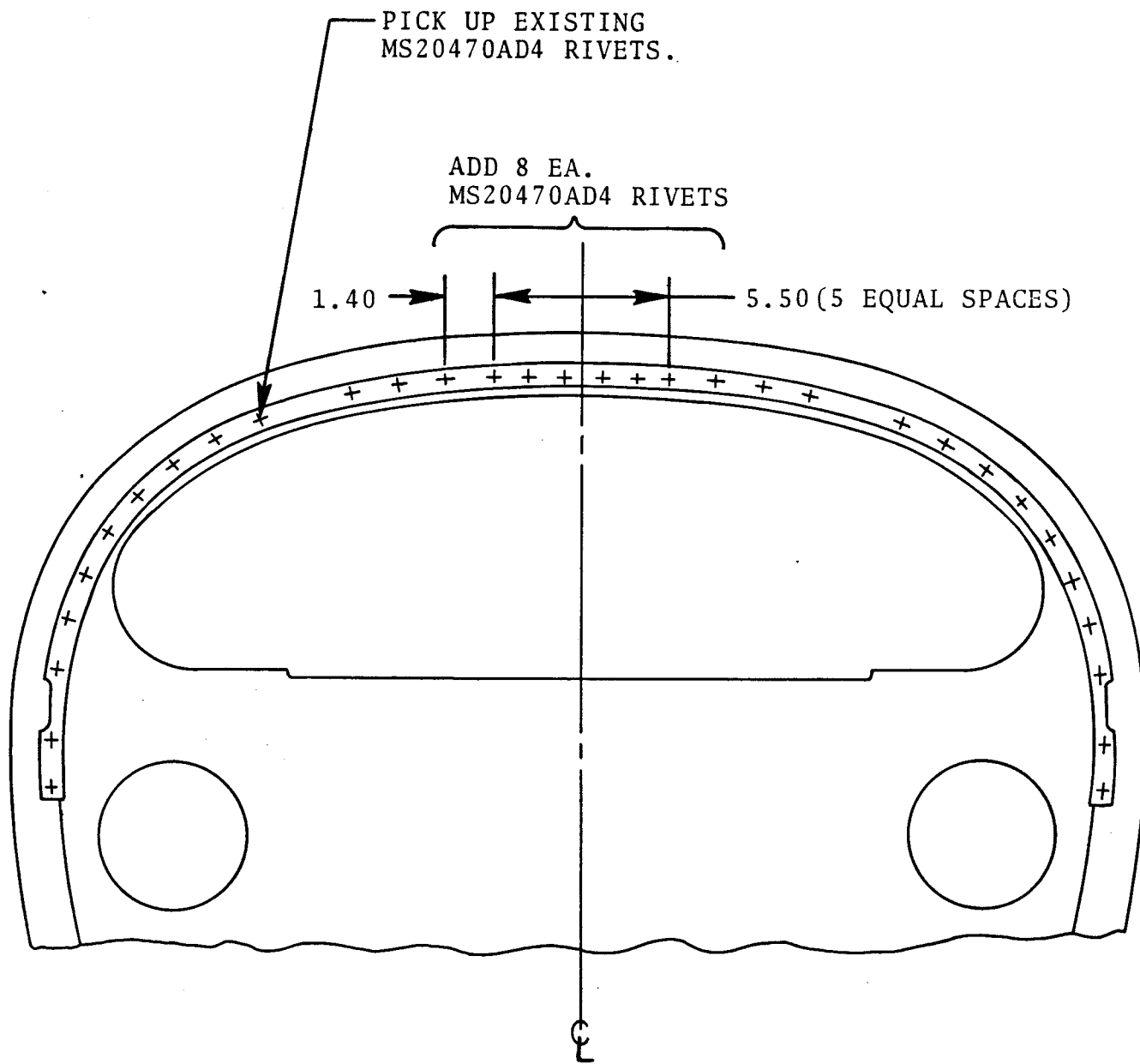


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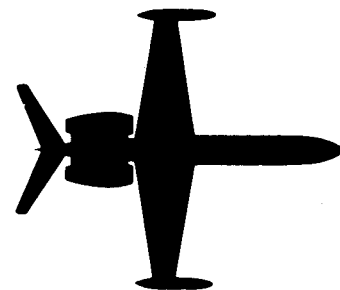
SERVICE LETTER NO. WW-2490

AIRCRAFT RECORDS:

Make the following entry in the airplane log book: Service Letter No. WW-2490 dated November 30, 1982, titled "Installation of Water Barrier on Radar Bulkhead", has been accomplished this date.



VIEW LOOKING AFT
BULKHEAD FS-22.00



SERVICE LETTER

SERVICE LETTER NO. WW-2491

REVISION 1

October 23, 1990

TRANSMITTAL SHEET

This sheet transmits Revision 1 to Service Letter No. WW-2491 dated August 21, 1987 titled "Inspection and Lubrication of NLG Upper and Lower Outer Strut Body Bearings and Upper Bearing Nut Seal Improvement.

REASON FOR REVISION

This Service Letter is revised to:

1. Eliminate the requirement to remove the seal and retainer from the lower bearing in paragraph 2, PART II of the Accomplishment Instructions
2. To change the word "SKYDROL" to MIL-5606 or DC-4(Dow Corning) under paragraph 7 PART II of the Accomplishment Instructions.

This is a Complete Revision. Please remove and discard all pages of previous issues and replace with pages of this revision. This revision replaces all previous issues of Service Letter WW-2491

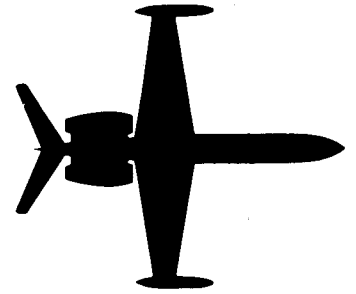
LIST OF EFFECTIVE PAGES

<u>Page No.</u>	<u>Date</u>
1 through 6	October 23, 1990

PREVIOUS ISSUES OF SERVICE LETTER WW-2491

WW-2491A	March 15, 1984
WW-2491B	August 21, 1987

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2491

December 15, 1982

EFFECTIVITY: 1124/1124A WESTWINDS, serial numbers:

PART I - 152, 154, 174, 181, 185, and subsequent if equipped with NLG serial number prior to IL 94.

PART II - 152, 154, 174, 181, 185 and subsequent.

SUBJECT: INSPECTION AND LUBRICATION OF NLG UPPER AND LOWER OUTER STRUT BODY BEARINGS AND UPPER BEARING NUT SEAL IMPROVEMENT.

COMPLIANCE: **PART I**
It is recommended that the upper bearing retaining nut seal improvement be accomplished within the next 300 flight hours.

PART II
It is recommended that the inspection and lubrication of the upper and lower bearings be accomplished within the next 300 flight hours and at 1200 hour intervals or every 24 months, whichever occurs first, thereafter.

APPROVAL: IAI Engineering

REASON: To Improve upper strut bearing retaining nut seal and reduce potential for moisture accumulation in nose strut bearings.

INSTRUCTIONS:

PART I

OUTER STRUT-BODY BEARING (UPPER RETAINING NUT SEAL MODIFICATION).

1. Check nose landing gear strut identification plate for strut model and serial number. If SHL serial number is IL 94 or above and model E is marked on the plate, Part I of this service letter is not required.
2. For struts not exempted in Step 1, remove inner body of nose strut from outer body per 1124/1124A Westwind Maintenance Manual, Chapter 32-20-00.
3. Carefully radius the top edges of the inner body with 360 grit wet/dry sandpaper to a radius of .039 to .059 inches. See Figure 1.

NOTE: A radius is required to prevent damage of new seal scraper when it is slipped over the inner body while installed in bearing retainer nut.

4. Treat area where inner body has been radiused with Alodine 1200.
5. Accomplish the inspection and lubrication of outer strut-body bearings per Part II.

PART II

OUTER STRUT-BODY BEARING INSPECTION AND LUBRICATION.

1. Remove inner body of nose strut from outer body per 1124/1124A Westwind Maintenance Manual, Chapter 32-20-00.
2. Remove bearing seal and retainer from one side of upper bearing. Reference Detail "B" for Figure 1. Lower bearing should not be disassembled. Inspect both bearings for evidence of moisture or corrosion.

NOTE: Defective bearings must be replaced. Leave off seal and retainer from one side of upper bearing only or remove seal and retainer from one side of new upper bearing before reassembly.

SERVICE LETTER NO. WW-2491

3. Thoroughly clean bearings and relubricate with grease conforming to MIL-G-21164C.

NOTE: Reference Figure 1 during strut reassembly.

4. Install lower bearing wiper and lower bearing on inner body.
5. Hand pack area between upper and lower bearings on both inner and outer bodies with grease conforming to MIL-G-21164C. Area must be full of grease when strut is assembled.
6. Slide inner body up into outer body, wipe off excess grease, and install upper bearing and retaining ring. Assure that side of bearing with seal and seal retainer removed is down.
7. Assemble new retaining nut P/N 910.003.59, O-Ring P/N NAS1611-235, and scraper P/N S32875 per Detail "A" of Figure 1. Lubricate o-ring and scraper with DC-4(Dow Corning) or MIL-5606 hydraulic fluid before installation.
8. Install retaining nut assembly and torque to 150 ± 30 inch-pounds then secure with lock screw.
9. Check nose strut for freedom of rotation from left to right before safetying lock screw.
10. Apply a bead of RTV-106 sealant around retaining nut thread line per Detail "C" of Figure 1 and wipe smooth with finger or plastic scraper.
11. If NLG assembly was removed to accomplish the above steps, complete the installation of the NLG assembly or aircraft per 1124/1124A Westwind Maintenance manual, Chapter 32-20-00 and service shock strut per Chapter 12.
12. Accomplish landing gear operational check per 1124/1124A Westwind Maintenance Manual, Chapter 32-00-00 (normal retraction and free fall extension).

R
R
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SERVICE LETTER NO. WW-2491

SUPPLY DATA:

The following parts may be obtained thru Atlantic Aviation Supply Company or an authorized service center.

<u>QTY.</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
A/R	MIL-G021164C	GREASE
1	910.003.59	NUT, RETAINING
1	NAS1611-235	SEAL, O-RING
1	S32875	SCRAPER
A/R	RTV-106	SEALANT

WEIGHT AND BALANCE

Not Applicable

AIRCRAFT RECORDS

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

Service Letter WW-2491 dated October 23, 1990, Part I and/or Part II, titled "Inspection and Lubrication of NLG Upper and Lower Outer Strut Body Bearings and Upper Bearing Nut Seal Improvement," has been accomplished this date _____.

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

SERVICE LETTER NO. WW-2491

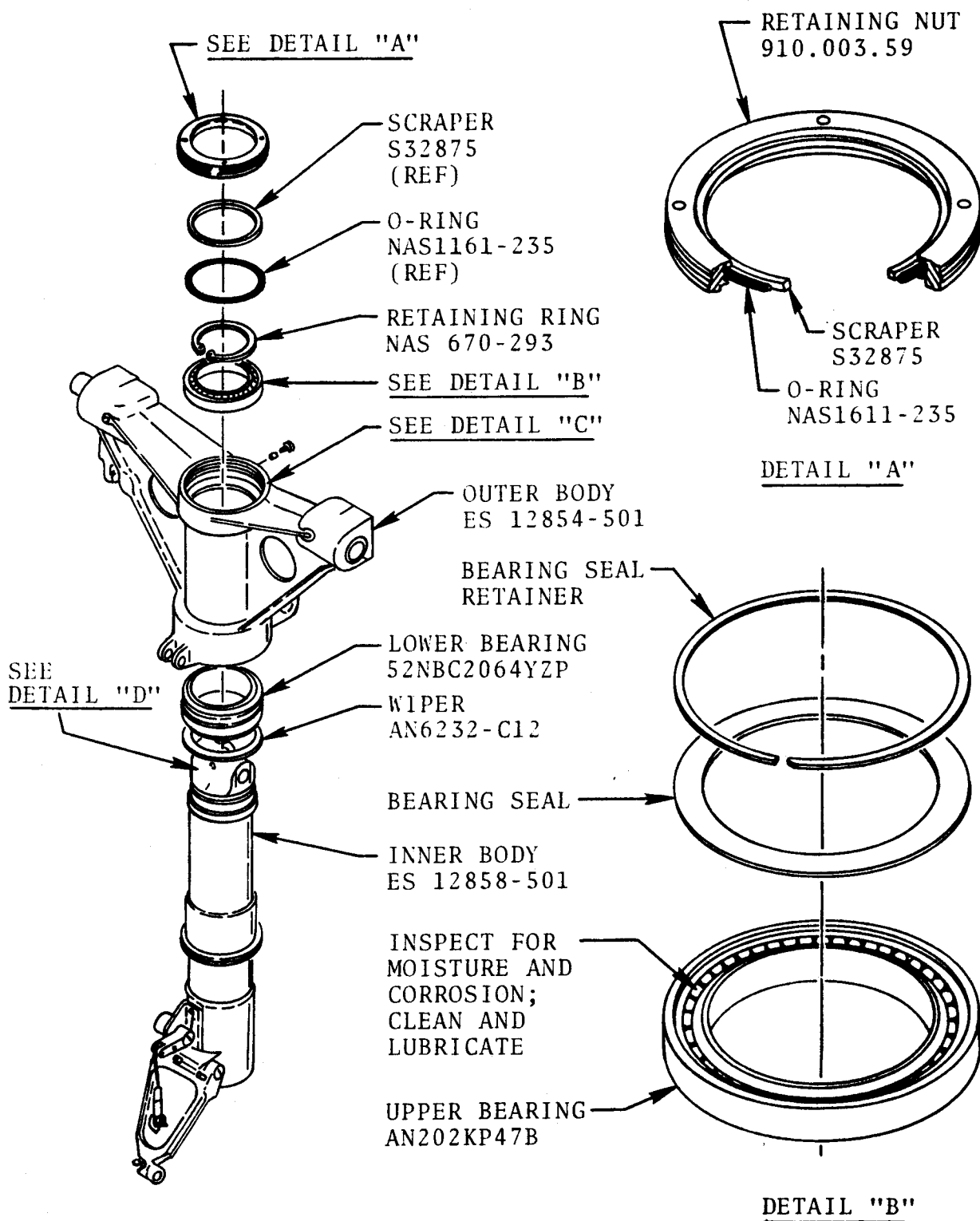


Figure 1 Nose Strut Assembly(sheet 1 of 2)

SERVICE LETTER NO. WW-2491

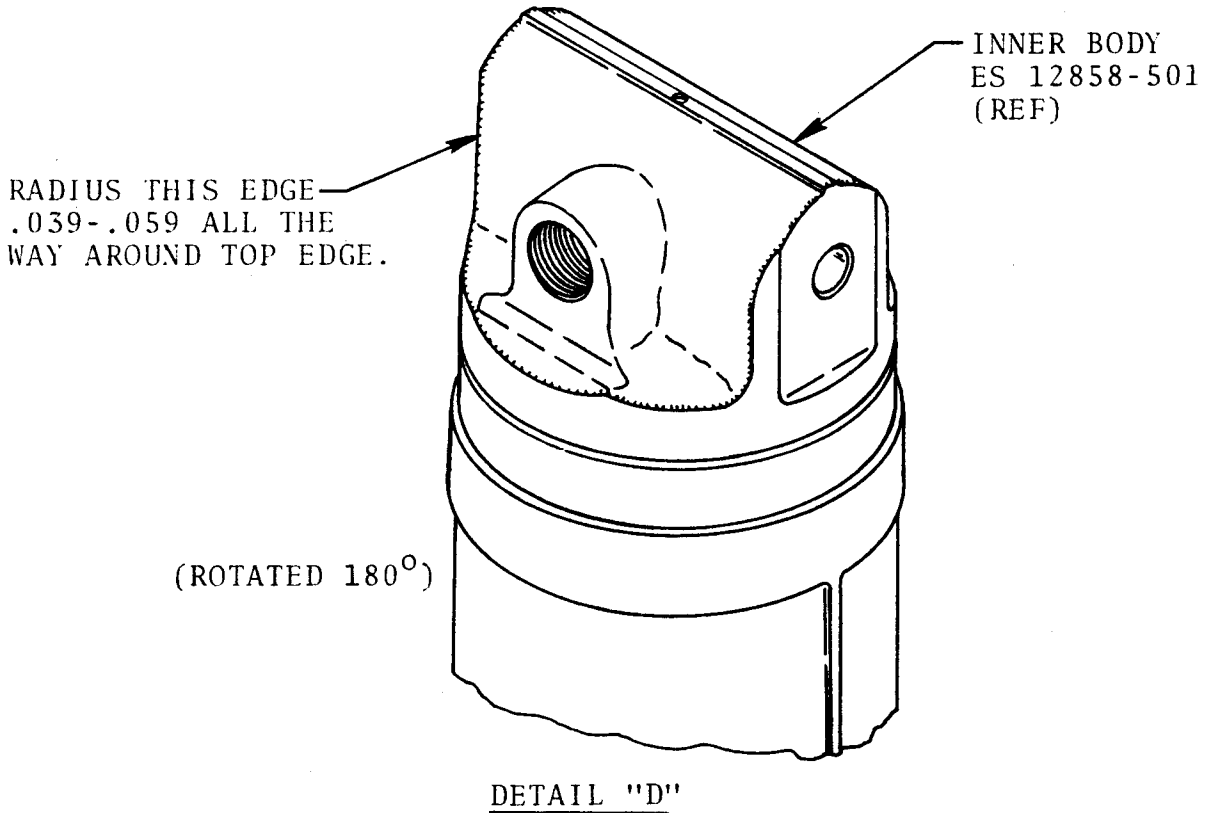
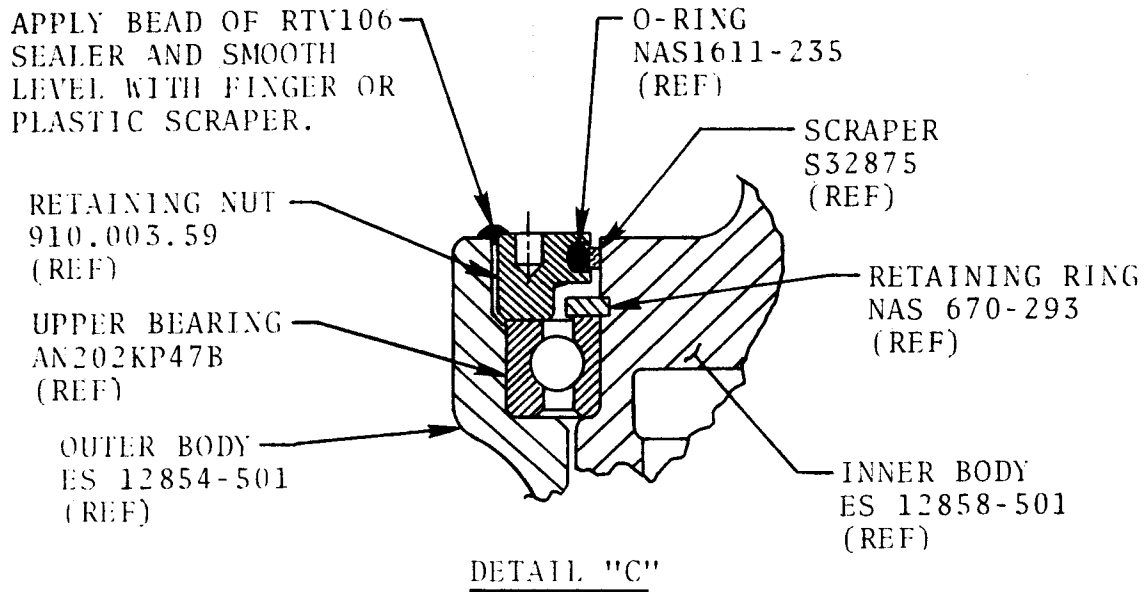
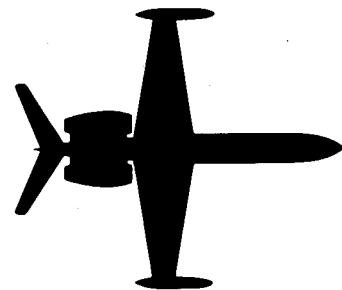


Figure 1 Nose Strut Assembly(sheet 2 of 2)



SERVICE LETTER

SERVICE LETTER NO. WW-2492

DECEMBER 31, 1982

EFFECTIVITY: 1124/1124A WESTWINDS

SUBJECT: HYDRAULIC HOSE INSPECTION

COMPLIANCE: AT EACH SCHEDULED INSPECTION

APPROVAL: IAI ENGINEERING

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

INSTRUCTIONS:

A routine inspection should be performed of all hydraulic system flexible hoses for leakage or deterioration in accordance with the requirements of Chapter 5 or the 50 Hour Phase Inspection Program. The materials used in teflon lined hoses are more resistant to wear and deterioration than the rubber lined hoses. Either type hose may be used for replacement of defective hoses, however, the teflon lined hoses should provide extended service life.

SUPPLY DATA:

Replacement hoses may be obtained from Atlantic Aviation Supply Co. or their dealers. See 1124/1124A Illustrated Parts Catalog for hose part numbers and quantities.

WEIGHT AND BALANCE: N.A.

AIRCRAFT RECORDS:

No recurrent entry in the airplane logs will be required, however it may be desirable to record lines which have been changed to teflon lined material.

1124-29-08
Page 1 of 1



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SERVICE PUBLICATIONS

revision notice

SERVICE LETTER NO. WW-2493
Revision No. 2

January 23, 1985

SUBJECT: REPLACEMENT OF BOTH FLAP LINEAR POTENTIOMETERS
P/N 4 833523-1 with new P/N 4 833523-501.

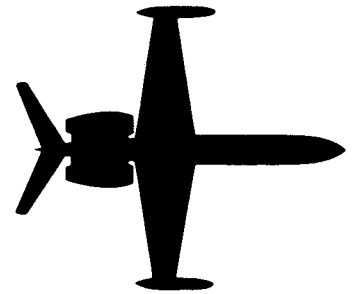
REVISED

EFFECTIVITY: MODEL 1124/1124A S/N's 239, 283 thru 403, 407 and
409.

REASON FOR

REVISION: TO LIMIT EFFECTIVITY TO INCLUSIVE S/N'S.

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2493

JANUARY 15, 1983

EFFECTIVITY: 1124/1124A WESTWINDS S/N 239, 283 AND SUBSEQUENT.

SUBJECT: REPLACEMENT OF BOTH FLAP LINEAR POTENTIOMETERS P/N 4833523-1 WITH NEW P/N 4883523-501.

COMPLIANCE: IT IS RECOMMENDED THAT THIS MODIFICATION AND CHANGE BE ACCOMPLISHED AT NEXT POTENTIOMETER REPLACEMENT.

APPROVAL: IAI ENGINEERING

REASON: TO OFFER AN IMPROVED LINEAR POTENTIOMETER WITH INCREASED RELIABILITY.

INSTRUCTIONS:

1. Remove LH and RH potentiometer assemblies by disconnecting actuating rod at link and taking clamps loose from actuator.
2. Disassemble potentiometer assemblies by removing knurled nut and sliding off clamp assemblies and spacer.
3. Remove and discard two MS35265-13 screws from lug portion of each aft clamp assembly.
4. Rework lug portion of clamp assemblies per Figure 2.
5. Remove knurled seal assembly and knurled nut from each new potentiometer P/N 4833523-501.

NOTE

If width of supplied knurled nut exceeds .20 inch rework per Figure 2.

6. Assemble LH and RH potentiometer assemblies as follows:
 - A. Slide forward clamp assembly and spacer over potentiometer.
 - B. Thread on .30 inch wide knurled nut, slide on aft clamp assembly, thread on knurled seal assembly.

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Page 1 of 5

SERVICE LETTER NO. WW-2493

INSTRUCTIONS (CONT'D.)

- C. Tighten knurled seal assembly, position aft clamp per Figure 1 (in angular relation to potentiometer wires) and tighten .20 inch wide knurled nut against aft clamp.

NOTE

Apply Loctite #242 to threads before tightening .20 inch wide knurled nut and knurled seal assembly.

- 7. Install potentiometer assembly on actuator as shown in Figure 1, leaving clamps loose for rigging.
- 8. Operate the flap system, in small steps, thru its full travel. Check clearance to adjacent parts for 0.12 inch minimum.
 - A. Reposition potentiometer assembly on actuator by rotating clamps as necessary to obtain 0.12 inch clearance. (0.10 inch clearance is allowed to speed brake panel.)
 - B. Make sure potentiometer axis and actuator axis are parallel.
- 9. Loosen actuator rod end jam nut.
- 10. Position flaps to 12° or 15° position and connect rod to link leaving nuts loose.
- 11. Make sure that no binding will occur on potentiometer rod when cycling flap system thru its complete travel.
- 12. Tighten jam nut on actuator rod end and tighten clamps that secure potentiometer to actuator. Bond spacer to potentiometer with a bead of PR1422B½ sealant, or equivalent.
- 13. Rig potentiometer electrically per Maintenance Manual Chapter 27-50-00 Adjustment/Test.
- 14. Make sure all jam nuts are tight and safety actuator and potentiometer rod nuts. Apply torque seal to clamp assembly screws.
- 15. Make final cycle check of flaps and return aircraft to service.

SUPPLY DATA:

QTY	PART NUMBER	DESCRIPTION
2	4833523-501	Potentiometer
A/R	242	Loctite
A/R	EC1252 (3M) or equivalent	Sealant
A/R	PR1422B½ or equivalent	Sealant

SERVICE LETTER NO. WW-2493

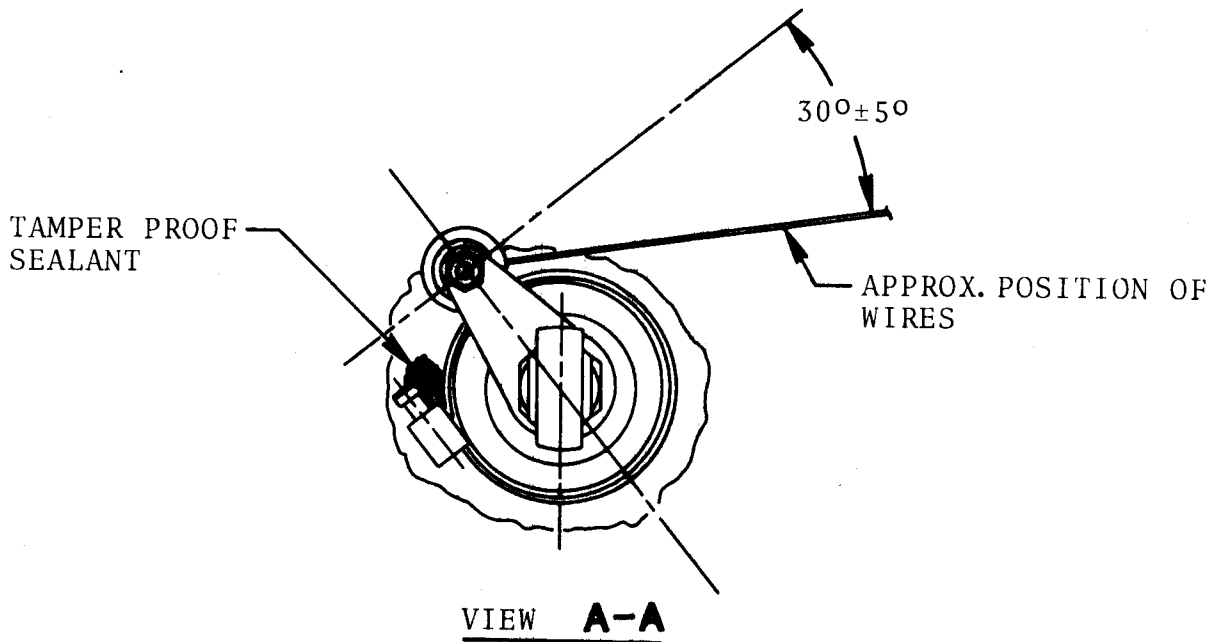
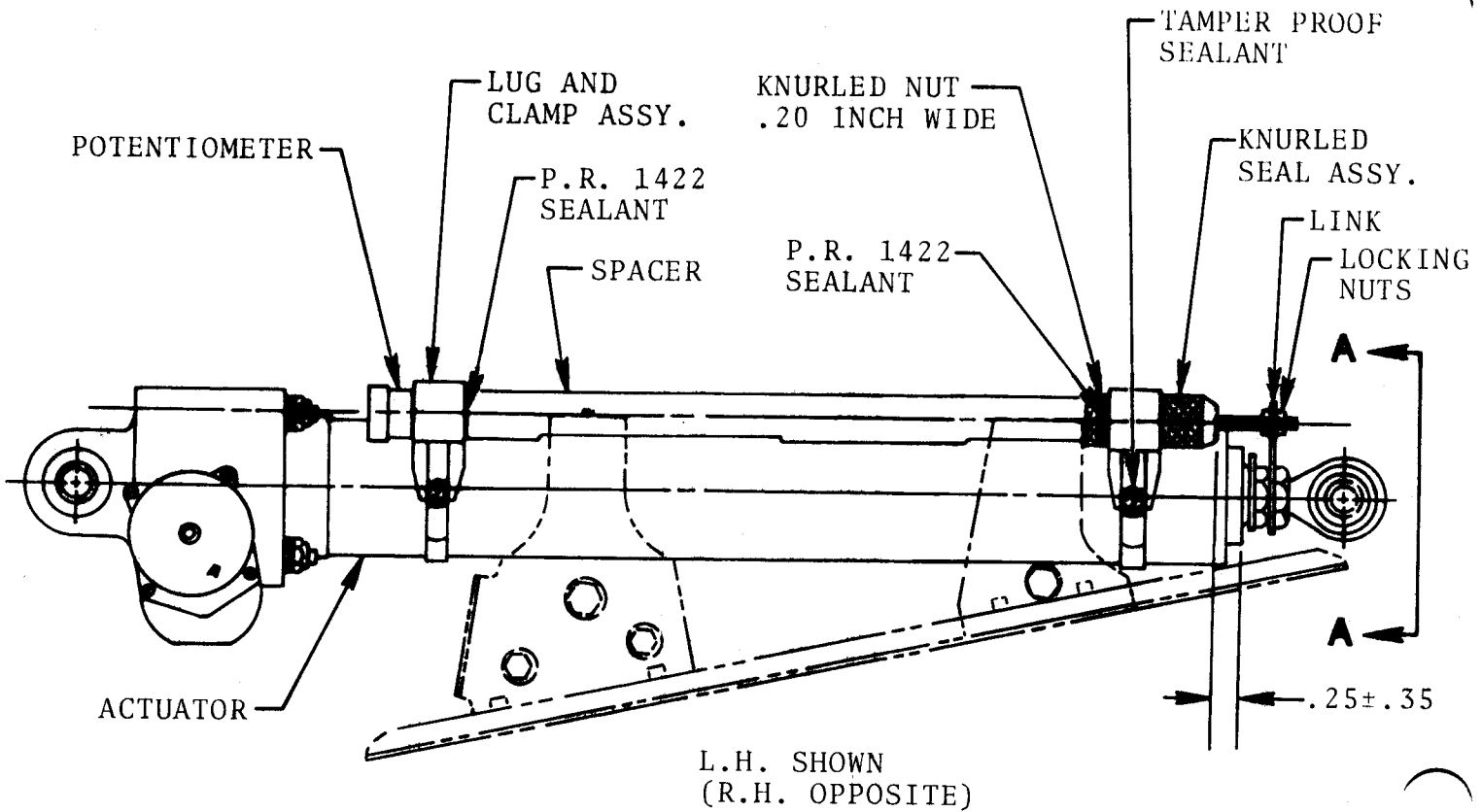
WEIGHT AND BALANCE: N.A.

AIRCRAFT DATA:

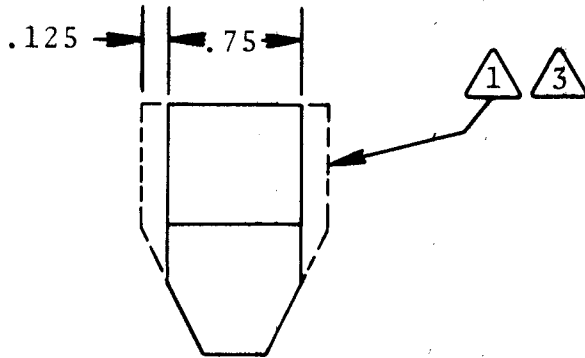
Make the following entry in the airplane log book: Service Letter No. WW-2493 dated January 15, 1983, titled "Replacement of Both Flap Linear Potentiometers P/N 4833523-1 With New P/N 4833523-501", has been accomplished this date.

Jan 15, 83

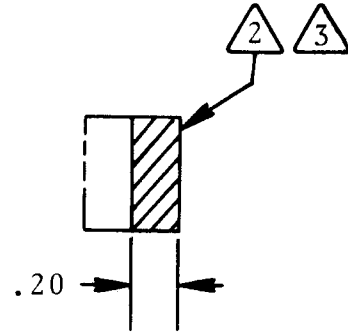
1124-27-07
Page 3 of 5



LUG ASSY.



KNURLED NUT



NOTES

- △ TRIM LUG ASSY. BOTH SIDES AS SHOWN.
- △ 2 TRIM NUT AS SHOWN. MAKE SURE THAT AFTER TRIMMING NUT CAN BE INSTALLED ON POTENTIOMETER THREAD.
- △ 3 APPLY EPOXY PRIMER ON BARE MATERIAL.

FIGURE 2

SERVICE PUBLICATIONS

revision notice

SERVICE LETTER NO. WW-2494
Revision No. 2

April 18, 1988

SUBJECT: ONE TIME REPLACEMENT OF MLG ACTUATING CYLINDER
INBOARD ATTACH BOLTS, INSPECTION OF INBOARD AND
OUTBOARD MLG ACTUATING CYLINDER ATTACH POINTS AND
LUBRICATION REQUIREMENTS FOR THE ATTACH POINTS.

**REASON FOR
REVISION:** To reduce the torque value on the aluminum and steel
MLG actuating cylinder attach bolts.

2. I. Reattach actuating cylinder inboard end to
MLG upper strut lugs as follows:

- (2) Secure actuators with new bolts,
washers, and nuts. Torque aluminum nuts
(MS20364D1018) and/or steel nuts
(MS21245-10) to 270-300 in lbs.

1124-32-12
Page 1 of 1



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SERVICE PUBLICATIONS

revision notice

SERVICE LETTER NO. WW-2494
Revision No. 1

August 19, 1985

SUBJECT: ONE TIME REPLACEMENT OF MLG ACTUATING CYLINDER INBOARD ATTACH BOLTS, INSPECTION OF INBOARD AND OUTBOARD MLG ACTUATING CYLINDER ATTACH POINTS AND LUBRICATION REQUIREMENTS FOR THE ATTACH POINTS.

REASON FOR REVISION:

To reduce the torque value on the aluminum and steel MLG actuating cylinder attach bolt nuts.

2. I. Reattach actuating cylinder inboard end to MLG upper strut lugs as follows:

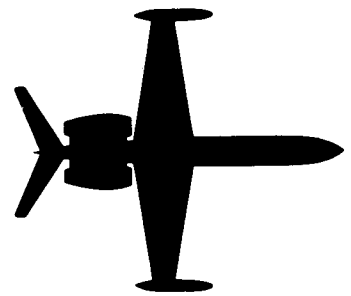
- (2) Secure actuators with new bolts, washers and nuts. Torque aluminum nuts (MS20364D1018) and/or steel nuts (MS21545-10) to 270-300 in.-lbs.

1124-32-12
Page 1 of 1



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24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2494

REVISION 3

July 20, 1994

TRANSMITTAL SHEET

This sheet transmits Revision 3 to Service Letter No. WW-2494 dated June 15, 1983, titled "One Time Replacement of MLG Actuating Cylinder Inboard Attach Bolts, Inspection of Inboard and Outboard MLG Actuating Cylinder Attach Points and Lubrication Requirements for the Attach Points."

REASON FOR REVISION

To incorporate Revisions No. 1 and 2 and to remove the requirement for recurrent inspection and lubrication from the Service Letter.

NOTE: Recurrent inspection and lubrication of the MLG actuator attach points has been incorporated into the 1124/1124A Westwind Maintenance Manual, Chapter 5-24-04 and 12-20-00.

This is a COMPLETE REVISION. Please remove and discard all pages of Service Letter No. WW-2494 dated June 15, 1983, Revision No. 1 dated August 19, 1985 and Revision No. 2 dated April 18, 1988 and replace with this revision.

LIST OF EFFECTIVE PAGES

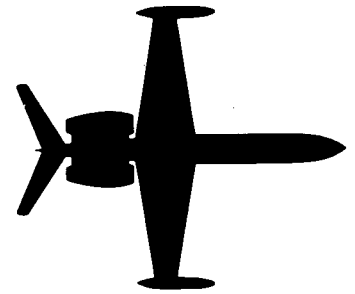
<u>PAGE NO.</u>	<u>DATE</u>
1	June 20, 1994
2 and 3	June 15, 1983
4	June 20, 1994
5	June 15, 1983

PREVIOUS REVISIONS OF SL WW-2494

Revision No. 1	August 19, 1985
Revision No. 2	April 18, 1988

July 20, 1994

Transmittal
Page 1 of 1



SERVICE LETTER

SERVICE LETTER NO. WW-2494

JUNE 15, 1983

SUBJECT: ONE TIME REPLACEMENT OF MLG ACTUATING CYLINDER INBOARD ATTACH BOLTS, INSPECTION OF INBOARD AND OUTBOARD MLG ACTUATING CYLINDER ATTACH POINTS AND LUBRICATION REQUIREMENTS FOR THE ATTACH POINTS.

1. PLANNING INFORMATION

A. EFFECTIVITY

MODEL 1124/1124A WESTWINDS, Serial numbers 152, 154, 174, 181, 185 and subsequent.

B. REASON

To provide improved bolts for MLG actuating cylinder in board attachment. To inspect for freedom of rotation and establish lubrication requirements for inboard and outboard attach points of the MLG actuating cylinders.

C. DESCRIPTION

R This service letter requires the replacement of unplated or corroded bolts and
R inspection for corrosion at MLG actuating cylinder attach points.
R

D. COMPLIANCE

R It is recommended that the bolt replacement, initial inspection and lubrication be
R accomplished at the next 150 hour inspection. Recurrent inspections and
R lubrication are required at 300 hour intervals thereafter, reference 1124/1124A
Westwind Maintenance Manual, Chapter 5-20-04.

E. APPROVAL

The inspection, bolt changes and lubrication procedures described in this service letter have been shown to comply with the applicable FAA/ICAA regulations and are IAI Engineering approved.

SERVICE LETTER NO. WW-2494

F. MANPOWER

Approximately 4 manhours will be required to accomplish the bolt change, inspection and lubrication procedures.

G. MATERIAL

The following materials may be obtained from Astra Jet Corporation or Authorized ASTRA/WESTWIND Service Centers.

QTY	PART NUMBER	DESCRIPTION
4 ea.	NAS6210-38	Bolt
A/R	NAS6206-20D	Bolt
A/R	MS20364D1018 or MS2154-5-10	Nut
A/R	Molykote 106 or Everlube 620	Film Lube
A/R	EB13185-1	Bushing
A/R	4A105C11	Bushing

H. SPECIAL TOOLS

None required.

I. WEIGHT AND BALANCE

Not applicable.

J. ELECTRICAL LOAD DATA

Not applicable.

K. PUBLICATIONS AFFECTED

1124/1124A MAINTENANCE MANUAL
1124/1124A ILLUSTRATED PARTS CATALOG

2. ACCOMPLISHMENT INSTRUCTIONS

- A. Turn off battery and electric master switches and assure external power is not connected to aircraft.
- B. Deplete main hydraulic system pressure.
- C. Jack aircraft in accordance with Maintenance Manual, Chapter 7.
- D. Remove and discard bolts P/N NAS4-64-10LA-38 (unplated) from inboard end of actuating cylinder to MLG upper strut body lugs in four places (2 on each MLG). See Figure 1.

SERVICE LETTER NO. WW-2494

- E. If bolts were difficult to remove, check for evidence of corrosion in the MLG upper strut body lug holes. Clean out corrosion as required and assure that hole does not exceed 0.626 inch diameter.
- F. With bolts removed at upper strut body lugs check that actuating cylinders will rotate freely on the outboard bolt where it attaches to the upper side brace. See Figure 1.
- G. The following steps may be accomplished if friction is discovered in Step 2.F.:
- (1) Lubricate bolts and pivot areas with LPS-2 or WD-40 and remove bolts P/N NAS464P6-L20 that secure actuating cylinders to upper side brace assemblies.
 - (2) Check upper side brace assembly holes for corrosion.
 - (a) Corroded holes may be cleaned and have cadmium plating renewed by brush cadmium process.
 - (b) New bushings P/N ED13185-1 must be installed if holes are badly corroded or I.D. is increased by cleaning out corrosion.
 - (3) Check actuating cylinder holes for corrosion where they attach to upper side brace assembly.
 - (a) Corroded holes may be cleaned and have film lubrication renewed by applying Molykote 106 or Everlube 620.
 - (b) New bushings P/N 4A105C11 must be installed if holes are badly corroded or I.D. is increased by cleaning out corrosion.
 - (4) Corroded bolts must be replaced with new bolts P/N NAS6206-20D.
 - (a) Lubricate bolts with MIL-G-81322 grease before installation.
 - (b) Reattach actuating cylinders to upper side brace assemblies. Tighten attach bolt nuts finger tight, then turn to next castellation and safety with cotter pin.
- H. Check actuating cylinder rod ends P/N MS21242-C-10K where they attach to the MLG upper strut body lugs, for condition.
- (1) Replace defective rod ends.
 - (2) If rod end is being replaced accomplish preload adjustment per Chapter 32 of the Maintenance Manual.

SERVICE LETTER NO. WW-2494

I. Attach actuating cylinder inboard end to MLG upper strut lug as follows:

(1) Replace bolts removed in 2. D. with new cadmium plated bolts P/N NAS6210-38. Coat bolts and MLG upper strut body lug holes with MIL-G-81322 before assembly.

R
R

(2) Secure actuators with new bolts, washer and nut. Torque aluminum nuts P/N M520364-D1018 or steel nuts P/N M52154-5-10 to 270-300 in. lbs.

J. Accomplish gear retraction check per Maintenance Manual Chapter 32.

K. Remove aircraft from jacks and return to service.

R

3. MATERIAL INFORMATION

<u>NEW P/N</u>	<u>QTY</u>	<u>DESCRIPTION</u>	<u>OLD P/N</u>	<u>DISPOSITION</u>
	4	Bolt	NAS464-10LA-38	Discard
ED13185-1	8	Bushing	ED13185-1	Replace as required
4A105C11	4	Bushing	4A105C11	Replace as required
NAS6206-20D	4	Bolt	NAS464P6-L20	Replace as required
NAS6210-38	4	Bolt		Replaces NAS464-10LA-38
MS20364D1018	4	Nut	MS21545-10	Replace as required and are interchangeable

4. AIRCRAFT RECORDS

Make the following entry in the airplane log book: Service Letter No. WW-2494 dated June 15, 1983, titled "One Time Replacement of MLG Actuating Cylinder Inboard Attach Bolts, Inspection of Inboard and Outboard MLG Actuating Cylinder Attach Points and Lubrication Requirements for the Attach Points" has been accomplished this date.

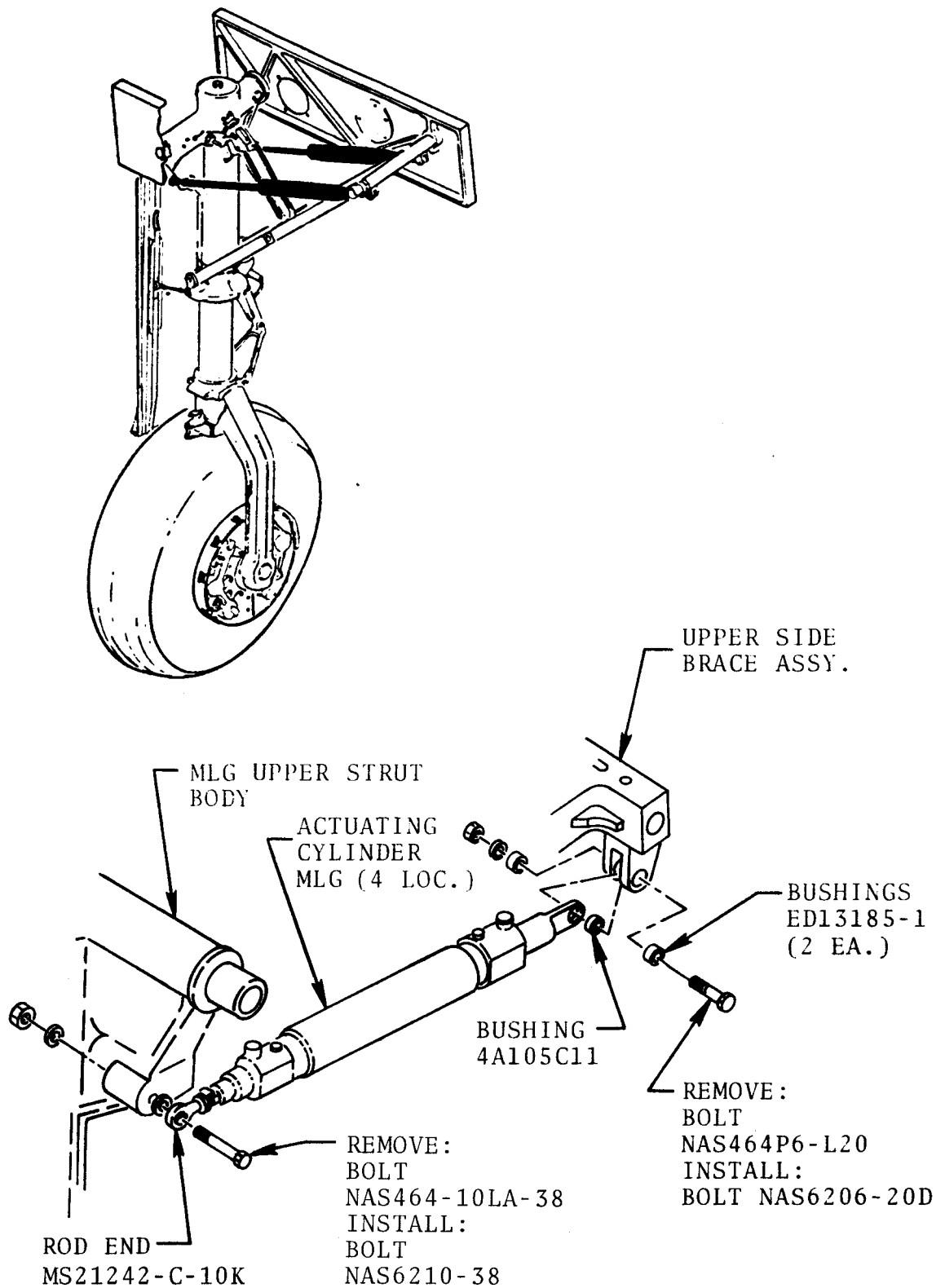


FIGURE 1 ACTUATING CYLINDER ATTACH BOLT REPLACEMENT

Service Letter

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 Letter No. WW-2494 dated June 15, 1983 titled "One Time Replacement of MLG Actuating Cylinder Inboard Attach Bolts, Inspection of Inboard and Outboard MLG Actuating Cylinder Attach Points and Lubrication Requirements for the Attach Points".

Aircraft Registration No. _____

Airframe Total Time at Compliance _____

Compliance Date _____ By _____
Signature

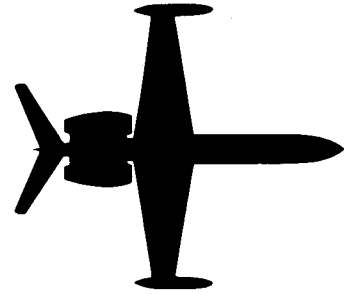
OWNER:

ACCOMPLISHING AGENCY:

_____	_____
_____	_____
_____	_____
_____	_____

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

1124-WESTWIND



SERVICE LETTER

OPTIONAL

SERVICE LETTER NO. WW-2495A

January 28, 1985

(This service letter supersedes S/L WW-2495 dated June 15, 1983 in its entirety.)

SUBJECT: HF SYSTEM IMPROVEMENTS

NOTE

Those aircraft which have complied with WW-2495 dated 15, June 1983 are requested to insure compliance with Paragraph 2.A. (1). and 2.B. (3).

1. PLANNING INFORMATION

A. EFFECTIVITY

MODEL 1124/1124A WESTWINDS with Rockwell-Collins 718U5 or HF200/HF220 installed.

B. REASON

To improve overall HF performance, reduce electrical interference to/from other systems and increase structural integrity of HF antenna system.

C. COMPLIANCE

Compliance with this service letter is optional.

1124-23-02
Page 1 of 13



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BEN GURION AIRPORT, ISRAEL

D. DESCRIPTION

This service letter requires inspection of HF antenna masts for cracks and calls out procedures for bonding of HF units and replacement of antenna wire and tension units.

E. APPROVAL

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

F. MATERIAL

The material required may be obtained through Atlantic Aviation Supply Co. or their distributors as Kit Number WW-2495A. Individual components may be purchased locally or through:

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

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

G. SPECIAL TOOLS

Dayton - Granger P/N 14808, wire stripping gauge and removal tool.

H. WEIGHT AND BALANCE

Not applicable.

I. ELECTRICAL LOAD

Not applicable.

J. PUBLICATIONS AFFECTED

1124/1124A Maintenance Manual.
1124/1124A Illustrated Parts Catalog.

2. ACCOMPLISHMENT INSTRUCTIONS

NOTE

The following instructions include five (5) separate procedures which could be accomplished at the same time to save labor and assure best results.

A. Inspect HF antenna mast for cracks.

- (1) Remove antenna mast from aircraft and inspect for cracks. Replace cracked masts with new Chelton P/N 6-13A. Should original P/N 6-10 or 6-10A mast be mechanically sound remove chuck jaw assembly and replace with new Chelton P/N 6528 chuck jaw to receive larger antenna wire.
- (2) Remove all old sealing compound from mast and aircraft skin, clean chromate from mating surface .50 inch around bolt holes and inside of skin in mast area.
- (3) Prepare to remount antenna mast to aircraft. Be sure and check mounting holes through fuselage skin for proper alignment. If bolts bind when installed or enter the mast at an angle, the mast will be broken when bolts are secured. Enlarge bolt holes as necessary to maximum of .312 inch diameter, to provide proper fit.
- (4) Apply Iridite 14-2 (conforming to MIL-C-5541 Class 3) or Penetrox on inner skin to prevent corrosion and apply EC801 or PR1221 sealing compound to outer skin before mounting mast.
- (5) Remount antenna mast ensuring adequate sealant has been used to make a pressure and water tight seal. Proceed with Paragraph B. (3). (d). and torque antenna attach bolts to 50 inch/lbs.
- (6) Remove and discard sound proofing "pillows" around antenna mast to prevent arcing, should "pillow" contact antenna wire.

SERVICE LETTER NO. WW-2495A

- B. Install grounding braids on HF as follows:
Ref: Figures 1 and 2 (Applicable to aircraft prior to S/N 384, except 375 and 376).

NOTE

All aircraft must
be inspected to
comply with
2.B. (3). (e).

- (1) Remove HF components (coupler, receiver exciter, and power amplifier for HF 200/220) to gain access to mounting racks.
- (2) Remove mounting racks for the above equipment, clean all contacting surfaces (rack and airframe) of chromate and/or corrosion. Coat these areas lightly with Iridite 14-2 or Penetrox to prevent corrosion.
- (3) Fabricate and install lengths of 3/4" flat braid, bond strap (Beldon 8670 or equivalent), in accordance with following instructions:
 - (a) If equipment mount is bolted direct to airframe, pick up two existing rivets, as convenient, in frame Y-259.00, ensuring minimum length for the bonding strap (per Figure 2) install clip P/N 4813750-9 using MS 20470AD3-4 rivets. Install braid between nut securing the equipment mount bolt and the new clip. Ensure clean grounding area as in B. (2). above between clip and frame and between clip and braid.

NOTE

Should reference clips
not be available drill
a #10 hole in position
of clips referenced in
Figure 2, between exist-
ing rivets. Secure
braid with 10-32 hard-
ware listed, using AMP
33114 terminals.

- (b) If mount is shock isolated, install braid between shock stud and equipment mount. Ensure clean grounding area as in B. (2). above.
 - (c) Install braids at front of each mount (outboard side) per Figure 2, keeping braids as short as possible.
 - (d) Attach new bonding straps from HF Antenna Coupler mount to the mast mount bolts, one forward and one aft, per Figure 1. Ensure minimum 3" clearance between straps and antenna wire.
 - (e) Install 2 each bonding straps between HF Coupler mount lower installing bolts and rear of Transceiver/Power Amplifier rack, per Figure 1.
 - (f) After installation, apply a final coat of Viken spray lacquer on all attachments.
 - (g) This step to be performed only if optional, aft mounted FPA80 voice advisory is installed in aircraft. Locate position of FPA80 rack forward side rail where it crosses the HF Coupler rear side rail, a distance of approximately 1/4 inch. Install a very short bond 1/4" braid or #14 AWG wire as near as possible to this crossover point, using 6-32 hardware. Drill side rails of FPA and Coupler racks, countersinking "black box" side of rail for unit clearance. It will be necessary to offset the FPA or Coupler drilled location (as little as possible) to permit accessibility to hardware.
- C. Replace antenna wire and tension unit as follows:
Reference Figure 3. (Applicable to aircraft prior to S/N 427.)
- (1) Remove and discard antenna wire and complete tension unit.
 - (2) Preset tension unit loading in accordance with Dayton-Granger instructions.

- (3) Assemble and install Dayton-Granger P/N 14818-3 tension unit as shown in Figure 3. Do not over-tighten hardware, allow enough clearance to permit free vertical movement of link.
 - (a) Ensure that hollow area of tension unit fork is at the bottom, to permit tension unit to release and drop away in the event of wire breakage.
 - (4) Attach bond strap fixed to above tension unit ground as shown in Figure 3. Secure the bond strap to the tension unit barrel with 2 each Tywraps P/N SST4H per Figure 3, to prevent breakage. Retain only enough slack in ground strap to allow full extension of tension unit.
 - (5) Install new antenna wire, Dayton-Granger P/N 14809, into tension unit. Use Dayton-Granger tool P/N 14808, to prevent damage to wire and ensure proper stripping.
 - (6) If new mast assembly (Chelton P/N 6-13A) was not installed in Step 2.A.1 above, remove existing mast chuck jaws and replace with new Chelton P/N 6528 jaws for use with .07 inch wire.
 - (7) Install new wire into antenna mast and secure, keeping wire tight without exceeding preload tension.
 - (8) Remove preloading pins or clamps from tension unit.
- D. For 718U5 systems only, remove and tie back the cable that went from the 54853 coupler J9 leading into the rear of the coupler rack.
- E. To ensure adequate transmitter modulation and power, it is suggested that the aircraft mics be replaced by a carbon compatible, dynamic type of microphone, such as the Shure 488T, EV602TR, Plantronics MS series or equivalent.
- (1) Installation of Collins Service Bulletin No. 6 for the TCR200 and No. 5 for the TCR220 is recommended before setting up HF modulation.
 - (2) Set up HF modulation, on bench, to match microphone in use.

- F. Assure that all equipment that has been removed is properly installed, secured and safety wired and all wiring hooked up.
- G. Return aircraft to service

3. MATERIAL INFORMATION

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
1	14808	Tool (Mfg. D-G)
1	6-13A or	Mast assy. replaces original 6-10 or 6-10A, (Mfg. chelton)
1	6528	Chuck Jaw Insert, to replace original. (Mfg. Chelton)
1	14818-3	Tension Unit (Mfg. D-G)
35 Ft.	14809	Antenna wire (Mfg. D-G)
1	Local Manufacture	Link, replaces original P/N 6379. See Figure. 3B.
3	4813750-9	Clip. (optional)
6	MS20470AD-3-4	Rivet. (optional)
1	AN24-12	Clevis bolt
1	AN24-11	Clevis bolt
1	MS27039-0816	Screw
2	AN320-4	Nut
1	AN340-8	Nut
1	MS21042-08	Nut
6	AN960PD-10	Washer
2	AN960PD-8	Washer
6	AN960PD-416	Washer
3	MS35338-43	Washer
1	NAS1197-8L	Washer
2	MS24665-132	Cotter pin
A/R	14-2	Iridite
A/R	EC801	Sealant (PR-1221)
A/R	Green lacquer	Viken, or equivalent
A/R	8670	3/4" flat braid (Mfg. Belden) of equivalent
2	SST4H	Tywrap (Mfg. Panduit)
1	320544	Terminal (Mfg. AMP)
10	33114	Terminal (MFG. AMP)

4. AIRCRAFT RECORDS

Make the following entry in the airplane log book:
Service Letter No. WW-2495A dated January 28, 1985,
titled "HF System Improvements", has been accomplished
this date _____.

END

SERVICE LETTER NO. WW-2495A

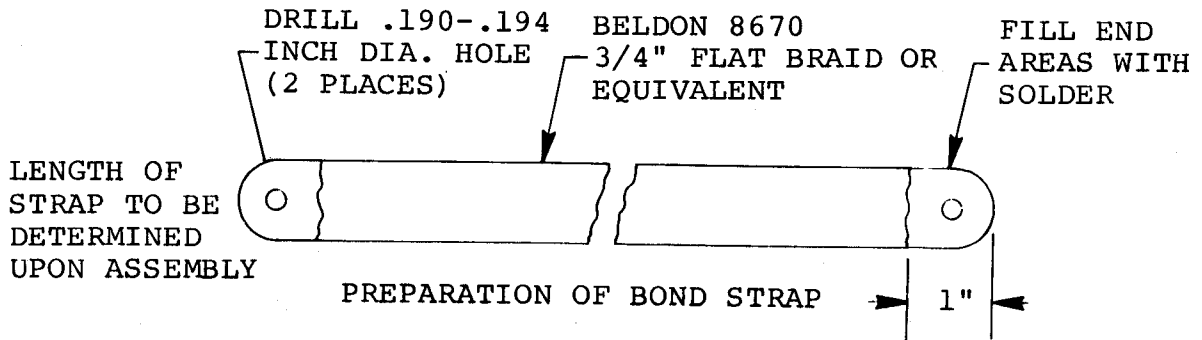
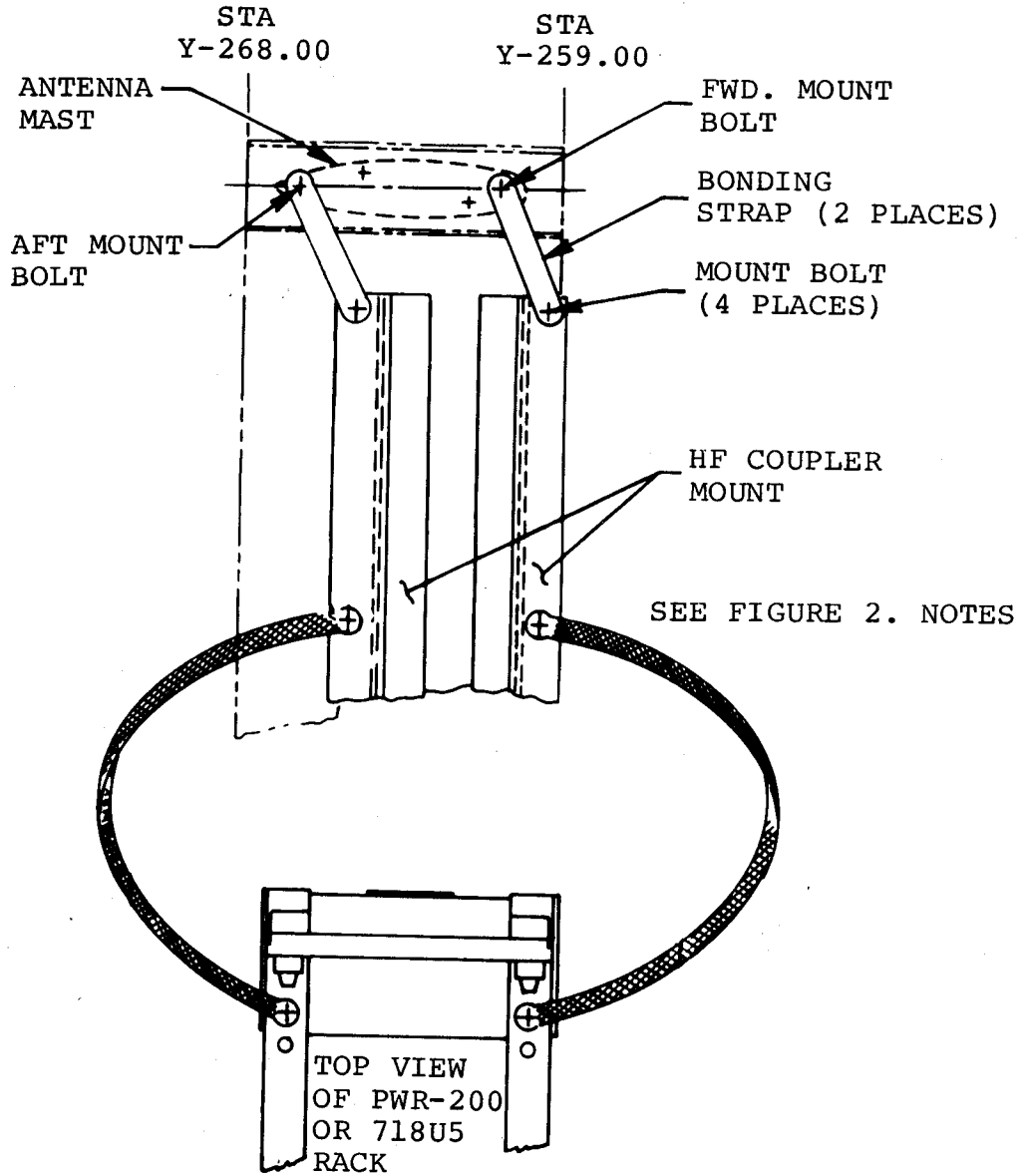


FIGURE 1 COUPLING TO ANTENNA MAST AND RACK BONDING

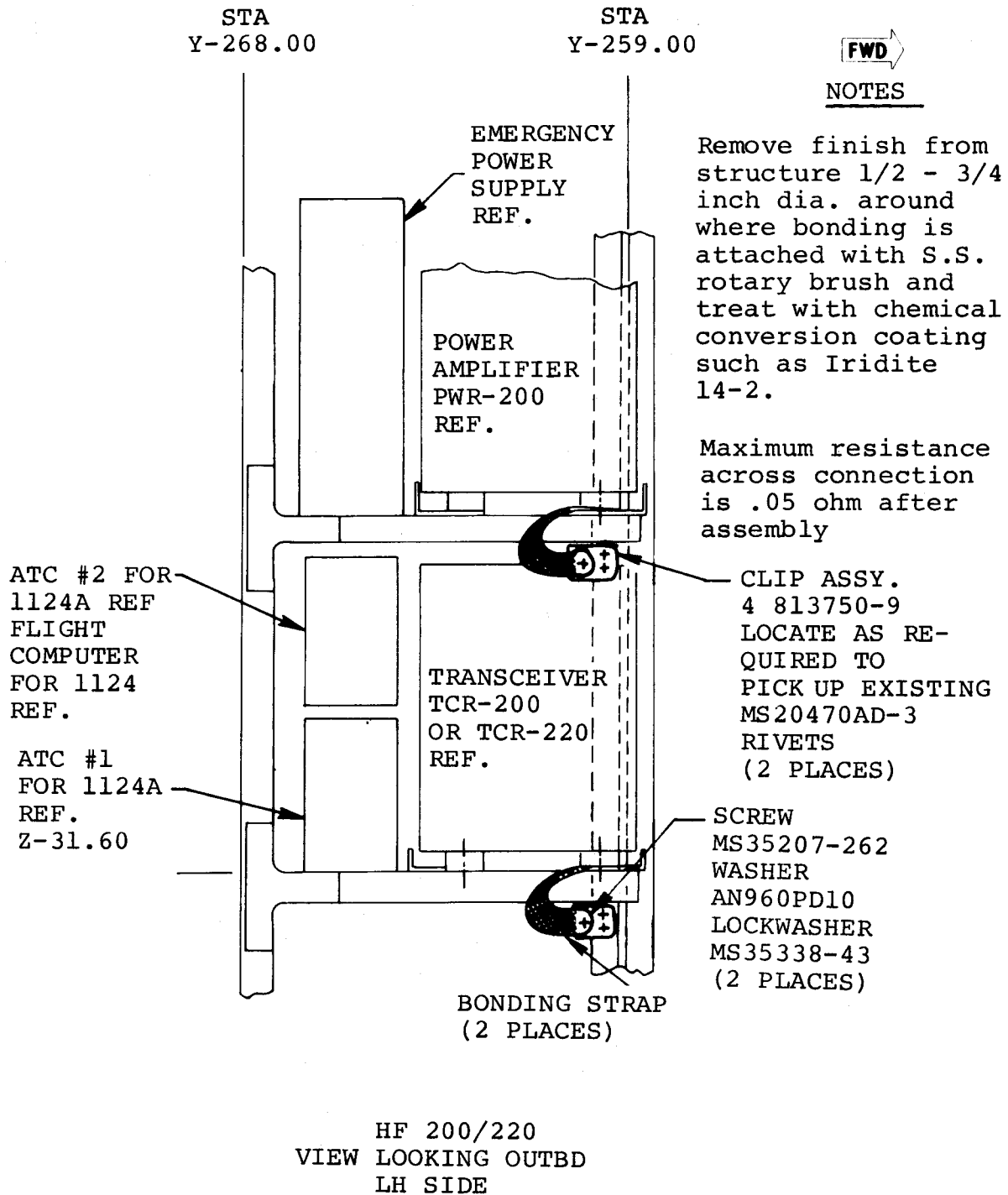


FIGURE 2 BONDING OF UNITS (SHEET 1 OF 2)

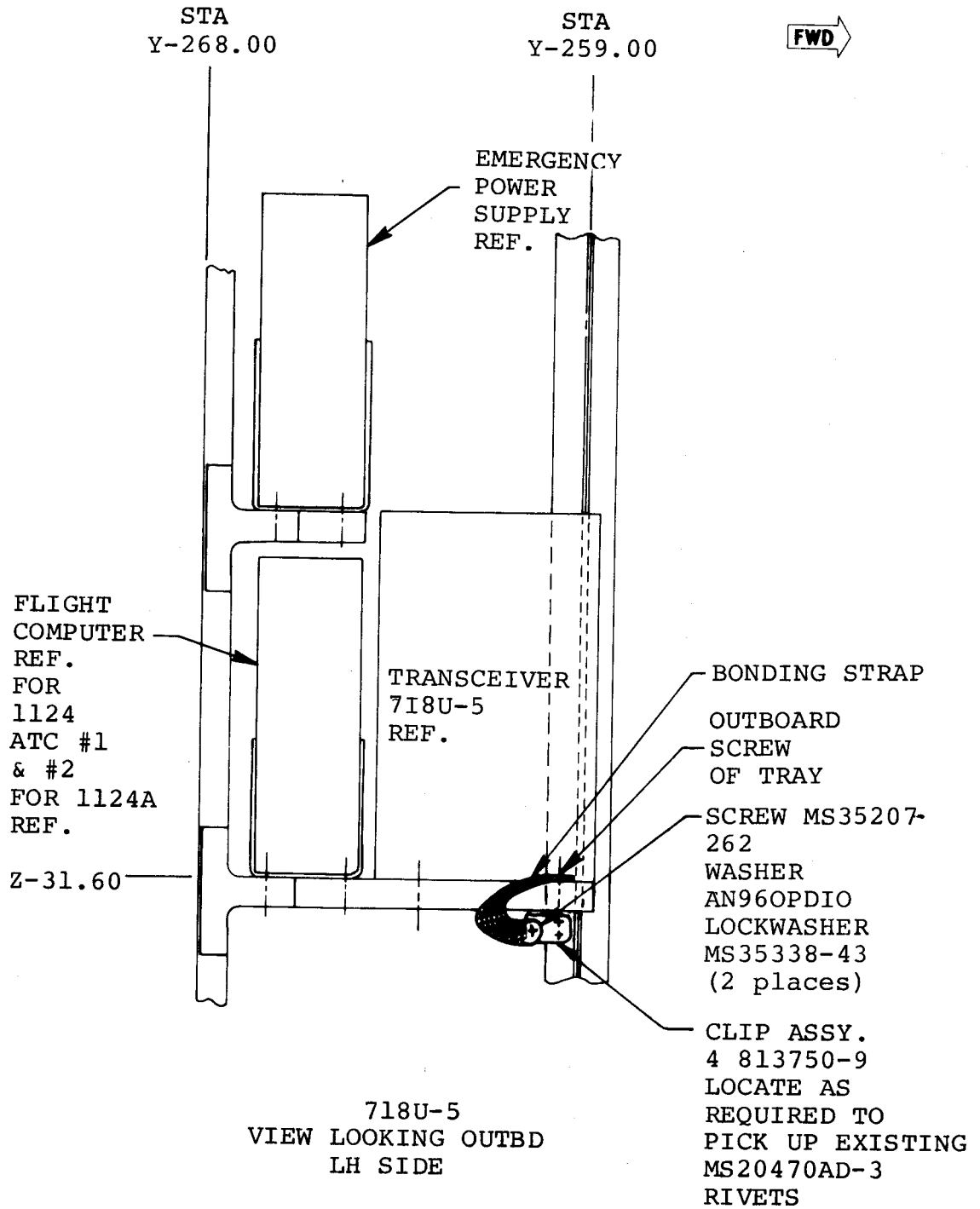


FIGURE 2 BONDING OF UNITS (SHEET 2 OF 2)

NOTE 1: REDRILL FORWARD MOUNTING HOLE
IN BOTH RETAINER STRAPS TO
SIZE "C" (.267") IF NECESSARY

NOTE 2: SOME INSTALLATIONS WILL NOT HAVE
#8 SCREW BODY HOLE DRILLED FOR
AFT GROUNDING HARDWARE. DRILL
THROUGH BOTH RETAINER STRAPS
AND SPACER BLOCK. SEE
NOTES, FIG. 2 FOR PROPER
SURFACE PREPARATION.

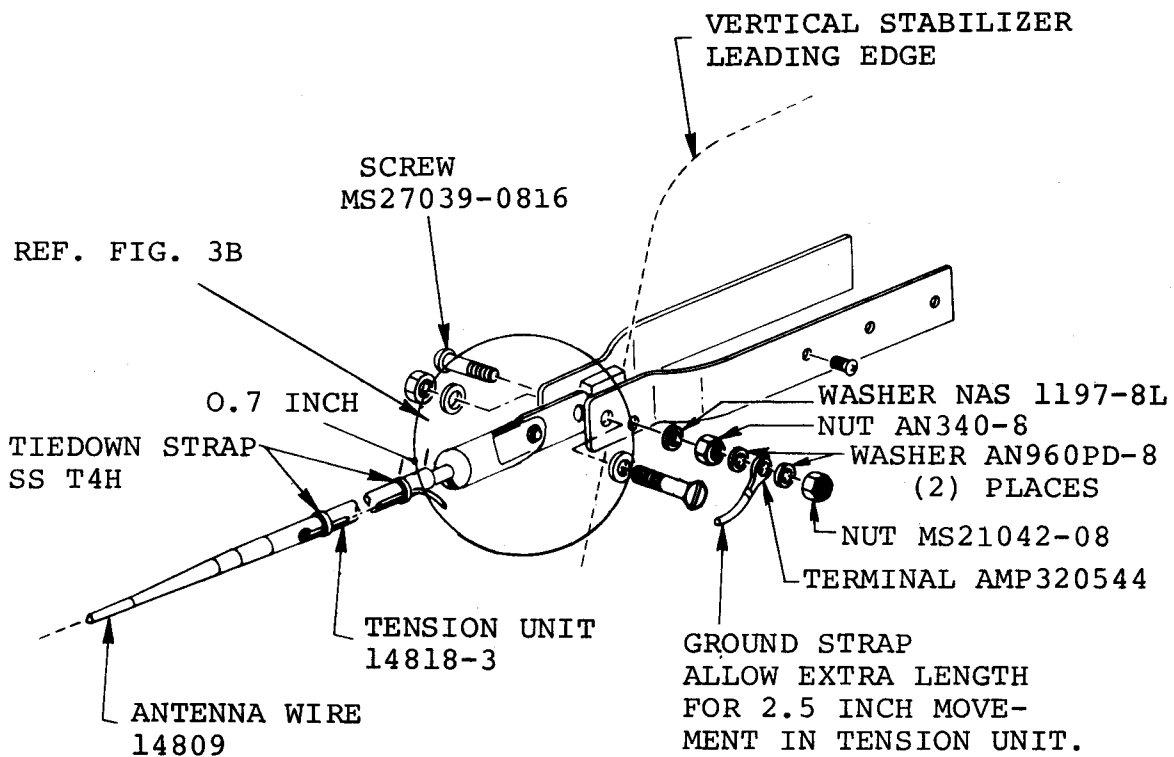
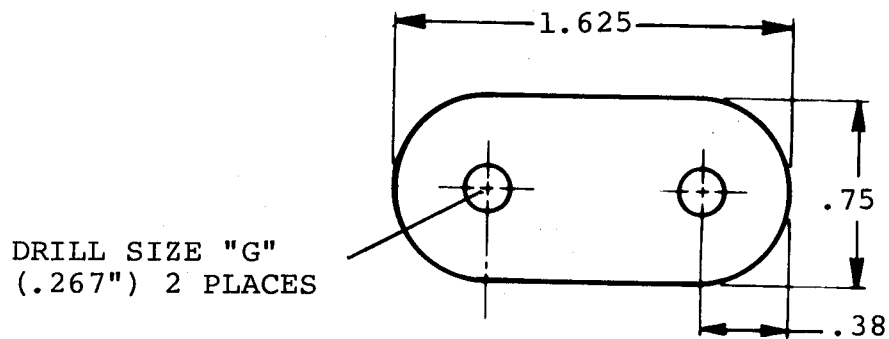
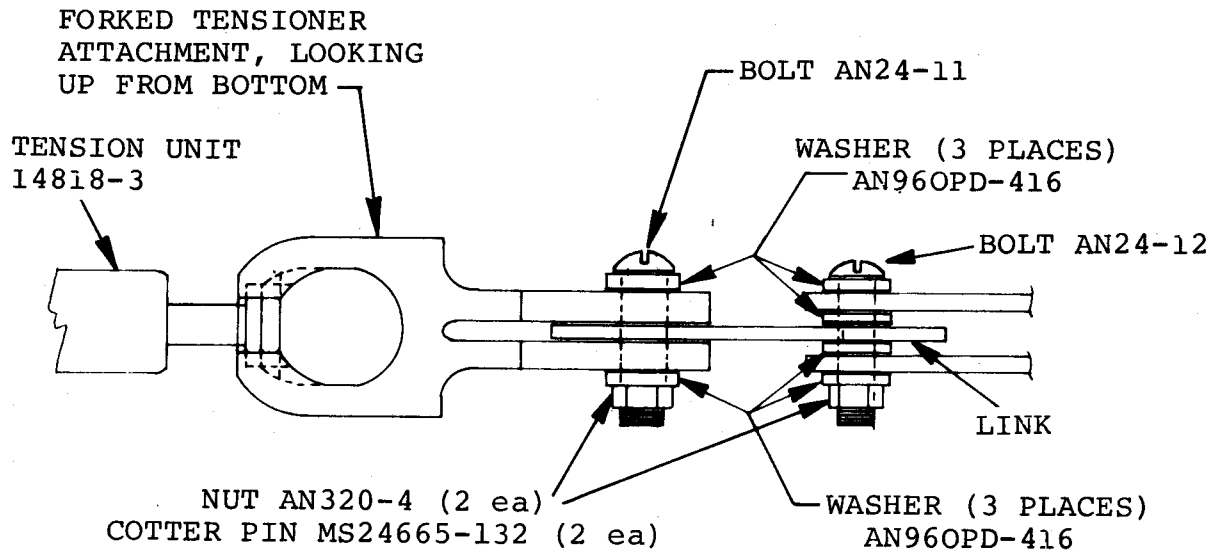


FIGURE 3A

HF ANTENNA WIRE & TENSIONER INSTALLATION



LINK DETAIL AISI 304 STAINLESS STEEL
 .100 INCH ANNEALED

FIGURE 3B
HF ANTENNA WIRE & TENSIONER INSTALLATION

Service Letter

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 Letter No. WW-2495A

Aircraft Registration No. _____

Airframe Total Time at Compliance _____

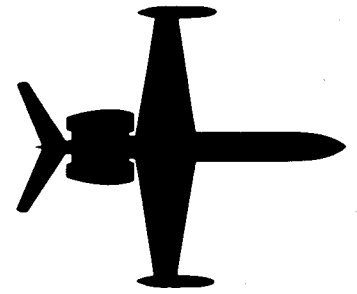
Compliance Date _____ By _____
Signature

OWNER:

ACCOMPLISHING AGENCY:

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

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2496

MAY 31, 1983

SUBJECT: BATTERY SWITCH WIRING MODIFICATION

1. PLANNING INFORMATION

A. EFFECTIVITY

MODEL 1124 WESTWIND, Serial Numbers 187 thru 205, 207, 209 thru 212, and 215.

NOTE

Serial Numbers 212 and 215 may already have this modification incorporated. Accomplish conformity check on these aircraft before proceeding with this service letter.

B. REASON

To bring affected aircraft into current production configuration by removing battery disconnect switches from load reduction circuit. System will function, after modification, as stated in Airplane Flight Manual.

C. DESCRIPTION

This service letter will require access to battery switch terminals and moving of one wire from RH battery switch to battery master switch, deletion of two other wires.

D. COMPLIANCE

It is recommended that the modification described in this service letter be accomplished at the next 150 hour inspection.

E. APPROVAL

The electrical wiring changes described in this service letter have been shown to comply with the applicable FAA/ICAA regulations and are IAI Engineering approved.

1124-24-08
Page 1 of 4



SERVICE LETTER NO. WW-2496

F. MANPOWER

Approximately 1 manhour will be required to accomplish the modification described in this service letter.

G. MATERIAL

Not applicable.

H. SPECIAL TOOLS

None required.

I. WEIGHT AND BALANCE

Not applicable.

J. ELECTRICAL LOAD DATA

Not applicable.

K. PUBLICATIONS AFFECTED

1124/1124A WIRING MANUAL

2. ACCOMPLISHMENT INSTRUCTIONS

- A. Disconnect aircraft batteries and assure that external power is disconnected.
- B. Lower cockpit overhead panel and locate battery master switch, LH and RH battery switches.
- C. Delete wire P125A22 between battery master switch terminal 4 and LH battery switch terminal 2.
- D. Delete wire P124C22 between LH battery switch terminal 3 and RH battery switch terminal 3.

NOTE

Wiring diagrams 24-30-01 page 1 issued before March 15, 1980 and page 2 to date, show wire P125A22 connected to terminal 6 in error.

- E. Disconnect wire P112A22 from RH battery switch terminal 2 and reconnect to battery master switch terminal 4 as shown in Figure 1.
- F. Resecure wiring in overhead panel area as necessary and re-secure panel in closed position. Make sure none of the wires are chafing with panel closed.

SERVICE LETTER NO. WW-2496

G. Check system operation as follows:

- (1) Connect external power to aircraft.
- (2) Place external power switch ON.
- (3) Place battery master switch to OVER LOAD REDUCT.
- (4) Operate windshield heat and baggage compartment heat. These systems should be operated without generators on line.
- (5) Turn LH battery disconnect switch OFF. Windshield heat and baggage compartment should continue to operate. Turn LH battery disconnect switch ON.
- (6) Accomplish step 2.G. (5) with RH battery disconnect switch.
- (7) Turn OFF windshield heat, baggage compartment heat, battery master switch, external power switch and disconnect external power.

H. Return aircraft to service.

3. MATERIAL INFORMATION

Not applicable.

4. AIRCRAFT RECORDS.

Make the following entry in the airplane log book: Service Letter No. WW-2496 dated May 31, 1983, titled "Battery Switch Wiring Modification", has been accomplished this date.

- END -

SERVICE LETTER NO. WW-2496

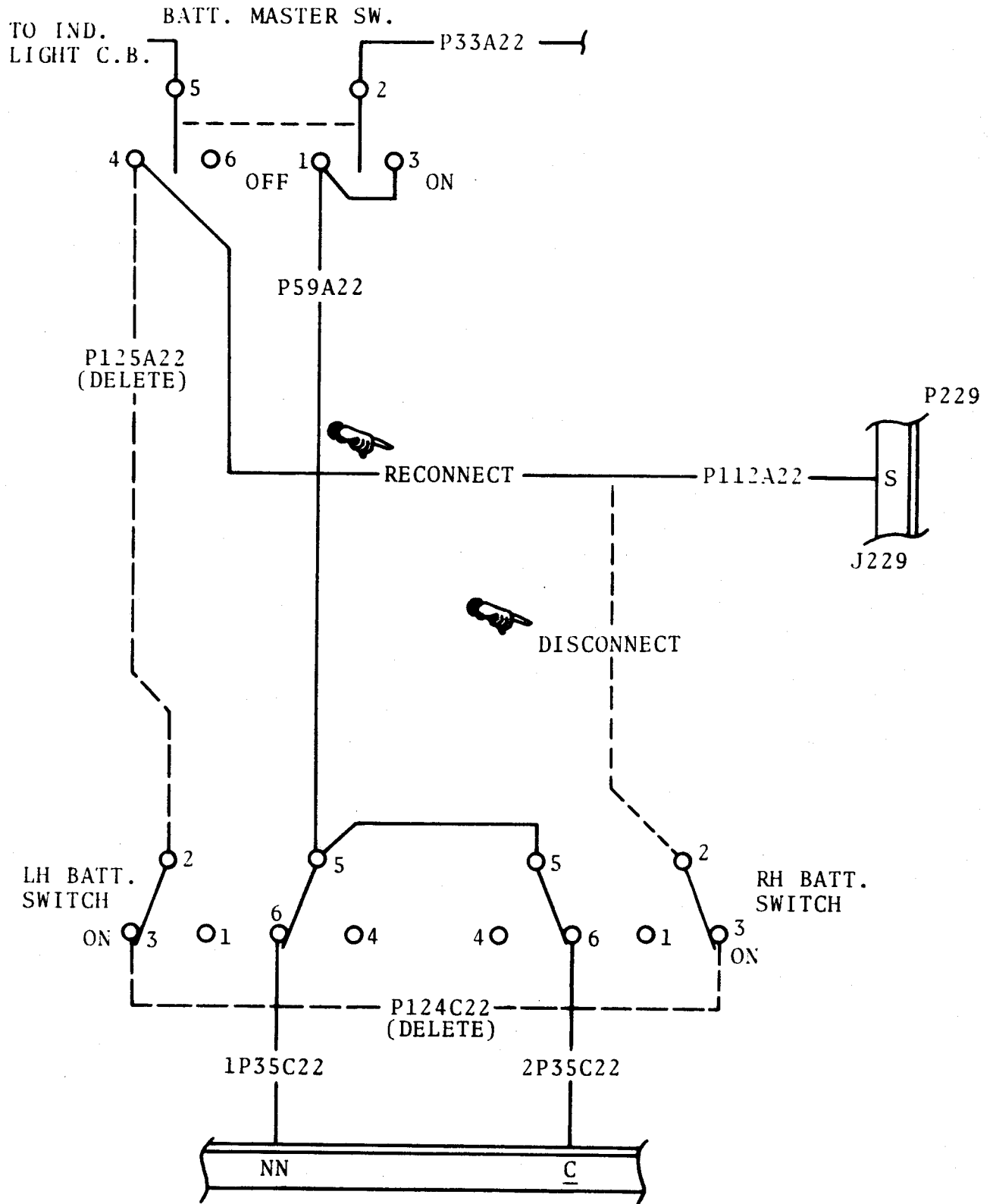
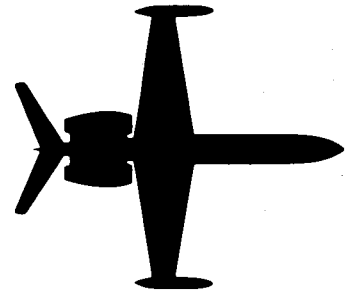


FIGURE 1 WIRING MODIFICATION

24-WESTWIND

SERVICE LETTER



SERVICE LETTER NO. WW-2498A

February 5, 1985

SUBJECT: INSTALLATION OF LIFE RAFT MOORING RINGS.

1. PLANNING INFORMATION

A. EFFECTIVITY

MODEL 1124/1124A WESTWINDS, serial numbers 152, 154, 174, 181 and 185 thru 330.

B. REASON

To comply with Airplane Flight Manual AFC #920. Required only for extended overwater operations to accomplish ditching provisions.

C. DESCRIPTION

This service letter describes two (2) alternate methods of compliance with the above requirement.

- (1) Install two (2) "D" rings on each escape hatch lower frame with clips and blind rivets. It is also necessary to affix a placard at each "D" ring location.
- (2) Install two (2) tie-down assemblies (each side) using existing seat tracks at locations indicated under accomplishment instructions.

D. COMPLIANCE

Compliance with this service letter is optional. However, for extended overwater operations one of the two methods listed in 1.C is required.

E. APPROVAL

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

F. MANPOWER

Approximately 2 manhours will be required to accomplish the modification described in this service letter.

G. MATERIAL

The following parts may be obtained thru Atlantic Aviation Supply Co. or their dealers.

METHOD I

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
4	34025-1 (Aeroquip)	"D" Ring
4	CMA58102-006	Clip
8	CR3243-4-2	Rivet
4	5333031-RE1	Decal
4	5333031-RE2	Pad

METHOD II

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
4	CMA71467-501-501	Tie-Down Assembly
4	5333031-RE1	Decal

H. SPECIAL TOOLS

None required.

I. WEIGHT AND BALANCE

Not applicable.

J. ELECTRICAL LOAD DATA

Not applicable.

K. PUBLICATIONS AFFECTED

1124/1124A AIRPLANE FLIGHT MANUALS
1124/1124A ILLUSTRATED PARTS CATALOG

2. ACCOMPLISHMENT INSTRUCTIONS

METHOD I

- A. Remove both emergency escape hatches.
- B. Locate "D" rings and clips as shown in Figure 1 and drill two #30 (.129 inch dia.) holes thru each clip and window frame.

CAUTION

DO NOT ALLOW DRILL BIT
TO EXTEND TOO FAR THRU
WINDOW FRAME.

- C. Remove burrs from holes on clips and window frames.
- D. Prime clips with epoxy primer and finish with paint as desired.
- E. Install "D" rings and clips with CR3243-4-2 Cherry-Max rivets.
- F. Bond rubber pads to clips with EC870 or EC847 cement.
- G. Place decals (self adhesive) next to each "D" ring.
- H. Reinstall both emergency escape hatches. (Refer to Maintenance Manual Chapter 52-20-00).
- I. Return aircraft to service.

METHOD II

- A. Locate station Y232.00 (approx.) on outboard seat tracks left and right sides.
- B. Mask and paint track red in two (2) places to mark locations where tie-down assemblies are to be installed.
- C. Fabricate placards from .032" 2024T3 aluminum sheet or equivalent. Affix decals to placards.
- D. Install placards on cabin side walls to show "Life Raft Attach Point." Use standard shop practices.

SERVICE LETTER NO. WW-2498A

- E. Install tie-down assemblies as required for some flight operations as stated in I.B.
- F. Secure work area and return aircraft to service.

NOTE

Refer to Figure 2 for proper location of tie-down points and placards.

- G. Return aircraft to service.

3. MATERIAL INFORMATION

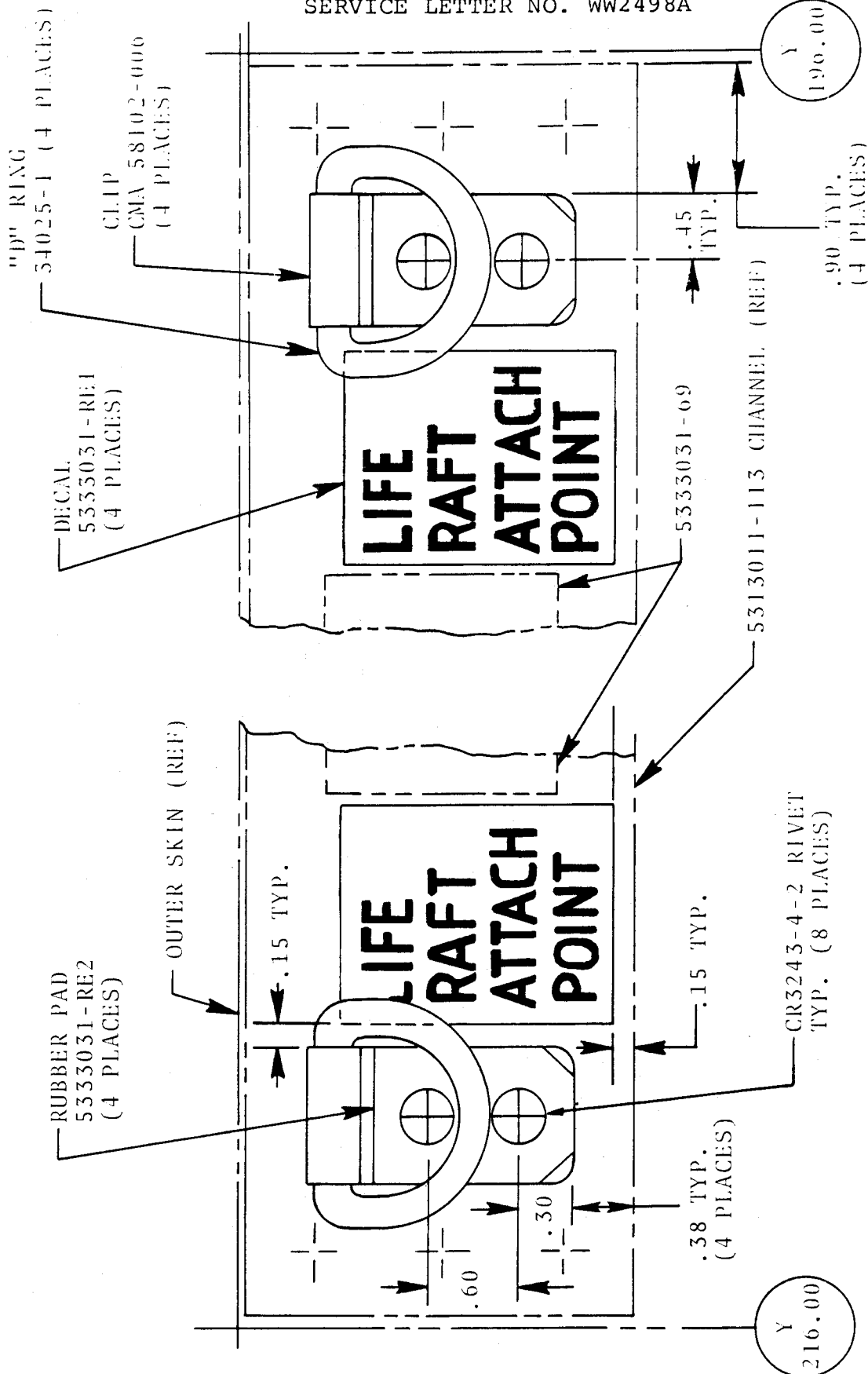
Not applicable.

4. AIRCRAFT RECORDS

Make the following entry in the aircraft log book:

Service Letter No. WW-2498A, dated February 5, 1985, titled "Installation of Life Rafe Mooring Rings," has been accomplished this date _____.

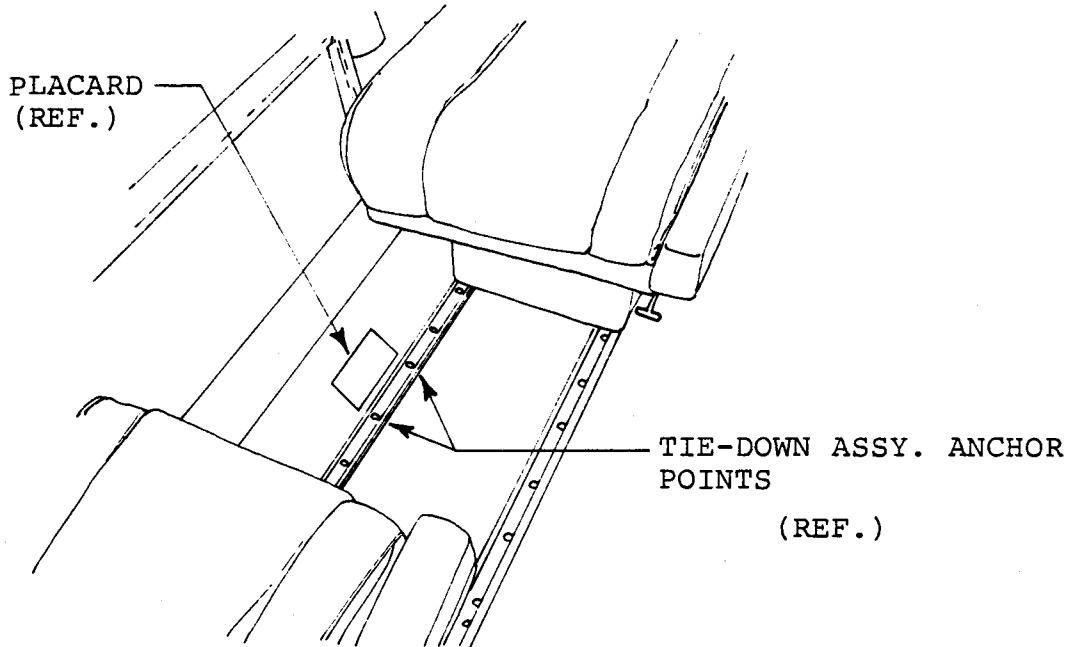
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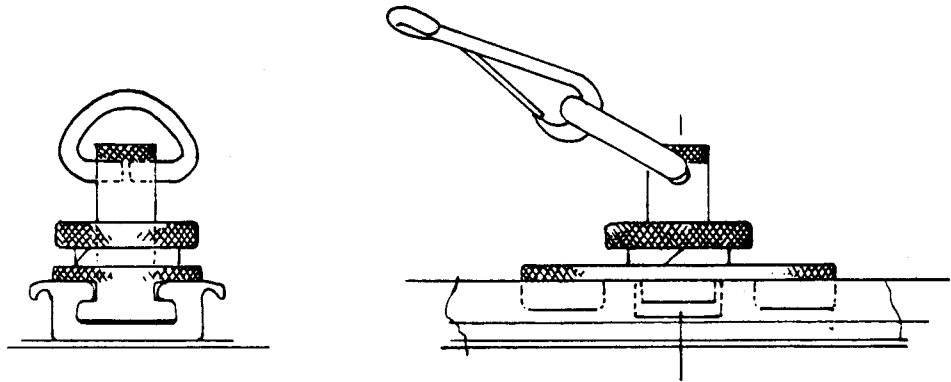
VIEW LOOKING DOWN ON Z=52.45
(L.H. SIDE SHOWN R.H. SIDE OPPOSITE)

FIGURE 1

SERVICE LETTER NO. 2498A



RIGHT SIDE SHOWN, LEFT SIDE TYPICAL



P/N CMA 71467-501-501 TIE-DOWN ASSY.
(REF.)

FIGURE 2

SERVICE PUBLICATIONS

revision notice

SERVICE LETTER NO. WW-2499
Revision No. 1

NOVEMBER 30, 1983

SUBJECT: MODIFICATION OF LEFT ENGINE BLEED AIR LEAK DETECTOR
INSTALLATION

REASON FOR REVISION: To change wire P/N M81044-9-20-9 which
is unshielded to shielded wire
P/N M27500-20B1T19 or equivalent.

MATERIAL:

	QTY	PART NUMBER	DESCRIPTION
Delete:	A/R	M81044-9-20-9	Wire
Add:	A/R	M27500-20B1T19 or equivalent	Wire

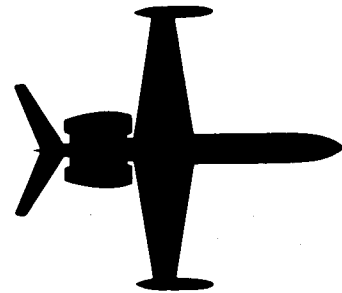
ACCOMPLISHMENT INSTRUCTIONS:

- 2.D. Reroute electrical wiring to reconnect to sensor tube.
A section of M27500-20B1T19 wire or equivalent may be
spliced in with 320559 butt connectors as required to
reach sensor tube connector.



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

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-2499

MAY 23, 1983

SUBJECT: MODIFICATION OF LEFT ENGINE BLEED AIR LEAK DETECTOR
INSTALLATION.

1. PLANNING INFORMATION

A. EFFECTIVITY

MODEL 1124/1124A WESTWINDS, Serial Numbers 152, 154, 174,
181 and 185 thru 385.

B. REASON

To eliminate the possibility of a left bleed leak indication when signal has been induced by a leak at the right bleed selector valve.

C. DESCRIPTION

This service letter describes the rerouting of the left bleed leak detector sensor tube. The sensor tube is moved from the area of the right bleed air selector valve and rerouted along the bleed bypass tube.

D. COMPLIANCE

It is recommended that the modification described in this service letter be accomplished at the next 150 hour inspection.

E. APPROVAL

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

F. MANPOWER

Approximately 1.5 manhours will be required to accomplish the modification described in this service letter when the job is done at the time of a scheduled inspection.

SERVICE LETTER NO. WW-2499

G. MATERIAL

The following materials may be obtained thru Atlantic Aviation Supply Co. or its dealers.

QTY	PART NUMBER	DESCRIPTION
1	MS25281-4	Clamp
1	MS21042-3	Nut
1	AN3-5A	Bolt
1	AN960-10L	Washer
1	823590-19	Line Support
2	823590-13	Washer
1	35450-1	Grommet
A/R	M81044-9-20-9	Wire
2	320559 (AMP)	Connector

H. SPECIAL TOOLS

None required.

I. WEIGHT AND BALANCE

Not applicable.

J. ELECTRICAL LOAD DATA

Not applicable.

K. PUBLICATIONS AFFECTED

1124/1124A ILLUSTRATED PARTS CATALOG

2. ACCOMPLISHMENT INSTRUCTIONS

- A. Gain access to the area of the right bleed selector valve, locate the terminal end of the left bleed air leak detector sensor and remove the hardware where it attaches to the selector valve and disconnect electrical connection.

NOTE

Reference Chapter 21-00-00, Figure 2 of the Illustrated Parts Catalog for bleed leak sensor installation.

- B. Remove hardware attaching the left bleed air detector sensor tube to the bleed bypass valve. See Figure . Retain hardware for reinstallation.

SERVICE LETTER NO. WW-2499

- C. Reroute bleed air leak detector sensor tube around bleed bypass tube and secure in place as shown in Figures 1 and 2.

NOTE

Make sure when rerouting the sensor tube that it is not bent tighter than a 1.0 inch bend radius and also that a minimum of 1.0 inch clearance is maintained between that bleed air tube and the sensor tube.

- D. Reroute electrical wiring to reconnect to sensor tube. A section of M81044-9-20-9 wire may be spliced in with 320559 butt connectors as required to reach sensor tube connector.
- E. Secure electrical wiring and return aircraft to service.

3. MATERIAL INFORMATION

Not applicable.

4. AIRCRAFT RECORDS

Make the following entry in the airplane log book: Service Letter No. WW-2499 dated May 23, 1983, titled "Modification of Left Engine Bleed Air Leak Detector Installation", has been accomplished this date.

- END -

RH BLEED AIR
SELECTOR VALVE

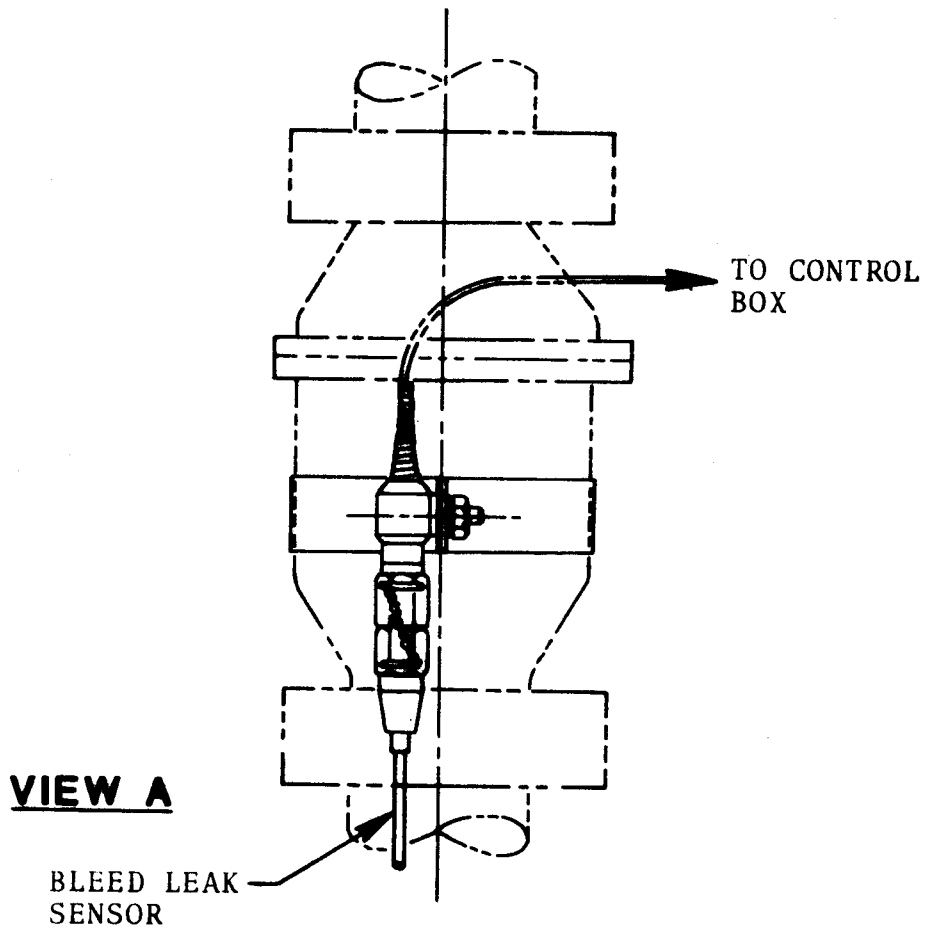
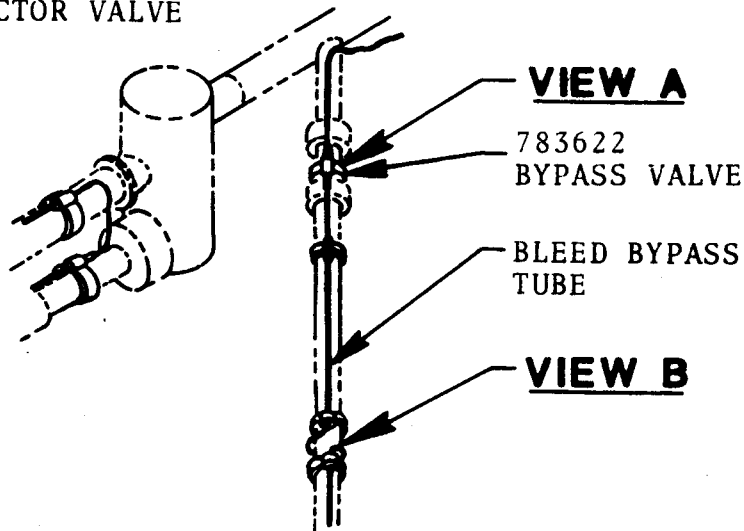


FIGURE 1 DETECTOR ROUTING

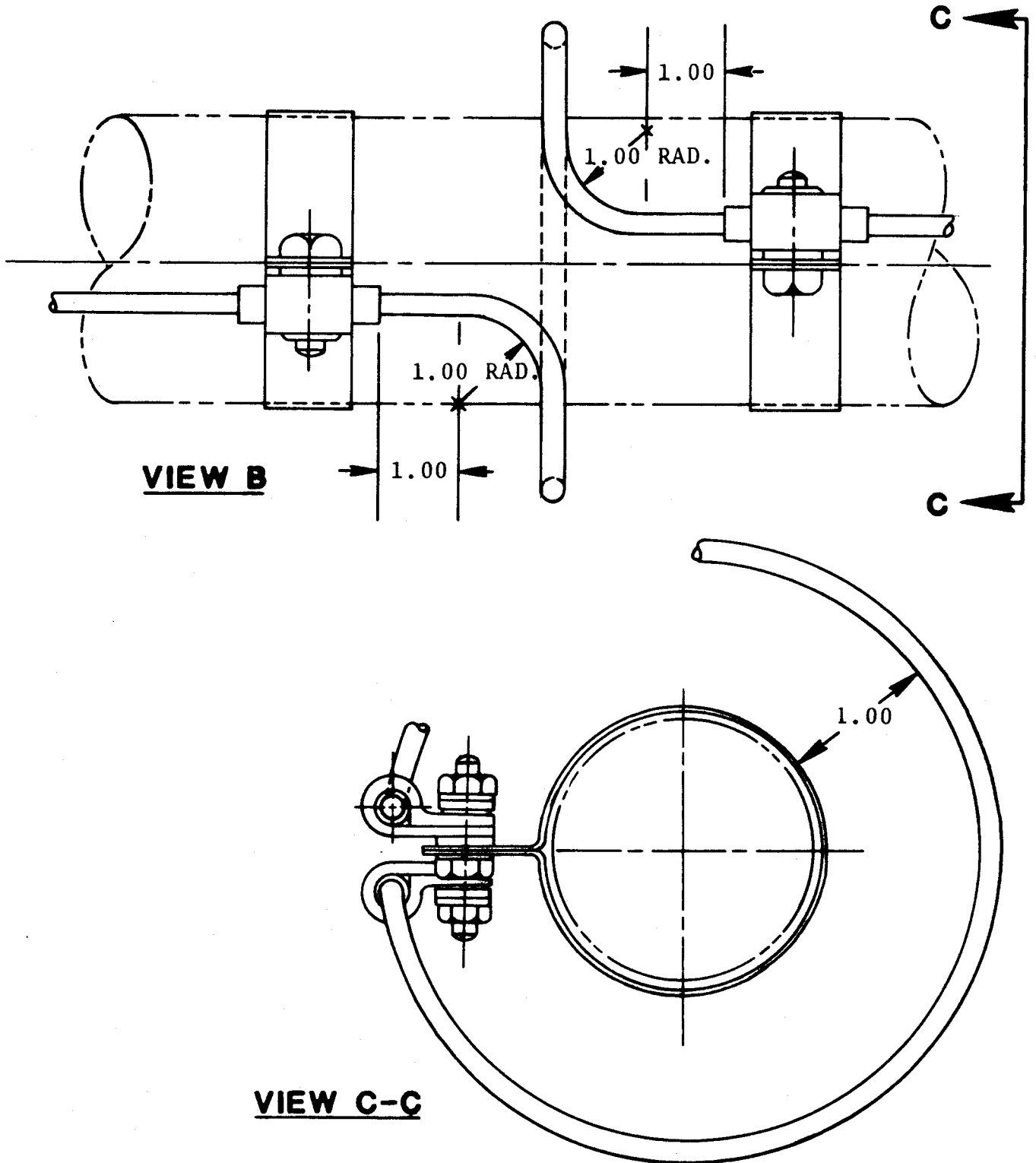
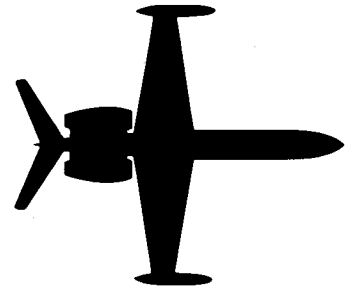


FIGURE 2 DETECTOR ROUTING DETAIL

24-WESTWIND

SERVICE LETTER



SERVICE LETTER NO. WW-24100

MAY 23, 1983

SUBJECT: 58 DEGREE NOSE GEAR STEERING MODIFICATION.

1. PLANNING INFORMATION

A. EFFECTIVITY

MODEL 1124/1124A WESTWINDS, Serial Numbers 152, 154, 174, 185 thru 353 and 360.

B. REASON

To provide decreased turning radius and improve ground maneuvering capabilities.

C. DESCRIPTION

- (1) This service letter provides information for conversion of the nose landing gear steering system from a 45 degree turn radius to a 58 degree turn radius.
- (2) The 58 degree turn radius is achieved by direct replacement of selected steering components that are geometrically different in design from existing components.

D. COMPLIANCE

Compliance with this service letter is optional.

E. APPROVAL

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

F. MANPOWER

Approximately 15 manhours will be required to accomplish the modification described in this service letter.

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BEN GURION AIRPORT, ISRAEL

SERVICE LETTER NO. WW-24100

G. MATERIAL

The following materials may be obtained thru Atlantic, Aviation Supply Company or their dealers.

QTY	PART NUMBER	DESCRIPTION
1	2235.0000.000	Cyl. Assy. Centering
1	2236.0000.001	Lever, Steer
1	2236.0000.002	Bracket
1	2236.0100.000	Pulley Assy.
1	2236.0200.000	Bracket Assy. Upper
1	2236.0300.000	Bracket Assy. Lower
2	4 713096-509	Cylinder

H. SPECIAL TOOLS

None required.

I. WEIGHT AND BALANCE

Not applicable.

J. ELECTRICAL LOAD DATA

Not applicable.

K. PUBLICATIONS AFFECTED

1124/1124A ILLUSTRATED PARTS CATALOG
1124/1124A MAINTENANCE MANUAL

2. ACCOMPLISHMENT INSTRUCTIONS

- A. Turn off battery and electric master switches, and assure that external power is disconnected.
- B. Deplete main hydraulic system pressure.
- C. Jack aircraft in accordance with Chapter 7 of the Maintenance Manual.
- D. Remove old steering components listed below (45 degree system) and install new steering components (58 degree system) in their place. Reference Figure 1.

	OLD P/N	NEW P/N
(1) Pulley Assy.	ES15008-1	2236.0100.000
(2) Bracket, Upper	ES12970-7	2236.0200.000
(3) Steer Lever	ED12973-1	2236.0000.001
(4) Bracket, Lower	ES12970-6	2236.0300.000
(5) Bracket	ED13180-1	2236.0000.002
(6) Cyl. Assy. Centering	EA1699-505	2235.0000.000

SERVICE LETTER NO. WW-24100

	OLD P/N	NEW P/N
(7) CYLINDER	4 713096-505/-507	4 713096-509

NOTE

All existing mounting and attaching hardware may be reused, based upon condition.

- E. Re-rig nose steering system and perform steering operational check per Chapter 32 of the Maintenance Manual.
- F. Perform landing gear operational check per Chapter 32 of the Maintenance Manual.
- G. Remove aircraft from jacks and return to service.

3. MATERIAL INFORMATION

NEW P/N	QTY	DESCRIPTION	OLD P/N	DISPOSITION
2235.0000.000	1	Cyl. Assy. Centering	EA1699-505	Remove old parts and dispose of as desired.
2236.0000.001	1	Lever, Steer	ED12973-1	
2236.0000.002	1	Bracket	ED13180-1	
2236.0100.000	1	Pulley Assy.	ES15008-1	
2236.0200.000	1	Bracket Assy. Upper	ES12970-7	Replace with new parts.
2236.0300.000	1	Bracket Assy. Lower	ES12970-6	
4 713096-509	2	Cylinder	4 713096-505/-507	

4. AIRCRAFT RECORDS

Make the following entry in the airplane log book: Service Letter No. WW-24100 dated May 23, 1983, titled "58 Degree Nose Gear Steering Modification", has been accomplished this date.

- END -

SERVICE LETTER NO. WW-24100

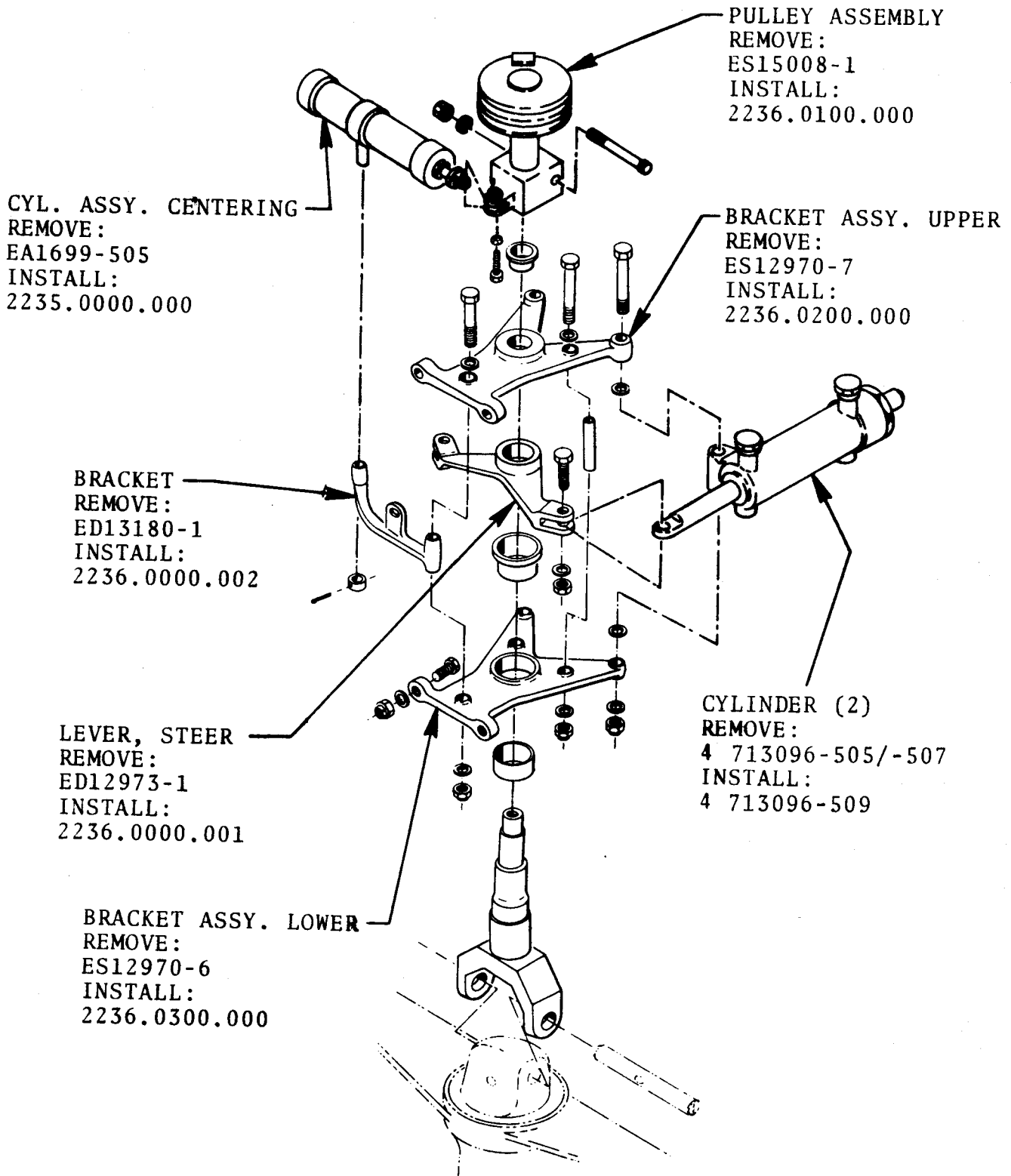
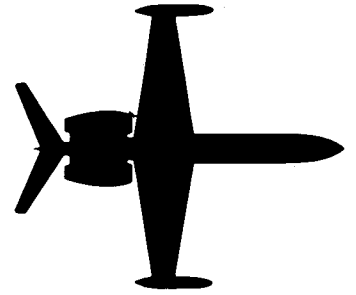


FIGURE 1 58 DEGREE NOSE
STEERING MODIFICATION

1124-WESTWIND

SERVICE LETTER



SERVICE LETTER NO. WW-24101

JUNE 30, 1983

SUBJECT: TYPICAL REPAIRS FOR MLG STRUT DOOR

1. PLANNING INFORMATION

A. EFFECTIVITY

MODEL 1124 WESTWIND, all serial numbers (does not apply to Model 1124A).

B. REASON

To establish standardized repairs for areas of the MLG strut doors that are subject to cracking. Cracking appears to be the result of operations in flight when the gear is down and the strut door is buffeting.

NOTE

Reducing inflight operating time with the gear extended will reduce the possibility of cracking. Also careful inspection of the door actuating rod ends and bolts to keep looseness to a minimum will reduce the possibility of cracking.

C. DESCRIPTION

This service letter details four crack repairs for the strut door in the area of the hat channel reinforcement and requires regular inspection of the rod ends and bolts for looseness.

D. COMPLIANCE

It is recommended that the inspection described in this service letter be accomplished at the next 150 hour inspection and at 150 hour intervals thereafter. The repairs described in this service letter may be accomplished as needed after cracks have been detected.

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Page 1 of 11



INTERNATIONAL INC.
ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL INC

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

SERVICE LETTER NO. WW-24101

NOTE

Cracks discovered in areas not addressed in this service letter should be reported to IAI Engineering for evaluation and repair recommendation.

E. APPROVAL

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

F. MANPOWER

Manhour requirements will have to be established on an individual basis, after evaluation of damaged area has been made, and the appropriate repair selected.

G. MATERIAL

The following parts may be obtained by contacting Atlantic Aviation Supply Co. or their dealers. The parts may also be fabricated locally from the materials listed below.

QTY	PART NUMBER	DESCRIPTION
A/R	5 263018-R3	Clip
	(Fabricate from .071 Alclad Alum.	2024-T3 1.0" X 4.0")
A/R	5 263018-R5 or	Reinforcing
	-R6 or -R9	
	(Fabricate from P/N 2 910032 extrusion, 12 inches for -R5	or -R6 and 3.5 inches for -R9)
A/R	5 263018-R7	Filler
	(Fabricate from .063 Alclad Alum.	2024-T3 1.0" X 8.0")
A/R	5 263018-R11	Patch
	(Fabricate from .050 Alclad Alum.	2024-T3 1.0" X 5.0")
A/R	5 263018-R13	Patch Plate
	(Fabricate from .025 S.S. Type 301 1/4h or annealed	4.0" X 8.0")

H. SPECIAL TOOLS

The sheet metal tools required to accomplish the repairs described in this service letter should be available in any shop qualified to accomplish the repairs.

I. WEIGHT AND BALANCE

Not applicable.

J. ELECTRICAL LOAD DATA

Not applicable.

SERVICE LETTER NO. WW-24101

K. PUBLICATIONS AFFECTED

1124/1124A MAINTENANCE MANUAL
1124 50 HOUR PHASE INSPECTION

2. ACCOMPLISHMENT INSTRUCTIONS

- A. Visually inspect the MLG strut door attachments for looseness at hinge points, actuator rod ends and rod end attach bolts. Excessive looseness should be corrected by replacing affected part or parts.
- B. Lubricate all moving parts on the MLG strut door using an oil can.
- C. Visually inspect MLG strut door hat section reinforcements and skin for cracks.

NOTE

Repair cracks in accordance with Steps 2.E. thru 2.I. If crack cannot be repaired by one of these four repairs, contact IAII Engineering for damage evaluation and repair procedure.

- D. Remove any damaged door for repair.
- E. Before installation of any new parts accomplish the following:
 - (1) Treat all aluminum parts before finishing with Alodine 1201.
 - (2) Prepare stainless steel parts for finishing by passivating with Alkali Bonder 600, Nitric Acid solution (20-25% by volume) or Sodium Dichromate solution (4-6% by weight).
 - (3) Finish all parts with wash primer and epoxy primer.
 - (4) Install all rivets used in repair described in Step 2.G. wet with epoxy primer.
- F. Repair a cracked clip P/N 5 263018-13 as follows (Ref. Figure 2):
 - (1) Remove two lockbolts and two rivets that secure clip P/N 5 263018-13 to structure.
 - (2) Install new clip P/N 5 263018-R3 with two NAS1466-12 lockbolts using NAS1080-06 collars and two MS20470AD-4-6 rivets.

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SERVICE LETTER NO. WW-24101

NOTE

New clip may be fabricated , per Figure 2 from .071 X 2024-T3 Alclad Alum. sheet.

- (3) Finish per Step 2.E.
- G. To repair a skin crack running along one of the rivet lines where the hat channel is attached, accomplish the following:
- (1) Carefully drill out rivets attaching skin to hat channel in area of crack to allow installation of patch plate P/N 5 263018-R13.
 - (2) Cut out cracked area to allow flush patch P/N 5 263018-R11 to be fit into skin.
 - (3) Locate new patch plate P/N 5 263018-R13 and patch P/N 5 263018-R11 and drill per Figure 3. Feathered edge of patch plate should rest against door skin.

NOTE

Patch plate P/N 5 263018-R13 may be fabricated from .025 Stainless Steel 1/4" Type 301. Size to be 4 inches X 8 inches with edges feathered back .025 inch from each edge. Patch P/N 5 263018-R11 may be fabricated from .050 Alclad Alum. 2024-T3. Size .50 inch X 5 inches. Ref. Figure 3 for fabrication of patch and patch plate.

- (4) Install patch and patch plate with MS20426AD-4 rivets with head on skin side. NAS1739E-4 blind rivets may be used along center of hat channel.
 - (5) Finish per Step 2.E.
- H. Repair of cracks at tapered end of hat channels may be repaired per Figure 4 or 5 depending on length of cracks as follows:
- (1) For cracks no longer than .040 refer to Figure 4.
 - (a) Trim out cracked section of hat channel as shown in Figure 4.
 - (b) Fabricate zee reinforcement P/N 5 263018-R9 from P/N 2 910032 stock per Figure 4.
 - (c) Carefully drill out three rivets holding hat channel to door skin to allow installation of zee reinforcement.

SERVICE LETTER NO. WW-24101

- (d) Locate zee reinforcement P/N 5 263018-R9 and drill per Figure 4.
 - (e) Install zee reinforcement with MS20426AD-4 rivets where original three rivets were removed and add six new MS20426AD-4 rivets.
- (2) For cracks exceeding .040 inch in length refer to Figure 5.
- (a) Drill out rivets attaching hat channel flange to door skin on side that is cracked to allow installation of zee reinforcement shown in Figure 5.
 - (b) Trim out cracked section of hat channel as shown in Figure 5, removing a portion of the hat channel flange where it is riveted to door skin.
 - (c) Fabricate filler P/N 5 263018-R7 from .063 Alclad Alum. 2024-T3 .070 inch X 8 inches.
 - (d) Fabricate zee reinforcement from P/N 2 910032 stock per Figure 5.
 - (e) Locate zee reinforcement P/N 5 263018-R5 or -R6 and filler strip and drill per Figure 5.
 - (f) Install zee reinforcement and filler strip with MS20426AD-4 rivets where original 11 were removed and add 10 new MS20426AD-4 rivets.
- (3) Finish areas repaired per Step 2.E.
- I. After all repairs have been completed repaint door as required to match aircraft finish.
 - J. Install and rig strut door.
 - K. Place aircraft on jacks per Chapter 7 of the Maintenance Manual.
 - L. Accomplish landing gear retraction check per Chapter 32 of the Maintenance Manual.
 - M. Remove aircraft from jacks and return to service.

3. MATERIAL INFORMATION

Not applicable.

SERVICE LETTER NO. WW-24101

4. AIRCRAFT RECORDS

Make the following entry in the airplane log book: Service Letter No. WW-24101 dated June 30, 1983, titled "Typical Repairs for MLG Strut Door", has been accomplished this date.

- END -

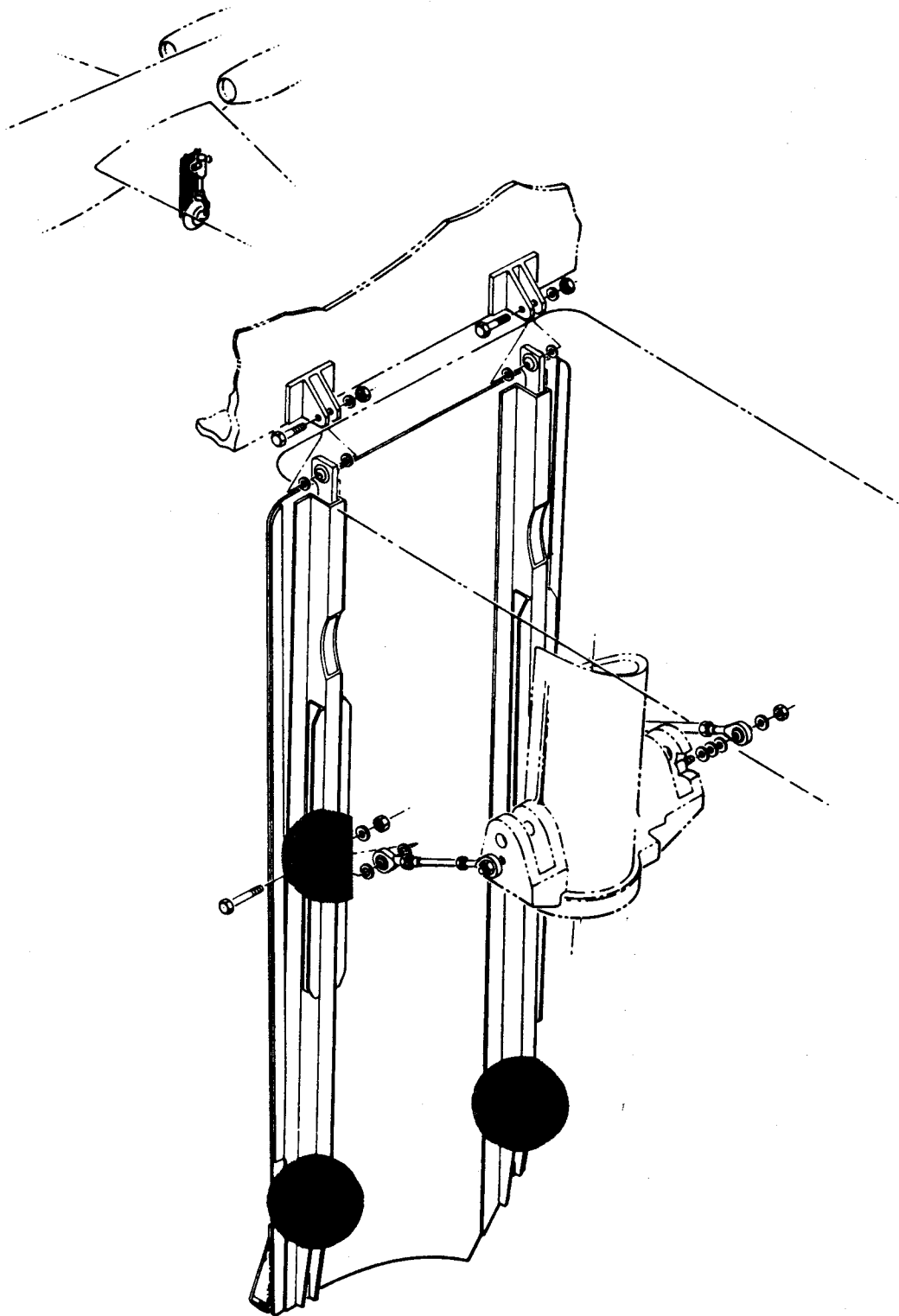
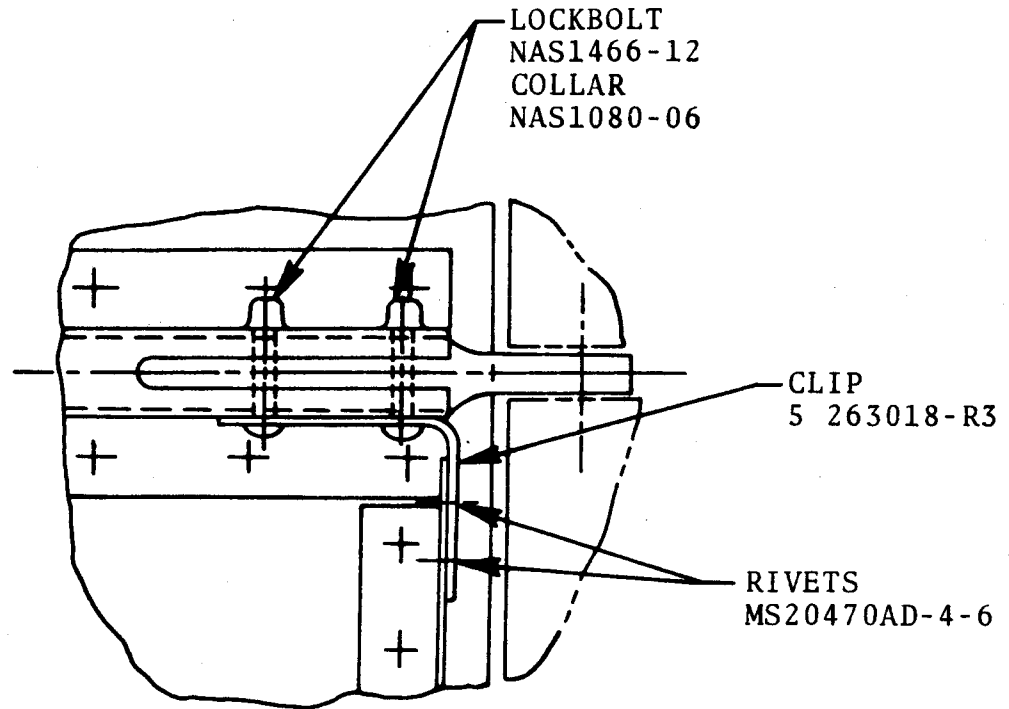
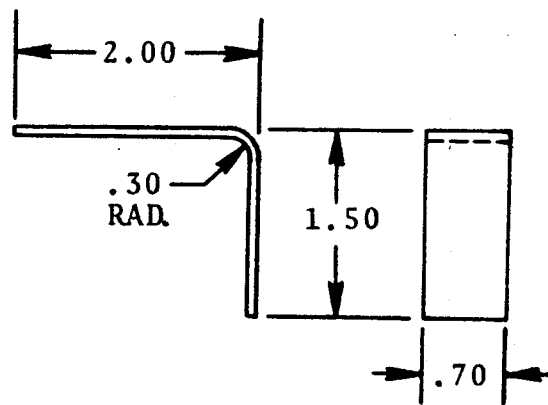


FIGURE 1 INSPECTION OF STRUT DOOR

Jun 30/83



VIEW ON FWD. INBD. CORNER - L.H.S.



DETAIL OF CLIP P/N 5 263018-R3

FIGURE 2 REPAIR OF CRACKED
5263018-13 CLIP

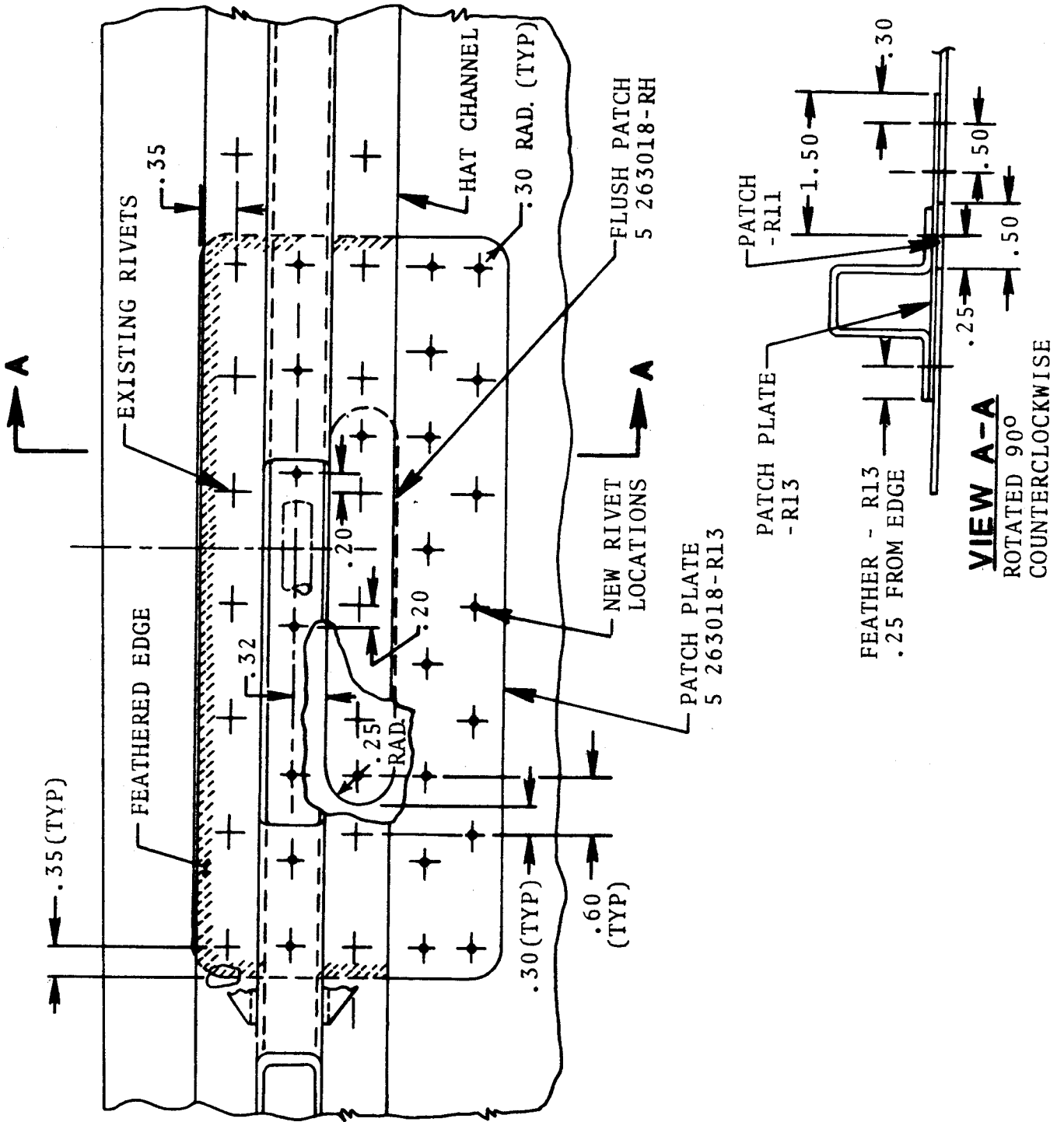
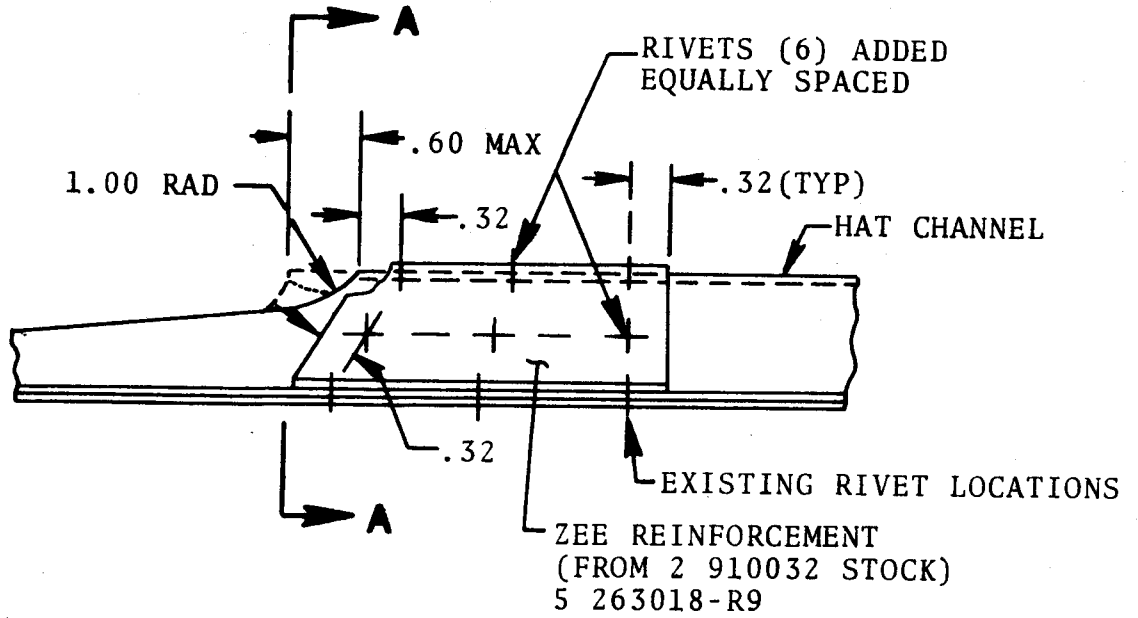
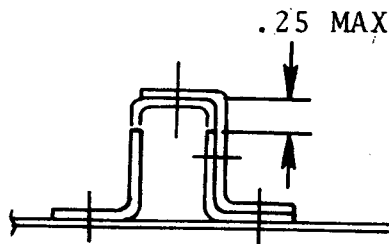


FIGURE 3 REPAIR OF CRACK RUNNING ALONG RIVET LINE OF HAT CHANNEL IN DOOR SKIN.

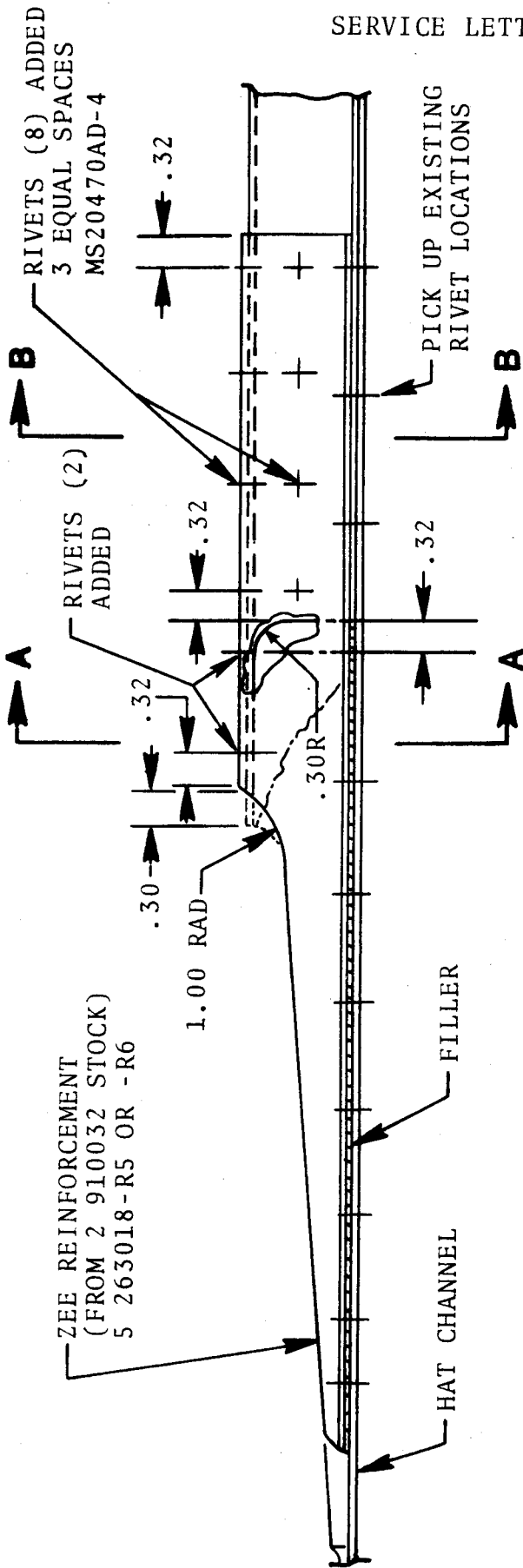
Jun 30/83



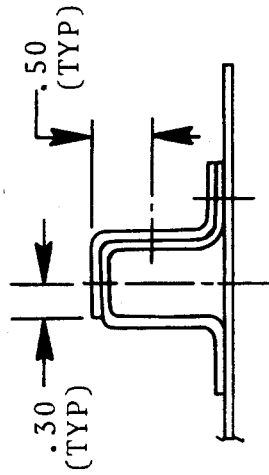
VIEW ON AFT OUTBD. CORNER - L.H.S.



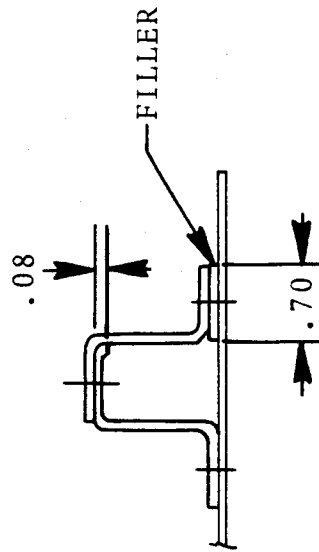
VIEW A-A



VIEW ON AFT OUTBD. CORNER - L.H.S.



VIEW B-B



VIEW A-A

FIGURE 5 REPAIR OF CRACK AT TAPERED END OF HAT CHANNEL (CRACK GREATER THAN .040 INCH)

Jun 30/83

Service Letter

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 Letter No. WW-24101 dated June 30, 1983, titled "Typical Repairs for MLG Strut Door".

Aircraft Registration No. _____

Airframe Total Time at Compliance _____

Compliance Date _____ By _____
Signature

OWNER:

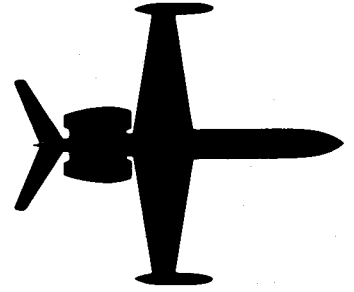
ACCOMPLISHING AGENCY:

_____	_____
_____	_____
_____	_____
_____	_____

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

24-WESTWIND

SERVICE LETTER



SERVICE LETTER NO. WW-24102

JUNE 15, 1983

SUBJECT: IMPROVED FUEL CONTROL COMPUTER RELAY P/N MS27743-6.

1. PLANNING INFORMATION

A. EFFECTIVITY

MODEL 1124/1124A WESTWINDS, Serial Number 152, 154, 174, 181 and 185 thru 420.

B. REASON

To provide a more reliable fuel computer control relay. The existing relay P/N MS27401-2 is rated at 10 AMPS and has a tendency for the relay contacts to burn and possibly fuse closed. The replacement relay is rated at 25 AMPS and should be able to withstand normal loads without any contact problems.

C. DESCRIPTION

This service letter describes the removal of existing fuel control computer relays and their sockets from the left hand and right hand D.C. contactor boxes and the installation of new sockets and relays.

D. COMPLIANCE

Compliance with this service letter is optional.

E. APPROVAL

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

F. MANPOWER

Approximately 3 manhours will be required to accomplish the modifications described in this service letter. This estimate does not include access and closure time.

SERVICE LETTER NO. WW-24XX

G. MATERIAL

The following parts may be obtained thru Atlantic Aviation Supply Company or its dealers:

QTY	PART NUMBER	DESCRIPTION
2	MS27743-6	Relay
2	451116-161	Socket

H. SPECIAL TOOLS

None required.

I. WEIGHT AND BALANCE

Not applicable.

J. ELECTRICAL LOAD DATA

Not applicable.

K. PUBLICATIONS AFFECTED

1124/1124A ILLUSTRATED PARTS CATALOG

2. ACCOMPLISHMENT INSTRUCTIONS

- A. Turn off battery and electric master switch and assure that external power is disconnected. Disconnect the aircraft batteries.
- B. Remove fuel control computer relays P/N MS27401-2 from LH and RH DC contactor boxes. See Figure 1 for location of FCCR-1 (LH) and FCCR-2 (RH).
- C. Remove both FCCR relay sockets and discard. Make sure wiring is marked for installation of new sockets.
- D. Prepare relay mounting brackets for installation of new sockets per Figure 2.
- E. Hook up electrical wiring to new relay sockets P/N 451116-161, reference Figure 3, and install new sockets and relays.
- F. Using a tape marker identify new relays P/N MS27743-6 as FCCR-1 for LH and FCCR-2 for RH.
- G. Reinstall DC contactor box covers, close up aircraft and return to service.

SERVICE LETTER NO. WW-24102

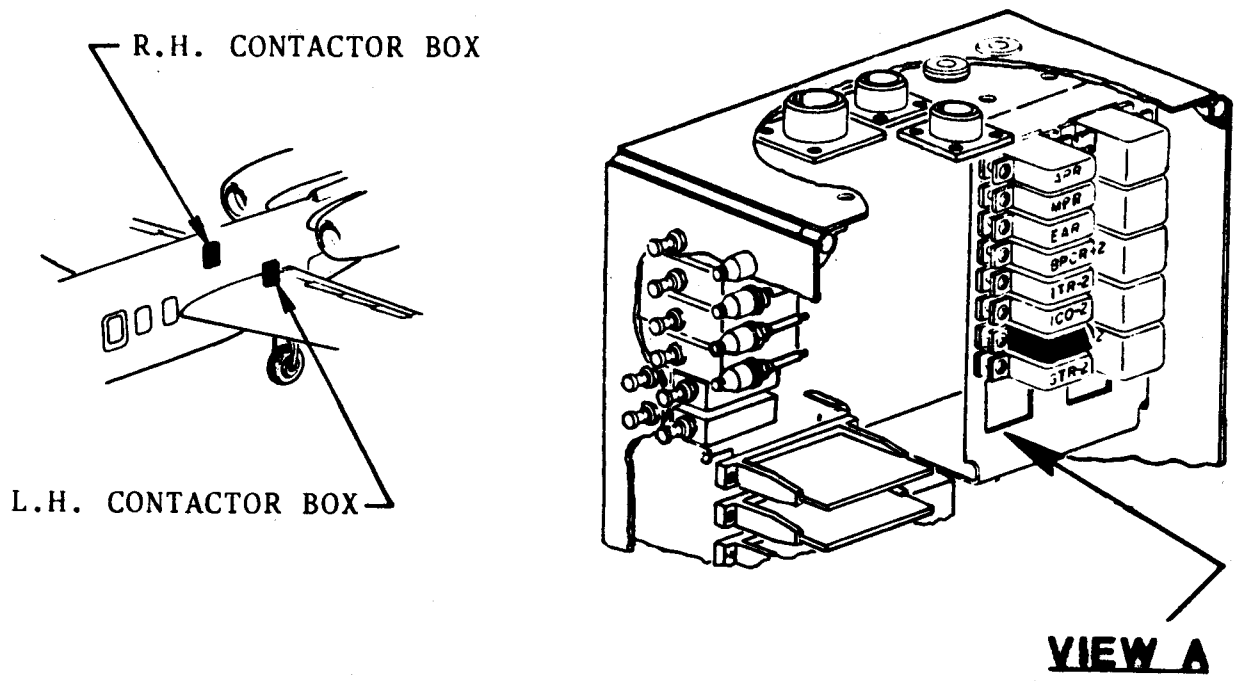
3. MATERIAL INFORMATION

Not applicable.

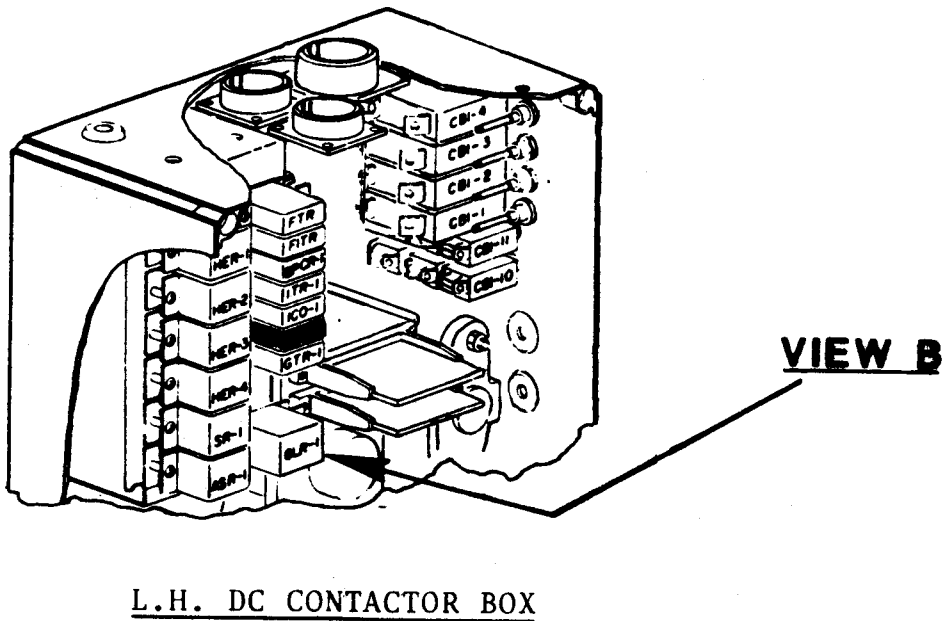
4. AIRCRAFT RECORDS

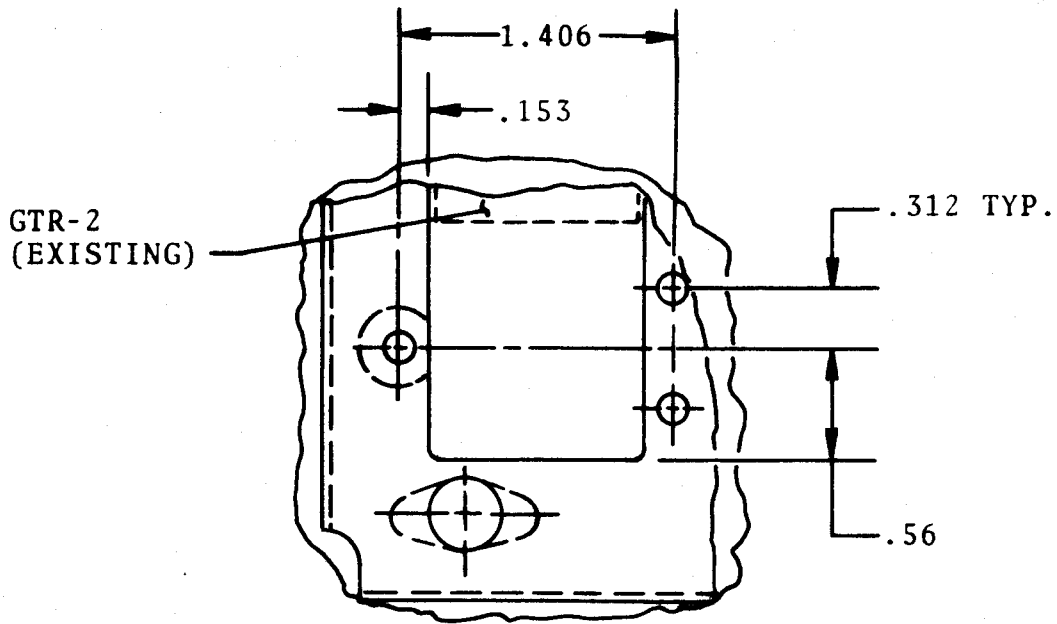
Make the following entry in the airplane log book: Service Letter No. WW-24102 dated June 15, 1983, titled "Improved Fuel Control Computer Relay P/N MS27743-6", has been accomplished this date.

- END -

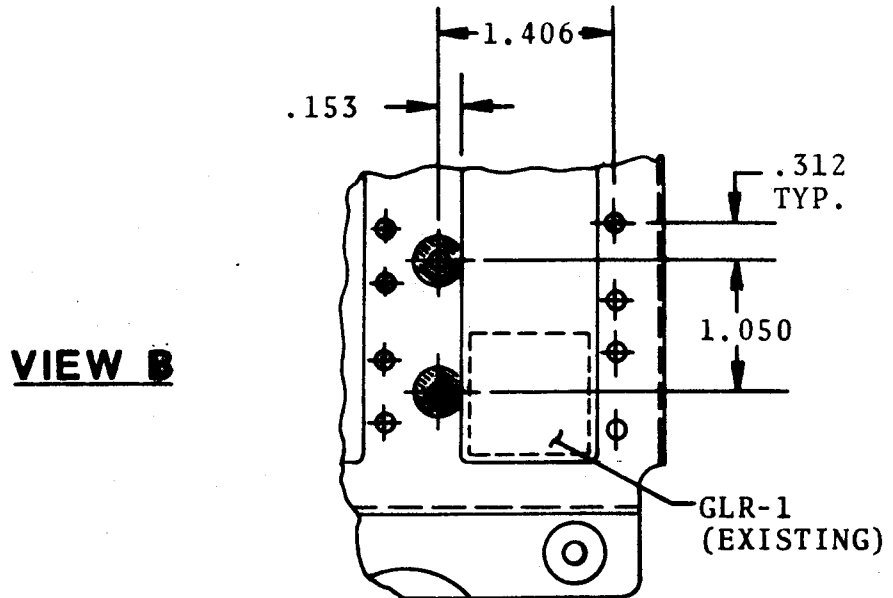


R.H. DC CONTACTOR BOX





VIEW A



VIEW B

FIGURE 2 NEW RELAYS -
MOUNTING DETAIL

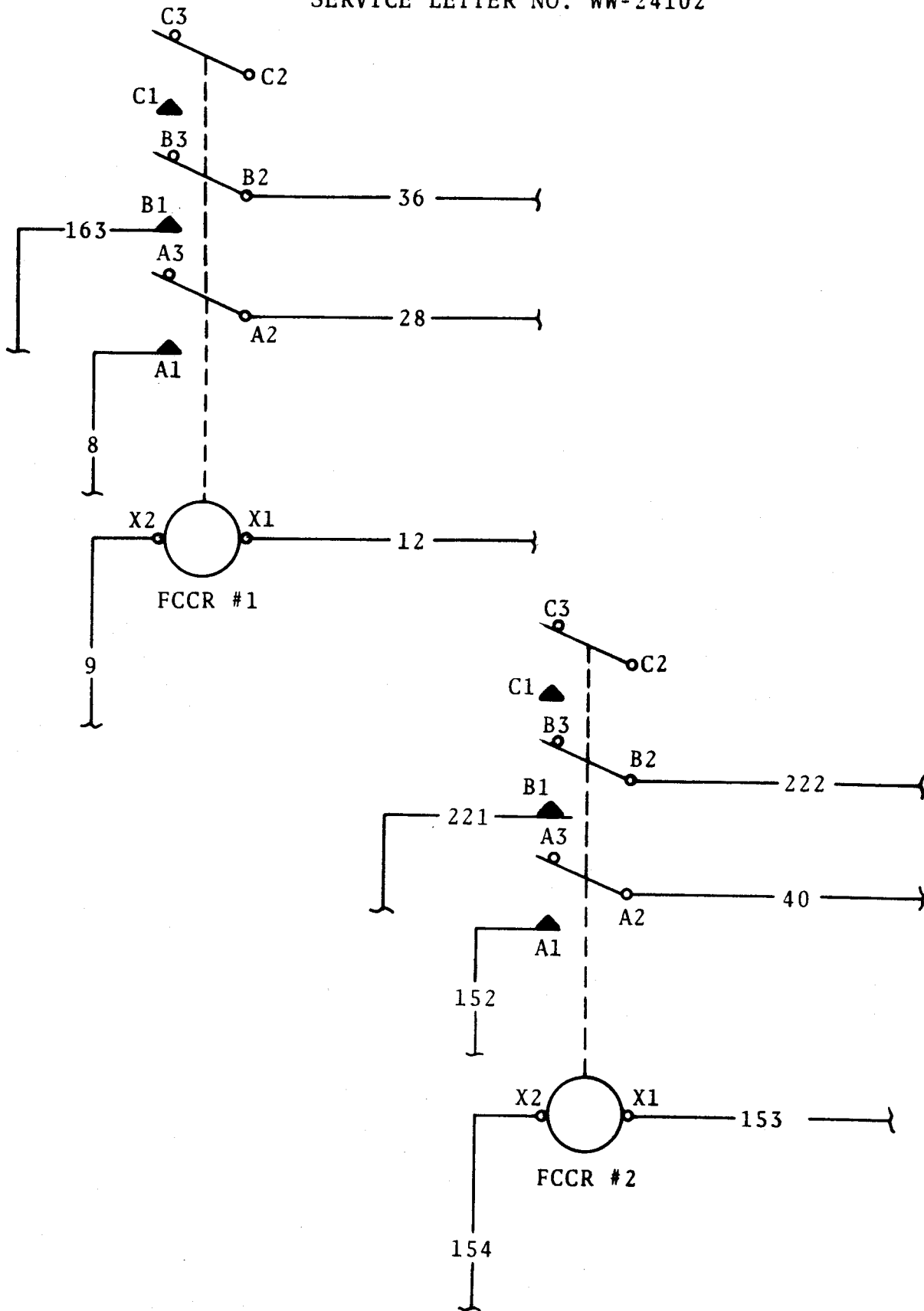
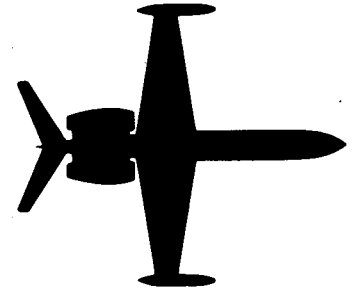


FIGURE 3 NEW RELAY WIRING

1124-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-24103

JULY 15, 1983

SUBJECT: INSPECTION AND REPLACEMENT OF BRAKE ASSEMBLY TO AXLE MOUNTING BOLTS.

1. PLANNING INFORMATION

A. EFFECTIVITY

MODEL 1124/1124A WESTWINDS, Serial Numbers 152, 154, 174, 181, 185 and subsequent.

B. REASON

To offer an improved bolt P/N NAS 6705U8 that will not require time change. The new bolts will be replaced "ON CONDITION", and will require inspection at brake overhaul.

C. DESCRIPTION

This service letter will require replacement of all old part number brake assembly to axle mounting bolts (8 each side) and the inspection of new part number bolts at subsequent brake overhaul periods.

D. COMPLIANCE

It is recommended that the bolt replacement described in this service letter be accomplished at the owners' convenience, but not to exceed the accumulation of 400 landings on old bolts. After new bolts have been installed, they must be inspected in accordance with 2.E. of this service letter at each brake overhaul.

E. APPROVAL

The inspection and replacement procedures described in this service letter have been shown to comply with the applicable FAA/ICAA regulations and are IAI engineering approved.

1124-32-15
Page 1 of 3



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

SERVICE LETTER NO. WW-24103

F. MANPOWER

Approximately 2 manhours will be required to accomplish the bolt replacement or 3 manhours to accomplish the bolt inspection described in this service letter, if the aircraft is already on jacks.

G. MATERIAL

The following parts may be obtained thru Atlantic Aviation Supply Co. or their dealers:

QTY	PART NUMBER	DESCRIPTION
16	NAS6705U8	Bolt
16	MS21043-5	Nut
16	AN960C516	Washer

H. SPECIAL TOOLS

None required.

I. WEIGHT AND BALANCE

Not applicable.

J. ELECTRICAL LOAD DATA

Not applicable.

K. PUBLICATIONS AFFECTED

1124/1124A MAINTENANCE MANUAL
1124/1124A ILLUSTRATED PARTS CATALOG

2. ACCOMPLISHMENT INSTRUCTIONS

- A. Turn off battery and electric master switches and assure that external power is not connected. Deplete hydraulic system pressure.
- B. Place aircraft on jacks per Chapter 7 of the Maintenance Manual.
- C. Remove and discard old NAS464-P5LA8 or NAS1105-8 bolts MS21042-5 or MS21045-5 nuts and AN960-516 washers, using procedure for brake assembly removal/installation in Chapter 32 of the Maintenance Manual.
- D. Install new NAS6705U8 bolts with MS21043-5 nuts and AN960C516 in place of hardware removed in 2.C. above. Dry torque nuts to 120-144 inch pounds.

SERVICE LETTER NO. WW-24103

NOTE

New bolts P/N NAS6705U8 must be inspected at each brake overhaul per Step 2.E. below.

- E. Remove Nas6705U8 bolts for dye check or zyglol inspection at each brake overhaul. Any bolts exhibiting cracks, stripped or crossed threads or any other damage must be discarded and a new P/N NAS6705U8 bolt installed.
- F. Reassemble wheel and brake assemblies to main gear per Chapter 32 of the Maintenance Manual.
- G. Remove aircraft from jacks and return to service.

3. MATERIAL INFORMATION

NEW P/N	QTY	DESCRIPTION	OLD P/N	DISPOSITION
NAS6705U8	16	Bolt	NAS464-P5LA8 or NAS1105-8	Discard old P/N's and replace
MS21043-5	16	Nut	MS21042-5 or MS21045-5	with new P/N's for bolts, nuts, and washers.
AN960C516	16	Washer	AN960-516	

4. AIRCRAFT RECORDS

Make the following entry in the airplane log book: Service Letter No. WW-24103 dated July 15, 1983, titled "Inspection and Replacement of Brake to Axle Mounting Bolts", has been accomplished this date.

-END-

Service Letter

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 Letter No. WW-24103 dated July 15, 1983, titled, "Inspection and Replacement of Brake Assembly to Axle Mounting Bolts".

Aircraft Registration No. _____

Airframe Total Time at Compliance _____

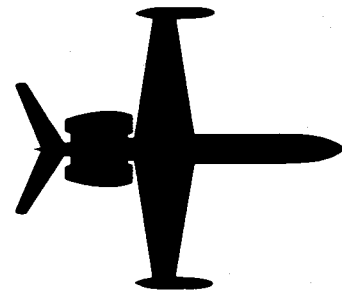
Compliance Date _____ By _____
Signature

OWNER:

ACCOMPLISHING AGENCY:

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

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-24104

JUNE 30, 1983

SUBJECT: INSTALLATION OF SURGE VALVE IN PASSENGER OXYGEN SYSTEM.

1. PLANNING INFORMATION

A. EFFECTIVITY

MODEL 1124/1124A WESTWINDS, Serial Numbers 152, 154, 174, 181 and 185 thru 239.

B. REASON

To provide a means of assuring all passenger oxygen masks will drop out of their containers when system is activated.

C. DESCRIPTION

This service letter provides the instructions to modify the oxygen system plumbing in the area of the passenger regulator. The modification installs a surge valve and a by-pass line from the regulator inlet line to the regulator outlet fitting. The surge valve will allow 70 PSI of oxygen pressure to by-pass the regulator momentarily and go directly to the mask units.

D. COMPLIANCE

Compliance with this service letter is optional.

E. APPROVAL

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

F. MANPOWER

Approximately 6 manhours will be required to accomplish the modification described in this service letter.

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BEN GURION AIRPORT, ISRAEL

G. MATERIAL

The following parts may be obtained thru Atlantic Aviation Supply Co. or its dealer. Some parts may also be obtained from local sources.

QTY.	PART NUMBER	DESCRIPTION
1	118122 (PURITAN)	SURGE VALVE
3 ft.	.25 ODX .035 THICK 5052-0 ALUM. ALLOY	TUBING
9	AN 818-4D	NUT
1	AN 824-4D	TEE
2	AN 894D5-4	BUSHING
1	AN 912-1D	BUSHING
9	MS 20819-4D	SLEEVE
1	MS 20826-4D	TEE

H. SPECIAL TOOLS

- 1/4" TUBING FLARING TOOL
- 1/4" TUBING BENDER

I. WEIGHT AND BALANCE

Not applicable.

J. ELECTRICAL LOAD DATA

Not applicable.

K. PUBLICATIONS AFFECTED

- 1124/1124A MAINTENANCE MANUAL
- 1124/1124A ILLUSTRATED PARTS CATALOG

2. ACCOMPLISHMENT INSTRUCTIONS

- A. Turn off battery and electric master switches and assure external power is disconnected.

CAUTION

Observe all oxygen system maintenance precautions and procedures outlined in Chapter 35 of the Maintenance Manual.

- B. Close oxygen system shut-off valve and bleed off system pressure by setting copilot oxygen regulator to ON and TEST MASK positions.

SERVICE LETTER NO. WW-24104

- C. Return switches to OFF and NORMAL.
- D. Remove co-pilot seat per Chapter 25 of the Maintenance Manual.
- E. Remove RH console side panel to access oxygen system components.
- F. Modify oxygen system as follows, reference Figure 1.
 - (1) Remove oxygen tube P/N 6 723033-143 located between passenger oxygen shut-off valve and passenger regulator. Also remove AN 816-4D nipple from passenger regulator.
 - (2) Install new AN 912-1D bushing and MS20826-4D tee in place of nipple in the passenger regulator.
 - (3) Fabricate new tube assembly P/N 6 723033-185 and fit between passenger regulator tee and passenger oxygen shut-off valve. Install new line.
 - (4) Cut existing tube P/N 6 723033-145, aft of F.S. 54.880, to permit installation of new tee fitting.
 - (5) Install an AN 818-4D nut and MS 20819-4D sleeve on each end of cut tube and flare tube ends. Install new AN 824-4D tee fitting between tube ends.
 - (6) Install new AN 894D5-4 bushings on either side of surge valve P/N 118122.
 - (7) Fabricate new tube assemblies P/N 6 723033-179 and P/N 6 723033-181 to fit from new tee fitting in pressure line to surge valve and from surge valve to new tee fitting in passenger regulator respectively.
 - (8) Install new tube assemblies and surge valve.
- G. Turn on oxygen shut-off valve and pressure check system for leaks per Chapter 35 of the Maintenance Manual.
- H. Install RH console side panel.
- I. Reinstall copilots seat in accordance with Chapter 25 of the Maintenance Manual.
- J. Return aircraft to service.

Jun 30/83

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Page 3 of 5

SERVICE LETTER NO. WW-24104

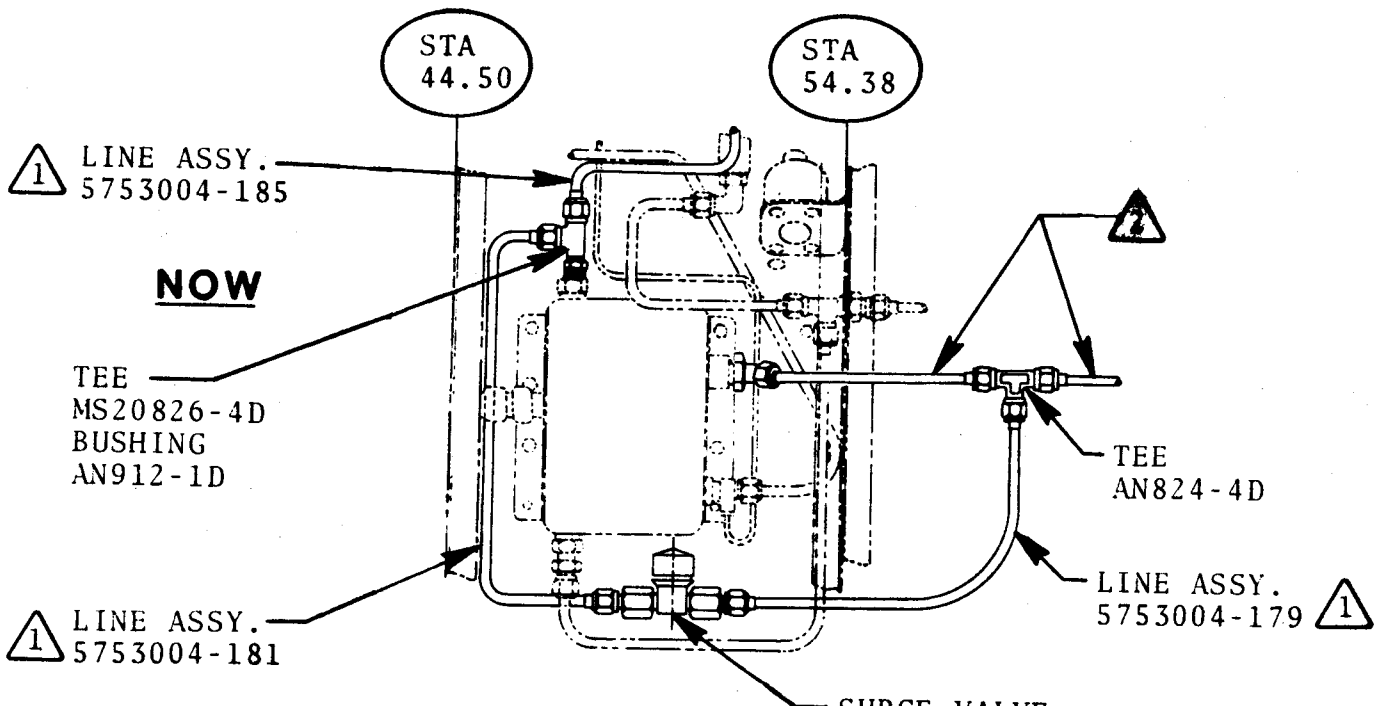
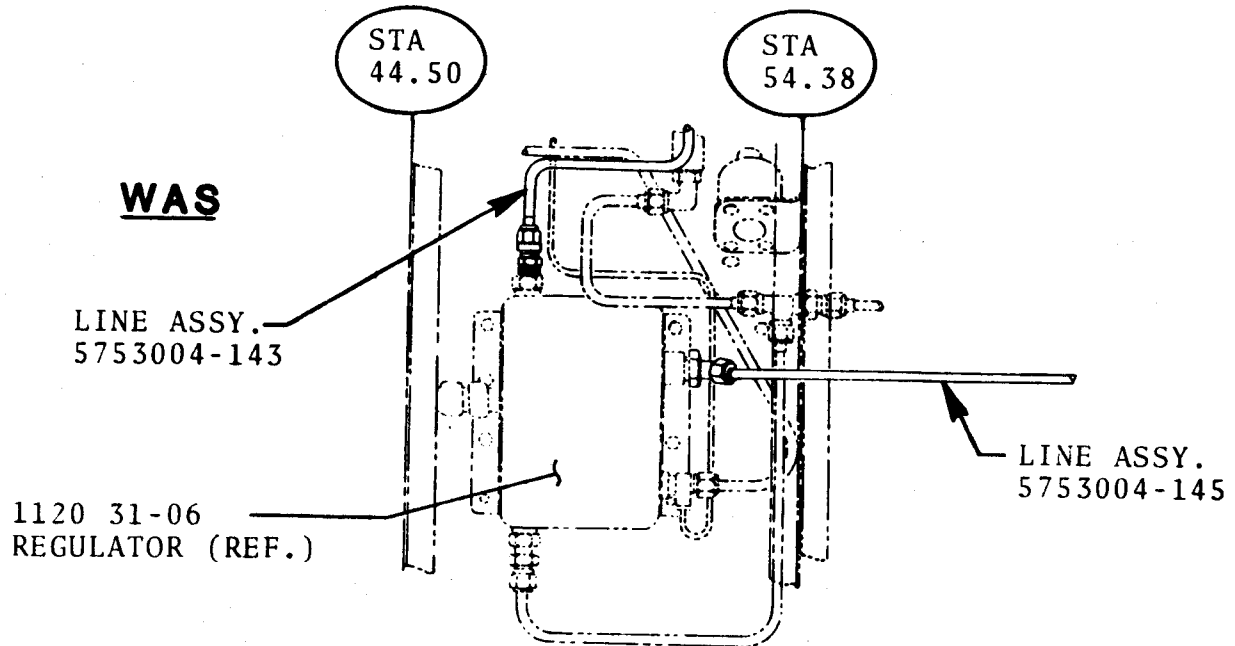
3. MATERIAL INFORMATION

Not applicable

4. AIRCRAFT RECORDS

Make the following entry in the airplane log book: Service Letter No. WW-24104, dated June 30, 1983, titled "Installation of Surge Valve in Passenger Oxygen System", has been accomplished this date.

- END -



NOTES

① FABRICATE LINES FROM
.250D x .035 THICK 5052-0 TUBING,
AN818-40 NUTS AND MS20819-4D SLEEVES.

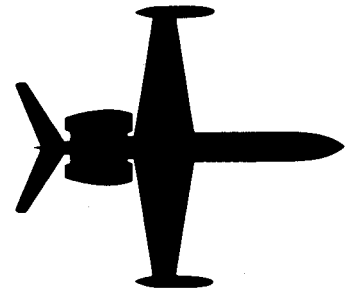
② CUT LINE, ADD "B" NUTS AND SLEEVES AND INSERT TEE.

FIGURE 1 OXYGEN SURGE VALVE
MODIFICATION

Jun 30/83

1124-WESTWIND

SERVICE LETTER



SERVICE LETTER NO. WW-24105

DECEMBER 15, 1983

SUBJECT: FLIGHT CONTROLS - HORIZONTAL STABILIZER AURAL WARNING
HORN REPLACEMENT

1. PLANNING INFORMATION

A. EFFECTIVITY

MODEL 1124/1124A WESTWINDS, serial numbers 152, 174, 181, 185 through 348, 350 through 374 and 377 through 438.

B. REASON

To replace mechanical buzzing bell with a solid state horn that will be more reliable.

C. DESCRIPTION

This service letter describes a new mounting and installation for the P.R. Mallory horn P/N SC-628MD.

D. COMPLIANCE

Compliance with this service letter is optional; however, it is recommended that the improved part be installed whenever the existing buzzing bell malfunctions.

E. APPROVAL

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

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BEN GURION AIRPORT, ISRAEL

SERVICE LETTER NO. WW-24105

F. MATERIAL

The following parts may be obtained through Atlantic Aviation Supply Co. or their dealers:

QTY	PART NUMBER	DESCRIPTION
1	SC-628MD	Horn
1	101-722-50-56	Zee
2	MS35206-244	Screw
2	MS21043-08	Nut
2	AN960PD-8L	Washer

NOTE

For retrofit purposes, the MIL spec. Sonalert P/N SC-628MD may be replaced by the commercial P/N SC628D.

G. SPECIAL TOOLS

None required.

H. WEIGHT AND BALANCE

Not applicable.

I. ELECTRICAL LOAD DATA

Not applicable.

J. PUBLICATIONS AFFECTED

1124/1124A ILLUSTRATED PARTS CATALOG

2. ACCOMPLISHMENT INSTRUCTIONS

- A. Turn off battery and electric master switches and assure that external power is disconnected.
- B. Remove pilot's seat per Chapter 25 of the Maintenance Manual.
- C. Remove access panel from left side of center pedestal.
- D. Remove and discard existing buzzing bell and its vibration isolating mounts.
- E. Locate mounting holes for zee P/N 101-722-50-56 and drill two holes with #18 (.1695 inch dia.) drill bit.
- F. Mount new horn P/N SC-628MD in zee P/N 101-722-50-56 and install assembly in aircraft per Figure 2.

SERVICE LETTER NO. WW-24105

- G. Install electrical wiring, turn on electrical power and operate horizontal stabilizer trim to check horn operation.
- H. Reinstall pedestal access panel and pilot's seat. Return aircraft to service.

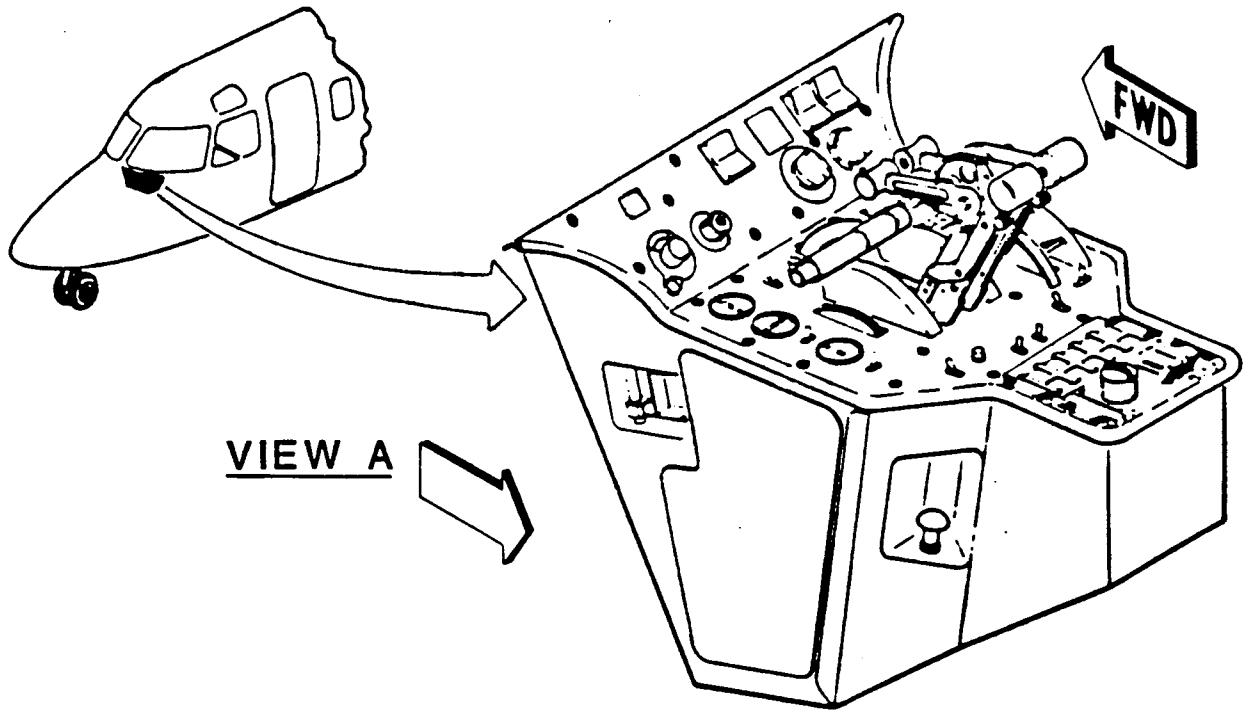
3. MATERIAL INFORMATION

Not applicable.

4. AIRCRAFT RECORDS

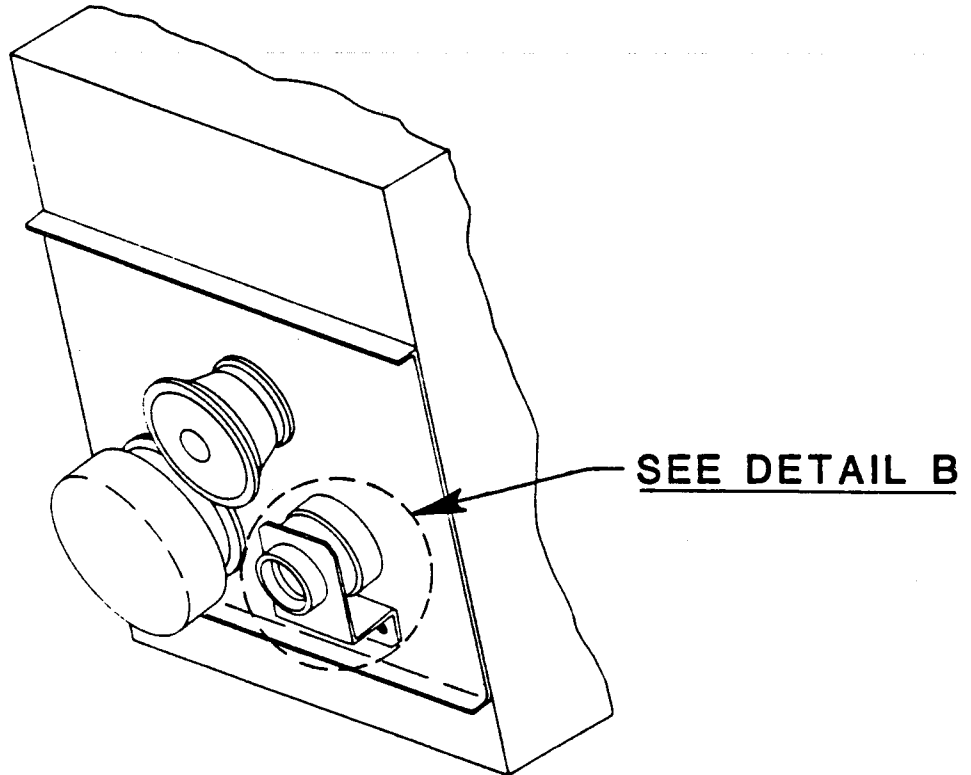
Make the following entry in the airplane log book: Service Letter No. WW-24105, dated December 15, 1983, titled "Horizontal Stabilizer Aural Warning Horn Replacement," has been accomplished this date.

-END-



VIEW A

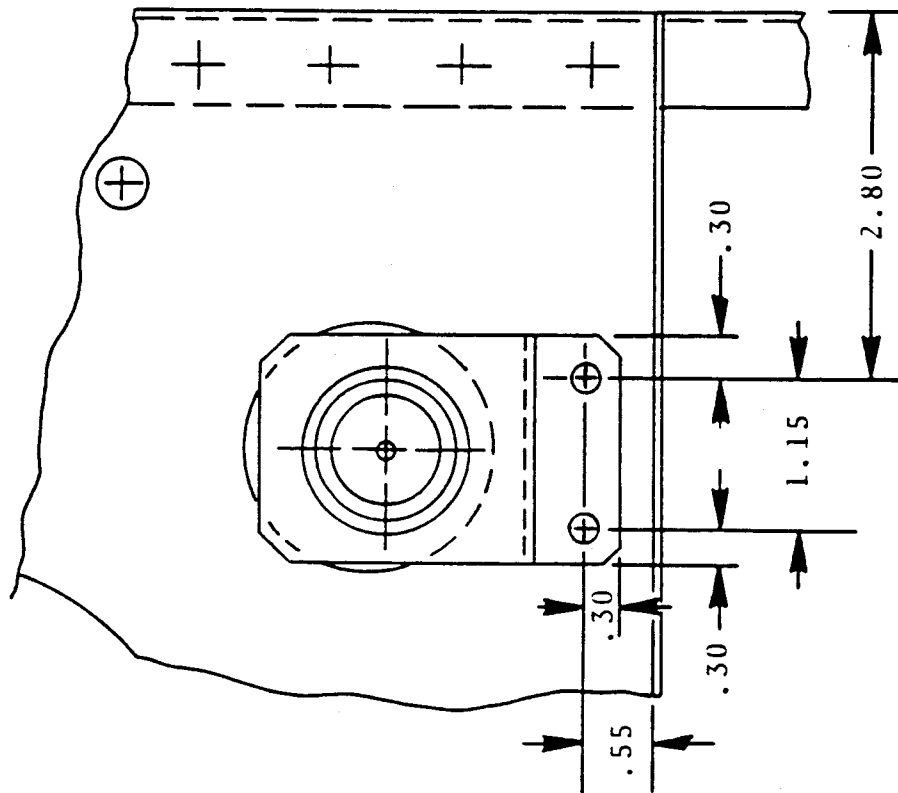
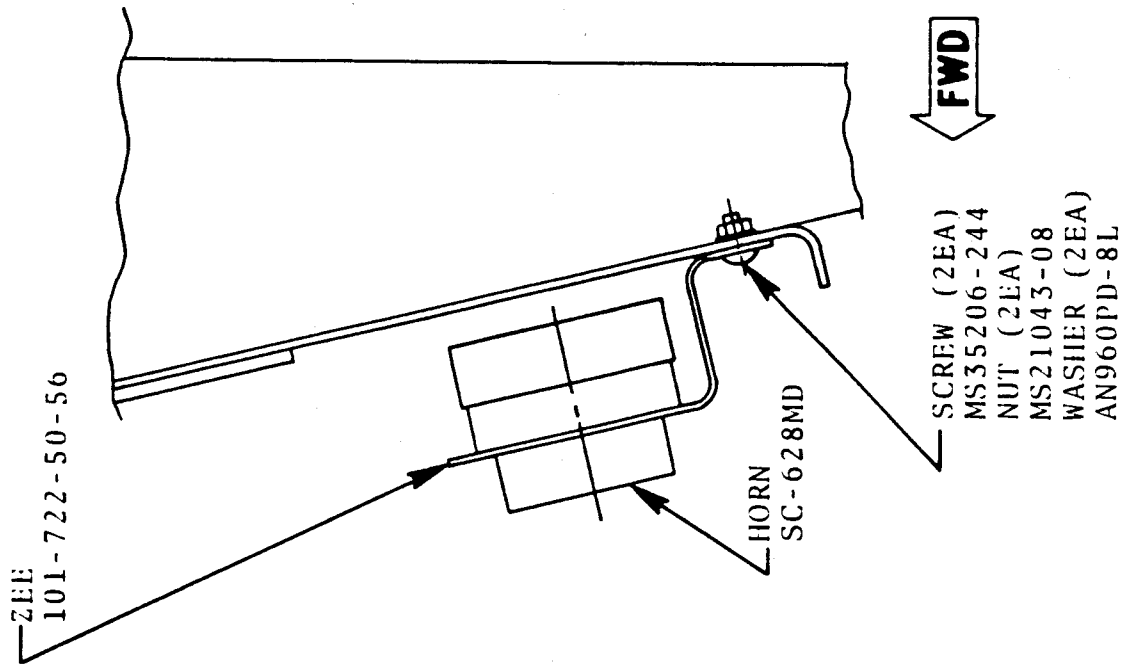
FWD



SEE DETAIL B

VIEW A

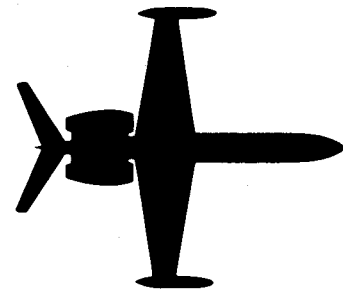
FIGURE 1 HORIZONTAL STABILIZER TRIM BUZZING BELL LOCATION



DETAIL B

FIGURE 2 HORIZONTAL STABILIZER
TRIM HORN INSTALLATION.

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-24106

NOVEMBER 30, 1983

SUBJECT: POWER PLANT - INSPECTION AND REPLACEMENT OF GRUMMAN ENGINE INLET ANTI-ICE VALVES MANUFACTURED BY STERER ENGINEERING AND MANUFACTURING CO., SERIAL NUMBERS 001 THROUGH 478.

1. PLANNING INFORMATION

A. EFFECTIVITY

MODEL 1124/1124A WESTWINDS, serial numbers 276, 309, 310, 319, 326 through 351, 354, 357, 359, 361, 363, 365 through 375 and 377 through 383.

B. REASON

To identify and subsequently replace any Sterer engine inlet anti-ice valves P/N 66020 (Grumman Spec. Control No. F10A-5-SCP102-5) that are subject to premature failure.

C. DESCRIPTION

This service letter requires that a visual inspection be accomplished of both engine inlet anti-ice valves to determine manufacturer, part number and valve serial number. Sterer Engineering and Manufacturing Co. valves P/N 66020 with serial numbers 001 through 478 will require operational flight check for serviceability during the next flight.

NOTE

Any valve that has the letters "RW" engraved after the Grumman Spec. Control No. F10A-5-SCP102-5 has been reworked and is not affected by the flight check or replacement requirements of this service letter.

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

C. DESCRIPTION continued

Affected valves that flight check serviceable should be replaced before the accumulation of 500 flight hours from the effective date of this service letter.

D. COMPLIANCE

It is recommended that an operational check of affected engine inlet anti-ice valves, identified in paragraph 2.C. and 2.D. of this service letter (reference Table I), be accomplished in accordance with paragraph 2.F. during the next flight. Defective valves must be replaced before any subsequent flights. Serviceable affected valves must be replaced before the accumulation of 500 additional flight hours from the effective date of the service letter.

E. APPROVAL

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

F. MATERIAL

The following parts may be obtained through Atlantic Aviation Supply Co., or their dealers.

QTY	PART NUMBER	DESCRIPTION
A/R	F10A-5-SCP102-5RW	Valve, Anti-ice

G. SPECIAL TOOLS

None required.

H. WEIGHT AND BALANCE

Not applicable.

I. ELECTRICAL LOAD DATA

Not applicable.

J. PUBLICATIONS AFFECTED

None.

2. ACCOMPLISHMENT INSTRUCTIONS

- A. Turn off battery and electrical master switches and assure that external power is disconnected.
- B. Open left and right engine cowl doors to access engine inlet anti-ice valves.
- C. Inspect anti-ice valves for:
 - (1) Manufacturer's name.
 - (2) Manufacturer's part number.
 - (3) Manufacturer's serial number.
 - (4) Identification band with Grumman part number F10A-5-SCP102-5
 - (5) Determine if the letters "RW" are present indicating a reworked valve.
- D. The valve is acceptable if:
 - (1) The manufacturer is a company other than Sterer. (Refer to Service Letter No. WW-2476 for Vap-Air Corp./Sundstrand manufactured valves.)
 - (2) The identification band contains the letters "RW" after the Grumman part number.
 - (3) The valve serial number does not fall within the range of Sterer S/N 001-478, excluding valves that have the letters "RW" engraved on the Grumman identification band.
- E. If both valves are acceptable return aircraft to service.
- F. If valve(s) are not acceptable as defined in 2.D. above, then the valve(s) shall be tested on the next flight as follows:
 - (1) During flight, check inlet anti-ice system operations indications as follows:
 - (a) 18,000 ft. altitude
 - (b) Level flight
 - (c) Constant IAS
 - (d) Both engines set at approximately 800 degrees Centigrade ITT.

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- (2) Switch on engine anti-ice.
 - (a) Observe cockpit engine anti-ice light comes on within 3 seconds.
 - (b) Observe rise in ITT of approximately 40 degrees Centigrade
 - (c) Allow N1 and ITT to stabilize.
- (3) Switch off engine anti-ice.
 - (a) Observe that cockpit engine anti-ice light goes off within 10 seconds of placing switch to off.
- G. The valve(s) are acceptable if the operation of the light is within the specified elapsed time above. The aircraft may be operated in accordance with the flight manual; however, the valve(s) should be replaced within 500 hours.
- H. The valve(s) are unacceptable if the operation of the light does not meet the requirement of 2.F. above and must be replaced before next flight.
- I. Replace engine inlet anti-ice shut off valves in accordance with removal/installation procedures in Chapter 30-20-00 of the 1124/1124A Maintenance Manual.
- J. Perform an operational check of the anti-ice shut off valve during ground operation.
- K. Return aircraft to service.

3. MATERIAL INFORMATION

Contact Atlantic Aviation Supply Co. for information regarding replacement valves. The defect will be corrected at NO CHARGE if the defective valve is returned to Atlantic by December 31, 1984. Valves being returned should be tagged with the following information:

1. Aircraft serial number
2. Nacelle serial number
3. Whether installed on RH or LH side
4. Flight hours on valve
5. Date removed

SERVICE LETTER NO. WW-24106

4. AIRCRAFT RECORDS

Make the following entry in the airplane log book: Service Letter No. WW-24106, dated November 30, 1983, titled "Inspection and Replacement of Grumman Engine Inlet Anti-Ice Valves Manufactured by Sterer Engineering and Manufacturing Co., Serial Numbers 001 through 487", has been accomplished this date.

- END-

TABLE I

LIST OF AFFECTED ENGINE INLET ANTI-ICE VALVES
TO BE CHECKED ON NEXT FLIGHT.

AIRCRAFT S/N	LH VALVE S/N	RH VALVE S/N	AIRCRAFT S/N	LH VALVE S/N	RH VALVE S/N
276	296	---	349	110	78
309	10	13	350	149	152
310	101	---	351	180	162
319	---	63	354	---	113
326	6	9	357	198	156
327	3	15	359	160	174
328	2	14	361	184	181
329	1	11	363	206	142
330	97	65	365	175	143
331	71	85	366	168	214
332	16	5	367	211	189
333	59	33	368	201	208
334	95	38	369	199	202
335	74	115	370	220	223
336	80	---	371	229	231
337	21	---	372	293	218
338	54	111	373	266	277
339	132	129	374	204	221
340	25	78	375	244	242
341	55	51	377	213	153
342	---	36	378	294	297
343	142	102	379	285	227
344	105	112	380	264	232
345	187	130	381	262	224
346	103	127	382	228	256
347	179	141	383	279	281
348	131	119			

Service Letter

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 Letter No. WW-24106 dated November 30, 1983, titled "Inspection and Replacement of Grumman Engine Inlet Anti-Ice Valves Manufactured by Sterer Engineering and Manufacturing Co., Serial Numbers 001 through 478."

Aircraft Registration No. _____

Airframe Total Time at Compliance _____

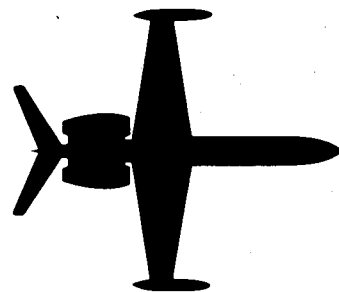
Compliance Date _____ By _____
Signature

OWNER:

ACCOMPLISHING AGENCY:

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

24-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-24107

OCTOBER 31, 1983

SUBJECT: LANDING GEAR - ADDITION OF OPTIONAL ANTI-SKID INDICATOR LIGHTS.

1. PLANNING INFORMATION

A. EFFECTIVITY

MODEL 1124 WESTWIND, all serial numbers, except 261, 265, 313 and 321. (This service letter does not apply to Model 1124A.)

B. REASON

In response to customer requests the factory option position for the anti-skid indicator lights is offered as a retrofit, to place the lights in a location where they are more visible to both crew members.

C. DESCRIPTION

This service letter provides the instructions to install an additional set of anti-skid indicator lights centered above the glare shield, wired in parallel with the existing lights.

D. COMPLIANCE

Compliance with this service letter is optional.

E. APPROVAL

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



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F. MATERIALS

The following parts may be obtained through Atlantic Aviation Supply Co. or their dealers:

QTY	PART NUMBER	DESCRIPTION
*1	123064-313	Cover
1	823672-3	Placard
2	MS3338-6839	Bulb
2	5160-458-604/RED	Light
3	320559(AMP)	Connector
A/R	M81044-9-22-9	Wire

*Required if old cover is not reused.

G. SPECIAL TOOLS

None required.

H. WEIGHT AND BALANCE

Not applicable.

I. ELECTRICAL LOAD DATA

Not applicable.

J. PUBLICATIONS AFFECTED

1124/1124A MAINTENANCE MANUAL
 1124/1124A ILLUSTRATED PARTS CATALOG
 1124/1124A WIRING MANUAL

2. ACCOMPLISHMENT INSTRUCTIONS

- A. Turn off battery and electric master switches and assure that external power is disconnected.
- B. Remove glareshield and existing windshield center post kydex cover.
- C. Remove pilot side flight instruments as required to access existing anti-skid indicator light electrical terminals and annunciator printed circuit board P/N AR2-769-10-00.
- D. Install placard P/N 823672-3 on cover and then install new indicator lights P/N 5160-458-604/RED, as shown in Figure 1.

SERVICE LETTER NO. WW-24107

- E. Install electrical wiring and secure in place from existing anti-skid indicator lights and annunciator circuit board to new lights. See Figure 2 or 3 for circuit wiring.
- F. Install cover assembly on windshield center post and make sure wiring will not chaff or short out.
- G. Reinstall any flight instruments removed in 2.C. and install glareshield.
- H. Turn on electrical power and check new anti-skid light operation with lamp press-to-test function.
- I. Return aircraft to service.

3. MATERIAL INFORMATION

Not applicable.

4. AIRCRAFT RECORDS

Make the following entry in the airplane logbook: Service Letter No. WW-24107, dated October 31, 1983, titled "Addition of Optional Anti-skid Indicator Lights," has been accomplished this date.

-END-

Oct 31/83

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Page 3 of 6

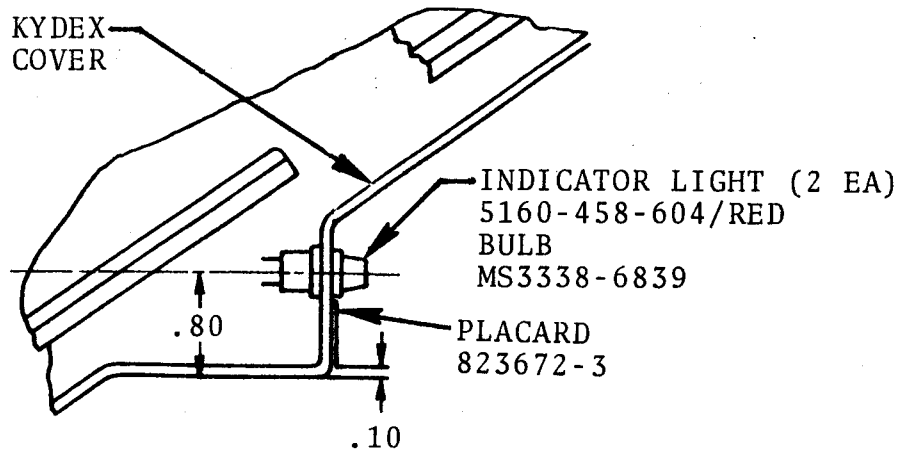
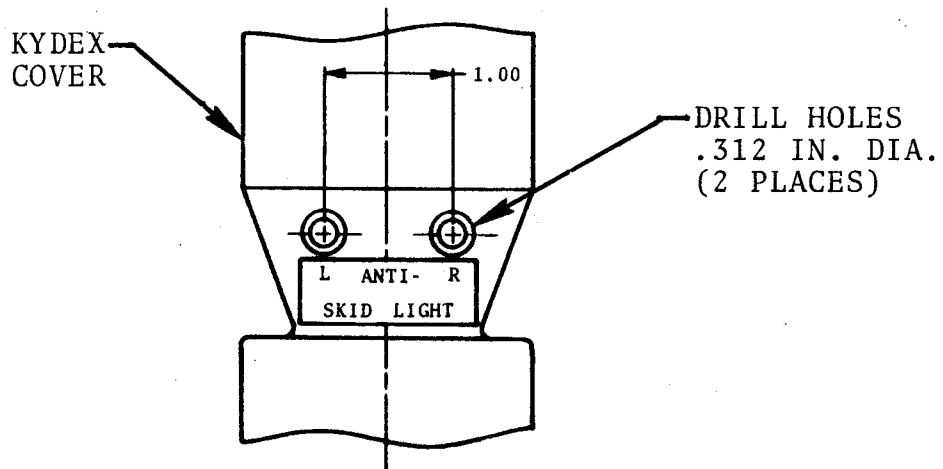
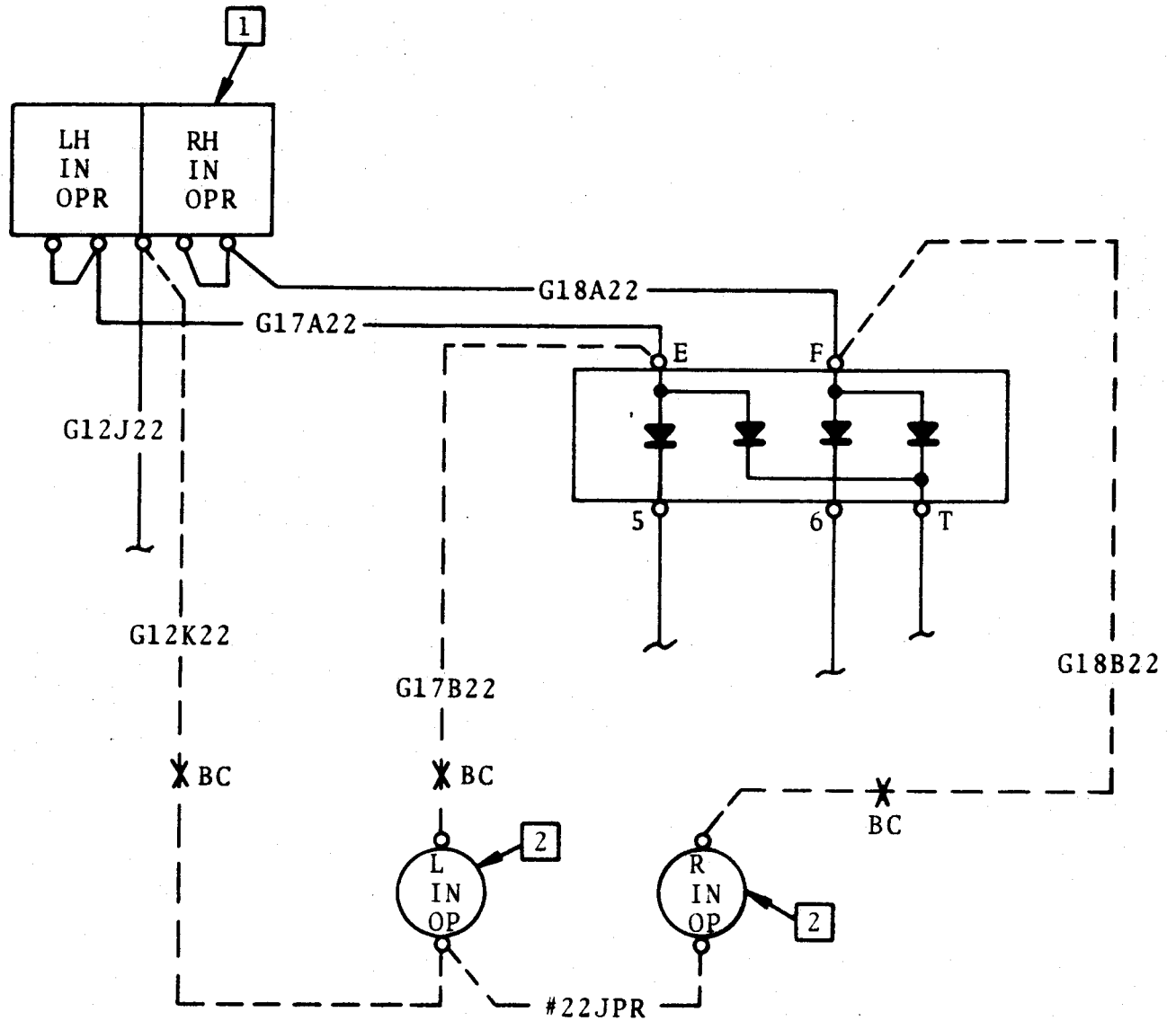


FIGURE 1 ANTI-SKID INDICATOR LIGHT OPTIONAL MOUNTING



- 1 EXISTING LIGHT ASSEMBLY
- 2 NEW LIGHTS P/N 5160-458-604/RED (WITH MS3338-6839 BULBS)

————— EXISTING WIRING

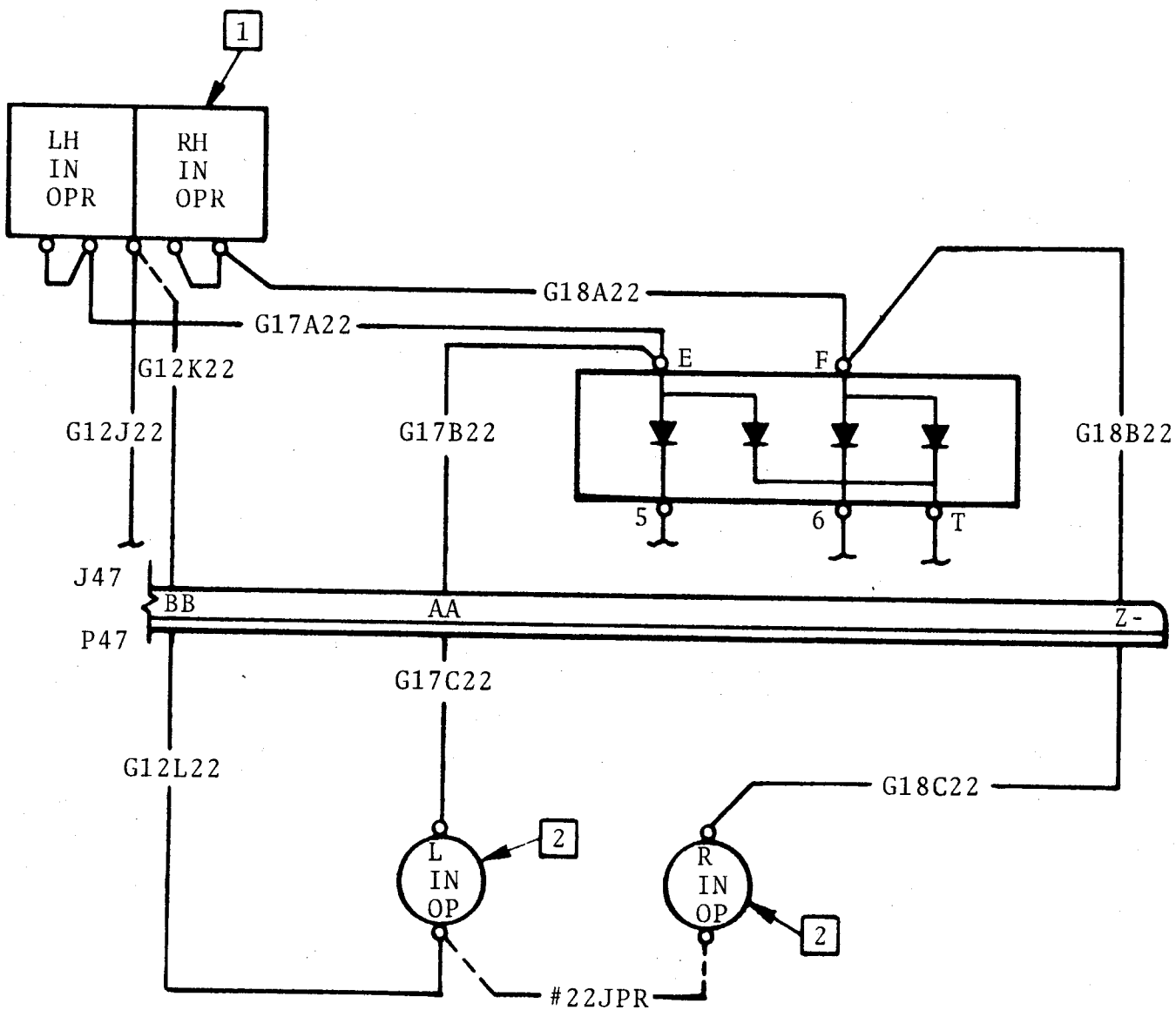
- - - - - ADDED WIRING

BC = BUTT CONNECTORS OR KNIFE SPLICES.

FOR AIRCRAFT PRIOR TO S/N 295

FIGURE 2 ANTI-SKID LIGHT WIRING MODIFICATION

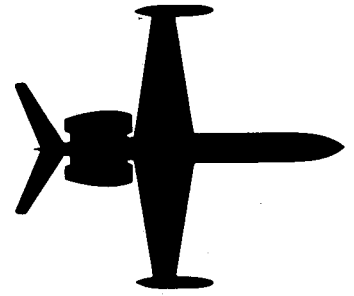
Oct 31/83



- 1 EXISTING LIGHT ASSEMBLY
- 2 NEW LIGHT P/N 5160-458-604/RED (WITH MS 3338-6839 BULBS)

FOR AIRCRAFT S/N 295 AND SUBSEQUENT

FIGURE 3 ANTI-SKID LIGHT WIRING MODIFICATION



SERVICE LETTER

SERVICE LETTER NO. WW-24108

November 15, 1983

SUBJECT: NAVIGATION - IMPROVED PITOT/STATIC SYSTEM DRAIN

1. PLANNING INFORMATION

A. EFFECTIVITY

MODEL 1124/1124A WESTWINDS, serial numbers 152, 154, 174, 181 and 185 through 387.

B. REASON

To provide a static system drain with a more positive sealing plug that is easier to remove and reinstall.

C. DESCRIPTION

This service letter provides a new drain assembly, utilizing a MS fitting on both ends with an AN type plug. The new drain assembly is a direct replacement for the existing drain assemblies.

D. COMPLIANCE

Compliance with this service letter is optional.

E. APPROVAL

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

SERVICE LETTER NO. WW-24108

F. MATERIAL

The following parts may be obtained by contacting Atlantic Aviation Supply Co. or their dealers:

QTY	PART NUMBER	DESCRIPTION
A/R	3 723052-505	DRAIN ASSY.

G. SPECIAL TOOLS

None required.

H. WEIGHT AND BALANCE

Not applicable.

I. ELECTRICAL LOAD DATA

Not applicable.

J. PUBLICATIONS AFFECTED

1124/1124A ILLUSTRATED PARTS CATALOG

2. ACCOMPLISHMENT INSTRUCTIONS

- A. Remove existing drain assemblies and discard.
- B. Install new P/N 3 723052-505 drain assemblies.
- C. Accomplish pitot/static system leak check and return aircraft to service.

3. MATERIAL INFORMATION

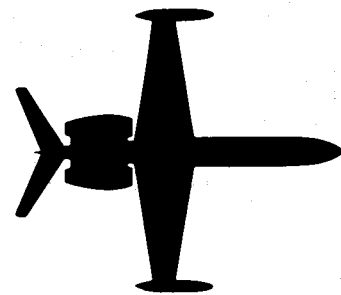
Not applicable.

4. AIRCRAFT RECORDS

Make the following entry in the airplane log book:
Service Letter No. WW-24108, dated November 15, 1983
titled "Improved Pitot/Static System Drain," has been
accomplished this date.

-END-

1124-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-24109

NOVEMBER 30, 1983

SUBJECT: THRUST REVERSER STANG COVER FASTENER IMPROVEMENT

1. PLANNING INFORMATION

A. EFFECTIVITY

MODEL 1124 WESTWIND, serial numbers 152, 154, 174, 181 and 185 through 308 and 311.

B. REASON

To replace existing stang cover platenuts and attaching bolts with quick release fasteners.

C. DESCRIPTION

This service letter describes the removal of existing stang cover attachment hardware and the installation of new quick release fasteners used on current production aircraft.

NOTE

Production incorporation occurred at aft nacelle (thrust reverser assembly) serial number A-127 and subsequent.

D. COMPLIANCE

Compliance with this service letter is optional.

E. APPROVAL

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

1124-78-06
Page 1 of 6



F. MATERIAL

The following kit may be obtained through Atlantic Aviation Supply Co., or their dealers:

QTY	PART NUMBER	DESCRIPTION
1 ea.	C40GSK10001-1	Kit (Grumman) Stang Cover Fastener Replacement

G. SPECIAL TOOLS

None required.

H. WEIGHT AND BALANCE

Not applicable.

I. ELECTRICAL LOAD DATA

Not applicable.

J. PUBLICATIONS AFFECTED

1124/1124A ILLUSTRATED PARTS CATALOG

2. ACCOMPLISHMENT INSTRUCTIONS

- A. Deploy thrust reverser doors and install ground safety locks.
- B. Deplete hydraulic system pressure and pull thrust reverser power circuit breakers.
- C. Turn off battery and electric master switches and disconnect external power.
- D. Remove inboard and outboard thrust reverser stang covers from both engine nacelles.

NOTE

Reference Figure 1 for inboard stang covers and Figure 2 for outboard stang covers.

- E. Rework the inboard stang structures on the left and right nacelles as follows:

- (1) Using a #40 drill remove the existing GR501AC3 rivets attaching the MS21059L3 plate nuts. Remove all 16 MS21059L3 platenuts.

SERVICE LETTER NO. WW-24109

- (2) Drill a $\frac{.202}{.197}$ hole (#8 drill) through each of the existing 16 platenut holes.
 - (3) Install 16 GR520CC3 receptacles and NAS463XC10 shims using GR501AC3-4 rivets through the existing rivet holes. Install 2 shims each receptacle except as noted in Figure 1.
- F. Rework the inboard stang covers on the left and right nacelles as follows:
- (1) Countersink a .304 diameter hole x 100° countersink in each of the existing 16 holes in the cover.
 - (2) After countersinking, drill a $\frac{.214}{.208}$ hole (#3 drill) through each countersunk hole.
- G. Using the new studs, GS520CL3-4, install the inboard stang covers.
- H. Rework the outboard stang structure on the left and right nacelles as follows:
- (1) Using a #40 drill, remove the existing GR501AC3 rivets attaching the MS21059L3 platenuts. Remove all 18 MS21059L3 platenuts.
 - (2) Relocate the center fastener as shown on Figure 2, Detail A. (2 places)
 - (3) Temporarily position the stang cover and transfer drill the new hole to match the relocated center fastener.
 - (4) Drill a $\frac{.202}{.197}$ hole (#8 drill) through each of the existing 16 platenut holes and the 2 added holes.
 - (5) Install 18 GR520CC3 receptacles and NAS463XC10 shims using GR501AC3-4 rivets through the existing rivet holes. Install 2 shims each receptacle except noted in Figure 2.
- I. Rework the outboard stang covers as follows:
- (1) Using a GR501V5A3 plug, fill the old center fastener hole making it flush on both sides.
 - (2) Countersink a .304 diameter hole x 100° countersink in each of the existing 16 holes in the cover and 2 new holes.

SERVICE LETTER NO. WW-24109

- (3) After countersinking, drill a $\frac{.214}{.208}$ hole (#3 drill) through each countersunk hole.
- (4) Reidentify the stang cover as F10A-5-B20290-49 (left-hand) and -50 (righthand) with marking pen or equivalent.
- J. Using the new studs GS520CL3-4 install the outboard stang covers.
- K. Touch up paint as necessary in areas that have been reworked.
- L. Return aircraft to service.

3. MATERIAL INFORMATION

Not applicable.

4. AIRCRAFT RECORDS

Make the following entry in the airplane log book: Service Letter No. WW-24109, dated November 30, 1983, titled "Thrust Reverser Stang Cover Fastener Replacement," has been accomplished this date.

-END-

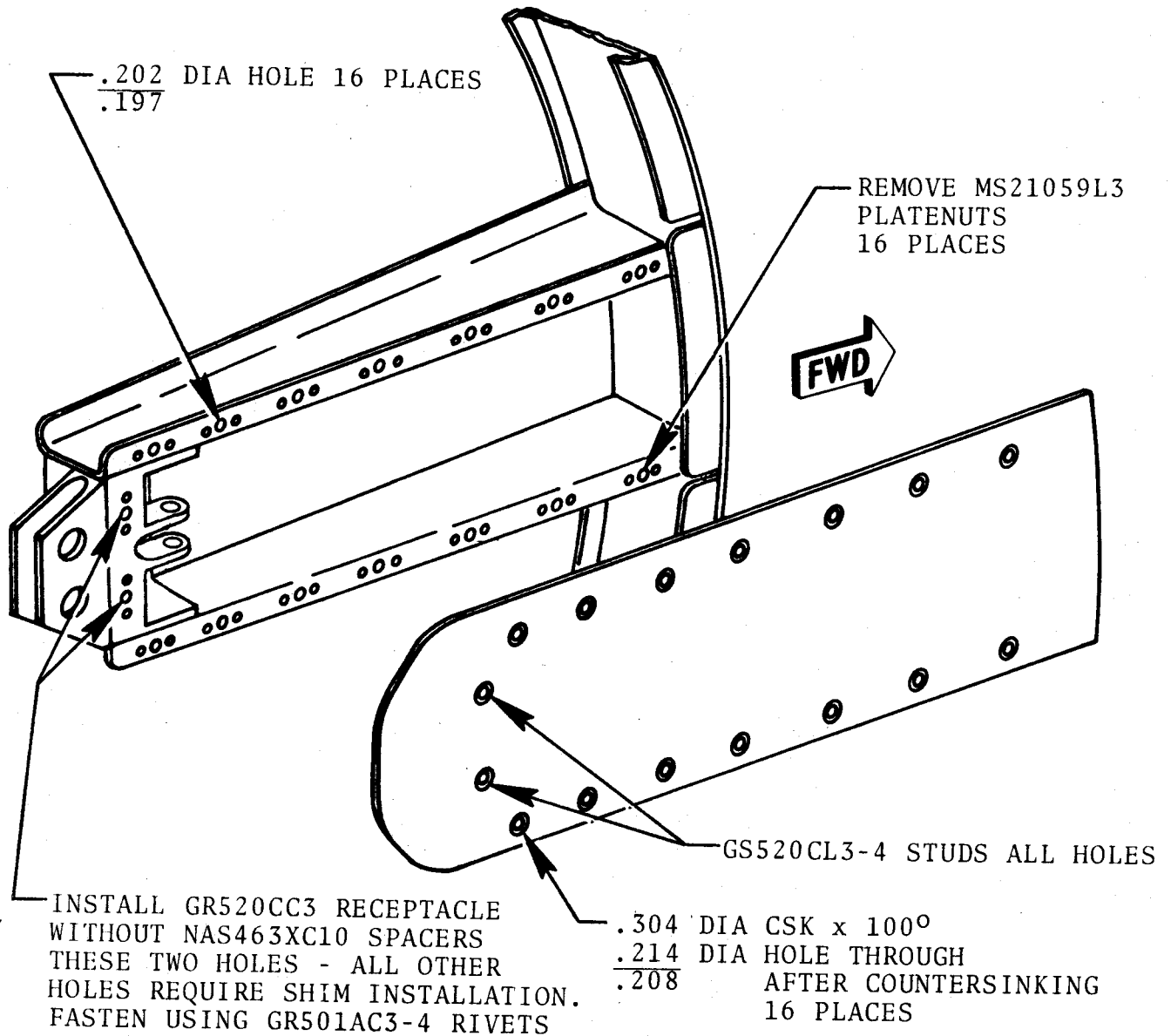


FIGURE 1 INBOARD STANG AREA REWORK

Nov 30/83

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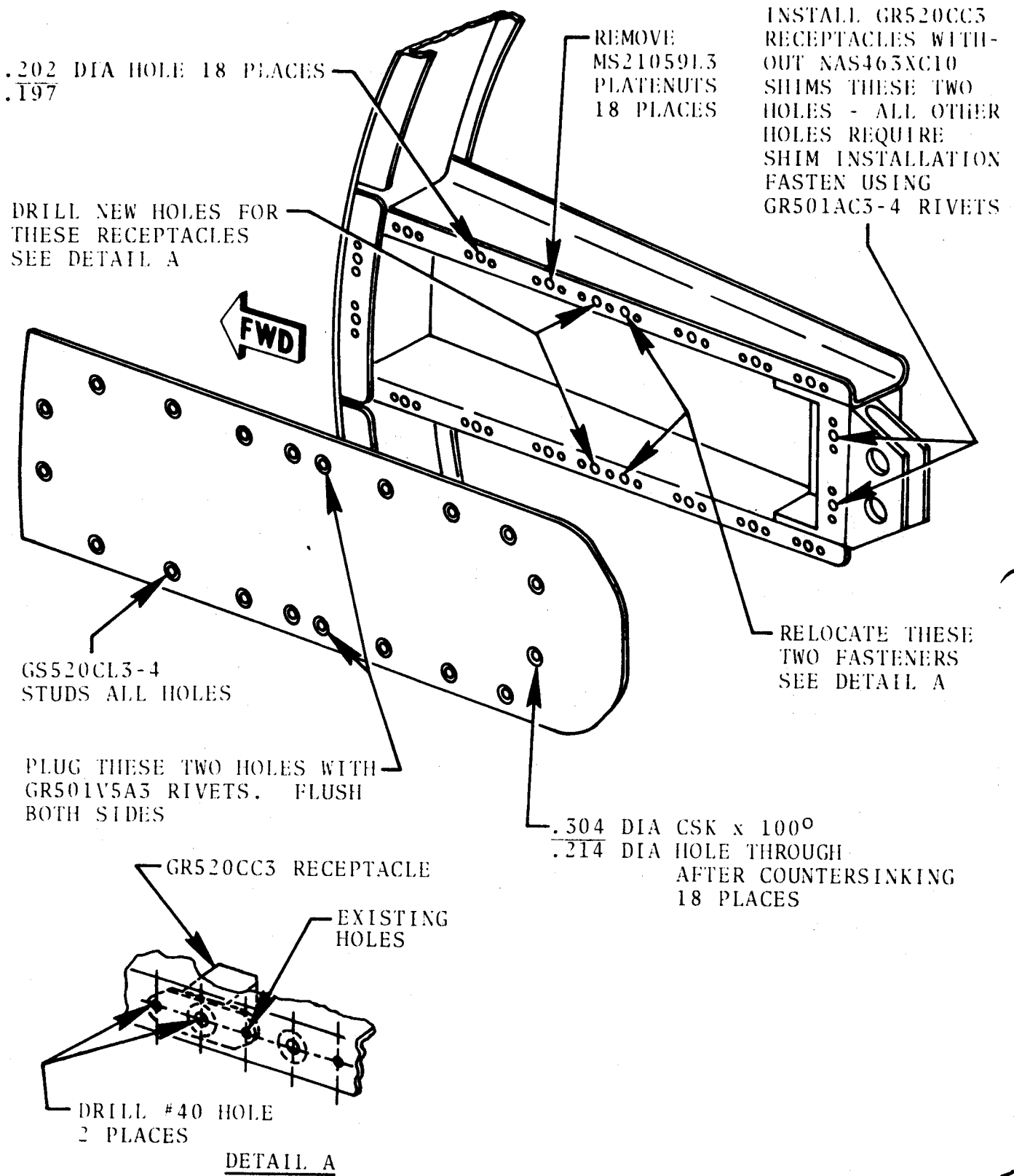
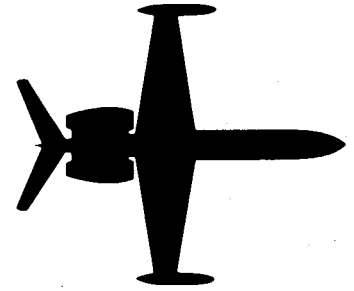


FIGURE 2 OUTBOARD STANG AREA REWORK

1124-WESTWIND



SERVICE LETTER

SERVICE LETTER NO. WW-24110

NOVEMBER 30, 1983

SUBJECT: AFT COWL SECOND IGNITOR OUTER AND INNER ACCESS DOOR
FASTENER IMPROVEMENT.

1. PLANNING INFORMATION

A. EFFECTIVITY

MODEL 1124 WESTWIND, serial number 152, 154, 174, 181
and 185 through 326 and 339.

B. REASON

To replace existing access door plate nuts and attaching
bolts with quick release fasteners.

C. DESCRIPTION

The modification described in this service letter requires
the removal of existing access door attaching hardware,
rework of the aft cowl second ignitor outer and inner
access doors, rework of cowl outer skin and fan duct
outer skin to accept the new quick release receptacles
and studs used on current production aircraft.

NOTE

Production incorporation occurred at aft
nacelle (thrust reverser assembly) serial
number A-145 and subsequent.

D. COMPLIANCE

Compliance with this service letter is optional.

E. APPROVAL

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



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

1124-54-05
Page 1 of 8

SERVICE LETTER NO. WW-24110

F. MATERIAL

The following kit may be obtained through Atlantic Supply Co., or their dealers:

QTY	PART NUMBER	DESCRIPTION
1 ea.	C40GSK1002-1	Kit (Grumman) Aft Cowl Second Ignitor Outer Access Door Fasteners
1 ea.	C40GSK1003-1	Kit (Grumman) Aft Cowl Second Ignitor Inner Access Door Fasteners

G. SPECIAL TOOLS

None required.

H. WEIGHT AND BALANCE

Not applicable.

I. ELECTRICAL LOAD DATA

Not applicable.

J. PUBLICATIONS AFFECTED

1124/1124A ILLUSTRATED PARTS CATALOG

2. ACCOMPLISHMENT INSTRUCTIONS

- A. Deplete hydraulic system pressure and pull thrust reverser power circuit breakers.
- B. Turn off battery and electric master switches and disconnect external power.
- C. Install thrust reverser ground locks.

NOTE

Removal of aft cowl from engine may be done to accomplish this service letter; however, it is not necessary.

SERVICE LETTER NO. WW-24110

- D. Remove the aft cowl second ignitor outer and inner access doors on right and left nacelles.

NOTE

Reference Figure 1 for outer access door rework.

- E. Rework the aft cowl structure as follows:

- (1) Using a #40 drill, remove the existing GR501AC3 rivets attaching the MS21059-08 platenuts along forward and aft edges of door frame.
 - (a) 13 platenuts along forward edge
 - (b) 11 platenuts along aft edge
 - (c) Remove the MS21059-08 platenuts and NAS463X-D10M spacers and discard.
- (2) Using a #40 drill, remove the 9 GR510AC3 rivets attaching the F10A-5-B20286-17 gang channels on the inboard and outboard edges of door frame. Discard the gang channels.
- (3) Using a $\frac{1}{4}$ inch drill, carefully open up the clearance hole on the inboard, outboard forward and aft edges of door frame. (40 holes)
- (4) Drill a $\frac{.262}{.257}$ diameter hole ("G" drill) through each of the 40 clearance holes along the edges of the door frame.

- F. Install the receptacles as follows:

- (1) Install GR520BP1 receptacle and GS540D1 shim, using GR501AC3-2 rivets along the aft edge of the door frame. Pick-up existing attaching holes.
- (2) Install GR520BP1 receptacle using GR501AC3-2 rivets along the forward edge of the door frame. Pick-up existing attaching holes.
- (3) Install F10A-5-B20271-49 gang channel along inboard and outboard edges of door frame using GR501AC3-2 rivets. Pick-up existing attaching holes.

SERVICE LETTER NO. WW-24110

- G. Rework the access covers on the left and right nacelles as follows:
- (1) Countersink a .404 diameter hole x 100° countersink in each of the existing 40 holes in the cover.
 - (2) After countersinking, drill a $\frac{.305}{.299}$ hole ("N" drill) through each countersunk hole.
 - (3) Re-identify the cover as (RW) for rework with marking pen or equivalent.
- H. Using the new GS520BF1HS studs, install the access covers on the left and right nacelles.

NOTE

Reference Figure 2 for inner access door rework.

- I. Rework the aft cowl structure as follows:
- (1) Using a #40 drill, remove the existing GR501AC3 rivets attaching the NAS1473C3 platenuts along forward and aft edges of door frame. Remove 12 NAS1473C3 platenuts and discard.
 - (2) Remove and discard the F10A-5-B10087-25 and -26 fairings (covers over F10A-5-B20272-61 gang channels). Using NAS1919B04-02 rivets, fill in the fairing attachment holes in 4 places. Using MS20470AD4-2 rivets, fill in the balance of the fairing attachment holes in 36 places.
 - (3) Using a #40 drill, remove the existing GR501AC3-2 rivets attaching the F10A-5-B20272-61 gang channels along the inboard and outboard edges of the door frame. Remove and discard the gang channels.
 - (4) Using a $\frac{1}{4}$ inch drill, carefully open up each of the 38 clearance holes in the door frame structure.
 - (5) Drill a $\frac{.262}{.257}$ diameter hole ("G" drill) through each of the 38 clearance holes along the edges of the door frame.

SERVICE LETTER NO. WW-24110

J. Install the receptacles as follows:

Install 38 GR520BP1 receptacles using GR501AC3-2 rivets as shown in Figure 2.

- (1) Install 12 GR520BP1 receptacles along forward and aft edge of door frame using 24 GR501AC3-2 rivets.

NOTE

If attaching holes do not line up, it is permissible to rotate receptacle 90° to existing attachment holes. Plug existing holes with NAS1097AD3 rivets. Flush rivet on fan duct air passage side of skin.

- (2) Install F10A-5-B20272-69 gang channel along inboard and outboard edge of door frame using GR501AC3-2 rivets picking up existing attachment locations.

K. Rework the access covers on the left and right nacelles as follows:

- (1) Drill a $\frac{.305}{.299}$ hole ("N" drill) through each hole in the cover.
- (2) Re-identify the cover (RW) to denote reworking with marking pen or equivalent.

L. Using the new GS522W01HS studs and AN960D416L washers, install the access covers on the left and right nacelles.

M. Touch up paint as necessary in all areas that have been reworked.

N. Return aircraft to service.

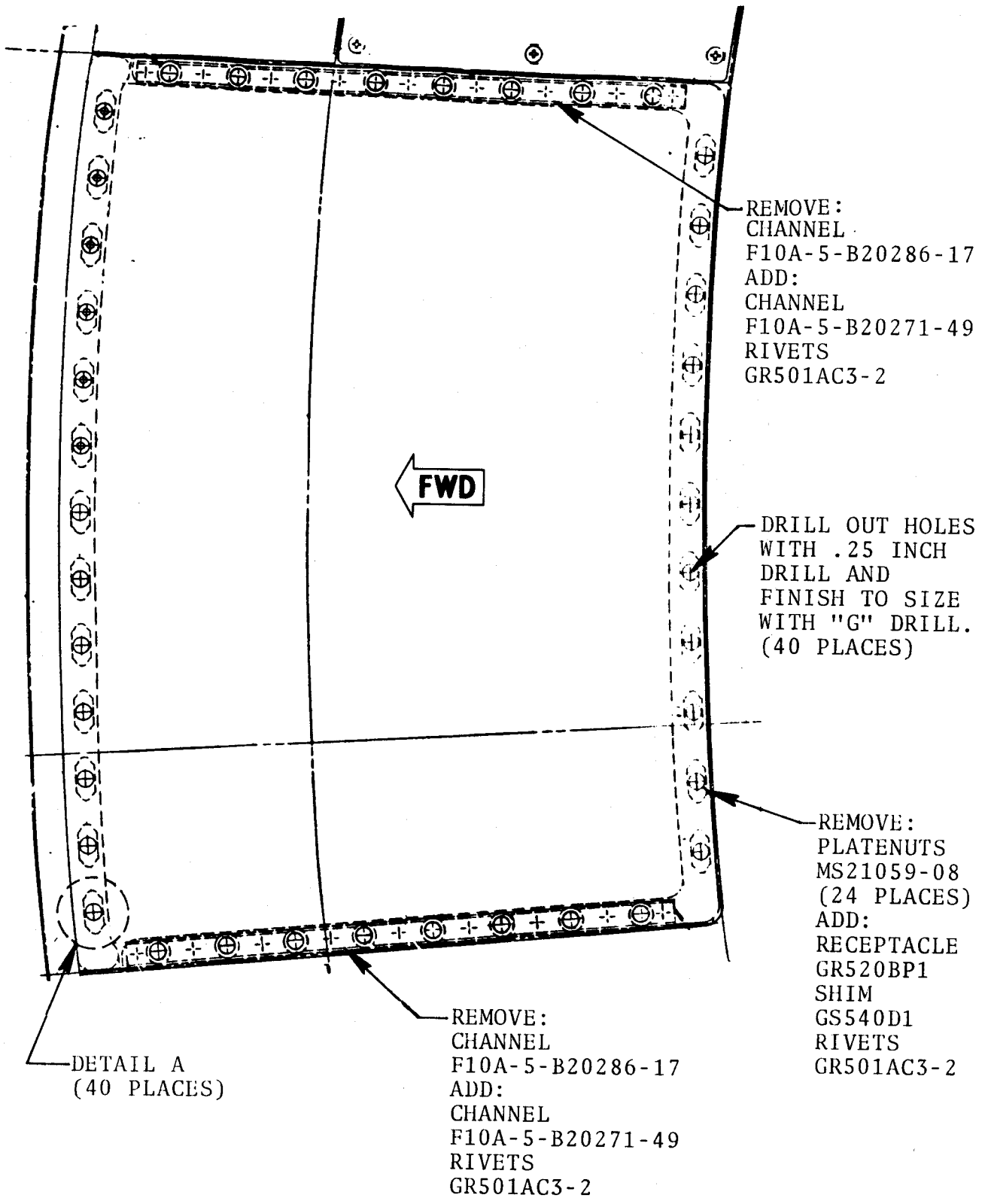
3. MATERIAL INFORMATION

Not applicable.

4. AIRCRAFT RECORDS

Make the following entry in the airplane log book: Service Letter No. WW-24110 dated November 30, 1983, titled "Aft Cowl Second Ignitor Outer and Inner Access Door Fastener Improvement," has been accomplished this date.

-END-



VIEW FROM OUTSIDE OF COWL

FIGURE 1 OUTER ACCESS DOOR FASTENER REWORK (SHEET 1 OF 2)

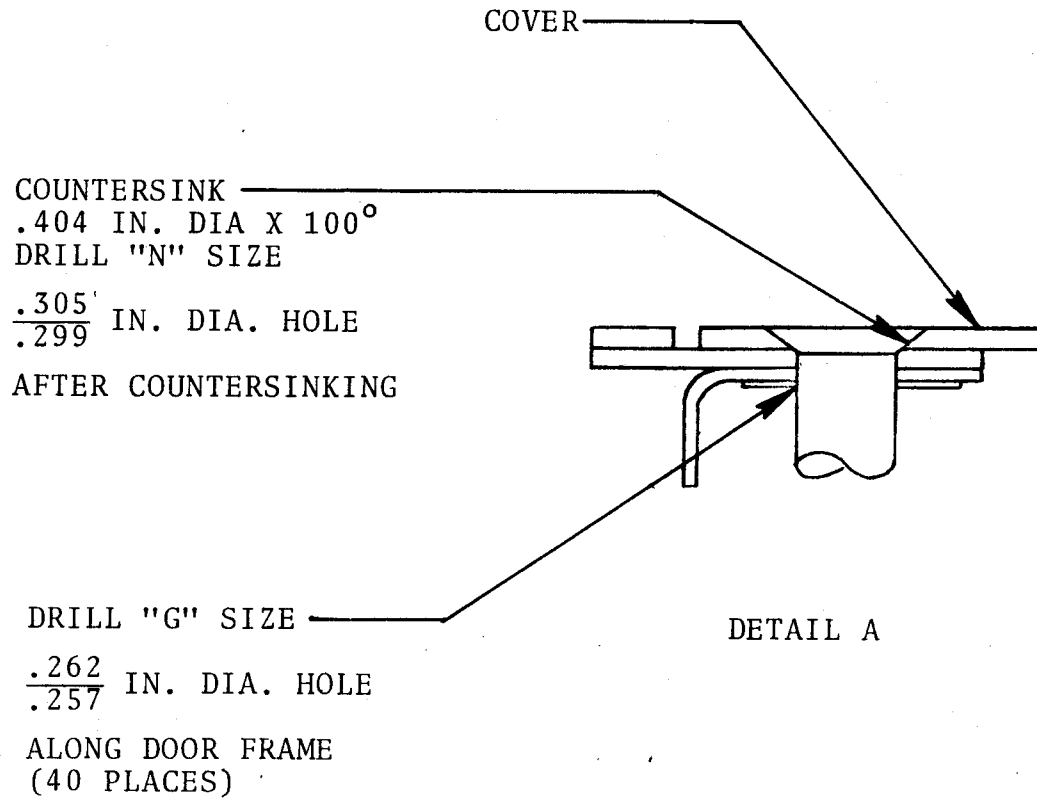
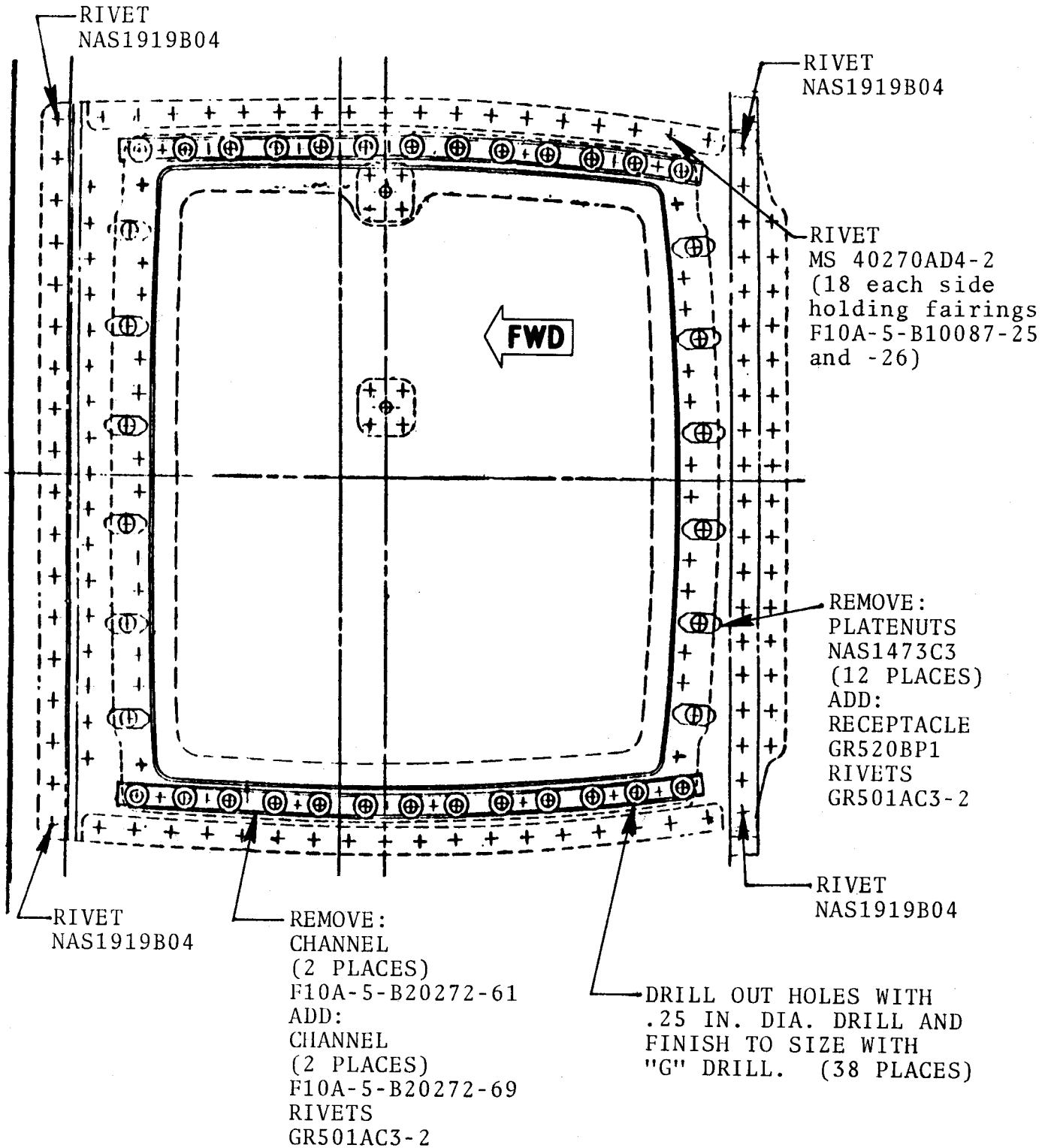
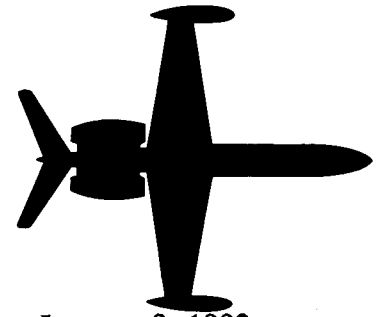


FIGURE 1 OUTER ACCESS DOOR FASTENER REWORK (SHEET 2 OF 2)



VIEW LOOKING OUT FROM INSIDE FAN DUCT

FIGURE 2 INNER ACCESS DOOR FASTENER REWORK



TRANSMITTAL SHEET

This sheet transmits Revision 2 to Service Bulletin No. 1124-24-043 dated August 12, 1985, titled "Starter/Generator - Field Circuit Wiring Modification."

REASON FOR REVISION

To correct part number in sections 2.F. ACCOMPLISHMENT INSTRUCTIONS and 3. MATERIAL INFORMATION.

To incorporate Revision 1 change to 1.A. EFFECTIVITY.

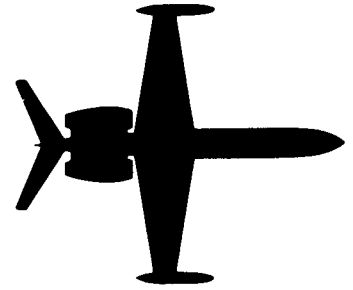
This is a COMPLETE REVISION. Please remove and discard all pages of previous issues and replace with the pages of this revision.

LIST OF EFFECTIVE PAGES

<u>PAGE NO.</u>	<u>DATE</u>
1 through 4	January 8, 1992
5	August 12, 1985

PREVIOUS REVISIONS OF SB 1124-24-043

Revision 1, November 20, 1985



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

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

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.

August 12, 1985

R Revision 2, January 8, 1992

531

SB 1124-24-043

Page 1 of 5

E. APPROVAL

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

F. MATERIAL

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

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.

- R
R
R
- 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 one AMP 320564 lug and two P/N M39029/5-116 female pins for connector P/N MS3476L22-21S or two P/N M39029/32-248 female pins for connector P/N MS3126L22-21S. 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.

- 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.

SERVICE BULLETIN NO. 1124-24-043

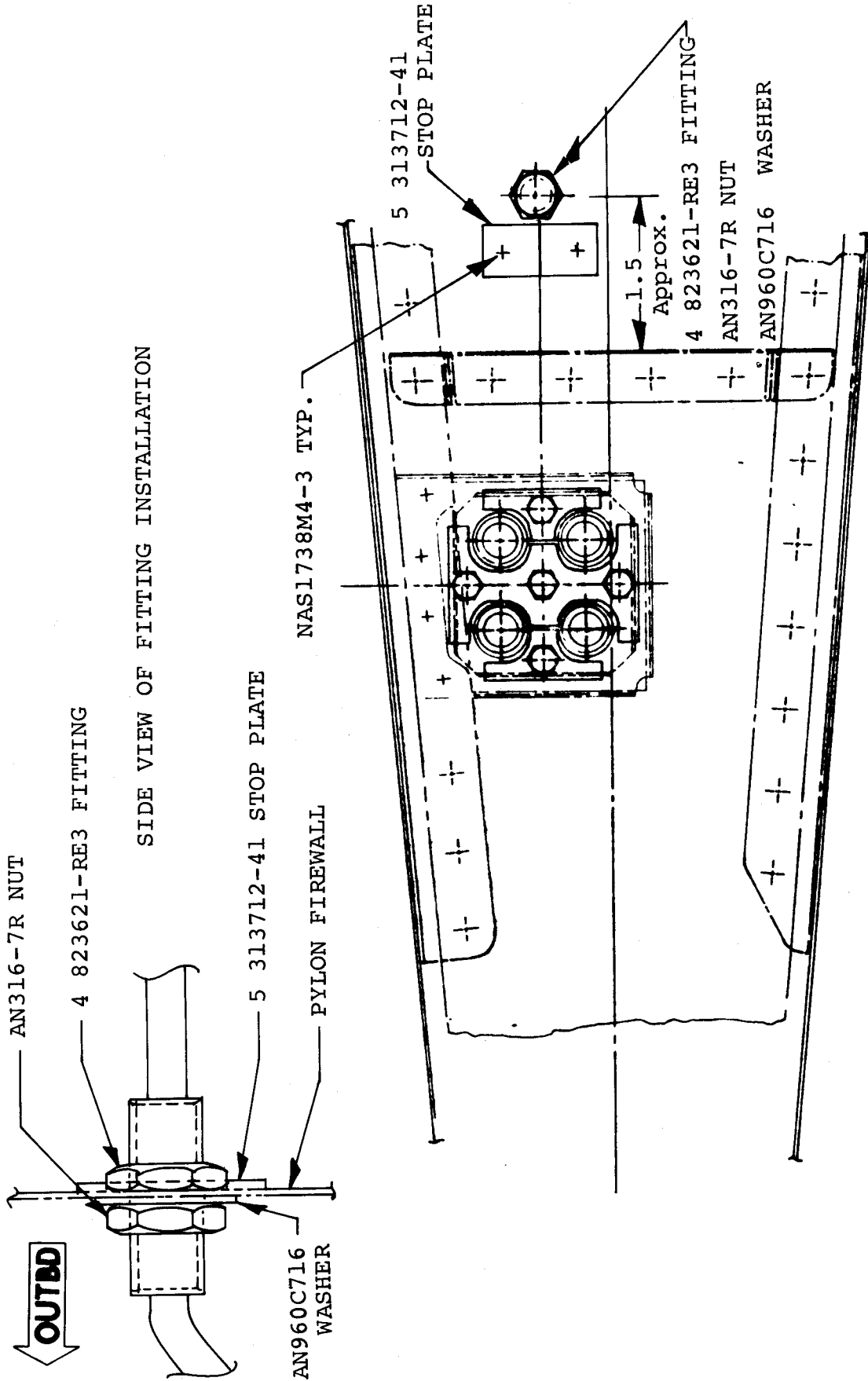
3. MATERIAL INFORMATION

	<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 * Alpha #2826/2	Wire, 16 AWG, twisted pair, shielded
R	4	M39029/5-116	#16 Female Pins for Connector P/N MS3476L22-21S
R		OR	
R	4	M39029/32-248	#16 Female Pins for Connector P/N MS3126L22-21S
R	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	* AN3-5A	Bolt
	2	* MS2104203	Nut
	1	* Iridite 14-2 Brush-On Kit	Conductive Coating (Mfg. Allied- Kelite)

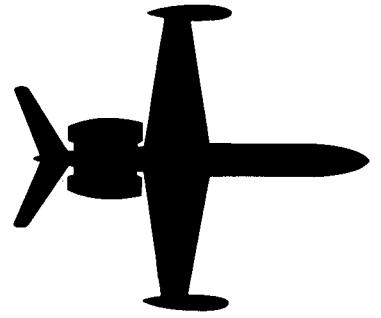
* May be obtained locally

4. RECORD COMPLIANCE

Make the following entry in the aircraft log book:
Service bulletin No. 1124-24-043 Revision 2, dated January 8, 1992, titled "Starter/Generator
Field Circuit Wiring Modification," has been accomplished this date _____.



VIEW LOOKING INBD., L/H PYLON
FIGURE 1



SERVICE INFORMATION LETTER

SERVICE INFORMATION LETTER NO. 1124-31-093

February 26, 1992

SUBJECT: INDICATING - RECORDING SYSTEMS - COCKPIT VOICE
RECORDER UNDERWATER ACOUSTIC BEACON FIELD
MAINTENANCE

EFFECTIVITY: MODEL 1124/1124A WESTWIND, all serial numbers equipped
with Fairchild CVR systems.

A. REASON

To advise operators of available information concerning battery maintenance of
underwater acoustic beacon installed on Fairchild Cockpit Voice Recorders.

B. REFERENCE

Dukane Corporation (SeaCom Division) Technical Manual.

C. PUBLICATIONS AFFECTED

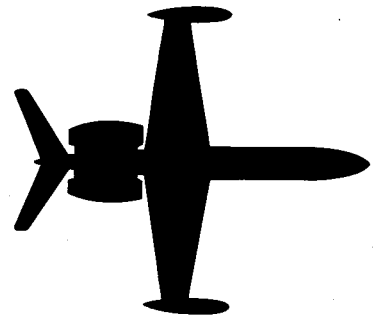
None

D. DESCRIPTION

Fairchild Cockpit Voice Recorders are equipped with Dukane/SeaCom model
N15F210B or model DK100 underwater acoustic beacon assemblies. Periodic
battery replacement is required by the manufacturer.

This may be accomplished in the field with the use of instructions and tools
described in the Component Technical Manuals which are available from the
vendor at the address and telephone number listed below:

Dukane Corporation, SeaCom Division
2900 Dukane Drive, St. Charles, IL 60174
Phone: 708-584-2300
Fax: 708-584-5154



SERVICE INFORMATION LETTER

SIL NO. 1124-05-088

REVISION 1

February 26, 1992

TRANSMITTAL SHEET

This sheet transmits Revision 1 to Service Information Letter No. 1124-05-088 dated April 24, 1991, titled "Time Limits - Maintenance Checks - Structural Inspection Program".

REASON FOR REVISION

This service information letter is revised to reference Sub Part E to the Federal Aviation Regulation(FAR) part 91.

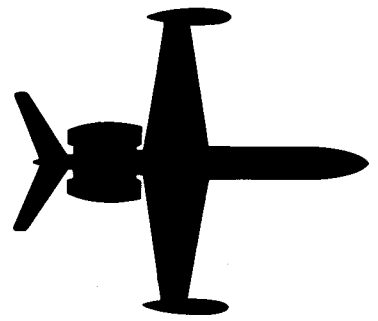
This is a COMPLETE REVISION. Please remove and discard all pages of previous issues and replace with the pages of this revision.

LIST OF EFFECTIVE PAGES

<u>PAGE NO.</u>	<u>DATE</u>
1	February 26, 1992
2	April 24, 1991

PREVIOUS REVISIONS OF SIL 1124-05-088

None



SERVICE INFORMATION LETTER

SERVICE INFORMATION LETTER NO. 1124-05-088

April 24, 1991

**SUBJECT: TIME LIMITS - MAINTENANCE CHECKS - STRUCTURAL
INSPECTION PROGRAM**

EFFECTIVITY: Model 1124/1124A WESTWINDS, all serial numbers.

A. REASON

To emphasize that it is **MANDATORY** to comply with the Structural Inspection Program, Section 5-40-00 through 5-40-05 of the 1124/1124A Westwind Maintenance Manual.

B. REFERENCE

1124/1124A Westwind Maintenance Manual, Chapter 5-40-00 through 5-40-05. Nondestructive Testing Manual.

R Federal Aviation Regulation (FAR) Part 91, Sub Part E (Current Revision).
Civil Aviation Administration of Israel, Airworthiness Directive No. 91-01.

C. PUBLICATIONS AFFECTED

NONE

D. DESCRIPTION

R This SIL is issued to emphasize that to be in compliance with current Federal Aviation Regulation (FAR) Part 91, Sub Part E, it is **MANDATORY** to comply with the Structural Inspection Program, Section 5-40-00 through 5-40-05 of the 1124/1124A Maintenance Manual at intervals specified therein. The Structural Inspection Program is also referred to in the General section of the 1124/1124A 50 Hour Phase Inspection Program.

April 24, 1991

R Revision 1, February 26, 1992

677

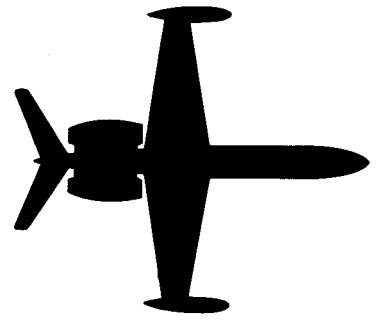
SIL 1123-05-031

Page 1 of 2

SERVICE INFORMATION LETTER NO. 1124-05-088

Inspection of aircraft structure must be done in accordance with the Nondestructive Testing Manual, at intervals specified in the Structural Inspection Program.

Aircraft registered in countries other than the United States are advised that the Civil Aviation Administration of Israel has issued an Airworthiness Directive, No. 91-01, dated March 11, 1991, mandating compliance of the Structural Inspection Program.



SERVICE INFORMATION LETTER

SERVICE INFORMATION LETTER NO. 1124-78-092

October 9, 1991

SUBJECT: THRUST REVERSE - REPLACEMENT OF THRUST
REVERSE FAULT TEST SWITCH

EFFECTIVITY: MODEL 1124/1124A WESTWIND, all serial numbers.

A. REASON

Aircraft originally were equipped with Staco P/N 30271-18N Thrust Reverse Fault Test Switches, which are no longer available. An alternate switch, P/N 10120-2, from Otto Controls is approved for replacement.

B. REFERENCE

1124/1124A Westwind Wiring Diagram Manual, Chapter 78-30-01.

C. PUBLICATIONS AFFECTED

1124/1124A Westwind Wiring Diagram Manual, Chapter 78-30-01.
1124/1124A Westwind Illustrated Parts Catalog, Chapter 78-30-00.

D. DESCRIPTION

During replacement of the Thrust Reverse Fault Test Switch, replace Staco switch P/N 30271-18N with Otto Controls switch P/N 10120-2. Because terminal identification is different on the two switches, refer to Figure 1 and the 1124/1124A Westwind Wiring Diagram Manual, Chapter 78-30-01, to compare the original Staco terminal numbers and connecting wires for proper connection to Otto Controls switches.

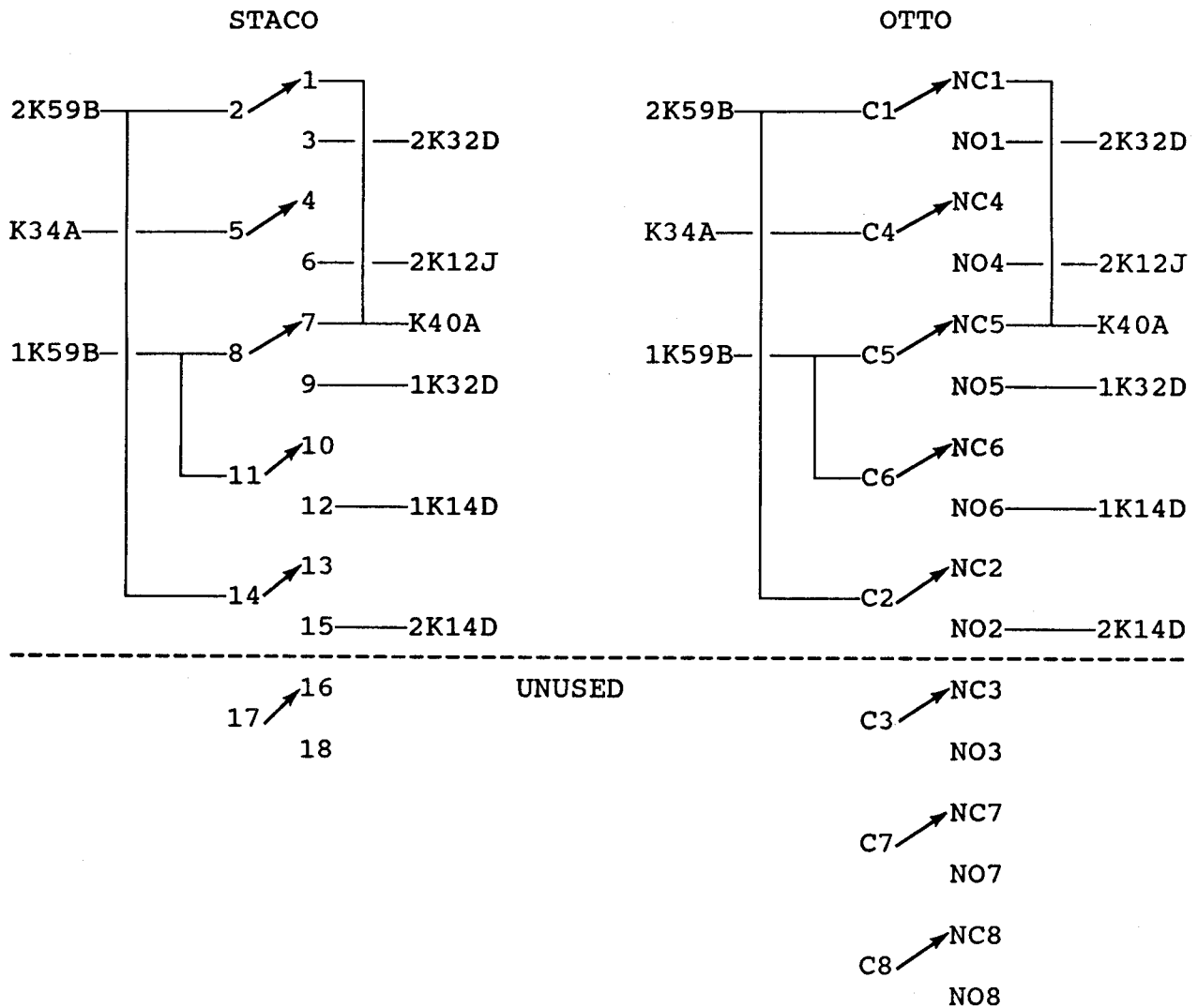
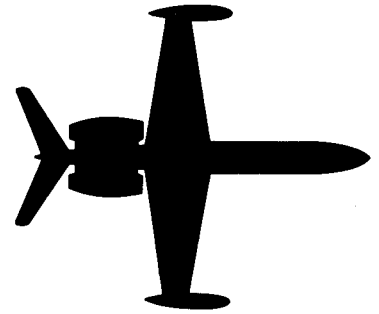


FIGURE 1

1124-WESTWIND



SERVICE INFORMATION LETTER

SERVICE INFORMATION LETTER NO. 1124-25-095

April 15, 1992

SUBJECT: EQUIPMENT/FURNISHINGS - MONOGRAM SERIES 15500
TOILET MAINTENANCE

EFFECTIVITY: MODEL 1124/1124A WESTWIND, all serial numbers with
Monogram series 15500 toilet assembly.

A. REASON

To provide vendor recommendations for maintenance of the Monogram series 15500 toilet assemblies.

B. REFERENCE

Enclosed Monogram recommended maintenance instructions.

NOTE: The attached instructions apply to the Monogram series 17000 motor pump assembly that is utilized in the series 15500 toilet assemblies.

C. PUBLICATIONS AFFECTED

1124/1124A Westwind Maintenance Manual, Chapter 25.

D. DESCRIPTION

Monogram Sanitation, manufacturer of toilet assemblies installed in 1124/1124A Westwind aircraft, has provided the attached information containing valuable information concerning maintenance of the toilet pump assembly.

Listed are recommended fluids which are approved for use with Monogram toilet pump impellers. Removal and installation instructions are included for the impeller.

Additional technical information may be acquired by contacting:

Monogram Sanitation,
800 West Artesia Blvd.
Compton, CA 90224
Phone: 310-638-8445
Fax: 310-638-8458

April 21, 1990

In reply, refer to; 1119JH1

Subject: Motor pump assembly on 17000 series toilets

Attention: All 17000 series toilet assembly users

There have been several inquiries regarding the motor pump assembly on the 17000 series toilet assembly. Principally, many customers have had problems with the impeller swelling which causes the pump to seize. This notice addresses short term solutions which can be implemented by the end user as well as a variety of long term solutions Monogram is exploring.

The main cause of impeller swelling is due to the usage of unapproved chemicals. The three chemicals which Monogram recommends in our 17000 maintenance manual are DG-19, Chemkare and Lysol. These chemicals have been repeatedly tested throughout the years and have consistently been shown to cause no impeller swelling. Enclosed is a listing of chemicals which have been proven to be compatible with our impeller.

Several off the shelf chemicals e.g., Pine Sol, are known to be detrimental to our impeller. Also enclosed is a list of chemicals which are known to result in long term degradation of the impeller. A toilet chemical other than those supplied by Monogram exposes any user to risk.

In the event the pump seizes because of impeller swelling, there are two methods of corrective action. One method is to replace the impeller, gasket and seal (see page 3). When installing the new impeller, the impeller and cavity must be lubricated. A light coat of a commercial silicone lubricant e.g., Dow Corning 111. If the chemicals in contact with the impeller can not be controlled and swelling continues, a gasket or two can be added. Under no circumstances should extra gaskets be added when installing a new impeller and never add more than one gasket at a time. Furthermore, when adding gasket(s), the impeller and cavity must again be lubricated. A sizeable percentage of our field returns are the result of users running the pump dry.

Monogram realizes that in many cases it is extremely difficult to control what chemicals go into a toilet assembly. Consequently, our engineering department is undergoing a full scale effort to achieve a permanent, long term solution. This evaluation includes analyzing new impeller materials as well as new pumps. When a permanent solution is achieved a service bulletin will be issued to all customers.

The following list of chemicals (by common name) have been shown to have no adverse affects on the pump impeller:

- Chemkare
- Coconut oil
- Commercial Detergents
- Ethylene Glycol
- Formaldehyde
- Hydrogen Peroxide
- Lysol
- Monogram DG-19
- Rust Inhibitors
- Soap Solutions
- Vegetable Oil
- Urine
- Vaseline
- Whiskey & Wines

In general, most food items will not damage the impeller but as a matter of practice, food and drinks should not be poured into the toilet assembly.

The following list of chemicals are known to cause degradation of the impeller:

- Ammonia
- Ammonium Hydroxide
- Benzene
- Borax
- Chlorine (Anhydrous Liquid)
- Deodorants (Air Fresh and Blue Jet)
- Grease
- Isopropyl Alcohol
- Lacquer Solvents
- Methanol
- Pine Sol
- Toluene

The two most common causes of impeller swelling will be from the Deodorants and cleaning with Pine Sol.

This list is applicable to part numbers 17000-382 and 17000-390, and those 17000-102 and 17000-141 pumps with nitrile impellers.

REMOVAL & INSTALLATION PROCEDURE
FOR 17000 SERIES MOTOR PUMP ASSEMBLIES

1. Remove toilet assembly from aircraft (this is not absolutely necessary but avoids damage from accidental spillage).
2. Detach quick disconnect.
3. Remove screws connecting motor pump assembly to toilet assembly mounting plate.
4. Remove screws from motor pump mounting plate (wearplate in attached diagram).
5. Disassemble pump body¹, discard gaskets and remove impeller.
6. Test motor to verify it is functioning properly.

If the pump impeller has been replaced in the last year, proceed to step 12.

7. Discard old impeller.
8. Lubricate body, a new impeller and the seal using an acid brush dipped in a commercial silicone lubricant.
9. Reassemble motor pump assembly using one new gasket.
10. Test motor pump assembly to verify proper flow, 5 gpm.
11. Attach pump assembly to toilet and install in aircraft.

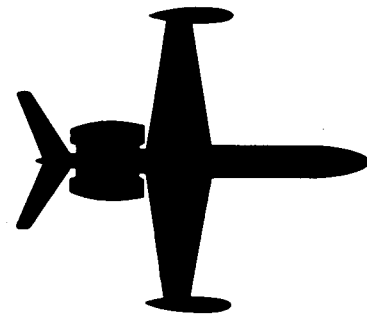
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12. Lubricate body, existing impeller and seal using an acid brush coated with a commercial silicone lubricant.
 13. Reassemble motor pump assembly using two or more gaskets, as required.

CAUTION: ADDING TOO MANY GASKETS MAY RESULT IN PUMP CAVITATION. WHEN ADDING GASKETS, ADD ONE AT A TIME AND VERIFY PUMP IS PROPERLY FUNCTIONING. IN MOST CASES, TWO OR THREE GASKETS WILL PERMANENTLY PREVENT SEIZURE AFTER IMPELLER SWELLING.

14. Test motor pump assembly to verify proper flow 5 gpm.
15. Attach pump assembly to toilet and install in aircraft.

¹ If desirable, the wire harness and flexible hoses can be disconnected to facilitate movement of the pump assembly.

24-WESTWIND



SERVICE INFORMATION LETTER

SERVICE INFORMATION LETTER NO. 1124-11-094

April 15, 1992

SUBJECT: PLACARDS - PROTECTION FROM SKYDROL DAMAGE

EFFECTIVITY: MODEL 1124/1124A WESTWIND, all serial numbers.

A. REASON

To provide instructions for the protection of exterior placards from Skydrol.

B. REFERENCE

IAI, LTD. Process Specification 60.0100, paragraph 11.4

C. PUBLICATIONS AFFECTED

1124/1124A Westwind Maintenance Manual, Chapter 11.

D. DESCRIPTION

Exterior placards installed in close proximity to hydraulic component locations may be damaged by contact with Skydrol hydraulic fluids.

These placards may be protected by over coating the placard after installation with:

Nycote 7-11 - Nycote Laboratories, Van Nuys, CA., USA
Phone: 818-764-2710 or 818-785-5462

SERVICE LETTER

SUBJECT: LANDING GEAR – WHEEL ASSEMBLIES AND BRAKE ASSEMBLIES

NON-DESTRUCTIVE TESTING OF WHEEL ASSEMBLIES AND BRAKE ASSEMBLIES

SECTION I – PLANNING INFORMATION

- A. **EFFECTIVITY:** This Service Letter is applicable to all Aircraft Braking Systems Corporation (ABSC) Wheel Assemblies and Brake Assemblies.
- B. **REASON:** Many operators have asked for specific information on how to make inspections of wheel assembly and brake assembly components.
- C. **DESCRIPTION:** This Service Letter tells operators that a Non-Destructive Testing (NDT) Manual, AP-763, is now available for use with all ABSC wheel and brake assemblies. The NDT Manual contains: General Information (32-42-03), Ultrasonic Inspection (32-42-04), Eddy Current Inspection (32-42-05), Magnetic Particle Inspection (32-42-06) and Penetrant Inspection (32-42-07).
- D. **APPROVAL:** This Service Letter contains no modification information that revises the TSO configuration and therefore does not necessitate FAA concurrence with respect to the original TSO qualifications.
- E. **WEIGHT AND BALANCE:** None.
- F. **REFERENCE:**
 - (1) All Component Maintenance Manuals and Overhaul Manuals for Aircraft Braking Systems Corporation Wheel Assemblies and Brake Assemblies used on Commercial, Military and General Utility Aircraft.
 - (2) AP-763 Non-Destructive Testing Manual for Aircraft Braking Systems Corporation Wheel Assemblies and Brake Assemblies (basic issue dated 18 March 1994).

SECTION II – ACCOMPLISHMENT INSTRUCTIONS

- A. Operators can now order AP-763 Non-Destructive Testing Manual for their ABSC wheel assemblies and brake assemblies.
 - (1) All owner/operators will receive one (1) copy of the NDT manual at no cost. The owner/operators can reproduce and distribute copies of the manual to their maintenance facilities as necessary.
 - (2) Additional copies of the NDT manual and copies of the NDT manual for overhaul facilities and distributors will be furnished for a one time cost of \$100.00 (prepaid) for each copy.
 - (3) To order AP-763 please write, fax or call:

Aircraft Braking Systems Corporation
Department 648 – Technical Publications Department
1204 Massillon Road
Akron, OH 44306-4186

Phone: 216-796-8081
Fax: 216-796-9805

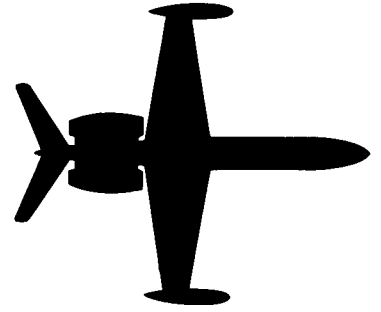
SECTION III – MATERIAL INFORMATION

- A. Not applicable.

Apr 1/94

(RELEASED: *[Signature]* 4/1/94)

GS-SL-39
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SERVICE BULLETIN

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<u>NO.</u>	<u>DATE</u>	<u>SUBJECT</u>
WW-24-1A	Sep 15/76	Improved Cooling of E.C.U. from Ram Air Inlet to E.C. Bearing (External Area) and Modifying Ram Air Exhaust Port to Different Shape
WW-24-2	Sep 8/76	Bolts Replacement on Thrust Reverser Controls Installation
WW-24-3 Rev. No. 1	May 23/78	Installation of Frame Block for External Ground to Starter -Generator
WW-24-4B Rev. No. 1	May 23/78	Inspection of Generator Control Units
WW-24-5 Rev. No. 1	May 23/78	Engine Driven Hydraulic Pump Bypass Port Plug Replacement
WW-24-6	Apr 11/77	Chafing of Tubes in L.H. Engine Pylon and Relocation of Nitrogen Gauges and Charging Valves
WW-24-7A	Oct 18/77	Aft Engine Mount Fitting Assembly Inspection
WW-24-8A	Jul 15/77	Replacement of Nuts and Washers on Forward Engine Mount Attachment Bolts
WW-24-9 Rev. No. 1	May 23/78	Modification of Main Landing Gear
WW-24-10 Rev. No. 1	May 23/78	Chafing of Tubes near R.H. Engine Pylon
WW-24-11	Dec 30/77	Replacement of Aileron Control Chain Assy P/N 3533516-1 and Sprocket P/N 2533049-501 in Flight Control Columns

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<u>NO</u>	<u>DATE</u>	<u>SUBJECT</u>
WW-24-12	Oct 18/77	Inspection of Generator Circuit Resistors R-11 and R-12
WW-24-13	Aug 7/78	Replacement of Throttle Retarder Feedback Control
WW-24-14	CANCELLED Sep 8/89	Inspection of Horizontal Stabilizer Hinge Fitting
WW-24-15 Rev. No. 1	Dec 5/78	Power Brake Valve - Replacement of Poppet Retainer Pin P/N 117W50D12
WW-24-16	May 15/79	Aft Pressure Bulkhead Modification
WW-24-17A Rev. No. 1	Mar 31/80	Installation of Additional Rivets in 25 Percent Wing Spar
WW-24-18 Rev. No. 1	Mar 26/80	Installation of Bolts in Floor, Near Fus. STA 269
WW-24-19	May 15/80	Inspection of Aileron Control Pulley P/N 3533032-1
WW-24-20 Rev. No. 1	Nov 21/80	Part I - Inspection of Electrical Wires for Chafing Against Upper Hot Liquid Container in Galley Part II - Rerouting of Electrical Wiring Behind Hot Liquid Container Compartments of Galley P/N CMA 521288
WW-24-21	Apr 30/81	One Time Inspection of Forward Engine Mount Attaching Bolts for Sufficient Torque
WW-24-22	Sep 18/81	Inspection of Pilot and Copilot Seat Attachment
WW-24-23	Mar 11/81	Replacement of Audio Load Resistor, R-61
WW-24-24 Rev. No. 2	Jul 30/82	Rework of Ballast/Jack Adapter Mounting
WW-24-25	Feb 12/82	Rockwell-Collins Service Bulletin No. 3 for CTL-20, CTL-60 and CTL-90 Controls, and Service Bulletin No. 4 for CTL-30
WW-24-26	Jun 15/82	Removal of Zener Diodes and Resistors from Air Data Power Supply Circuits

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<u>NO</u>	<u>DATE</u>	<u>SUBJECT</u>
WW-24-27	Jul 6/82	General Electric DC Starter Generator Model 2CM504D2D Limitations and Ammeter Markings
WW-24-28A Rev. No. 1	Jun 14/85	Landing Gear - Inspection of Nose Landing Gear Outer Strut-Body Forging
WW-24-29	Nov 4/83	Prevention of Improper Flight Director Glideslope Display

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<u>NO.</u>	<u>DATE</u>	<u>SUBJECT</u>
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
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

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<u>NO.</u>	<u>DATE</u>	<u>SUBJECT</u>
R 1124-52-040 R	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
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 Scalping
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

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<u>NO.</u>	<u>DATE</u>	<u>SUBJECT</u>
1124-21-089	Apr 6/87	Air Conditioning - Incorporation of Refrigeration Unit Overtemperature Protection System (OPS)
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)
1124-57-092 Rev. No. 1	Jun 30/87	Wings - Flap Hinge Fasteners - Inspection/Replacement
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)

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<u>NO.</u>	<u>DATE</u>	<u>SUBJECT</u>
R 1124-27-104 R Rev No. 2 R	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
1124-21-108	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
R 1124-32-110	Mar 11/92	Landing Gear - Emergency Gear Down Handle
R 1124-78-111 R	May 27/92	Exhaust - Thrust Reverser Fault Test Switch Reliability Improvement (AFC 2084)

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<u>NO.</u>	<u>DATE</u>	<u>SUBJECT</u>
1124-27-070	May 31/89	Flight Controls - Suggested Specialty Tooling for Control System Free Play Measurement
1124-71-071	Apr 4/88	Exhaust - Engine Tail Pipe Clamp - Torque Check
1124-20-072	May 31/89	Service Bulletin - Compliance Designations
1124-34-073 Rev No. 1	May 29/90	Weather Radar - Collins IND-300 Weather Radar Indicator Mandatory Service Bulletin
1124-29-074	Sep 8/89	Hydraulic - Approved Use of Teflon Back-Up O-Rings
1124-22-075	Dec 7/89	Auto Pilot - Vertical Gyro Precession
1124-22-076	Mar 26/90	Auto Pilot-Altitude Preselect Errors
1124-09-077	Jun 15/90	Towing and Taxiing - Proper Towing Procedures
1124-21-078 Rev No. 1	Mar 20/91	Air Conditioning - 35 Degree Temp Sensor Connector - Reliability Improvements
1124-05-079 Rev No. 1	May 29/91	Time Limits/Maintenance Checks-50 Hour Phase Inspection
1124-30-080	May 29/90	Ice and Rain Protection - Engine HP Bleed Manifold Assembly
1124-56-081	Jun 15/90	Windows-Cockpit Side Windows
1124-35-082	Aug 8/90	Oxygen-EROS MC-Series Mask-Regulator Assembly Overhaul Interval Increase
1124-35-083	Oct 1/90	Oxygen - Shutoff Valve Lubrication
1124-33-084	Dec 12/90	Lighting - Tip Tank Strobe Light Wiring
1124-21-085	Dec 27/90	Air Conditioning - 35°F Temperature Control Sensor Installation
1124-34-086 Rev No. 1	Apr 4/91	Navigation - Weather Radar Antenna
1124-35-087	Mar 13/91	Oxygen - Eros MC-Series Mask - Regulator Assembly Service Bulletin MA/B/C10-35-29

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1124-05-088	Apr 24/91	Time Limits/Maintenance Checks - Structural Inspection Program
1124-32-089	Mar 13/91	Landing Gear - MLG Tire Shoulder Cracks
1124-28-090	Mar 13/91	Fuel - Fuel Dump Stop Level Switch Precautions
1124-24-091	Jul 17/91	Electrical - Lucas Aerospace (Lear Siegler) Starter Generator Bearing Replacement
1124-78-092	Oct 9/91	Thrust Reverse - Replacement of Thrust Reverse Fault Test Switch
1124-31-093	Feb 26/92	Indicating - Recording Systems - Cockpit Voice Recorder Underwater Acoustic Beacon Field Maintenance
R 1124-11-094	Apr 15/92	Placards - Protection From Skydrol Damage
R 1124-25-095 R	Apr 15/92	Equipment/Furnishings - Monogram Series 15500 Toilet Maintenance
R 1124-25-096 R	Jul 1/92	Equipment/Furnishings - Extended Over Water Operations, Safety and Survival Equipment
R 1124-05-097 R	Jul 29/92	Time Limits/Maintenance Checks - Pressure Cylinders Hydrostatic Test Interval Revisions
R 1124-32-098	Aug 12/92	Landing Gear - Nose Wheel Bolt Hole Repair

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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
R 1124-55-107 R	Sep 28/94	Stabilizers - Horizontal Stabilizer Lower Scissor Fitting Replacement (AFC 2073)

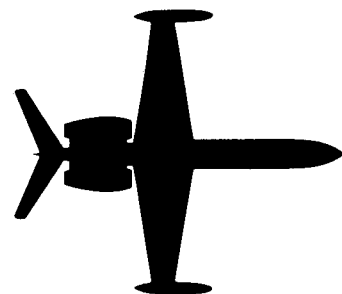
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<u>NO.</u>	<u>DATE</u>	<u>SUBJECT</u>
124-21-108	May 15/91	Air Conditioning - Water Separator Duct Clamping Improvement (AFC 2077)
1124-34-109	Dec 11/91	Navigation - Static Port Tubing Slope Inspection and Correction
1124-32-110	Mar 11/92	Landing Gear - 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
R 1124-32-116 R	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
R 1124-53-123	Sep 21/94	Fuselage - Drainage Under Cabin Deck

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1124-20-104	Jul 20/94	Standard Practices - Airfield Crash Crew Information
1124-51-105	Aug 3/94	Structures - Inspection and Preventative Maintenance of Aircraft Structure for Corrosion at Antenna Mating Surfaces
R 1124-20-106	Nov 9/94	Standard Practices - Noise Level Certificate
R 1124-27-107 R	Dec 14/94	Flight Controls - Right Inboard Flap Flexible Drive Shaft Routing
R 1124-29-108 R	Feb 15/95	Hydraulic Power - Self-Sealing Couplings (Quick-Disconnects) Basic Overhaul Manual
R 1124-21-109	Feb 15/95	Air Conditioning - Improved Refrigeration Bypass Valve

24-WESTWIND



SERVICE BULLETIN

SERVICE BULLETIN NO: WW-24-1A

DATE: SEPT. 15, 1976

EFFECTIVITY: MODEL 1124 SERIES, SERIAL NUMBERS 187, 188, AND 189.

SUBJECT: IMPROVED COOLING OF E.C.U. FROM RAM AIR INLET TO E.C. BEARING (EXTERNAL AREA) AND MODIFYING RAM AIR EXHAUST PORT TO DIFFERENT SHAPE.

COMPLIANCE: 1. IMMEDIATELY. (PART "A")
2. PART "B" MODIFIED RAM AIR EXHAUST PORT TO REPLACE EXISTING PORT. (AT NEXT 150 HOUR INSPECTION)

APPROVAL: I.A.I. ENGINEERING.

PURPOSE: TO IMPROVE ENVIRONMENTAL COOLING FOR E.C.U. BEARING.

INSTRUCTIONS:

PART "A"

1. Gain access to fuselage station 383 to 403.450, through rear baggage compartment.
2. Remove existing 5823594-121 tube assy. located in overhead at vertical station Z-72.
3. Re-work 5823594-121 tube assy. to P/N 5823594-171 as shown in figure 1 by adding 5823594-173 tube assy.
4. Install 5783583-23 duct to 5823594-171 tube assy. with one each 4783108-529 sleeve and two each AN737TW-46 clamps as shown in figure 2, and safety wire clamps.
5. Install 5783583-19 bracket assy. by picking up two existing bolts that secures 5783648-1 refrigeration unit and 5783584-1 plenum ram air duct as shown in figure 2.
6. Fasten 5783583-23 duct to 5783583-19 bracket assy. with one each MS21919-DG16 clamp and AN3-4A bolt.

1124-21-01
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INTERNATIONAL INC.
ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL INC.

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

INSTRUCTIONS: CONT'D

7. Re-install rear baggage compartment access door.

PART "B"

1. Gain access to 5783018 ram air exhaust port at fuselage station 427.5 through the aft rear baggage compartment (between fuselage station 432.40 and 486.00).
2. Remove forward baggage door assembly CMA22206-007 at fuselage station 432.40.
3. Remove 5783018 ram air exhaust port, CU12-560-2-SH clamp (1 ea.), NAS221-8 screws (2 ea.), MS20365D1032 nuts (2 ea.), AN960-10L washers (2 ea.), U84-560-SH clamp (1 ea.) and 4783108-515 duct sleeve.
4. Retain clamps, screws, washers, nuts and duct sleeve for reinstallation.
5. Prior to installing ram air exhaust port, fillers and doubler, thoroughly clean and prepare surfaces for sealing (seal per I.A.I. Process Spec. 31.31).
6. Install seal and rivet 5783016-3 ram air exhaust port, -9-11-13-15 and -17 doubler per figure 3.
7. Re-install original duct sleeve, clamps, screws, washers and nuts.
8. Ground check out system for operation and leakage.
9. Re-install forward baggage door assy. CMA22206-007 at station 432.40.

SUPPLY DATA:

PART "A"

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
1 ea.	5823594-173	Tube Assy.
1 ea.	4783108-529	Sleeve
2 ea.	AN737TW-46	Clamps
1 ea.	5783583-23	Duct (Tube Assy.)
1 ea.	5783583-19	Bracket Assy.
1 ea.	MS21919DG16	Clamp
1 ea.	AN3-4A	Bolt
6 ea.	NAS17388	Rivets

SUPPLY DATA: CONT'D

PART "B"

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
* 1 ea.	5783016-3	Ram Air Exhaust Port
* 1 ea.	5783016-9	Filler
* 2 ea.	5783016-11	Filler
* 1 ea.	5783016-13	Filler
* 1 ea.	5783016-15	Filler
* 1 ea.	5783016-17	Doubler

NOTE: ABOVE PARTS * MAY BE OBTAINED AT NO CHARGE AS KIT NUMBER WW-24-1B FROM:

ATLANTIC AVIATION CORP.
P.O. BOX 1709
GREATER WILMINGTON AIRPORT
WILMINGTON, DE 19899

WEIGHT AND
BALANCE: NIL.

AIRCRAFT RECORDS:

- Make appropriate entry in aircraft permanent maintenance records as follows: Service Bulletin No: WW-24-1A, dated entitled,
- A) "Improved Cooling of E.C.U. from Ram Air Inlet to E.C. Bearing" (External Area).
 - B) "Installed Modified Ram Exhaust Port", accomplished (DATE).

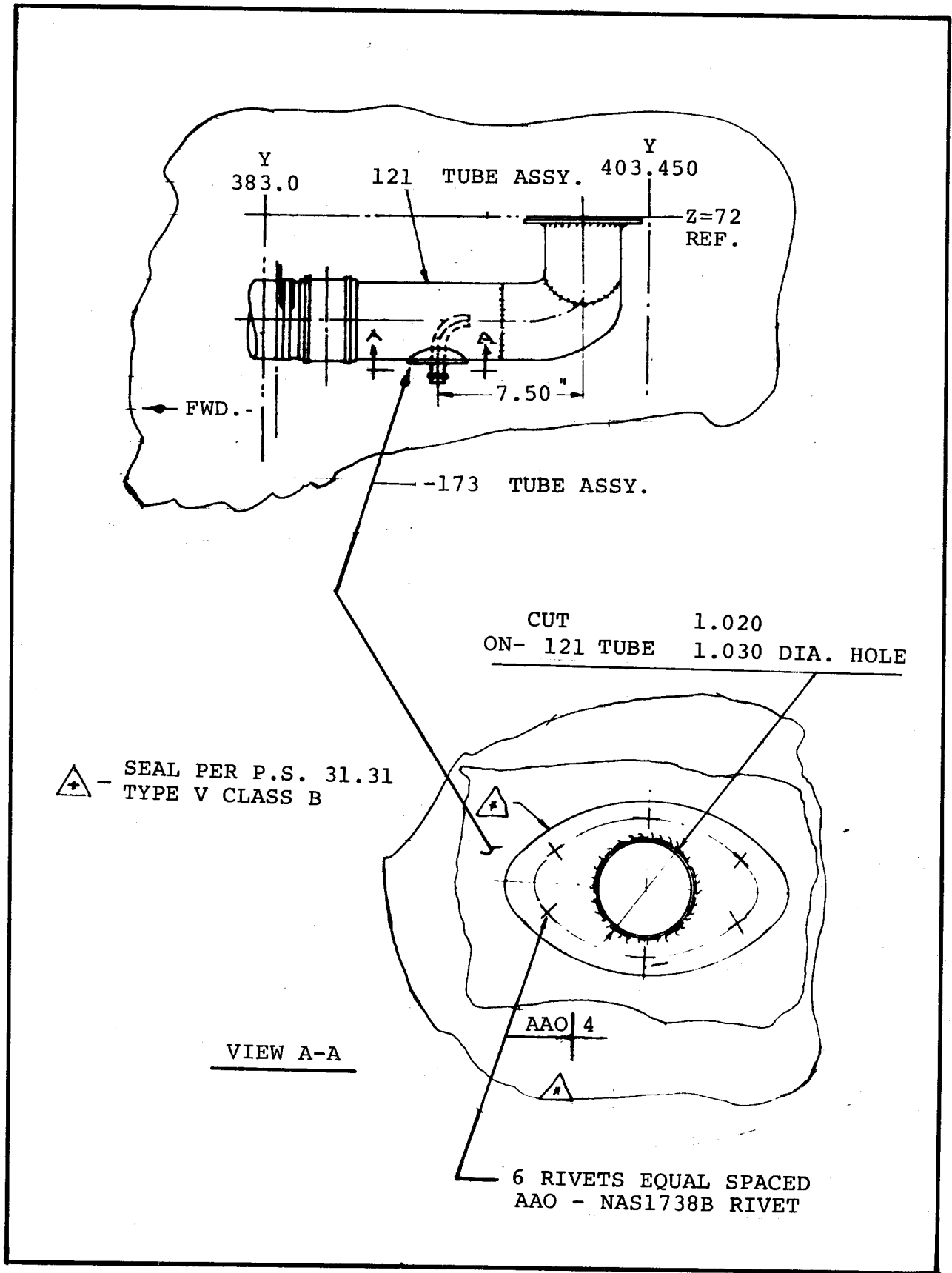


FIGURE 1

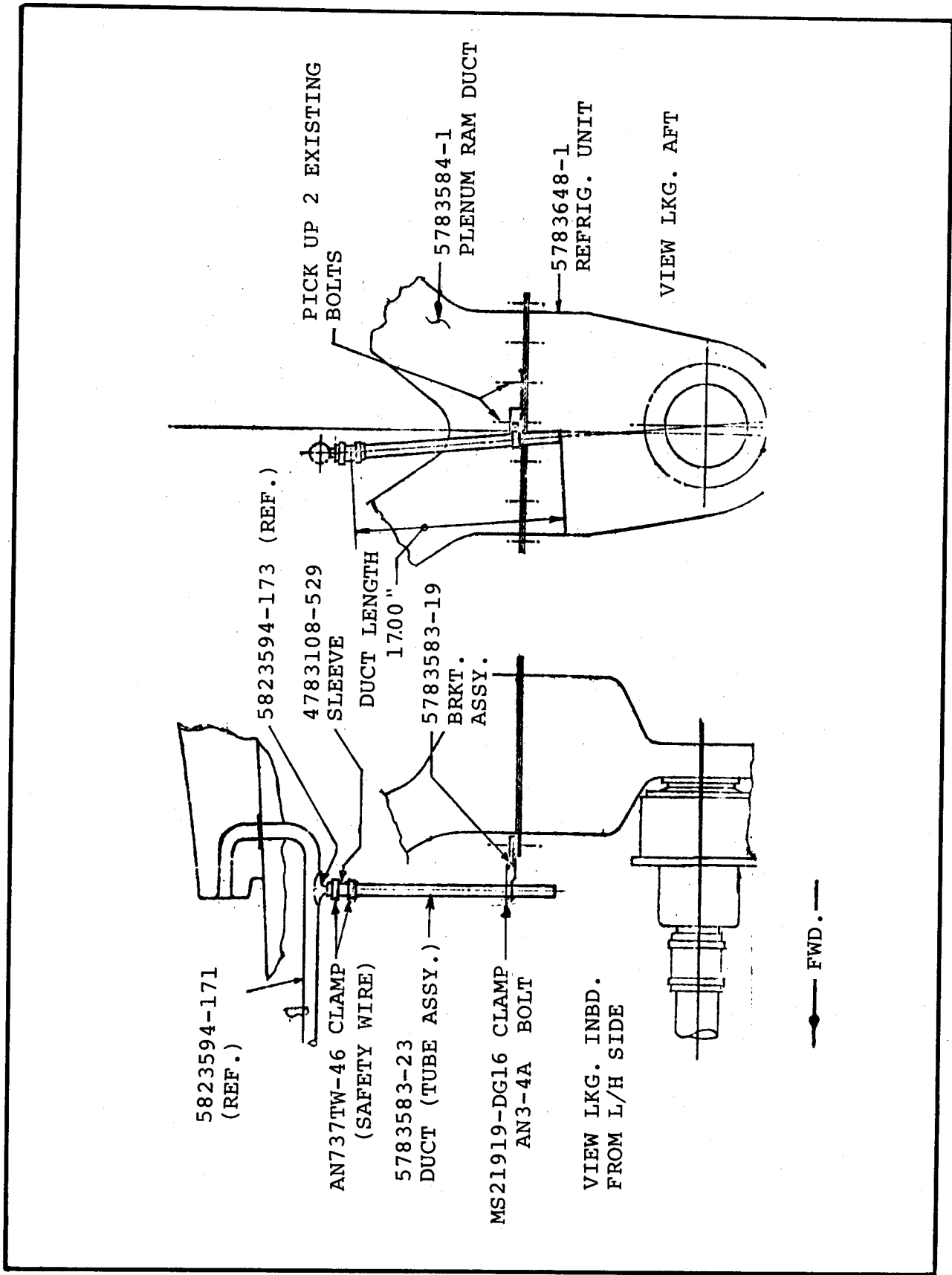


FIGURE 2

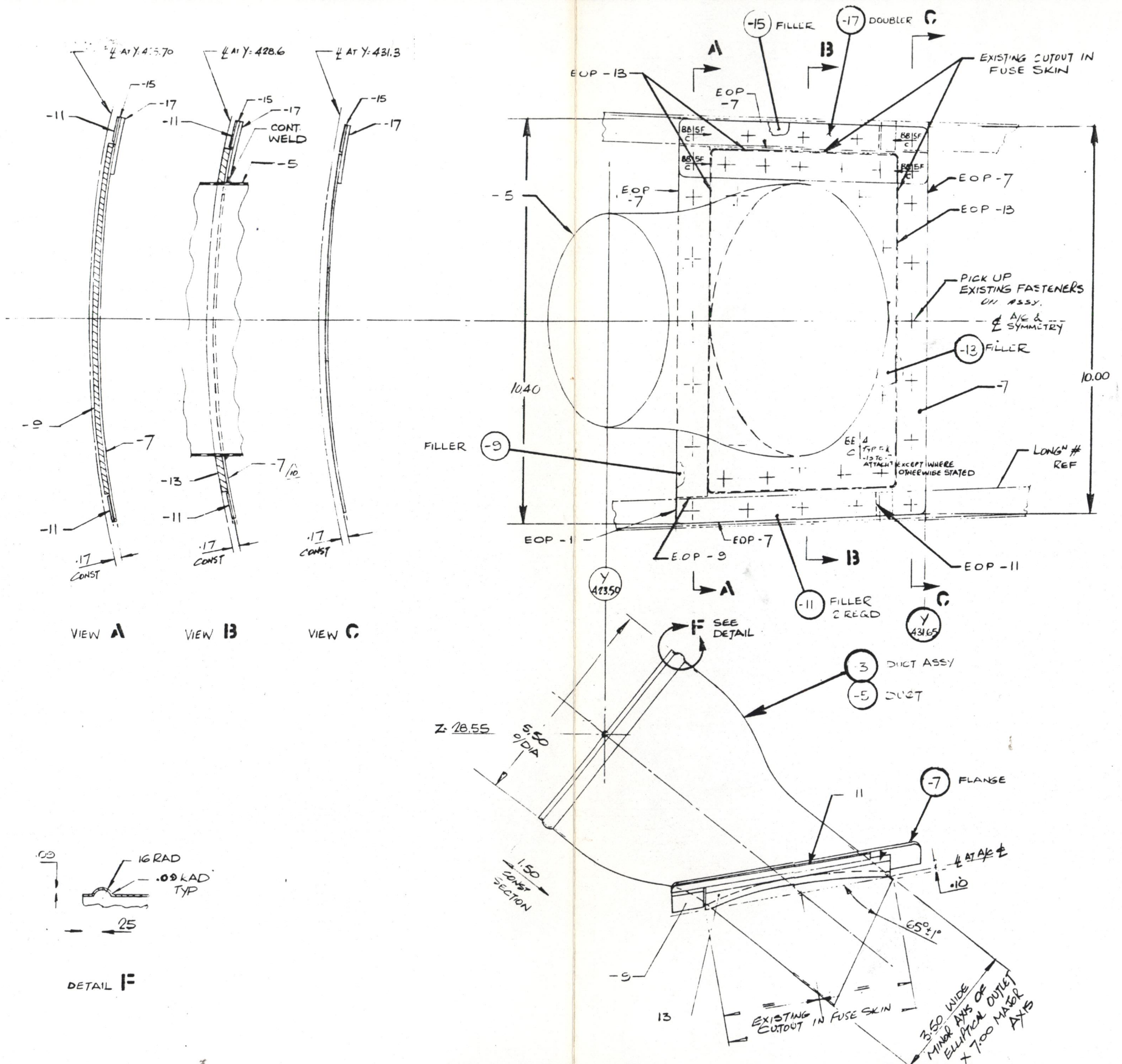
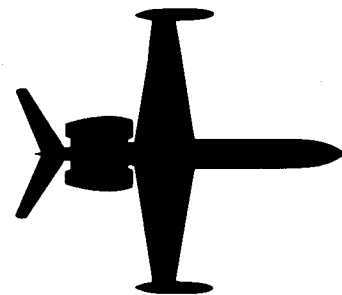


FIGURE 3.

24-WESTWIND



SERVICE BULLETIN

SERVICE BULLETIN NO: WW-24-2

DATE: SEPTEMBER 8, 1976

EFFECTIVITY: 1124 MODEL AIRCRAFT, S/N 187, 188, 189 AND 192.

SUBJECT: BOLTS REPLACEMENT ON THRUST REVERSER CONTROLS INSTALLATION.

COMPLIANCE: NEXT 150 HOURS INSPECTION.

APPROVAL: I.A.I. ENGINEERING.

PURPOSE: TO UP-DATE THE SUBJECT SYSTEM DUE TO INCREASED INADVERTENT DEPLOYMENT LOADS.

INSTRUCTIONS:

1. Airplane on its wheels, thrust reverser doors open, stang covers removed, battery switches off, ground electrical and hydraulic power not connected.
2. On idler assembly, for left and right nacelles, replace GB511DAS-15 bolt with GB511BG5-15A bolt in two places. (SEE FIGURE 1)
3. On actuator rod end, for left and right nacelles, replace NAS1107-15D bolt, AN960-716L washer (under bolt head) and AN960-716L washer (under nut) with GB511BG7-15A bolt, MS200002C7 countersunk washer (under bolt head) and AN960-716L washer (under nut) (2 pcs.). MS17826-7 nut and MS24665-302 cotter pin. (SEE FIGURE 1)
4. On door assembly push rod attachment, for left and right nacelles, replace GB511DA5-15A bolt with GB511BG5-15A bolt. (SEE FIGURE 1)
5. On actuator head end, for left and right nacelles, replace NAS1107-15D bolt and AN960-716L (2 pcs.) washer, with GB511BG7-15A bolt, MS20002C7 washer (under bolt head) and MS960-716L washer (under nut), MS17826-7 nut and MS24665-302 cotter pin. (SEE FIGURE 1)
6. Perform installation, rigging, functional checkout and inspection per applicable portions of maintenance and overhaul manual chapter 73-30-00.

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BEN GURION AIRPORT, ISRAEL

INSTRUCTIONS: CONT'D

7. Return the aircraft to its previous status.

SUPPLY DATA:

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
8	GB511BG5-15A	Bolt
4	GB511BG7-15A	Bolt
4	MS20002C7	Washer

NOTE: THE ABOVE PARTS MAY BE OBTAINED AT NO CHARGE AS
KIT WW-24-2 FROM:

ATLANTIC AVIATION CORP.
P.O. BOX 1709
GREATER WILMINGTON AIRPORT
WILMINGTON, DE. 19899

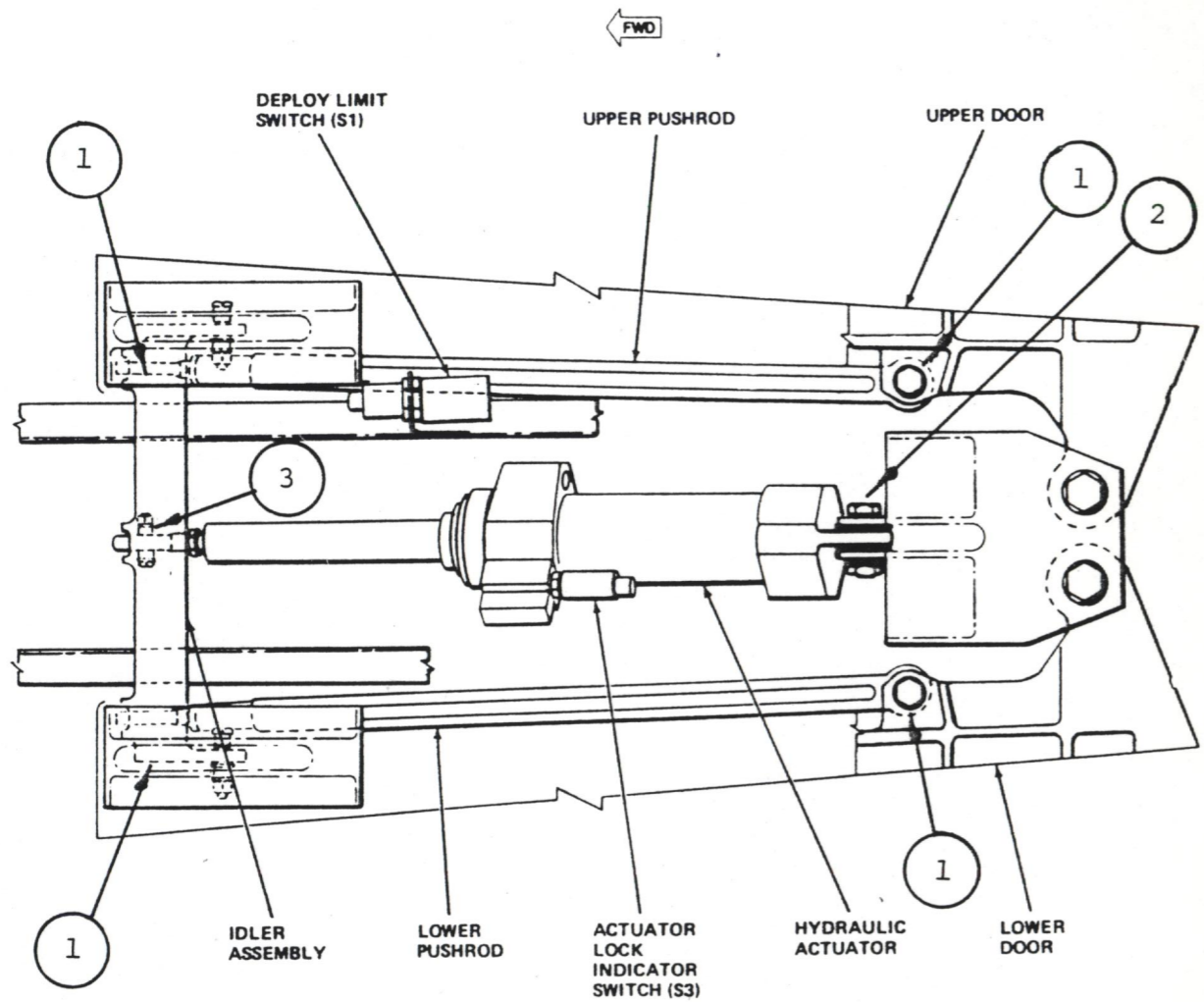
Aircraft serial number and shipping instructions must be included when requesting parts.

WEIGHT AND
BALANCE: NOT APPLICABLE.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows: Service Bulletin No: WW-24-2 dated _____, entitled "Bolts Replacement On Thrust Reverser Controls Installation", accomplished (DATE) .

BOLTS REPLACEMENT ON THRUST REVERSER
CONTROLS INSTALLATION.



INDEX ON FIGURE	NEW P/N	UNIT QTY.	KEY WORD	OLD P/N	DISP. INSTR.
1	GB511BG5-15A	8	BOLT	GB511DA5-15	SCRAP
2 3	GB511BG7-15A	4	BOLT	NSA1107-15D	SCRAP
3	MS20002C7	4	WASHER	AN960-716L	USE
3	AN960-716L	4	WASHER	AN960-716	SCRAP

- NEW ASSEMBLY
- 2 F10A-5-B20500-27, (2PL) BUSHING
 - GB511BG7-15A BOLT
 - MS20002C7 COUNTER SUNK WASHER
 - MS17826-7 SELF LOCKING NUT
 - AN960-716L WASHER
 - MS24665-153 COTTER PIN
- 3 F10A-5-B20501-19 BUSHING
 - GB511BG7-15A BOLT
 - MS20002C7 COUNTER SUNK WASHER
 - AN960-716L, (2PC) WASHER
 - MS17826-7 SELF LOCKING NUT
 - MS24665-302 COTTER PIN

FIGURE 1

SERVICE PUBLICATIONS

revision notice

SERVICE BULLETIN NO. WW-24-3
Revision No. 1

DATE: MAY 23, 1978

SUBJECT: INSTALLATION OF FRAME BLOCK FOR EXTERNAL
GROUND TO STARTER-GENERATOR

REVISED
EFFECTIVITY: MODEL 1124 AIRCRAFT S/N 154, 181, 187 THRU 201,
204, 206, AND 208

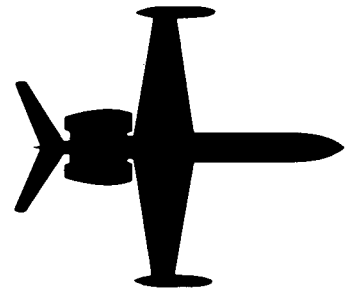
REASON FOR
REVISION: TO LIMIT EFFECTIVITY TO INCLUSIVE S/N'S

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24-WESTWIND



SERVICE BULLETIN

SERVICE BULLETIN NO: WW-24-3

DATE FEBRUARY 15, 1977

EFFECTIVITY: ALL 1124 MODEL AIRCRAFT.

SUBJECT: INSTALLATION OF FRAME BLOCK FOR EXTERNAL GROUND TO STARTER-GENERATOR.

COMPLIANCE: AS SOON AS POSSIBLE.

APPROVAL: WESTWIND PRODUCT SUPPORT.

PURPOSE: TO PREVENT THE POSSIBILITY OF FIELD WINDING AND/OR ARMATURE DAMAGE DUE TO INCORRECTLY INSTALLING AN EXCESSIVELY LONG SCREW.

INSTRUCTIONS:

1. Open engine cowl.
2. Remove ground strap lead from frame of starter-generator by removing ground strap screw.
3. Remove paint from immediate area of ground strap screw hole with sandpaper. Clean area with xylene solvent.
4. Prepare Eccobond Solder 57C compound as follows:

WARNING: COMPOUND MAY BE IRRITATING TO SKIN. WEAR PROTECTIVE CLOTHING WHEN HANDLING. AVOID CONTACT WITH SKIN AND EYES. IF CONTACT OCCURS, WASH WITH SOAP AND WATER. AVOID BREATHING FUMES. OBSERVE MANUFACTURERS RECOMMENDATIONS.

- A. Thoroughly mix equal parts by volume of the two-part compound. Pot life is about 1 hour.
 - B. Compound sets up to a gel in 2-3 hours.
5. Apply a generous coating of Eccobond Solder 57C to underside of frame block head.

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INSTRUCTIONS CONT'D

6. Apply a drop of Loctite "B" sealant to frame block screw threads. Install frame block into ground strap screw hole and torque to 22-25 pound-inches. Make sure that Eccobond Solder is in good contact with the starter-generator frame and the frame block. Solder air-cures in about 8 hours at room temperature.
7. Attach ground strap to frame block with screw.
8. Close engine cowl.
9. Repeat frame block installation to the other starter-generator.

SUPPLY DATA:

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
2	36A228318P1	Frame Block
A/R	57C	Eccobond Solder
A/R	Grade "B"	Loctite Sealant

The above material may be obtained from Commodore Aviation, Inc.
P.O. Box 280, Ronkonkoma, New York 11779 (516-567-0011).

WEIGHT AND
BALANCE: NOT APPLICABLE.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows: Service Bulletin WW-24-3, dated February 15, 1977, entitled "Installation of Frame Block For External Ground to Starter-Generator's S/N _____ and S/N _____ accomplished _____ (DATE) _____."

SERVICE PUBLICATIONS revision notice

SERVICE BULLETIN NO. WW-24-4B
Revision No. 1

DATE: MAY 23, 1978

SUBJECT: INSPECTION OF GENERATOR CONTROL UNITS

REVISED
EFFECTIVITY: MODEL 1124 AIRCRAFT S/N 154, 181, 187 THRU 209,
AND 215

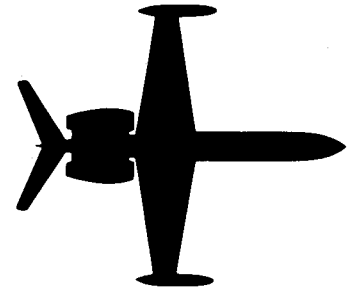
REASON FOR
REVISION: TO LIMIT EFFECTIVITY TO INCLUSIVE S/N'S

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BEN GURION AIRPORT, ISRAEL

24-WESTWIND



SERVICE BULLETIN

SERVICE BULLETIN NO. WW-24-4B

DATE: OCTOBER 7, 1977

(This Service Bulletin supercedes Service Bulletin No. WW-24-4A, dated June 17, 1977 in its entirety. This revision contains additional installation requirements.)

EFFECTIVITY: ALL MODEL 1124 Aircraft S/N 154, 181, 187 AND SUBS.

SUBJECT: INSPECTION OF GENERATOR CONTROL UNITS

COMPLIANCE: WITHIN NEXT 150 HOURS OF OPERATION

APPROVAL: I. A. I. ENGINEERING

PURPOSE: TO REMOVE GENERAL ELECTRIC MODEL NO. 3S2060D168D1 GENERATOR CONTROL UNITS FROM SERVICE HAVING CAPACITORS SUSPECTED OF BEING FAULTY.

NOTE

This Service Bulletin is to advise operators that certain General Electric Model No. 3S206DC168D1 Generator Control Units were manufactured using capacitors now suspected of being faulty due to capacitor leakage. (REF. General Electric Service Bulletin No. 3S206DC168D1-24-01 dated Dec. 20, 1976)

REASON FOR REVISION: TO ADD INFORMATION ON IDENTIFICATION OF GCU UNITS WHICH WERE AFFECTED AND HAVE BEEN MADE SERVICABLE, TO CHANGE THE SUPPLY SOURCE, AND TO REQUIRE ADJUSTMENT OF GCU'S WHICH HAVE BEEN CHANGED.

INSTRUCTIONS:

PART A

1. Gain access to Generator Control Units (GCU) located at Station 340.00.
2. Examine each GCU for serial number. Compare serial number to the following list of GCU's having capacitors suspected of being faulty:

S/N 6631152M1 THRU 6631164M1
S/N 6632884M1 THRU 6632900M1
S/N 6633593M1 THRU 6633621M1
S/N 6633739M1 THRU 6633751M1
S/N 6633819M1 THRU 6633844M1
S/N 6634646M1 THRU 6634674M1

3. GCU's with serial numbers other than those listed are acceptable.

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SERVICE BULLETIN NO. WW-24-4B

INSTRUCTIONS (CONT'D)

4. GCU's with serial numbers on the GCU effectivity list, followed by the inspection code numbers 24-01 marked adjacent to the identification plate, have been previously inspected by General Electric and are satisfactory for service.
5. GCU's with serial numbers on the GCU effectivity list, without the inspection code numbers must be replaced with P/N 3833515-1 Generator Control Units.

PART B

1. Replacement GCU's must be adjusted according to the voltage adjustment procedure.
2. A precision voltmeter should be used when performing a voltage adjustment of the Generator Control Units. Both units should be adjusted to the identical voltage.
3. Voltage adjustment procedure:
 - A. Connect voltmeter to test jacks in GCU (Red - positive, Black - negative). Assure meter remains in same physical position during adjustment procedure.
 - B. Start engine in accordance with Aircraft Flight Manual, using battery power, and bring to idle speed. IGN ON and GEN OFF lights must be extinguished at idle speed, indicating GCU has automatically terminated starting.
 - C. Turn generator switch OFF; GEN OFF light must be illuminated. Measure generator voltage at GCU for no load condition for all ranges of engine RPM. It shall be 28.0 ± 0.5 VDC. Adjust if necessary, at voltage adjustment point on GCU.
 - D. Turn generator switch ON; GEN OFF light must be extinguished. Measure voltage at GCU. Voltage should be approximately 1.5 VDC below adjusted voltage, if Time Delay Relay has not timed out (approximately two minutes).
 - E. Charge batteries until current flow stabilizes.
 - F. Establish a minimum load of 200 amps, measure generator voltage for all ranges of engine RPM. It shall be 28.0 ± 0.5 VDC. Adjust if necessary.
 - G. Check that voltage remains stable from IDLE to MAX RPM.
 - H. With both generators ON, check ammeters and verify they read within 10% of each other. Bring each engine to MAX RPM slowly while checking the ammeters. Ammeters must read within 10% of each other for all throttle settings.

SERVICE BULLETIN NO. WW-24-4B

INSTRUCTIONS (CONT'D)

- I. If current unbalance exceeds 10%, remove half the error with each GCU parallel adjustment rheostat.
- J. Perform normal engine shutdown. GEN OFF lights must illuminate.

SUPPLY DATA:

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
AR	3833515-1	Generator Control Unit

NOTE: THE ABOVE GENERATOR CONTROL UNIT(S) WILL BE EXCHANGED AT NO CHARGE FROM:

GENERAL ELECTRIC COMPANY
PRODUCT SUPPORT
P. O. BOX 5000
BINGHAMTON, N. Y. 13902
ATTN: R. D'AMBROSIO
PHONE: (607) 729-2511 EXT. 1847

Co-ordinate exchange with supplier. Aircraft serial number and shipping instructions must be included when requesting parts.

WEIGHT AND
BALANCE: N. A.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows: Service Bulletin No. WW-24-4B, dated October 7, 1977 entitled, "Inspection of Generator Control Units", accomplished (DATE).

SERVICE PUBLICATIONS

revision notice

SERVICE BULLETIN NO. WW-24-5
Revision No. 1

DATE: MAY 23, 1978

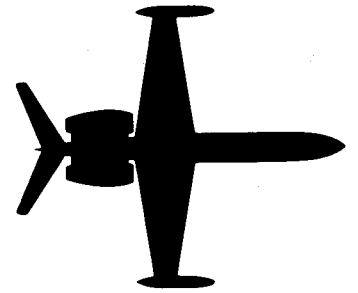
SUBJECT: ENGINE DRIVEN HYDRAULIC PUMP BYPASS PORT
PLUG REPLACEMENT

REVISED
EFFECTIVITY: MODEL 1124 AIRCRAFT S/N 154, 181, 187 THRU 205,
AND 207

REASON FOR
REVISION: TO LIMIT EFFECTIVITY TO INCLUSIVE S/N'S

1124-29-01
Page 1 of 1

24-WESTWIND



SERVICE BULLETIN

SERVICE BULLETIN NO: WW-24-5

DATE: FEBRUARY 25, 1977

EFFECTIVITY: ALL 1124 MODEL AIRCRAFT.

SUBJECT: ENGINE DRIVEN HYDRAULIC PUMP BYPASS PORT PLUG REPLACEMENT.

COMPLIANCE: AS SOON AS POSSIBLE.

APPROVAL: WESTWIND PRODUCT SUPPORT.

PURPOSE: TO INCORPORATE STEEL PLUG IN HYDRAULIC PUMP BYPASS PORT.

INSTRUCTIONS:

1. Release main system hydraulic pressure per 1124 Maintenance Manual, Chapter 12-10-03.
2. Release hydraulic reservoir air pressure.
3. Open engine cowl.
4. Remove the aluminum bypass port plug from the pressure regulating body of the engine driven hydraulic pump. (SEE FIG. 1)
5. Install new o'ring P/N NAS1612-4 on plug and install steel plug P/N AN814-4JL. Tighten to 40-65 inch-pounds torque and lock wire.
6. Repeat other side.
7. Run up engines and perform check of main hydraulic power system and inspect for leaks, per Maintenance Manual, Chapter 29-10-00.
8. Close engine cowls.

1124-29-01
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SUPPLY DATA:

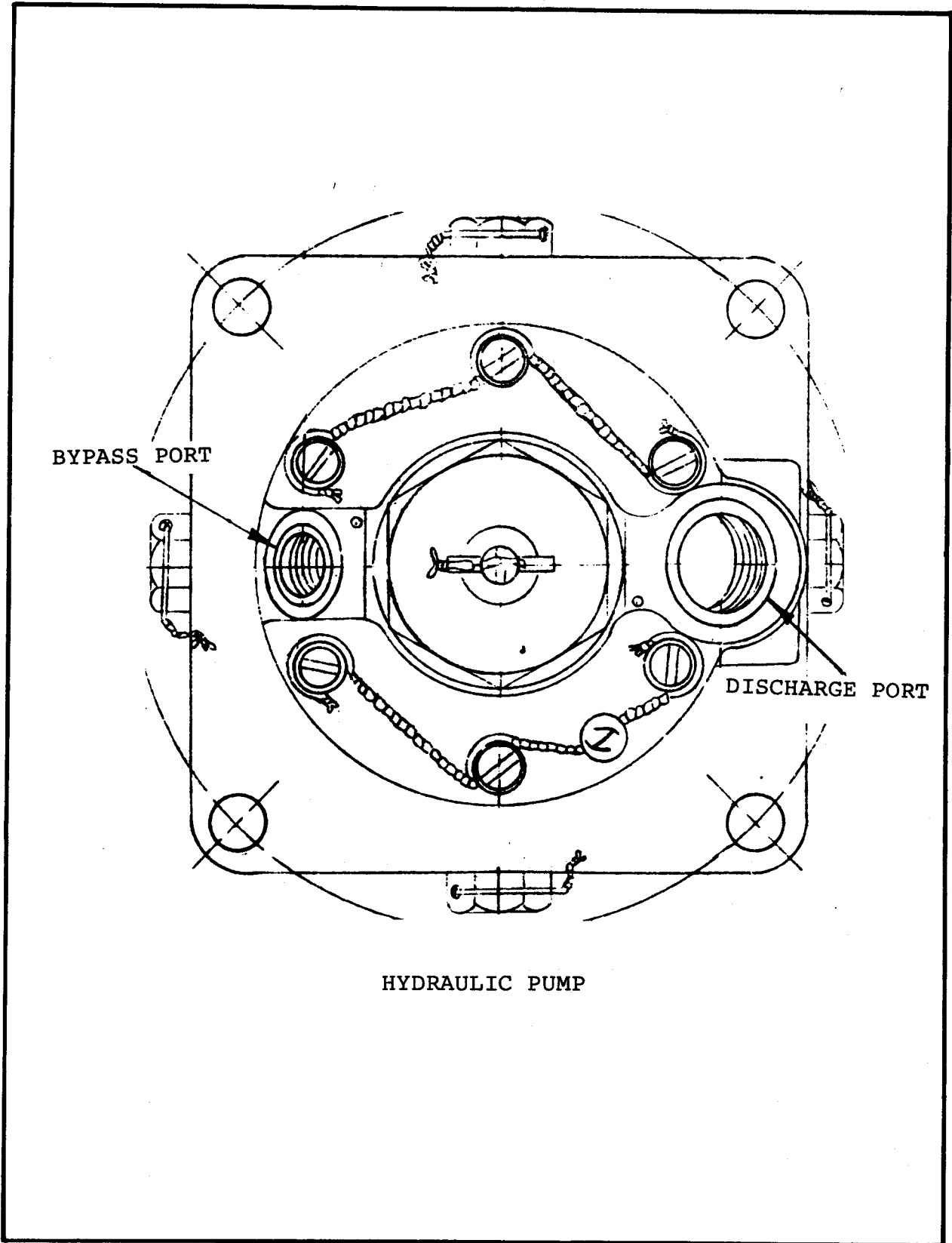
<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
2	AN814-4JL	Plug
2	NAS1612-4	O'Ring

The above material may be obtained from Commodore Aviation, Inc. P.O. Box 280, Ronkonkoma, New York 11779 (516-567-0011)

WEIGHT AND
BALANCE: NOT APPLICABLE.

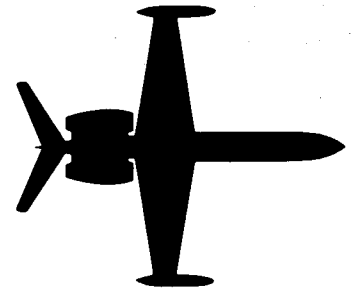
AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows: Service Bulletin No: WW-24-5, dated February 25, 1977, entitled "Engine Driven Hydraulic Pump Bypass Port Plug Replacement," accomplished (DATE).



HYDRAULIC PUMP

1124-WESTWIND



SERVICE BULLETIN

SERVICE BULLETIN NO. WW-24-6

DATE: APRIL 11, 1977

EFFECTIVITY: ALL MODEL 1124 AIRCRAFT S/N 154, 181, and 187 THRU 200

SUBJECT: CHAFFING OF TUBES IN L. H. ENGINE PYLON AND RELOCATION OF NITROGEN GAUGES AND CHARGING VALVES.

COMPLIANCE: AT NEXT 150 HOUR INSPECTION

APPROVAL: I. A. I. ENGINEERING

PURPOSE: (1) TO PREVENT CHAFFING BETWEEN TUBES
(2) TO IMPROVE ACCESS TO NITROGEN PRESSURE GAUGES AND CHARGING VALVES.

INSTRUCTIONS:

PART A:

1. Gain access to entrance of P. T. -2 Tube, 5723589-8 hydraulic pump supply tube and 5723589-6 hydraulic pump pressure tube into airframe from the L. H. engine pylon, located at Station 385, slightly aft and above the forward baggage compartment door opening. Remove air conditioning ducting as necessary.
2. Install MS21919DG4 clamp on P. T. -2 tube, MS21919DG6 clamp on -6 tube, and fasten clamps together using AN520-10R8 screw, MS21083N3 nut and AN960PD10L washer under nut; Locate these clamps as near airframe skin entrance opening as possible. (SEE FIGURE 1)
3. Install MS 21919DG8 clamp on -8 tube, MS 21919DG6 clamp on -6 tube and fasten clamps together using AN520-10R8 screw, MS 21083N3 nut and AN 560PD10L washer under nut; locate these clamps adjacent to previously installed clamp on -6 tube; arrange clamps to suit spacing between tubes. (SEE FIGURE 1)
4. Replace air conditioning ducting removed for access.

1124-29-02
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SERVICE BULLETIN NO. WW-24-6

INSTRUCTIONS (CONT'D)

PART B:

1. Remove access panel on underside of L. H. engine pylon to gain access to the ripple damping accumulator nitrogen pressure gauges and charging valves.
2. Discharge nitrogen from R. H. and L. H. sides by bleeding to atmosphere through MS28889 charging valves. (SEE FIGURE 2)
3. Disconnect -9 and -11 tube assemblies from R. H. and L. H. pressure gauges. Disconnect -7 and -21 tube assemblies from MS24392D4 unions installed in the 4713547-1 fitting.
4. Dismount the 4713547-1 fitting from the -3 mounting bracket; retain the bolts, washers and nuts for reinstallation.
5. Remove gauges from the -5 angle mounting bracket to prevent breakage; retain gauge mounting screws and washers for reinstallation.
6. Disconnect AN824-D4 tee from -251 tube; tag tube. Disconnect AN824-D4 tee from -253 tube; tag tube. Cover exposed tube ends to prevent contamination.
7. Mark "Y" and "Z" location (Y=390.28, Z=60.85) of -5 angle bracket. Drill out MS20470-4 rivets securing -5 angle bracket to airframe; remove bracket. Remove -13 and -15 labels from -5 angle bracket.
8. Position -5 bracket .480 inch forward of previous location. The -5 bracket must be secured by a minimum of four MS 20426AD4 rivets; drill additional #30 rivet holes as required. Plug surplus rivet holes in airframe with MS 20470AD4 rivets. (SEE FIGURE 3)
9. Mark "Z" elevation (Z 60.10) of -3 fitting mounting bracket. Drill out MS 20426 rivets and remove -3 bracket.
10. Locate -25 bracket .150 inch aft of -5 angle bracket and upper side at Z 62.75 (2.65 inch above former -3 bottom edge). Match drill a #30 dia. four rivet pattern in airframe and -25 bracket; attach with MS 20470AD4 rivets.
11. Install AN34-4D tee in R. H. and L. H. positions of 4713547-1 fitting, with S-0309-904 O-ring, S-0311-904 back up ring and AN6289-D4 nut. Mount 4713547-1 fitting to -25 bracket and secure with AN3-4 bolts, AN960PD10L washers, and MS21042-3 nuts; torque to 20-25 inch-pounds.
12. Connect RE-1 and RE-3 tube assemblies to -251 and -253 tube ends with AN815 unions; connect to AN34-4D tees. Check circuit to insure R. H. accumulator connected to R. H. charging valve.

SERVICE BULLETIN NO. WW-24-6

INSTRUCTIONS (CONT'D)

13. Install 4-C6BX-SS elbow on each -503 gauge. Mount gauges to -5 bracket with existing fasteners. Connect L. H. gauges with -27 and -29 tube assemblies to respective L. H. and R. H. AN34-4D tees.
14. Clean surface of -5 bracket with solvent and apply -13 and -15 labels above R. H. and L. H. gauges. Clean surface and apply -31 label to inside pylon skin where easily seen.
15. Charge nitrogen accumulator systems per -31 label instructions and leak check all connections.
16. Replace pylon access hole cover.

SUPPLY DATA:

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
1	4713548RE-1	Tube Assy.
1	4713548RE-3	Tube Assy.
1	4713548-25	Bracket
1	4713548-27	Tube Assy.
1	4713548-29	Tube Assy.
2	4-C6BX-SS	Elbow
2	AN834-4D	Tee
2	AN6289-4D	Nut
2	S-0309-904	O-Ring
2	S-0311-904	Back Up Ring

The above items may be obtained at no charge as Kit No. WW-24-6 from:
 ATLANTIC AVIATION CORP.
 P. O. BOX 1709
 GREATER WILMINGTON AIRPORT
 WILMINGTON, DELAWARE 19899

Aircraft serial number and shipping instructions must be included when ordering parts.

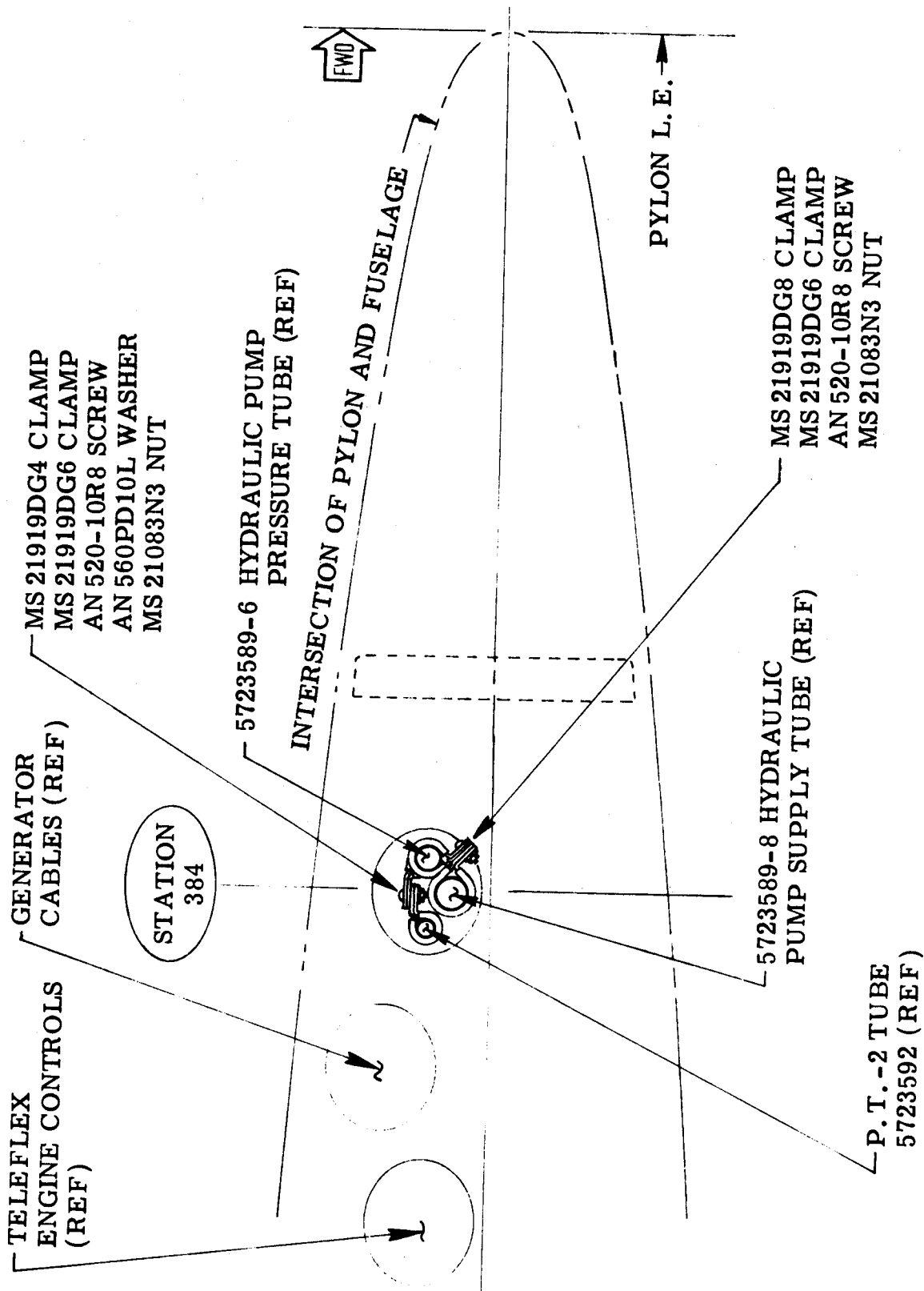
The following items may be procured from local sources:

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
AR	MS20426AD4	Rivet
AR	MS20470AD4	Rivet

WEIGHT AND BALANCE: N. A.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows:
 Service Bulletin No. WW-24-6, dated April 11, 1977 entitled "Chaffing of Tubes in L. H. Engine Pylon and Relocation of Nitrogen Gauges and Charging Valves,"
 accomplished _____ (DATE) _____.

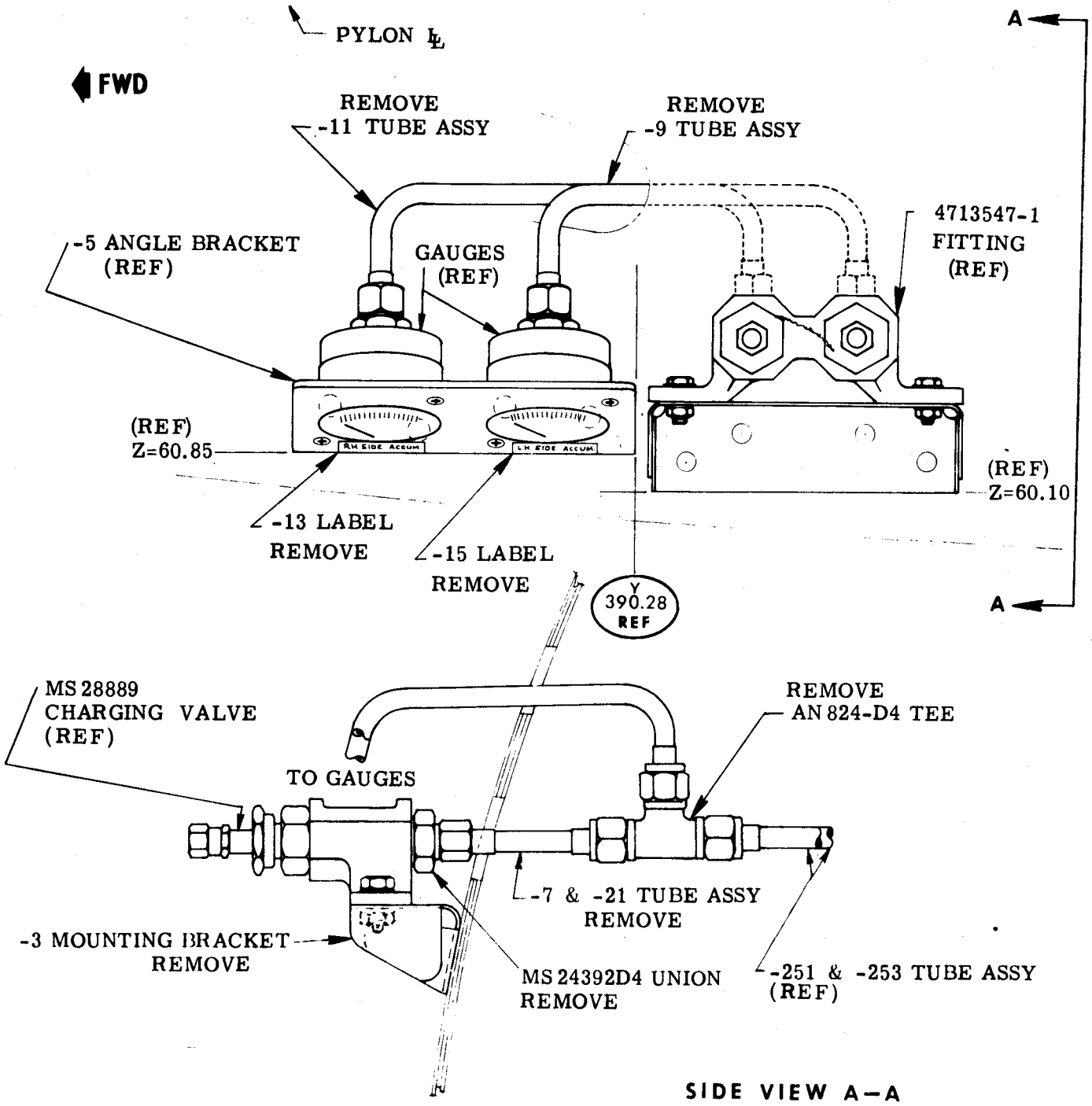


VIEW - INSIDE AIRFRAME TOWARD L. H. ENGINE PYLON

INSTALLATION OF TUBING CLAMPS

FIGURE 1

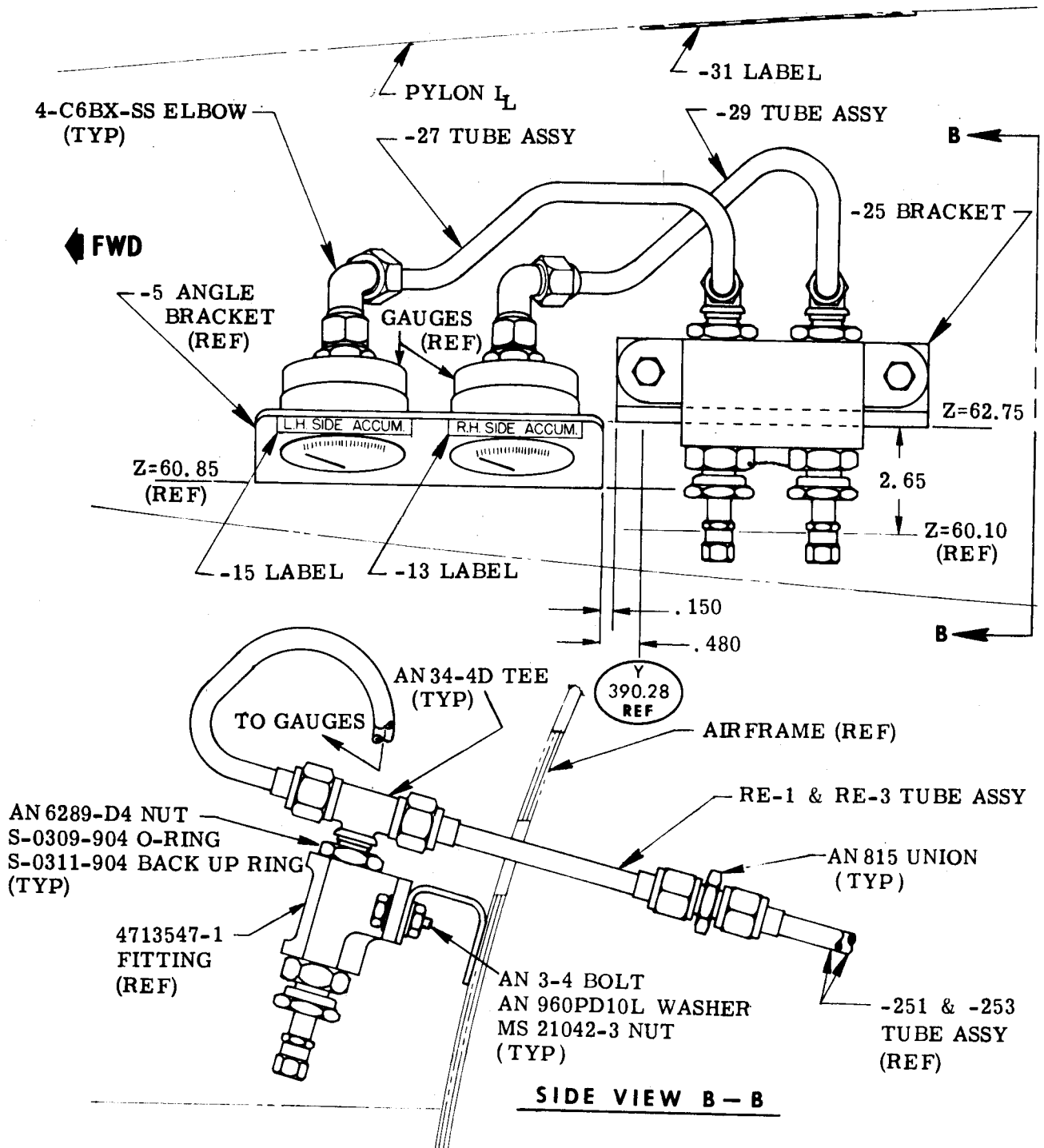
SERVICE BULLETIN NO. WW-24-6



PRESENT CONFIGURATION OF NITROGEN GAUGES AND CHARGING VALVES

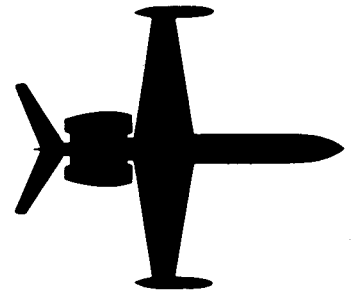
FIGURE 2

SERVICE BULLETIN NO. WW-24-6



RELOCATION OF NITROGEN GAUGES AND CHARGING VALVES
 FIGURE 3

24-WESTWIND



SERVICE BULLETIN

SERVICE BULLETIN NO. WW-24-7A

DATE: OCTOBER 18, 1977

(This Service Bulletin supercedes Service Bulletin No. WW-24-7, dated April 12, 1977 in its entirety. Prior compliance fulfills requirements of this revision.)

EFFECTIVITY: ALL MODEL 1124 AIRCRAFT S/N 154, 181, AND 187 THRU 200

SUBJECT: AFT ENGINE MOUNT FITTING ASSEMBLY INSPECTION

COMPLIANCE: AT NEXT ENGINE(S) REMOVAL

APPROVAL: I. A. I. ENGINEERING

PURPOSE: TO INSPECT FOR AND REPLACE AFT ENGINE MOUNT FITTING ASSEMBLIES WHICH HAVE BEARINGS WHICH MAY BE LOOSE DUE TO INSUFFICIENT CHAMFER OR SWAGING.

NOTE

BEARINGS WHICH ARE LOOSE ARE CAPTIVE BY ENGINE INSTALLATION AND DO NOT IMPOSE A FLIGHT SAFETY PROBLEM.

REASON FOR REVISION: TO CORRECT FITTING PART NUMBER AND SIMPLIFY INSPECTION PROCEDURES

INSTRUCTIONS:

1. Engines should be removed per instructions of Section 71-00-00, pages 401 thru 406, of the 1124 Westwind Maintenance Manual.
2. The aft engine mount is located at fuselage Station 433.476 on the engine pylon. See Drawing F10A-5-B10210 in Section 71-00-00 of manual.
3. Remove existing hardware securing the F10A-5-B10504-1 Fitting-Aft Engine Mounts to the pylons. Mark the aft side of fittings for reference. (SEE FIGURE 1)
4. Examine BAN 6550S bearings (two places) and BAN 5470S bearing for defects as follows (SEE FIGURE 2):
 - A. Inspect for proper swaging. If any bearing has not been swaged, the complete fitting must be replaced. Inspect both sides of fitting.
 - B. Inspect for adequate chamfer. Fitting may have inadequate chamfer for sufficient swaging, although bearing outer rim may display slight deformation from swaging operation.

1124-71-01

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BEN GURION AIRPORT. ISRAEL

SERVICE BULLETIN NO. WW-24-7A

INSTRUCTIONS (CONT'D)

NOTE

Inadequate chamfer may be determined by measuring the O. D. of chamfer on fitting. (SEE FIGURE 2) The diameter should be no less than:

<u>BEARING</u>	<u>MINIMUM CHAMFER O. D.</u>
BAN 6550S	.837
BAN 5470S	.778

If diameter measures less than above minimum, the fitting assembly should be replaced.

- C. Bearing rotation. The spherical bearing section must be free to rotate in bearing seat. if any bearing is "frozen" due to improper manufacture or swaging, the fitting assembly must be replaced.
 - D. The swaged bearings should be centered within the fitting within .008 inch accuracy; make a judgement if measuring equipment is not available. (SEE FIGURE 2) Replace fitting if any bearing is beyond tolerance.
5. Fitting assemblies having all bearings satisfying forementioned inspection procedures are satisfactory for reinstallation to pylons using existing hardware. Install and torque fasteners per call-outs on Drawing No. F10-5-B10210, Section 71-00-00 of maintenance manual.
 6. Install engines per instructions Pages 406 thru 414 of 1124 Westwind Maintenance Manual.

SUPPLY DATA:

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
AR	F10A-5-B10504-1	Fitting-Aft, Engine Mount

NOTE: THE ABOVE PART WILL BE EXCHANGED AT NO CHARGE FROM:

COMMODORE AVIATION, INC.
P. O. BOX 280
RONKONKOMA, NY 11779

Aircraft serial number and shipping instructions must be included when ordering parts.

WEIGHT AND
BALANCE: N. A.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows: Service Bulletin No. WW-24-7A, dated October 18, 1977, entitled "Aft Engine Mount Fitting Assembly Inspection", accomplished (DATE) .

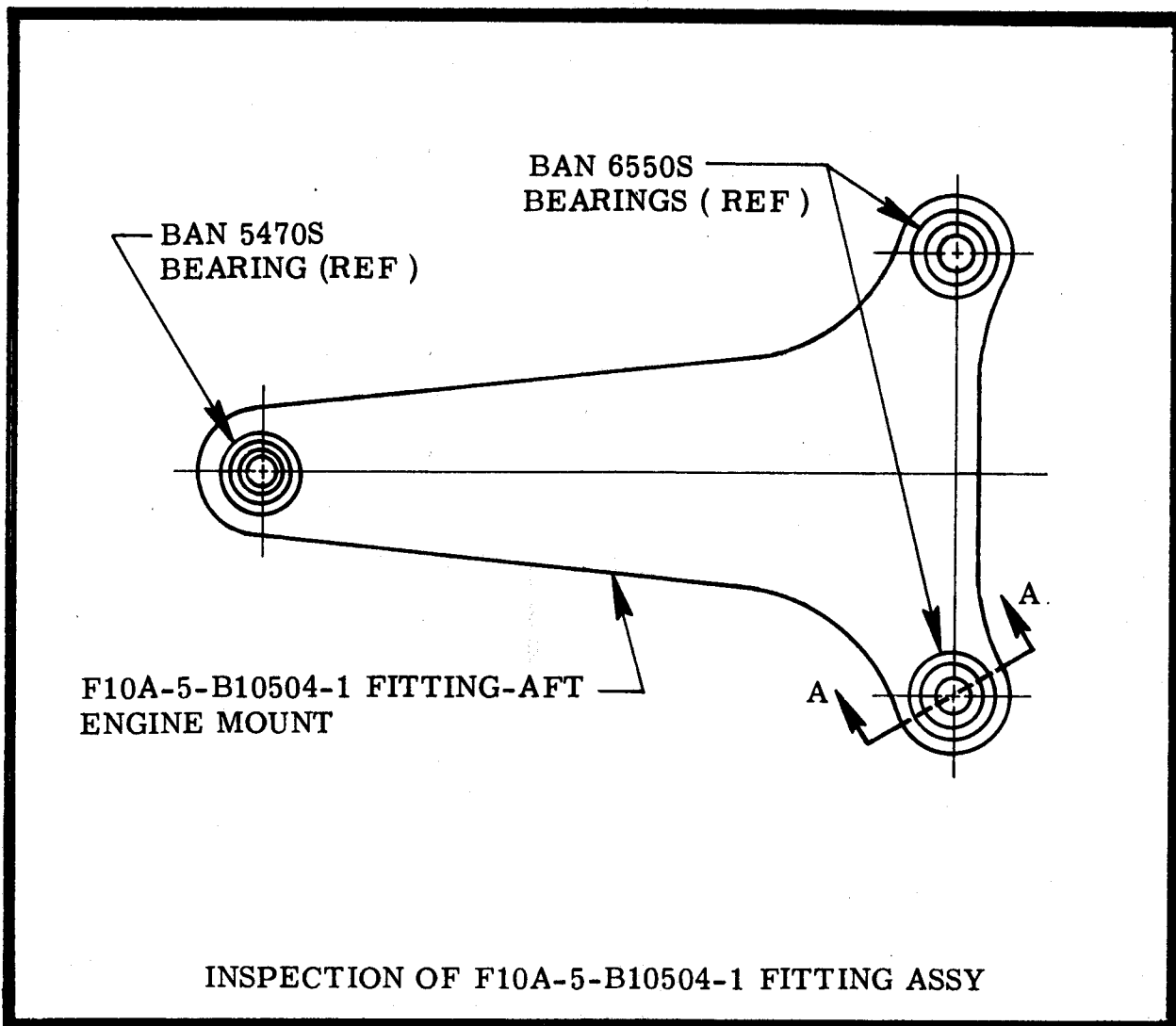
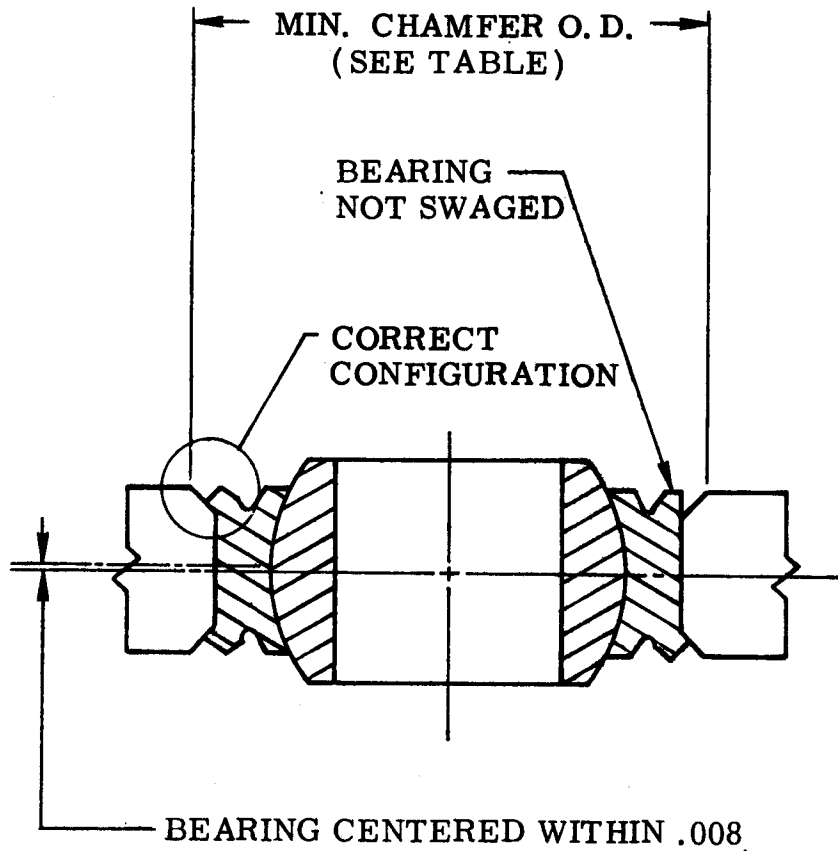


FIGURE 1



SECTION A-A
(TYP)

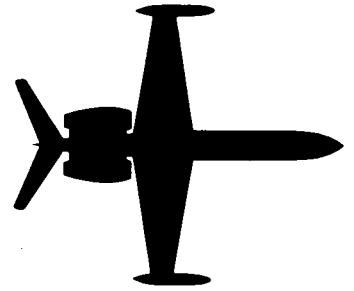
(TABLE)

BEARING NO.	MIN. CHAMFER O. D.
BAN 6550S	.837
BAN 5470S	.778

INSPECTION OF F10A-5-B10504-1 FITTING ASSY

FIGURE 2

1124-WESTWIND



SERVICE BULLETIN

SERVICE BULLETIN NO. WW-24-8A

DATE: JULY 15, 1977

(This Service Bulletin supercedes Service Bulletin No. WW-24-8, dated April 18, 1977 in its entirety.)

EFFECTIVITY: ALL MODEL 1124 AIRCRAFT S/N 154, 181, 187 THRU 194 AND 196

SUBJECT: REPLACEMENT OF NUTS AND WASHERS ON FORWARD ENGINE MOUNT ATTACHMENT BOLTS.

COMPLIANCE: AT NEXT ENGINE REMOVAL, BUT NOT LATER THAN 750 OPERATING HOURS

APPROVAL: I. A. I. ENGINEERING

PURPOSE: TO REPLACE EXISTING HARDWARE WITH HIGHER STRENGTH AND TEMPERATURE-RESISTANT FASTENERS.

REASON FOR REVISION: TO CORRECT TECHNICAL ERROR IN FASTENER COMPONENTS CALL-OUTS. KIT WW-24-8 CONTAINS CORRECT COMPONENTS.

NOTE: REPLACEMENT MAY BE ACCOMPLISHED WITHOUT ENGINE REMOVAL.

INSTRUCTIONS:

1. Gain access to F10A-5-B10555 forward engine mount, located at Station 200.00. (SEE FIGURE 1)
 - A. Remove access panels on underside of pylon, forward and aft of engine mount assembly.
 - B. Disconnect 5553510 Teleflex engine throttle control quick-disconnect; remove retainer nut securing quick-disconnect to fireshield.
 - C. Disconnect 5643505 fire extinguisher line. Remove retaining nuts securing fire extinguisher line to fireshield.
 - D. Remove bolts securing fireshield to pylon and remove fireshield section to gain access to pylon interior and engine mount hardware.
2. Use the following procedure to replace nuts and install new Pre-Load Indicating (PLI) Washers:
 - A. Perform complete replacement and torquing procedure at one fastener location before proceeding to another location.
 - B. Remove and dispose of existing nut and pre-load indicating washer set. USED PLI WASHERS MUST BE DESTROYED TO PREVENT RE-USE.
 - C. Do not lubricate components. Do not remove wax coating on washers, if present.



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BEN GURION AIRPORT, ISRAEL

1124-71-02
Page 1 of 4

INSTRUCTIONS CONT'D

- D. Place one flat washer over bolt, followed by the inner and outer PLI washers. Place second flat washer over bolt. (SEE FIGURE 2A)
- E. Install nut and tighten snug against PLI washer set. (SEE FIGURE 2B)
- F. Tighten nut in gradual (1/8 turn maximum) increments. Test outer washer for rotation by inserting a scribe (or equivalent) in perimeter holes. Continue until outer washer can no longer be moved by testing two perimeter holes; the desired pre-load has been obtained. (SEE FIGURES 2C AND 2D)

CAUTION

DO NOT OVERTIGHTEN. IF NUT IS TIGHTENED MORE THAN 1/8 TURN BEYOND POINT WHEN OUTER PLI WASHER BECOMES IMMOVABLE, THE ENTIRE BOLT, NUT, AND PLI WASHER ASSEMBLY MUST BE REPLACED.

- 3. Install NAS1758L7 nut with PLI 7-12.4 pre-load indicating washer set under nut at the four inner locations. (SEE FIGURE 1)
- 4. Install NAS1758L9 nut with PLI 9-21.6 pre-load indicating washer set between nut and 3313721-9 special washer at the four corner locations. (SEE FIGURE 1)
- 5. Apply tamper-proof sealant, EC-1252, white, to each torqued fastener installation:
 - A. Clean only those parts to receive sealant with Methyl Ethyl Ketone (MEK).
 - B. Apply stripe of sealant across end of exposed bolt end, down the nut and across the PLI washers so that any turning action will break the stripe seal.
- 6. Replace fireshielding inside pylon. Connect fire extinguisher fittings and line. Connect engine throttle controls. Replace access panels.
- 7. Repeat for other engine forward mount.

SUPPLY DATA:

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
8	NAS1758L7	Nut
8	NAS1758L9	Nut
8	PLI 7-12.4	Pre-load indicating washers
8	PLI 9-21.6	Pre-load indicating washers

NOTE: The above items may be obtained at no charge as KIT NO. WW-24-8 from:

ATLANTIC AVIATION CORP.
P. O. BOX 1709
GREATER WILMINGTON AIRPORT
WILMINGTON, DE 19899

Aircraft serial number and shipping instructions must be included when requesting parts.

SERVICE BULLETIN NO. WW-24-8A

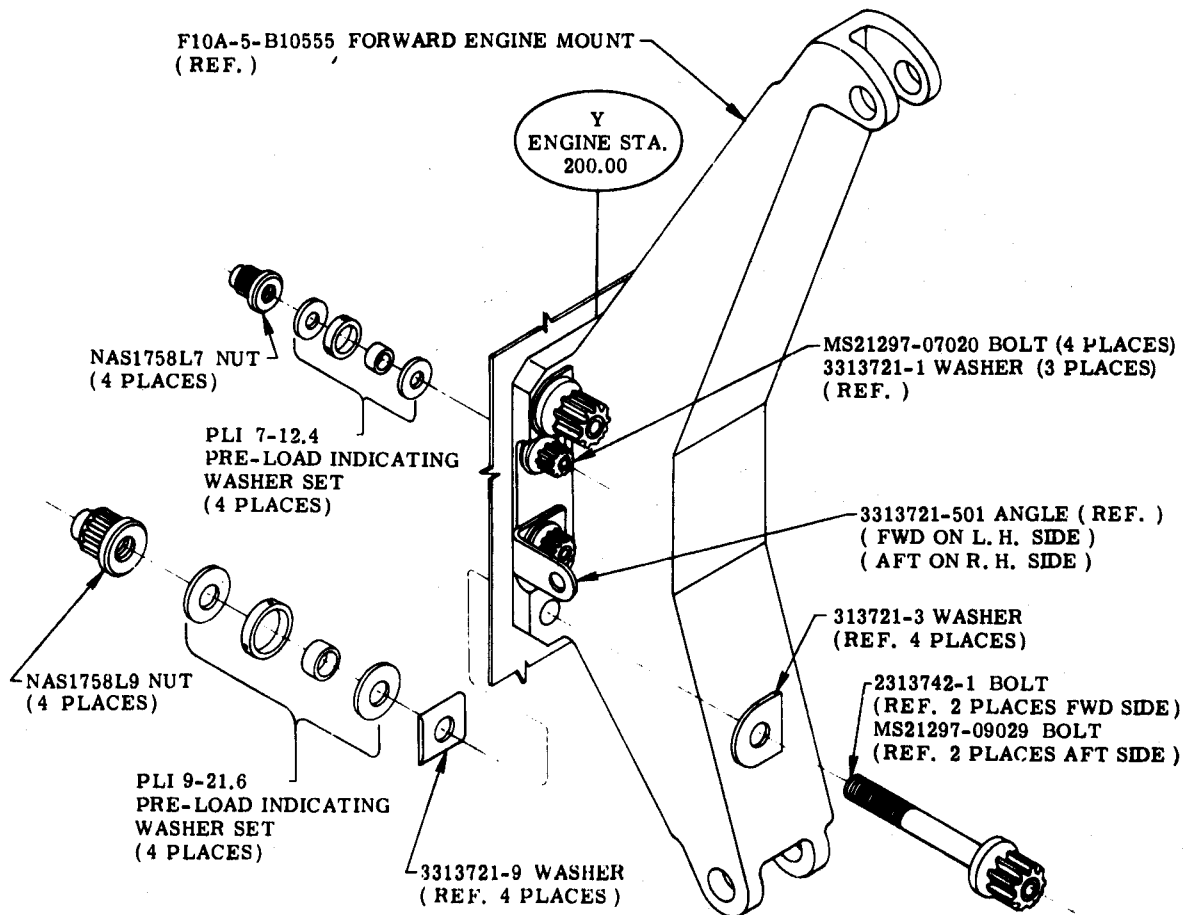
SUPPLY DATA CONT'D

EC-1252 Tamper-proof Sealant, White, manufactured by the 3M Company, may be obtained from local sources.

WEIGHT AND
BALANCE: N. A.

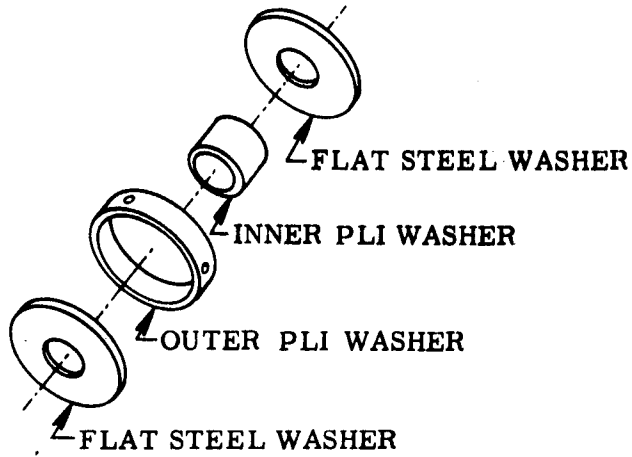
AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows:
Service Bulletin No. WW-24-8A, dated July 15, 1977 entitled, "Replacement of Nuts and Washers on Forward Engine Mount Attachment Bolts", accomplished
(DATE)

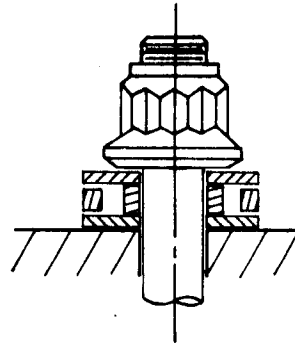


INSTALLATION OF PRE-LOAD INDICATING WASHERS
ON FORWARD ENGINE MOUNT ATTACHMENT BOLTS

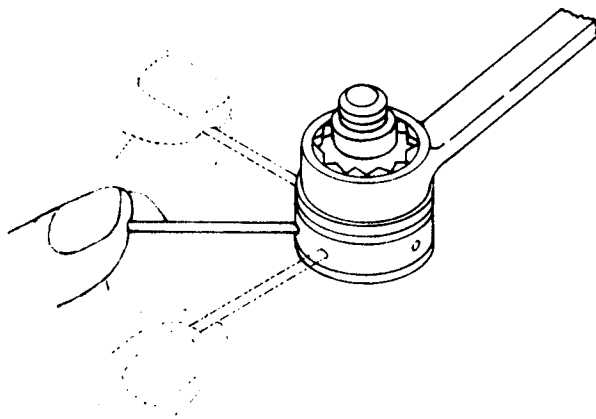
FIGURE 1



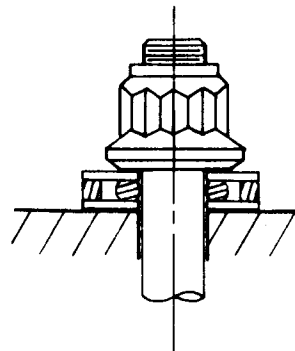
A. TYPICAL PLI WASHER ASSEMBLY



B. INITIAL POSITION OF PLI WASHERS



D. TESTING OUTER WASHER FOR MOVEMENT



C. TIGHTENED TO DESIRED PRE-LOAD

INSTALLATION OF PRE-LOAD INDICATING WASHERS UNDER NUTS

FIGURE 2

SERVICE PUBLICATIONS

revision notice

SERVICE BULLETIN NO. WW-24-9
Revision No. 1

DATE: MAY 23, 1978

SUBJECT: MODIFICATION OF MAIN LANDING GEAR

REVISED
EFFECTIVITY: MODEL 1124 AIRCRAFT S/N 154, 181, 187 THRU 212,
AND 215

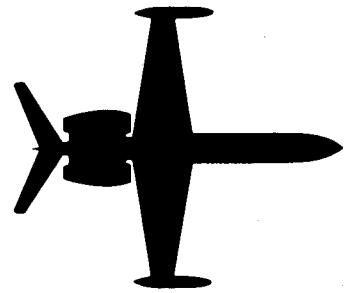
REASON FOR
REVISION: TO LIMIT EFFECTIVITY TO INCLUSIVE S/N'S

1124-32-01
Page 1 of 1



SUBSIDIARY OF ISRAEL AIRCRAFT INDUSTRIES LTD
BEN GURION AIRPORT, ISRAEL

24-WESTWIND



SERVICE BULLETIN

SERVICE BULLETIN NO. WW-24-9

DATE: JULY 12, 1977

EFFECTIVITY: ALL 1124 AIRCRAFT, S/N 154, 181, 187 AND SUBS.

SUBJECT: MODIFICATION OF MAIN LANDING GEAR

COMPLIANCE: AT NEXT INSPECTION

APPROVAL: I. A. I. ENGINEERING

PURPOSE: TO UPDATE MAIN LANDING GEAR GEOMETRY

NOTE: THIS SERVICE BULLETIN SHOULD BE CO-ORDINATED WITH INSTALLATION OF NEW GOODYEAR TIRES P/N 249K83-2, WHICH SHOULD BE SERVICED TO 150 PSI UNLANDED.

INSTRUCTIONS:

1. Jack aircraft per Chapter 7, 1124 Aircraft Maintenance Manual.
2. Remove EA1681-503 side and jury brace assembly from main gear, per Chapter 32-10-00, Page 201, of 1124 Aircraft Maintenance Manual. Use caution in removing ED12948-1 springs.
3. Remove both ES12850-501 lower side brace assemblies from ES12851-503 upper brace assembly. (SEE FIGURE 1)
4. Disconnect ED12941-1 lower jury brace from ES12851-503 upper brace assembly.
5. Modify ES12851-503 upper brace assembly as follows: (SEE FIGURE 2)
 - A. Make a copy of Template "A", and position to mark areas to be cut away.
 - B. Remove metal from indicated areas. Finish smooth with abrasive paper.
 - C. Brush alodine all reworked surfaces.
 - D. Modify legend on ED12977-501 nameplate to read the following assembly part number: EA1681-505
6. Disconnect ES12942-1 upper jury brace from ED12949-1 jury mounting pad, and ED12941-1 lower jury brace; modify parts and reassemble as follows:
 - A. Modify ES12942-1 upper jury brace and brush alodine machined surfaces. (SEE FIGURE 3)

1124-32-01
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ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL INC.

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BEN GURION AIRPORT, ISRAEL

SERVICE BULLETIN NO. WW-24-9

INSTRUCTIONS (CONT'D)

- B. Install ED12946-1 bungee shaft in the modified upper jury brace; install ED12947-R1 and ED12947-R2 sleeves (in that order) on each end of the bungee shaft, and secure with former NAS670-31 retaining rings.
 - C. Join modified ED12942-1 upper brace with ED12941-1 lower jury brace and ED12949-1 jury mounting pad. Use new MS24665-149 cotter pins with other original hardware.
7. Connect new ES12850-503 lower side brace assemblies to the modified upper brace assembly. Note the direction of reinforcement ribs, per FIGURE 1.
 8. Connect ED12941-1 lower jury brace to the modified upper side brace as follows:
 - A. Insert ED12946-1 bungee shaft and secure with MS20392-1-29 flat head pin, AN960PD4 washer, and new MS24665-149 cotter pin.
 - B. Install ED12947-2 sleeves on bungee shaft and secure with former NAS670-31 retaining rings.
 9. Repeat Steps 2 thru 8 on other main landing gear assembly.
 10. Install reworked main gear and jury brace assemblies to main gear per Chapter 32-10-00, Page 201, 1124 Aircraft Maintenance Manual, with the following additions:
 - A. Install 910.003.24 jury brace pad shim under ED12949-1 jury mounting pad using AD502-416-12 screws. Original screws may be installed at any locations where new screws "bottom" before fully tightening. Torque screws to 50-70 in-lbs. and secure with safety wire.
 - B. Install ED12948-1 bungee springs. The thickness of ED12947-R1 may be reduced, if necessary, to allow spring to fit between sleeves.
 11. Check gear retraction function.
 - A. Manually lift gear into retracted position, and check for interference between parts and for chaffing of wiring bundle.
 - B. If gear binds before uplock position, check for reversed installation of ES12850-503 lower side brace assemblies. (See Step 7)
 - C. Check clearance between main gear strut and upper link by applying putty across cut-out areas. If interference occurs, blend grind contact area of upper link only and finish per Steps 5B and 5C.
 - D. Check for clearance between modified ES12942-1 upper jury brace and wing fitting 4173108-505 (-506 on R. H. side). Up to .020 inch material may be removed from wing fitting in contact area to provide clearance for spring end; protect with zinc chromate paint.

SERVICE BULLETIN NO. WW-24-9

INSTRUCTIONS (CONT'D)

- E. Adjust wire bundle clamps to prevent chaffing or pinching of wiring. If necessary, reroute wire bundle to inboard side of strut.
- F. Check gear under hydraulic power.
- 12. Position gears in down locked position. Clean areas of lower side brace links with solvent for new down locked reference stripe. Mask stripe in alignment with upper link stripe. Brush paint stripe with red epoxy paint per paint manufacturer's instructions.
- 13. Align main wheels, per Service Letter No. WW-2402, dated August 27, 1976.

SUPPLY DATA:

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
4	ES12850-503	Lower Side Brace Assy
4	ED12947-R1	Inner Sleeve
4	ED12947-R2	Outer Sleeve
2	910.003.24	Jury Pad Shim
8	AN502-416-12	Screw

The above items may be obtained at no charge as Kit No. WW-24-9 from:

ATLANTIC AVIATION CORP.
P. O. BOX 1709
GREATER WILMINGTON AIRPORT
WILMINGTON, DE 19899

Aircraft serial number and shipping instructions must be included when ordering parts.

The following items may be procured from local sources:

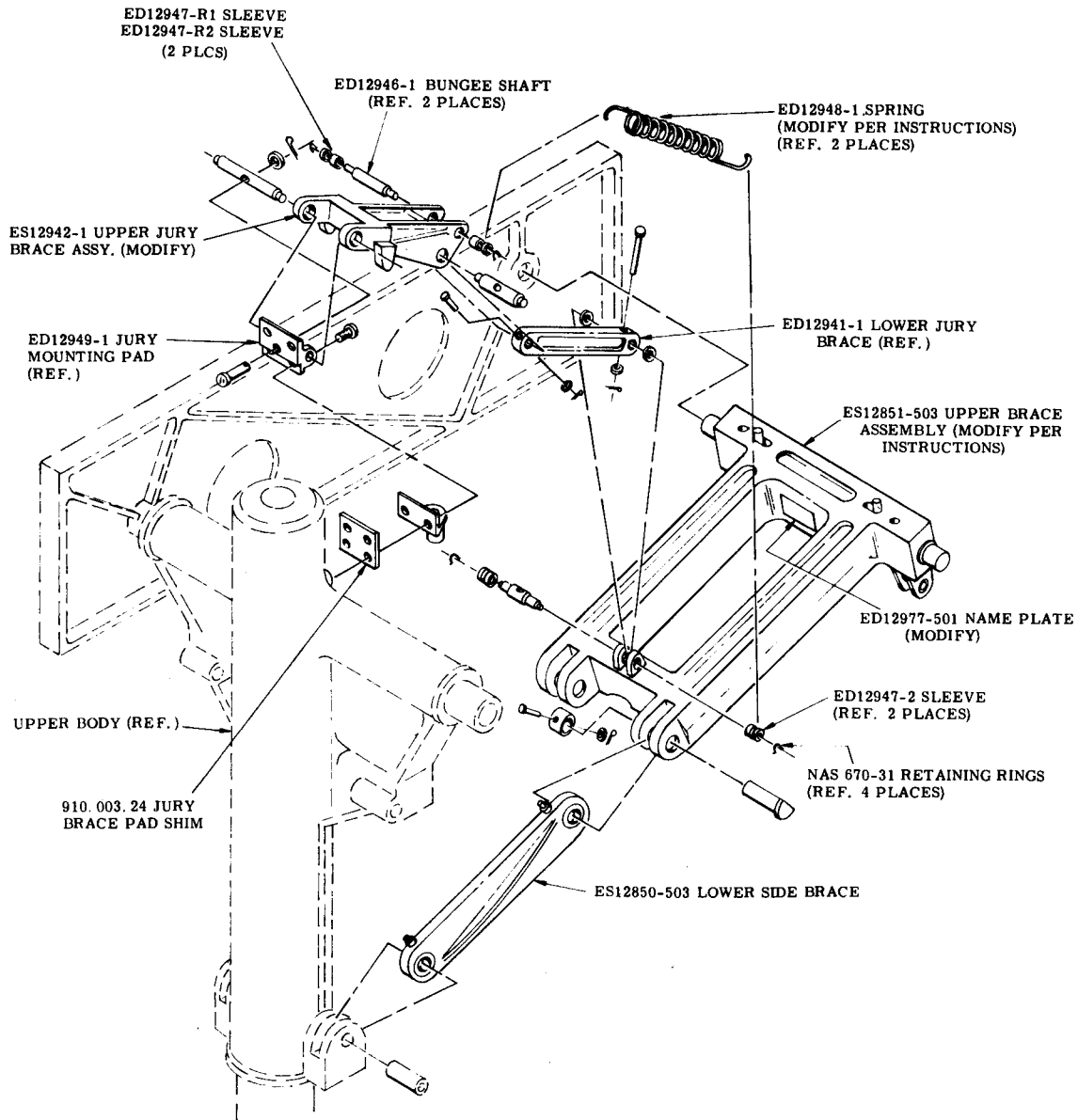
<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
6	MS24665-149	Cotter Pin

WEIGHT AND
BALANCE: N. A.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows:
Service Bulletin No. WW-24-9, dated July 12, 1977, entitled, "Modification of Main Landing Gear", accomplished (DATE).

SERVICE BULLETIN NO. WW-24-9



SIDE AND JURY BRACE ASSEMBLY
EA1681-503 MODIFICATION TO EA1681-505

FIGURE 1

SERVICE BULLETIN NO. WW-24-9

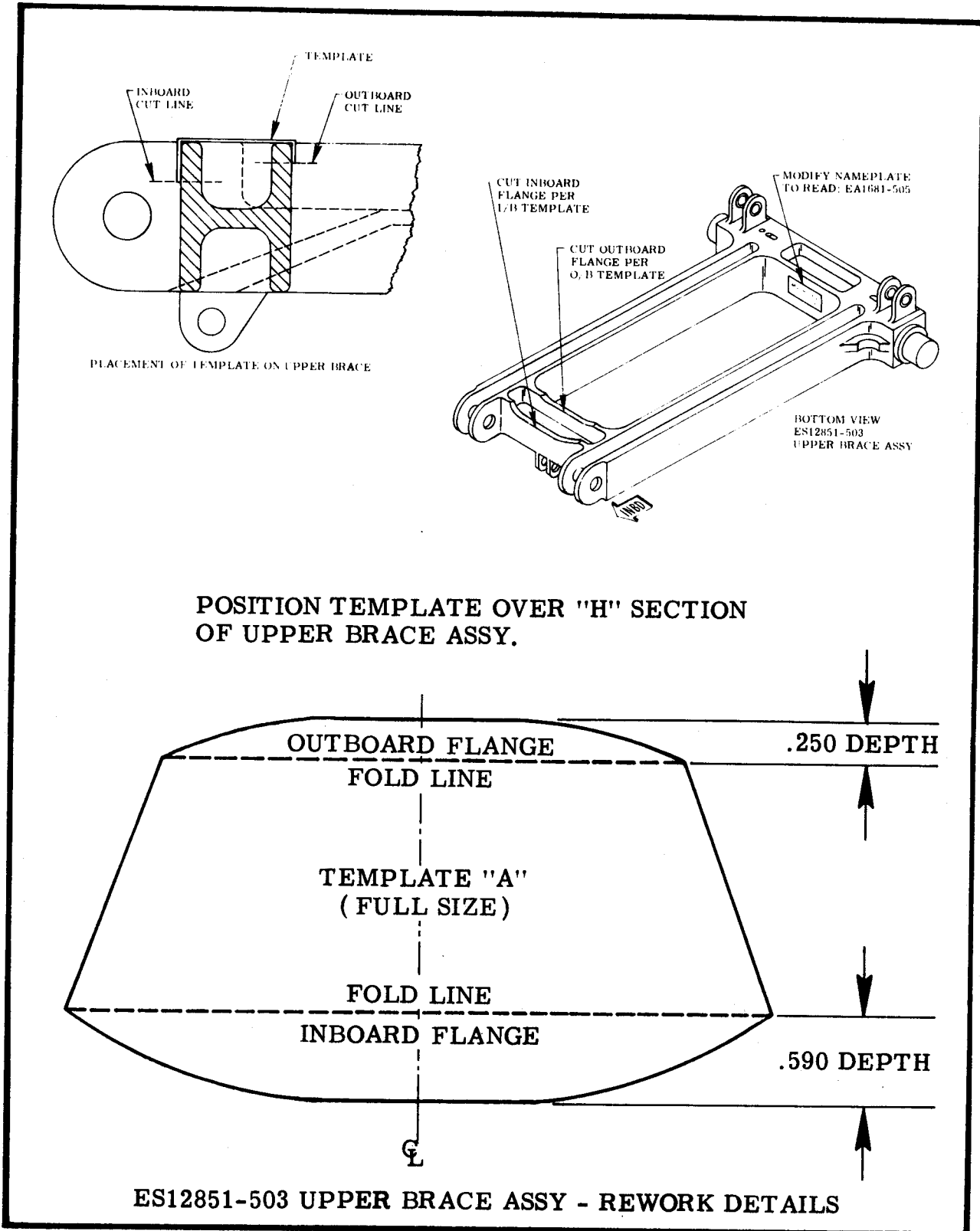
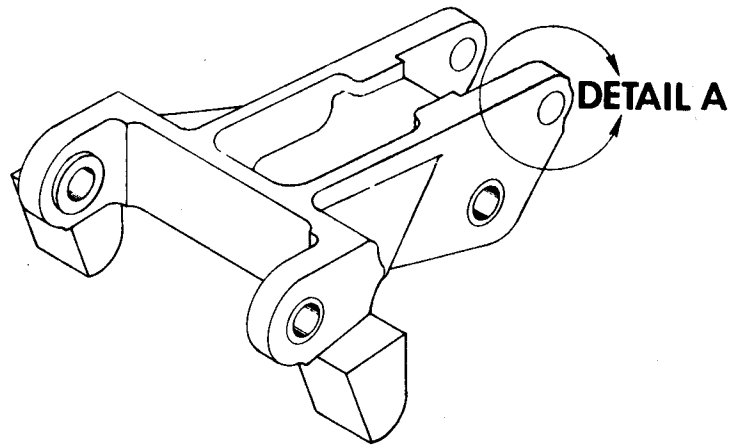
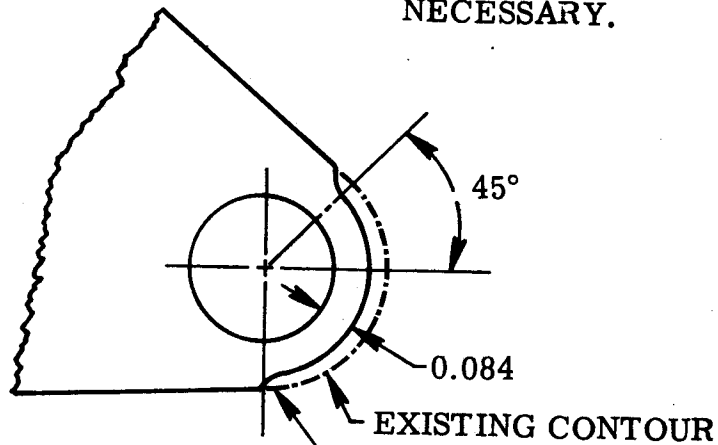


FIGURE 2



MODIFY AFT SIDE OF
UPPER JURY BRACE
TO PROVIDE CLEARANCE.
MODIFY FORWARD SIDE IF
NECESSARY.

DETAIL A



NOTE: BRUSH ALODINE
REWORKED AREA

BLEND OUT SMOOTHLY
EXISTING CONTOUR

MODIFICATION OF ES12942-1 UPPER JURY BRACE

FIGURE 3

SERVICE PUBLICATIONS revision notice

SERVICE BULLETIN NO. WW-24-10
Revision No. 1

DATE: MAY 23, 1978

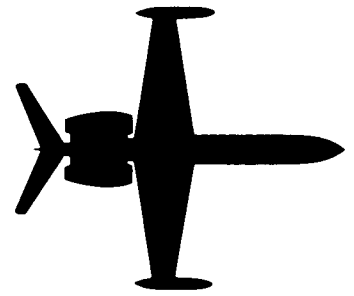
SUBJECT: CHAFFING OF TUBES NEAR R. H. ENGINE PYLON

REVISED
EFFECTIVITY: MODEL 1124 AIRCRAFT S/N 154, 181, 187 THRU 210,
AND 215

REASON FOR
REVISION: TO LIMIT EFFECTIVITY TO INCLUSIVE S/N'S

1124-29-03
Page 1 of 1

24-WESTWIND



SERVICE BULLETIN

SERVICE BULLETIN NO. WW-24-10

DATE: JUNE 24, 1977

EFFECTIVITY: MODEL 1124 S/N 154, 181, 187 AND SUBS.

SUBJECT: CHAFFING OF TUBES NEAR R. H. ENGINE PYLON

COMPLIANCE: AS SOON AS POSSIBLE, BUT NOT LATER THAN NEXT 150 HOUR INSPECTION

APPROVAL: I. A. I. ENGINEERING

PURPOSE: TO INSPECT TUBES AND INSTALL SUPPORT CLAMPS TO PREVENT CHAFFING

INSTRUCTIONS:

1. Remove aft panel of fwd baggage compartment and remove air conditioning ducting as necessary to gain access to tubing entering aft fuselage from engine pylon at Station 385.
2. Inspect hydraulic supply tube P/N 3723589-395, hydraulic pressure tube P/N 3723589-237 and PT2 tube P/N 5723592-18 for evidence of chaffing. If chaffing is evident, replace tubes that are damaged beyond serviceable limits.
3. Commencing as near as possible to aft fuselage skin, position MS21919DG8 clamp on hydraulic supply tube, MS21919DG6 clamp on hydraulic pressure tube, and secure clamps together using AN520-10R8 screw, AN960PD10L washer and MS21083N3 nut. Position MS21919DG6 clamp on hydraulic pressure tube, MS21919DG4 clamp on PT2 tube P/N 5723592-18 and secure clamps together using AN520-10R8 screw, AN960PD10L washer and MS21083N3 nut.
(SEE FIGURE 1)
4. Repeat clamping procedure as necessary between initial clamping, and the ripple dampening accumulator, to prevent chaffing of tubes.
5. Replace air conditioning ducting removed to gain access.

1124-29-03
Page 1 of 2



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SERVICE BULLETIN NO. WW-24-10

SUPPLY DATA:

The following items may be procured from local sources:

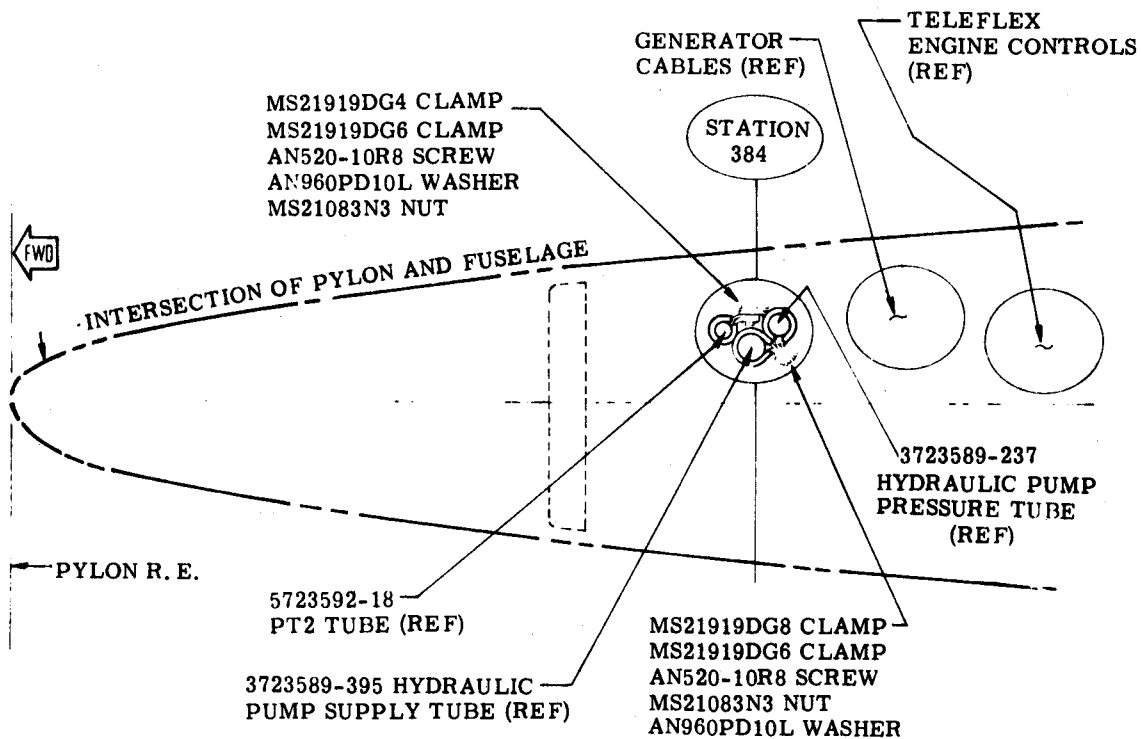
<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
AR	AN520-10R8	Screw
AR	AN960PD10L	Washer
AR	MS21919DG4	Clamp
AR	MS21919DG6	Clamp
AR	MS21919DG8	Clamp

WEIGHT AND

BALANCE: N. A.

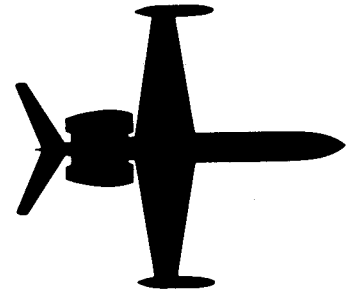
AIRCRAFT RECORDS:

Make appropriate entry in aircraft permanent records as follows: Service Bulletin No. WW-24-10 dated, June 24, 1977, entitled, "Chaffing Of Tubes Near R. H. Pylon", accomplished (DATE) _____.



VIEW - INSIDE AIRFRAME TOWARD R. H. ENGINE PYLON
 INSTALLATION OF TUBING CLAMPS
 FIGURE 1

24-WESTWIND



SERVICE BULLETIN

SERVICE BULLETIN NO. WW-24-11

DATE: DECEMBER 30, 1977

EFFECTIVITY: MODEL 1124 AIRCRAFT S/N 187 THRU 193

SUBJECT: REPLACEMENT OF AILERON CONTROL CHAIN ASSY P/N 3533516-1
AND SPROCKET P/N 2533049-501 IN FLIGHT CONTROL COLUMNS

COMPLIANCE: AS CONVENIENT, BUT NOT LATER THAN 1200 OPERATING HOURS

APPROVAL: I. A. I. ENGINEERING

PURPOSE: TO UPDATE AILERON CONTROL COMPONENTS

INSTRUCTIONS:

1. Remove flight compartment floor carpeting. Loosen center pedestal, and remove access panel over center aileron bellcrank at fuselage Station 49.37, and lock bellcrank in neutral position using a 3/16 inch dia. rig pin in the short arm of bellcrank. (SEE FIGURE 1)
2. Remove aileron control wheels from control column per Page 401, Chapter 27-10-00 of the 1124 Westwind Maintenance Manual.
3. Remove top wire bundle clamp from control column and pull wires through 2533022-501 shaft. (SEE FIGURE 2)
4. Remove control column inspection panels. Perform Steps 5 thru 13 for L. H. control column. (SEE FIGURES 1 & 2)
5. Remove turnbuckle safety springs, and loosen turnbuckles to provide slack in control cables.
6. Remove AN316-12R nut, MS27111-8 key washer, and MS20002-12 washer. Insert 3/8" dia. to 7/16" dia. shaft, approximately one foot long, through the 2533022-501 shaft to prevent components from falling inside column. Remove NAS221-6 retaining screws, and pull 3533062 bearing assembly from shaft. Carefully remove washer shims. Withdraw the shaft to release the sprocket, using care to retrieve the MS20066-183 sprocket key. Remove washers from aft side of sprocket. (SEE FIGURE 2)
7. Lower chain and sprocket through to inspection hole. Remove and dispose of sprocket. Pull chain through inspection hole.

1124-27-01
Page 1 of 5

Product - Support *Commodore Aviation*

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



INSTRUCTIONS (CONT'D)

8. Omitting washer shims on aft side of sprocket, push shaft through column bearing and new 3533530-1 sprocket. DO NOT install key. With sprocket against column bearing, install sufficient AN960-D1216L washer shims between sprocket and 3533062 bearing assembly until axial play of sprocket on shaft is minimal, with bearing assembly in place.
9. Remove bearing assembly. Remove and divide washer shims so that an equal number (plus/minus one washer) may be installed on each side of sprocket. Withdraw shaft until sprocket is free. Place aft washers on shaft protrusion. The small shaft may be inserted to prevent washers from falling into column.
10. Disconnect old chain assembly, discard, and replace with new 3533529-1 chain assembly. Position new 3533530-1 sprocket in chain assembly and lift into position. Press shaft through sprocket.
11. Align sprocket and shaft keyways, and insert MS20066-183 key. Place remaining washer shims on shaft and install 3533062 bearing assembly; install and tighten bearing assembly retaining screws. (SEE FIGURE 2)
12. Install MS20002-12 washer, new MS27111-8 key washer, and AN316-12R nut. Torque nut to within 250-300 inch-pound range, checking shaft for free rotation while tightening; if shaft tightens, remove fasteners and bearing assembly to remove one washer shim. When shaft turns freely with nut properly torqued, safety the nut by bending a tab of MS27111-8 key washer over nut. If necessary, the rig pin may be temporarily removed to check shaft rotation. (SEE FIGURE 2)
13. Remove aft section of center pedestal, and remove floor panel for access to aileron control cable. Attach cable tension gage to aileron control cable; adjust turnbuckles until chain ends are in equal alignment when cable tension is at correct value. (REF. Table 2, Page 204, Chapter 27-00-00 of 1124 Westwind Maintenance Manual)
14. Repeat Steps 2 thru 13 for R. H. control column. Remove rig pin installed in Step 1.
15. With both columns fitted with new sprockets and chain assemblies, install control wheels, connect wiring, and perform checks per Para. 1, Page 401, Chapter 27-10-00 of 1124 Westwind Maintenance Manual. Install turnbuckle safety springs.
16. Perform aileron control wheel Adjustment/Test Procedures, per Para. 1, Page 501, Chapter 27-10-00 of 1124 Westwind Maintenance Manual.
17. Replace access panels, aft section of center pedestal, and carpeting removed for access.

SERVICE BULLETIN NO. WW-24-11

SUPPLY DATA:

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
2	35335291-1	Chain Assembly
2	3533530-1	Sprocket
2	MS27111-8	Key Washer
AR*	AN960-D1216L	Washer

(*Four supplied in kit)

The above items may be obtained at no charge as Kit No. WW-24-11 from:

ATLANTIC AVIATION CORP.
P. O. BOX 1709
GREATER WILMINGTON AIRPORT
WILMINGTON, DE 19899

Aircraft serial number and shipping instructions must be included when ordering parts.

WEIGHT AND
BALANCE: N.A.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows:
Service Bulletin No. WW-24-11 dated December 30, 1977, entitled "Replacement
of Aileron Control Chain Assy P/N 3533516-1 and Sprocket P/N 2533049-501 in
Flight Control Columns," accomplished _____ (DATE) .

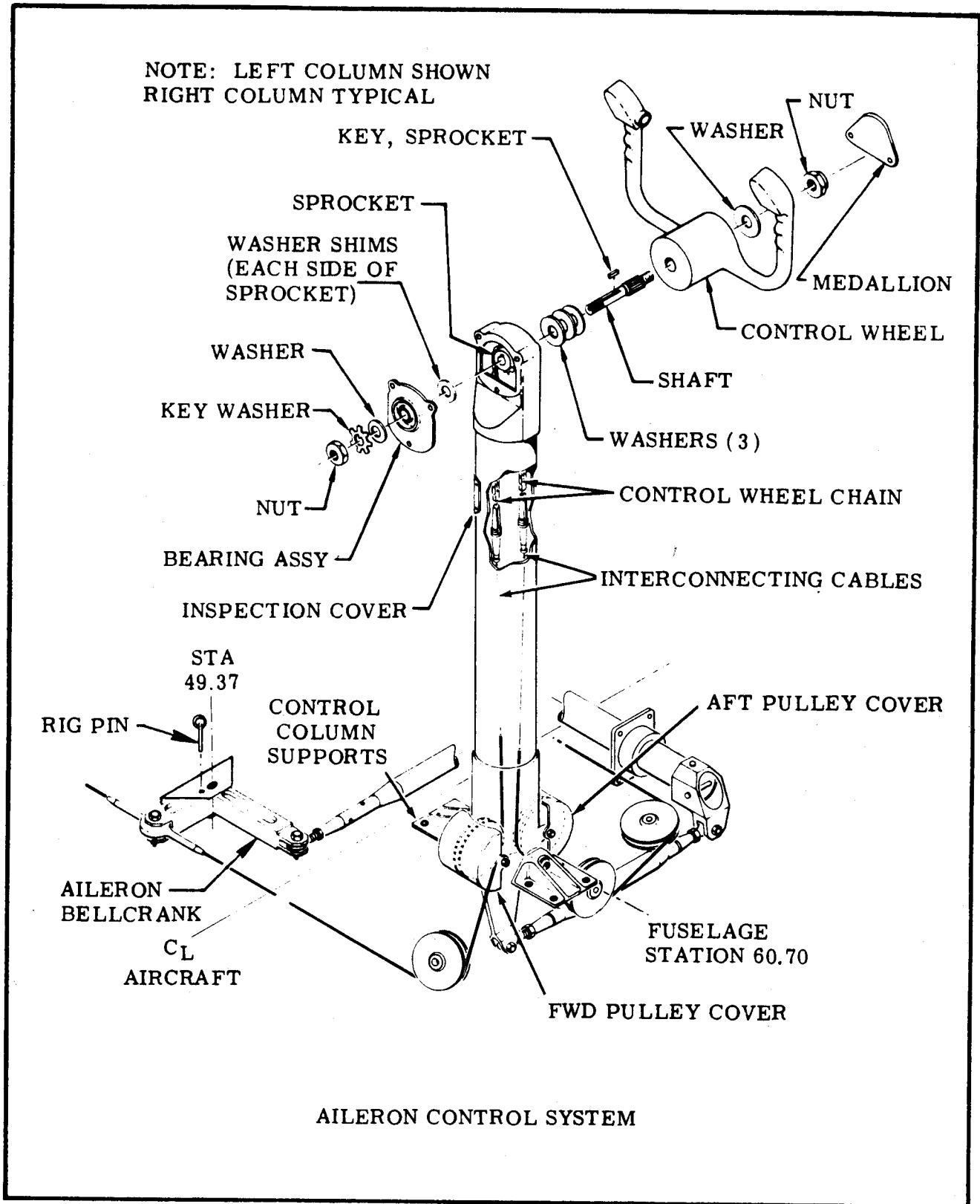


FIGURE 1

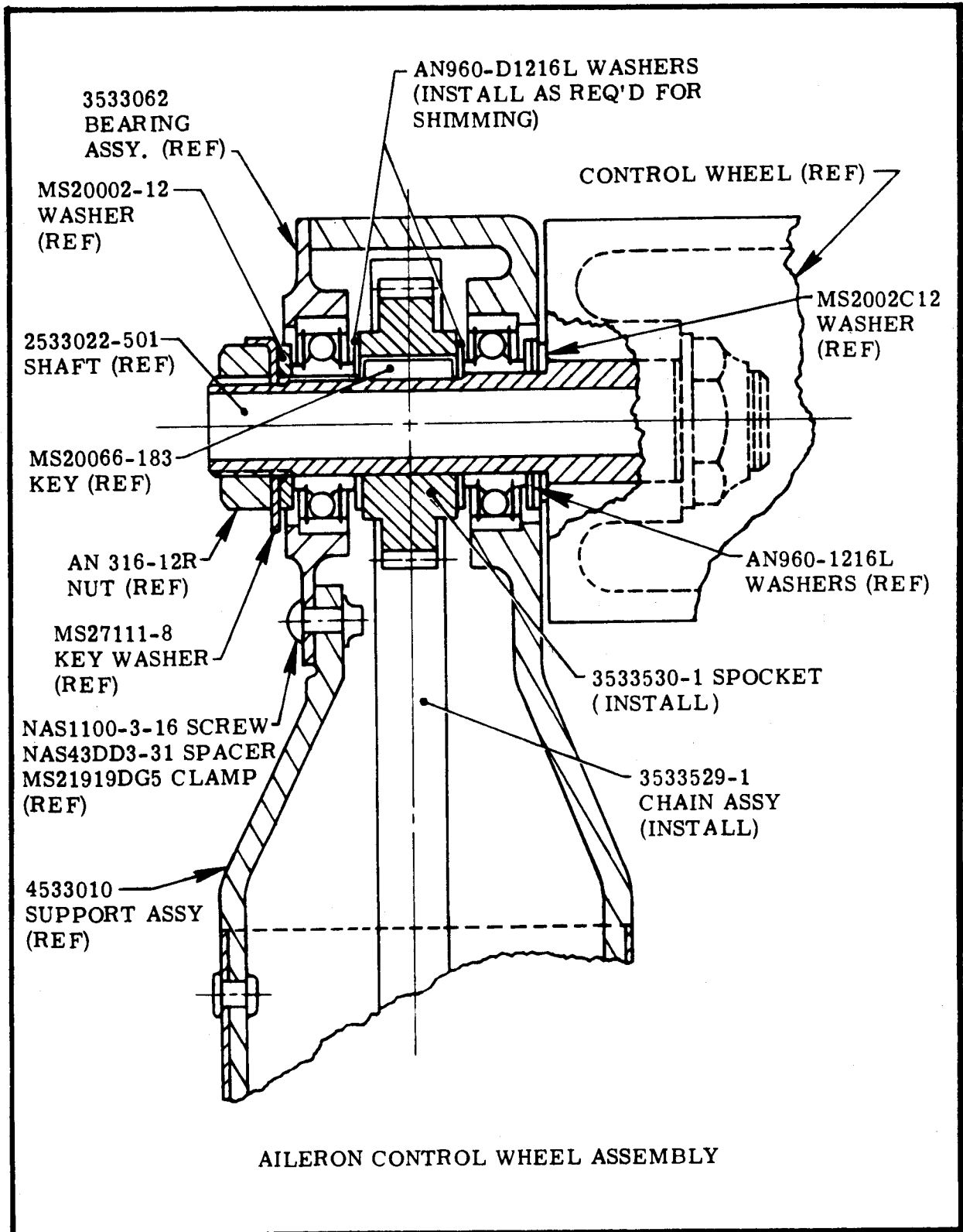


FIGURE 2

COMPLIANCE FORM - SERVICE BULLETIN NO. WW-24-11

TO: OPERATOR OR SERVICE FACILITY PERFORMING MODIFICATION

Please complete the Certificate of Compliance below and mail direct to:

Commodore Aviation, Inc.
2025 S. Nicklas
Oklahoma City, OK 73128

CERTIFICATE OF COMPLIANCE
SERVICE BULLETIN NO. WW-24-11
REPLACEMENT OF AILERON CONTROL CHAIN ASSY P/N 3533516-1
AND SPROCKET P/N 2533049-501 IN FLIGHT CONTROL COLUMNS

Aircraft S/N _____ "N" Number _____

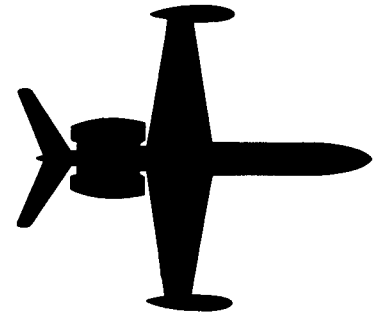
Owner _____

Airframe Total Time at Modification _____ Hours

Modification Performed by _____

I certify that the above aircraft has been modified in accordance with Service
Bulletin No. WW-24-11 on _____
(Date of Modification)

Signed: _____



SERVICE BULLETIN

SERVICE BULLETIN NO. WW-24-12

DATE: OCTOBER 18, 1977

EFFECTIVITY: MODEL 1124 S/N 154, 181, 187 THRU 205, 207, 209 AND 215

SUBJECT: INSPECTION OF GENERATOR CIRCUIT RESISTORS R-11 AND R-12

COMPLIANCE: AS SOON AS POSSIBLE, BUT NO LATER THAN NEXT 150 HOUR INSPECTION.

APPROVAL: I. A. I. ENGINEERING

PURPOSE: TO DETERMINE IF SUBJECT RESISTORS MEET SPECIFICATIONS.

INSTRUCTIONS:

1. Turn all electrical power off.
2. Gain access to No. 1 and No. 2 D. C. Contactor Boxes located in aft fuselage at Sta. 328.
3. Resistor R-11 is located in lower left hand sidewall of No. 1 D. C. Contactor Box. (SEE FIGURE 1, Chapter 39-30-00, of 1124 Maintenance Manual) Resistor R-12 is located in forward lower sidewall of No. 2 D. C. Contactor Box. (SEE FIGURE 2, Chapter 39-30-00, 1124 Maintenance Manual)
4. Inspect resistors, using magnifying glass and flashlight, for OHM rating. Resistance value should read 3 OHM.

NOTE: Verify that the reading is 3 OHM and Not .3 OHM. If value cannot be read clearly, unsolder one end of resistor connection and measure for resistance.

5. Resistors that are 3 OHM rated are satisfactory.
6. Resistors that are 0.3 OHM rated must be replaced.
7. Replace resistors, if required, in accordance with Chapter 20, 1124 Wiring Manual.
8. Secure D. C. Contactor Boxes.
9. If resistors were replaced per Steps 6 and 7, complete Step 10.
10. Functional check of generator trip relay (GTR).

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SERVICE BULLETIN NO. WW-24-12

INSTRUCTIONS (CONT'D)

NOTE: This procedure will require three people, one to start and operate engines. One working at D. C. Contactor Boxes in aft fuselage and one outside the aircraft to relay messages between the cockpit and aft fuselage.

- A. Start engines and place generator switches "ON". Verify generators are operating. (Ammeter indication and annunciator panel "GENERATOR OFF" lights out.)
- B. Trip circuit breaker CB1-4 in No. 1 D. C. Contactor Box. "LEFT GEN. OFF" lights should illuminate. "LEFT GENERATOR CONTROL" circuit breaker should trip (overhead panel). This indicates normal function of GTR-1 relay and resistor R-11.
- C. Reset circuit breaker CB1-4 in No. 1 D. C. Contactor Box. Reset "LEFT GEN. CONTROL" circuit breaker(overhead panel). "LEFT GEN. OFF" light should extinguish. Left generator ammeter should indicate generator output.
- D. Trip circuit breaker CB2-4 in No. 2 D. C. Contactor Box. "RIGHT GEN. OFF" light should illuminate. "RIGHT GEN. CONTROL" circuit breaker should trip (overhead panel). This indicates normal function of GTR-2 relay and resistor R-12.
- E. Reset circuit breaker CB2-4 in No. 2 D. C. Contactor Box. Reset "RIGHT GEN. CONTROL" circuit breaker (overhead panel). "RIGHT GEN. OFF" light should extinguish. Right generator ammeter should indicate generator output.

SUPPLY DATA:

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
2	RH-5	3 OHM Resistor

The required parts may be obtained at no charge as Kit No. WW-24-12 from:

ATLANTIC AVIATION CORP.
P. O. BOX 1709
GREATER WILMINGTON AIRPORT
WILMINGTON, DE. 19899

Aircraft S/N and shipping instructions must be furnished when requesting parts.

WEIGHT AND BALANCE: N. A.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows:
Service Bulletin No. WW-24-12, dated October 18, 1977, entitled "Inspection of
Generator Circuit Resistors R-11 and R-12", accomplished _____ (DATE) _____.

24-WESTWIND



COMPLIANCE FORM - SERVICE BULLETIN NO. WW-24-12

SERVICE BULLETIN

TO: OPERATOR OR SERVICE FACILITY PERFORMING INSPECTION

Please complete the Certificate of Compliance below and mail direct to:

Commodore Aviation, Inc.
2025 S. Nicklas, Suite 112
Oklahoma City, OK 73128

CERTIFICATE OF COMPLIANCE SERVICE BULLETIN NO. WW-24-12

Aircraft S/N _____ "N" Number _____

Owner _____

Airframe Total Time at Inspection _____ Hours

Inspection Performed By _____ Date: _____

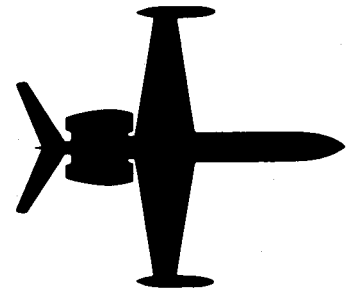
I certify that the above aircraft has been inspected in accordance with Service Bulletin No. WW-24-12.

Signed: _____



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

24-WESTWIND



SERVICE BULLETIN

SERVICE BULLETIN NO. WW-24-13

DATE: AUGUST 7, 1978

EFFECTIVITY: MODEL 1124 S/N 187 THRU 199 AND 201

SUBJECT: REPLACEMENT OF THROTTLE RETARDER FEEDBACK CONTROL

COMPLIANCE: AT NEXT 300 HOUR INSPECTION

APPROVAL: ISRAEL C. A. A.

PURPOSE: TO PROVIDE AN IMPROVED THROTTLE RETARDER FEEDBACK CONTROL SYSTEM.

INSTRUCTIONS:

1. Gain access to the Thrust Reverser Throttle Retarder System on each engine and following procedures outlined on Page 201, Chapter 78-32-00, 1124 Westwind Maintenance Manual, remove the following components:
 - A. Antirotation Tube P/N 3387806-2 located on forward control box on each Fuel Control Unit (FCU).
 - B. Throttle Retarder Control Assembly P/N F10A-5-SCP203-1, (or -3) located on outboard side of left engine. (Save attaching hardware).
 - C. Throttle Retarder Control Assembly P/N F10A-5-SCP203-2, (or -4) located on outboard side of right engine. (Save attaching hardware).
2. Install new Antirotation Tube P/N 3713308-1 on each FCU Control Box, P/N F10A-5-SCP202.
3. Reidentify Control Box as follows:
 - A. F10A-5-SCP202-1 to F10A-5-SCP202-5.
 - B. F10A-5-SCP202-2 to F10A-5-SCP202-4(Use Vibroetch, or equivalent marking tool, in area shown on Figure 1.)
4. Install new Throttle Retarder Control Assembly P/N F10A-5-SCP203-5 on left engine per Chapter 78-32-00, 1124 Westwind Maintenance Manual.
5. Install new Throttle Retarder Control Assembly P/N F10A-5-SCP203-6 on right engine per Chapter 78-32-00, 1124 Westwind Maintenance Manual.
6. Perform complete Throttle Retarder System rigging as outlined in this Service Bulletin. Special tool requirements are defined in Chapter 78-32-00, 1124 Westwind Maintenance Manual.



INTERNATIONAL INC.
ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL INC.

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

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SERVICE BULLETIN NO. WW-24-13

INSTRUCTIONS (CONT'D)

7. Rigging preparations:

- A. Remove ATR Access Door and Thrust Reverser Stang Cover on outboard side of nacelles.
- B. Attach ground hydraulic power supply lines to corresponding T/R stow and T/R deploy quick disconnects on inboard side of nacelle.

NOTE: If a ground hydraulic power supply is not available, disconnect lower Thrust Reverser Bucket from its pushrod to enable free movement during rigging and checking operations.

8. Position check of Aft Control Box Bellcrank:

- A. Remove hardware attaching forward telescope rod end bearing to Control Box Bellcrank. (Retain hardware for reinstallation.)
- B. Install rigging tool P/N F10A-5-P20900-11 under heads of two aft screws of aft control box so that bottom of slots in tool are in contact with shank of screws. Tighten screws to hold tool firmly. (SEE Figure 1, Page 3, Chapter 78-32-00, 1124 Westwind Maintenance Manual.)
- C. With lower bucket in stowed position, check that connecting hole in control box bellcrank aligns with hole in rigging tool. If not, proceed as stated in Paragraph 8.D. for coarse adjustment, and/or in Paragraph 8.E. for fine adjustment.
- D. Remove bellcrank from control box splined shaft and reposition to improve alignment. Tighten nut and secure with cotter pin MS24665-153.
- E. Fine adjustment operations:
 - 1) Remove spent travel tube of Aft Control Box P/N F10A-5-SCP203.
 - 2) Loosen jam nut at rod end bearing which connects aft telescope to lower bucket.
 - 3) Rotate the innerpart of aft telescope in required direction until correct alignment of holes is obtained on bellcrank and rigging tool.

NOTE: Threaded end of telescope must be visible through inspection hole of rod end bearing.

- 4) Tighten rod end jam nut and safety with MS20995NC32 wire.

SERVICE BULLETIN NO. WW-24-13

INSTRUCTIONS (CONT'D)

- 5) Install spent travel tube, tighten to control box, and safety with MS20995NC32 wire.
9. After adjustment is complete, check that telescopic unit does not bottom in stowed position. Clearance between telescopic unit outer and inner casing should be not less than 0.125 inch. If this clearance is not obtained, move bellcrank one tooth on serration, per Paragraph 8.D., and repeat fine adjustments per Paragraph 8.E.
10. Remove rigging tool and tighten control box cover screws.
11. Preparations for 40° idle FCU retardation:
 - A. Remove rod end bearing, jam nut and hexagon connector from forward telescopic unit. (SEE FIGURE 3)
 - B. Screw in the inner telescopic part on cable rigid end up to thread end. Cable rigid end thread shall protrude out of telescopic part approximately 0.70 inch. (Dimension E in Figure 3)
 - C. Install hexagon connector on cable thread and tighten against inner telescopic part; cable thread shall pass two inspection holes of the connector. (SEE FIGURE 3)

CAUTION

WHEN INSTALLING THE HEXAGON CONNECTOR ON PROTRUDING CABLE END, DO NOT ROTATE THE CABLE INSIDE THE INNER TELESCOPE.

- D. Record Dimension "C" for bottomed FWD Telescope, as shown in Figure 3.
- E. Loosely reinstall rod end bearing and jam nut (rod end bearing to pass inspection hole) and attach to control box bellcrank.
12. Coarse rigging for 40° idle FCU retardation:
 - A. Check T/R buckets to be locked in "stow" position.
 - B. Disconnect rigid cable casing of F10A-5-SCP203 from power lever control box. Perform coarse rigging of cable position inside the rigid casing, by rotating the complete FWD cable assy with the hexagon connector relative to the rod end bearing, so as to obtain Dimension A of 3.85 to 3.90 inch (to be measured with a depth caliper). (SEE FIGURE 2)
 - C. Release T/R buckets locking latch and slowly open buckets until FWD

INSTRUCTIONS (CONT'D)

telescope reaches minimum retracted length (buckets about half open).

- D. Record Dimension "D" (Figure 3) in this position and compare with Dimension "C", recorded in Paragraph 11.D. The difference "D" minus "C" (minimum clearance before bottoming) should be 0.125 inch minimum.

CAUTION

WHILE OPENING T/R BUCKETS PER PARAGRAPH 12.C., MONITOR CONTINUOUSLY DIMENSION "D", IN ORDER THAT BOTTOMING DOES NOT OCCUR BEFORE REACHING THE TELESCOPE RETRACTED POSITION.

- E. If "D" minus "C" is less than 0.125 inch, repeat procedure from Paragraph 11.A., except that in 11.B., reduce Dimension "E" by the amount necessary to increase the clearance.

- F. Return buckets to "stow" position and lock.

13. Power Lever Feedback Cable Rigging:

- A. Set engine power lever to IDLE position to obtain 20° IDLE on FCU scale.
- B. Remove plastic screw from rig pin hole on FCU and insert a 0.125 diameter rig pin to lock the unit in 20° idle position.
- C. Check Dimension "B" (Figure 2), using rigging tools F10A-5-P20900-13 & -15, or a depth caliper. Readjust, if necessary, to obtain a "B" Dimension of 1.99 ± 0.02 inch by rotating the feedback cable after removing the antirotation tube from the power lever control box. (SEE Paragraphs 26 and 27, Chapter 78-32-00, 1124 Westwind Maintenance Manual.)

NOTE: Rotation of feedback cable for rigging shall be done in 90° increments only, so as not to change antirotation tube position when reassembled.

- D. If antirotation tube was removed in Step C above, reassemble antirotation tube with curvature in same position as before, and secure.
- E. Remove rig pin and reinstall plastic screw.
- F. Stroke power lever from cutoff to maximum power and record the angles obtained on FCU scale when power lever control hits its two internal stops (max. power and cutoff).

SERVICE BULLETIN NO. WW-24-13

INSTRUCTIONS (CONT'D)

14. Fine rigging for 40° idle FCU retardation:
 - A. Assemble Throttle Retarder rigid cable casing to power lever control box and safety with MS20995NC32 wire.
 - B. Set power lever to "Max Power" position.
 - C. Release T/R buckets locking latch. Deploy buckets slowly, and record from FCU scale the angle to which the power control has been retarded.
 - D. Perform fine rigging of T/R feedback by rotating as necessary the complete forward cable assembly, with telescope and hexagon connector attached, relative to the fixed rod end bearing. Adjust and recheck per B and C above, until retardation to 40° ± 2° FCU idle is obtained.
 - E. Check that rod end thread is still visible through hexagon connector inspection hole.
 - F. Tighten rod end bearing jam nut and safety jam nut, hexagon connector and inner telescope with MS20995NC32 wire.
 - G. Recheck by repeating Steps B and C above.

15. Final operations:
 - A. Check T/R buckets to be in locked "stow" position.
 - B. Operate power lever through full range (Cutoff to Max Power) and check that angles on FCU scale coincide with the angles recorded in Paragraph 13.F.
 - C. Remove ground Hydraulic Power from Nacelle Quick Disconnects.

NOTE: If rigging was performed by hand operation of lower bucket only, reinstall the push rod and secure.
 - D. Assure all connections and attachments of Throttle Retarder System have been secured, and close all access panels.
 - E. Perform final check of Throttle Retarder Installation on aircraft per Paragraph 2, Page 201, Chapter 78-30-00, 1124 Westwind Maintenance Manual.

SERVICE BULLETIN NO. WW-24-13

SUPPLY DATA:

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
2 EA.	3713308-1	Antirotation Tube
1 EA.	F10A-5-SCP203-5	Control Assy
1 EA.	F10A-5-SCP203-6	Control Assy

THE ABOVE PARTS WILL BE EXCHANGED AT NO CHARGE AS KIT NO. WW-24-13
BY:

ATLANTIC AVIATION CORPORATION
P. O. BOX 1709
GREATER WILMINGTON AIRPORT
WILMINGTON, DE 19899

NOTE: Exchange requires advance notice and coordination. Aircraft S/N and shipping instructions must be included when requesting parts.

The following parts may be obtained from local sources:

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
AR	MS20995NC32	Safety Wire
AR	MS24665-153	Cotter Pin

WEIGHT AND
BALANCE: N. A.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent records as follows:
Service Bulletin No. WW-24-13, dated August 7, 1978, entitled "Replacement of Throttle Retarder Feedback Control", accomplished _____ (Date) .

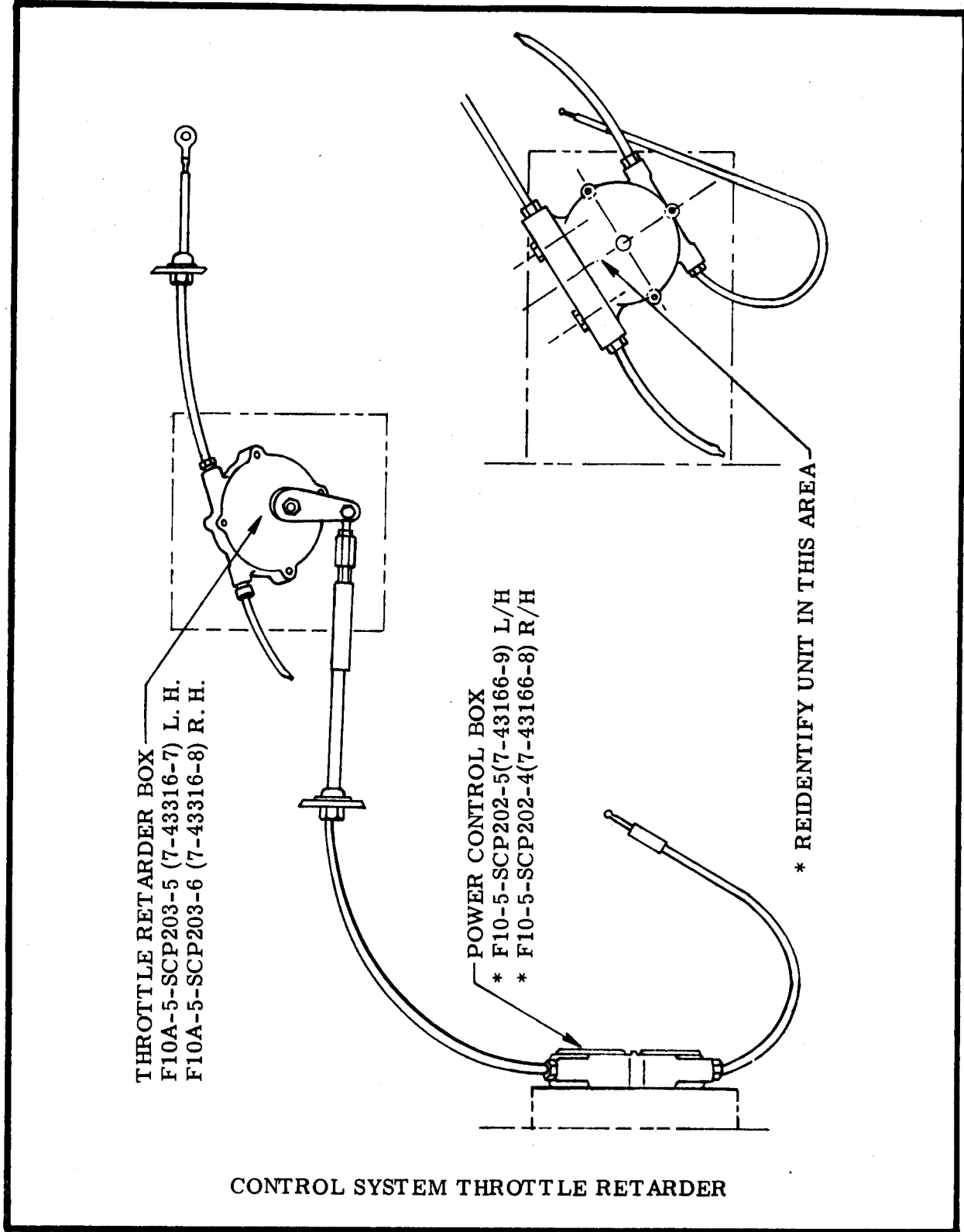


FIGURE 1

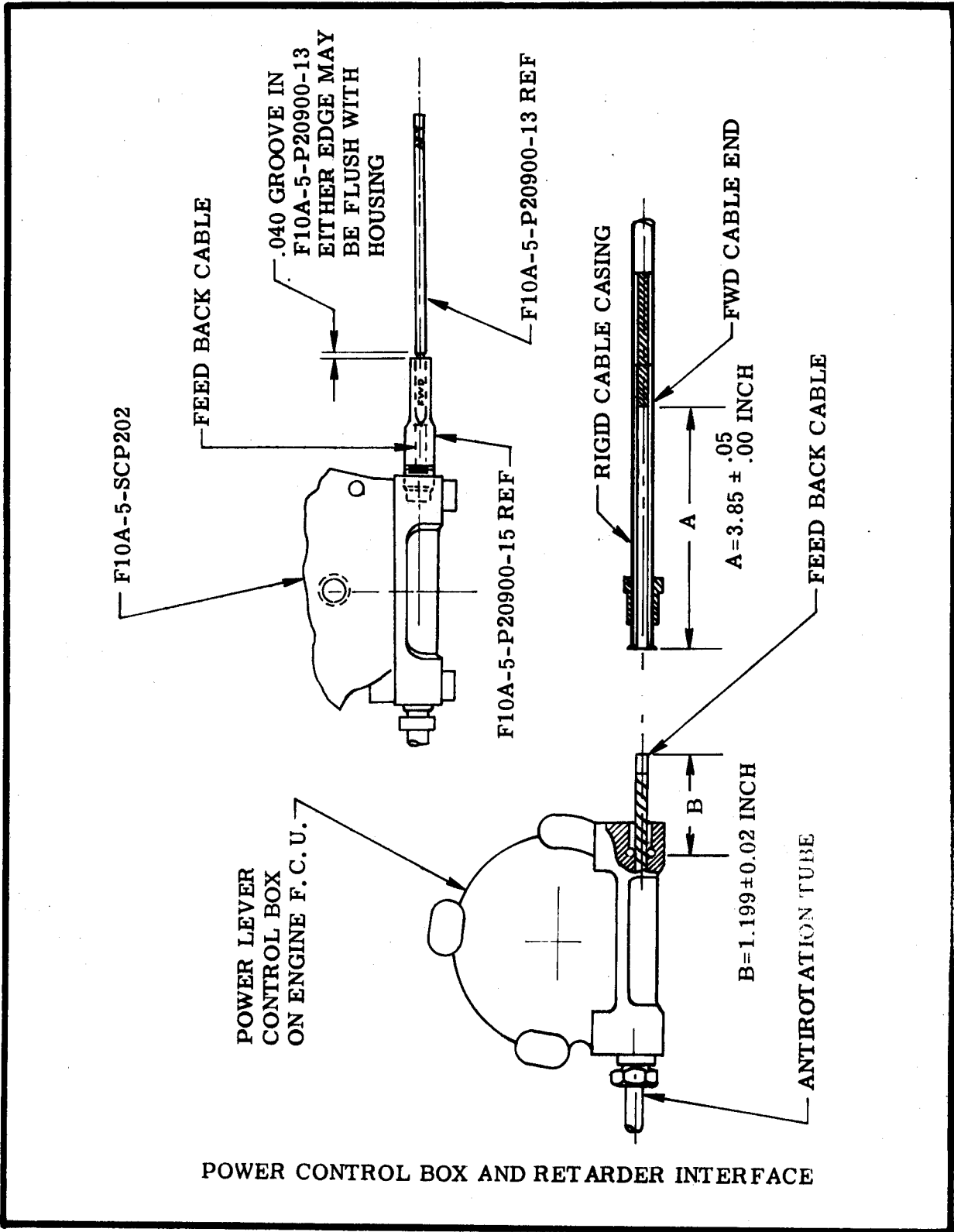
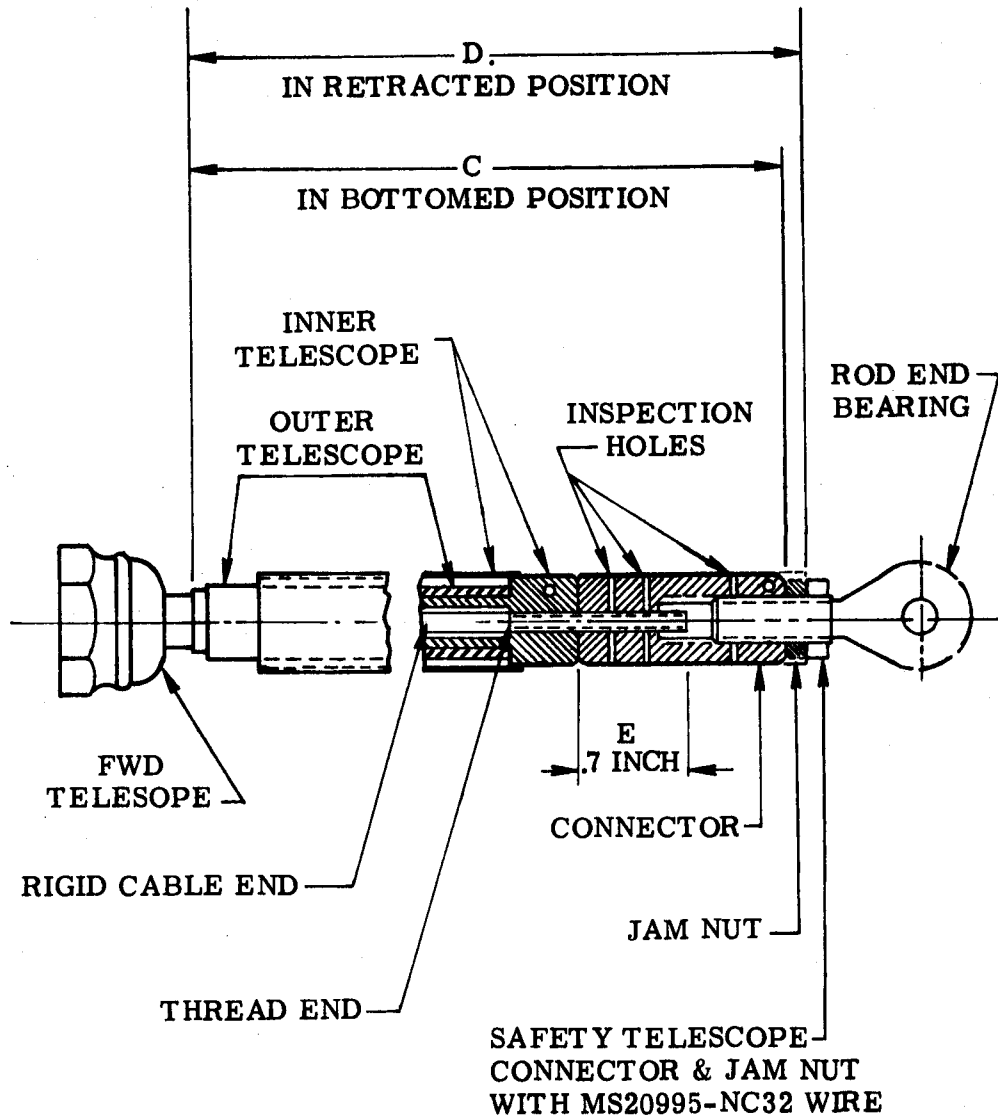


FIGURE 2

FWD TELESCOPE
(SHOWN BOTTOMED)



FWD TELESCOPE ASSY.

FIGURE 3

SERVICE PUBLICATIONS

revision notice

SERVICE BULLETIN NO. WW-24-14
Revision No. 1

DATE: APRIL 3, 1978

SUBJECT: INSPECTION OF HORIZONTAL STABILIZER HINGE
FITTING

APPROVAL: ISRAEL C. A. A.

PURPOSE OF REVISION: TO CHANGE HINGE PIN NUT TORQUE AND TO REVISE
CERTIFICATE OF COMPLIANCE.

INSTRUCTIONS:

1. Change hinge pin nut torque value in "PURPOSE" to read, 20-30 inch-pounds above run-on torque.
2. Change hinge pin nut torque in Step 10 to read, 20-30 inch-pounds above run-on torque.
3. Complete the revised Certificate of Compliance.

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BEN GURION AIRPORT, ISRAEL

SERVICE PUBLICATIONS revision notice

SERVICE BULLETIN NO. WW-24-14
Revision No. 2

DATE: AUGUST 22, 1978

SUBJECT: INSPECTION OF HORIZONTAL STABILIZER HINGE
FITTING

REASON FOR
REVISION: TO ADD HINGE PIN P/N 2453007-501 TO SUPPLY DATA

INSTRUCTIONS:

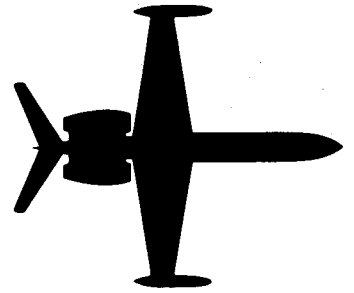
1. Add to supply data:

QTY	PART NUMBER	DESCRIPTION
AR	2453007-501	Hinge Pin

NOTE: SUBJECT HINGE PIN IS PRE-DRILLED

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24-WESTWIND



SERVICE BULLETIN

SERVICE BULLETIN NO. WW-24-14

DATE: MARCH 21, 1978

EFFECTIVITY: MODEL 1124 S/N 154, 181, 187 THRU 223 AND 226

SUBJECT: INSPECTION OF HORIZONTAL STABILIZER HINGE FITTING

COMPLIANCE: AT THE NEXT 150 HOUR INSPECTION AND ONCE AGAIN 300 HOURS
AFTER THE INITIAL INSPECTION

APPROVAL: ISRAEL C. A. A.

PURPOSE: TO DETERMINE IF HORIZONTAL STABILIZER HINGE LUGS ARE
CRACKED. TO CHANGE HINGE PIN NUT AND TO CHANGE HINGE
PIN NUT TORQUE TO 20-30 INCH-POUNDS.

NOTE: The drill jig P/N 2453007 required to accomplish Step 8, will be available on a
loan basis from:

Israel Aircraft Industries International, Inc.
2025 S. Nicklas, Suite 115
Oklahoma City, OK 73128

INSTRUCTIONS:

1. Remove tail cone, disconnect tail light and remove empennage fairings.
2. Remove and discard hinge pin safety wire. Do not remove hinge pin.
3. Remove paint and primer from outboard lugs of hinge (See shaded area depicted in Figure 1).
4. Perform Dye-Penetrant inspection of outer surfaces of each outboard flange and the forward surface of each outboard flange (See Figure 1).
5. If hinge is cracked, arrangements must be made with an approved Service Facility for replacement of hinge fitting.
6. If hinge is satisfactory, repaint exposed surfaces with Zinc Chromate primer.
7. Remove and discard existing hinge pin nut P/N 5403001-3. Retain existing AN960-14L washer. Inspect hinge pin threads for damage due to over-torque. If damaged replace hinge pin P/N 2453007-3.



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SERVICE BULLETIN NO. WW-24-14

INSTRUCTIONS (CONT'D)

8. Install drill jig P/N 2453007 on threaded end of hinge pin and drill cotter pin hole in hinge pin as per Figure 2. Use a right angle drill motor with a 9/64 inch diameter drill bit.
9. Remove drill jig and remove any burrs left from drilling operation.
10. Install new castellated nut P/N MS17826-14 with existing AN960-14L washer on hinge pin. Torque nut to 20-30 inch-pounds, and install MS24665-376 cotter pin in hinge pin nut.
11. Lubricate stabilizer hinge in accordance with lubrication charts contained in aircraft Maintenance Manual.
12. Replace empennage fairings, reconnect tail light and replace tail cone.

SUPPLY DATA:

QTY	PART NUMBER	DESCRIPTION
1	MS17826-14	Nut
1	MS24665-376	Cotter Pin

The above parts may be ordered as Kit No. WW-24-14 from:

ATLANTIC AVIATION CORP.
P. O. BOX 1709
GREATER WILMINGTON AIRPORT
WILMINGTON, DE 19899

Aircraft S/N and shipping instructions must be furnished when requesting parts.

WEIGHT AND
BALANCE: N. A.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows:
Service Bulletin No. WW-24-14, dated March 21, 1978, entitled "Inspection of
Horizontal Stabilizer Hinge Fitting", accomplished _____ (Date) _____.

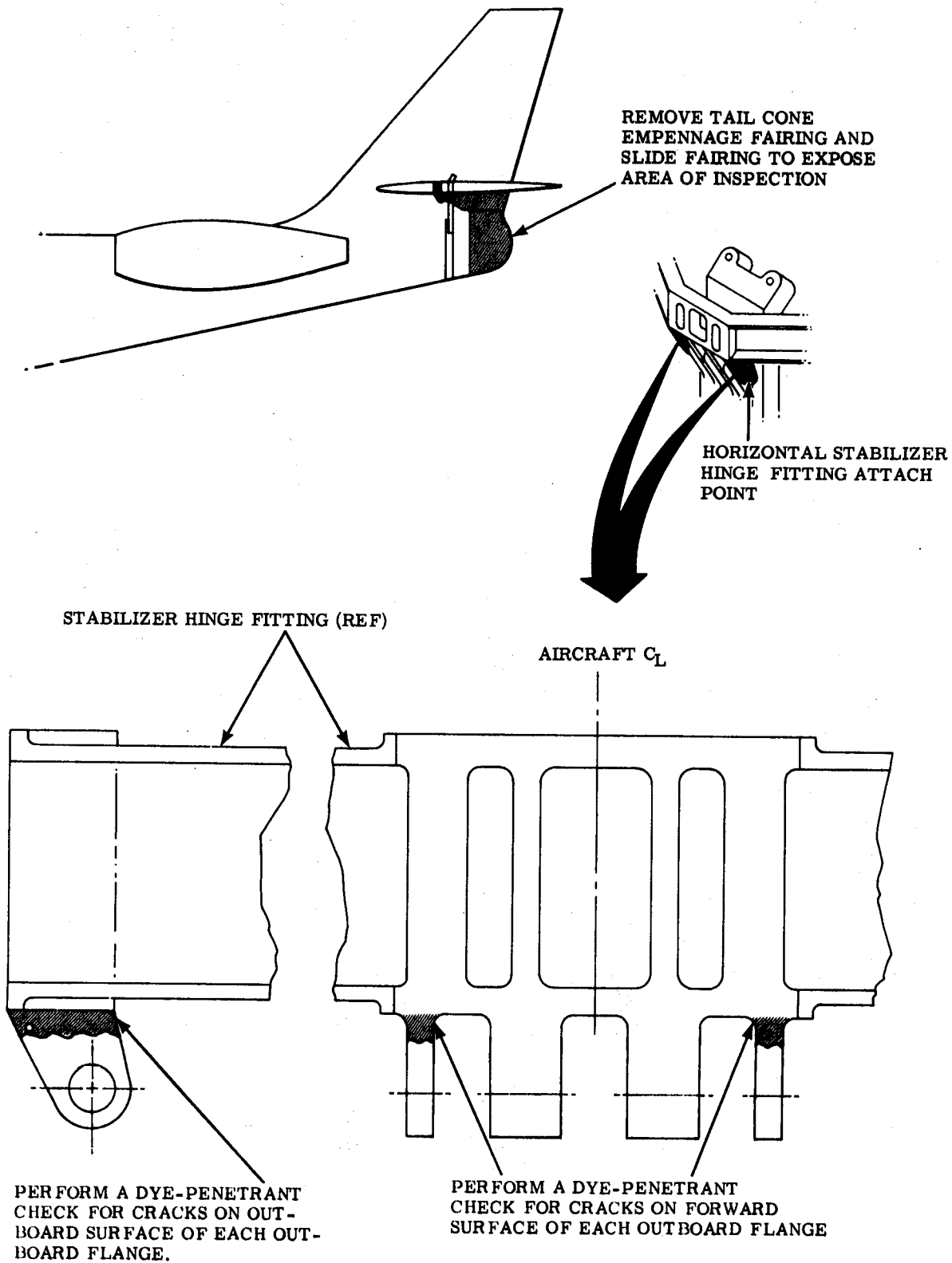
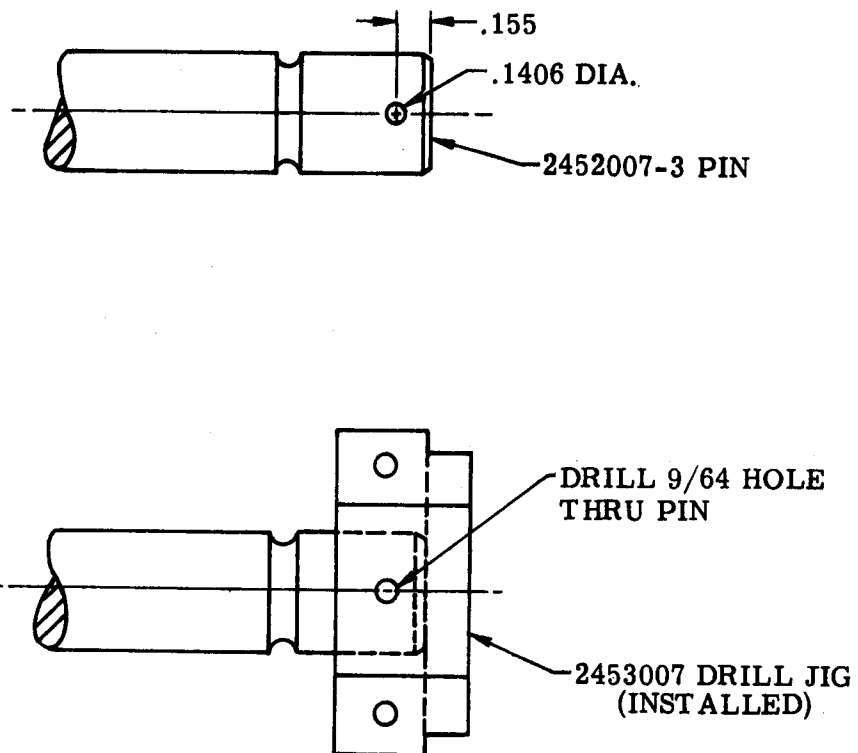


Figure 1.



DRILL JIG INSTALLATION

FIGURE 2

SERVICE PUBLICATIONS revision notice

SERVICE BULLETIN NO. WW-24-15
Revision No. 1

DATE: DECEMBER 5, 1978

SUBJECT: POWER BRAKE VALVE - REPLACEMENT OF
POPPET RETAINING PIN P/N 117W50D12

REVISED
EFFECTIVITY: MODEL 1124 S/N 154, 187 THRU 229 AND 232

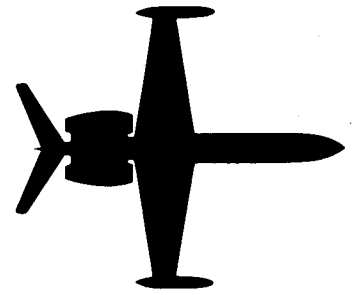
REASON FOR
REVISION: TO LIMIT EFFECTIVITY TO INCLUSIVE S/N'S

1124-32-02
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BEN GURION AIRPORT, ISRAEL

24-WESTWIND



SERVICE BULLETIN

SERVICE BULLETIN NO. WW-24-15

APRIL 5, 1978

EFFECTIVITY: MODEL 1124 S/N 154, 181, 187 AND SUBS.

SUBJECT: POWER BRAKE VALVE - REPLACEMENT OF POPPET RETAINER
PIN P/N 117W50D12

COMPLIANCE: AT NEXT 150 HOUR INSPECTION

APPROVAL: ISRAEL C. A. A.

PURPOSE: TO INCREASE RELIABILITY OF POPPET RETAINER PIN BY
REPLACING IT WITH ONE MADE FROM STRONGER MATERIAL.

INSTRUCTIONS:

NOTE: Any power brake valve, with the letter "Q" stamped on the data plate, has been modified in accordance with Consolidated Controls Corp. Service Bulletin No. 117W50 SB1, and no further action is required.

1. Bleed off primary and emergency hydraulic system pressure.
2. Gain access to power brake valve.
3. Disconnect primary and emergency hydraulic system pressure supply lines from the power brake valve. Plug and cap hydraulic fittings to prevent foreign material from entering the hydraulic system.
4. To replace pin, refer to Figure 1 and proceed as follows:
 - A. Remove one of four fittings P/N 117W50D15 and associated valve subassembly from power brake valve. Discard old O-ring, backup ring, and gasket. Observe arrangement of backup ring P/N MS28774-020 and O-ring P/N ARP568-020 for reassembly purposes.
 - B. Compress poppet return spring, by pressing down spring retainer P/N 117W50D11, to expose pin hole.
 - C. Using a No. 61 (.039 dia.) drill blank or equivalent, push existing pin from hole.
 - D. Install new pin P/N 117W50D12A.
 - E. Release poppet return spring.

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BEN GURION AIRPORT, ISRAEL

SERVICE BULLETIN NO. WW-24-15

INSTRUCTIONS (CONT'D)

- F. Using new O-ring, backup ring, and gasket, reinstall valve subassembly and tighten fitting P/N 117W50D15.
 - G. Repeat Steps A thru F for the other three valve subassemblies.
 - H. Metal stamp revision letter "Q" to the right of the serial number block on the data plate, of the power brake valve.
5. Reconnect primary and emergency hydraulic pressure supply lines to the power brake valve.
 6. Apply hydraulic pressure and check valve and tubing for leaks.
 7. Replace panels removed to gain access.
 8. Bleed brakes in accordance with "BRAKE BLEEDING PROCEDURES" contained in Para. 7A, Chapter 32-40-00, 1124 Westwind Maintenance Manual.

SUPPLY DATA:

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
4	ARP568-020	O-ring
4	ARP568-906	Gasket
4	MS28774-020	Backup ring
4	117W50D12A	Pin

The above parts may be obtained at no charge as Kit No. WW-24-15, from:

ATLANTIC AVIATION CORP.
P. O. BOX 1709
GREATER WILMINGTON AIRPORT
WILMINGTON, DE 19899

Aircraft S/N and shipping instructions must be furnished when requesting parts.

WEIGHT AND
BALANCE: N. A.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows: Service Bulletin No. WW-24-15, dated April 5, 1978, entitled "Power brake valve - Replacement of Poppet Retainer Pin P/N 117W50D12A", accomplished _____ (DATE).

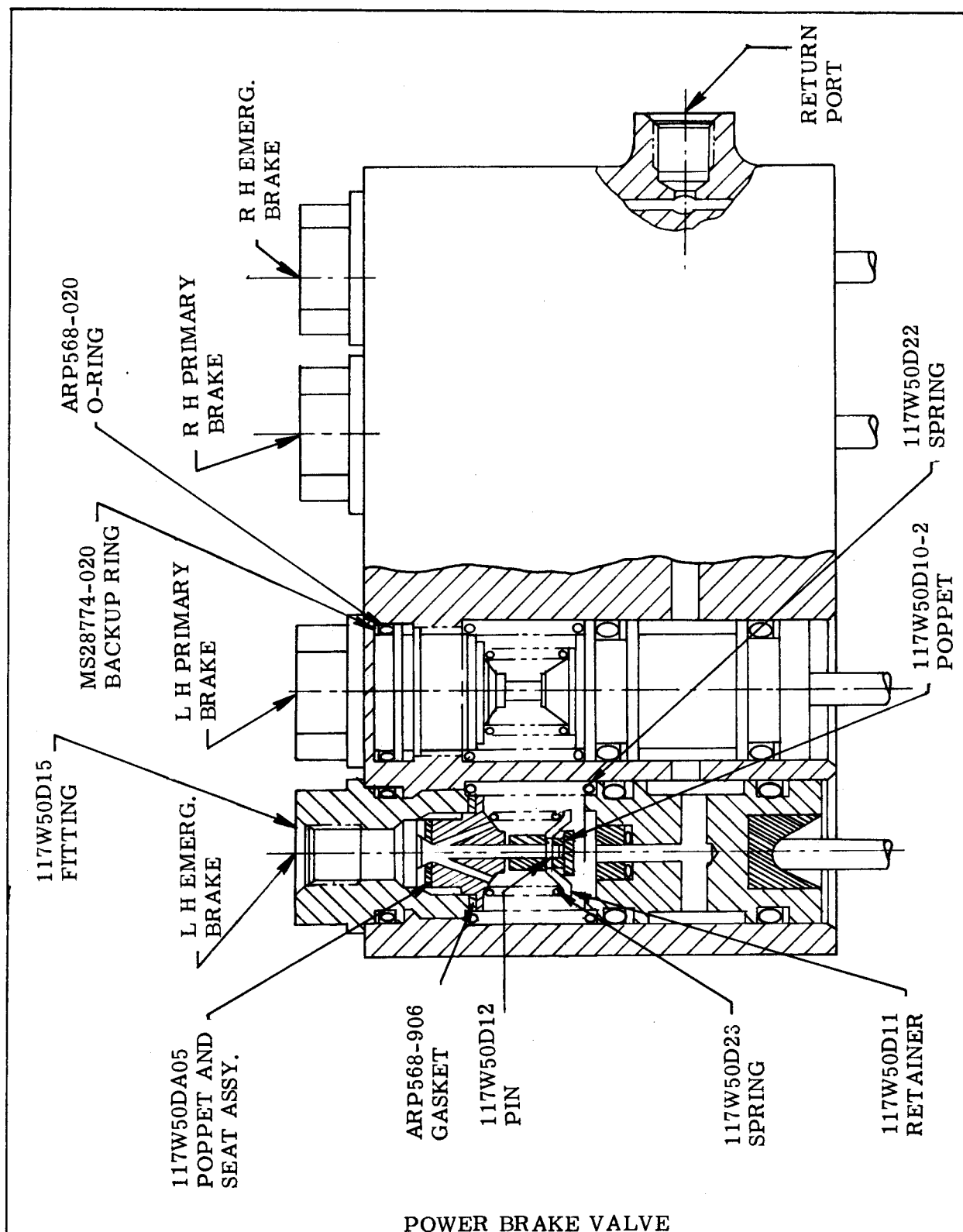
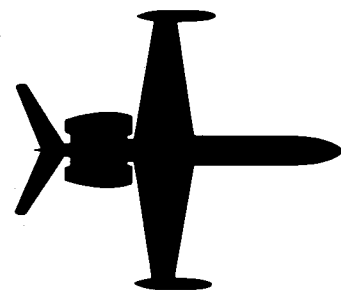


FIGURE 1

1124-WESTWIND



SERVICE BULLETIN

SERVICE BULLETIN NO. WW-24-16

DATE: MAY 15, 1979

EFFECTIVITY: MODEL 1124 S/N 152, 154, 181 AND ANY MODEL 1123 THAT IS CONVERTED TO MODEL 1124 PRIOR TO COMPLIANCE WITH SERVICE BULLETIN NO. WW-19

SUBJECT: AFT PRESSURE BULKHEAD MODIFICATION

COMPLIANCE: PRIOR TO ACCUMULATION OF 5000 PRESSURIZATION CYCLES

APPROVAL: ISRAEL C. A. A.

PURPOSE: TO PREVENT CRACKING OF THE "U-CHANNEL" IN THE AFT PRESSURE BULKHEAD

INSTRUCTIONS:

NOTE: This Service Bulletin should be accomplished in conjunction with a major airframe inspection or refurbishment of the interior.

1. Remove interior so as to have free access to the entire area of the Aft Pressure Bulkhead Assembly.
2. Remove wiring, plugs, ducting, fittings, etc. , as necessary to facilitate removal of insulation and sound proofing covering the R. H. and L. H. panels. (SEE FIGURE 1)
3. Mark "cut line" on upper portion of R. H. and L. H. panels. Drill out rivets below "cut line" securing panels to the airframe and pull panels loose. (SEE FIGURE 2)

NOTE: Doubler will be used during reinstallation of R. H. and L. H. panels-- so leave sufficient material to secure doubler.

4. Cut R. H. and L. H. panels on "cut line" and remove the panels.
5. Perform the following tasks within an area not exceeding 12 inches in length; complete each area before starting on another area:
 - A. Drill out the two rows of rivets inside channel.
 - B. Remove sealer, using paint remover. Check condition of rivet holes in skin, splice plate, and channel for smoothness and roundness. Holes must be free of burrs and scratches. If required, ream fastener holes to prescribed dimensions to follow (including oversize fastener where used).
 - C. Perform dye check inspection of area.



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SERVICE BULLETIN NO. WW-24-16

INSTRUCTIONS (CONT'D)

NOTE: If any cracks are found, contact your Israel Aircraft Industries International Technical Service Representative before proceeding.

- D. Apply zinc chromate primer to area.
- E. Measure distance between stiffeners inside channel. Cut strap(s) to measured length(s). Match drill strap(s).
- F. Install NAS1475-06 swage locking steel pin fasteners on forward row, after reaming holes to .1635 to .1665 dia. if required. (MS90353-0506 fasteners may be used as alternate, if necessary).
- G. Install MS20426AD5 aluminum rivets in Aft row. If necessary, ream holes to .1719 (11/64) dia. and install NAS1241AD5 aluminum oversize rivets.

NOTE: Do not mix aluminum and steel fasteners on rows (except on RE-4 strap per Step 7 below).

- H. Install all fasteners wet with 890B-2 Sealer.
6. Repeat Step 5 until RE-1, RE-2, RE-3, RE-5, RE-6, RE-7, and RE-8 straps are installed.
 7. To install RE-4 strap, perform the following:
 - A. Remove sections of the upper and lower wing root to fuselage fairings, approx. 6" forward to 6" aft of the fuselage skin splice at Sta. 269.0, by drilling out existing rivets and cutting out each section. (SEE FIGURE 4)
 - B. Repeat Steps 5A thru 5E.
 - C. Ream fasteners holes to .1635 to .1645 diameter.
 - D. Install HL19-5-5 Pin with HL70-5 Collar in forward holes and install HL18PB-5-5 Pin with HL70-5 Collar in Aft holes; restrain pin with 5/64 hex-key wrench, and torque collar with 5/16 wrench until hex collar portion shears at the correct pre-load.
 - E. Install wet with 890B-2 Sealer.
 - F. For oversize replacement use next larger diameter Pin and Collar which requires .1895 to .1905 reamed hole.
 - G. Reinstall fairings removed in Step 7A using CR2248 Cherry Lock Bulk fasteners, size 4 and 5, as required. Install wet with 890B-2 Sealer and fill the butt gap at each end of fairings.
 8. Apply 890B-2 Sealer over each newly installed fastener inside the fuselage.
 9. Fabricate doublers of .025 2024-T4 and install behind portions of R. H. and L. H. panels which remain attached to airframe.

SERVICE BULLETIN NO. WW-24-16

INSTRUCTIONS (CONT'D)

10. Install R. H. and L. H. panels using wet NAS1398D5 rivets.
11. Reinstall sound proofing and insulation on aft pressure bulkhead panels.
12. Reinstall all ducts, wiring, plugs, etc. removed for access.
13. Install interior, and return aircraft to service.

SUPPLY DATA:

The following may be obtained from local sources:

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
150	MS20426AD5-9	Rivet
125	NAS1475-06 or MS90353-0506	Fastener
30	HL19-5-5	Hi-Lok Bolt
30	HL18PB-5-5	Hi-Lok Bolt
60	HL70-5	Collar
AR	CR2248	Cherry Lock Fasteners
AR	PS890B-2	Sealer
AR	EC-801	Sealer
2	2" x 4" .025 2024-T4	Doubler
30" Approx.	1.64 wide .080 2024T-3	Material for Straps
90" Approx.	1.54 wide .080 2024T-3	Material for Straps

**WEIGHT AND
BALANCE:**

<u>Weight (LBs)</u>	<u>H-Arm (INCHES)</u>	<u>H-Mom (INCH-LBs)</u>
1.358	269	365.26

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows: Service Bulletin No. WW-24-16, dated May 15, 1979, entitled "Aft Pressure Bulkhead Modification", accomplished on _____ (DATE).

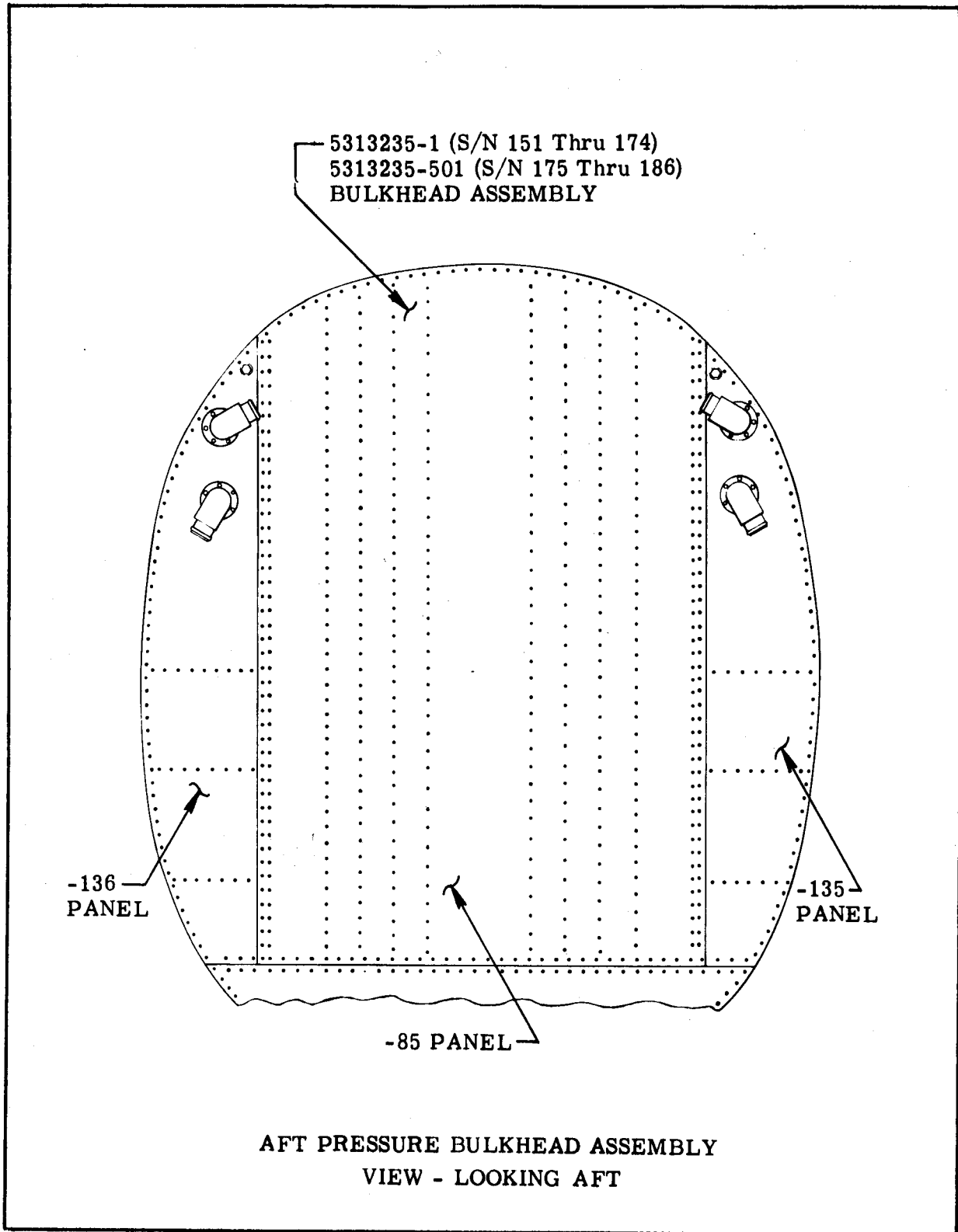


FIGURE 1

SERVICE BULLETIN NO. WW-24-16

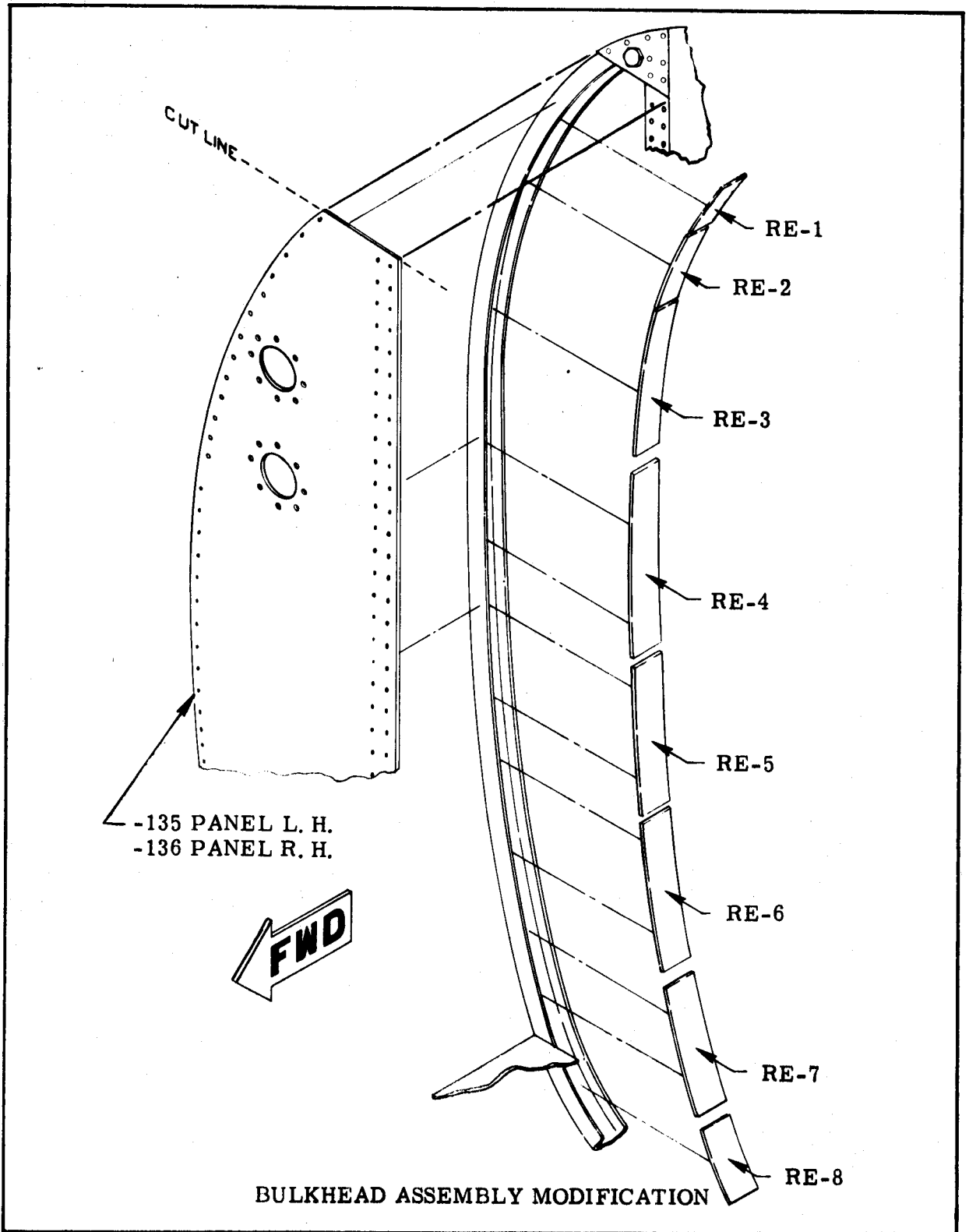


FIGURE 2

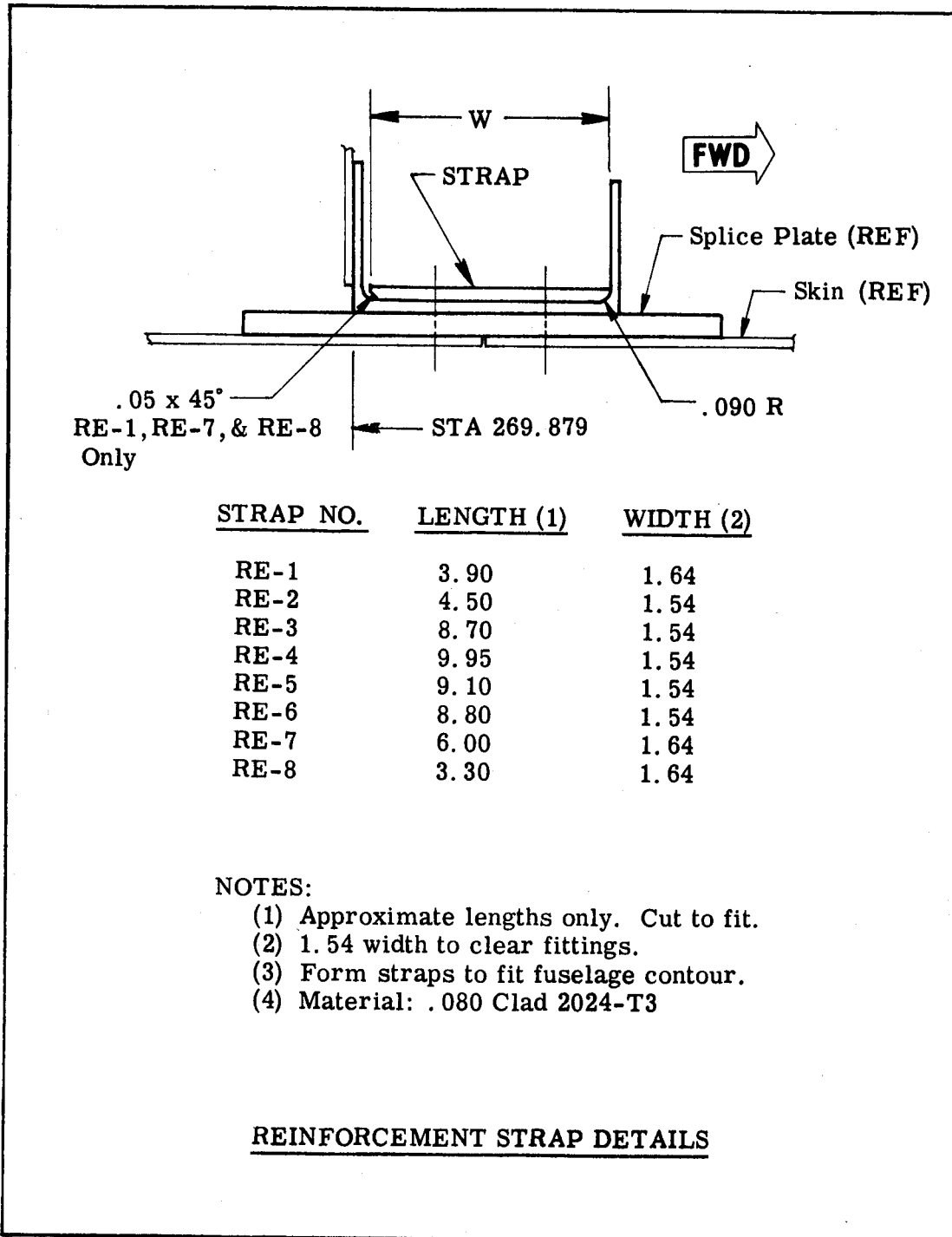
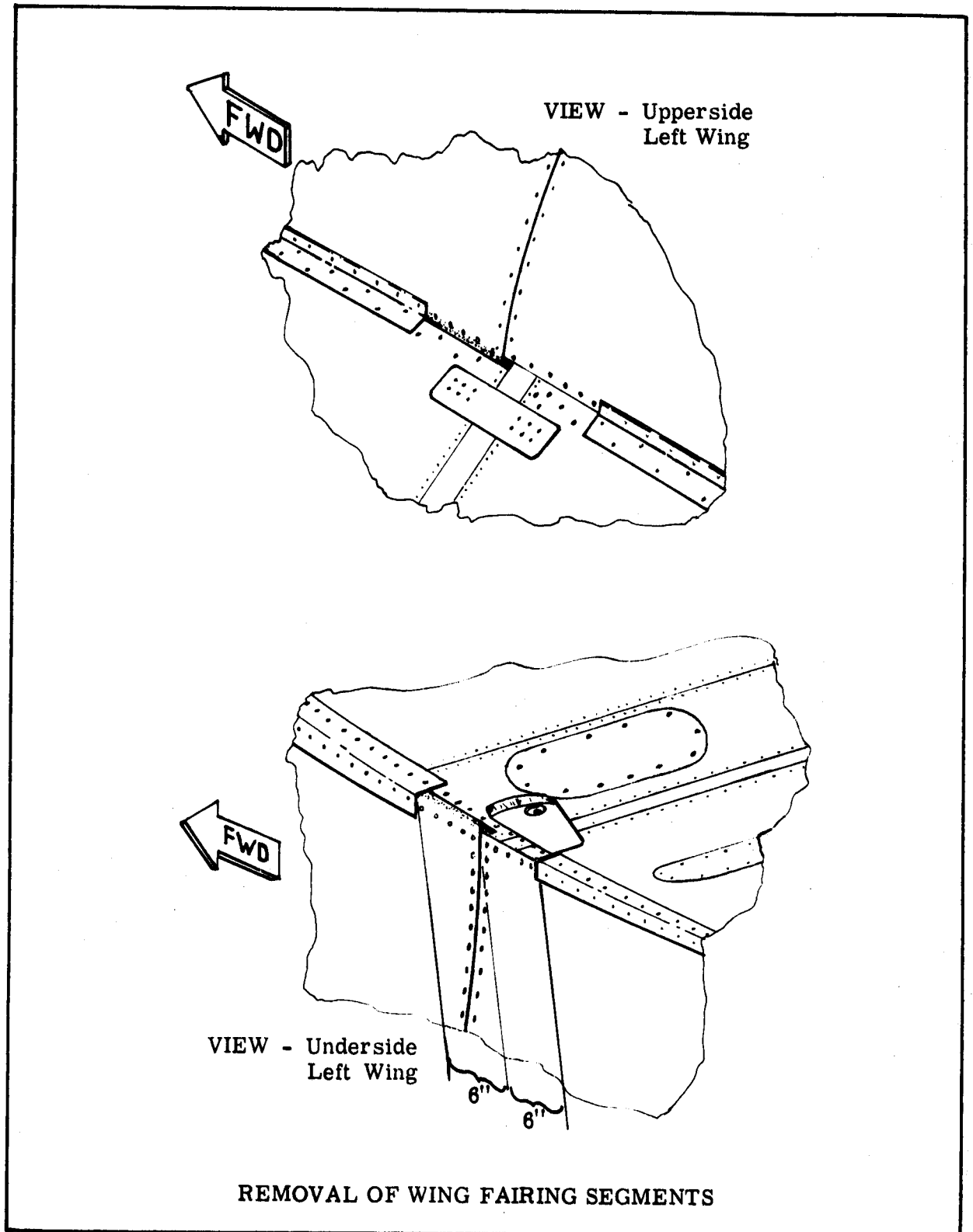


FIGURE 3



REMOVAL OF WING FAIRING SEGMENTS

FIGURE 4

SERVICE PUBLICATIONS

revision notice

SERVICE BULLETIN NO. WW-24-17A
Revision No. 1

DATE: MARCH 31, 1980

SUBJECT: INSTALLATION OF ADDITIONAL RIVETS IN 25 PERCENT
WING SPAR

REASON FOR REVISION: AUTHORIZE THE USE OF HI-LOK 1870 FASTNER AS AN
ALTERNATE TO MS20470AD RIVET

APPROVAL: ISRAEL CAA APPROVED

INSTRUCTIONS:

1. HL1870-6-5 HI-LOK Fastner may be installed in lieu of MS20470AD-6 Rivet, at Repair Facility discretion, provided the hole is reamed to .1895 to .1915 diameter.
2. If next size Fastner must be installed, use HL1870-8-5 and ream hole to .2495 to .2515 diameter.

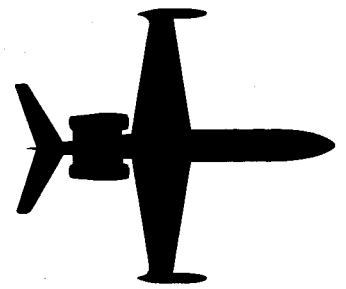
NOTE: The doubler depicted on spar web, around fuel flow through passage is .125 thick, therefore rivets to be installed in that zone will have to be -10 length for MS20470AD Rivets or -7 length for HL1870 Fastners.

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BEN GURION AIRPORT, ISRAEL

24-WESTWIND



SERVICE BULLETIN

SERVICE BULLETIN NO WW-24-17A

DATE: JANUARY 8, 1980

EFFECTIVITY: MODEL 1124 S/N 152, 154, 181, 187 THRU 260, 262 THRU 264, 266 THRU 269

SUBJECT: INSTALLATION OF ADDITIONAL RIVETS IN 25 PERCENT WING SPAR

REFERENCE: ISRAEL CAA AIRWORTHINESS DIRECTIVE NO. 1007
FAA AIRWORTHINESS DIRECTIVE (PENDING)

COMPLIANCE: PART A - INSTALL MAXIMUM OPERATING SPEED LIMIT PLACARD
WITHIN 10 HOURS OF OPERATION UNLESS PART B OF THIS SERVICE
BULLETIN ACCOMPLISHED

PART B - INSTALL ADDITIONAL RIVETS AS CONVENIENT, BUT NO
LATER THAN NEXT 600 HOUR INSPECTION

APPROVAL: ISRAEL C. A. A.

PURPOSE: REINFORCE WEB TO SPAR CAP ATTACHMENTS

INSTRUCTIONS:

PART A: PLACARD INSTALLATION

1. The following placard must be installed in clear view of the pilots:

MAXIMUM OPERATING SPEED LIMITS (VMO/MMO)

-WITH AUTOPILOT DISENGAGED:

BELOW 22500 FT - 315 KTS CAS

ABOVE 22500 FT - 0.710 M

- WITH AUTOPILOT ENGAGED:

BELOW 26000 FT - 315 KTS CAS

ABOVE 26000 FT - 0.765 M

2. Mask the existing VMO/MMO speed limitation on LH Console Placard.

PART B: RIVET INSTALLATION

1. Defuel aircraft in accordance with Maintenance Practices, Para. 2, Chapter 12-10-01, 1124 Maintenance Manual.
2. Remove access plates from lower wing skin to gain access to fore and aft sides of front spar, between wing stations Xw-33 and Xw-47.5, left and right.

SERVICE BULLETIN NO WW-24-17A

INSTRUCTIONS (CONT'D)

3. Refer to Figure 1 for rivet locations and remove existing sealant where additional rivets will be installed.
4. Install the additional MS20470AD6-8 rivets per Figure 1, left and right sides (27 places each wing).
5. Remove all metallic chips and filings from reworked areas and apply a brush coat of PR1431 Type 1 sealant and PR1005 Buna compound to reworked areas, (Refer to Chapter 28-00-00, General Maintenance Practices for sealant application techniques).
6. Reinstall access plates that were removed to gain access.
7. Refuel aircraft in accordance with Refueling Procedures, Chapter 12-10-01 and return aircraft to service.
8. Remove Placard, if installed per Part "A" and uncover LH Console operating speed limits Placard.

SUPPLY DATA:

QTY	PART NUMBER	DESCRIPTION
54	MS20470AD6-8	Rivet
AR	PR1431 Type 1	Sealant
AR	PR1005 Buna	Anti-corrosive solution
1	(TBD)	Placard

The required parts may be obtained from local sources.

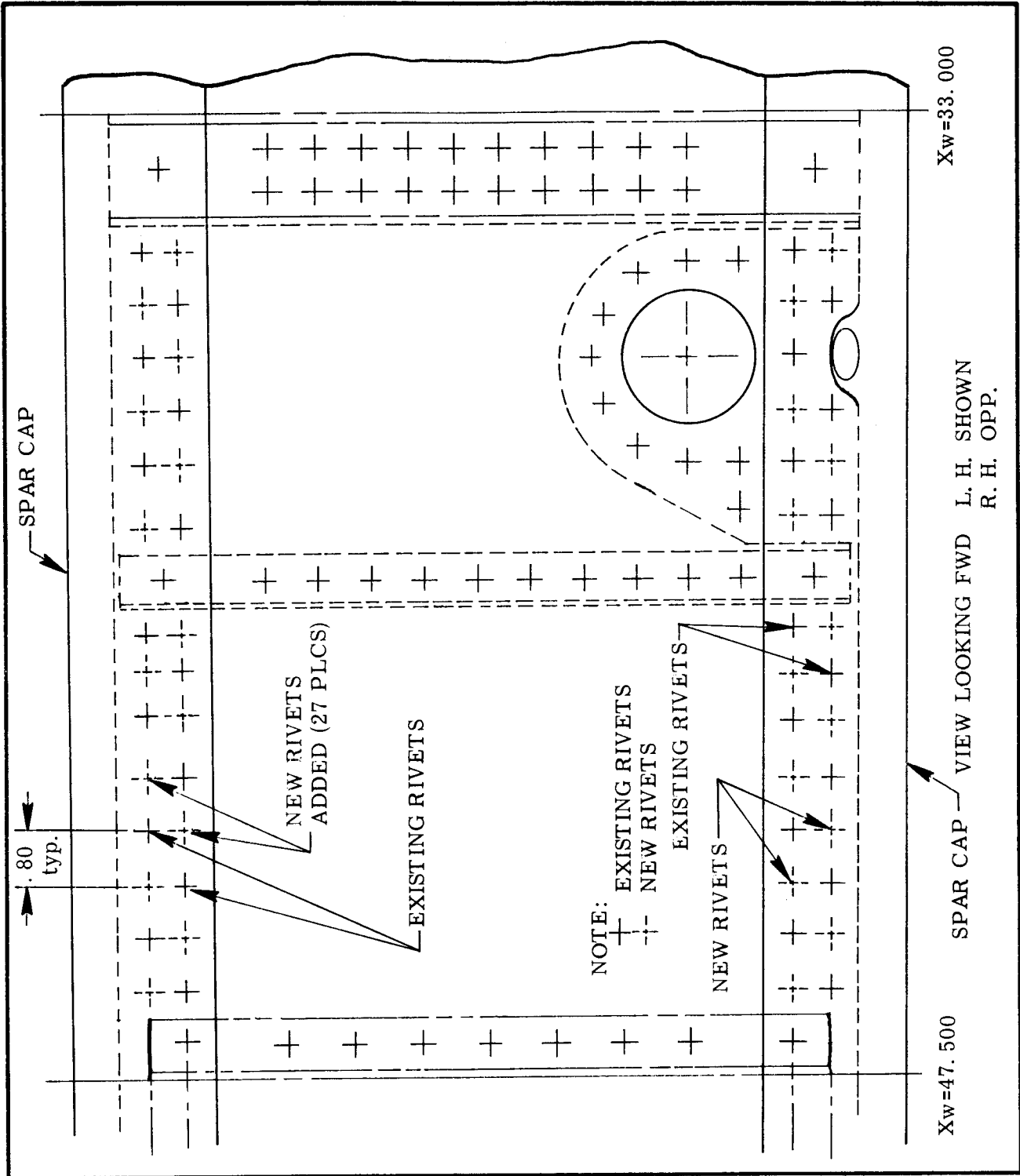
WEIGHT AND BALANCE: N. A.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows: Service Bulletin No. WW-24-17A, dated January 8, 1980, entitled "Installation of Additional Rivets in 25 Percent Wing Spar", accomplished _____ (Date).

NOTE

OPERATORS WHO HAVE COMPLIED WITH SERVICE BULLETIN NO. WW-24-17, DATED DECEMBER 3, 1979, MEET ALL THE REQUIREMENTS OF SERVICE BULLETIN NO. WW-24-17A.



RIVET INSTALLATION-25%(FRONT) SPAR

FIGURE 1.

COMPLIANCE FORM - SERVICE BULLETIN NO. WW-24-17A

TO: OPERATOR OF SERVICE FACILITY PERFORMING INSTALLATION

Please complete the Certificate of Compliance below and mail direct to:

Israel Aircraft Industries International, Inc.
2025 S. Nicklas, Suite 115
Oklahoma City, Oklahoma 73128

CERTIFICATE OF COMPLIANCE
SERVICE BULLETIN NO. WW-24-17A
INSTALLATION OF ADDITIONAL RIVETS IN 25 PERCENT WING SPAR

Aircraft S/N _____ "N" Number _____

Owner _____

Aircraft total time at installation _____ Hours.

Installation performed by _____

I certify that the requirements of Service Bulletin NO. WW-24-17A dated
January 8, 1980, have been complied with _____
(Date)

Signed: _____

SERVICE PUBLICATIONS revision notice

SERVICE BULLETIN NO. WW-24-18
Revision No. 1

DATE: MARCH 26, 1980

SUBJECT: INSTALLATION OF BOLTS IN FLOOR, NEAR FUS. STA.
269

REVISED
APPROVAL: ISRAEL CAA APPROVED

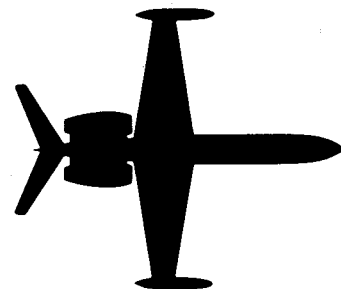
REASON FOR
REVISION: AMEND APPROVAL AUTHORITY

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IAI  **INTERNATIONAL**
Israel Aircraft Industries International, Inc.

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BEN GURION AIRPORT, ISRAEL

24-WESTWIND



SERVICE BULLETIN

SERVICE BULLETIN NO. WW-24-18

DATE: FEBRUARY 12, 1980

EFFECTIVITY: MODEL 1124 S/N 240 THRU 260, 262 THRU 264 AND 266

SUBJECT: INSTALLATION OF BOLTS IN FLOOR, NEAR FUS. STA. 269

COMPLIANCE: AT NEXT 150 HOUR INSPECTION

APPROVAL: I A I ENGINEERING

PURPOSE: PROVIDE INSTRUCTIONS FOR INSTALLATION OF THE REQUIRED BOLTS

INSTRUCTIONS:

1. Turn off electrical power and prepare aircraft for maintenance.
2. Remove furnishings and equipment as required to gain access to cabin floor in the lavatory compartment.
3. Check and determine if bolts are installed in floor frames per Figure 1. If bolts are installed no further action is required, if bolts are not installed continue with Step 4.
4. Remove cabin step and floor panels as required to facilitate installation of bolts.
5. Using Instructions and Template contained in Kit, locate and drill No. 40 pilot holes and enlarge using a No. 12 drill.
6. Install additional NAS 1217-3-5 bolts, AN 960-10L washers and MS 20365-1032 nuts per Figure 1, at Stations X-9L and X-9R.
7. Remove existing AN 173-6A bolt at Stations X-9L and X-9R and replace with NAS 1217-3-5 bolts.
8. Reinstall equipment and furnishings removed to gain access and return aircraft to service.

SUPPLY DATA:

QTY	PART NUMBER	DESCRIPTION
6	NAS1217-3-5	Bolt
4	MS20365-1032	Nut
4	AN960-10L	Washer
4	AN960D10	Washer

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SERVICE BULLETIN NO. WW-24-18

SUPPLY DATA (CONT'D)

Kit will contain Template and Instructions for use.

The required parts may be obtained at no charge as Kit No. S/B WW-24-18, from:

ATLANTIC AVIATION SUPPLY CORP.
P. O. BOX 15000
GREATER WILMINGTON AIRPORT
WILMINGTON, DE 19850

Aircraft S/N and shipping instructions must be furnished when requesting parts.

WEIGHT AND

BALANCE: N. A.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent records as follows: Service Bulletin No. WW-24-18, dated February 12, 1980, entitled "Installation of Bolts in Floor near Fus. Sta. 269", accomplished _____ (Date).

SERVICE BULLETIN NO WW-24-18

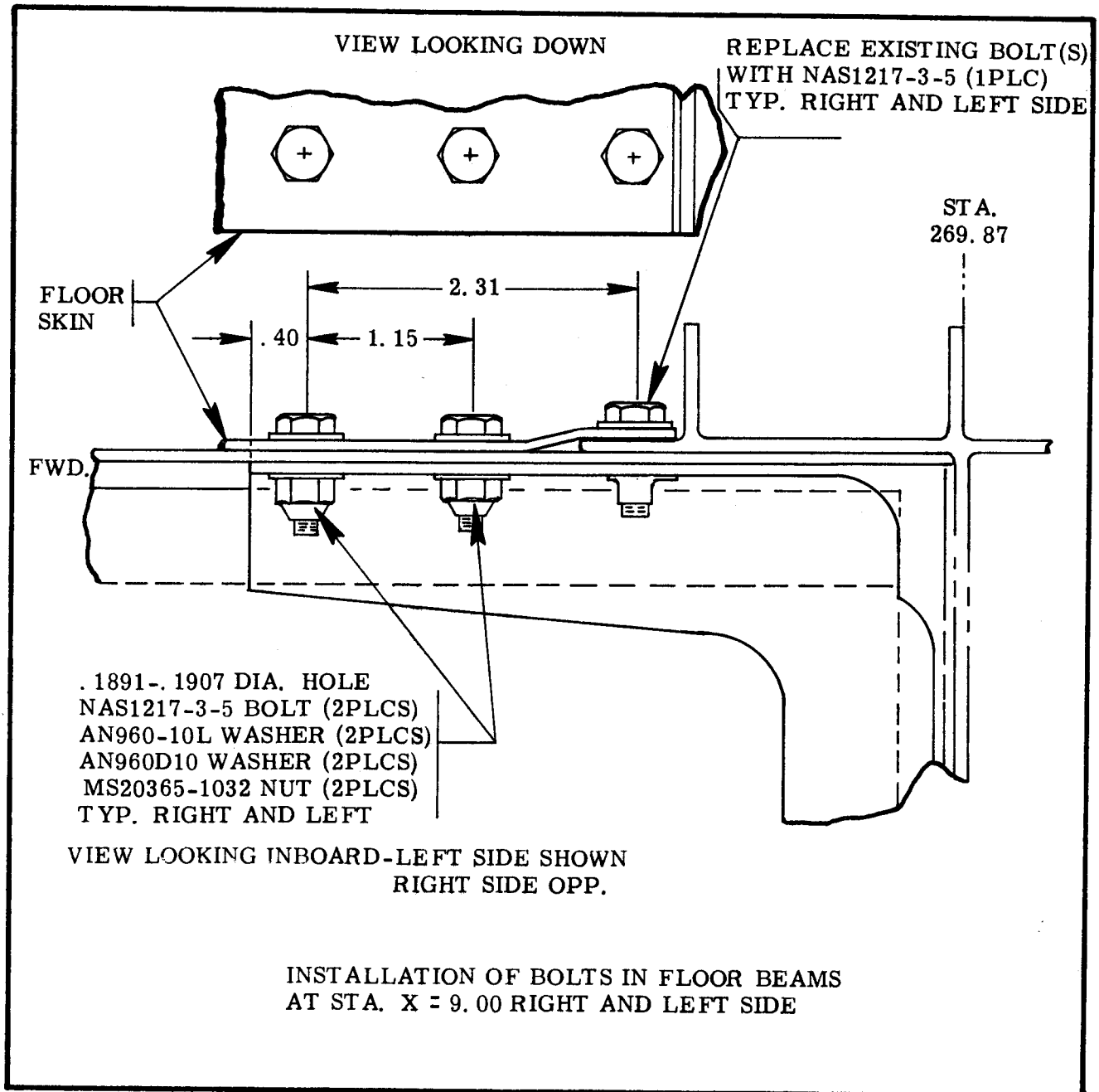
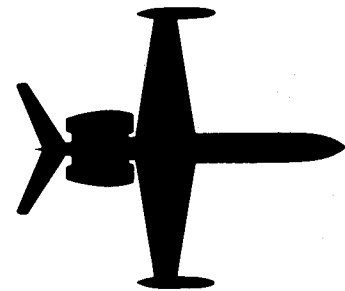


FIGURE 1.

24-WESTWIND



SERVICE BULLETIN

SERVICE BULLETIN NO. WW-24-19

DATE: MAY 15, 1980

EFFECTIVITY: 1124 WESTWIND S/N 240 THRU 275

SUBJECT: INSPECTION OF AILERON CONTROL PULLEY P/N 3533032-1

COMPLIANCE: AT NEXT 150 HOUR INSPECTION

APPROVAL: ISRAEL CAA APPROVED

PURPOSE: TO DETERMINE IF CABLE IS CHAFING THE LH AND RH PULLEYS,
LOCATED BELOW CABIN FLOOR AFT OF FUS. STA. 44.50

INSTRUCTIONS:

1. Remove crew seats and lift carpet from around control columns.
2. Open and lift flexible boot from base of control column to provide view of pulleys to be inspected (See Figure 1).
3. Using a flashlight and looking through opening forward of control column, inspect LH and RH pulleys for evidence of chafing by control cable (use shop air to clean pulley groove of lint or other foreign matter).

NOTE: WHEN PERFORMING THIS INSPECTION, ROTATE AILERON CONTROL THROUGHOUT FULL TRAVEL RANGE FOR COMPLETE INSPECTION OF PULLEY.

4. If chafing is not evident, reinstall equipment and return aircraft to service.
5. If pulley(s) show evidence of chafing, proceed as follows to replace pulley(s), Refer to Figure 1.
 - A. Disconnect and remove relay boxes, located below crew seats.
 - B. Remove floor panels, located between seat rails aft of control columns.

NOTE: THE MOST EFFICIENT METHOD OF REPLACING PULLEY(S) IS DEPICTED IN A 5 STEP SEQUENCE ON FIGURE 1. THIS METHOD WILL NOT CHANGE EXISTING CABLE TENSION OR CONTROL SYSTEM RIGGING. REPEAT STEPS 1, 3, 4 AND 5 TO REPLACE OPPOSITE PULLEY.

- C. Install new improved pulley(s) P/N 3 533032-501, as required.

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SERVICE BULLETIN NO. WW-24-19

INSTRUCTIONS (CONT'D)

- D. Reinstall control column(s), pulley(s) and push-pull rods in reverse order.
6. Operate aileron control several times from stop to stop and inspect new pulley(s) for evidence of chafing by control cable.
 7. If chafing is evident, contact your IAI International Technical Representative for disposition.
 8. If there is no evidence of chafing, reinstall equipment removed for access and return aircraft to service.

SUPPLY DATA:

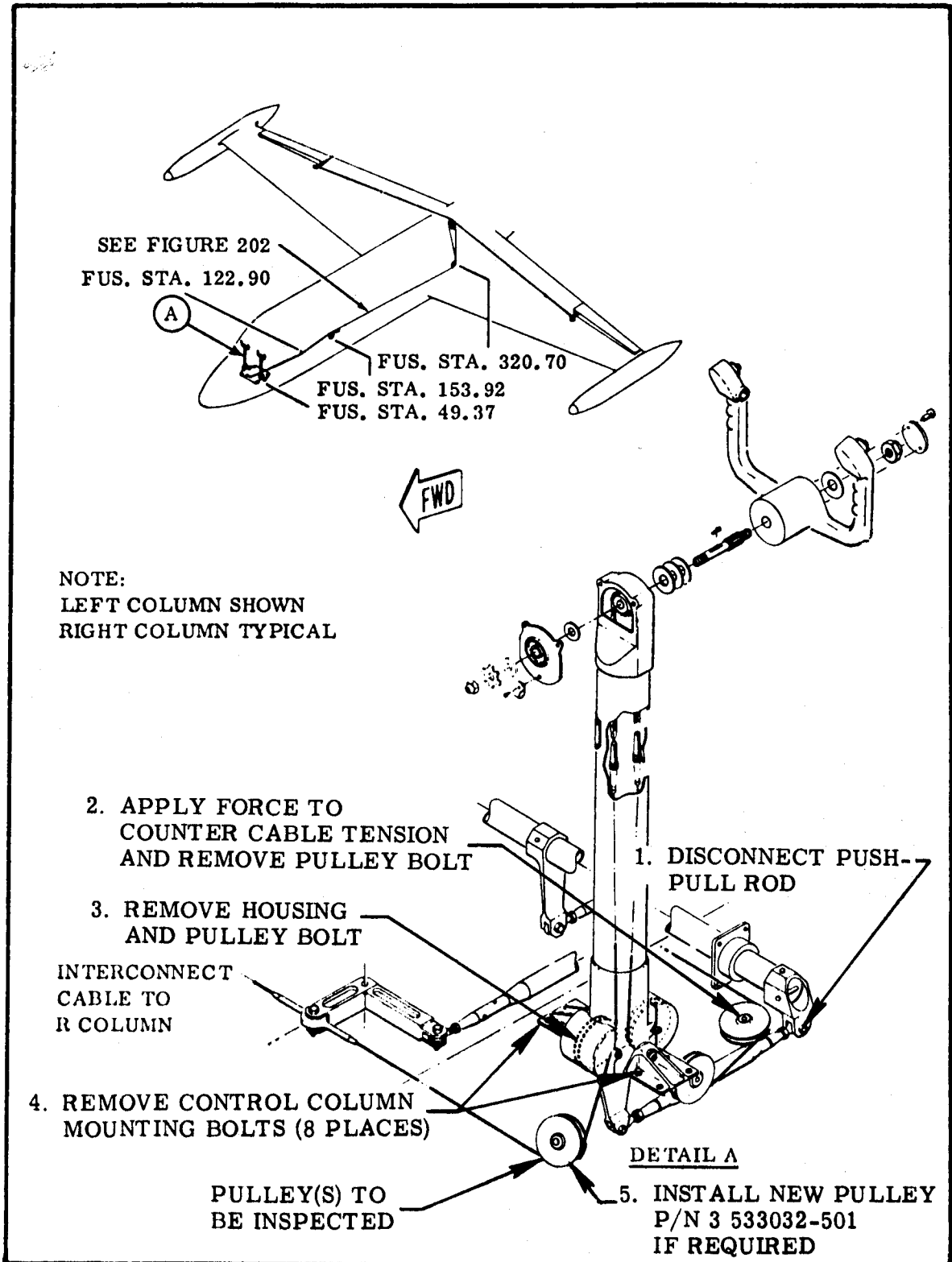
New pulley P/N 533032-501 will be provided on an exchange basis for pulley P/N 533032-1, as required.

Contact Atlantic Aviation Supply Corp. for new pulley(s) and provide aircraft S/N.

WEIGHT AND BALANCE: N. A.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows:
Service Bulletin No. WW-24-19 dated May 15, 1980, entitled "Inspection of Aileron Control Pulley P/N 3533032-1" accomplished _____ (Date) _____.



AILERON CONTROL SYSTEM

FIGURE 1

SERVICE PUBLICATIONS

revision notice

SERVICE BULLETIN NO. WW-24-20
Revision No. 1

NOVEMBER 21, 1980

SUBJECT: PART II - REROUTING OF ELECTRICAL WIRING BEHIND
HOT LIQUID CONTAINER COMPARTMENTS OF GALLEY
P/N CMA 521288

APPROVAL: ISRAEL CAA

REASON FOR REVISION: TO REQUIRE INSTALLATION OF CABLE SUPPORT CLAMP
ON WIRE BUNDLE PASSING THROUGH FUSELAGE FRAME

INSTRUCTIONS:

NOTE: If cable support clamp was installed on wire bundle passing through frame, during initial compliance with Service Bulletin, in accordance with FAA Advisory Circular 43.13-1A, Chapter 11 no further action is required.

1. Wires may be routed through existing hole in Frame at B. L. -16.50 and W. L. -66.50 if space is available (Ref. Figure 1).
2. Additional hole for wire passage may be drilled in Frame as depicted in Figure 1, if necessary to provide suitable passage of wire bundle through Frame.
3. Rerouted wire bundle passing through Frame must be supported with cable clamp as depicted in Figure 2.

SUPPLY DATA:

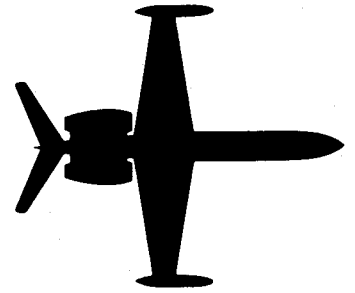
Contact Atlantic Aviation Supply for 1 ea. 813750-7 Angle, which will be provided at no charge. Attaching hardware may be obtained from local source.

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BEN GURION AIRPORT, ISRAEL

114-WESTWIND



SERVICE BULLETIN

SERVICE BULLETIN NO. WW-24-20

DATE: SEPTEMBER 19, 1980

EFFECTIVITY: WESTWIND SERIES S/N 239 THRU 298 EXCEPT 241, 252, 257, 261, 264, 265, 290, 294, 295 AND 297

SUBJECT: PART I - INSPECTION OF ELECTRICAL WIRES FOR CHAFING AGAINST UPPER HOT LIQUID CONTAINER IN GALLEY

PART II - REROUTING OF ELECTRICAL WIRING BEHIND HOT LIQUID CONTAINER COMPARTMENTS OF GALLEY P/N CMA 521288

COMPLIANCE: PART I - WITHIN THE NEXT 10 HOURS TIME IN SERVICE

PART II - TO BE ACCOMPLISHED AS SOON AS PRACTICABLE BUT NO LATER THAN THE NEXT PERIODIC INSPECTION

APPROVAL: ISRAEL CAA

REASON: TO DETECT AND PREVENT CHAFING OF ELECTRICAL WIRING BEHIND GALLEY (REF. FAA AD NO. 80-19-15)

INSTRUCTIONS:

PART I - INSPECTION

1. Remove upper hot liquid container in galley aft of Fus. Sta. 112, LH side.
2. Inspect electrical wire bundles located behind upper corner of container for evidence of chafing marks or damaged insulation.
3. If chafing is evident or damaged insulation is discovered, proceed to Part II of these Instructions. If chafing is not discovered, the aircraft may be continued in service at Operators discretion, provided the upper container is removed, loose electrical wiring is secured and a Placard is installed prohibiting the installation and use of the container until the proper routing and protection of electrical wiring is accomplished in accordance with Part II of these Instructions.

PART II - REROUTING OF ELECTRICAL WIRING

1. Remove galley in accordance with Chapter 25-30-00, 1124 Maintenance Manual, and remove upholstery panel above cabin door.
2. Disconnect the following wires from terminal board "AC", 1P15A6, 1P1B10, 1P2B10 and 1P3B10, (Ref. Sheet 6.20, Chapter 91, 1124 Wiring Manual).

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SERVICE BULLETIN NO. WW-24-20

INSTRUCTIONS (CONT'D)

3. Reroute wires and install MS21919DG6 support clamp per Figure 1, and reconnect wires to terminal board "AC".
4. Replace or repair any wiring damaged by chafing, as determined by inspection per Part I of these Instructions.
5. Inspect static reference tubing located behind galley for evidence of chafing and replace and/or reroute tubing if required.
6. While galley is removed inspect all additional wiring behind galley at lower levels for proper routing and clearance from chafing. Reroute and secure as necessary to meet the requirements of FAA Advisory Circular No. 43-13-1A, Acceptable Methods, Techniques, and Practices - Aircraft Inspection and Repair, Chapter 11.
7. Reroute and install protective covering and support clamps on additional wire bundles per Figure 2.
8. Reinstall galley and hot liquid containers. Inspect clearances between containers and aircraft structure and wiring for a minimum of 1/4 inch clearance from any surface.
9. Rework galley hot liquid container installation per Figure 3, if required to achieve necessary clearance between container and structure or wiring.
10. Reinstall any equipment or fixtures removed to gain access and return aircraft to service.

SUPPLY DATA:

QTY	PART NUMBER	DESCRIPTION
1	5 723633-99	Block
1	MS21919DG6	Clamp
2	MS24694-S72	Screw
2	MS20364-1032	Nut
2	AN960-10L	Washer
1	CMA521288-101R	Spacer
1	CMA521288-469	Bracket
1	MS25281-R9	Clamp
1	MS27039-0805	Screw
1	MS21042-08	Nut
*4	MS3367-5	Tie
*AR	-	Leather

Parts marked (*) may be procured from local source.

The required parts may be obtained as Kit No. S/B WW-24-20 from:

ATLANTIC AVIATION SUPPLY CORP.
 P. O. BOX 15000
 GREATER WILMINGTON AIRPORT
 WILMINGTON, DE 19850

SERVICE BULLETIN NO. WW-24-20

WEIGHT AND BALANCE: N. A.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows: Service Bulletin No. WW-24-20, dated September 19, 1980, entitled "Inspection and Rerouting of Electrical Wiring behind Galley" accomplished _____ .
(Date)

NOTE:

Compliance with the requirements of this Service Bulletin satisfies the requirements of Airworthiness Directive No. 80-19-15. Therefore, compliance with A. D. may also be entered in aircraft Log Book at this time.

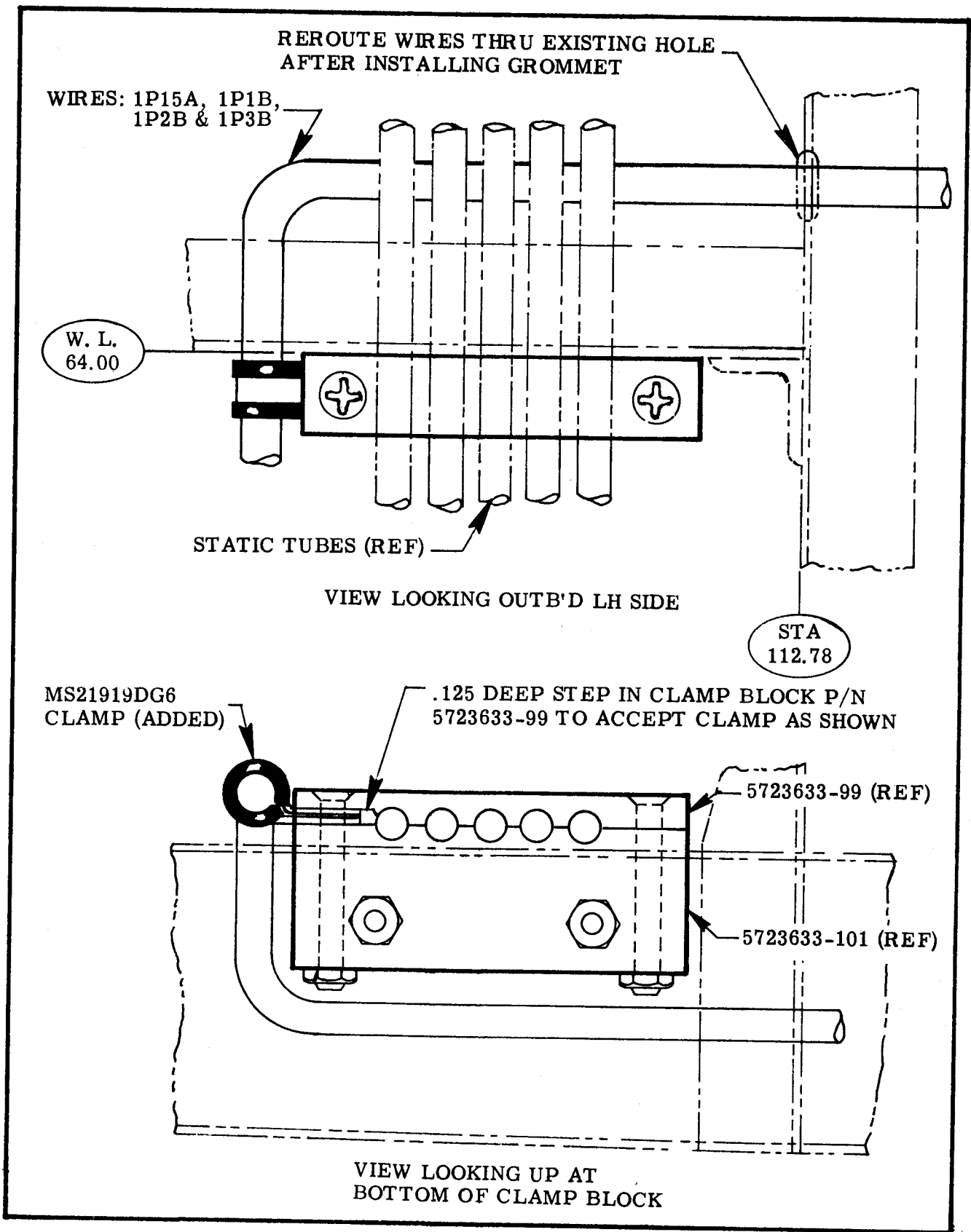


FIGURE 1

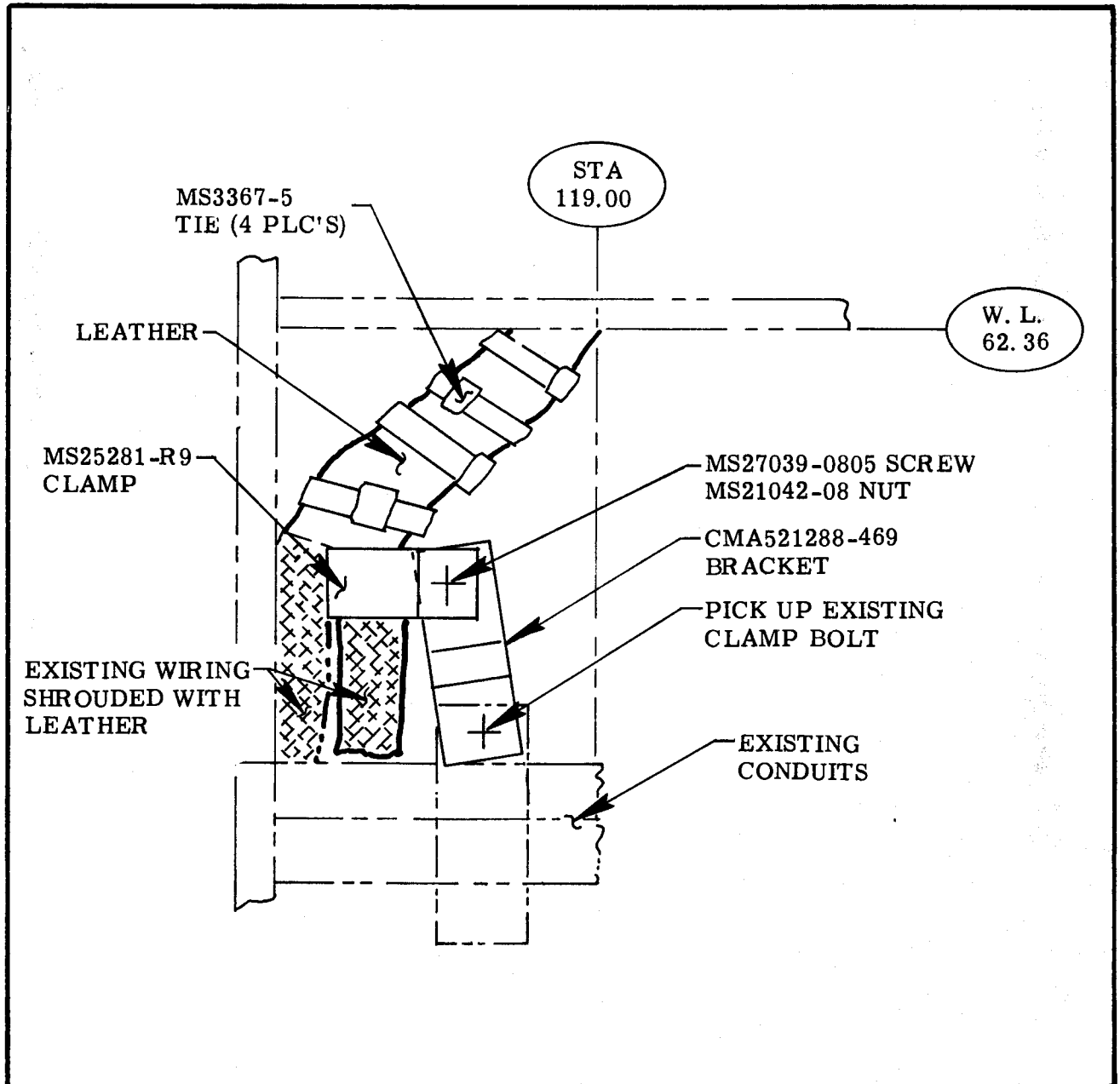
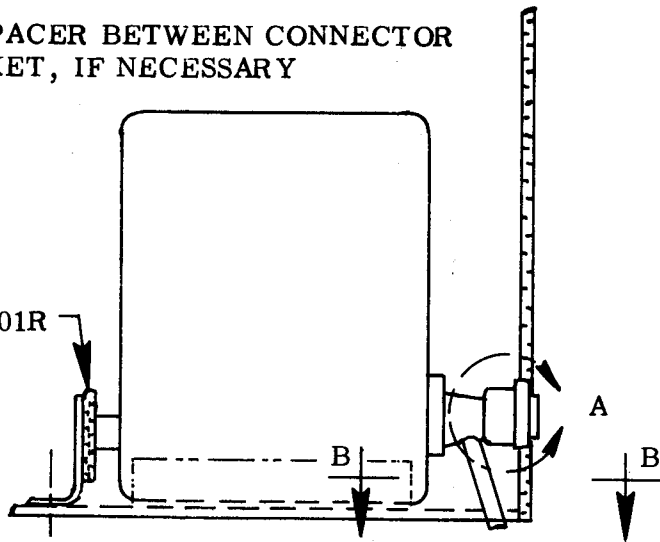


FIGURE 2

INSTALL SPACER BETWEEN CONNECTOR
AND BRACKET, IF NECESSARY

CMA521288-101R
SPACER

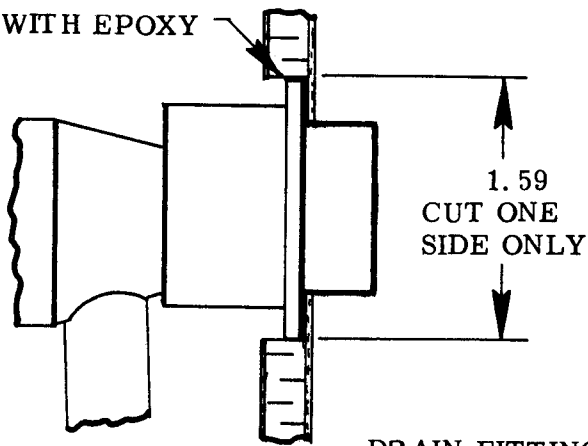


UPPER LIQUID CONTAINER LOCATION REWORK
(VIEW LOOKING FORWARD ON GALLEY)

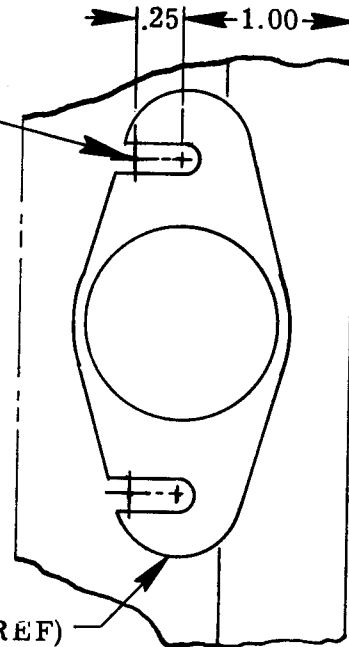
SLOT HOLES AND MOVE FWD
1/4 INCH, IF NECESSARY

PICK UP EXISTING
SCREWS THRU SLOT

SEAL EDGES WITH EPOXY

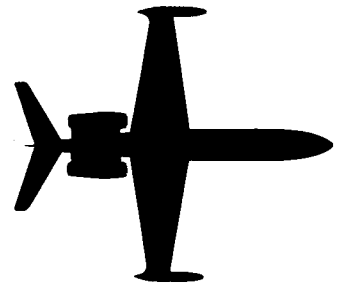


DETAIL "A"



DETAIL "B - B"

FIGURE 3



SERVICE BULLETIN

SERVICE BULLETIN NO. WW-24-21

DATE: APRIL 30, 1981

EFFECTIVITY: 1124/1124A WESTWIND SERIAL NO. 152, 154, 174, 181, 187
THRU 309, 311 THRU 316, 318, 320 THRU 324

SUBJECT: ONE TIME INSPECTION OF FORWARD ENGINE MOUNT
ATTACHING BOLTS FOR SUFFICIENT TORQUE

COMPLIANCE: WITHIN THE NEXT 150 FLIGHT HOURS UNLESS ALREADY
ACCOMPLISHED

APPROVAL: ISRAEL CAA

PURPOSE: TO DETERMINE IF MOUNT BOLTS HAVE BEEN
ADEQUATELY TORQUED DOWN ON PRELOAD WASHER

INSTRUCTIONS:

1. Gain access to nuts attaching F10A-5-B10555 forward engine mount, located at engine station 200.00, see Figure 1.
 - A. Remove access panels on underside of pylon, forward and aft of engine mount assembly.
 - B. Disconnect 5553510 Teleflex engine throttle control quick-disconnect and remove retainer nut securing quick-disconnect to fireshield.
 - C. Disconnect 5643505 fire extinguisher line. Remove retaining nuts securing fire extinguisher line to fireshield.
 - D. Remove bolts securing fireshield to pylon and remove fire-shield section to gain access to pylon interior and engine mount hardware.
2. Refer to Figure 2 of these instructions for details of preload indicating (PLI) washer installation.

1124-71-03

Page 1 of 5

SERVICE BULLETIN NO. WW-24-21

INSTRUCTIONS CONT'D

3. Test outer PLI washer for rotation by inserting a scribe (or equivalent) in perimeter holes. Repeat for each attaching bolt, 8 places on each fwd engine mount.
4. If PLI washer will not rotate, attaching bolt has been adequately torqued.
5. If PLI washer rotates, proceed as follows:

- A. Remove nut and PLI washer assembly.
- B. Inspect inner PLI washer to determine if it has or has not been deformed (compressed).

NOTE: IF INNER PLI WASHER HAS BEEN DEFORMED REPLACE WASHER ASSY. USED PLI WASHERS MUST BE DESTROYED TO PREVENT RE-USE.

- C. Install new PLI washer assembly as required and assemble per Figure 2.

6. Torque attaching bolt as follows:

NOTE: DO NOT REMOVE WAX COATING FROM INNER PLI WASHER.

- A. Tighten nut snug against PLI washer set (See Detail "B", Figure 2).
- B. Tighten nut in gradual (1/8 turn maximum) increments. Test outer PLI washer for rotation by inserting a scribe (or equivalent) in perimeter holes. When the outer washer can no longer be moved the desired preload torque has been obtained. (See Details "C" and "D", Figure 2).

CAUTION: DO NOT OVER TIGHTEN. IF NUT IS TIGHTENED MORE THAN 1/8 TURN BEYOND POINT WHERE OUTER PLI WASHER BECOMES IMMOVEABLE. THE ENTIRE BOLT, NUT AND WASHER ASSEMBLY MUST BE REPLACED.

7. Apply tamper-proof sealant, EC-1252, White, to each torqued fastener installation:

SERVICE BULLETIN NO. WW-24-21

INSTRUCTIONS CONT'D

- A. Clean only those parts to receive sealant with methyl ethyl ketone (MEK).
 - B. Apply stripe of sealant across end of exposed bolt end, down the nut and across the PLI washers so that any turning action will break the stripe seal.
8. Replace fireshielding inside pylon. Connect fire extinguisher fitting and then reconnect engine throttle controls. Replace access panels.
9. Repeat for other engine forward mount.

SUPPLY DATA:

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
A/R	PLI 7-12.4	Pre-Load Indicating Washers
A/R	PLI 9-21.6	Pre-Load Indicating Washers

The above items maybe obtained from:

Atlantic Aviation Corporation
P. O. Box 1709
Greater Wilmington Airport
Wilmington, DE 19899

Aircraft Serial Number and shipping instructions must be included when requesting parts.

EC-1252 Tamper-proof sealant, white, manufactured by the 3M Company, may be obtained from local sources.

MANHOURS: 0.5 HOUR ARE REQUIRED TO ACCOMPLISH THIS INSPECTION AFTER ACCESS TO AFFECTED PART IS OBTAINED.

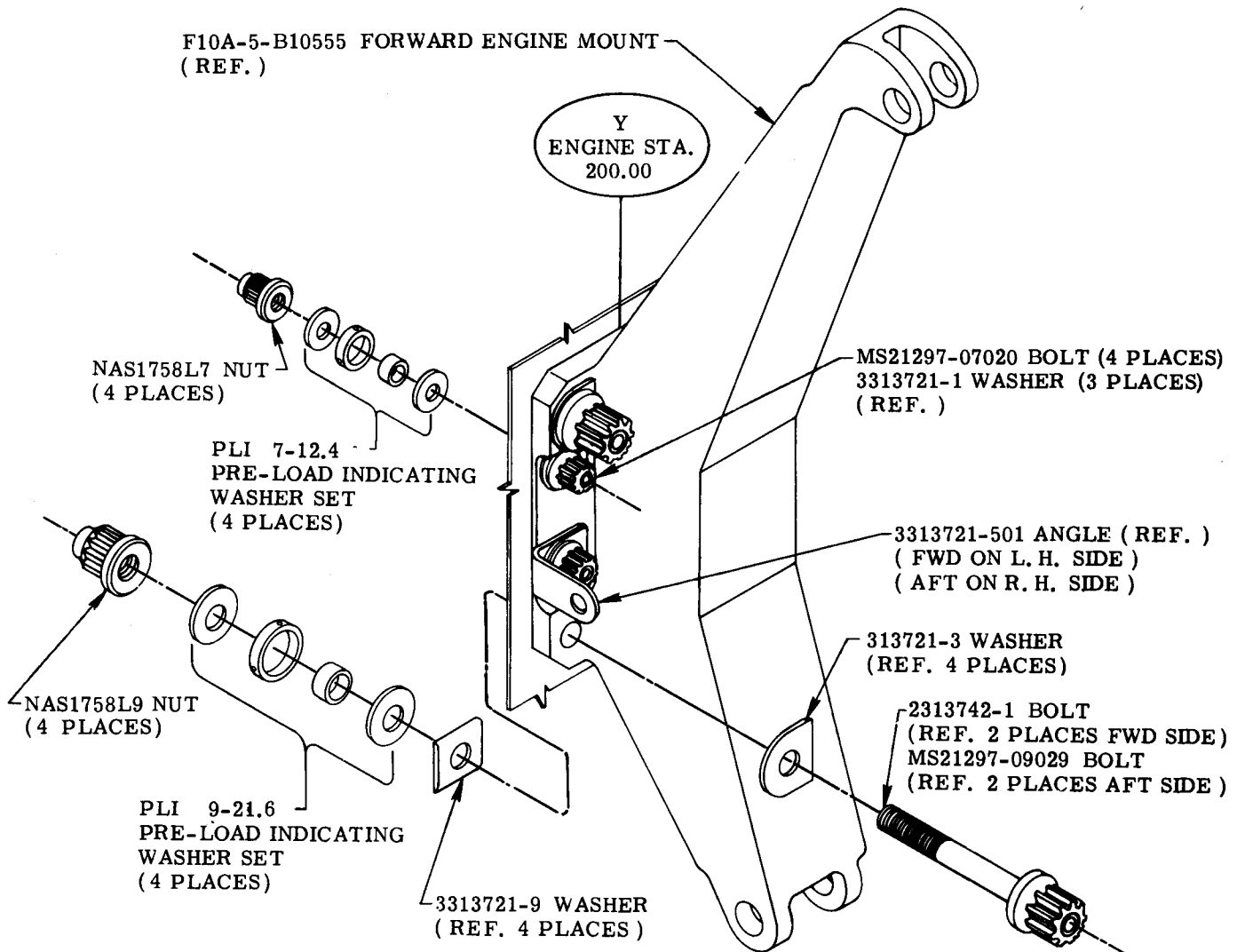
SERVICE BULLETIN NO. WW-24-21

WEIGHT AND BALANCE:

N. A.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows: Service Bulletin No. WW-24-21, dated April 30, 1981, entitled, "One Time Inspection of Forward Engine Mount Attaching Bolts for Sufficient Torque", accomplished _____ (DATE).



INSTALLATION OF PRE-LOAD INDICATING WASHERS ON FORWARD ENGINE MOUNT ATTACHMENT BOLTS

FIGURE 1

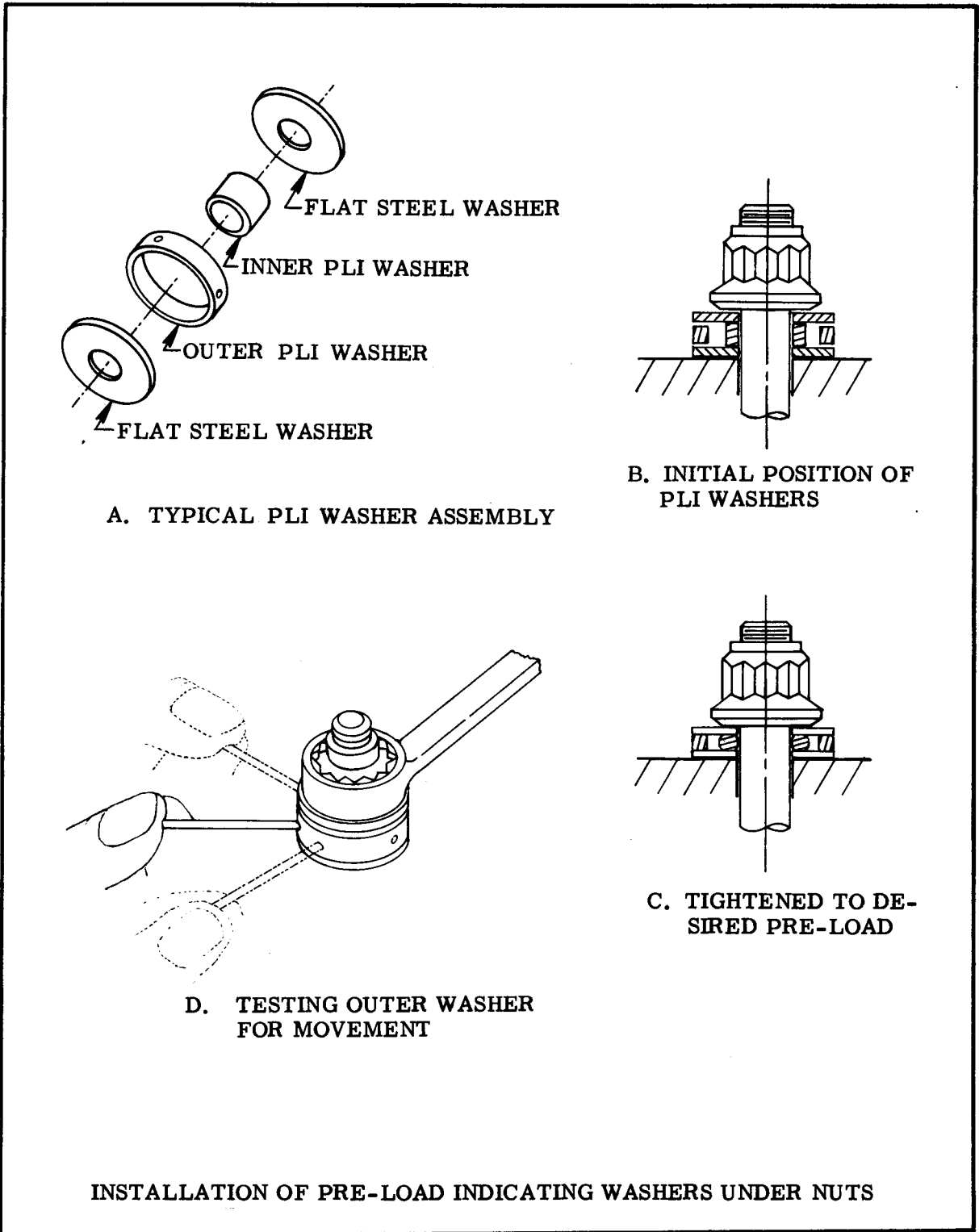


FIGURE 2

COMPLIANCE FORM - SERVICE BULLETIN NO. WW-24-21

TO: OPERATOR OR SERVICE FACILITY PERFORMING INSTALLATION

Please complete the Certificate of Compliance below and mail direct to:

Israel Aircraft Industries International, Inc.
2025 S. Nicklas, Suite 115
Oklahoma City, OK 73128

CERTIFICATE OF COMPLIANCE
SERVICE BULLETIN NO. WW-24-21

ONE TIME INSPECTION OF FORWARD ENGINE MOUNT
ATTACHING BOLTS FOR SUFFICIENT TORQUE

Aircraft S/N _____ "N"Number _____

Owner _____

Aircraft total time at installation _____ Hours.

Installation performed by: _____

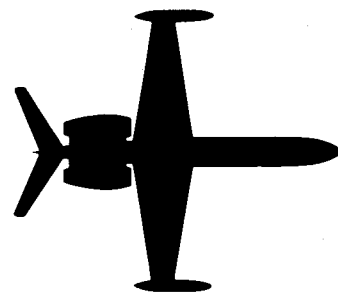
Please define any discrepancies found: _____

I certify that the requirements of S/B WW-24-21, dated April 30, 1981, have
been complied with _____ .

(Date of Compliance)

Signed: _____

24-WESTWIND



SERVICE BULLETIN

SERVICE BULLETIN NO. WW-24-22

DATE: SEPTEMBER 18, 1981

EFFECTIVITY: MODEL 1124/1124A WESTWIND SERIES S/N 152, 156, 174, 181, 185, 186, 187 THRU 335

SUBJECT: INSPECTION OF PILOT AND CO-PILOT SEAT ATTACHMENT

COMPLIANCE: AT NEXT 150 HOUR INSPECTION

APPROVAL: ISRAEL CAA

REASON: A CHECK OF SEVERAL AIRPLANES REVEALED THE POSSIBILITY OF INSUFFICIENT SEAT SUPPORT ATTACH ANGLE ENGAGEMENT. THIS SERVICE BULLETIN ESTABLISHES MAXIMUM CLEARANCE BETWEEN ANGLES.

INSTRUCTIONS:

NOTE

THE FOLLOWING PROCEDURES APPLY TO ALL ATTACH POINTS ON BOTH PILOT AND CO-PILOT SEATS. REFER TO FIGURE 1.

1. Remove both crew seats from their tracks per Chapter 25-10-01 of the 1124/1124A Maintenance Manual.

NOTE

IF YOU WISH TO REMOVE SEATS FROM AIRPLANE THE CABIN-FLIGHT COMPARTMENT PARTITION MUST ALSO BE REMOVED.

2. Tighten seat support attach angle bolts.
3. Measure gap between each set of seat support attach angles. Gap must not exceed .33 inches.
4. If gap exceeds .33 inch remove shims P/N G.I. 1022.1.0.7 as required to reduce gap.



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ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL INC.

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

1124-25-01
Page 1 of 3

SERVICE BULLETIN NO. WW-24-22

INSTRUCTIONS CONT'D

5. Reinstall both crew seats and check that each seat moves freely on its tracks through it's full travel.

SUPPLY DATA:

QTY	PART NUMBER	DESCRIPTION
A/R	1022.1.0.7	Shim

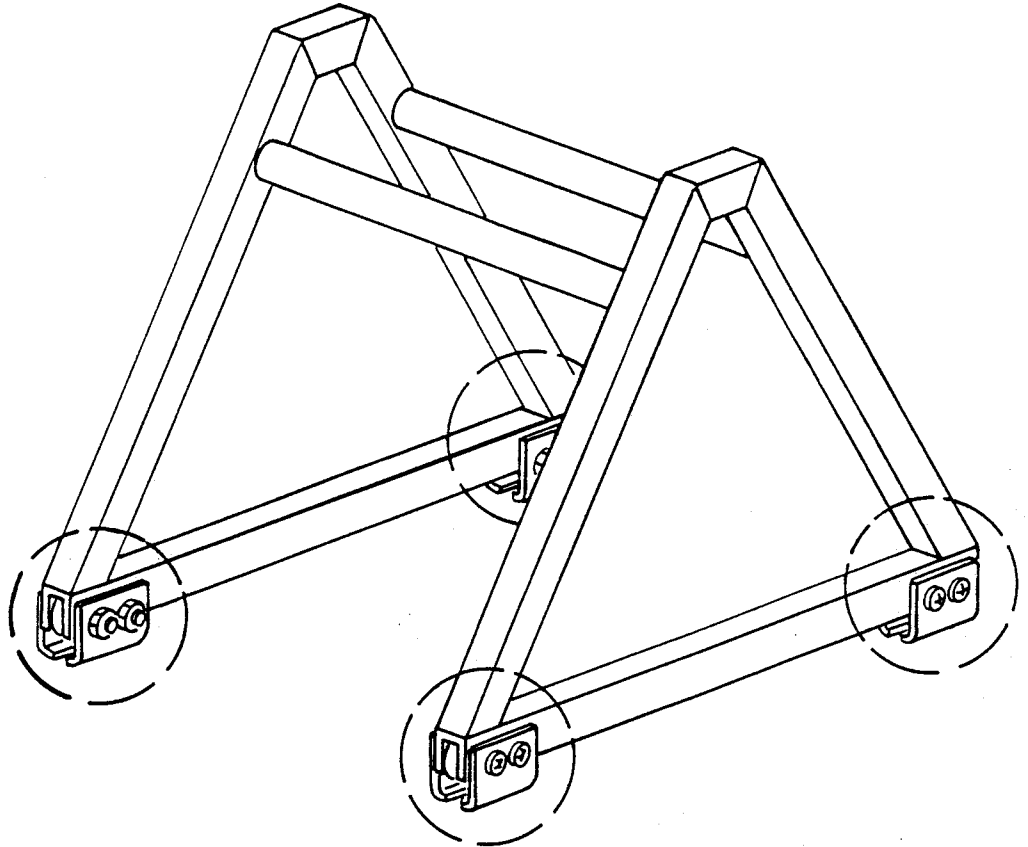
The above parts may be obtained, at no charge from Atlantic Aviation Supply Corp.

WEIGHT AND
BALANCE:

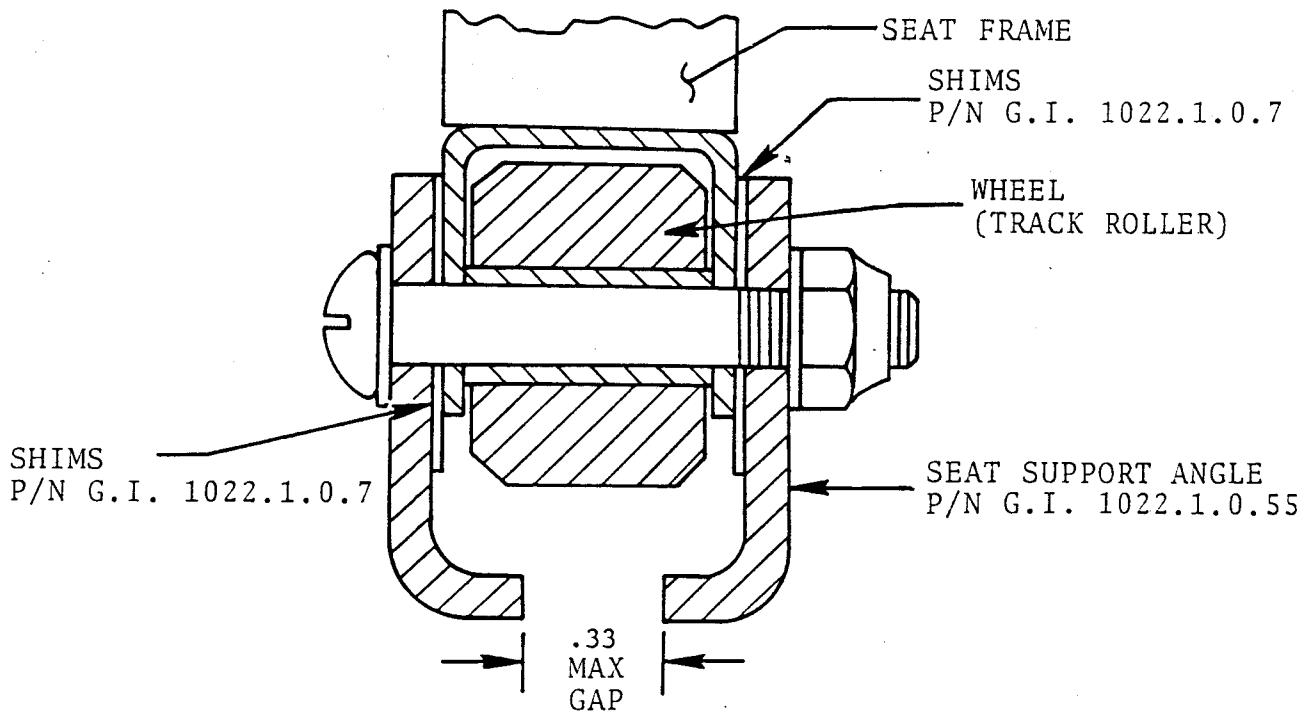
N.A.

AIRCRAFT RECORDS:

Make an appropriate entry in permanent aircraft maintenance records as follows:
Service Bulletin No. WW-24-22, dated September 18, 1981, entitled "Inspection
of Pilot and Co-Pilot Seat Attachment" accomplished DATE .



CREW SEAT FRAME ASSEMBLY



SEAT ATTACHMENT DETAIL

FIGURE 1 SEAT ATTACHMENT DIMENSION CHECK

COMPLIANCE FORM - SERVICE BULLETIN NO. WW-24-22

To: OPERATOR OR SERVICE FACILITY PERFORMING INSPECTION

Please complete the Certificate of Compliance below and mail direct:

Israel Aircraft Industries International, Inc.
2025 S. Nicklas, Suite 115
Oklahoma City, OK 73127

CERTIFICATE OF COMPLIANCE
SERVICE BULLETIN WW-24-22

INSPECTION OF PILOT AND CO-PILOT SEAT ATTACHMENT

Aircraft S/N _____ "N"Number _____

Owner _____

Aircraft Total Time at Inspection _____ Hours

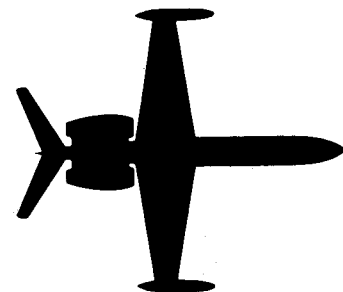
Inspection Performed By: _____

Please define any discrepancies found: _____

I certify that the requirements of S/B WW-24-22, dated September 18, 1981,
have been complied with _____
(DATE OF COMPLIANCE)

Signed: _____

24-WESTWIND



SERVICE BULLETIN

SERVICE BULLETIN NO. WW-24-23

DATE: MARCH 11, 1981

EFFECTIVITY: 1124/1124A WESTWIND SERIES S/N 152, 154, 174, 181, 185, 187
THRU 315, EXCEPT 294, 296, 297, 309, 310 AND 314

SUBJECT: REPLACEMENT OF AUDIO LOAD RESISTOR, R-61

COMPLIANCE: PART I - UPON RECEIPT OF THIS BULLETIN, (INSTRUCTIONS
OUTLINED IN PART I, WERE PREVIOUSLY TRANSMITTED BY
TELEX/MAILGRAM ON 2-26-81)

PART II - PRIOR TO OR AT NEXT 150 HOUR INSPECTION

APPROVAL: ISRAEL CAA APPROVED

PURPOSE: TO AVOID OVERHEATING OF EXISTING R-61 RESISTOR
WITH THE USE OF HIGH OUTPUT MICROPHONES

INSTRUCTIONS:

PART I - INSTALLATION OF TEMPORARY PLACARDS

1. Install adjacent to each Hot-Mic/Intercom switches the following Temporary Warning Placards:

WARNING

Hot-Mic switches must be either both "OFF" or both "ON"
Use of "Intercom" position is prohibited.

2. Install adjacent to Mic Jack in aft baggage compartment the following Temporary Placard: WARNING-Use of this Mic-Jack is prohibited.
3. All Temporary Placards may be removed after compliance with Part II of this Service Bulletin.

1124-23-01
Page 1 of 5



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SERVICE BULLETIN NO. WW-24-23

INSTRUCTIONS (CONT'D)

PART II - REPLACEMENT OF R-61 RESISTOR

NOTE: Refer to Figure 1 for all S/N's prior to 240.

1. Remove furnishings as required behind divan to gain access to Terminal Board T-13, upon which Resistor R-61 is located.
2. Locate RH-25 Resistor for installation Per Figure 1, and drill mounting holes.
3. Install the RH-25 Resistor after applying Alumina Filler Silicone grease or equivalent between the mating surfaces.
4. Remove the existing R-61 Resistor from T-13, Pins 17 - 18, refer to Chapter 23-50-03 Audio Distribution Wiring Diagram in the 1124/1124A Westwind Wiring Manual. Wire in RH-25 Resistor using 22 gage wire. Route wires and secure as necessary to meet the requirements of FAA Advisory Circular 43-13-1A.
5. Reinstall furnishings removed to gain access.

NOTE: Refer to Figure 2 for S/N 240 thru 315

6. Remove interior-outboard wall from coat closet to gain access to Terminal Board T-13.
7. Fabricate the 863548-ME3 Bracket Per Figure 2.
8. Locate and drill mounting bracket holes in aircraft structure Per Figure 2.
9. Apply a coating of Alumina Filler Silicone grease or equivalent to Bracket, prior to installation of Bracket.
10. Install the RH-25 Resistor on bracket after applying Silicone grease between the mating surfaces.
11. Remove the existing R-61 Resistor from T-13, Pins 16 - 18 or Pins 17 - 18, refer to Chapter 23-50-03 Audio Distribution Wiring Diagram in the 1124/1124A Westwind Wiring Manual. Wire in RH-25 Resistor using 22 gage wire. Route wires and secure as necessary to meet the requirements of FAA Advisory Circular 43-13-1A.

SERVICE BULLETIN NO. WW-24-23

INSTRUCTIONS (CONT'D)

12. Reinstall equipment removed to gain access.

SUPPLY DATA:

QTY	PART NUMBER	DESCRIPTION
1	RH-25 (22 Ohm.)	Resistor (Dale)
**1	863548-ME3	Bracket
*2	MS35206-213	Screw
*2	MS21042-04	Nut
*2	AN960PD4	Washer
*2	NAS1738B4	Rivet
*As Req'd	22 Gage	Wire
*As Req'd	Alumina Filler	Dow Corning DC 4
	Silcone Grease	or Penetrox "A"
**	Bracket to be fabricated Locally.	
*	Procure from Local source.	

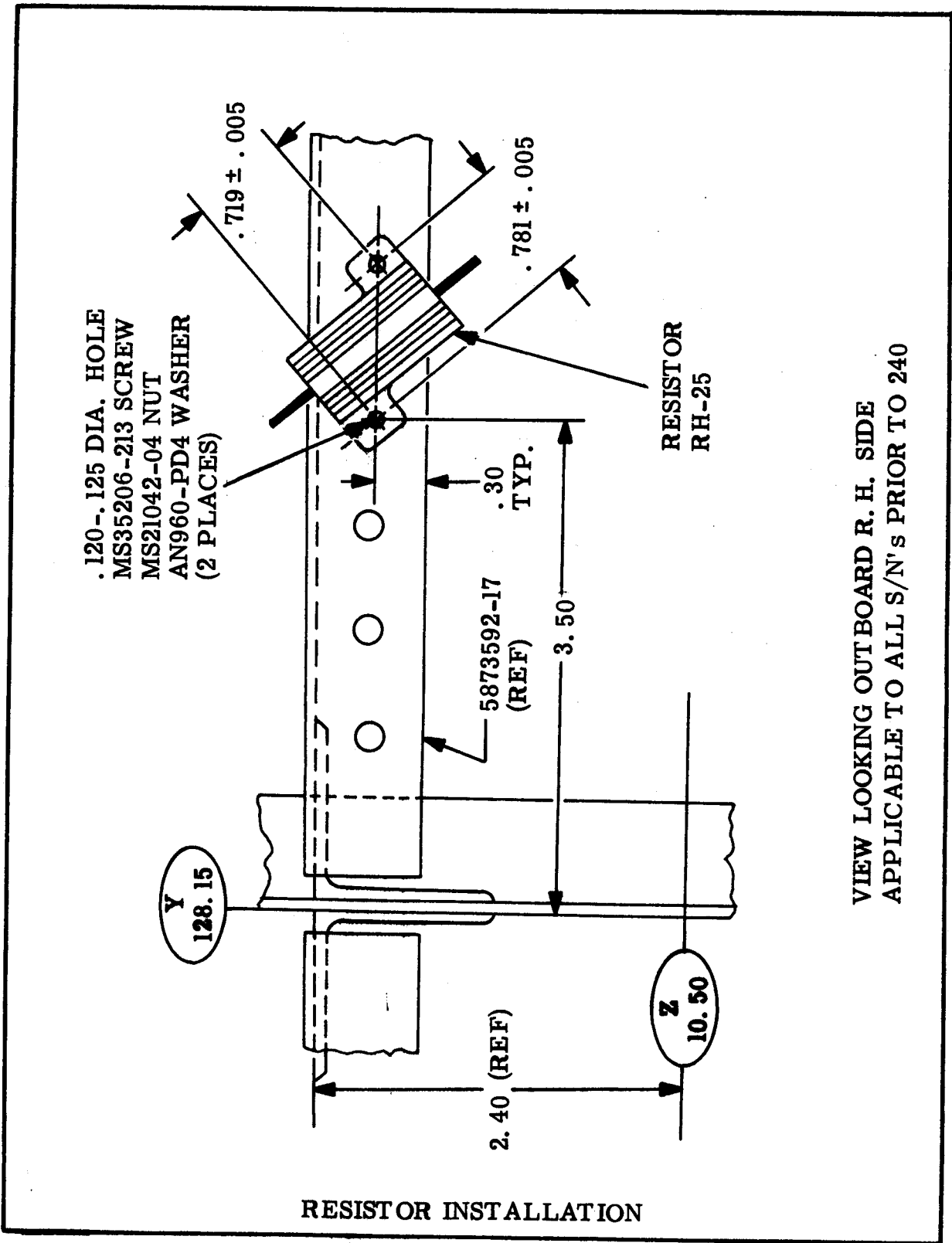
The RH-25 Resistor may be ordered as Kit No. S/B WW-24-23 from:
Atlantic Aviation Supply Corp., at "No Charge".

WEIGHT AND BALANCE: N.A.

AIRCRAFT RECORDS:

Make an appropriate entry in aircraft permanent maintenance records as follows: Service Bulletin No. WW-24-23, dated March 11, 1981, entitled "Replacement of Audio Load Resistor, R-61" accomplished _____.

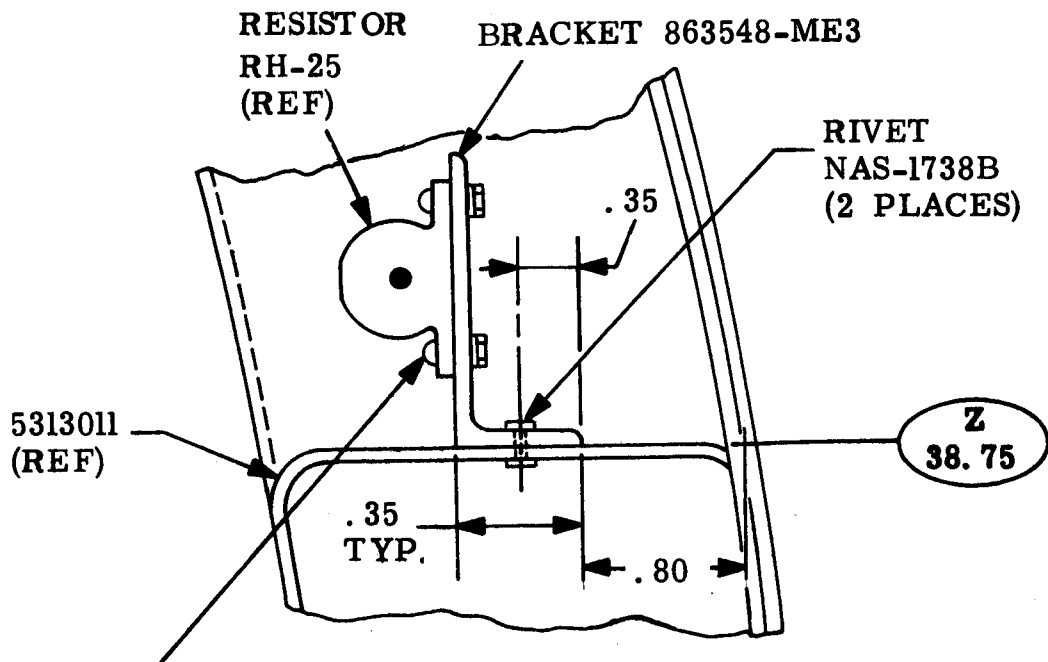
(DATE)



VIEW LOOKING OUTBOARD R. H. SIDE
APPLICABLE TO ALL S/N's PRIOR TO 240

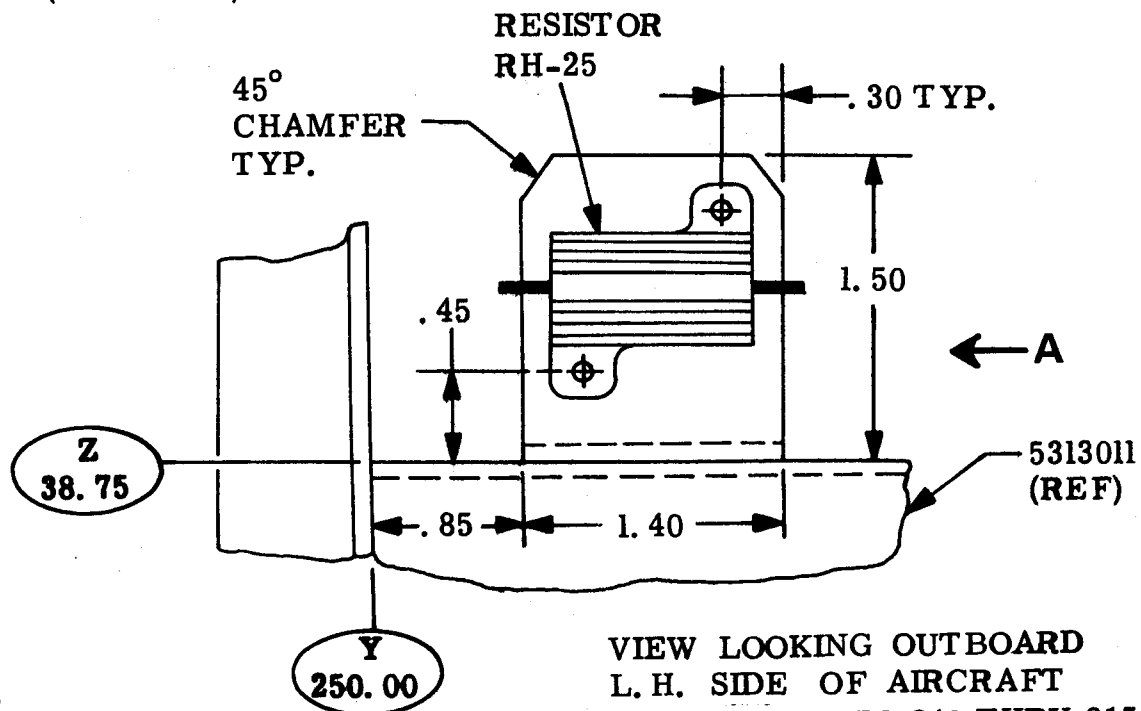
FIGURE 1

SERVICE BULLETIN NO. WW-24-23



.120-.125 DIA. HOLE
MS35206-213 SCREW
MS21042-04 NUT
AN960-PD4 WASHER
(2 PLACES)

VIEW A



VIEW LOOKING OUTBOARD
L. H. SIDE OF AIRCRAFT
APPLICABLE TO 240 THRU 315

RESISTOR INSTALLATION

COMPLIANCE FORM - SERVICE BULLETIN NO. WW-24-23

TO: OPERATOR OR SERVICE FACILITY PERFORMING INSTALLATION

Please complete the Certificate of Compliance below and mail direct to:

Israel Aircraft Industries International, Inc.
2025 S. Nicklas, Suite 115
Oklahoma City, OK 73128

CERTIFICATE OF COMPLIANCE
SERVICE BULLETIN NO. WW-24-23

REPLACEMENT OF AUDIO LOAD RESISTOR - R61

Aircraft S/N _____ "N" Number _____

Owner _____

Aircraft total time at installation _____ Hours.

Installation performed by _____

I certify that the requirements of S/B WW-24-23, dated Mar. 11, 1981 have
been complied with _____
(Date of Compliance)

Signed: _____

SERVICE PUBLICATIONS

revision notice

SERVICE BULLETIN NO. WW-24-24
Revision No. 1

DATE: APRIL 1, 1982

SUBJECT: REWORK OF BALLAST/JACK ADAPTER MOUNTING.

REASON: TO CORRECT AND CLARIFY SUPPLY DATA ON PAGE 2.

WAS

Required for Part A	QTY	PART NUMBER	DESCRIPTION
	2	AN3-7A	Bolt
	2	AN960PD-316L	Washer
	2	MS21069-3	Nut Plate
	4	MS20426-3	Rivet

NOW

Required for Part A	QTY	PART NUMBER	DESCRIPTION
	2	AN3-7A	Bolt
	2	AN960PD-10L	Washer
	2	MS21069-3	Nut Plate
	* 4	MS20426AD3	Rivet

*May be purchased locally (length as required).

SERVICE PUBLICATIONS

revision notice

SERVICE BULLETIN NO. WW-24-24
Revision No. 2

JULY 30, 1982

SUBJECT: REWORK OF BALLAST/JACK ADAPTER MOUNTING.

REASON: TO ALLOW USE OF SHORTER BOLT IN PART A.

INSTRUCTIONS:

Change bolt part number from AN3-7A to AN3-4A in the following locations:

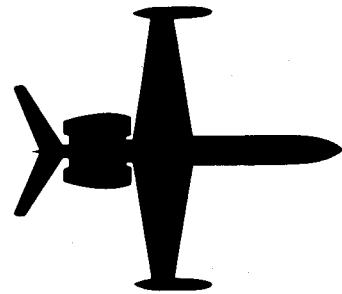
- 1) Step 6
- 2) Supply Data for Part A
- 3) Figure 2



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BEN GURION AIRPORT, ISRAEL

24-WESTWIND



SERVICE BULLETIN

SERVICE BULLETIN NO. WW-24-24

MARCH 5, 1982

EFFECTIVITY: 1124 WESTWIND SERIES
PART A-S/N'S 219, 221, 224, 228, 230, 231, 234, 236, 238,
242, 246, 248 THRU 251, 256 THRU 261, 263,
265, THRU 267 AND 270 THRU 363.
PART B-ALL PART A S/N'S EXCEPT 337 THRU 363.

SUBJECT: REWORK OF BALLAST/JACK ADAPTER MOUNTING.

COMPLIANCE: AT NEXT 150 HOUR INSPECTION.

APPROVAL: ISRAEL CAA.

REASON: TO IMPROVE ATTACHMENT OF BALLAST/JACK ADAPTER
MOUNTING TO AIRCRAFT STRUCTURE.

INSTRUCTIONS:

PART A

1. Remove tailcone P/N 5313034.
2. Locate hole on each side of angle P/N CMA71627-504-5 per Figure 1 and 2.
3. Drill holes, located in step 2, with #11 (.191 inch dia.) drill thru angle P/N CMA71627-504-5 and bulkhead at FS 540.
4. Remove bolts attaching angle P/N CMA71627-504-5 to bulkhead FS 540, angles P/N CMA71627-504-7 and -8 to tray CMA71627-504-3 and clips CMA71627-504-13. Retain hardware for reinstallation.
5. Install two nut plates P/N MS21069-3 to forward side of bulkhead FS 540 with rivets P/N MS20426-3.

NOTE

For all Part B affected aircraft accomplish Part B of instructions before continuing with step 6.

1124-53-03
Page 1 of 5



SERVICE BULLETIN NO. WW-24-24

INSTRUCTIONS (CONT'D.)

6. Reinstall all angles removed in step 4. Add two new bolts P/N AN3-7A with washers P/N AN960PD-316L, one on each side of angle P/N CMA71627-504-5.
7. Reinstall tailcone and return aircraft to service.

PART B

Accomplish this part on Part B affected aircraft before accomplishing steps 6 and 7 of Part A above.

1. Inspect all four clips P/N CMA71627-504-13 for evidence of cracks. Cracked clips must be discarded and replaced with new clips.
2. Drill out clip attaching rivets (16 ea.).
3. Enlarge holes in clips P/N CMA71627-504-13 and CMA71627-504-5 Angle with #11 (.191 inch dia.) drill and install four clips with bolts P/N AN3-4, washers P/N AN960-10L and nuts P/N MS21042-3.
4. Proceed with step 6 of Part A instructions.

SUPPLY DATA:

	QTY	PART NUMBER	DESCRIPTION
Required for Part A			
	2	AN3-7A	Bolt
	2	AN960PD-316L	Washer
	2	MS21069-3	Nut Plate
	4	MS20426-3	Rivet
Required for Part B			
	16	AN3-4	Bolt
	16	MS21042-3	Nut
	16	AN960-10L	Washer
	*A/R	CMA71627-504-13	Clip

*This part may be obtained from Atlantic Aviation Supply Corp.

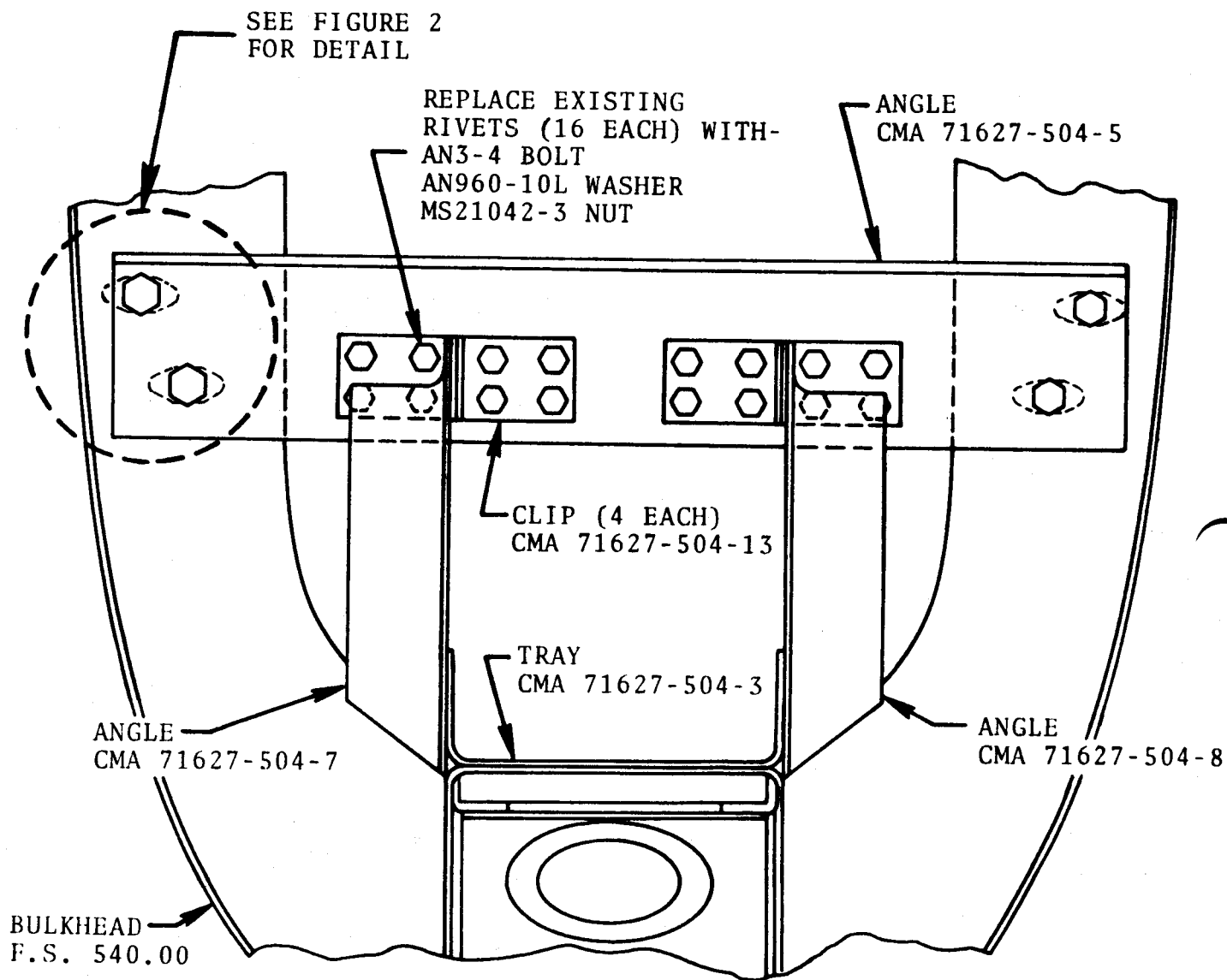
WEIGHT AND BALANCE: N. A.

SERVICE BULLETIN NO. WW-24-24

AIRCRAFT RECORDS:

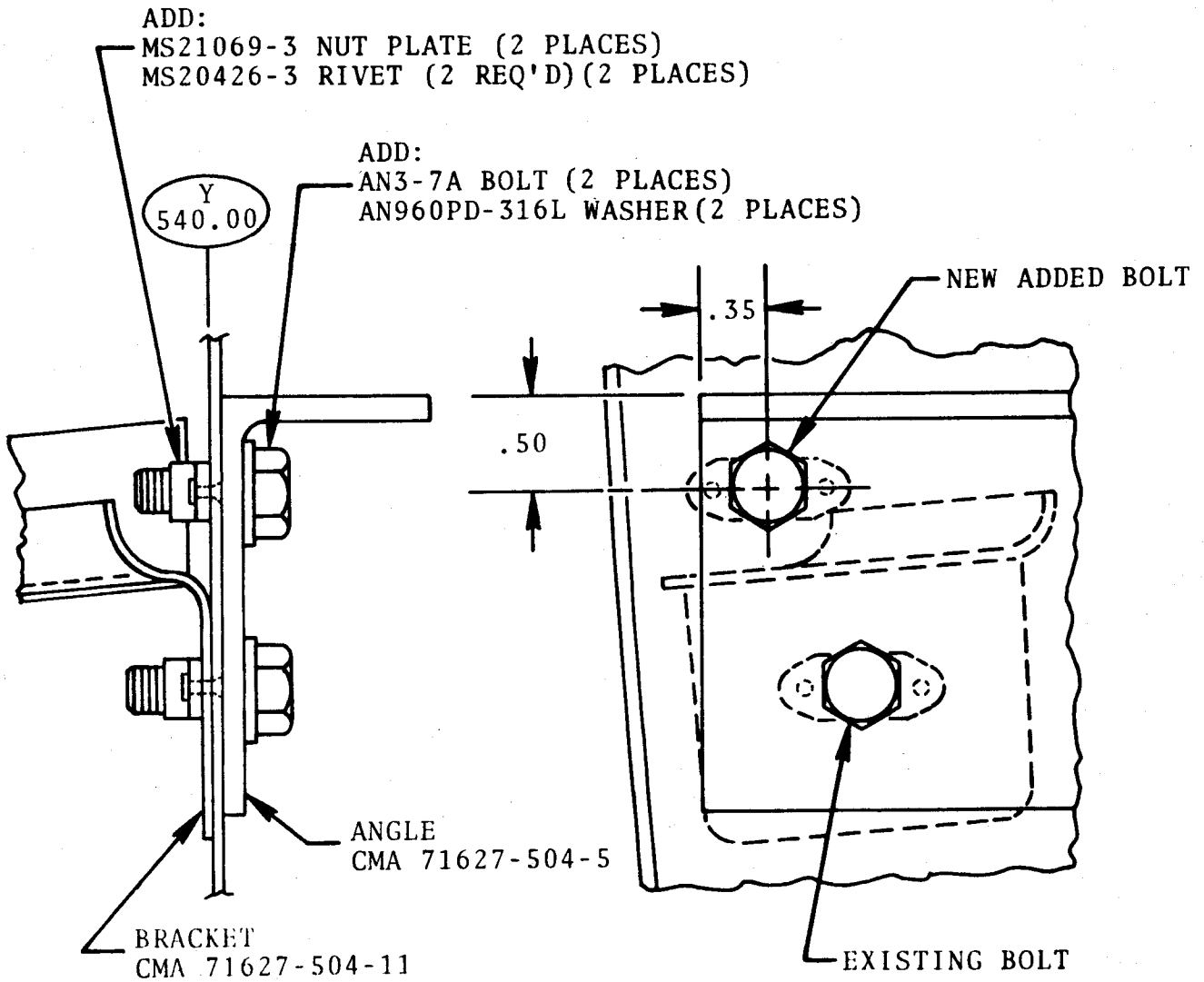
Make the following entry in the aircraft log book: Service Bulletin No. WW-24-24, dated March 1, 1982, entitled "Rework of Ballast/Jack Adapter Mounting", (Part A only, or Part A and B) has been accomplished this date.

SERVICE BULLETIN NO. WW-24-24



VIEW LOOKING FORWARD AT F.S. 540.00 BULKHEAD

SERVICE BULLETIN NO. WW-24-24



Service Bulletin

A/C S/N _____

Certificate of Compliance

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL, INC.
2025 South Nicklas - Suite 115
Oklahoma City, OK 73128
Attn: Technical Publications

This is to certify that Westwind Serial Number _____ has complied with Service Bulletin No. WW-24-24, dated March 1, 1982, titled "Rework of Ballast/Jack Adapter Mounting".

Aircraft Registration No. _____

Airframe Total Time at Compliance _____

Compliance Date _____ By _____
Signature

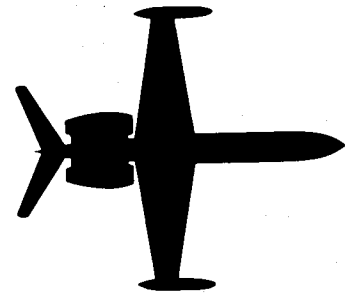
OWNER:

ACCOMPLISHING AGENCY:

_____	_____
_____	_____
_____	_____
_____	_____

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

1124-WESTWIND



SERVICE BULLETIN

SERVICE BULLETIN NO. WW-24-25

DATE: FEBRUARY 12, 1982

EFFECTIVITY: MODEL 1124 WESTWIND SERIES S/N 174, 290, 317
MODEL 1124A WESTWIND SERIES S/N 295, 299 thru 309,
315, 318, 319, 322, 324, 328, 330, 334, 335, 337 thru 346,
351* and 352*

*CTL-60 ADF CONTROL ONLY.

SUBJECT: ROCKWELL-COLLINS SERVICE BULLETIN NO. 3 FOR
CTL-20, CTL-60 AND CTL-90 CONTROLS, AND SERVICE
BULLETIN NO. 4 FOR CTL-30

COMPLIANCE: WITHIN THE NEXT 50 FLIGHT HOURS OR 30 DAYS,
WHICHEVER OCCURS FIRST, FROM THE EFFECTIVE
DATE OF THIS SERVICE BULLETIN

APPROVAL: ISRAEL CAA APPROVED

REASON: TRANSMITTAL OF SUBJECT ROCKWELL-COLLINS
SERVICE BULLETIN TO EFFECTED 1124 WESTWIND
OPERATORS.

INSTRUCTIONS:

1. Remove the following six CTL Controls located on center instrument panel:
CTL-20 COMM CONTROL (2 each)
CTL-30 NAV CONTROL (2 each)
CTL-60 ADF CONTROL
CTL-90 ATL CONTROL
2. Inspect and/or modify affected CTL -20, -60 and -90 Units in accordance with the attached Rockwell-Collins Service Bulletin No. 3 and CTL-30 in accordance with Service Bulletin No. 4.
3. Reinstall CTL Controls, functional check and return aircraft to service.

1124-23-02
Page 1 of 2



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

SERVICE BULLETIN NO. WW-24-25

SUPPLY DATA: See attached Rockwell-Collins Service Bulletin

WEIGHT AND BALANCE: N.A.

AIRCRAFT RECORDS: Standard Format

- 1 COMM CONTROL CLT-20
- 2 NAV CONTROL CLT-30
- 3 ADF CONTROL CLT-60
- 4 ATC CONTROL CLT-90

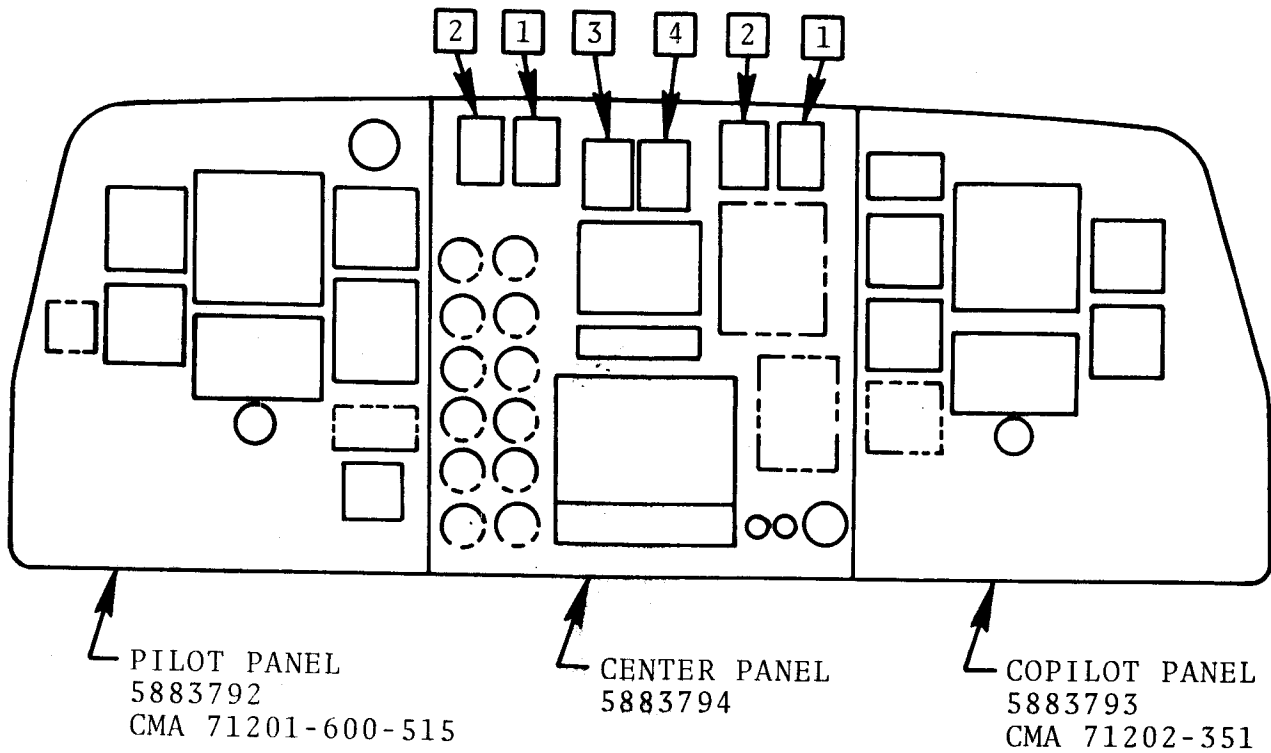


FIGURE 1 CLT-20, 30, 60 and 90 LOCATIONS

Service Bulletin

A/C S/N _____

Certificate of Compliance

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL, INC.
2025 South Nicklas - Suite 115
Oklahoma City, OK 73128
Attn: Technical Publications

This is to certify that Westwind Serial Number _____ has complied with Service Bulletin No. WW-24-25, dated February 5, 1982, titled ROCKWELL-COLLINS SERVICE BULLETIN NO. 3 FOR CTL-20, CTL-60 AND CTL-90 CONTROLS, AND SERVICE BULLETIN NO. 4 FOR CTL-30.

Aircraft Registration No. _____

Airframe Total Time at Compliance _____

Compliance Date _____ By _____
Signature

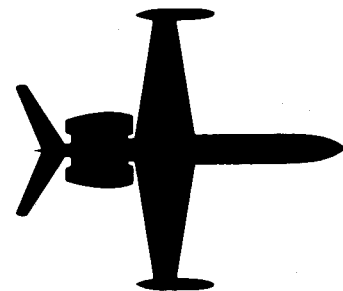
OWNER:

ACCOMPLISHING AGENCY:

_____	_____
_____	_____
_____	_____
_____	_____

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

24-WESTWIND



SERVICE BULLETIN

SERVICE BULLETIN NO. WW-24-26

JUNE 15, 1982

SUBJECT: REMOVAL OF ZENER DIODES AND RESISTORS FROM AIR DATA POWER SUPPLY CIRCUITS.

1. PLANNING INFORMATION

A. EFFECTIVITY

MODEL 1124 WESTWIND Serial Numbers 152, 154, 174, 181, 185 thru 238, 240 thru 294, 296 thru 298, 310 thru 314, 316, 317, 320, 321, 323, 235 thru 327, 329, 331 thru 333, 336, 347, 354, 357, 360, 362, 363, 366, 367, 370 thru 372, 375 and 378.

B. REASON

To avoid possible overheating of subject resistors or diodes due to inverter overvoltage protection circuit failure.

C. DESCRIPTION

Zener diodes and resistors installed on junction box terminal boards T-11 and T-22 for aircraft S/N's prior to 240 or T-5 and T-157 for aircraft S/N's 240 and subs are removed. The function of these elements is provided inside the inverters.

D. COMPLIANCE

It is recommended that this modification be accomplished at the next 150 hour inspection.

E. APPROVAL

The removal of zener diodes and resistors described by paragraphs 2.B. and 2.C. has been shown to comply with the applicable Federal Aviation Regulations and is Israel CAA approved.

11-24-10
Page 1 of 6



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BEN GURION AIRPORT, ISRAEL

SERVICE BULLETIN NO. WW-24-26

F. MANPOWER

Approximately two (2) manhours will be required to accomplish the modification described in this service bulletin.

G. MATERIAL

All items required to accomplish this modification may be obtained locally.

H. SPECIAL TOOLS

None required.

I. WEIGHT AND BALANCE

Not applicable.

J. ELECTRICAL LOAD DATA

Not applicable.

K. PUBLICATIONS AFFECTED

1124 Wiring Manual 22-10-01 pages 1 thru 7, 10 and 11. 22-10-08 pages 1 thru 12. Mark up affected pages for the changes made on your aircraft until revised pages are issued.

2. ACCOMPLISHMENT INSTRUCTIONS

- A. Turn off battery and electric master switches and assure external power is disconnected. Disconnect aircraft batteries.
- B. Remove zener diodes and resistors from aircraft serial numbers prior to 240 as follows:

NOTE

Reference Figures 1 and 2 Wiring Manual pages 22-10-01 (CMA07-2311-XX) and 22-1-08 (CMA07-2320-XX) for the affected aircraft.

- (1) Remove interior components on RH side of aircraft, as necessary, to gain access to T-11 and T-22 located between FUS. STA. 103.780 and FUS. STA. 139.400.
- (2) Locate terminal board T-22 and remove resistor R135 (2.3 OHM 3W) from pins 5 and 6. Reference Figure 1.
- (3) Remove four zener diodes DI 132, DI 133, DI 134, DI 135

SERVICE BULLETIN NO. WW-24-26

from pins 4 and 6 of T-22. Reference Figure 1.

- (4) Fabricate and install a 20AWG jumper between pins 5 and 6 of T-22.
 - (5) Locate terminal board T-11 and remove resistor R18 as follows:
 - a. On S/N 152, 185 and 186 - from pins 11 and 20. Reference Figure 2.
 - b. On S/N 154, 181 and 187 thru 238 - from pins 11 and 17. Reference Figure 2.
 - c. On S/N 174 - disconnect resistor from pin 11 (resistor is connected in line on wire number FD1B22R) and cut wire to remove resistor. Splice in 22AWG to FD1B22R and reconnect to pin 11. Reference Figure 2.
 - (6) Remove zener diodes DI 30 and DI 31 from T-11 pins 11 and 12 for serial numbers 152, 154, 174, 181 and 185 thru 238.
 - (7) Fabricate and install a 20AWG jumper on T-11 as follows:
 - a. On S/N 152, 185 and 186 - between pins 11 and 20. Reference Figure 2.
 - b. On S/N 154, 181 and 187 thru 238 - between pins 11 and 17. Reference Figure 2.
 - c. On S/N 174, jumper is not required.
 - (8) Reinstall interior components removed in Step B.(1) and return aircraft to service.
- C. Remove zener diodes and resistors from aircraft serial numbers 240 and subsequent as follows:

NOTE

Reference Figures 3 and 4, Wiring Manual pages 22-10-01 (CMA07-2311-XX) and 22-10-08 (CMA07-2320-XX) for the affected aircraft.

- (1) Gain access to terminal board T-157 by removing RH interior side panel between FUS. STA. 93.78 and FUS. STA. 103.78.
- (2) Remove resistors R18 from pins 1 and 3. Remove zener diodes DI 30 and DI 31 from pins 1 and 2. Reference Figure 4.

SERVICE BULLETIN NO. WW-24-26

- (3) Fabricate and install a 20AWG jumper between pins 1 and 3 of T-157.
- (4) Reinstall interior components that were removed in Step C.(1).
- (5) Gain access to terminal board T-5 by removing outboard wall of coat closet on left side of aircraft between FUS. STA. 241.0 and FUS. STA. 250.0 (between Z 10.5 and Z 27.0).
- (6) Remove resistor R135 from pins 5 and 6 on T-5. Reference Figure 3.
- (7) Remove four zener diodes D132, D133, D134, D135 from pins 4 and 6 on T-5. Reference Figure 3.
- (8) Fabricate and install a 20AWG jumper between pins 5 and 6 on T-5.
- (9) Reinstall interior components removed in Step C.(5) and return aircraft to service.

3. MATERIAL INFORMATION

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
*A/R	M81044-9-22-9	Wire (22AWG)
A/R	M81044-9-20-9	Wire (20AWG)
4	522731 (AMP)	Terminal
* 1	320559 (AMP)	Connector

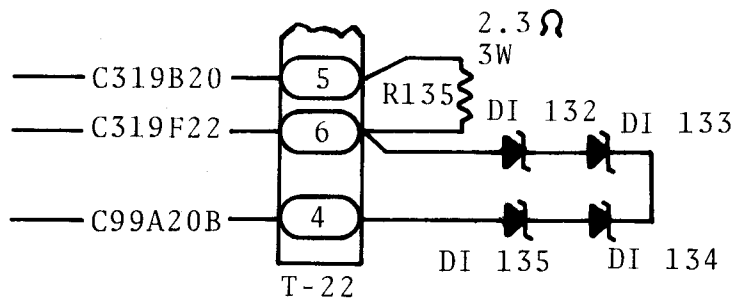
*Required for S/N 174 only.

4. AIRCRAFT RECORDS

Make the following entry in the airplane log book: Service Bulletin No. WW-24-26 dated June 15, 1982, titled "Removal of Zener Diodes and Resistors From Air Data Power Supply Circuits", has been accomplished this date.

SERVICE BULLETIN NO. WW-24-26

WAS:



SEE WIRING MANUAL
CHAPTER 22-10-01

NOW:

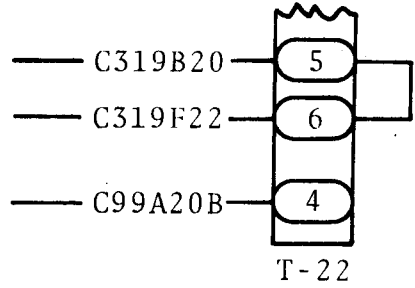
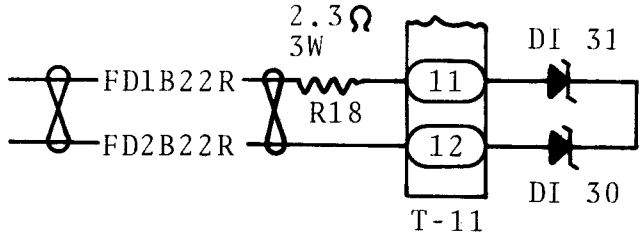


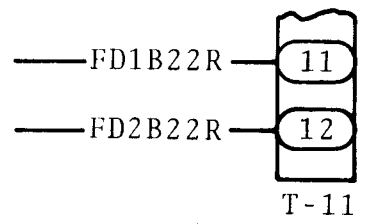
FIGURE 1

WAS:

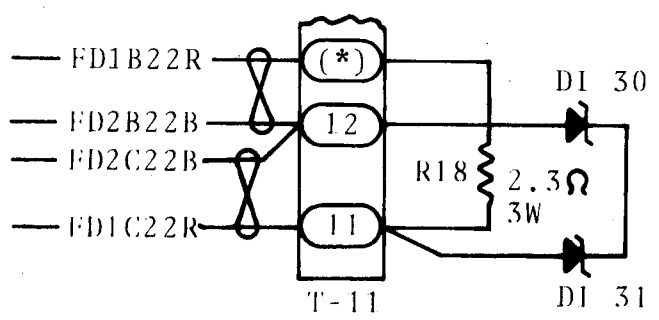
FOR SERIAL NO. 174 ONLY.



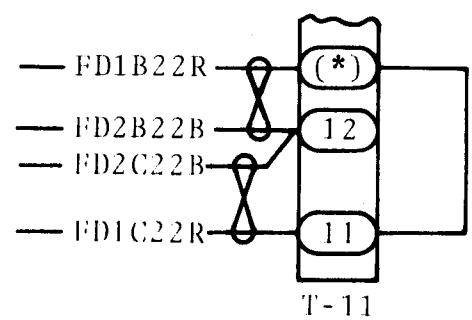
NOW:



WAS:



NOW:

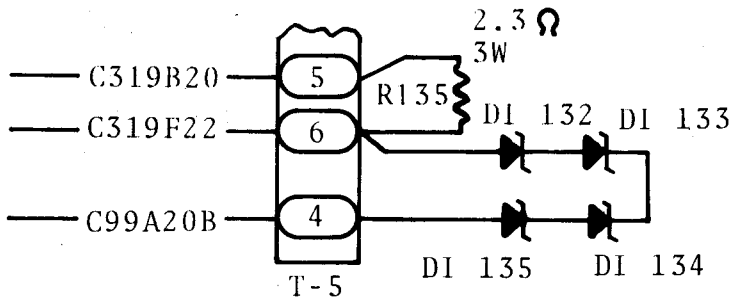


SEE WIRING MANUAL
CHAPTER 22-10-08

(*) PIN # 20 = S/N 152, 185 AND 186
PIN # 17 = S/N 154, 181 AND 187 THRU 238

FIGURE 2

WAS:



SEE WIRING MANUAL
CHAPTER 22-10-01

NOW:

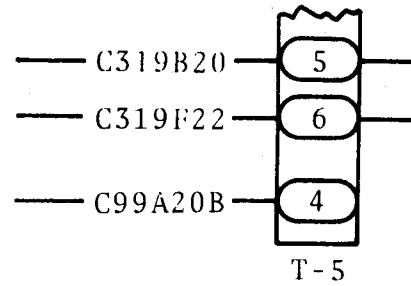
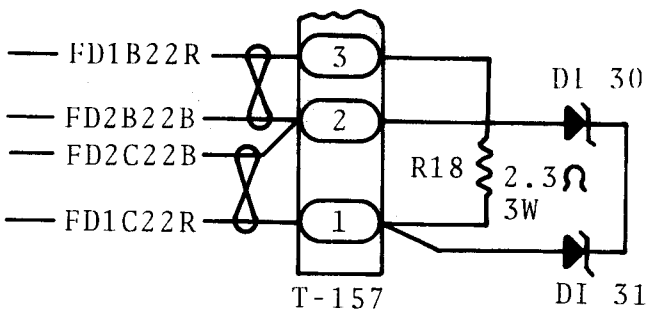


FIGURE 3

WAS:



SEE WIRING MANUAL
CHAPTER 22-10-08

NOW:

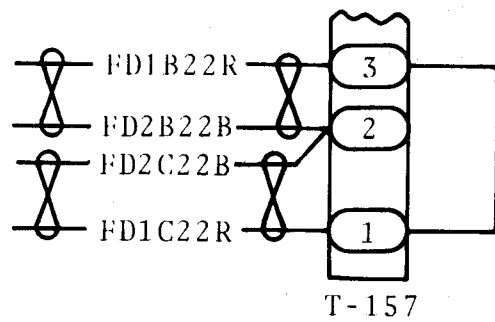


FIGURE 4

Service Bulletin

A/C S/N _____

Certificate of Compliance

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL, INC.
2025 South Nicklas - Suite 115
Oklahoma City, OK 73128
Attn: Technical Publications

This is to certify that Westwind Serial Number _____ has complied with Service Bulletin No. WW-24-26 dated June 15, 1982, titled "Removal of Zener Diodes and Resistors From Air Data Power Supply Circuits".

Aircraft Registration No. _____

Airframe Total Time at Compliance _____

Compliance Date _____ By _____
Signature

OWNER:

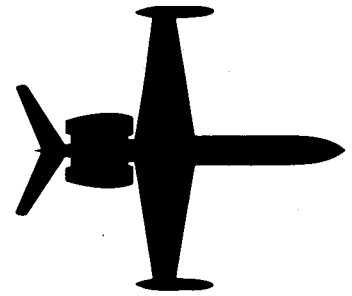
ACCOMPLISHING AGENCY:

_____	_____
_____	_____
_____	_____
_____	_____

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

24-WESTWIND

SERVICE BULLETIN



SERVICE BULLETIN NO. WW-24-27

JULY 6, 1982

SUBJECT: GENERAL ELECTRIC DC STARTER GENERATOR MODEL 2CM504D2D
LIMITATIONS AND AMMETER MARKINGS.

1. PLANNING INFORMATION

A. EFFECTIVITY

MODEL 1124/1124A WESTWIND Serial Numbers 152, 154,
174, 181, 185 thru 373.

NOTE

Aircraft equipped with Lear Siegler
Starter Generator P/N 23065-018-1
are not affected by this Service
Bulletin.

B. REASON

It might be that some operators have implemented
General Electric Service Bulletin 2CM504D2D-24-06
(Brush Kit P/N 36A228180G3 and Ball Bearing P/N
36B410756P1) titled "Use of Product-Improved Brushes
and Drive End Bearing"; without reducing the DC cur-
rent limitation from 275 to 260 AMPS. The reduced
limitation comes to prevent overheating of starter
generator brushes at high altitude.

C. DESCRIPTION

This Service Bulletin instructs inspection and proper
ammeter markings and notifies correction of AFM limi-
tation (AFC 1213).

NOTE

AFM Revision 11 for Model 1124 and
7 for Model 1124A will include these
corrected limitations.

1124-24-04
Page 1 of 5



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SERVICE BULLETIN NO. WW-24-27

D. COMPLIANCE

At next 150 hour inspection.

E. APPROVAL

The design content conveyed by this service bulletin as described by paragraph 2.B. has been shown to comply with the applicable FAA regulation and is Israel CAA approved.

F. MANPOWER

Approximately 1/3 manhour is required for inspection and approximately 2 manhours for marking of ammeters.

G. MATERIAL

Not applicable.

H. SPECIAL TOOLS

None required.

I. WEIGHT AND BALANCE

Not applicable

J. ELECTRICAL LOAD DATA

Not applicable.

K. PUBLICATIONS AFFECTED

Airplane Flight Manual
1124 Westwind Service Letter WW-2406
1124/1124A Illustrated Parts Catalog

2. ACCOMPLISHMENT INSTRUCTIONS

- A. Check make of starter-generator installed. If Lear Siegler P/N 23065-018-1 is installed no further action is required. Operation per AFM AFC 612.
- B. If G.E. starter-generator is installed check service records for implementation of G.E. Service Bulletin 2CM504D2D-24-06 dated Feb. 22, 1977, Revised April 14, 1977.

SERVICE BULLETIN NO. WW-24-27

ACCOMPLISHMENT INSTRUCTIONS (CONT'D.)

NOTE

In some airplanes the G.E. Service Bulletin 2CM504D2D-24-06 was factory implemented. In this case the implementation was recorded in the airplane log book. The electrical load was checked for 260 amperes, the ammeters were marked at 260 amperes and I.A.I. part number on the starter generator was changed from 4833514-1 to 4833514-1M18.

- (1) If G.E. Service Bulletin 2CM504D2D-24-06 is implemented check electrical load for compatibility with 260 AMPS per generator. Reference FAA Advisory Circular A.C. 43.13-1A, Para. 425.
- (2) If generators are compatible with Step 2.B.(1) above, assure ammeters are marked with a red line at 260 AMPS.
- (3) If generators are incompatible, revert to the original starter generators prior to Service Bulletin No. 2CM504D2D-24-06 (Brush Kit P/N 36A228180G1 with brush assembly P/N 36B510550P1). A 275 AMP limitation is applicable, and ammeters should be marked accordingly.
- (4) If ammeter red lines do not agree with starter generator limitations, remove ammeters and remark per Figure 1.
- (5) Reidentify ammeters as follows and install:

Red line at 260 AMPS P/N 6883091-513
Red line at 275 AMPS P/N 6883091-511

C. Return aircraft to service.

NOTE

When G.E. Service Bulletin 2CM504D2D-24-06 is implemented, I.A.I. Service Letter No. WW-2406 is no longer applicable. Brush inspection intervals are extended to 150 hours.

3. MATERIAL INFORMATION

To comply with G.E. Service Bulletin 2CM504D2D-24-26 (attached) will require G.E. Brush Kit P/N 36A228180G3 and Ball Bearing P/N 36A510756P1.

SERVICE BULLETIN NO. WW-24-27

MATERIAL INFORMATION (CONT'd.)

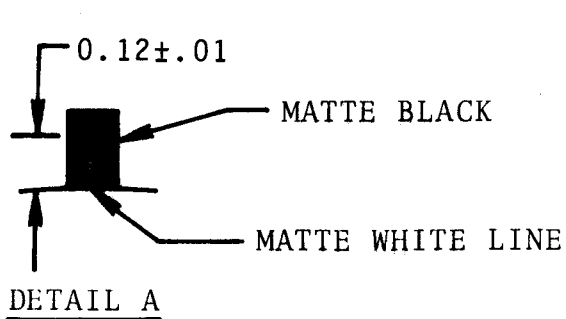
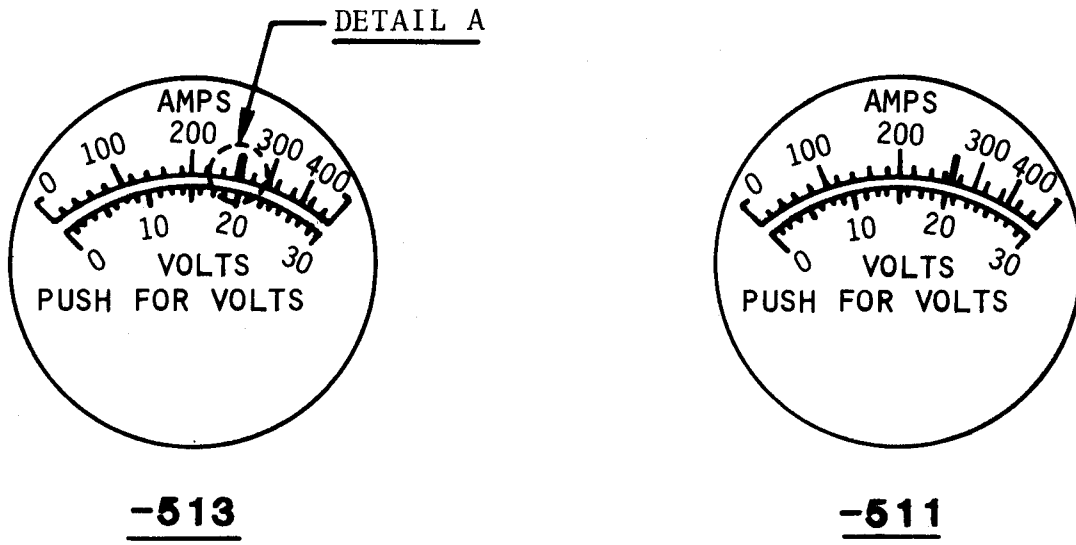
<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
*A/R	DL-112	Paint, Matte White
*A/R	-----	Paint, Matte Black
*A/R	5593	Paint, Red
	or	
**A/R	202-15 or 207-13	Paint, Red (DAYGLO)

*Naz-Dar Mfg. Company, Chicago, IL
 **Switzel Bros., Cleveland OH

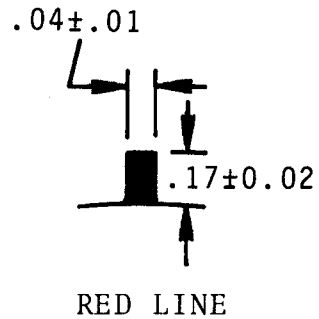
Arrangements may be made to have ammeters remarked by contacting Atlantic Aviation Supply Company at (302) 322-7408.

4. AIRCRAFT RECORDS

Make the following entry in the airplane log book: Service Bulletin No. WW-24-27 dated July 6, 1982, titled "General Electric DC Starter Generator Model 2CM504D2D Limitations and Ammeter Markings", has been accomplished this date.



REMOVAL OF RED LINE
AND REMARKING OF
WHITE INDEX LINE



DIMENSIONS
(FOR EITHER -511
or -513 MARKING)

FIGURE 1 AMMETER MARKINGS

Service Bulletin

A/C S/N _____

Certificate of Compliance

PLEASE FILL IN THE REQUIRED DATA BELOW AND RETURN TO:

ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL, INC.
2025 South Nicklas - Suite 115
Oklahoma City, OK 73128
Attn: Technical Publications

This is to certify that Westwind Serial Number _____ has complied with Service Bulletin No. WW-24-27 dated July 6, 1982, titled "General Electric DC Starter Generator Model 2CM504D2D Limitations and Ammeter Markings".

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:

SERVICE PUBLICATIONS revision notice

SERVICE BULLETIN NO. WW-24-28A
Revision No. 1

June 14, 1985

SUBJECT: LANDING GEAR - INSPECTION OF NOSE LANDING GEAR
OUTER STRUT-BODY FORGING

REASON FOR
REVISION:

To change the Chapter number in paragraph
1.J. (REFERENCES) from Chapter 32-30-00 to
Chapter 32-20-00.

J. REFERENCES

1124/1124A Maintenance Manual, Chapter 32-20-00,
Figure 201 page 208.
1124/1124A Illustrated Parts Catalog, Chapter
32-20-00, Figure 5, page 9.

SB 1124-32-03
Page 1 of 1

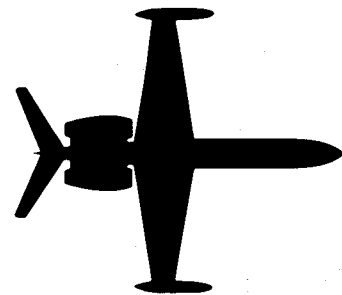


IAI INTERNATIONAL INC.
ISRAEL AIRCRAFT INDUSTRIES INTERNATIONAL INC.

SUBSIDIARY OF ISRAEL AIRCRAFT INDUSTRIES LTD
BEN GURION AIRPORT, ISRAEL

24-WESTWIND

SERVICE BULLETIN



SERVICE BULLETIN NO. WW-24-28A

February 4, 1985

(This Service Bulletin supersedes Service Bulletin NO. WW-24-28 dated July 1, 1983 in its entirety.)

SUBJECT: LANDING GEAR - INSPECTION OF NOSE LANDING GEAR OUTER STRUT-BODY FORGING

1. PLANNING INFORMATION

A. EFFECTIVITY

MODEL 1124/1124A WESTWINDS, all serial numbers.

B. REASON

To detect and/or relieve fatigue cracks that develop in the upper NLG outer strut-body forging.

C. COMPLIANCE

It is recommended that the inspections described in this Service Bulletin be accomplished as follows:

- (1) On P/N ES12854-1 or struts manufactured from 7079-T6; accomplish the inspection of Areas A, B, and C at the next 300 hour inspection.
- (2) On P/N ES12854-501 or struts manufactured from 7049-T73: accomplish inspection of Areas A and B prior to the accumulation of 1500 hours.

It is recommended that the rework of Areas A and B be accomplished immediately if cracks are detected. If no cracks are evident it is advisable to accomplish the rework of Areas A and B as soon as practical.



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SB 1124-32-03
Page 1 of 11

The inspection for cracks at Areas A and B must be accomplished at 300 hour intervals until those areas are reworked in accordance with this service bulletin. Once Areas A and B have been reworked, the inspection frequency is increased to 1200 hour intervals. The inspection of Area C is a one time requirement and need not be reaccomplished.

NOTE

It is suggested that compliance with this service bulletin be coordinated with the accomplishment of Service Letter No. WW-2491.

D. DESCRIPTION

This service bulletin details the inspection and method to detect cracks at three locations on the NLG outer strut-body.

Area A - Retraction actuator lug area
Area B - Retaining nut lock screw area
Area C - Upper strut bearing bore shoulder

Rework instructions have been included to relieve potential crack areas and to remove any cracks that may be discovered. Cracks extending beyond rework limits will require installation of a new NLG outer strut body.

NOTES

There are two part number struts that may be installed, original P/N ES12854-1 (manufactured from 7079-T6 aluminum alloy) and replacement P/N ES12854-501 (manufactured from 7049-T73 aluminum alloy). Strut material markings will be found in raised letters on the front barrel portion of the strut body.

SERVICE BULLETIN NO. WW-24-28A

Rework of Area A to relieve stress is not required on some replacement struts, i.e. P/N ES12854-501. Careful inspection of P/N ES12854-501 struts will be necessary to determine if rework has already been accomplished. See Figure 2 for dimensions. Reworked struts should be marked with an "A" in the area of the strut part number (strut part number should be located on the aft side of the barrel portion of the strut body). Struts which have been reworked but not marked or struts that are reworked in accordance with this service bulletin should be marked with "A" in the area of the strut part number.

Rework of Area B to relieve stress is not required on some replacement struts P/N ES12854-501. Reworked struts will not have the upper bearing retaining nut lock-screw hole threaded all the way through.

Inspection of Area C is not required on any replacement strut P/N ES12854-501 (manufactured from 7049-T73 aluminum alloy). All struts P/N ES12854-1 or struts manufactured from 7079-T6 aluminum alloy will require this inspection on a one time basis per the compliance section of this service bulletin.

E. APPROVAL

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

F. MATERIAL

Parts may be obtained through Atlantic Aviation Supply Co. or their dealers (Some parts may also be obtained locally).

G. TOOLING

None required.

H. WEIGHT & BALANCE

Not applicable.

I. ELECTRICAL LOAD DATA

Not applicable.

J. REFERENCES

1124/1124A Maintenance Manual, Chapter 32-30-00, Figure 201 page 208.
1124/1124A Illustrated Parts Catalog, Chapter 32-30-00, Figure 5, page 9.

K. PUBLICATIONS AFFECTED

1124/1124A Illustrated Parts Catalog, Chapter 32-20-00 Figure 5 and Revision No. 18 Parts List have been revised to comply with this service bulletin.

2. ACCOMPLISHMENT INSTRUCTIONS

- A. Turn off battery and electric master switches and assure that external power has been disconnected. Deplete hydraulic system pressure.
- B. Jack aircraft per Chapter 7 of the Maintenance Manual.
- C. Remove and disassembly nose landing gear assembly per Chapter 32 of the Maintenance Manual. Disassembly may be limited to removing outer strut-body forging from other components.

SERVICE BULLETIN NO. WW-24-28A

- D. Clean outer strut-body and strip paint from areas to be inspected. See Figure 1.
- E. Inspect the following areas for cracks and/or corrosion using dye penetrant or fluorescent inspection method and a 10-power magnifying glass:
- Area A - Roots of lug where retraction cylinder attaches to outer strut-body.
 - Area B - The area where the upper bearing retaining nut threads meet the threaded hole for the retaining nut lock-screw.
 - Area C - The upper bearing bore shoulder area. This inspection is required on P/N ES12854-1 or struts manufactured from 7079-T6 aluminum alloy only.

NOTE

The outer strut-body forging is disqualified for further flight if a crack is detected in any of the three areas unless it can be blended out in accordance with the rework limits of 2.F. of this service bulletin. Corrosion in excess of the limits of 2.F will also disqualify the outer strut-body for flight.

- F. Cracks or corrosion found in the aforementioned inspection may be blended out with a .157 inch diameter rotary file and then polished with 400 grit paper as long as they do not exceed the following limits:
- (1) Corrosion in the bearing bore shoulder may not exceed a depth of .039 inches.
 - (2) Cracks may not exceed .118 inches in length and .039 inches in depth.
 - (3) Treat all reworked areas with Alodine 1201.
- G. Rework of Areas A and B must be accomplished to remove cracks and may also be accomplished to relieve stress that could cause cracking in the future. Reference Figure 2. (Rework will not be necessary if it has already been accomplished. Refer to NOTES in paragraph 1.C. of this bulletin).

- (1) Accomplish rework to Area A as follows:
 - a. Increase depth of cut at lug where retraction cylinder attaches by .098 inch. Root corners of cut should be a radius of $.098 \pm .02$ inch. See Figure 2.

NOTE

It may be necessary to penetrate the web portion of the strut while accomplishing the above step. Penetration into the web is allowed to a maximum depth of .062 inch.

- b. Reinspect cut area for cracks before polishing.
 - c. Polish cut area with 400 grit paper.
 - d. Treat bare metal with Alodine 1201.
- (2) Accomplish rework of Area B as follows:
 - a. Drill and ream lock screw hole, through outer strut body, to a diameter of $.211 + .008$ inch
- .000

NOTE

The upper bearing retaining nut lockscrew hole may be misaligned in its boss by a maximum of .087 inch without reducing the edge distance below minimum.

- b. Rethread hole with a 1/4-28UNF bottoming tap to a depth of $.177 + .02 - .00$ inch from outer surface. The remainder of the hole is left smooth and unthreaded.
 - c. Chamfer both ends of hole (inside and outside) to a 45° angle. Outside bevel to be .020 inches deep. Inside bevel to be .039 inches deep.

SERVICE BULLETIN NO. WW-24-28A

- d. Carefully clean any burrs from hole and threads, especially at hole/thread intersection.
- e. Reinspect area for cracks.
- f. Polish hole and chamfered areas.
- g. Treat area with Alodine 1201.

H. Repaint stripped areas of forging as follows:

- (1) Assure that all bare areas have been treated with Alodine 1201.
- (2) Prime areas with fluid resistant primer Cat-A-Lac No. 462-12-1A.
- (3) Finish area with White polyurethane Cat-A-Lac top coat No. 643-3-23.

I. Accomplish Service Letter No. WW-2491 before reassembling nose landing gear assembly.

J. Reassemble NLG and install in aircraft per Chapter 32 of the Maintenance Manual.

K. Service Nose Gear Strut per Chapter 12-10-04, page 202 of the Maintenance Manual.

L. Accomplish landing gear retraction check per Chapter 32 of the Maintenance Manual.

M. Remove aircraft from jacks and return to service.

3. MATERIAL INFORMATION

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
A/R	ES12854-501	NLG Outer Strut-Body
A/R	910.003.83	Screw
A/R	1201	Alodine
A/R	463-12-1A (with CA-97 catalyzer and TL-52 diluter)	Primer
A/R	643-3-23 (with X310A catalyzer and TL-59 diluter)	Top Coat, White
A/R	ED13004-1	Plug

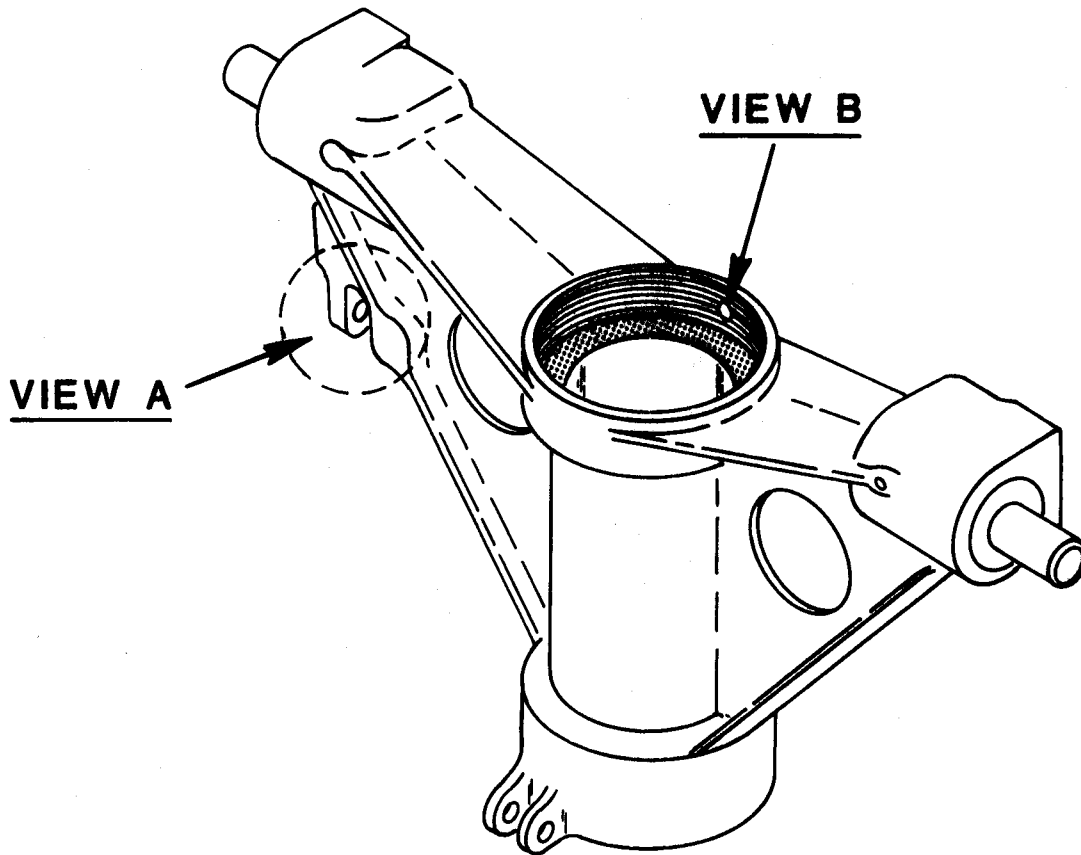
SERVICE BULLETIN NO. WW-24-28A

4. RECORD COMPLIANCE

Make the following entry in the airplane log book:

Service Bulletin No. WW-24-28A, dated February 4, 1985
titled " Inspection of Nose Landing Gear Outer Strut Body
Forging (Inspection Only or Inspection and Rework)" has been
accomplished this date _____.

END



NLG OUTER STRUT BODY
P/N ES12854-1 or ES12854-501

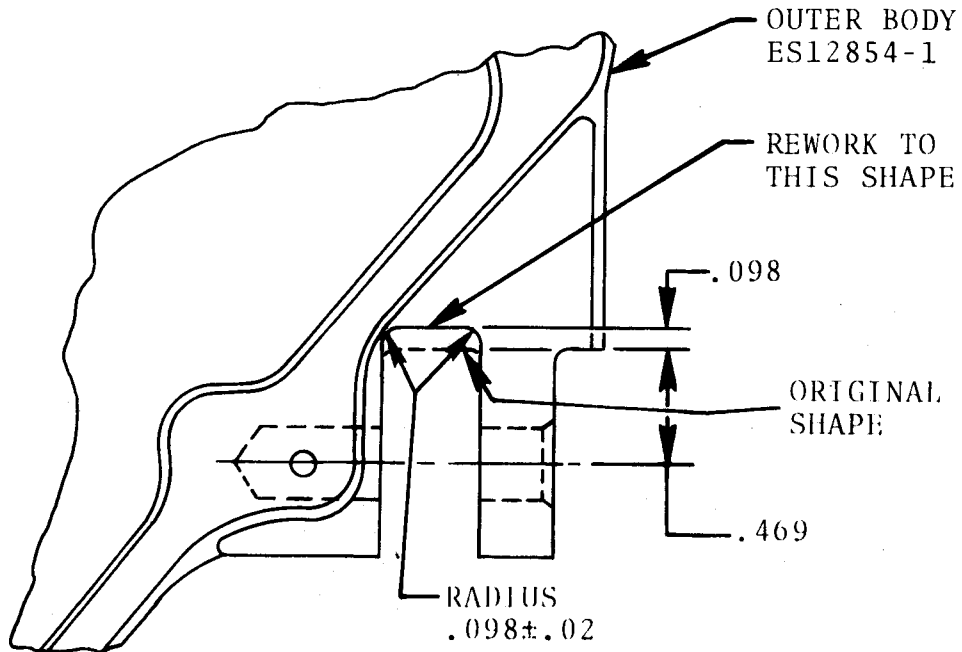
VIEW A — INSPECTION AND REWORK (AREA A)

VIEW B — INSPECTION AND REWORK (AREA B)

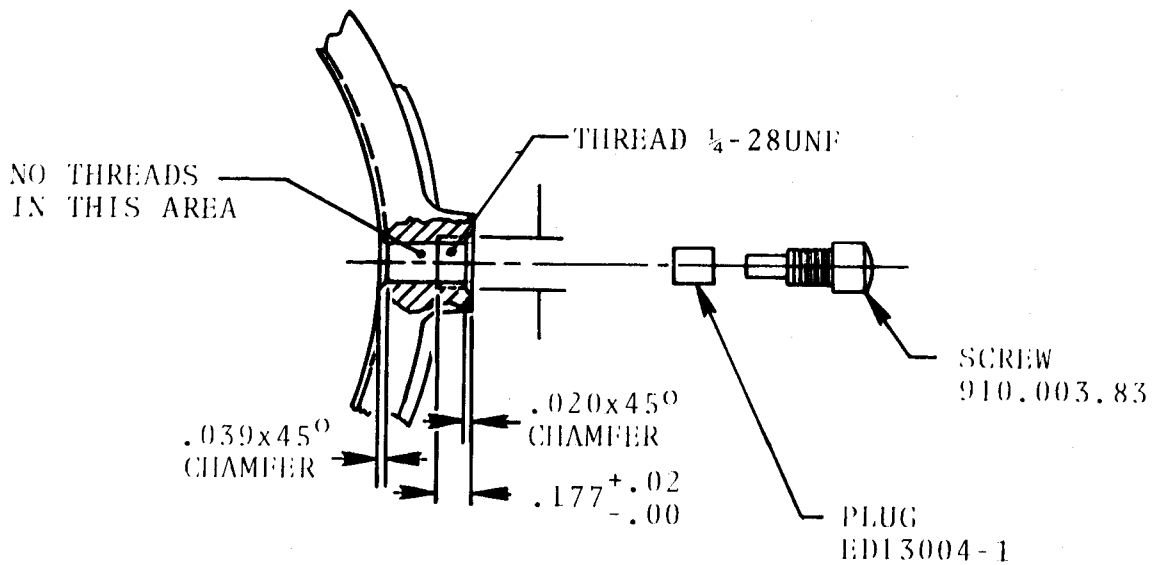


— INSPECTION ONLY

FIGURE 1 AREAS OF INSPECTION



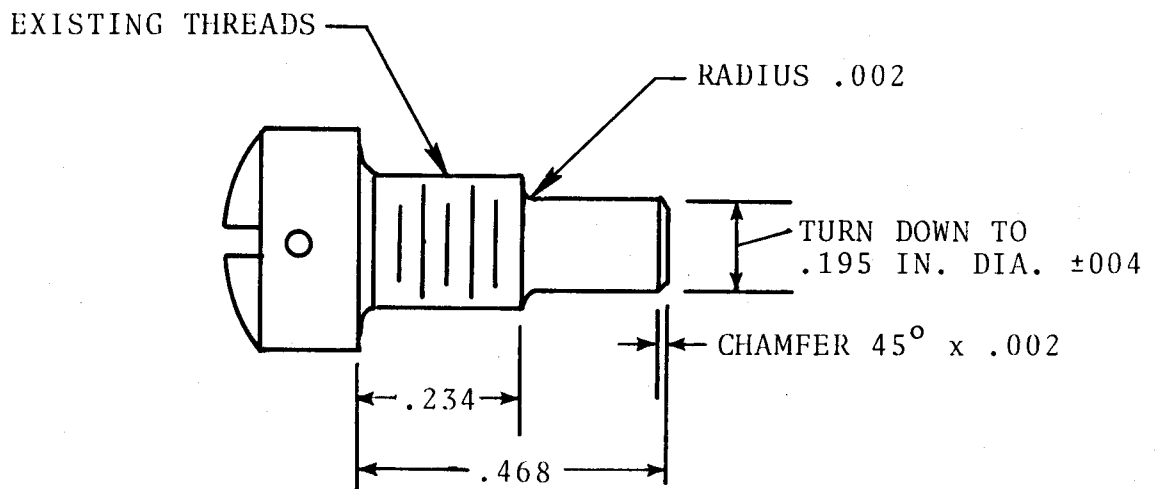
VIEW A RETRACT CYLINDER LUG AREA REWORK



VIEW B LOCK SCREW HOLE REWORK

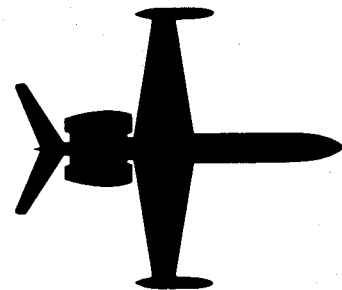
FIGURE 2 REWORK AREAS

SERVICE BULLETIN NO. WW-24-28A



MAKE FROM MS35266-79 FILLISTER HEAD SCREW
CADMIUM PLATE AFTER MACHINING

FIGURE 3 REWORK OF MS35266-79 SCREW



SERVICE BULLETIN

SERVICE BULLETIN NO. WW-24-29

NOVEMBER 4, 1983

SUBJECT: PREVENTION OF IMPROPER FLIGHT DIRECTOR GLIDESLOPE
DISPLAY

1. PLANNING INFORMATION

A. EFFECTIVITY

MODEL 1124A WESTWINDS prior to S/N 389 with FGC/APS-80
glideslope systems.

B. REASON

While hand flying the affected aircraft on approach
the pilot could be receiving erroneous glideslope
information of one degree maximum on the flight director.
Accomplishment of the wiring changes described in this
service bulletin will eliminate the erroneous indication.

C. DESCRIPTION

This service bulletin requires the reversing of two
wires at the APP-80 (C95A24 and 2C102B24 as detailed in
Step 2.B.) located in the center pedestal.

D. COMPLIANCE

It is recommended that the modification described in
this service bulletin be accomplished at the next
150 hour inspection.

E. APPROVAL

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

1124-22-02
Page 1 of 3



SERVICE BULLETIN NO. WW-24-29

F. MATERIAL

The following material may be obtained locally:

QTY	PART NUMBER	DESCRIPTION
A/R	M 81044-9-24-9	Wire
1 ea.	320559 (AMP)	Splice

G. SPECIAL TOOLS

None required.

H. WEIGHT AND BALANCE

Not applicable.

I. ELECTRICAL LOAD DATA

Not applicable.

J. PUBLICATIONS AFFECTED

1124/1124A Wiring Manual

2. ACCOMPLISHMENT INSTRUCTIONS

NOTE

Reference drawing CMA07-2352-73 on 22-10-01 page 7 of the Wiring Manual for the following procedures.

A. Perform the following conformity inspection before accomplishing any modification and note results:

- (1) Check for continuity between APP-80 plug J2 (IAI Ref B35J2) pin 21 and APC-80 plug J2 (IAI Ref 38J2) pin 4.
- (2) Check for continuity between APP-80 plug J2 (IAI Ref B35J2) pin 21 and FGC-80#1 plug J2 (IAI Ref B42J2) pin 18.
- (3) Check for continuity between APP-80 plug J2 (IAI Ref B35J2) pin 20 and FGC-80#2 plug J2 (IAI Ref B242J2) pin 18.

NOTE

Step 2.A.3. is required only on aircraft equipped with dual flight directors.

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B. Accomplish the following wiring changes:

- (1) Remove wire C95A24 from pin 20 of APP-80 plug J2.
- (2) Locate where wires C276A24 and 2C102B24 are spliced coming off pin 21 of APP-80 plug J2.
- (3) Cut wire 2C102B24 and splice on a section of #24 wire as necessary to reach pin 20 of APP-80 plug J2.
- (4) Connect 2C102B24 extension to pin 20 of APP-80 plug J2.
- (5) Splice wire C95A24 (removed in Step 2.B.1.) to C276A24 and wire running to pin 21 of APP-80 plug J2.

C. Repeat conformity inspection per Step 2.A.

D. If any open circuits are found in Step 2.A. contact IAII Avionics Technical Representative for corrective action.

E. Make the necessary changes to Wiring Manual 22-10-01 page 7 and return aircraft to service.

3. MATERIAL INFORMATION

Not applicable.

4. AIRCRAFT RECORDS

Make the following entry in the airplane log book:
Service Bulletin No. WW-24-29 dated November 4, 1983,
titled "Prevention of Improper Flight Director
Glideslope Display," has been accomplished this date.

-END-