CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WEST, INC. WORK COMPLIANCE FORM NO. 21.290

AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND

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

88349	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
21-029	DATE	HOURS	LANDINGS	CYCLES	
29 29					UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 9 DAY 30 YEAR 88 AIRCRAFT HOURS: 4032.2 LANDINGS: _____

TECHNICIAN SIGNATURE: James E Ortlieb CERTIFICATE NUMBER: 565550463

researched
INSPECTED BY: J.S. ORTLIEB KIND OF CERTIFICATE: A+P

****

210677 PART NAME: COOLING TURBINE OMI RPT NO.4-272

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

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

PART REMOVED: PART NUMBER 572375-2 SERIAL NUMBER: 120-333

PART INSTALLED: PART NUMBER 572375-2 SERIAL NUMBER: 41-351

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

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

SIGNOFF ANY WORK ACCOMPLISHED BELOW. TECHNICIAN INSPECTOR MAN-HOURS

* See aircraft logbook for work completed signoffs (ref work order 5003 Jet Aviation W Palm Beach FL) HRS.THS

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

****

210677

COOLING TURBINE - REMOVAL AND INSTALLATION, CHANGE OIL (REFER TO FIGURES 3 AND 4 ON CARD 21-7)

EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 TO 10 INCH-POUNDS, LOCKWIRE P/N MS20995C20

A REMOVAL (REFER TO FIGURE 4)

1. GAIN ACCESS TO THE COOLING TURBINE.
2. REMOVE ANTI-ICE DUCT ASSEMBLY (1) BY REMOVING CLAMPS (2) AND HOSE (3).
3. REMOVE REMAINING CLAMPS (2) AND HOSE (3) FROM TURBINE INLET DUCT.
4. REMOVE COMPRESSOR OUTLET DUCT ASSEMBLY (4) BY REMOVING SCREWS (5), WASHERS (6), AND PACKING (7).
5. REMOVE COMPRESSOR INLET DUCT ASSEMBLY (8) BY REMOVING CLAMPS (9) AND HOSE (10).
6. REMOVE SCREWS (10A), WASHERS (10B), FLANGE (10C), DAMPENER (10D), FLAPPERS (10E), AND RETAINER HALVES (10F, 10G). IF FLAPPERS (10E) ARE TORN, WRINKLED, OR SHOW EVIDENCE OF DETERIORATION, REPLACE FLAPPERS.
7. REMOVE BRACKET ASSEMBLY (14), BOLTS (15), WASHERS (16), AND ATTACHING PARTS.
8. REMOVE COOLING TURBINE (17) FROM PLENUM ASSEMBLY (11) BY REMOVING BOLTS (12, 13).
9. ON AIRCRAFT REFRIGERATION UNIT P/N 2200165-2, REMOVE SCREWS (16A), COVER PLATE (16B), AND ADAPTER ASSEMBLY (16C) FROM COOLING TURBINE (17A). ON AIRCRAFT REFRIGERATION UNIT P/N 2200165-3, REMOVE SCREWS (16D), WASHERS (16E), COVERS (16F), GASKET (16G), COVER ASSEMBLY (16H), AND ADAPTER ASSEMBLY (16J) FROM COOLING TURBINE (17B).
10. REMOVE COOLING TURBINE.
11. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

B INSTALLATION

1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
2. ON AIRCRAFT REFRIGERATION UNIT P/N 2200165-2, INSTALL ADAPTER ASSEMBLY (16C), COVER PLATE (16B), AND SCREWS (16A) ON REPLACEMENT COOLING TURBINE (17A). ON AIRCRAFT REFRIGERATION UNIT P/N 2200165-3, INSTALL ADAPTER ASSEMBLY (16J), COVER ASSEMBLY (16H), GASKET (16G), COVERS (16F), WASHERS (16E), AND SCREWS (16D) ON REPLACEMENT COOLING TURBINE (17B). TORQUE SCREWS (16A, 16D) TO 10 INCH-POUNDS MAXIMUM. SAFETYWIRE SCREWS, USING LOCKWIRE P/N MS20995C20.
3. INSTALL REPLACEMENT COOLING TURBINE (17) IN PLENUM ASSEMBLY (11) WITH BOLTS (12, 13); CROSS-TIGHTEN BOLTS. AFTER BOLTS ARE INSTALLED, CHECK THAT COOLING TURBINE DOES NOT BIND.
4. INSTALL BRACKET ASSEMBLY (14) BY INSTALLING BOLTS (15), WASHERS (16), AND ATTACHING PARTS. THE TWO BOLTS WHICH SECURE THE BRACKET ASSEMBLY TO THE COOLING TURBINE MUST BE TORQUE 20 TO 25 INCH-POUNDS. CHECK THAT COOLING TURBINE DOES NOT BIND AFTER BRACKET ASSEMBLY IS INSTALLED.
5. INSTALL RETAINER HALVES (10F, 10G), FLAPPERS (10E), DAMPER (10D), FLANGE (10C) AND SECURE WITH WASHERS (10B) AND SCREWS (10A).

CAUTION: INSTALL FLAPPERS (10E) AS SHOWN IN FIGURE 4.

<< CONTINUED >>

88349	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
21-029	DATE	HOURS	LANDINGS	CYCLES	
29 29					UNSCHEDULED

6. INSTALL COMPRESSOR INLET DUCT ASSEMBLY (8) BY INSTALLING CLAMPS (9) AND HOSE (10).
7. INSTALL COMPRESSOR OUTLET DUCT ASSEMBLY (4) BY INSTALLING SCREWS (5), WASHERS (6), AND PACKING (7).
8. CONNECT TURBINE INLET DUCT BY INSTALLING CLAMPS (2) AND HOSE (3).
9. INSTALL ANTI-ICE DUCT ASSEMBLY (1) BY INSTALLING CLAMPS (2) AND HOSE (3).

210681
C CHANGE COOLING TURBINE OIL (REFER TO FIGURE 3)
CONSUMABLES: OIL EXXON 2380 (MOBIL JET OIL II, OR MIL-L-23699)

NOTE: 1. REFER TO SIL 1124-21-013 FOR ADDITIONAL ALTERNATE LUBRICANTS.
OIL VOLUME: 122 C.C.
2. AT EACH ROUTINE INSPECTION PERIOD (150) HOURS), THE OIL SHOULD BE DRAINED THROUGH THE DRAIN PORT, ON THE BOTTOM OF THE TURBINE AND FRESH OIL ADDED TO THE TOP OF THE FILL PORT AS FOLLOWS:

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

   NOTE: OIL VOLUME IS 122 C.C.

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

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WEST, INC. WORK COMPLIANCE FORM NO. 23.050

AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND

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

88349
23-005
29 29

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

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 8 DAY 9 YEAR 89 AIRCRAFT HOURS: 4323.9 LANDINGS: 2877

TECHNICIAN SIGNATURE: James S Gatt CERTIFICATE NUMBER: 565550463

INSPECTED BY: James S Gatt KIND OF CERTIFICATE: A&P

****

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

REASON REMOVED: (CHECK ONE) switched for Troubleshooting TECHNICIAN: _____ INSP: _____

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

PART REMOVED: PART NUMBER 622-1334-002 SERIAL NUMBER: 4589

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

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

****

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

REASON REMOVED: (CHECK ONE) switched for Troubleshooting TECHNICIAN: _____ INSP: _____

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

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

PART INSTALLED: PART NUMBER 622-1334-002 SERIAL NUMBER: 4589

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

****

230121, 230126

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

CONSUMABLES: SAFETY WIRE

A REMOVAL (REFER TO FIGURE 6)

1. REMOVE SAFETY WIRE FROM KNURLED NUTS AND LOOSEN NUTS.
2. REMOVE VHF-20 FROM MOUNT.
3. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

B INSTALLATION

1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
2. POSITION THE VHF-20 TRANSCEIVER UNIT IN FRONT OF MOUNTING RACK.
3. CAREFULLY SLIDE THE VHF-20 TRANSCEIVER BACK UNTIL REAR CONNECTOR ENGAGES WITH MATING CONNECTOR. ENSURE PINS ARE PROPERLY ENGAGED AND FIRMLY PRESS THE VHF-20 BACK.
4. TIGHTEN THE TWO KNURLED NUTS TO HOOK PROJECTIONS ON THE FRONT OF THE VHF-20 TRANSCEIVER.
5. SAFETYWIRE THE KNURLED NUTS.

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM 23.050

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

MODEL: 1124A WESTWIND

WORK COMPLIANCE FORM NO.

PAGE 1

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

****

COMPONENT UPDATE:

WORK ACCOMPLISHED: DATE: MONTH 8 DAY 23 YEAR 89 AIRCRAFT HOURS: 4336.2 LANDINGS: 2886

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: 565550463

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

CODE: 23.050 PART NAME: VHF No. 1 Transceiver

REASON REMOVED: (CHECK ONE)

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

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

PART INSTALLED: PART NUMBER 622-1879-002 SERIAL NUMBER: 17420

TIME SINCE NEW: HRS____ LDGS____ MOS____ TIME SINCE OVERHAUL: HRS____ LDGS____ MOS____

WARRANTY TIME REMAINING: HRS____ LDGS____ MOS____ MAN-HOURS: HRS____ TENTHS____ PRICE: $____

REMARKS: Installed Loaner Unit Until #4592 is fixed

****

****

SERVICE/INSPECTION UPDATE:

WORK ACCOMPLISHED: DATE: MONTH____ DAY____ YEAR____ AIRCRAFT HOURS:____ LANDINGS:____

TECHNICIAN SIGNATURE: ____ CERTIFICATE NUMBER: ____

INSPECTED BY: ____ KIND OF CERTIFICATE: ____

CODE	JOB DESCRIPTION	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
				.

REMARKS: ____

****

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM 23.050

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

AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD PAGE 1

88349 29 29

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

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

UNSCHEDULED

****

COMPONENT UPDATE:

WORK ACCOMPLISHED: DATE: MONTH 9 DAY 27 YEAR 89 AIRCRAFT HOURS: 4358.1 LANDINGS: 2911

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: 565550463

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

CODE: _____ PART NAME: _____

REASON REMOVED: (CHECK ONE)

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

PART REMOVED: PART NUMBER 622-1879-002 SERIAL NUMBER: 17420

PART INSTALLED: PART NUMBER 622-~~1879~~-1334-002 SERIAL NUMBER: 4592

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

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

REMARKS: _____

****

****

SERVICE/INSPECTION UPDATE:

WORK ACCOMPLISHED: DATE: MONTH_____DAY_____YEAR_____ AIRCRAFT HOURS:_____ LANDINGS:_____

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

INSPECTED BY: _____ KIND OF CERTIFICATE:_____

CODE	JOB DESCRIPTION	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
_____	_____	_____	_____	_____._____

REMARKS: _____

****

OPERATOR: ED-WEST, INC. WORK COMPLIANCE FORM NO. 23.090
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. PAGE 1

88349
23-009
29 29

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

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 2 DAY 6 YEAR 89 AIRCRAFT HOURS: 4149 LANDINGS: 2658

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: 560767740

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

****

230146 PART NAME: CABIN RADIO/TELEPHONE UNIT MM 23-21-00

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

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

PART REMOVED: PART NUMBER 400-0030-004 SERIAL NUMBER: 7020

PART INSTALLED: PART NUMBER 400-0129-002 SERIAL NUMBER: 77790

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

****

230146

CABIN RADIO/TELEPHONE UNIT - REMOVAL AND INSTALLATION (REFER TO FIGURE 2 ON CARD 23-2)

A REMOVAL (REFER TO FIGURE 2)

1. REMOVE POWER FROM RADIO/TELEPHONE SYSTEM BY DE-ACTIVATING RADIO/TELEPHONE CIRCUIT BREAKER ON CIRCUIT BREAKER PANEL.
2. LIFT HANDSET FROM CRADLE.
3. REMOVE POP OUT COVER FROM CENTER OF CONTROL UNIT.
4. REMOVE TWO SCREWS FROM LOWER CRADLE FORK.
5. REMOVE COVER FROM CONTROL.
6. REMOVE SCREW IN MOUNTING PLATE AND LOOSEN SCREWS IN SLOT LOCK.
7. ROTATE CONTROL, UNLOCKING SCREWS FROM SLOTS.
8. LIFT CONTROL ENOUGH TO DISCONNECT ELECTRICAL CONNECTOR FROM CONTROL AND REMOVE CONTROL.
9. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

B INSTALLATION

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

   NOTE: THE COVER MUST BE REMOVED FROM THE CONTROL.

2. PLACE CONTROL IN POSITION AND CONNECT ELECTRICAL CONNECTOR TO CONTROL.
3. ALIGN SCREW LOCK SLOTS OF CONTROL WITH SCREWS IN THE MOUNTING PLATE.
4. ROTATE CONTROL SLIGHTLY TO LOCK SCREWS IN SLOT.
5. INSTALL SCREW IN MOUNTING PLATE AND TIGHTEN SCREWS IN THE SLOTS.
6. PLACE COVER ON THE CONTROL.
7. ALIGN MOUNTING HOLES AND INSTALL TWO SCREWS AT THE LOWER CRADLE FORK.
8. INSTALL POP OUT COVER.
9. PLACE HANDSET TO STOWED POSITION.

CAMP SYSTEMS, Inc. — COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WEST, INC. — WORK COMPLIANCE FORM NO. 24.020

AIRCRAFT NO.: 368 — MODEL: 1124A WESTWIND

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

88349	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
24-004	DATE	HOURS	LANDINGS	CYCLES	
29 29					UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 1 DAY 16 YEAR 89 AIRCRAFT HOURS: 4127 LANDINGS: 2632

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: 560267740

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

****

240171 PART NAME: RIGHT BATTERY — MM 24-30-00

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

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

PART REMOVED: PART NUMBER _____ SERIAL NUMBER: _____

PART INSTALLED: PART NUMBER SP 400 SERIAL NUMBER: 8812668

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

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

SIGNOFF ANY WORK ACCOMPLISHED BELOW.

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
240176 CHECK RIGHT BATTERY ELECTROLYTE LEVEL...MM 12-10-06	[ ]	[ ]	____.____
240181 DEEP CYCLE RIGHT BATTERY...NO REF	[ ]	[ ]	____.____
240184 ANALYSIS CHECK RIGHT BATTERY...NO REF	[ ]	[ ]	____.____

****

240191 PART NAME: RIGHT BATTERY THERMISTOR — NO REF

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

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

PART REMOVED: PART NUMBER _____ SERIAL NUMBER: _____

PART INSTALLED: PART NUMBER BS 2044 SERIAL NUMBER: _____

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

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

****

240156, 240171

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

ITEM 1 - BATTERY - REMOVAL AND INSTALLATION, CHECK ELECTROLYTE, DEEP CYCLE (REFER TO ILLUSTRATION ON CARD 24-2)
EQUIPMENT/CONSUMABLES: DISTILLED OR DEMINERALIZED WATER, SAFT TOOL KIT

A REMOVAL
1. PLACE BATTERY MASTER SWITCH IN OFF POSITION.
2. GAIN ACCESS TO BATTERIES LOCATED IN MAIN BAGGAGE COMPARTMENT BY REMOVING FORWARD ACCESS PANEL.
3. DISCONNECT BATTERY CONNECTOR AND CONNECTOR FROM BATTERY TEMPERATURE PROBE.
4. REMOVE VENT LINES FROM BATTERY VENTS.
5. LOOSEN WING NUTS ON HOLD-DOWN CLAMPS AND REMOVE BATTERY.
6. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

B INSTALLATION
1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME REMAINING IN SPACE PROVIDED ON PAGE 1.
2. PLACE BATTERY MASTER SWITCH IN OFF POSITION.
3. CLEAN BATTERY TRAY AND BOTTOM OF BATTERY CASE AS NECESSARY TO ENSURE PROPER INSTALLATION.

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

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

240161, 240176

C CHECK ELECTROLYTE LEVEL (REFER TO ILLUSTRATION)

1. REMOVE BATTERY. REFER TO STEP A.

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

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

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

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

4. DO NOT ADD WATER WHEN BATTERY IS IN A DISCHARGED STATE UNLESS CELL VOLTAGE READING OF GREATER THAN 1.5 VOLTS IS ENCOUNTERED IMMEDIATELY AFTER PLACING THE BATTERY ON CHARGE. THE CELL MAY BE DRY.
5. INSTALL BATTERY. REFER TO STEP B.
6. RECORD ELECTROLYTE CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

240168, 240184

D DEEP CYCLE BATTERY

1. REMOVE BATTERY. REFER TO STEP A.
2. PERFORM DEEP CYCLE IN ACCORDANCE WITH BATTERY MANUFACTURER'S SPECIFICATIONS.
3. INSTALL BATTERY. REFER TO STEP B.
4. RECORD DEEP CYCLE COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

240186, 240191

ITEM 2 - BATTERY THERMISTOR

A REMOVAL

NO TEXT AVAILABLE AT THIS TIME.

B INSTALLATION

NO TEXT AVAILABLE AT THIS TIME.

88349	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
24-005	DATE	HOURS	LANDINGS	CYCLES	
29 29					UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 1 DAY 11 YEAR 89 AIRCRAFT HOURS: 4127 LANDINGS: 2632

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: 560767240

INSPECTED BY: _____ KIND OF CERTIFICATE: A+P

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
240161 CHECK LEFT BATTERY ELECTROLYTE LEVEL...MM 12-10-06.....			____.____
240176 CHECK RIGHT BATTERY ELECTROLYTE LEVEL...MM 12-10-06.....			____.____

****

240161, 240176

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

CHECK BATTERY ELECTROLYTE LEVEL (REFER TO ILLUSTRATION ON CARD 24-2)
EQUIPMENT/CONSUMABLES: DISTILLED OR DEMINERALIZED WATER, SAFT TOOL KIT

1. PLACE BATTERY MASTER SWITCH IN OFF POSITION.
2. GAIN ACCESS TO BATTERIES LOCATED IN MAIN BAGGAGE COMPARTMENT BY REMOVING FORWARD ACCESS PANEL.
3. DISCONNECT BATTERY CONNECTOR AND CONNECTOR FROM BATTERY TEMPERATURE PROBE.
4. REMOVE VENT LINES FROM BATTERY VENTS.
5. LOOSEN WING NUTS ON HOLD-DOWN CLAMPS AND REMOVE BATTERY.

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

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

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

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

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

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

11. INSTALL BATTERY AND SECURE WITH HOLD-DOWN CLAMP WING NUTS AND SAFETYWIRE WING NUTS.
12. INSTALL BATTERY VENT LINES AND SECURE WITH CLAMPS.
13. CONNECT BATTERY CONNECTOR TO BATTERY TEMPERATURE PROBE.
14. CONNECT BATTERY ELECTRICAL CONNECTOR AND HAND-TIGHTEN.
15. CHECK BATTERY TEMPERATURE INDICATING AND WARNING SYSTEM. REFER TO WORK COMPLIANCE FORM 24.070.
16. IF THERMISTOR WAS REMOVED OR REPLACED DURING CHARGING PERFORM VALIDITY CHECK. REFER TO MAINTENANCE MANUAL SECTION 24-30-01.
17. CLOSE FRONT PANEL IN MAIN BAGGAGE COMPARTMENT.
18. RECORD DEEP CYCLE COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WEST, INC. WORK COMPLIANCE FORM NO. 24.020B

AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND

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

88349
90-000
29 29

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

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 1 DAY 16 YEAR 89 AIRCRAFT HOURS: 4127 LANDINGS: 2632

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: 560767740

INSPECTED BY: _____ KIND OF CERTIFICATE: A+P

		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
240166	DEEP CYCLE LEFT BATTERY...NO REF.....			.0
240181	DEEP CYCLE RIGHT BATTERY...NO REF.....			.0

****

NO TEXT AVAILABLE AT THIS TIME.

88349
24-004
29 29

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

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 1 DAY 11 YEAR 89 AIRCRAFT HOURS: 4127 LANDINGS: 2632

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: 560767740

INSPECTED BY: _____ KIND OF CERTIFICATE: A+P

****

240156 PART NAME: LEFT BATTERY MM 24-30-00

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

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

PART REMOVED: PART NUMBER_____ SERIAL NUMBER:_____

PART INSTALLED: PART NUMBER SP 400 SERIAL NUMBER: 8812668

TIME SINCE NEW: HRS 0 LDGS_____ MOS_____ TIME SINCE OVERHAUL: HRS_____ LDGS_____ MOS_____

WARRANTY TIME REMAINING: HRS_____ LDGS_____ MOS_____ MAN-HOURS: HRS_____ TENTHS_____ PRICE: $_____

SIGNOFF ANY WORK ACCOMPLISHED BELOW.

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
240161 CHECK LEFT BATTERY ELECTROLYTE LEVEL...MM 12-10-06.....			_____._____
240166 DEEP CYCLE LEFT BATTERY...NO REF.....			_____._____
240168 ANALYSIS CHECK LEFT BATTERY...NO REF.....			_____._____

****

240186 PART NAME: LEFT BATTERY THERMISTOR NO REF

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

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

PART REMOVED: PART NUMBER_____ SERIAL NUMBER:_____

PART INSTALLED: PART NUMBER BS 2044 SERIAL NUMBER:_____

TIME SINCE NEW: HRS 0 LDGS_____ MOS_____ TIME SINCE OVERHAUL: HRS_____ LDGS_____ MOS_____

WARRANTY TIME REMAINING: HRS_____ LDGS_____ MOS_____ MAN-HOURS: HRS_____ TENTHS_____ PRICE: $_____

****

240136, 240171

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

ITEM 1 - BATTERY - REMOVAL AND INSTALLATION, CHECK ELECTROLYTE, DEEP CYCLE (REFER TO ILLUSTRATION ON CARD 24-2)
EQUIPMENT/CONSUMABLES: DISTILLED OR DEMINERALIZED WATER, SAFT TOOL KIT
A REMOVAL
1. PLACE BATTERY MASTER SWITCH IN OFF POSITION.
2. GAIN ACCESS TO BATTERIES LOCATED IN MAIN BAGGAGE COMPARTMENT BY REMOVING FORWARD ACCESS PANEL.
3. DISCONNECT BATTERY CONNECTOR AND CONNECTOR FROM BATTERY TEMPERATURE PROBE.
4. REMOVE VENT LINES FROM BATTERY VENTS.
5. LOOSEN WING NUTS ON HOLD-DOWN CLAMPS AND REMOVE BATTERY.
6. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

B INSTALLATION
1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME REMAINING IN SPACE PROVIDED ON PAGE 1.
2. PLACE BATTERY MASTER SWITCH IN OFF POSITION.
3. CLEAN BATTERY TRAY AND BOTTOM OF BATTERY CASE AS NECESSARY TO ENSURE PROPER INSTALLATION.

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

<< CONTINUED >>

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

240161, 240176

C CHECK ELECTROLYTE LEVEL (REFER TO ILLUSTRATION)

1. REMOVE BATTERY. REFER TO STEP A.

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

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

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

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

4. DO NOT ADD WATER WHEN BATTERY IS IN A DISCHARGED STATE UNLESS CELL VOLTAGE READING OF GREATER THAN 1.5 VOLTS IS ENCOUNTERED IMMEDIATELY AFTER PLACING THE BATTERY ON CHARGE. THE CELL MAY BE DRY.
5. INSTALL BATTERY. REFER TO STEP B.
6. RECORD ELECTROLYTE CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

240168, 240184

D DEEP CYCLE BATTERY

1. REMOVE BATTERY. REFER TO STEP A.
2. PERFORM DEEP CYCLE IN ACCORDANCE WITH BATTERY MANUFACTURER'S SPECIFICATIONS.
3. INSTALL BATTERY. REFER TO STEP B.
4. RECORD DEEP CYCLE COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

240186, 240191

ITEM 2 - BATTERY THERMISTOR

A REMOVAL

NO TEXT AVAILABLE AT THIS TIME.

B INSTALLATION

NO TEXT AVAILABLE AT THIS TIME.

88349
24-006
29 29

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

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 30 YEAR 89 AIRCRAFT HOURS: 4430.2 LANDINGS: 2987

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

INSPECTED BY: [signature] KIND OF CERTIFICATE: REPAIR STATION

****

240146 PART NAME: LEFT GENERATOR CONTROL UNIT MM 24-30-00

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

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

PART REMOVED: PART NUMBER 58335115-1 SERIAL NUMBER: 6681926 M1

PART INSTALLED: PART NUMBER 58335115-1 SERIAL NUMBER: 6681927 M1

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

****

240151 PART NAME: RIGHT GENERATOR CONTROL UNIT MM 24-30-00

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

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

PART REMOVED: PART NUMBER 58335115-1 SERIAL NUMBER: 6681927 M1

PART INSTALLED: PART NUMBER 58335115-1 SERIAL NUMBER: 6681926 M1

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

****

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

A REMOVAL

1. ENSURE THAT ALL ELECTRICAL SYSTEM SWITCHES ARE IN OFF POSITION.
2. GAIN ACCESS TO THE GCU BY REMOVING THE FORWARD PANEL OF THE MAIN BAGGAGE COMPARTMENT. GCU'S ARE LOCATED ABOVE THE PANEL.
3. DISCONNECT PLUG FROM GCU.
4. REMOVE NUTS, WASHERS AND BOLTS SECURING THE GCU TO THE MOUNTING BRACKET AND REMOVE THE GENERATOR CONTROL UNIT.
5. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

B INSTALLATION

1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
2. POSITION THE GCU AND SECURE TO MOUNTING PAD WITH BOLTS, WASHERS, AND NUTS.
3. CONNECT PLUG TO THE GCU.
4. PERFORM VOLTAGE ADJUSTMENT OF THE GCU AS FOLLOWS:
   A. REMOVE FORWARD PANEL IN MAIN BAGGAGE COMPARTMENT.
   B. CONNECT DIGITAL VOLTMETERS TO TEST JACKS ON BOTH GCUS (RED IS POSITIVE AND BLACK IS NEGATIVE).

      NOTE: ENSURE THAT VOLTMETERS REMAIN IN THE SAME PHYSICAL POSITION DURING ADJUSTMENT.

   C. CENTER PARALLEL LOADING ADJUSTMENT SCREWS ON BOTH GCUS (CENTER OF POTENTIOMETER ELECTRICAL TRAVEL).

      NOTE: UTILIZE EXTERNAL POWER SOURCE DURING ENGINE START.

      CAUTION: SHOULD DIFFICULTY ARISE IN THE ABOVE PROCEDURE AND THE VOLTAGE OR CURRENT CHANGES RANDOMLY, REFER

<< CONTINUED >>

88349	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
24-006	DATE	HOURS	LANDINGS	CYCLES	
29 29					UNSCHEDULED

TO CHAPTER 24-50-00, PARAGRAPH 3 AND 4, FOR TROUBLE-SHOOTING.

D. START ENGINE IN ACCORDANCE WITH THE AIRPLANE FLIGHT MANUAL AND BRING TO IDLE SPEED.
E. CHECK BOTH GENERATOR CONTROL SWITCHES ARE POSITIONED ON, IGN ON AND GEN OFF LIGHTS ARE EXTINGUISHED.
F. OPERATE BOTH GENERATOR SYSTEMS AT ENGINE IDLE FOR A MINIMUM OF THREE MINUTES, ALLOWING THE TIME DELAY CIRCUIT TO COMPLETE THE VOLTAGE REDUCTION CYCLE OF TWO MINUTES.

CAUTION: DO NOT CYCLE EITHER GENERATOR CONTROL SWITCH TO THE OFF POSITION DURING GENERATOR PARALLELING PROCEDURE.

G. APPLY NORMAL DC/AC LOADS TO ALL BUSES.
H. OPERATE BOTH GENERATOR SYSTEMS FOR AN ADDITIONAL 3 MINUTES FOR STABILIZATION PURPOSES.
I. MEASURE BOTH SYSTEM OUTPUT VOLTAGES AT THE RESPECTIVE GCUS. OPERATING VOLTAGE SHALL BE 28.0 + OR -.5 V DC. ADJUST GCUS AT THE VOLTAGE ADJUSTMENT SCREWS LOCATED ON THE RESPECTIVE GCU.
J. OBSERVE COCKPIT AMMETERS FOR CURRENT BALANCE WITHIN 10 PERCENT OF EACH OTHER. IF IMBALANCE EXISTS, REMOVE HALF THE ERROR FROM EACH SYSTEM BY ADJUSTMENT OF THE PARALLEL LOADING ADJUSTMENT SCREWS.
K. SWITCH ON ADDITIONAL BUS LOADS CONSISTING OF LANDING LIGHTS, TAXI LIGHT, AND WINDSHIELD HEAT. OBSERVE CURRENT BALANCE REMAINS WITHIN LIMITS STATED IN 10. READJUST PARALLEL LOADING SCREWS AS REQUIRED.
L. REMOVE ELECTRICAL LOADS, SHUT DOWN ENGINES AND RETURN AIRCRAFT TO SERVICE.

5. INSTALL THE FORWARD PANEL OF THE BAGGAGE COMPARTMENT.

88349
24-009
29 29

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 7 DAY 12 YEAR 89 AIRCRAFT HOURS: 4305 LANDINGS: 2845

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: 560767240

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

****

240101 PART NAME: NO.1 INVERTER MM 24-20-00

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

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

PART REMOVED: PART NUMBER 6833508-501 SERIAL NUMBER: C0251019

PART INSTALLED: PART NUMBER 6833508-501 SERIAL NUMBER: ~~1332~~ C0253094 ☆

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

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

****

240106 PART NAME: NO.2 INVERTER MM 24-20-00

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

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

PART REMOVED: PART NUMBER SERIAL NUMBER:

PART INSTALLED: PART NUMBER SERIAL NUMBER:

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

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

****

240101, 240106

INVERTER - REMOVAL AND INSTALLATION (REFER TO ILLUSTRATION ON CARD 24-3)

A REMOVAL (REFER TO ILLUSTRATION)

1. OPEN APPLICABLE CIRCUIT BREAKERS ON OVERHEAD PANEL AND TAG WITH CAUTION SIGN.

   CAUTION: DO NOT CLOSE THIS CIRCUIT BREAKER, MAINTENANCE IN PROGRESS.

2. GAIN ACCESS TO INVERTERS LOCATION (NOSE COMPARTMENT OR FORWARD OF MAIN BAGGAGE COMPARTMENT).
3. DISCONNECT AND TAG ELECTRICAL CONNECTORS.
4. FOR AFT INVERTER INSTALLATION:
   A. REMOVE TWO BOLTS AND WASHERS SECURING BLOWER MOTOR OUTLET TO PLENUM AND REMOVE OUTLET.
   B. REMOVE TWO BOLTS AND WASHERS SECURING RAM AIR TUBE TO PLENUM AND REMOVE TUBE.
   C. REMOVE SIX BOLTS AND WASHERS SECURING PLENUM AND INVERTERS TO MOUNTING. REMOVE PLENUM AND INVERTER.
5. FOR FORWARD INVERTER INSTALLATION:
   A. REMOVE SIX BOLTS AND WASHERS SECURING THE INVERTER TO THE MOUNTING.
6. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

B INSTALLATION

1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
2. FOR AFT INVERTER INSTALLATION:
   A. PLACE INVERTER IN POSITION AND PLACE PLENUM OVER INVERTERS. SECURE INVERTER AND PLENUM TO MOUNTINGS WITH 6 BOLTS, WASHERS AND NUTS.
   B. INSTALL RAM AIR TUBE TO PLENUM WITH TWO BOLTS AND WASHERS.
   C. INSTALL BLOWER MOTOR OUTLET TO PLENUM WITH TWO BOLTS AND WASHERS.
3. FOR FORWARD INVERTER INSTALLATION:
   A. POSITION INVERTER AND SECURE WITH SIX BOLTS, WASHERS AND NUTS.

<< CONTINUED >>

88349	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
24-009	DATE	HOURS	LANDINGS	CYCLES	
29 29					UNSCHEDULED

4. CONNECT ELECTRICAL CONNECTORS AS PER TAG TO INVERTER.
5. RESET CIRCUIT BREAKERS.

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE: ISRAEL AIRCRAFT INDUSTRIES	MODEL: WESTWIND 1124A
	SERIAL NO.: 368	NATIONALITY AND REGISTRATION MARK: N28WW
2. OWNER	NAME (*As shown on registration certificate*): MKDG, INC	ADDRESS (*As shown on registration certificate*): 410 17th Street Suite 1400 Denver, CO 80202

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION / **5. TYPE**

UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE / MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
James N. Rezich 1811 Colorado Ave. Rockford, IL 61108	X U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER	A & P 323484873

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
12/12/84	James N. Rezich

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

	FAA FLT. STANDARDS INSPECTOR		MANUFACTURER	X	INSPECTION AUTHORIZATION	OTHER (*Specify*)
	FAA DESIGNEE		REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
12/12/84	323484873	James N. Rezich

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED *(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)*

12-12-84 Total Time 2109.9

Installed Lead Acid Batteries per STC SA121450.

Revised weight & Balance Data, added Supplement to Airplane Flight Manual

Nothing Follows

☐ ADDITIONAL SHEETS ARE ATTACHED

United States of America

Department of Transportation — Federal Aviation Administration

Supplemental Type Certificate

Number SA1214SO

This certificate, issued to Teledyne Battery Products

certifies that the change in the type design for the following product with the limitations and conditions thereof as specified hereon meets the airworthiness requirements of Part 4b *of the* Civil Air *Regulations.* For certification basis, see Type Certificate Data Sheet A2SW.

Original Product — Type Certificate Number: A2SW

Make: Israel Aircraft Industries, Ltd.

Model: 1123, 1124

Description of Type Design Change: Replace existing nickel cadmium batteries with Gill BB638/T series lead-acid batteries in accordance with Master Parts List No. BSIM-06-S-20, dated March 25, 1981, or later approved revisions.

Limitations and Conditions: This approval should not be extended to other aircraft of this model on which other previously approved modifications are incorporated unless it is determined by the installer that the interrelationship between this change and any of those other previously approved modifications will introduce no adverse effect upon the airworthiness of that airplane. FAA Approved Airplane Flight Manual Supplement dated March 25, 1981, is required with each installation.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: December 16, 1980 *Date reissued:*

Date of issuance: March 25, 1981 *Date amended:*

By direction of the Administrator

John R. James *(Signature)*

Acting Chief, Engineering & Manufacturing Br.

Flight Standards Division

(Title)

Any alteration of this certificate is punishable by a fine of not exceeding $1,000, or imprisonment not exceeding 3 years, or both.

FAA Form 8110-2 (10-68)

This certificate may be transferred in accordance with FAR 21.47.

FAA APPROVED
AIRPLANE FLIGHT MANUAL SUPPLEMENT
OR
PILOTS OPERATING HANDBOOK SUPPLEMENT

ISRAEL AIRCRAFT INDUSTRIES WESTWIND 1123, 1124

REGISTRATION NO. 28WW

SERIAL NO. 368

This supplement must be attached to the appropriate FAA Approved Airplane Flight Manual or Pilots Operating Handbook when Teledyne Gill BB638/T series lead acid batteries are installed in place of nickel cadmium batteries in accordance with STC SA1214SO. The information contained herein supplements or supersedes the information of the basic Airplane Flight Manual or Pilots Operating Handbook. For limitations, procedures, and performance information not contained in this supplement, consult the basic Airplane Flight Manual or Pilots Operating Handbook.

LIMITATIONS:

Any limitations regarding nickel cadmium battery operations are no longer applicable.

NORMAL OPERATING PROCEDURES:

Any procedures regarding nickel cadmium battery operations are no longer applicable.

EMERGENCY PROCEDURES - BATTERY OVERHEAT:

The battery overheat warning system has been made inoperative with lead acid batteries installed in place of nickel cadmium batteries, and these emergency procedures are no longer applicable.

PERFORMANCE DATA:

No change

FAA APPROVED: John R. Jarmin
Acting Chief, Engineering and
Manufacturing Branch
Southern Region, FAA

Date: MAR 25 1981

Installation instructions for replacing nickel cadmium batteries with BB638/T series lead acid batteries for Israel Aircraft Industries, Westwind Model 1123 and 1124.

NOTE: Make sure that the master switch is in the off position before connecting the battery electrical connector.

1. Remove the 40 ampere-hour nickel cadmium batteries from aircraft (GE34RB30, Gulton GB40, Saft 4076, Marathon CA-5, MA-5 or the equivalent). Move the battery monitoring sensing leads out of the way.

2. Preinstallation cleaning of battery compartment or battery box: (AC 43.13-2, Ch. 10, Par. 161 is helpful although it discusses replacing lead acid batteries with nickel cadmium). The compartment must be washed out with an acidic solution, i.e., boric acid or vinegar, flushed and allowed to dry thoroughly. Remove all traces of potassium hydroxide electrolyte and its corrosive products from the battery vent system to prevent contamination of the lead acid battery. Replace those parts of the vent system which cannot be thoroughly cleaned (hoses, etc.)

3. Drill hole using a #10 Drill and Deburr in right battery forward lateral support per Teledyne Installation Drawing Number 1.

4. Install sump jar P/N BSI-002P using AN3-5 Bolt, AN960-10 washer and AN363-1032 Nut. Safety jar to lid using .032 safety wire (See Teledyne Installation Drawing Number 1).

5. Install clamps on the battery hold down bolts and route positive vent line through clamps, P/N BSI-046P. (See attached Teledyne Battery Products drawing number 1 for additional battery installation information).

   NOTE: The above is accomplished in order to prevent a reverse flow of electrolyte in a static condition.

6. Install the BB638/T series batteries. Connect all vent lines, tie down rods, connect and safety elcon connector and tie down rods. (See attached Teledyne Battery Products drawing number 1 for additional battery installation information).

7. Stow battery temperature sensing lead to battery electrical cable by using enclosed ty-raps, P/N BSI-001P.

8. Pull battery temperature circuit breaker in cockpit and place permanent lock over circuit breaker.

FAA APPROVED
Date 25 MAR 81
Initial H. Garvey

9. Cover the battery temperature indicator with placard (BAT TEMP INOP) P/N BSI-1013M.

10. Remove cockpit placards pertaining to nickel-cadmium batteries. All gauges and switches relating to nickel-cadmium battery temperature or current monitoring systems must be deactivated.

11. Complete and insert supplement in appropriate FAA Approved Airplane Flight Manual or Pilots Operating Handbook.

12. Battery weighs 80 pounds wet.

    A. Update weight and balance.

    B. Update aircraft log book.

13. Ground Test Starter Generator. Set constant voltage regulator in accordance with Manufacturers Maintenance Manual.

14. The overboard vents have scarfed ends. On one side the scarf must face forward and the other side must face aft. To achieve proper battery ventilation, the positive line (scarfed forward) must be connected to one side of the battery and the relief line (scarfed aft) to the other side.

    NOTE: Some of the Israeli Aircraft have both scarfed ends facing forward. This must be modified per instructions and drawings.

FAA APPROVED

Date 25 MAR 81
Initial R Carver
Page No. 2

No. BSIM-06-S-20

STC MASTER PARTS LIST

FOR

ISRAEL AIRCRAFT INDUSTRIES

AIRCRAFT

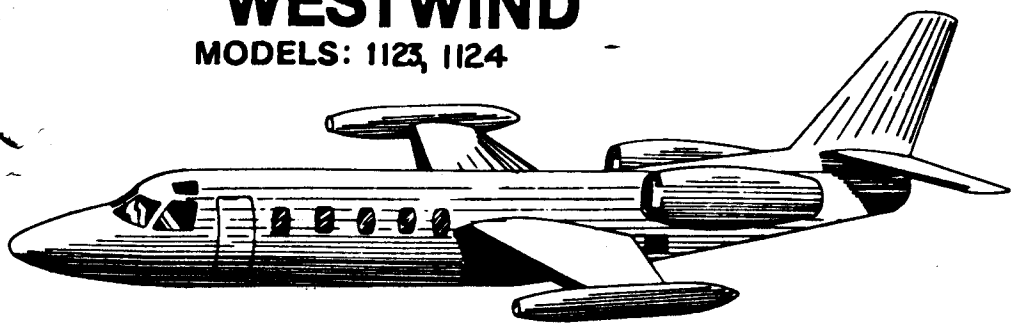
WESTWIND 1123 AND 1124

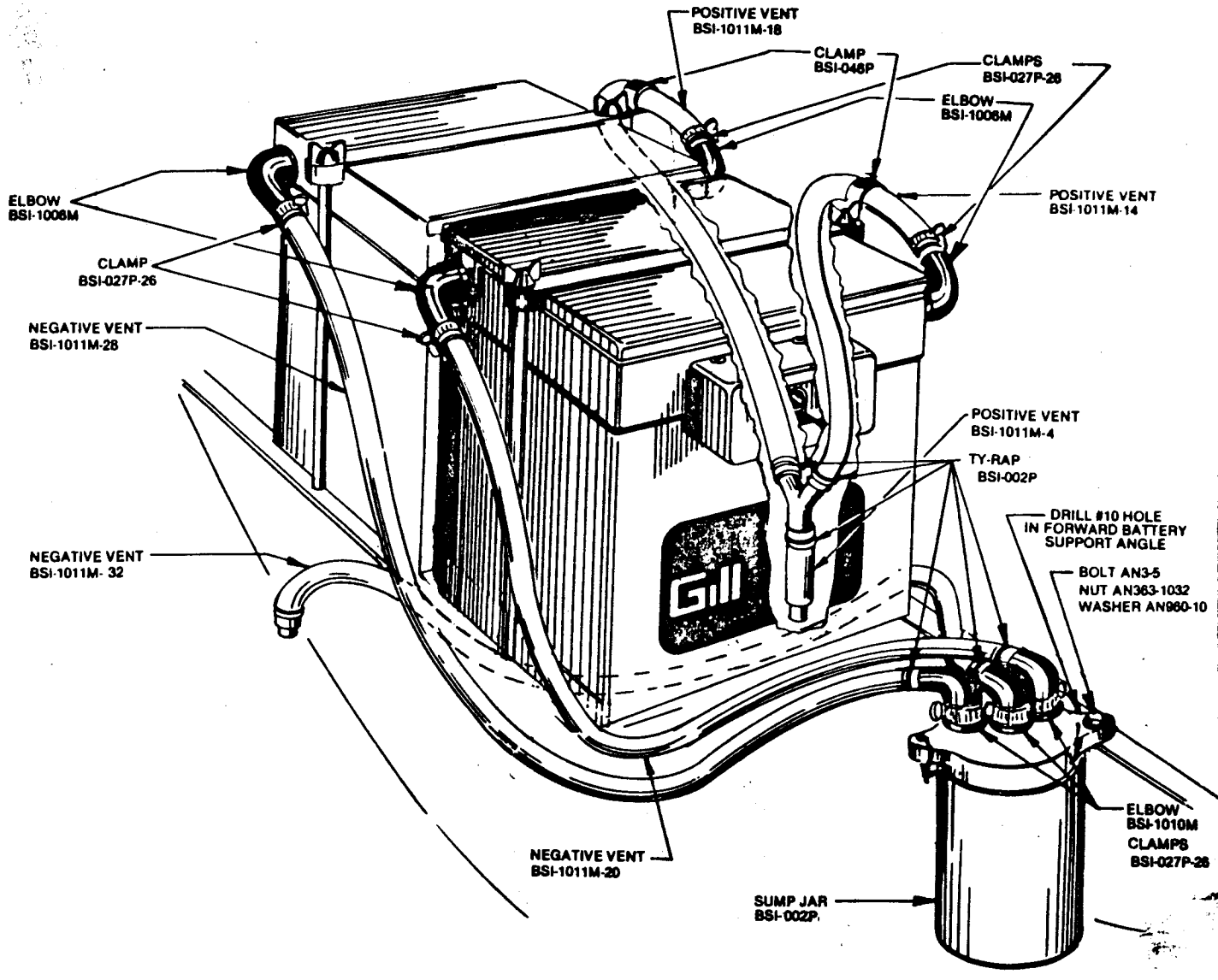
MODEL NUMBERS

1 (1) Battery Installation Instruction Sheet
2 (1) Battery Installation Drawings
3 (1) Airplane Flight Manual or Pilots Handbook Supplement
4 (10) BSI-001P Ty-Raps
5 (1) BSI-1013M Placard Temperature Indicator
6 (1) BSI-005P Circuit Breaker Lock
7 (1) AN3-5 Bolt
8 (1) AN363-1032 Nut
9 (1) AN960-10 Washer
10 (4) BSI-1006M Elbows
11 (2) BSI-046P Clamps
12 (1) BSI-1011M-14 Vent Tubing
13 (1) BSI-1011M-18 Vent Tubing
14 (1) BSI-1011M-20 Vent Tubing
15 (1) BSI-1011M-28 Vent Tubing
16 (1) BSI-1011M-32 Vent Tubing
17 (1) BSI-1011M-4 Vent Tubing
18 (1) BSI-002P Sump Jar
19 (3) BSI-1010M Elbows
20 (7) BSI-027P-26 Clamps

FAA APPROVED
Date 25 MAR 81
Initial [signature]

ISRAEL AIRCRAFT INDUSTRIES
WESTWIND
MODELS: 1123, 1124





FAA APPROVED
Date: 23 MAR 81
By: George Carver
Page No. 4
Drawing No. 1

OPERATOR: ED-WES, INC. REPORT DATE 06/13/89 WORK COMPLIANCE FORM NO. 24.130A
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. PAGE 1

89164 00-000	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
	DATE	HOURS	LANDINGS	CYCLES	
29 29	04/20/89	4280			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 30 YEAR 89 AIRCRAFT HOURS: 4430.2 LANDINGS: 2987

TECHNICIAN SIGNATURE: E H Bryant CERTIFICATE NUMBER: GFER232E

INSPECTED BY: [signature] KIND OF CERTIFICATE: R.S.

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

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

NO TEXT AVAILABLE AT THIS TIME.

CAMP SYSTEMS, inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: **ED-WEST, INC.** REPORT DATE 12/14/88 WORK COMPLIANCE FORM NO. **24.130A**

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

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

88349 00-000 29 29	WORK DUE AT DATE	* = APU HRS HOURS	LANDINGS	CYCLES	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
	12/18/87	3884			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 01 DAY 00 YEAR 89 AIRCRAFT HOURS: 4129.6 LANDINGS: 2635

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: 465-124

INSPECTED BY: _____ KIND OF CERTIFICATE: Repair Station

****

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

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
241606 INSPECT EMERGENCY POWER SUPPLY BATTERY...NO REF.....	JB		____.____

****

NO TEXT AVAILABLE AT THIS TIME.

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

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

89026 00-000 29 29	WORK DUE AT DATE	HOURS	* = APU HRS. LANDINGS	CYCLES	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
					UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 1 DAY 22 YEAR 90 AIRCRAFT HOURS: 4487.3 LANDINGS: 3043

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: 565550463

INSPECTED BY: _____ KIND OF CERTIFICATE: A&P

		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
250156	INSPECT LIFE PRESERVER...NO REF.	(1)		..
250161	INSPECT LIFE RAFT...NO REF.			..
250162	INSPECT FIRST AID KIT...NO REF.	JSO		..

****

NO TEXT AVAILABLE AT THIS TIME.

(1) Life preservers were overhauled, tested, and recertified by J.F. McRae Aero-Craft INC. on Jan 19, 1990. This comp card is filled out with reference to that work order 05114. QQ 3R78L. MR. J.S. ORTLIEB (AP565550463) Did not recertify the life preservers.

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: **ED-WES, INC.** REPORT DATE 06/13/89 WORK COMPLIANCE FORM NO. **25.050**

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

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

89164	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
00-000	DATE	HOURS	LANDINGS	CYCLES	
29 29	02/11/83				CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 3 **DAY** 23 **YEAR** 89 **AIRCRAFT HOURS:** _____ **LANDINGS:** _____

TECHNICIAN SIGNATURE: _____ **CERTIFICATE NUMBER:** 565550463

Researched by **INSPECTED BY:** J. S. ORTLIEB **KIND OF CERTIFICATE:** A&P

****

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

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
250161 INSPECT LIFE RAFT...NO REF.....	_____	_____	____.____

****

NO TEXT AVAILABLE AT THIS TIME.

Lift raft inspection complied with since overhaul of rafts by Shoreline Marine, Inc. FAA Repair Station 205-107. Signed of by Robert Holley. 3-23-89

CAMP SYSTEMS, Inc. — COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC. — WORK COMPLIANCE FORM NO. 25.050

AIRCRAFT NO.: 368 — MODEL: 1124A WESTWIND

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

89026 00-000 29 29	WORK DUE AT DATE	* = APU HRS. HOURS	LANDINGS	CYCLES	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
					UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 1 DAY 18 YEAR 89 AIRCRAFT HOURS: _____ LANDINGS: _____

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: 56555046 3

Researched by INSPECTED BY: J. S. ORTLIEB KIND OF CERTIFICATE: A & P

		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
250156	INSPECT LIFE PRESERVER...NO REF.			
250161	INSPECT LIFE RAFT...NO REF.			
250162	INSPECT FIRST AID KIT...NO REF.			

****

NO TEXT AVAILABLE AT THIS TIME.

Life Vest inspection complied with since overhaul of vest on 1/18/89 by J.F McRae Aero-craft, Inc. FAA repair station 4177.

Signed off by MAC 3 1/18/89

CAMP SYSTEMS, Inc — COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WEST, INC. — WORK COMPLIANCE FORM NO. 25.050
AIRCRAFT NO.: 368 — MODEL: 1124A WESTWIND
AIRCRAFT REG.: N368MD — ISSUED 07-88 REV. — PAGE 1

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

WORK ACCOMPLISHED: DATE: MONTH 01 DAY 02 YEAR 89 AIRCRAFT HOURS: 4125.6 LANDINGS: 2628

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: AP 565550463

INSPECTED BY: ______ KIND OF CERTIFICATE: ______

		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
250156	INSPECT LIFE PRESERVER...NO REF			
250161	INSPECT LIFE RAFT...NO REF			
250162	INSPECT FIRST AID KIT...NO REF	[initials]		

NO TEXT AVAILABLE AT THIS TIME.

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WEST, INC. WORK COMPLIANCE FORM NO. 25.060A
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. PAGE 1

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

WORK ACCOMPLISHED: DATE: MONTH______ DAY______ YEAR______ AIRCRAFT HOURS:______________ LANDINGS:______________

TECHNICIAN SIGNATURE: James S. Orth CERTIFICATE NUMBER: 565550463

INSPECTED BY: James S. Orth KIND OF CERTIFICATE: A+P

Remove from Run: ELT Not installed on Aircraft

TECHNICIAN INSPECTOR MAN-HOURS HRS.THS

(250171) (NKP) ( ) REPLACE EMERGENCY LOCATOR TRANSMITTER BATTERY...NO REF.........________ ________ _____._____
RECORD BATTERY EXPIRATION DATE ___/___/___

****

NO TEXT AVAILABLE AT THIS TIME.

Dear Jim Christ:

ELT NOT INSTALLED on This A/C

88349	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
26-001	DATE	HOURS	LANDINGS	CYCLES	
29 29	02/05/89				CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 01 DAY 20 YEAR 89 AIRCRAFT HOURS: 4129.6 LANDINGS: 2635

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: 465-124

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

****

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

DUE > 260153 REPL L CART #2-INSTL LIFE MM 26-20-00

****

260111 PART NAME: LEFT FIRE EXTINGUISHER MM 26-20-00 TECHNICIAN: JB INSP: SB

REASON REMOVED: (CHECK ONE)

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

PART REMOVED: PART NUMBER_____ SERIAL NUMBER:_____

PART INSTALLED: PART NUMBER_____ SERIAL NUMBER:_____

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

RIGHT THIS CARD FOR RT CARTRIDGES SB

		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
#260146	REPLACE ~~LEFT~~ FIRE EXTINGUISHER NO.1 CARTRIDGE...MM 26-20-00.....	JB	SB	____.____
	RECORD DATE CARTRIDGE INSTALLED 1/20/89			
#260148	RECORD DATE STAMPED ON NEW CARTRIDGE 11/11/88			
#260151	REPLACE ~~LEFT~~ RIGHT FIRE EXTINGUISHER NO.2 CARTRIDGE...MM 26-20-00.....	JB	SB	____.____
	RECORD DATE CARTRIDGE INSTALLED 1/20/89			
#260153	RECORD DATE STAMPED ON NEW CARTRIDGE 11/11/88			
#260116	WEIGHT CHECK LEFT FIRE EXTINGUISHER...NO REF.....	_____	_____	____.____
	RECORD DATE OF WEIGHT CHECK ___/___/___			
#(260121)	( ) INSPECTION/HYDROSTATIC TEST LEFT FIRE EXTINGUISHER...MM 5-10-00.....	_____	_____	____.____
	RECORD DATE OF HYDROSTATIC TEST ___/___/___			

****

260111, 260126

FIRE EXTINGUISHER - REMOVAL AND INSTALLATION, REPLACE CARTRIDGE, WEIGHT CHECK, INSPECT/HYDROSTATIC TEST (REFER TO FIGURES 1, 2, 3 AND 4 ON CARD 26-1)

A REMOVAL (REFER TO FIGURE 1)

CAUTION: DISENGAGE FIRE EXTINGUISHER AND FIRE DETECTOR CIRCUIT BREAKERS ON OVERHEAD PANEL AND REMOVE ELECTRICAL POWER FROM AIRCRAFT BEFORE PERFORMING MAINTENANCE.

1. REMOVE REAR BAGGAGE COMPARTMENT FRONT PANEL.
2. REMOVE AIR CONDITIONING DUCTS, ELECTRICAL WIRING, DETECTORS AND BONDING TO GAIN ACCESS TO APPLICABLE EXTINGUISHING AGENT CONTAINER.
3. REMOVE TERMINAL PROTECTOR, TAG AND DISCONNECT ELECTRICAL CONNECTIONS FROM DISCHARGE VALVES.
4. CONNECT SHUNT WIRES BETWEEN THE CONNECTIONS OF EACH CARTRIDGE.
5. DISCONNECT AND CAP DISCHARGE LINES AND THERMAL DISCHARGE LINE FROM AGENT CONTAINER.
6. REMOVE NUTS, WASHERS AND BOLTS SECURING AGENT CONTAINER TO MOUNTING RODS AND REMOVE AGENT CONTAINER.
7. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

B INSTALLATION

NOTE: PRIOR TO INSTALLATION OF FIRE EXTINGUISHER, ENSURE THAT DATE STAMPED ON CARTRIDGE, DATE OF HYDROSTATIC CHECK AND DATE OF WEIGHT CHECK ARE RECORDED IN SPACE PROVIDED ON FRONT OF CARD. THIS INFORMATION IS REQUIRED TO ACCURATELY UPDATE SERVICE REQUIREMENTS.

<< CONTINUED >>

88349	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
26-001	DATE	HOURS	LANDINGS	CYCLES	
29 29	01/30/89				CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 01 DAY 20 YEAR 89 AIRCRAFT HOURS: 4129.6 LANDINGS: 2635

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: 465-124

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

****

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

DUE > 260148 REPL L CART #1-INSTL LIFE MM 26-20-00

****

260111 PART NAME: LEFT FIRE EXTINGUISHER MM 26-20-00

REASON REMOVED: (CHECK ONE) TECHNICIAN: JB INSP: DB

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

PART REMOVED: PART NUMBER_____ SERIAL NUMBER:_____

PART INSTALLED: PART NUMBER_____ SERIAL NUMBER:_____

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
#260146	REPLACE LEFT FIRE EXTINGUISHER NO.1 CARTRIDGE...MM 26-20-00.....	JB	DB	_____._____
	RECORD DATE CARTRIDGE INSTALLED 1/20/89			
#260148	RECORD DATE STAMPED ON NEW CARTRIDGE 11/1/88			
#260151	REPLACE LEFT FIRE EXTINGUISHER NO.2 CARTRIDGE...MM 26-20-00.....	JB	DB	_____._____
	RECORD DATE CARTRIDGE INSTALLED 1/20/89			
#260153	RECORD DATE STAMPED ON NEW CARTRIDGE 11/1/88			
#260116	WEIGHT CHECK LEFT FIRE EXTINGUISHER...NO REF.....	_____	_____	_____._____
	RECORD DATE OF WEIGHT CHECK ___/___/___			
#(260121)	( ) INSPECTION/HYDROSTATIC TEST LEFT FIRE EXTINGUISHER...MM 5-10-00.....	_____	_____	_____._____
	RECORD DATE OF HYDROSTATIC TEST ___/___/___			

****

260111, 260126

FIRE EXTINGUISHER - REMOVAL AND INSTALLATION, REPLACE CARTRIDGE, WEIGHT CHECK, INSPECT/HYDROSTATIC TEST (REFER TO FIGURES 1, 2, 3 AND 4 ON CARD 26-1)

A REMOVAL (REFER TO FIGURE 1)

CAUTION: DISENGAGE FIRE EXTINGUISHER AND FIRE DETECTOR CIRCUIT BREAKERS ON OVERHEAD PANEL AND REMOVE ELECTRICAL POWER FROM AIRCRAFT BEFORE PERFORMING MAINTENANCE.

1. REMOVE REAR BAGGAGE COMPARTMENT FRONT PANEL.
2. REMOVE AIR CONDITIONING DUCTS, ELECTRICAL WIRING, DETECTORS AND BONDING TO GAIN ACCESS TO APPLICABLE EXTINGUISHING AGENT CONTAINER.
3. REMOVE TERMINAL PROTECTOR, TAG AND DISCONNECT ELECTRICAL CONNECTIONS FROM DISCHARGE VALVES.
4. CONNECT SHUNT WIRES BETWEEN THE CONNECTIONS OF EACH CARTRIDGE.
5. DISCONNECT AND CAP DISCHARGE LINES AND THERMAL DISCHARGE LINE FROM AGENT CONTAINER.
6. REMOVE NUTS, WASHERS AND BOLTS SECURING AGENT CONTAINER TO MOUNTING RODS AND REMOVE AGENT CONTAINER.
7. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

B INSTALLATION

NOTE: PRIOR TO INSTALLATION OF FIRE EXTINGUISHER, ENSURE THAT DATE STAMPED ON CARTRIDGE, DATE OF HYDROSTATIC CHECK AND DATE OF WEIGHT CHECK ARE RECORDED IN SPACE PROVIDED ON FRONT OF CARD. THIS INFORMATION IS REQUIRED TO ACCURATELY UPDATE SERVICE REQUIREMENTS.

<< CONTINUED >>

OPERATOR: ED-WEST, INC. WORK COMPLIANCE FORM NO. 26.030
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 12-88 PAGE 1

88349
26-003
29 29

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 22 YEAR 89 AIRCRAFT HOURS: 4420.3 LANDINGS: 2976

TECHNICIAN SIGNATURE: James L Ott CERTIFICATE NUMBER: 565J50463

INSPECTED BY: _____ KIND OF CERTIFICATE: A&P

****

260166 PART NAME: COCKPIT PORTABLE EXTINGUISHER MM 5-10-00
REASON REMOVED: (CHECK ONE) TECHNICIAN: _____ INSP: _____
TIME A( ) FAIL B( ) WORN C( ) LOANER D( ) SCHED CONV E( ) MOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG M( ) DAMAGED T( )

PART REMOVED: PART NUMBER_____ SERIAL NUMBER:_____

PART INSTALLED: PART NUMBER_____ SERIAL NUMBER:_____

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

SIGNOFF ANY WORK ACCOMPLISHED BELOW.	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
#260171 WEIGHT CHECK COCKPIT EXTINGUISHER...MM 26-20-00	4 lbs 14 oz JSO	_____	_____._____
RECORD DATE OF WEIGHT CHECK 11/22/89			
#260173 HYDROSTATIC TEST COCKPIT FIRE EXTINGUISHER...NO REF	_____	_____	_____._____
RECORD DATE OF HYDORSTATIC TEST __/__/__			
R 260174 INSPECT COCKPIT FIRE EXTINGUISHER...NO REF	_____	_____	_____._____
R RECORD DATE OF INSPECTION __/__/__ HRS_____LDGS_____			

****

260176 PART NAME: CABIN PORTABLE EXTINGUISHER MM 5-10-00
REASON REMOVED: (CHECK ONE) TECHNICIAN: _____ INSP: _____
TIME A( ) FAIL B( ) WORN C( ) LOANER D( ) SCHED CONV E( ) MOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG M( ) DAMAGED T( )

PART REMOVED: PART NUMBER_____ SERIAL NUMBER:_____

PART INSTALLED: PART NUMBER_____ SERIAL NUMBER:_____

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

SIGNOFF ANY WORK ACCOMPLISHED BELOW.	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
#260181 WEIGHT CHECK CABIN EXTINGUISHER...MM 26-20-00	4 lbs 14 oz JSO	_____	_____._____
RECORD DATE OF WEIGHT CHECK 11/22/89			
#260183 HYDROSTATIC TEST CABIN FIRE EXTINGUISHER...NO REF	_____	_____	_____._____
RECORD DATE OF HYDORSTATIC TEST __/__/__			
R 260184 INSPECT CABIN FIRE EXTINGUISHER...NO REF	_____	_____	_____._____
R RECORD DATE OF INSPECTION __/__/__ HRS_____LDGS_____			

****

260166, 260176
COCKPIT/CABIN PORTABLE FIRE EXTINGUISHER - REMOVAL AND INSTALLATION, WEIGHT CHECK, HYDROSTATIC TEST, INSPECTION
(REFER TO FIGURES 1 AND 2 ON CARD 26-2)
A REMOVAL (REFER TO FIGURES 1 AND 2)
1. GAIN ACCESS TO FIRE EXTINGUISHER. ONE IS LOCATED IN THE COCKPIT AFT OF THE PILOT SEAT, AND THE OTHER IS LOCATED IN THE CABIN ON THE RIGHT-HAND AFT WALL BEHIND THE SEAT.
2. DISENGAGE QUICK-RELEASE STRAP AND REMOVE EXTINGUISHER FROM MOUNTING BRACKET.
3. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.
B INSTALLATION

<< CONTINUED >>

1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
2. INSTALL EXTINGUISHER IN MOUNTING BRACKET AND SECURE WITH QUICK-RELEASE STRAP.

260171, 260181

C WEIGHT CHECK FIRE EXTINGUISHER

1. REMOVE FIRE BOTTLE. REFER TO STEP A.
2. PERFORM WEIGHT CHECK OF FIRE BOTTLE IN ACCORDANCE WITH MANUFACTURER'S MAINTENANCE PRACTICES.
3. INSTALL FIRE BOTTLE. REFER TO STEP B.
4. RECORD DATE OF WEIGHT CHECK IN SPACE PROVIDED ON PAGE 1.

260173, 260183

D HYDROSTATIC TEST FIRE EXTINGUISHER

1. REMOVE FIRE EXTINGUISHER. REFER TO STEP A.
2. PERFORM HYDROSTATIC TEST IN ACCORDANCE WITH MANUFACTURER'S MAINTENANCE PRACTICES.
3. INSTALL FIRE EXTINGUISHER. REFER TO STEP B.
4. RECORD DATE OF HYDROSTATIC TEST IN SPACE PROVIDED ON PAGE 1.

260174, 260184

E INSPECTION OF FIRE EXTINGUISHER

1. REMOVE FIRE EXTINGUISHER. REFER TO STEP A.
2. INSPECT FIRE EXTINGUISHER IN ACCORDANCE WITH MANUFACTURER'S MAINTENANCE PRACTICES.
3. INSTALL FIRE EXTINGUISHER. REFER TO STEP B.
4. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

89012 26-003 29 29

WORK DUE AT		* = APU HRS		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
DATE	HOURS	LANDINGS	CYCLES	
02/11/88				CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 01 DAY 21 YEAR 89 AIRCRAFT HOURS: 4130.7 LANDINGS: 2636

TECHNICIAN SIGNATURE: James S Ortlieb CERTIFICATE NUMBER: 565550463

INSPECTED BY: ~~James S Ortlieb~~ JAMES S ORTLIEB KIND OF CERTIFICATE: A&P

****

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

DUE > 260166 COCKPIT PORTABLE EXTINGUISHER MM 5-10-00
DUE > 260176 CABIN PORTABLE EXTINGUISHER MM 5-10-00

****

260166 PART NAME: COCKPIT PORTABLE EXTINGUISHER MM 5-10-00
REASON REMOVED: (CHECK ONE) TECHNICIAN: _____ INSP: _____
TIME A( ) FAIL B( ) WORN C( ) LOANER D( ) SCHED CONV E(X) MOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG M( ) DAMAGED T( )

PART REMOVED: PART NUMBER: MODEL 2-10 SERIAL NUMBER: UNK

PART INSTALLED: PART NUMBER Model 210 SERIAL NUMBER: UNK

TIME SINCE NEW: HRS_____LDGS_____MOS 13 TIME SINCE OVERHAUL: HRS_____LDGS_____MOS 13

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

SIGNOFF ANY WORK ACCOMPLISHED BELOW.	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
#260171 WEIGHT CHECK COCKPIT EXTINGUISHER...MM 26-20-00			
RECORD DATE OF WEIGHT CHECK ___/___/___			
#260173 HYDROSTATIC TEST COCKPIT FIRE EXTINGUISHER...NO REF			
RECORD DATE OF HYDORSTATIC TEST ___/___/___			
R 260174 INSPECT COCKPIT FIRE EXTINGUISHER...NO REF			
R RECORD DATE OF INSPECTION ___/___/___ HRS_____LDGS_____			

****

260176 PART NAME: CABIN PORTABLE EXTINGUISHER MM 5-10-00
REASON REMOVED: (CHECK ONE) TECHNICIAN: _____ INSP: _____
TIME A( ) FAIL B( ) WORN C( ) LOANER D( ) SCHED CONV E( ) MOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG M( ) DAMAGED T( )

PART REMOVED: PART NUMBER: MODEL 2-10 SERIAL NUMBER: UNK

PART INSTALLED: PART NUMBER Model 210 SERIAL NUMBER: UNK

TIME SINCE NEW: HRS_____LDGS_____MOS 13 TIME SINCE OVERHAUL: HRS_____LDGS_____MOS 13

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

SIGNOFF ANY WORK ACCOMPLISHED BELOW.	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
#260181 WEIGHT CHECK CABIN EXTINGUISHER...MM 26-20-00			
RECORD DATE OF WEIGHT CHECK ___/___/___			
#260183 HYDROSTATIC TEST CABIN FIRE EXTINGUISHER...NO REF			
RECORD DATE OF HYDORSTATIC TEST ___/___/___			
R 260184 INSPECT CABIN FIRE EXTINGUISHER...NO REF			
R RECORD DATE OF INSPECTION ___/___/___ HRS_____LDGS_____			

****

260166, 260176
COCKPIT/CABIN PORTABLE FIRE EXTINGUISHER - REMOVAL AND INSTALLATION, WEIGHT CHECK, HYDROSTATIC TEST, INSPECTION
(REFER TO FIGURES 1 AND 2 ON CARD 26-2)
A REMOVAL (REFER TO FIGURES 1 AND 2)
1. GAIN ACCESS TO FIRE EXTINGUISHER. ONE IS LOCATED IN THE COCKPIT AFT OF THE PILOT SEAT, AND THE OTHER IS LOCATED

89012
26-003
29 29

WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. MAIL TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CAMP SYSTEMS FOR UPDATING.
DATE	HOURS	LANDINGS	CYCLES	
02/11/88				CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

IN THE CABIN ON THE RIGHT-HAND AFT WALL BEHIND THE SEAT.
2. DISENGAGE QUICK-RELEASE STRAP AND REMOVE EXTINGUISHER FROM MOUNTING BRACKET.
3. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

B INSTALLATION
1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
2. INSTALL EXTINGUISHER IN MOUNTING BRACKET AND SECURE WITH QUICK-RELEASE STRAP.

260171, 260181

C WEIGHT CHECK FIRE EXTINGUISHER
1. REMOVE FIRE BOTTLE. REFER TO STEP A.
2. PERFORM WEIGHT CHECK OF FIRE BOTTLE IN ACCORDANCE WITH MANUFACTURER'S MAINTENANCE PRACTICES.
3. INSTALL FIRE BOTTLE. REFER TO STEP B.
4. RECORD DATE OF WEIGHT CHECK IN SPACE PROVIDED ON PAGE 1.

260173, 260183

D HYDROSTATIC TEST FIRE EXTINGUISHER
1. REMOVE FIRE EXTINGUISHER. REFER TO STEP A.
2. PERFORM HYDROSTATIC TEST IN ACCORDANCE WITH MANUFACTURER'S MAINTENANCE PRACTICES.
3. INSTALL FIRE EXTINGUISHER. REFER TO STEP B.
4. RECORD DATE OF HYDROSTATIC TEST IN SPACE PROVIDED ON PAGE 1.

260174, 260184

E INSPECTION OF FIRE EXTINGUISHER
1. REMOVE FIRE EXTINGUISHER. REFER TO STEP A.
2. INSPECT FIRE EXTINGUISHER IN ACCORDANCE WITH MANUFACTURER'S MAINTENANCE PRACTICES.
3. INSTALL FIRE EXTINGUISHER. REFER TO STEP B.
4. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: **ED-WEST, INC.** WORK COMPLIANCE FORM NO. **27.195**

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

AIRCRAFT REG.: **N368MD** **ISSUED** **REV.** **PAGE 1**

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

WORK ACCOMPLISHED: DATE: MONTH 11 **DAY** 30 **YEAR** 89 **AIRCRAFT HOURS:** 4430.2 **LANDINGS:** 2987

TECHNICIAN SIGNATURE: [signature] **CERTIFICATE NUMBER:** 568649081 AP

INSPECTED BY: [signature] **KIND OF CERTIFICATE:** R.S.

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
270214 LUBRICATE AFT HINGE FITTING BEARINGS...NO REF.	[signature]	[signature]	____.____
270215 LUBRICATE FORWARD SCISSOR ASSEMBLY POST...NO REF.	[signature]	[signature]	____.____

****

NO TEXT AVAILABLE AT THIS TIME.

[signature]

OPERATOR: ED-WEST, INC. REPORT DATE 12/14/88 WORK COMPLIANCE FORM NO. 27.195
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND
AIRCRAFT REG.: N368MD ISSUED REV. PAGE 1

88349 00-000 29 29	WORK DUE AT DATE	* = APU HRS. HOURS	LANDINGS	CYCLES	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
		4139			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 01 DAY 20 YEAR 89 AIRCRAFT HOURS: 4129.6 LANDINGS: 2635

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: 465-124

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

****

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

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
270215 LUBRICATE FORWARD SCISSOR ASSEMBLY POST...NO REF.....	JR	SB	____.____

****

NO TEXT AVAILABLE AT THIS TIME.

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: **ED-WEST, INC.** REPORT DATE 12/14/88 WORK COMPLIANCE FORM NO. **27.195**

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

AIRCRAFT REG.: **N368MD** ISSUED REV. PAGE **1**

88349	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
00-000	DATE	HOURS	LANDINGS	CYCLES	
29 29		3884			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 01 DAY 20 YEAR 89 AIRCRAFT HOURS: 4129.6 LANDINGS: 2635

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: 465-124

INSPECTED BY: [signature] KIND OF CERTIFICATE: REPAIR STATION

****

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

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
270214 LUBRICATE AFT HINGE FITTING BEARINGS...NO REF.....	JR	[signature]	____.____

****

NO TEXT AVAILABLE AT THIS TIME.

89045	WORK DUE AT	* = APU HRS.		
27-028	DATE	HOURS	LANDINGS	CYCLES
29 29		4210		

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

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 6 YEAR 89 AIRCRAFT HOURS: 4215.0 LANDINGS: 2745

TECHNICIAN SIGNATURE: GARRETT GENERAL AVIATION SERVICES COMPANY 4201 WEST IMPERIAL HIGHWAY, L.A., CA 90045 F.A.A. APPROVED REPAIR STATION 4022 CERTIFICATE NUMBER: R. S. 4022 A/C CLASS 1-3-4 RADIO CLASS 1-2-3 LIMITED INSTRUMENT LIMITED POWERPLANT

INSPECTED BY: [signature] LA 40 KIND OF CERTIFICATE:

****

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

		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
270280	INSPECT/LUBRICATE LEFT INBOARD/OUTBOARD FLEXIBLE SHAFT...MM 27-50-00.....	50803	LA 40	.-
950180	SL WW-2424D			
270285	INSPECT/LUBRICATE RIGHT INBOARD/OUTBOARD FLEXIBLE SHAFT...MM 27-50-00.....	50803	LA 40	.-
950185	SL WW-2424D			

****

270280, 270285

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 27.T03.

INSPECT/LUBRICATE INBOARD/OUTBOARD FLEXIBLE SHAFT (REFER TO FIGURES 1, 2, 3, 4 AND TABLE 1 ON CARD 27-8)
EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 TO 25 INCH-POUNDS, LOCKWIRE, CLEAN SHOP TOWELS, LUBRICANT MIL-G-81322 OR MIL-G-23827, THRUST WASHER KIT P/N CAI-140

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.

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 193545-503 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.
8. SLIDE COUPLING HEX NUT BACK ON HOUSING TO EXPOSE SPLINE COLLAR. CLEAN EXPOSED COLLAR.
9. SUPPORT SPLINE COLLAR FOR REMOVAL OF ROLL PIN. USING A FLAP END PUNCH, DRIVE ROLL PIN FROM SPLINE COLLAR AVOIDING ANY DAMAGE TO SPLINE COLLAR. REPLACEMENT OF PIN RECOMMENDED.
10. 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 IT WAS REMOVED.

11. 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.
    B. CHECK FOR BROKEN OR WORN STRANDS OF WIRE. WEAR ON THE INDIVIDUAL WIRE SHALL NOT EXCEED 25 PERCENT 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.
12. LUBRICATE AND REASSEMBLE FLEXSHAFT ASSEMBLIES. REFER TO NOTE PRIOR TO REASSEMBLY.

NOTE: 1. REASSEMBLE USING THE SAME QUANTITY AND THICKNESS THRUST WASHERS AS WERE REMOVED AT DISASSEMBLY.
2. REQUIRED HOLE DIMENSIONS FOR THE SPLINE COLLAR ROLL PIN INSTALLATIONS ARE: P/N MS9047-101 -.125 INCH TO .129 INCH, P/N MS9047-132 (OVERSIZE) - .156 INCH TO .160 INCH.

<< CONTINUED >>

13. COMPLETE THE FLEX SHAFT INSTALLATION AS FOLLOWS:

NOTE: THE FOLLOWING PROCEDURE ENSURES PROPER ROUTING OF THE FLEXIBLE SHAFTS AND FACILITATES CHECKING OF THE INSTALLATION FOR CORRECT CLEARANCE BETWEEN THE FLAPS, WINGS, ACTUATORS AND FLEXIBLE SHAFTS.

A. WITH WING FLAPS IN FULL DOWN POSITION (40 DEGREES), SPEED BRAKES AND LIFT DUMPERS EXTENDED, INSTALL LEFT FLAP FLEXIBLE SHAFT AS FOLLOWS:

NOTE: PREPARE THE SAFETY WIRE ON ALL COUPLING NUTS BEFORE INSTALLATION.

(1) INSERT EACH END OF THE OUTBOARD FLEXIBLE SHAFT P/N 193545-1 INTO THE INBOARD AND OUTBOARD ACTUATORS.
(2) ENGAGE FLEXIBLE SHAFT HOUSING SHOULDER TO ACTUATOR AND ROTATE COUPLING NUT FINGER-TIGHT.
(3) USE WRENCH FOR FINAL TIGHTENING OF MAXIMUM HALF A TURN.

B. INSERT INBOARD SHAFT P/N 193545-501 TO INBOARD ACTUATOR (FLAP MOTOR END REMAINS OPEN). TIGHTEN COUPLING NUT IN ACCORDANCE WITH THE PREVIOUS STEP.

C. INSTALL CLAMPS SECURING FLEXIBLE SHAFT HOUSING TO STRUCTURE.

D. CLEAR AREA AROUND FLAPS AND CHECK FLEXIBLE SHAFTS ROUTING AND STRUCTURAL CLEARANCE AS FOLLOWS:
(1) USING SOCKET AND RATCHET AT THE FLEXIBLE SHAFT FLAP MOTOR END, DRIVE THE FLAP MANUALLY TO FULL UP POSITION UNTIL ACTUATOR BOTTOMS.
(2) DURING FLAP RETRACTION, CHECK FOR CLEARANCE BETWEEN FLAP PRIMARY PARTS AND WING STRUCTURE.
(3) ENSURE THAT NO HARD STRUCTURAL CONTACT OCCURS AT THE RETRACTED INTERNAL BOTTOMING POSITION.
(4) IF NECESSARY, CORRECT FLEXIBLE SHAFT ROUTING.
(5) DRIVE FLAP MANUALLY TO FULL DOWN POSITION, UNTIL ACTUATORS BOTTOM AND CHECK FOR CLEARANCE.

E. OPEN COUPLING NUTS AND CHECK FOR POSITIVE ENGAGEMENT OF THE FLEXIBLE SHAFT HOUSING SHOULDER WITH ACTUATOR RECEPTACLE (REFER TO FIGURE 1). AVOID ANY PULL ON THE FLEXIBLE SHAFT.

F. PERFORM FLAPS MANUAL OPERATIONAL CHECK AS FOLLOWS:
(1) CONNECT FLEXIBLE DRIVE SHAFTS TO ACTUATORS, DISCONNECT DRIVE SHAFT FROM PRIME MOVER.
(2) ON EACH DRIVE SHAFT CHECK THAT TORQUE REQUIRED TO OPERATE DOES NOT EXCEED 25 INCH-POUNDS.
(3) IF FRICTION EXCEEDS 25 INCH-POUNDS, CHECK FLEXIBLE DRIVE SHAFT FOR SHARP BENDS AND ACTUATORS FOR EXCESSIVE FRICTION.
(4) CONNECT DRIVE SHAFTS TO PRIME MOTOR.

G. AFTER FLEXIBLE SHAFT ENGAGEMENT AND CLEARANCE ARE FOUND ACCEPTABLE, MAKE SURE THAT HOUSING NUTS ARE TIGHTENED IN ACCORDANCE WITH STEP 2.

H. REPEAT STEPS 2 THROUGH 7 ON THE RIGHT WING FLEXIBLE SHAFTS. OUTBOARD P/N 193545-1, INBOARD P/N 193545-505.

I. SAFETY WITH LOCKWIRE, ALL COUPLING NUTS SECURING FLEXIBLE SHAFTS TO ACTUATORS ON BOTH WINGS AND MOTOR.

J. PERFORM FLAP SYSTEM OPERATIONAL CHECK. REFER TO WORK COMPLIANCE FORM 27.T03.

K. RETRACT SPEED BRAKES AND LIFT DUMPERS.

L. INSTALL UPPER AND LOWER WING ROOT ACCESS PANELS, AND MAIN BAGGAGE COMPARTMENT FRONT PANEL.

14. RETURN SPEED BRAKES AND LIFT DUMPERS TO RETRACT POSITION.

15. RESET CIRCUIT BREAKERS PULLED IN STEPS 2 AND 4.

16. REINSTALL PANELS REMOVED IN STEP 3.

17. RETURN AIRCRAFT TO SERVICE.

SUPPLY DATA

QTY.	PART NUMBER	DESCRIPTION
A/R (REFER TO NOTE 1)	CAI-140	KIT, THRUST-WASHER
A/R	MIL-G-23827 OR MIL-G-81322	LUBRICANT
A/R (REFER TO NOTE 2)	140096-107	SPLINE COLLAR
A/R (REFER TO NOTE 2)	140136-107	SPLINE COLLAR
A/R (REFER TO NOTE 3)	MS9047-101	ROLL PIN
A/R (REFER TO NOTE 3)	MS9047-132	ROLL PIN (OVERSIZE)

NOTE: 1. CAI-140 KIT CONSISTS OF THRUST WASHERS OF FIVE DIFFERENT THICKNESSES.

<< CONTINUED >>

89045 27-028 29 29	WORK DUE AT DATE	* = APU HRS. HOURS	LANDINGS	CYCLES	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
		4210			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

2. FOR FLEX SHAFT P/N: USE SPLINE COLLAR
   3-193545-501 OR 505 140096-107
   3-193545-1 140136-107
3. BOTH ROLL PIN SIZES ARE INCLUDED WITH EACH SPLINE COLLAR.
4. THE REQUIRED LUBRICANT MAY BE PROCURED LOCALLY AND THE REMAINING MATERIALS MAY BE PROCURED FROM ATLANTIC SUPPLY COMPANY, WILMINGTON, DELAWARE OR THEIR AUTHORIZED DEALERS.

18. RECORD INSPECTION/LUBRICATION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WEST, INC. REPORT DATE 12/14/88 WORK COMPLIANCE FORM NO. 27.500
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND
AIRCRAFT REG.: N368MD ISSUED 12-88 REV. PAGE 1

88349	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
00-000	DATE	HOURS	LANDINGS	CYCLES	
29 29		300			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH_____DAY_____YEAR_____ AIRCRAFT HOURS:_____ LANDINGS:_____

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

INSPECTED BY: _____KIND OF CERTIFICATE:_____

****

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

270211 INSPECT SCISSORS ASSEMBLY...SB 1124-55-097....._____ _____ _____.____

****

NO TEXT AVAILABLE AT THIS TIME.

This item is not valid

Not Approved

Joseph D Bernard
Chief Inspector
CRS 465-124

88349
28-001
29 29

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 2 DAY 24 YEAR 89 AIRCRAFT HOURS: 4160 LANDINGS: 2673

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: 560767740

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

****

280121 PART NAME: LEFT MAIN BOOST PUMP MM 28-20-00

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

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

PART REMOVED: PART NUMBER 2070C01 SERIAL NUMBER: 858

PART INSTALLED: PART NUMBER 653744-505 SERIAL NUMBER: T-308

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

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

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

****

280126 PART NAME: LEFT ALTERNATE BOOST PUMP MM 28-20-00

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

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

PART REMOVED: PART NUMBER_____ SERIAL NUMBER:_____

PART INSTALLED: PART NUMBER_____ SERIAL NUMBER:_____

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

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

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

****

280121, 280126, 280131, 280136

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

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

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

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

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

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

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

<< CONTINUED >>

3. REMOVE SCREWS ATTACHING FUEL SUMP EXTERNAL ACCESS PANELS TO LOWER SIDE OF FUSELAGE.
   A. DISCONNECT VAPOR BOOT AND SLIDE BACK TO UNCOVER SUPPLY LINE ATTACHMENT.
4. REMOVE NUT SECURING ENGINE FUEL SUPPLY LINE TO ADAPTER ON REAR SIDE OF SUMP.
5. TAG AND DISCONNECT BOOST PUMP ELECTRICAL LEADS QUICK DISCONNECTS.

   NOTE: REFERENCE WIRING DIAGRAM MANUAL.

6. REMOVE NUT SECURING DRAIN LINE TO SUMP FORWARD LOWER SIDE. REMOVE DRAIN LINE.
7. REMOVE NUT SECURING BOOST PUMP SEAL DRAIN LINE TO DRAIN MANIFOLD.
8. REMOVE SCREWS, ATTACHING LOWER FUSELAGE TANK SIDE ACCESS PANEL AND COVER, ON THE APPROPRIATE SIDE. REFER TO WORK COMPLIANCE FORM 28.T02.
9. INSIDE LOWER FUSELAGE TANK, REMOVE CLAMPS SECURING TRANSFER LINE, AND JET PUMP MOTIVE PRESSURE LINE FLEXIBLE HOSES, TO BOOST PUMP MOTIVE FLOW LINE, AT SUMP.
10. REMOVE BOLTS AND WASHERS ATTACHING SUMP FLANGE TO FUEL TANK FLANGE.
11. REMOVE SUMP SUPPORT BOLTS (FOUR PLACES), NUTS AND WASHERS.
12. CAREFULLY WITHDRAW SUMP FROM FUEL TANK. REMOVE GASKET.
13. REMOVE BOLTS, WASHERS AND CLAMPS SECURING SUMP BAFFLE AND SCREEN TO SUMP.
14. REMOVE BOLTS ATTACHING SUMP COVER AND SEAL TO SUMP REAR FACE. REMOVE COVER. DISCARD SEAL.
15. REMOVE ALLEN SCREWS AND REMOVE BOOST PUMPS. DISCARD ALL SEALS AND PACKINGS.
16. PROTECT BOOST PUMP OPENINGS FROM FOREIGN MATTER. INSTALL PROTECTIVE COVERS ON ENGINE FUEL SUPPLY LINE AND TANK OPENINGS AND DRAIN LINES.
17. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

B INSTALLATION

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

   NOTE: USE ALL NEW GASKETS AND SEALS WHEN PERFORMING NEXT STEPS. SPECIAL ATTENTION MUST BE GIVEN TO THE ALIGNMENT OF THE BOOST PUMP SEAL DRAIN HOLES IN THE PUMP GASKET, WITH THE HOLES IN THE PUMP FLANGES AND THE SUMP FLANGE.

2. REMOVE PROTECTIVE COVERS FROM TANK OPENINGS, FUEL LINE AND BOOST PUMPS.
3. INSERT BOOST PUMP ELECTRICAL LEADS THROUGH NEW GASKET P/N 265-3080-501 AND SUMP FLANGE. POSITION PUMPS AND GASKET IN SUMP, ALIGN GASKET, AND INSTALL BOLTS SECURING BOOST PUMPS TO SUMPS.
4. INSTALL SUMP SCREEN AND BAFFLE, AND SECURE WITH BOLTS, WASHERS AND CLAMPS.
5. INSTALL SUMP COVER AND SEAL P/N 2653066. SECURE WITH BOLTS AND WASHERS.
6. PLACE NEW GASKET P/N 5653054 ON SUMP FLANGE AND INSERT SUMP CAREFULLY INTO FUEL TANK. INSTALL BOLTS SECURING SUMP TO TANK.
7. INSTALL BOLTS, WASHERS AND NUT ATTACHING SUMP SUPPORTS (4 PLACES) TO AIRCRAFT STRUCTURE.
8. INSIDE FUEL TANK, INSTALL FLEXIBLE HOSE SECTIONS OF TRANSFER LINE AND FUSELAGE JET PUMP MOTIVE FLOW LINE TO SUMP TUBE. SECURE LINES WITH CLAMPS. CHECK THAT JET PUMP DISCHARGE LINE TO SUMP IS PROPERLY SEATED INSIDE SUMP.
9. INSTALL TANK SIDE COVER AND SECURE WITH BOLTS AND WASHERS. REFER TO WORK COMPLIANCE FORM 28.T02.
10. SECURE NUTS ATTACHING SUMP DRAIN LINE AND PUMP SEAL DRAIN LINE.
11. UNCAP ENGINE FUEL SUPPLY LINE, AND SECURE LINE TO SUMP ADAPTER, ON REAR SIDE OF SUMP. TIGHTEN NUT TO SPECIFIED TORQUE.
12. CONNECT BOOST PUMP ELECTRICAL LEADS QUICK DISCONNECTS.

    NOTE: REFERENCE WIRING DIAGRAM MANUAL.

13. REFUEL TANK. REFER TO WORK COMPLIANCE FORM 28.T01.
14. CHECK FOR EXTERNAL LEAKS AT SUMP, FUEL TANK SIDE COVER AND DRAIN LINES.
15. OPERATE MAIN AND ALTERNATE BOOST PUMPS AND CHECK FOR PROPER OPERATION AND LEAKS AT THE ENGINE SUPPLY LINE FROM PUMP.
16. CONNECT VAPOR BOOT COVER SUPPLY LINE CONNECTION.
17. INSTALL SUMP ACCESS PANEL TO LOWER SIDE OF FUSELAGE, AND ACCESS PANEL TO TANK SIDE COVER. SECURE WITH SCREWS.

C REMOVAL (REFER TO FIGURE 2)(FOR AIRCRAFT S/N 152, 174, 181, 185, 186, 226, 228, 230, 231, 235 AND SUBSEQUENT INCLUDING AIRCRAFT POST SERVICE LETTER WW-2434)

<< CONTINUED >>

NOTE: TO REMOVE THE NEW BOOST PUMP, IT IS NOT NECESSARY TO DEFUEL THE TANKS.

1. REMOVE ELECTRICAL POWER FROM AIRCRAFT.
2. REMOVE ACCESS PANEL TO THE SUMP AT THE LOWER SIDE OF THE FUSELAGE.
3. DISCONNECT ELECTRICAL CONNECTOR AT THE APPLICABLE PUMP.
4. LOOSEN SCREW (RED HEAD) SECURING FEED CHECK VALVE LEVER. ROTATE LEVER UNTIL FEED VALVE CLOSES AND TIGHTEN SCREW IN CLOSE (DOWN) POSITION.
5. DRAIN SUMP BY PUSHING SUMP DRAIN VALVE.
6. REMOVE PUMP SEAL DRAIN TUBE, CAP OPENINGS.
7. REMOVE BOLTS AND WASHERS SECURING PUMP TO LOWER FUEL SUMP CASING.
8. REMOVE PUMP AND GASKET FROM SUMP.
9. REMOVE TRANSFER TUBE.
10. REMOVE ELECTRICAL CONNECTOR SUPPORT BRACKET FROM PUMP.
11. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

D INSTALLATION

1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
2. INSTALL ELECTRICAL CONNECTOR SUPPORT ON PUMP. SECURE WITH SCREWS, WASHERS AND SAFETY.
3. INSTALL A NEW O-RING P/N MS29513-215 ON TRANSFER TUBE.
4. INSTALL BOOST PUMP WITH NEW GASKET P/N 4653743-1 AS FOLLOWS (REFER TO FIGURE 3, DETAIL A):
   A. FOR AIRCRAFT SERIAL NUMBER 181, 226, 228, 230, 231 POST SERVICE LETTER WW-2434.
      (1) MAIN BOOST PUMP INTERTECHNIQUE (P/N 565372-7-400) INSTALL WITH NEW GASKET. ENSURE THAT TRANSFER TUBE AND O-RING ARE INSTALLED PROPERLY. SECURE WITH WASHERS AND BOLTS. TORQUE 50 TO 70 INCH-POUNDS AND SAFETY.

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

      (2) ALTERNATE BOOST PUMP LEAR SIEGLER (P/N 4653009-513). MOUNT THE PUMP ON ADAPTER (P/N 4653725-1) WITH GASKET (P/N 3653753-1) AND SECURE WITH FOUR BOLTS (P/N AN 4H5A) AND WASHERS (P/N AN 960-416L). INSERT PUMP ELECTRICAL LEADS THROUGH GASKET AND ADAPTER FLANGE. ENSURE BOOST PUMP AND GASKET SEAL DRAIN HOLES ALIGN WITH HOLES IN SUMP FLANGE. TORQUE MOUNTING BOLTS 50 TO 70INCH-POUNDS AND SAFETY.
      (3) INSERT TRANSFER TUBE (P/N 3653736-3) WITH TWO O-RINGS (P/N MS29513-215) IN BOOST PUMP RECEPTACLE, PLACE GASKET P/N 4653743-501 ON ADAPTER FLANGE AND CAREFULLY INSERT BOOST PUMP INTO SUMP LOWER CASING AND SECURE WITH 12 BOLTS (P/N AN 4H5A) BOLTS AND SEAL WASHERS (P/N NAS1598-4R). TORQUE 50 TO 70 INCH-POUNDS AND SAFETY.
   B. FOR AIRCRAFT 152, 174, 181, 185, 186, 226, 228, 230, 231, 235 AND SUBSEQUENT (REFER TO FIGURE 3, DETAIL B): MAIN AND ALTERNATE BOOST PUMP INTERTECHNIQUE (P/N 565372-7-400). INSTALL WITH NEW GASKET P/N 4653743-1. ENSURE THAT TRANSFER TUBE AND O-RINGS ARE INSTALLED PROPERLY. SECURE WITH WASHERS AND BOLTS. TORQUE 50 TO 70 INCH-POUNDS AND SAFETY.
5. INSTALL PUMP SEAL DRAIN TUBE ASSEMBLY.
6. LOOSEN SCREW (RED HEAD) SECURING FEED CHECK VALVE LEVER AND MOVE LEVER ON THE SUMP CASING TO THE UPPER HOLE (OPEN POSITION). SECURE AND SAFETYWIRE BOLT TO HANDLE.

   CAUTION: WITH FEED CHECK VALVE LEVER IN LOWER (CLOSED) POSITION THERE IS NO FUEL FEED TO BOOST PUMP, AND IT IS IMPOSSIBLE TO POSITION THE ACCESS PANEL ON THE AIRCRAFT.

7. ATTACH THE ELECTRICAL CONNECTOR TO BOOST PUMP. P251 LEFT MAIN, P252 RIGHT MAIN, P259 LEFT ALT, P258 RIGHT ALT.

   NOTE: 1. REFERENCE WIRING DIAGRAM MANUAL.
   2. INTERTECHNIQUE BOOST PUMP INSTALLATIONS ARE EQUIPPED WITH NOISE SUPPRESSION FILTERS. FILTERS ARE LOCATED ON A PUMP-MOUNTED BRACKET, A TERMINAL BOARD LOCATED IN THE FUEL BOOST PUMP BAY AT STATION Y -306.95 (AIRCRAFT POST SERVICE LETTER WW-2434) OR A TERMINAL BOARD LOCATED IN THE FUEL SUMP BAY AT STATION Y -280.00.
   3. FORTHCOMING SERVICE BULLETIN NO.1124-28-087 REMOVES THESE NOISE SUPPRESSION FILTERS.

8. PERFORM A FUEL SYSTEM OPERATIONAL CHECK. REFER TO WORK COMPLIANCE FORM 28.T01.

<< CONTINUED >>

88349	WORK DUE AT	* = APU HRS			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
28-001	DATE	HOURS	LANDINGS	CYCLES	
29 29					UNSCHEDULED

9. CHECK FOR EXTERNAL LEAKS.
10. INSTALL BOOST PUMP ACCESS PANEL.

280123, 280128, 280133, 280138

E CHECK BRUSH WEAR

1. REMOVE BOOST PUMP. REFER TO STEPS A AND C.
2. RETURN PUMP TO AUTHORIZED OVERHAUL AGENCY FOR BRUSH CHECK/REPLACEMENT AND LEAK CHECK.
3. INSTALL BOOST PUMP. REFER TO STEPS B AND D.
4. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

88349
28-001
29 29

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

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 30 YEAR 84 AIRCRAFT HOURS: 4400.5 LANDINGS: 2956

TECHNICIAN SIGNATURE: Scott Chr CERTIFICATE NUMBER: 567275343 A+P

INSPECTED BY: Scott Chr KIND OF CERTIFICATE: 567275343 A+P

****

280131 PART NAME: RIGHT MAIN BOOST PUMP MM 28-20-00

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

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

New numbers found upon inspection of parts

~~PART REMOVED:~~ PART NUMBER _____ SERIAL NUMBER: _____

~~PART INSTALLED:~~ PART NUMBER 5653744-1 SERIAL NUMBER: [redacted] 853

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

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

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

****

280136 PART NAME: RIGHT ALTERNATE BOOST PUMP MM 28-20-00

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

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

PART REMOVED: PART NUMBER 653744-505 SERIAL NUMBER: 520

PART INSTALLED: PART NUMBER 653744-505 SERIAL NUMBER: [redacted]415

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

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

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

****

280121, 280126, 280131, 280136

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

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

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

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

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

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

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

<< CONTINUED >>

88349 28-001 29 29	WORK DUE AT * = APU HRS.				RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
	DATE	HOURS	LANDINGS	CYCLES	
					UNSCHEDULED

3. REMOVE SCREWS ATTACHING FUEL SUMP EXTERNAL ACCESS PANELS TO LOWER SIDE OF FUSELAGE.
   A. DISCONNECT VAPOR BOOT AND SLIDE BACK TO UNCOVER SUPPLY LINE ATTACHMENT.
4. REMOVE NUT SECURING ENGINE FUEL SUPPLY LINE TO ADAPTER ON REAR SIDE OF SUMP.
5. TAG AND DISCONNECT BOOST PUMP ELECTRICAL LEADS QUICK DISCONNECTS.

   NOTE: REFERENCE WIRING DIAGRAM MANUAL.

6. REMOVE NUT SECURING DRAIN LINE TO SUMP FORWARD LOWER SIDE. REMOVE DRAIN LINE.
7. REMOVE NUT SECURING BOOST PUMP SEAL DRAIN LINE TO DRAIN MANIFOLD.
8. REMOVE SCREWS, ATTACHING LOWER FUSELAGE TANK SIDE ACCESS PANEL AND COVER, ON THE APPROPRIATE SIDE. REFER TO WORK COMPLIANCE FORM 28.T02.
9. INSIDE LOWER FUSELAGE TANK, REMOVE CLAMPS SECURING TRANSFER LINE, AND JET PUMP MOTIVE PRESSURE LINE FLEXIBLE HOSES, TO BOOST PUMP MOTIVE FLOW LINE, AT SUMP.
10. REMOVE BOLTS AND WASHERS ATTACHING SUMP FLANGE TO FUEL TANK FLANGE.
11. REMOVE SUMP SUPPORT BOLTS (FOUR PLACES), NUTS AND WASHERS.
12. CAREFULLY WITHDRAW SUMP FROM FUEL TANK. REMOVE GASKET.
13. REMOVE BOLTS, WASHERS AND CLAMPS SECURING SUMP BAFFLE AND SCREEN TO SUMP.
14. REMOVE BOLTS ATTACHING SUMP COVER AND SEAL TO SUMP REAR FACE. REMOVE COVER. DISCARD SEAL.
15. REMOVE ALLEN SCREWS AND REMOVE BOOST PUMPS. DISCARD ALL SEALS AND PACKINGS.
16. PROTECT BOOST PUMP OPENINGS FROM FOREIGN MATTER. INSTALL PROTECTIVE COVERS ON ENGINE FUEL SUPPLY LINE AND TANK OPENINGS AND DRAIN LINES.
17. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

B INSTALLATION

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

   NOTE: USE ALL NEW GASKETS AND SEALS WHEN PERFORMING NEXT STEPS. SPECIAL ATTENTION MUST BE GIVEN TO THE ALIGNMENT OF THE BOOST PUMP SEAL DRAIN HOLES IN THE PUMP GASKET, WITH THE HOLES IN THE PUMP FLANGES AND THE SUMP FLANGE.

2. REMOVE PROTECTIVE COVERS FROM TANK OPENINGS, FUEL LINE AND BOOST PUMPS.
3. INSERT BOOST PUMP ELECTRICAL LEADS THROUGH NEW GASKET P/N 265-3080-501 AND SUMP FLANGE. POSITION PUMPS AND GASKET IN SUMP, ALIGN GASKET, AND INSTALL BOLTS SECURING BOOST PUMPS TO SUMPS.
4. INSTALL SUMP SCREEN AND BAFFLE, AND SECURE WITH BOLTS, WASHERS AND CLAMPS.
5. INSTALL SUMP COVER AND SEAL P/N 2653066. SECURE WITH BOLTS AND WASHERS.
6. PLACE NEW GASKET P/N 5653054 ON SUMP FLANGE AND INSERT SUMP CAREFULLY INTO FUEL TANK. INSTALL BOLTS SECURING SUMP TO TANK.
7. INSTALL BOLTS, WASHERS AND NUT ATTACHING SUMP SUPPORTS (4 PLACES) TO AIRCRAFT STRUCTURE.
8. INSIDE FUEL TANK, INSTALL FLEXIBLE HOSE SECTIONS OF TRANSFER LINE AND FUSELAGE JET PUMP MOTIVE FLOW LINE TO SUMP TUBE. SECURE LINES WITH CLAMPS. CHECK THAT JET PUMP DISCHARGE LINE TO SUMP IS PROPERLY SEATED INSIDE SUMP.
9. INSTALL TANK SIDE COVER AND SECURE WITH BOLTS AND WASHERS. REFER TO WORK COMPLIANCE FORM 28.T02.
10. SECURE NUTS ATTACHING SUMP DRAIN LINE AND PUMP SEAL DRAIN LINE.
11. UNCAP ENGINE FUEL SUPPLY LINE, AND SECURE LINE TO SUMP ADAPTER, ON REAR SIDE OF SUMP. TIGHTEN NUT TO SPECIFIED TORQUE.
12. CONNECT BOOST PUMP ELECTRICAL LEADS QUICK DISCONNECTS.

    NOTE: REFERENCE WIRING DIAGRAM MANUAL.

13. REFUEL TANK. REFER TO WORK COMPLIANCE FORM 28.T01.
14. CHECK FOR EXTERNAL LEAKS AT SUMP, FUEL TANK SIDE COVER AND DRAIN LINES.
15. OPERATE MAIN AND ALTERNATE BOOST PUMPS AND CHECK FOR PROPER OPERATION AND LEAKS AT THE ENGINE SUPPLY LINE FROM PUMP.
16. CONNECT VAPOR BOOT COVER SUPPLY LINE CONNECTION.
17. INSTALL SUMP ACCESS PANEL TO LOWER SIDE OF FUSELAGE, AND ACCESS PANEL TO TANK SIDE COVER. SECURE WITH SCREWS.

C REMOVAL (REFER TO FIGURE 2)(FOR AIRCRAFT S/N 152, 174, 181, 185, 186, 226, 228, 230, 231, 235 AND SUBSEQUENT INCLUDING AIRCRAFT POST SERVICE LETTER WW-2434)

<< CONTINUED >>

NOTE: TO REMOVE THE NEW BOOST PUMP, IT IS NOT NECESSARY TO DEFUEL THE TANKS.

1. REMOVE ELECTRICAL POWER FROM AIRCRAFT.
2. REMOVE ACCESS PANEL TO THE SUMP AT THE LOWER SIDE OF THE FUSELAGE.
3. DISCONNECT ELECTRICAL CONNECTOR AT THE APPLICABLE PUMP.
4. LOOSEN SCREW (RED HEAD) SECURING FEED CHECK VALVE LEVER. ROTATE LEVER UNTIL FEED VALVE CLOSES AND TIGHTEN SCREW IN CLOSE (DOWN) POSITION.
5. DRAIN SUMP BY PUSHING SUMP DRAIN VALVE.
6. REMOVE PUMP SEAL DRAIN TUBE, CAP OPENINGS.
7. REMOVE BOLTS AND WASHERS SECURING PUMP TO LOWER FUEL SUMP CASING.
8. REMOVE PUMP AND GASKET FROM SUMP.
9. REMOVE TRANSFER TUBE.
10. REMOVE ELECTRICAL CONNECTOR SUPPORT BRACKET FROM PUMP.
11. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

D INSTALLATION

1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
2. INSTALL ELECTRICAL CONNECTOR SUPPORT ON PUMP. SECURE WITH SCREWS, WASHERS AND SAFETY.
3. INSTALL A NEW O-RING P/N MS29513-215 ON TRANSFER TUBE.
4. INSTALL BOOST PUMP WITH NEW GASKET P/N 4653743-1 AS FOLLOWS (REFER TO FIGURE 3, DETAIL A):
   A. FOR AIRCRAFT SERIAL NUMBER 181, 226, 228, 230, 231 POST SERVICE LETTER WW-2434.
      (1) MAIN BOOST PUMP INTERTECHNIQUE (P/N 565372-7-400) INSTALL WITH NEW GASKET. ENSURE THAT TRANSFER TUBE AND O-RING ARE INSTALLED PROPERLY. SECURE WITH WASHERS AND BOLTS. TORQUE 50 TO 70 INCH-POUNDS AND SAFETY.

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

      (2) ALTERNATE BOOST PUMP LEAR SIEGLER (P/N 4653009-513). MOUNT THE PUMP ON ADAPTER (P/N 4653725-1) WITH GASKET (P/N 3653753-1) AND SECURE WITH FOUR BOLTS (P/N AN 4H5A) AND WASHERS (P/N AN 960-416L). INSERT PUMP ELECTRICAL LEADS THROUGH GASKET AND ADAPTER FLANGE. ENSURE BOOST PUMP AND GASKET SEAL DRAIN HOLES ALIGN WITH HOLES IN SUMP FLANGE. TORQUE MOUNTING BOLTS 50 TO 70INCH-POUNDS AND SAFETY.
      (3) INSERT TRANSFER TUBE (P/N 3653736-3) WITH TWO O-RINGS (P/N MS29513-215) IN BOOST PUMP RECEPTACLE, PLACE GASKET P/N 4653743-501 ON ADAPTER FLANGE AND CAREFULLY INSERT BOOST PUMP INTO SUMP LOWER CASING AND SECURE WITH 12 BOLTS (P/N AN 4H5A) BOLTS AND SEAL WASHERS (P/N NAS1598-4R). TORQUE 50 TO 70 INCH-POUNDS AND SAFETY.
   B. FOR AIRCRAFT 152, 174, 181, 185, 186, 226, 228, 230, 231, 235 AND SUBSEQUENT (REFER TO FIGURE 3, DETAIL B): MAIN AND ALTERNATE BOOST PUMP INTERTECHNIQUE (P/N 565372-7-400). INSTALL WITH NEW GASKET P/N 4653743-1. ENSURE THAT TRANSFER TUBE AND O-RINGS ARE INSTALLED PROPERLY. SECURE WITH WASHERS AND BOLTS. TORQUE 50 TO 70 INCH-POUNDS AND SAFETY.
5. INSTALL PUMP SEAL DRAIN TUBE ASSEMBLY.
6. LOOSEN SCREW (RED HEAD) SECURING FEED CHECK VALVE LEVER AND MOVE LEVER ON THE SUMP CASING TO THE UPPER HOLE (OPEN POSITION). SECURE AND SAFETYWIRE BOLT TO HANDLE.

   CAUTION: WITH FEED CHECK VALVE LEVER IN LOWER (CLOSED) POSITION THERE IS NO FUEL FEED TO BOOST PUMP, AND IT IS IMPOSSIBLE TO POSITION THE ACCESS PANEL ON THE AIRCRAFT.

7. ATTACH THE ELECTRICAL CONNECTOR TO BOOST PUMP. P251 LEFT MAIN, P252 RIGHT MAIN, P259 LEFT ALT, P258 RIGHT ALT.

   NOTE: 1. REFERENCE WIRING DIAGRAM MANUAL.
   2. INTERTECHNIQUE BOOST PUMP INSTALLATIONS ARE EQUIPPED WITH NOISE SUPPRESSION FILTERS. FILTERS ARE LOCATED ON A PUMP-MOUNTED BRACKET, A TERMINAL BOARD LOCATED IN THE FUEL BOOST PUMP BAY AT STATION Y -306.95 (AIRCRAFT POST SERVICE LETTER WW-2434) OR A TERMINAL BOARD LOCATED IN THE FUEL SUMP BAY AT STATION Y -280.00.
   3. FORTHCOMING SERVICE BULLETIN NO.1124-28-087 REMOVES THESE NOISE SUPPRESSION FILTERS.

8. PERFORM A FUEL SYSTEM OPERATIONAL CHECK. REFER TO WORK COMPLIANCE FORM 28.T01.

<< CONTINUED >>

88349
28-020
29 29

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 12 DAY 7 YEAR 89 AIRCRAFT HOURS: 4436.6 LANDINGS: 2994

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: AP5239689/IA

INSPECTED BY: _____ KIND OF CERTIFICATE: AP IA

****

280250 PART NAME: FUEL TANK (LONG RANGE) MM 28-50-00

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

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

PART REMOVED: PART NUMBER_____ SERIAL NUMBER:_____

PART INSTALLED: PART NUMBER CMA61032-501 SERIAL NUMBER: NSN

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

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

SIGNOFF ANY WORK ACCOMPLISHED BELOW.

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
281601 CHECK AUXILIARY FUEL SYSTEM...MM 28-50-00.....	[signature]	_____	1.0

****

280250

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

FUEL TANK (LONG RANGE) - REMOVAL AND INSTALLATION (REFER TO FIGURES 1, 2 AND 3 ON CARD 28-9)
CONSUMABLES: OIL MIL-O-6081 GRADE 1010 (FOR STORAGE OF TANK FOR MORE THAN 3 DAYS)
A REMOVAL (REFER TO FIGURE 1)

NOTE: DISCONNECT ELECTRICAL POWER FROM AIRCRAFT BEFORE TANK REMOVAL AND INSTALLATION.

1. DRAIN FUEL TANK BY OPENING DRAIN VALVE AT BOTTOM OF FUSELAGE.
2. REMOVE INBOARD WALL AS FOLLOWS:
   A. REMOVE NUTS AND WASHERS SECURING THE FUEL TANK TO THE WALL.
   B. REMOVE SCREWS SECURING WALL TO FRAME.
   C. FOLD WALL IN HALF, AND REMOVE FROM BAGGAGE COMPARTMENT.
3. REMOVE FORWARD AND AFT ACCESS PANELS.
4. DISCONNECT FUEL QUICK-DISCONNECT PRESSURE LINE, ELECTRICAL CONNECTORS, TANK VENT TUBE, TANK DRAIN TUBE.
5. REMOVE NUTS AND WASHERS FROM STUDS SECURING QUANTITY TRANSMITTER (4 PLACES), (S/N 238 ONLY).
6. REMOVE NUTS AND WASHERS SECURING FUEL TANK FILLER CUP.
7. REMOVE NUTS (3 PLACES) AND WASHERS HOLDING FUEL TANK TO AFT WALL.
8. REMOVE NUT AND WASHER HOLDING FUEL TANK TO FORWARD WALL.
9. DISCONNECT NYLON CORDS IN THE UPPER CORNER OF THE FUEL TANK.
10. REMOVE NUTS (4 PLACES) AND WASHERS HOLDING FUEL TANK TRANSMITTER TO FORWARD WALL (S/N 238 ONLY).
11. REMOVE SCREWS SECURING QUANTITY TRANSMITTER (4 PLACES). CAREFULLY REMOVE TRANSMITTER FROM TANK (S/N 238 ONLY).
12. DISCONNECT THE REMAINING NYLON CORDS AND REMOVE FUEL TANK FROM BAGGAGE COMPARTMENT.

NOTE: FOR STORAGE OF TANK PROCEED AS FOLLOWS:
A. THE TANK MUST BE STORED BY FITTING IN THE TANK STORAGE CAGE (REFER TO FIGURE 3).
B. IF THE TANK IS TO BE STORED FOR MORE THAN 3 DAYS, COAT THE INSIDE OF THE TANK WITH PRESERVATION OIL MIL-O-6081 (GRADE 1010). DRAIN EXCESS PRESERVATION OIL FROM TANK. IT IS NOT NECESSARY TO CLEAN THE TANK OF OIL BEFORE INSTALLATION.

13. REMOVE SCREWS AND WASHER SECURING TRAY.
14. DISCONNECT DRAIN TUBES FROM TRAY. REMOVE TRAY FROM BAGGAGE COMPARTMENT.

<< CONTINUED >>

15. REMOVE SCREWS SECURING FLOOR. REMOVE FLOOR (MALITE).
16. REMOVE SCREWS SECURING FLOOR ANGLE. REMOVE FLOOR ANGLE.
17. PLUG ALL ELECTRICAL CONNECTORS, TUBES AND DRAIN OPENINGS, WITH PLASTIC PLUG CAPS (LOOSE EQUIPMENT).
18. INSTALL COVER AND SECURE WITH CAMLOCS ON FUEL CAP. FASTEN THE OUTER CAP TO THE CEILING (LOOSE EQUIPMENT).
19. PLUG HOLES IN FORWARD AND AFT WALLS WITH PLUG CAPS (LOOSE EQUIPMENT).
20. COVER THE QUICK-DISCONNECT WITH DUST CAP. INSTALL THE PROTECTING COVER (LOOSE EQUIPMENT).
21. INSTALL FORWARD AND AFT ACCESS PANELS.
22. INSTALL LINERS AND CARPETS.
23. FOR MAIN BAGGAGE COMPARTMENT HEATING SYSTEM OPERATION, ENGAGE CB1-7, CB1-8, CB1-9 AND CB1-10 CIRCUIT BREAKERS ON LEFT DC CONTACTOR BOX.
24. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

B INSTALLATION

1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
2. REMOVE CARPETS FROM TANK AREA.
3. REMOVE ALL PLASTIC CAPS FROM ELECTRICAL CONNECTOR, TUBES AND DRAIN OPENINGS. REMOVE PROTECTING COVER AND DUST CAP FROM QUICK-DISCONNECT FUEL LINE (KEEP IN LOOSE EQUIPMENT CASE).
4. REMOVE COVER FROM FUEL CAP OPENING CEILING.
5. REMOVE PLUG CAPS FROM FORWARD AND AFT WALLS.
6. REMOVE FORWARD AND AFT ACCESS PANELS.
7. INSTALL BOTTOM ANGLE SECTION. SECURE WITH SCREWS.
8. INSTALL FLOOR (MALITE). SECURE WITH WASHER AND SCREWS.
9. CONNECT DRAIN TUBES TO TRAY. INSTALL TRAY ON FLOOR. SECURE WITH WASHERS AND SCREWS.
10. ENSURE THAT RUBBER SEALS ON THE WALLS ARE LYING ON FLANGES OF TRAY.
11. INSERT FUEL TANK INTO BAGGAGE COMPARTMENT.
12. POSITION FUEL TANK ON TRAY.
13. ATTACH FUEL TANK SUPPORTS TO OUTBOARD WALL WITH NYLON CORDS AS FOLLOWS: (REFER TO FIGURE 2).
    A. FIRST THREAD LOWER ROW OF SUPPORTS TO THE OUTBOARD WALL AND PULL NYLON CORD UNTIL TANK SUPPORTS AND WALL SUPPORTS FIT TOGETHER.
    B. THREAD THE MIDDLE ROW OF SUPPORTS AND PULL NYLON CORD UNTIL TANK SUPPORTS AND WALL SUPPORTS FIT TOGETHER.
    C. THREAD THE REMAINING SUPPORTS AND KEEP THEM LOOSE.
14. INSTALL QUANTITY TRANSMITTER TO TANK. ENSURE LOCATING PIN AND O-RING ARE IN THE RIGHT POSITION (S/N 238 ONLY).

281601

C CHECK AUXILIARY FUEL SYSTEM

EQUIPMENT: EXTERNAL ELECTRICAL POWER SUPPLY

NOTE: BEFORE REFUELING AUXILIARY LONG RANGE FUEL TANK, DISENGAGE CB1-7, CB1-8, CB1-9 AND CB1-10 CIRCUIT BREAKERS ON LEFT-HAND DC CONTACTOR BOX TO PREVENT BAGGAGE COMPARTMENT HEATING SYSTEM OPERATION. DO NOT OPERATE OR TEST BAGGAGE COMPARTMENT HEATING WHEN THERE IS FUEL IN AUXILIARY FUEL TANK.

1. PREPARE AIRCRAFT AS FOLLOWS:
    A. COMPLETELY REFUEL AUXILIARY FUEL TANK. REFER TO WORK COMPLIANCE FORM 28.T01. CHECK THE TANK, TUBING AND COMPONENTS FOR LEAKAGE.
    B. DRAIN AUXILIARY FUEL TANK UNTIL AT LEAST 100 POUNDS OF FUEL STAYS IN TANK.
    C. ENSURE THAT MAIN TANK IS NOT FULL AND CAN CONSUME AT LEAST AN EXTRA 100 POUNDS OF FUEL.

    NOTE: DURING THE TEST, THE FUEL IN THE AUXILIARY FUEL TANK IS TRANSFERRED TO MAIN TANK.

2. CONNECT ELECTRICAL POWER TO THE AIRCRAFT.
3. SET MASTER SWITCHES AND EXTERNAL POWER SWITCH TO ON POSITION.
4. ENSURE AUXILIARY FUEL PUSH BUTTON (BLUE) IS ON.
5. DEPRESS AUXILIARY FUEL PUSH BUTTON. OBSERVE THAT AUXILIARY FUEL PRESSURE LOW (AMBER) LIGHT COMES ON MOMENTARILY, AND THAT BOOSTER PUMP IS OPERATING.

NOTE: IF AUXILIARY FUEL PRESSURE LOW LIGHT REMAINS ON, AUXILIARY BOOSTER PUMP IS INOPERATIVE.

<< CONTINUED >>

88349 28-020 29 29	WORK DUE AT DATE	* = APU HRS. HOURS	LANDINGS	CYCLES	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
					UNSCHEDULED

6. CHECK FOR EXTERNAL LEAKAGE.
7. CHECK FUEL QUANTITY IN THE MAIN TANK.
8. OBSERVE THAT AUXILIARY FUEL LIGHT GOES OUT, AND AFTER 10 SECONDS AUXILIARY FUEL PRESSURE LOW COMES ON.
9. DEPRESS AUXILIARY FUEL PUSH BUTTON (BOOSTER PUMP OFF). AUXILIARY FUEL LIGHT AND AUXILIARY FUEL PRESSURE LOW LIGHT ARE OUT.
10. SET MASTER SWITCHES AND EXTERNAL POWER SWITCHES TO OFF POSITION, AND DISCONNECT ELECTRICAL POWER FROM AIRCRAFT.
11. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WEST, INC. REPORT DATE 12/14/88 WORK COMPLIANCE FORM NO. 28.220A
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER01
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050150+ 150 HR INSPECTION

88349
28-021
29 29

WORK DUE AT	* = APU HRS		
DATE	HOURS	LANDINGS	CYCLES
	4138		

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

CK CURRENT DUE LIST FOR DUE TIME CHGS

WORK ACCOMPLISHED: DATE: MONTH 12 DAY 7 YEAR 89 AIRCRAFT HOURS: 4436.6 LANDINGS: 2994

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: AP52396969

INSPECTED BY: _____ KIND OF CERTIFICATE: AP IA

****

TECHNICIAN INSPECTOR MAN-HOURS HRS.THS

281601 CHECK AUXILIARY FUEL SYSTEM...MM 28-50-00..... _____ _____ 1.0

****

281601

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

CHECK AUXILIARY FUEL SYSTEM
EQUIPMENT: EXTERNAL ELECTRICAL POWER SUPPLY

NOTE: BEFORE REFUELING AUXILIARY LONG RANGE FUEL TANK, DISENGAGE CB1-7, CB1-8, CB1-9 AND CB1-10 CIRCUIT BREAKERS ON LEFT-HAND DC CONTACTOR BOX TO PREVENT BAGGAGE COMPARTMENT HEATING SYSTEM OPERATION. DO NOT OPERATE OR TEST BAGGAGE COMPARTMENT HEATING WHEN THERE IS FUEL IN AUXILIARY FUEL TANK.

1. PREPARE AIRCRAFT AS FOLLOWS:
   A. COMPLETELY REFUEL AUXILIARY FUEL TANK. REFER TO WORK COMPLIANCE FORM 28.T01. CHECK THE TANK, TUBING AND COMPONENTS FOR LEAKAGE.
   B. DRAIN AUXILIARY FUEL TANK UNTIL AT LEAST 100 POUNDS OF FUEL STAYS IN TANK.
   C. ENSURE THAT MAIN TANK IS NOT FULL AND CAN CONSUME AT LEAST AN EXTRA 100 POUNDS OF FUEL.

      NOTE: DURING THE TEST, THE FUEL IN THE AUXILIARY FUEL TANK IS TRANSFERRED TO MAIN TANK.

2. CONNECT ELECTRICAL POWER TO THE AIRCRAFT.
3. SET MASTER SWITCHES AND EXTERNAL POWER SWITCH TO ON POSITION.
4. ENSURE AUXILIARY FUEL PUSH BUTTON (BLUE) IS ON.
5. DEPRESS AUXILIARY FUEL PUSH BUTTON. OBSERVE THAT AUXILIARY FUEL PRESSURE LOW (AMBER) LIGHT COMES ON MOMENTARILY, AND THAT BOOSTER PUMP IS OPERATING.

   NOTE: IF AUXILIARY FUEL PRESSURE LOW LIGHT REMAINS ON, AUXILIARY BOOSTER PUMP IS INOPERATIVE.

6. CHECK FOR EXTERNAL LEAKAGE.
7. CHECK FUEL QUANTITY IN THE MAIN TANK.
8. OBSERVE THAT AUXILIARY FUEL LIGHT GOES OUT, AND AFTER 10 SECONDS AUXILIARY FUEL PRESSURE LOW COMES ON.
9. DEPRESS AUXILIARY FUEL PUSH BUTTON (BOOSTER PUMP OFF). AUXILIARY FUEL LIGHT AND AUXILIARY FUEL PRESSURE LOW LIGHT ARE OUT.
10. SET MASTER SWITCHES AND EXTERNAL POWER SWITCHES TO OFF POSITION, AND DISCONNECT ELECTRICAL POWER FROM AIRCRAFT.
11. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

89026 30-010 29 29

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

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 2 DAY 12 YEAR 89 AIRCRAFT HOURS: 4153 LANDINGS: 2663

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: 560767740

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

****

300141 PART NAME: LEFT PRESSURE INDICATOR SWITCH MM 30-20-00

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

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

PART REMOVED: PART NUMBER 12299 SERIAL NUMBER: 1045

PART INSTALLED: PART NUMBER 12299 SERIAL NUMBER: 1054

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

****

300144 PART NAME: RIGHT PRESSURE INDICATOR SWITCH MM 30-20-00

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

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

PART REMOVED: PART NUMBER 12299 SERIAL NUMBER: ~~1045~~ 1082

PART INSTALLED: PART NUMBER 12299 SERIAL NUMBER: 1054

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

****

300141, 300144

PRESSURE INDICATOR SWTICH - REMOVAL AND INSTALLATION (REFER TO ILLUSTRATION ON CARD 30-3)

A REMOVAL (REFER TO ILLUSTRATION)

1. REMOVE ENGINE COWLING (TOP AND BOTTOM).
2. REMOVE ELECTRICAL CONNECTION FROM SWITCH.
3. DISCONNECT UNION SECURING AIR LINE TO SWITCH.
4. REMOVE BOLT AND WASHER SECURING SWITCH TO NACELLE AND REMOVE SWITCH.
5. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

B INSTALLATION

1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
2. SECURE SWITCH TO NACELLE WITH BOLT AND WASHER.
3. CONNECT AIR LINE TO SWITCH.
4. CONNECT ELECTRICAL CONNECTION TO SWITCH AND SAFETYWIRE.
5. PERFORM NACELLE AND ENGINE ANTI-ICE SYSTEM OPERATIONAL TEST AS FOLLOWS:
   A. CHECK THE LAMPS IN THE ENG/NACELLE ANTI-ICE PUSH BUTTON SWITCHES.
   B. BEFORE ENGINE START, CHECK BY TOUCHING THE LEFT ENGINE PT2/TT2 SENSOR (LOCATED ON THE INNER SIDE OF THE NACELLE INLET) AND THE NACELLE INLET LEADING EDGE FOR NORMAL AMBIENT TEMPERATURE.
   C. START THE LEFT ENGINE.
   D. AT ENGINE IN IDLE PRESS THE LEFT ANTI-ICE PUSH BUTTON SWITCH ON. THE ON (AMBER) LIGHT COMES ON.

   CAUTION: DO NOT OPERATE ANTI-ICE FOR MORE THAN 10 SECONDS PER ENGINE WHEN AMBIENT TEMPERATURE IS ABOVE 4.4 DEGREES C (40 DEGREES F).

   E. AFTER A SHORT TIME THE ENG (GREEN) LIGHT COMES ON, NOTE ENGINE ITT RISE OF APPROXIMATELY 10 DEGREES C WITH ENGINE ANTI-ICE ON (PRE-SERVICE BULLETIN NO. TFE-731-72-3085).

<< CONTINUED >>

89026 30-010 29 29	WORK DUE AT * = APU HRS.				RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
	DATE	HOURS	LANDINGS	CYCLES	
					UNSCHEDULED

F. DEPRESS THE PUSH BUTTON SWITCH; LIGHTS GO OFF.

G. INCREASE ENGINE RPM TO 75 PERCENT N1.

H. PRESS ANTI-ICE PUSH BUTTON SWITCH; ALL THE LIGHTS - NAC, ENG AND ON, COME ON.

I. DEPRESS THE PUSH BUTTON SWITCH; ALL THE LIGHTS IN THE SWITCH GO OFF.

J. SHUT DOWN THE ENGINE AND TOUCH BY HAND THE NACELLE LEADING EDGE; THE NACELLE INLET IS WARM.

K. REPEAT THE TEST FOR THE RIGHT ENGINE.

6. REINSTALL COWLING.

88349	WORK DUE AT	* = APU HRS			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
30-010	DATE	HOURS	LANDINGS	CYCLES	
29 29					UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 1 DAY 20 YEAR 89 AIRCRAFT HOURS: 4129.6 LANDINGS: 2635

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: 465-124

INSPECTED BY: _____ KIND OF CERTIFICATE: REPAIR STATION

****

300141 PART NAME: LEFT PRESSURE INDICATOR SWITCH MM 30-20-00

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

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

PART REMOVED: PART NUMBER_____ SERIAL NUMBER:_____

PART INSTALLED: PART NUMBER_____ SERIAL NUMBER:_____

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

****

300144 PART NAME: RIGHT PRESSURE INDICATOR SWITCH MM 30-20-00

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

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

PART REMOVED: PART NUMBER 98505-12299 SERIAL NUMBER: 1137

PART INSTALLED: PART NUMBER 98505-12299 SERIAL NUMBER: 1082

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

****

300141, 300144

PRESSURE INDICATOR SWTICH - REMOVAL AND INSTALLATION (REFER TO ILLUSTRATION ON CARD 30-3)

A REMOVAL (REFER TO ILLUSTRATION)

1. REMOVE ENGINE COWLING (TOP AND BOTTOM).
2. REMOVE ELECTRICAL CONNECTION FROM SWITCH.
3. DISCONNECT UNION SECURING AIR LINE TO SWITCH.
4. REMOVE BOLT AND WASHER SECURING SWITCH TO NACELLE AND REMOVE SWITCH.
5. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

B INSTALLATION

1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
2. SECURE SWITCH TO NACELLE WITH BOLT AND WASHER.
3. CONNECT AIR LINE TO SWITCH.
4. CONNECT ELECTRICAL CONNECTION TO SWITCH AND SAFETYWIRE.
5. PERFORM NACELLE AND ENGINE ANTI-ICE SYSTEM OPERATIONAL TEST AS FOLLOWS:
   A. CHECK THE LAMPS IN THE ENG/NACELLE ANTI-ICE PUSH BUTTON SWITCHES.
   B. BEFORE ENGINE START, CHECK BY TOUCHING THE LEFT ENGINE PT2/TT2 SENSOR (LOCATED ON THE INNER SIDE OF THE NACELLE INLET) AND THE NACELLE INLET LEADING EDGE FOR NORMAL AMBIENT TEMPERATURE.
   C. START THE LEFT ENGINE.
   D. AT ENGINE IN IDLE PRESS THE LEFT ANTI-ICE PUSH BUTTON SWITCH ON. THE ON (AMBER) LIGHT COMES ON.

   CAUTION: DO NOT OPERATE ANTI-ICE FOR MORE THAN 10 SECONDS PER ENGINE WHEN AMBIENT TEMPERATURE IS ABOVE 4.4 DEGREES C (40 DEGREES F).

   E. AFTER A SHORT TIME THE ENG (GREEN) LIGHT COMES ON, NOTE ENGINE ITT RISE OF APPROXIMATELY 10 DEGREES C WITH ENGINE ANTI-ICE ON (PRE-SERVICE BULLETIN NO. TFE-731-72-3085).

<< CONTINUED >>

88349	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
32-039	DATE	HOURS	LANDINGS	CYCLES	
29 29					UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 9 YEAR 89 AIRCRAFT HOURS: 4272.1 LANDINGS: 2800

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: RS 503-17

INSPECTED BY: _____ KIND OF CERTIFICATE: Repair Station

****

320646 PART NAME: LEFT MAIN GEAR AFT ACTUATING CYLINDER MM 32-30-00
REASON REMOVED: (CHECK ONE) TECHNICIAN: JAP INSP: EB
TIME A( ) FAIL B( ) WORN C(✓) LOANER D( ) SCHED CONV E( ) MOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG M( ) DAMAGED T( )

PART REMOVED: PART NUMBER_____ SERIAL NUMBER:_____

PART INSTALLED: PART NUMBER Seal Kit CAI-113 SERIAL NUMBER:_____

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

****

321146 PART NAME: RIGHT MAIN GEAR AFT ACTUATING CYLINDER MM 32-30-00
REASON REMOVED: (CHECK ONE) TECHNICIAN: _____ INSP: _____
TIME A( ) FAIL B( ) WORN C( ) LOANER D( ) SCHED CONV E( ) MOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG M( ) DAMAGED T( )

PART REMOVED: PART NUMBER_____ SERIAL NUMBER:_____

PART INSTALLED: PART NUMBER_____ SERIAL NUMBER:_____

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

****

320641, 320646, 321141, 321146

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 32.T01, 32.430, 32.230A.

MAIN GEAR ACTUATING CYLINDER - REMOVAL AND INSTALLATION
EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 TO 300 INCH-POUNDS, COTTER PIN

A REMOVAL
1. JACK AIRCRAFT. REFER TO WORK COMPLIANCE FORM 32.T01.
2. RELEASE MAIN AND EMERGENCY HYDRAULIC PRESSURE.
3. TAG, DISCONNECT AND CAP HYDRAULIC HOSES AT PORTS OF ACTUATING CYLINDER ASSEMBLY TO BE REMOVED.
4. REMOVE ACTUATING CYLINDER FROM MAIN GEAR BODY.
5. REMOVE ACTUATING CYLINDER ROD-END FROM UPPER SIDE BRACE ASSEMBLY.
6. REMOVE ACTUATING CYLINDER.
7. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

B INSTALLATION
1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
2. INSTALL BOLT, WASHER AND NUT SECURING ACTUATING CYLINDER CAP TO UPPER SIDE BRACE ASSEMBLY. TORQUE NUT FINGER TIGHT AND THEN TURN TO NEXT COTTER PIN SLOT. SAFETY NUT WITH COTTER PIN.
3. PERFORM SIDE BRACE PRELOAD ADJUSTMENT. REFER TO WORK COMPLIANCE FORM 32.230A.
4. INSTALL BOLT, WASHER AND NUT SECURING ACTUATING CYLINDER ROD-END TO MAIN GEAR BODY. TORQUE NUT (ALUMINUM AND/OR STEEL) 270 TO 300 INCH-POUNDS.
5. REMOVE CAPS AND CONNECT HYDRAULIC HOSES AT PORTS OF ACTUATING CYLINDER.
6. PERFORM LANDING GEAR OPERATIONAL CHECK. REFER TO WORK COMPLIANCE FORM 32.430.
7. CHECK FOR EXTERNAL LEAKS.

<< CONTINUED >>

88349 32-039 29 29	WORK DUE AT * = APU HRS.				RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
	DATE	HOURS	LANDINGS	CYCLES	
					UNSCHEDULED

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

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

88349
32-022
29 29

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

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 27 YEAR 89 AIRCRAFT HOURS: 4203 LANDINGS: 2728

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: 560767240

INSPECTED BY: _____ KIND OF CERTIFICATE: A+P

****

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

PART REMOVED: PART NUMBER 5002806-1 SERIAL NUMBER: 80598

PART INSTALLED: PART NUMBER 5002806-1 SERIAL NUMBER: 471

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

SIGNOFF ANY WORK ACCOMPLISHED BELOW.

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
320676 INSPECT/LUBE LEFT MAIN GEAR WHEEL BEARINGS...MM 32-40-00.....	_____	_____	_____._____
320686 REPLACE LEFT MAIN WHEEL BOLTS...NO REF.....	_____	_____	_____._____

****

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

PART REMOVED: PART NUMBER B24X9.5-10.5 SERIAL NUMBER: UNK

PART INSTALLED: PART NUMBER 249K83-3 SERIAL NUMBER: 90480967

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

****

320671, 321171

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

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

NOTE: BE EXTREMELY CAREFUL WHEN REMOVING THE MAIN WHEEL FROM ITS AXLE. DO NOT ALLOW THE WHEEL TO HIT THE SPEED DETECTOR SHAFT. THIS COULD CAUSE MISALIGNMENT OF THE SHAFT AND EVENTUAL FAILURE OF THE SPEED DETECTOR. REMOVAL OF THE SPEED DETECTOR IS RECOMMENDED EACH TIME THE MAIN WHEEL ASSEMBLY IS REMOVED FOR ROUTINE OR NON-ROUTINE MAINTENANCE. INSPECT AXLE INTERIOR AND DETECTOR FOR MOISTURE AND/OR CORROSION AND CORRECT AS REQUIRED. REFER TO WORK COMPLIANCE FORM 32.410.

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

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

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

<< CONTINUED >>

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

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

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

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

B INSTALLATION

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

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

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

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

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

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

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

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

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

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

<< CONTINUED >>

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

NOTE: 1. INFLATION GAS IS NITROGEN.
2. TIRE PRESSURE WILL CHANGE APPROXIMATELY 1.5 PSI FOR EACH 5 DEGREES F OF TEMPERATURE FOR COLD WEATHER TIRE PRECAUTIONS, REFER TO S.I.L. NO.11.

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

11. INSTALL VALVE CAP ON VALVE ASSEMBLY.

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

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

320676, 321176
C INSPECT/LUBE MAIN WHEEL BEARINGS
CONSUMABLES: GREASE MIL-G-81322, DRY CLEANING SOLUTION
1. REMOVE MAIN GEAR WHEELS. REFER TO STEP A.
2. WASH BEARING CONES IN FRESH CLEANING SOLUTION, ROTATE THE BEARING CAGE WHILE SUBMERGED IN SOLUTION. AIR DRY AND VISUALLY CHECK BEARING CUPS AND CONES FOR PITTING, CORROSION, CRACKS, UNEVEN WEAR AND OTHER SURFACE DEFECTS.
3. REPACK BEARINGS WITH GREASE MIL-G-81322, IMMEDIATELY AFTER INSPECTION TO PREVENT CORROSION. STORE IN CLEAN CLOSED CONTAINER.
4. CHECK BEARING CUPS FOR LOOSENESS, EXCESSIVE WEAR, SCRATCHES, PITTING, CORROSION, AND EVIDENCE OF OVERHEATING. IF ANY DEFECTS EXIST, WORN CUPS MUST BE REPLACED. REFER TO ITEM 2, STEP 4, NOTE.
5. CHECK BEARING SURFACES OF BEARING CONES FOR EXCESSIVE WEAR, SCRATCHES, CORROSION, PITTING, AND HEAT DISCOLORATION. BEARING CAGES MUST BE FREE FROM DAMAGE, DISTORTION, AND EXCESSIVE WEAR IN ROLLER POCKETS. IF ANY OF THESE DEFECTS EXIST, REPLACE BEARING. REFER TO ITEM 2.
6. INSTALL MAIN GEAR WHEELS. REFER TO STEP B.
7. RECORD INSPECTION/LUBE COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

320686, 321186
D REPLACE MAIN WHEEL BOLTS (REFER TO FIGURE 1)
EQUIPMENT: BOLTS P/N GY186-36, SELF-LOCKING NUTS P/N GYN186, COUNTERSUNK WASHERS P/N GWM182-6
1. REMOVE MAIN GEAR TIRE. REFER TO STEP A.
2. DISCARD OLD BOLTS, AND REPLACE WITH NEW BOLTS.
3. REINSTALL MAIN GEAR TIRE ASSEMBLY. REFER TO STEP B.
4. RECORD REPLACEMENT COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

320681, 321181
ITEM 2 - MAIN GEAR TIRE - REMOVAL AND INSTALLATION
EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 TO 25 FOOT-POUNDS, GREASE MIL-G-81322, ANTISEIZE COMPOUND MIL-T-5544, NITROGEN SOURCE
A REMOVAL (REFER TO FIGURE 2)
1. REMOVE WHEEL. REFER TO ITEM 1.

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

2. REMOVE HEAT SHIELD AS FOLLOWS:

<< CONTINUED >>

88349
32-022
29 29

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

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

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

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

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

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

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

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

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

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

B INSTALLATION

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

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

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

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

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

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

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

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

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

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

<< CONTINUED >>

FOREIGN OBJECTS, LOOSE BALANCE PATCHES, ETC.

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

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

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

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

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

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

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

    NOTE: 1. INFLATION GAS IS NITROGEN.
    2. TIRE PRESSURE WILL CHANGE APPROXIMATELY 1.5 PSI FOR EACH 5 DEGREES F OF TEMPERATURE. FOR COLD WEATHER TIRE PRECAUTIONS, REFER TO S.I.L. NO.11.

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

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

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

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

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

17. INSTALL WHEEL. REFER TO ITEM 1.

89108
32-022
29 29

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

WORK ACCOMPLISHED: DATE: MONTH 8 DAY 16 YEAR 89 AIRCRAFT HOURS: 4329 LANDINGS: 2884

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: 560767740

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

****

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

PART REMOVED: PART NUMBER 500 2806-1 SERIAL NUMBER: 471

PART INSTALLED: PART NUMBER 500 2806-2 SERIAL NUMBER: JUN 88-470

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

SIGNOFF ANY WORK ACCOMPLISHED BELOW.

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
320676 INSPECT/LUBE LEFT MAIN GEAR WHEEL BEARINGS...MM 32-40-00.....	[illegible]	[illegible]	_____.____
320686 REPLACE LEFT MAIN WHEEL BOLTS...NO REF.....	_____	_____	_____.____

****

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

PART REMOVED: PART NUMBER 249K83-3 SERIAL NUMBER: 90480967

PART INSTALLED: PART NUMBER [redacted] 249K83-3 SERIAL NUMBER: 91250932

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

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

****

320671, 321171

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

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

NOTE: BE EXTREMELY CAREFUL WHEN REMOVING THE MAIN WHEEL FROM ITS AXLE. DO NOT ALLOW THE WHEEL TO HIT THE SPEED DETECTOR SHAFT. THIS COULD CAUSE MISALIGNMENT OF THE SHAFT AND EVENTUAL FAILURE OF THE SPEED DETECTOR. REMOVAL OF THE SPEED DETECTOR IS RECOMMENDED EACH TIME THE MAIN WHEEL ASSEMBLY IS REMOVED FOR ROUTINE OR NON-ROUTINE MAINTENANCE. INSPECT AXLE INTERIOR AND DETECTOR FOR MOISTURE AND/OR CORROSION AND CORRECT AS REQUIRED. REFER TO WORK COMPLIANCE FORM 32.410.

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

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

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

<< CONTINUED >>

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

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

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

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

B INSTALLATION

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

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

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

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

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

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

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

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

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

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

<< CONTINUED >>

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

NOTE: 1. INFLATION GAS IS NITROGEN.
2. TIRE PRESSURE WILL CHANGE APPROXIMATELY 1.5 PSI FOR EACH 5 DEGREES F OF TEMPERATURE FOR COLD WEATHER TIRE PRECAUTIONS, REFER TO S.I.L. NO.11.

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

11. INSTALL VALVE CAP ON VALVE ASSEMBLY.

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

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

320676, 321176
C INSPECT/LUBE MAIN WHEEL BEARINGS
CONSUMABLES: GREASE MIL-G-81322, DRY CLEANING SOLUTION
1. REMOVE MAIN GEAR WHEELS. REFER TO STEP A.
2. WASH BEARING CONES IN FRESH CLEANING SOLUTION, ROTATE THE BEARING CAGE WHILE SUBMERGED IN SOLUTION. AIR DRY AND VISUALLY CHECK BEARING CUPS AND CONES FOR PITTING, CORROSION, CRACKS, UNEVEN WEAR AND OTHER SURFACE DEFECTS.
3. REPACK BEARINGS WITH GREASE MIL-G-81322, IMMEDIATELY AFTER INSPECTION TO PREVENT CORROSION. STORE IN CLEAN CLOSED CONTAINER.
4. CHECK BEARING CUPS FOR LOOSENESS, EXCESSIVE WEAR, SCRATCHES, PITTING, CORROSION, AND EVIDENCE OF OVERHEATING. IF ANY DEFECTS EXIST, WORN CUPS MUST BE REPLACED. REFER TO ITEM 2, STEP 4, NOTE.
5. CHECK BEARING SURFACES OF BEARING CONES FOR EXCESSIVE WEAR, SCRATCHES, CORROSION, PITTING, AND HEAT DISCOLORATION. BEARING CAGES MUST BE FREE FROM DAMAGE, DISTORTION, AND EXCESSIVE WEAR IN ROLLER POCKETS. IF ANY OF THESE DEFECTS EXIST, REPLACE BEARING. REFER TO ITEM 2.
6. INSTALL MAIN GEAR WHEELS. REFER TO STEP B.
7. RECORD INSPECTION/LUBE COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

320686, 321186
D REPLACE MAIN WHEEL BOLTS (REFER TO FIGURE 1)
EQUIPMENT: BOLTS P/N GY186-36, SELF-LOCKING NUTS P/N GYN186, COUNTERSUNK WASHERS P/N GWM182-6
1. REMOVE MAIN GEAR TIRE. REFER TO STEP A.
2. DISCARD OLD BOLTS, AND REPLACE WITH NEW BOLTS.
3. REINSTALL MAIN GEAR TIRE ASSEMBLY. REFER TO STEP B.
4. RECORD REPLACEMENT COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

320681, 321181
ITEM 2 - MAIN GEAR TIRE - REMOVAL AND INSTALLATION
EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 TO 25 FOOT-POUNDS, GREASE MIL-G-81322, ANTISEIZE COMPOUND MIL-T-5544, NITROGEN SOURCE
A REMOVAL (REFER TO FIGURE 2)
1. REMOVE WHEEL. REFER TO ITEM 1.

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

2. REMOVE HEAT SHIELD AS FOLLOWS:

<< CONTINUED >>

89108	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
32-022	DATE	HOURS	LANDINGS	CYCLES	
29 29					UNSCHEDULED

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

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

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

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

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

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

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

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

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

B INSTALLATION

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

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

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

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

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

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

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

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

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

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

<< CONTINUED >>

89108
32-022
29 29

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

FOREIGN OBJECTS, LOOSE BALANCE PATCHES, ETC.

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

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

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

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

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

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

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

    NOTE: 1. INFLATION GAS IS NITROGEN.
    2. TIRE PRESSURE WILL CHANGE APPROXIMATELY 1.5 PSI FOR EACH 5 DEGREES F OF TEMPERATURE. FOR COLD WEATHER TIRE PRECAUTIONS, REFER TO S.I.L. NO.11.

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

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

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

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

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

17. INSTALL WHEEL. REFER TO ITEM 1.

OPERATOR: ED-WEST, INC. WORK COMPLIANCE FORM NO. 33.030
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. PAGE 1

88349
33-003
29 29

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

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 28 YEAR 89 AIRCRAFT HOURS: 4240 LANDINGS: 2767

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: 560767740

INSPECTED BY: _____ KIND OF CERTIFICATE: A+P

****

330156 PART NAME: UPPER ANTI-COLLISION LIGHT MM 33-40-00
REASON REMOVED: (CHECK ONE) TECHNICIAN: _____ INSP: _____
TIME A( ) FAIL B( ) WORN C( ) LOANER D( ) SCHED CONV E( ) MOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG M( ) DAMAGED T( )

PART REMOVED: PART NUMBER_____ SERIAL NUMBER:_____

PART INSTALLED: PART NUMBER_____ SERIAL NUMBER:_____

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

****

330161 PART NAME: LOWER ANTI-COLLISION LIGHT MM 33-40-00
REASON REMOVED: (CHECK ONE) TECHNICIAN: [illegible] INSP: [illegible]
TIME A( ) FAIL B(X) WORN C( ) LOANER D( ) SCHED CONV E( ) MOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG M( ) DAMAGED T( )

PART REMOVED: PART NUMBER G-9950-31 SERIAL NUMBER: 11343

PART INSTALLED: PART NUMBER G-9950-11 SERIAL NUMBER: 11709

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

WARRANTY TIME REMAINING: HRS_____LDGS_____MOS 6 MAN-HOURS: HRS_____TENTHS_____PRICE: $_____

****

330156, 330161
ANTI-COLLISION LIGHT - REMOVAL AND INSTALLATION (REFER TO ILLUSTRATION ON CARD 33-2)
A REMOVAL (REFER TO ILLUSTRATION)

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

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

B INSTALLATION

<< CONTINUED >>

88349 33-003 29 29	WORK DUE AT * = APU HRS.				RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
	DATE	HOURS	LANDINGS	CYCLES	
					UNSCHEDULED

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

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

OPERATOR: ED-WEST, INC. WORK COMPLIANCE FORM NO. 33.050
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND
AIRCRAFT REG.: N368MD ISSUED 07-88 REV.

88349 33-005 29 29	WORK DUE AT DATE	HOURS	* = APU HRS. LANDINGS	CYCLES	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
					UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 8 DAY 30 YEAR 89 AIRCRAFT HOURS: 4350.2 LANDINGS: 2898

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: 562550463

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

****

330116 PART NAME: LEFT TAXI LIGHT ASSEMBLY MM 33-40-00
REASON REMOVED: (CHECK ONE) TECHNICIAN: ______ INSP: ______
TIME A( ) FAIL B( ) WORN C(X) LOANER D( ) SCHED CONV E( ) MOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG M( ) DAMAGED T( )

PART REMOVED: PART NUMBER 5-823521-1 SERIAL NUMBER: – GE-4587

PART INSTALLED: PART NUMBER 5-823521-1 SERIAL NUMBER: – GE-4587

TIME SINCE NEW: HRS________LDGS________MOS________ TIME SINCE OVERHAUL: HRS________LDGS________MOS________

WARRANTY TIME REMAINING: HRS______LDGS________MOS______ MAN-HOURS: HRS_______TENTHS_______PRICE: $____________

****

330126 PART NAME: RIGHT TAXI LIGHT ASSEMBLY MM 33-40-00
REASON REMOVED: (CHECK ONE) TECHNICIAN: ______ INSP: ______
TIME A( ) FAIL B( ) WORN C( ) LOANER D( ) SCHED CONV E( ) MOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG M( ) DAMAGED T( )

PART REMOVED: PART NUMBER 5-823521-2 ~~SERIAL NUMBER~~: GE 4587

PART INSTALLED: PART NUMBER 5-823521-2 ~~SERIAL NUMBER~~: GE 4587

TIME SINCE NEW: HRS________LDGS________MOS________ TIME SINCE OVERHAUL: HRS________LDGS________MOS________

WARRANTY TIME REMAINING: HRS______LDGS________MOS______ MAN-HOURS: HRS_______TENTHS_______PRICE: $____________

****

330116, 330126

TAXI LIGHT ASSEMBLY - REMOVAL AND INSTALLATION (REFER TO FIGURE 1 ON CARD 33-3)

A REMOVAL (REFER TO FIGURE 1)

1. DISCONNECT ELECTRICAL POWER FROM AIRCRAFT.
2. TO REMOVE TAXI LIGHT LAMP PROCEED AS FOLLOWS:
   A. REMOVE BOLT, WASHER AND NUT SECURING RETAINING RING AND REMOVE RETAINER RING AND GASKET.
   B. CAREFULLY PULL LAMP FROM LIGHT HOUSING.
   C. DISCONNECT ELECTRICAL LEADS FROM LAMP TERMINALS AND REMOVE LAMP.
3. TO REMOVE TAXI LIGHT ASSEMBLY PROCEED AS FOLLOWS:
   A. DISCONNECT KNURLED NUT AND REMOVE NUT AND LEADS FROM ASSEMBLY RECEPTACLE.
   B. REMOVE TWO SPRING PINS.
   C. REMOVE COTTER PIN, NUT, SPACER, WASHER AND BOLT SECURING LIGHT ASSEMBLY TO BRACKET AND REMOVE LIGHT ASSEMBLY.
4. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

B INSTALLATION

1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
2. TO INSTALL TAXI LIGHT ASSEMBLY PROCEED AS FOLLOWS:
   A. POSITION BRACKET AND SECURE WITH BOLT, WASHER, SPACER AND NUT AND SAFETY WITH COTTER PIN.
   B. INSTALL SPRING PINS.
   C. CONNECT ELECTRICAL LEADS AND INSTALL KNURLED NUT.
3. TO INSTALL TAXI LIGHT LAMP PROCEED AS FOLLOWS:
   A. CONNECT ELECTRICAL LEADS TO LAMP TERMINALS.
   B. POSITION LAMP IN LIGHT ASSEMBLY HOUSING.
   C. INSTALL GASKET AND RETAINING RING AND SECURE WITH BOLT, WASHER AND NUT.
4. CONNECT 28 V DC POWER TO AIRCRAFT AND ENSURE LEFT-HAND AND RIGHT-HAND LANDING LIGHT CIRCUIT BREAKERS ARE ENGAGED.

<< CONTINUED >>

88349 33-005 29 29	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
	DATE	HOURS	LANDINGS	CYCLES	
					UNSCHEDULED

5. PLACE TAXI LIGHT SWITCH TO ON POSITION AND CHECK LIGHTS FOR ILLUMINATION.
6. PLACE SWITCH TO OFF POSITION AND DISCONNECT ELECTRICAL POWER FROM AIRCRAFT.

89164
33-010
29 29

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
04/20/89	4280		

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

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 30 YEAR 89 AIRCRAFT HOURS: 4430.2 LANDINGS: 2987

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: GFER232E

INSPECTED BY: [signature] KIND OF CERTIFICATE: _____

****

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

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
330228 CHARGE EMERGENCY LIGHT BATTERY...MM 12-10-06.....	EJB	[signature]	____.____

****

330228
CHARGE EMERGENCY LIGHT BATTERY (REFER TO ILLUSTRATION ON CARD 33-4)

NOTE: 1. CHARGING ONLY PERTAINS TO AIRCRAFT WITH NICKEL-CADMIUM BATTERY INSTALLED.
2. THE NICKEL-CADMIUM BATTERY MUST BE RECHARGED, AT INTERVAL SPECIFIED IN CHAPTER 5-20-02, PARAGRAPH 2. O (1), AND WHENEVER THE EMERGENCY LIGHTS HAVE BEEN OPERATED FROM THE BATTERY MORE THAN ONE HOUR.

1. REMOVE BATTERY AS FOLLOWS:
   A. DISCONNECT ELECTRICAL POWER FROM AIRCRAFT.
   B. REMOVE SCREWS SECURING COVER AND REMOVE COVER.
   C. PRESS IN AND ROTATE LAMPS COUNTERCLOCKWISE IN SOCKET AND REMOVE LAMPS.
   D. REMOVE SCREWS SECURING BATTERY COVER AND REMOVE COVER AND BATTERY.
2. DISCHARGE BATTERY AT THE RATE OF 250 MA UNTIL THE VOLTAGE DROPS TO 22 VOLTS.
3. CHARGE THE BATTERY AT THE RATE OF 120 MA FOR 14 HOURS. AFTER 14 HOURS THE VOLTAGE MUST BE BETWEEN 28 AND 29 VOLTS.
4. CARRY OUT CHARGING AT ROOM TEMPERATURE.
5. INSTALL BATTERY AS FOLLOWS:
   A. INSTALL BATTERY AND BATTERY COVERS. SECURE WITH SCREWS.
   B. PRESS AND ROTATE LAMP CLOCKWISE IN SOCKET.
   C. INSTALL COVER AND SECURE WITH SCREWS.
6. RECORD CHARGING COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WEST, INC. REPORT DATE 12/14/88 WORK COMPLIANCE FORM NO. 33.100A
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. PAGE 1

88349	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
33-010	DATE	HOURS	LANDINGS	CYCLES	
29 29	11/15/88	4139			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 01 DAY 20 YEAR 89 AIRCRAFT HOURS: 4129.6 LANDINGS: 2635

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: 465-124

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

****

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

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
330228 CHARGE EMERGENCY LIGHT BATTERY...MM 12-10-06.....	JB	[signature]	____.____

****

330228
CHARGE EMERGENCY LIGHT BATTERY (REFER TO ILLUSTRATION ON CARD 33-4)

NOTE: 1. CHARGING ONLY PERTAINS TO AIRCRAFT WITH NICKEL-CADMIUM BATTERY INSTALLED.
2. THE NICKEL-CADMIUM BATTERY MUST BE RECHARGED, AT INTERVAL SPECIFIED IN CHAPTER 5-20-02, PARAGRAPH 2, O (1), AND WHENEVER THE EMERGENCY LIGHTS HAVE BEEN OPERATED FROM THE BATTERY MORE THAN ONE HOUR.

1. REMOVE BATTERY AS FOLLOWS:
   A. DISCONNECT ELECTRICAL POWER FROM AIRCRAFT.
   B. REMOVE SCREWS SECURING COVER AND REMOVE COVER.
   C. PRESS IN AND ROTATE LAMPS COUNTERCLOCKWISE IN SOCKET AND REMOVE LAMPS.
   D. REMOVE SCREWS SECURING BATTERY COVER AND REMOVE COVER AND BATTERY.
2. DISCHARGE BATTERY AT THE RATE OF 250 MA UNTIL THE VOLTAGE DROPS TO 22 VOLTS.
3. CHARGE THE BATTERY AT THE RATE OF 120 MA FOR 14 HOURS. AFTER 14 HOURS THE VOLTAGE MUST BE BETWEEN 28 AND 29 VOLTS.
4. CARRY OUT CHARGING AT ROOM TEMPERATURE.
5. INSTALL BATTERY AS FOLLOWS:
   A. INSTALL BATTERY AND BATTERY COVERS. SECURE WITH SCREWS.
   B. PRESS AND ROTATE LAMP CLOCKWISE IN SOCKET.
   C. INSTALL COVER AND SECURE WITH SCREWS.
6. RECORD CHARGING COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

88349
34-004
29 29

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

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 9 DAY 25 YEAR 89 AIRCRAFT HOURS: _____ LANDINGS: _____

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: 3863

INSPECTED BY: _____ KIND OF CERTIFICATE: 3863

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
340146 LEAK CHECK LEFT STATIC SYSTEM...MM 34-10-01.....	[illegible]	[illegible]	____.____
340151 LEAK CHECK RIGHT STATIC SYSTEM...MM 34-10-01.....	[illegible]	[illegible]	____.____

****

340146, 340151
LEAK CHECK STATIC SYSTEM
EQUIPMENT: ALTIMETER

1. APPLY ELECTRICAL POWER TO THE AIRCRAFT.
2. MAKE SURE THAT ON 1124 MODEL WITH ELECTRICAL ALTIMETER AND ON ALL 1124A MODEL AIRCRAFT ALL CIRCUIT BREAKERS RELATED TO THE CORRESPONDING INSTRUMENTS ARE CLOSED.
3. THE OUTLETS OF THE STATIC PORTS SHALL BE SEALED AND A STANDARD ALTIMETER SHALL BE INSTALLED ON ONE SIDE OF THE STATIC LINE. A VACUUM SOURCE SUFFICIENT TO PROVIDE AN INDICATION OF 20,000 FEET (13.745 INCH HG) ON THE ALTIMETER, SHALL BE APPLIED TO THE SYSTEM. FREEZE THE VACUUM.
4. READ THE ALTITUDE FOR ONE MINUTE AFTER THE VACUUM WAS CUT OFF. THERE SHOULD NOT BE AN ALTITUDE DROP OF MORE THAN 100 FEET.

   CAUTION: RELEASE VACUUM SLOWLY TO AVOID DAMAGE TO INSTRUMENTS.

5. RECORD TEST COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

88349
34-006
29 29

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

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 9 DAY 25 YEAR 89 AIRCRAFT HOURS:_____ LANDINGS:_____

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: 3863

INSPECTED BY: [signature] KIND OF CERTIFICATE: RSA 3403

****

341101 PART NAME: PILOTS ALTIMETER (RAD-BAR) MM 34-10-03
REASON REMOVED: (CHECK ONE) TECHNICIAN: _____ INSP: _____
TIME A( ) FAIL B( ) WORN C( ) LOANER D( ) SCHED CONV E( ) MOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG M( ) DAMAGED T( )

PART REMOVED: PART NUMBER_____ SERIAL NUMBER:_____

PART INSTALLED: PART NUMBER_____ SERIAL NUMBER:_____

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

	DATE C/W MO/DAY/YR	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
#341106 CALIBRATE PILOT'S ALTIMETER FAR91.171...VENDOR MM RECORD DATE OF CALIBRATION.....	9/25/89	[signature]	[signature]	____.____

( ) 340146 LEAK CHECK LEFT STATIC SYSTEM...REFER TO WORK COMPLIANCE FORM 34.050

NOTE: 1. FOLLOWING INSTALLATION OR MAINTENANCE ON THE AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM WHERE DATA CORRESPONDENCE ERROR COULD BE INTRODUCED, TEST THE INTEGRATED SYSTEM IN ACCORDANCE WITH PARAGRAPH (C) APPENDIX E OF PART 43.
2. FOLLOWING INSTALLATION OR MAINTENANCE ON THE STATIC SYSTEM OR COMPONENT REPLACEMENT IN THE STATIC SYSTEM PERFORM A LEAK CHECK IN ACCORDANCE WITH PARAGRAPH (A) APPENDIX E OF PART 43.
3. IF THE AIR DATA COMPUTER FOR THE PILOT'S ALTIMETER SYSTEM IS TO BE CALIBRATED AT THIS TIME, REFER TO WORK COMPLIANCE FORM 34.480.

****

341111 PART NAME: COPILOTS ALTIMETER NO REF
REASON REMOVED: (CHECK ONE) TECHNICIAN: _____ INSP: _____
TIME A( ) FAIL B( ) WORN C( ) LOANER D( ) SCHED CONV E( ) MOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG M( ) DAMAGED T( )

PART REMOVED: PART NUMBER_____ SERIAL NUMBER:_____

PART INSTALLED: PART NUMBER_____ SERIAL NUMBER:_____

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

	DATE C/W MO/DAY/YR	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
#341116 CALIBRATE COPILOT'S ALTIMETER FAR91.171...VENDOR MM RECORD DATE OF CALIBRATION.....	9/25/89	[signature]	[signature]	____.____

( ) 340151 LEAK CHECK RIGHT STATIC SYSTEM...REFER TO WORK COMPLIANCE FORM 34.050

NOTE: 1. FOLLOWING INSTALLATION OR MAINTENANCE ON THE AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM WHERE DATA CORRESPONDENCE ERROR COULD BE INTRODUCED, TEST THE INTEGRATED SYSTEM IN ACCORDANCE WITH PARAGRAPH (C) APPENDIX E OF PART 43.
2. FOLLOWING INSTALLATION OR MAINTENANCE ON THE STATIC SYSTEM OR COMPONENT REPLACEMENT IN THE STATIC SYSTEM PERFORM A LEAK CHECK IN ACCORDANCE WITH PARAGRAPH (A) APPENDIX E OF PART 43.
3. IF THE AIR DATA COMPUTER FOR THE PILOT'S ALTIMETER SYSTEM IS TO BE CALIBRATED AT THIS TIME, REFER TO WORK COMPLIANCE FORM 34.480.

****

341101, 341111, 341121

<< CONTINUED >>

88349
34-006
29 29

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

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 34.050.

ALTIMETER - REMOVAL AND INSTALLATION, CALIBRATION

A REMOVAL

1. DISENGAGE LEFT-HAND ALTIMETER CIRCUIT BREAKER ON INSTRUMENT BUS NO.1 (26 V AC) AND TAG WITH WARNING SIGN THAT READS AS FOLLOWS:

   WARNING: DO NOT CLOSE CIRCUIT BREAKER - MAINTENANCE IS IN PROGRESS.

2. REMOVE ELECTRICAL CONNECTORS.
3. DISCONNECT THE STATIC LINES FROM THE TEE FITTING.
4. LOOSEN THE CLAMP SCREW AND REMOVE THE ALTIMETER FROM THE PANEL.
5. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

B INSTALLATION

1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
2. INSTALL TEE IN ALTIMETER; ALIGN TEE TO STATIC LINES.
3. INSTALL ALTIMETER BY CLAMPING UNIT SECURELY TO THE PANEL.
4. CONNECT STATIC LINES TO TEE FITTING.
5. CONNECT ELECTRICAL CONNECTORS.
6. REMOVE WARNING TAG AND CLOSE LEFT-HAND ALTIMETER CIRCUIT BREAKER.
7. PERFORM PITOT AND STATIC CHECK. REFER TO WORK COMPLIANCE FORM 34.050 AND PARAGRAPH (A) APPENDIX E OF PART 43 IF APPLICABLE.
8. PERFORM AN INTEGRATION TEST IN ACCORDANCE WITH PARAGRAPH (C) APPENDIX E OF PART 43.

   NOTE: 1. FOLLOWING INSTALLATION OR MAINTENANCE ON THE AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM WHERE DATA CORRESPONDENCE ERROR COULD BE INTRODUCED, TEST THE INTEGRATED SYSTEM IN ACCORDANCE WITH PARAGRAPH (C) APPENDIX E OF PART 43.
   2. FOLLOWING INSTALLATION OR MAINTENANCE ON THE STATIC SYSTEM OR COMPONENT REPLACEMENT IN THE STATIC SYSTEM PERFORM PARAGRAPH (A) APPENDIX E OF PART 43 IF APPLICABLE.

341106, 341116, 341126

C CALIBRATE ALTIMETER (FAR91.171)

1. REMOVE ALTIMETER FROM AIRCRAFT. REFER TO STEP A.
2. CALIBRATE ALTIMETER IN ACCORDANCE WITH FAR PART 43, APPENDIX E AND PART 91, SECTION 91.171.

   NOTE: REFER TO FAR91.36 AND AC43-6 FOR ENCODING ALTIMETER TEST IF ENCODING ALTIMETER IS INSTALLED IN AIRCRAFT IN ADDITION TO REGULAR FLIGHT ALTIMETER.

3. INSTALL ALTIMETER IN AIRCRAFT. REFER TO STEP B.
4. RECORD CALIBRATION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WEST, INC. WORK COMPLIANCE FORM NO. 34.320
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. PAGE 1

88349
34-035
29 29

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

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 9 DAY 25 YEAR 89 AIRCRAFT HOURS:_____ LANDINGS:_____

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: 3863

INSPECTED BY: _____ KIND OF CERTIFICATE: CRS#3863

****

346101 PART NAME: NO.1 ATC TRANSPONDER MM 34-50-06
REASON REMOVED: (CHECK ONE) TECHNICIAN: _____ INSP: _____
TIME A( ) FAIL B( ) WORN C( ) LOANER D( ) SCHED CONV E( ) MOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG M( ) DAMAGED T( )

PART REMOVED: PART NUMBER_____ SERIAL NUMBER:_____

PART INSTALLED: PART NUMBER_____ SERIAL NUMBER:_____

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

		DATE C/W MO/DAY/YR	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
#346111	TEST NO.1 ATC TRANBPONDER FAR91.172...VENDOR MM RECORD TEST COMPLIED WITH.....	9 125 89			____.____
346106	BENCH CHECK NO.1 ATC TRANSPONDER...VENDOR MM.....				____.____

NOTE: 1. FOLLOWING INSTALLATION OR MAINTENANCE ON THE AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM WHERE DATA CORRESPONDENCE ERROR COULD BE INTRODUCED, TEST THE INTEGRATED SYSTEM IN ACCORDANCE WITH PARAGRAPH (C) APPENDIX E OF PART 43.
2. FOLLOWING INSTALLATION OR MAINTENANCE ON THE STATIC SYSTEM OR COMPONENT REPLACEMENT IN THE STATIC SYSTEM PERFORM A LEAK CHECK IN ACCORDANCE WITH PARAGRAPH (A) APPENDIX E OF PART 43.

****

346116 PART NAME: NO.2 ATC TRANSPONDER MM 34-50-06
REASON REMOVED: (CHECK ONE) TECHNICIAN: _____ INSP: _____
TIME A( ) FAIL B( ) WORN C( ) LOANER D( ) SCHED CONV E( ) MOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG M( ) DAMAGED T( )

PART REMOVED: PART NUMBER_____ SERIAL NUMBER:_____

PART INSTALLED: PART NUMBER_____ SERIAL NUMBER:_____

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

		DATE C/W MO/DAY/YR	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
#346126	TEST NO.2 ATC TRANSPONDER FAR91.172...VENDOR MM RECORD TEST COMPLIED WITH.....	9 125 89			____.____
346121	BENCH CHECK NO.2 ATC TRANSPONDER...VENDOR MM.....				____.____

NOTE: 1. FOLLOWING INSTALLATION OR MAINTENANCE ON THE AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM WHERE DATA CORRESPONDENCE ERROR COULD BE INTRODUCED, TEST THE INTEGRATED SYSTEM IN ACCORDANCE WITH PARAGRAPH (C) APPENDIX E OF PART 43.
2. FOLLOWING INSTALLATION OR MAINTENANCE ON THE STATIC SYSTEM OR COMPONENT REPLACEMENT IN THE STATIC SYSTEM PERFORM A LEAK CHECK IN ACCORDANCE WITH PARAGRAPH (A) APPENDIX E OF PART 43.

****

346101, 346116
ATC TRANSPONDER - REMOVAL AND INSTALLATION, TEST, BENCH CHECK (REFER TO ILLUSTRATION ON CARD 34-10)
A REMOVAL (REFER TO ILLUSTRATION)
1. OPEN ATC-1 AND ATC-2 CIRCUIT BREAKERS AND TAG WITH WARNING SIGNS.

<< CONTINUED >>

89164
34-040
29 29

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
04/20/89	4280		

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

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 30 YEAR 89 AIRCRAFT HOURS: 4430.2 LANDINGS: 3987

TECHNICIAN SIGNATURE: E M Bryant CERTIFICATE NUMBER: GFER232E

INSPECTED BY: AM KIND OF CERTIFICATE: R.S.

****

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

(344616) ( ) INSP EMER POWER SUPPLY BATTERY/STAND-BY ATTITUDE GYRO..VHH SL-80/SL80 EMB AM ____.____

****

344616

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 34.T02, 34.370C.

INSPECT EMERGENCY POWER SUPPLY BATTERY/STAND-BY ATTITUDE GYRO (REFER TO FIGURES 1, 2, 3 AND 5 ON CARD 34-12)

NOTE: 1. FOR PS-823 POWER SUPPLY BATTERY PERFORM STEPS 1, 3 AND 4.
2. FOR PS-835 POWER SUPPLY BATTERY PERFORM STEPS 2, 3 AND 4.
3. FOR ALL OTHER POWER SUPPLY BATTERIES USE VENDORS MAINTENANCE PROCEDURES.

EQUIPMENT: JUMPER WIRE (#16 BUSS WIRE OR EQUIVALENT), 7 OHM + OR -1 PERCENT 150 WATT RESISTOR, DC VOLTMETER

1. CHECK MODEL PS-823 EMERGENCY POWER SUPPLY BATTERY AS FOLLOWS:

A. REMOVE EMERGENCY POWER SUPPLY AS FOLLOWS:
(1) REMOVE ELECTRICAL POWER FROM AIRCRAFT.
(2) REMOVE SAFETY WIRE FROM KNURLED KNOB TO MOUNT AND LOOSEN KNOB.
(3) REMOVE EMERGENCY POWER SUPPLY UNIT FROM MOUNTING RACK BY PULLING GENTLY.

CAUTION: WHENEVER REMOVING OR INSTALLING THE COVER OF THE PS-823, THE 10 AMP FUSE (F2) MUST BE REMOVED OR CIRCUIT DAMAGE COULD RESULT.

B. FIRST REMOVE THE 10 AMP FUSE (F2) FROM THE POWER SUPPLY; THEN REMOVE THE COVER AND REPLACE THE FUSE. INSPECT THE BATTERY PACKS AND BATTERY PACK COVERS FOR OBVIOUS INDICATIONS OF VENTING OR CORROSION.

NOTE: 1. BEFORE PERFORMING THE REMAINING TESTS, CHARGE UNIT FOR 24 HOURS PER FIGURE 1 AND ALLOW APPROXIMATELY 1 HOUR BETWEEN CHARGING AND TESTING TO PERMIT BATTERY STABILIZATION OR CHECK THE BATTERY PACK VOLTAGE LEVEL TO DETERMINE IF VOLTAGE LEVEL IS SUFFICIENT TO PERFORM DISCHARGE TEST.
2. PASSAGE OF THE FOLLOWING DISCHARGE TEST REQUIRES FULLY CHARGED BATTERY PACKS. THE INITIAL DISCHARGE EXERCISES THE BATTERY PACKS, DISCLOSES UNBALANCED CELLS, AND INDICATES THE LEVEL OF CHARGE WHICH IS BEING MAINTAINED BY THE AIRCRAFT. IF THE INITIAL DISCHARGE MEETS THE REQUIREMENTS OF THE DISCHARGE TEST, THE RESULTS CAN BE ACCEPTED AS PASSING THE TEST WITHOUT PRECHARGING, THEREBY SAVING THE TIME FOR THE PRE-CHARGE AND BATTERY STABILIZATION.

WARNING: THE ELECTROLYTE USED IN NICKEL-CADMIUM BATTERIES IS A CAUSTIC SOLUTION OF POTASIUM HYDROXIDE. IF ANY IS SPILLED ON CLOTHING OR OTHER MATERIALS, IT SHOULD BE BATHED, IMMEDIATELY WITH LARGE QUANTITIES OF WATER. IF THE ELECTROLYTE GETS ON THE SKIN, BATHE THE AFFECTED AREAS WITH LARGE QUANTITIES OF WATER AND NEUTRALIZE WITH A BORIC ACID SOLUTION OR VINEGAR. IF ELECTROLYTE GETS INTO THE EYES, FLUSH WITH WATER AND GET MEDICAL ATTENTION IMMEDIATELY.

C. PLACE A JUMPER ACROSS PS-823 CONNECTOR PINS 11 AND 13. THE VOLTAGE PIN 11 (POSITIVE) TO PIN 7 (GROUND) SHALL BE 24.0 V DC MINIMUM. (BATTERY PACKS, POSITIVE TO GROUND, SHALL MEASURE 24.5 V DC MINIMUM). IF THE VOLTAGE IS TOO LOW, PROCEED TO STEP D. IF THE VOLTAGE IS ADEQUATE, CONNECT A 7 OHM + OR -1 PERCENT 150 WATT LOAD ACROSS PINS 11 AND 7 (OR BATTERY PACK TERMINAL) AND DISCHARGE THE PS-823 (OR BATTERY PACK) WHILE MONITORING TIME AND VOLTAGE LEVEL. WATCH FOR PREMATURE DROPS OF A VOLT OR MORE WITHIN A FEW SECONDS, IN WHICH CASE, DISCONTINUE THE DISCHARGE, REMOVE THE BATTERY PACKS AND THEIR COVERS AND PROCEED TO WORK COMPLIANCE FORM 34.T02, STEPS 4.A(3) SPECIFIED ENDING VOLTAGE ARE TO CRITICAL ELEMENT. A DISCHARGE CURVE WITH ONE OR MORE

<< CONTINUED >>

89164
34-040
29 29

WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
DATE	HOURS	LANDINGS	CYCLES	
04/20/89	4280			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

PREMATURE DIPS AS SHOWN IN THE DASHED CURVE (FIGURE 3) INDICATE CELLS WHICH NEED MAINTENANCE. WHEN PERFORMING THE DISCHARGE ON A PS-823, CHECK THE OUTPUTS AT PINS 3, 4 AND 5 WITH REFERENCE TO PIN 7 (GROUND). THESE VOLTAGES SHOULD BE APPROXIMATLEY 120, 27, AND 4.7 V AC RESPECTIVELY (+ 7 PERCENT, -10 PERCENT).

D. IF THE INITIAL NO-LOAD VOLTAGE IN STEP 1-C. IS LESS THAN 24.0 V DC (24.5 V DC FOR BATTERY PACKS), RECHARGE THE UNIT PER STEP 1-E. AND RETURN TO STEP 1-C. IF, AFTER A RECHARGE, THE INITIAL VOLTAGE REQUIREMENT CANNOT BE MET, PROCEED ON TO WORK COMPLIANCE FORM 34.T02, STEP 4.

E. DISCONNECT THE LOAD RESISTOR AND THE DC VOLTMETER FROM PS-823 PINS 11 AND 7. WITH THE JUMPER IN PLACE BETWEEN PINS 11 AND 13, CONNECT A 28 V DC POWER SUPPLY TO PS-823 PINS 10 (+) AND 7 (-) IN ACCORDANCE WITH FIGURE 1. TURN ON THE 28 V DC POWER SUPPLY, AND THE BATTERIES WILL CHARGE THROUGH THE PS-823 INTERNAL CHARGING CIRCUIT. (FOR BATTERY PACKS, CONNECT THE TERMINALS TO A CHARGING CIRCUIT IN ACCORDANCE WITH FIGURE 2). CHARGE THE BATTERIES IN THIS MANNER FOR 24 HOURS. RE-TEST, IF APPLICABLE, AFTER CHARGING IS STOPPED, OR REMOVE THE 10 AMP FUSE, REPLACE THE COVER AND THE FUSE, AND RETURN THE UNIT TO SERVICE OR STORAGE AS APPLICABLE.

NOTE: IF THE UNIT FAILS THE ABOVE TEST AFTER HAVING RECEIVED A FULL CHARGE AND THE UNIT IS IN THE WARRANTY PERIOD, CONTACT YOUR J.E.T. DISTRUBUTOR FOR SERVICE CENTER INFORMATION. IF THE UNIT IS OUT OF WARRANTY, PERFORM THE STEPS OF WORK COMPLIANCE FORM 34.T02.

2. CHECK MODEL PS-835 EMERGENCY POWER SUPPLY AS FOLLOWS:
   A. WITH NO POWER APPLIED TO THE PS-835, PLACE EMERGENCY POWER SUPPLY TEST (OR REMOTE COCKPIT TEST SWITCH) TO THE TEST POSITION FOR 5 SECONDS.
   B. THE PS-835 VOLTAGE LEVEL LIGHT EMITTING DIODES (LED) 20 V DC AND 24 V DC (OR REMOTE TEST INDICATOR) SHALL REMAIN ILLUMINATED DURING THE TEST.

   NOTE: IF UNIT TEST SWITCH (S1) OR REMOTE TEST SWITCH IS DEPRESSED AT BATTERY AMBIENT TEMPERATURE OF 55 DEGREES C OR GREATER, THE UNIT INTERNAL HEATER WILL NOT TURN ON TO PROVIDE A TEST LOAD FOR THE UNIT BATTERY. THIS IS NOT AN IDEAL CONDITION FOR BATTERY LEVEL TESTS BUT THE RESULTS SHOULD BE CONSIDERED VALID.

   C. RELEASE THE PS-835 TEST SWITCH (OR COCKPIT REMOTE TEST SWITCH) AND RETURN UNIT TO SERVICE.
   D. IF RESULTS CAN NOT BE MET REFER TO WORK COMPLIANCE FORM 34.370C.
3. INSTALL THE BATTERY IN THE AIRCRAFT. FOR MODEL PS-823 EMERGENCY POWER SUPPLY AS FOLLOWS:
   A. POSITION EMERGENCY POWER SUPPLY IN FRONT OF MOUNTING RACK.
   B. CAREFULLY SLIDE EMERGENCY POWER SUPPLY BACK UNTIL REAR CONNECTOR MATES WITH MOUNT CONNECTOR. ENSURE THAT PINS ARE PROPERLY ALIGNED, THEN FIRMLY PRESS POWER SUPPLY BACK UNTIL REAR CONNECTOR IS FIRMLY ENGAGED WITH MOUNTING RACK CONNECTOR.
   C. LIFT KNURLED KNOB ONTO SECURING HOOK IN FRONT OF POWER SUPPLY AND TIGHTEN KNOB.
   D. SAFETYWIRE KNURLED KNOB.
   E. CONNECT ELECTRICAL POWER TO AIRCRAFT.
4. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

88349	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
34-040	DATE	HOURS	LANDINGS	CYCLES	
29 29	11/15/88	4139			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 01 DAY 20 YEAR 89 AIRCRAFT HOURS: 4129.6 LANDINGS: 2635

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: 465-124

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

****

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

(344616) ( ) INSP EMER POWER SUPPLY BATTERY/STAND-BY ATTITUDE GYRO..VMM SL-80/SLB0 JB [signature] ____.____

****

344616

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 34.T02, 34.370C.

INSPECT EMERGENCY POWER SUPPLY BATTERY/STAND-BY ATTITUDE GYRO (REFER TO FIGURES 1, 2, 3 AND 5 ON CARD 34-12)

NOTE: 1. FOR PS-823 POWER SUPPLY BATTERY PERFORM STEPS 1, 3 AND 4.
2. FOR PS-835 POWER SUPPLY BATTERY PERFORM STEPS 2, 3 AND 4.
3. FOR ALL OTHER POWER SUPPLY BATTERIES USE VENDORS MAINTENANCE PROCEDURES.

EQUIPMENT: JUMPER WIRE (#16 BUSS WIRE OR EQUIVALENT), 7 OHM + OR -1 PERCENT 150 WATT RESISTOR, DC VOLTMETER

1. CHECK MODEL PS-823 EMERGENCY POWER SUPPLY BATTERY AS FOLLOWS:

A. REMOVE EMERGENCY POWER SUPPLY AS FOLLOWS:
(1) REMOVE ELECTRICAL POWER FROM AIRCRAFT.
(2) REMOVE SAFETY WIRE FROM KNURLED KNOB TO MOUNT AND LOOSEN KNOB.
(3) REMOVE EMERGENCY POWER SUPPLY UNIT FROM MOUNTING RACK BY PULLING GENTLY.

CAUTION: WHENEVER REMOVING OR INSTALLING THE COVER OF THE PS-823, THE 10 AMP FUSE (F2) MUST BE REMOVED OR CIRCUIT DAMAGE COULD RESULT.

B. FIRST REMOVE THE 10 AMP FUSE (F2) FROM THE POWER SUPPLY; THEN REMOVE THE COVER AND REPLACE THE FUSE. INSPECT THE BATTERY PACKS AND BATTERY PACK COVERS FOR OBVIOUS INDICATIONS OF VENTING OR CORROSION.

NOTE: 1. BEFORE PERFORMING THE REMAINING TESTS, CHARGE UNIT FOR 24 HOURS PER FIGURE 1 AND ALLOW APPROXIMATELY 1 HOUR BETWEEN CHARGING AND TESTING TO PERMIT BATTERY STABILIZATION OR CHECK THE BATTERY PACK VOLTAGE LEVEL TO DETERMINE IF VOLTAGE LEVEL IS SUFFICIENT TO PERFORM DISCHARGE TEST.
2. PASSAGE OF THE FOLLOWING DISCHARGE TEST REQUIRES FULLY CHARGED BATTERY PACKS. THE INITIAL DISCHARGE EXERCISES THE BATTERY PACKS, DISCLOSES UNBALANCED CELLS, AND INDICATES THE LEVEL OF CHARGE WHICH IS BEING MAINTAINED BY THE AIRCRAFT. IF THE INITIAL DISCHARGE MEETS THE REQUIREMENTS OF THE DISCHARGE TEST, THE RESULTS CAN BE ACCEPTED AS PASSING THE TEST WITHOUT PRECHARGING, THEREBY SAVING THE TIME FOR THE PRE-CHARGE AND BATTERY STABILIZATION.

WARNING: THE ELECTROLYTE USED IN NICKEL-CADMIUM BATTERIES IS A CAUSTIC SOLUTION OF POTASIUM HYDROXIDE. IF ANY IS SPILLED ON CLOTHING OR OTHER MATERIALS, IT SHOULD BE BATHED, IMMEDIATELY WITH LARGE QUANTITIES OF WATER. IF THE ELECTROLYTE GETS ON THE SKIN, BATHE THE AFFECTED AREAS WITH LARGE QUANTITIES OF WATER AND NEUTRALIZE WITH A BORIC ACID SOLUTION OR VINEGAR. IF ELECTROLYTE GETS INTO THE EYES, FLUSH WITH WATER AND GET MEDICAL ATTENTION IMMEDIATELY.

C. PLACE A JUMPER ACROSS PS-823 CONNECTOR PINS 11 AND 13. THE VOLTAGE PIN 11 (POSITIVE) TO PIN 7 (GROUND) SHALL BE 24.0 V DC MINIMUM. (BATTERY PACKS, POSITIVE TO GROUND, SHALL MEASURE 24.5 V DC MINIMUM). IF THE VOLTAGE IS TOO LOW, PROCEED TO STEP D. IF THE VOLTAGE IS ADEQUATE, CONNECT A 7 OHM + OR -1 PERCENT 150 WATT LOAD ACROSS PINS 11 AND 7 (OR BATTERY PACK TERMINAL) AND DISCHARGE THE PS-823 (OR BATTERY PACK) WHILE MONITORING TIME AND VOLTAGE LEVEL. WATCH FOR PREMATURE DROPS OF A VOLT OR MORE WITHIN A FEW SECONDS, IN WHICH CASE, DISCONTINUE THE DISCHARGE, REMOVE THE BATTERY PACKS AND THEIR COVERS AND PROCEED TO WORK COMPLIANCE FORM 34.T02, STEPS 4.A(3) SPECIFIED ENDING VOLTAGE ARE TO CRITICAL ELEMENT. A DISCHARGE CURVE WITH ONE OR MORE

<< CONTINUED >>

88349
34-045
29 29

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

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 9 DAY 25 YEAR 89 AIRCRAFT HOURS:_____ LANDINGS:_____

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: 3863

INSPECTED BY: _____ KIND OF CERTIFICATE: 3863

****

343671 PART NAME: NO.1 AIR DATA COMPUTER MM 22-20-00
REASON REMOVED: (CHECK ONE) TECHNICIAN: _____ INSP: _____
TIME A( ) FAIL B( ) WORN C( ) LOANER D( ) SCHED CONV E( ) MOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG M( ) DAMAGED T( )

PART REMOVED: PART NUMBER_____ SERIAL NUMBER:_____

PART INSTALLED: PART NUMBER_____ SERIAL NUMBER:_____

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

	DATE C/W MO/DAY/YR	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
#343672 CALIBRATE NO.1 AIR DATA COMPUTER FAR91.171...NO REF				
RECORD DATE OF CALIBRATION.....	9/25/89	JLA		_____._____

( ) 340146 LEAK CHECK LEFT STATIC SYSTEM...REFER TO WORK COMPLIANCE FORM 34.050

NOTE: 1. FOLLOWING INSTALLATION OR MAINTENANCE ON THE AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM WHERE DATA CORRESPONDENCE ERROR COULD BE INTRODUCED, TEST THE INTEGRATED SYSTEM IN ACCORDANCE WITH PARAGRAPH (C) APPENDIX E OF PART 43.

2. FOLLOWING INSTALLATION OR MAINTENANCE ON THE STATIC SYSTEM OR COMPONENT REPLACEMENT IN THE STATIC SYSTEM PERFORM A LEAK CHECK IN ACCORDANCE WITH PARAGRAPH (A) APPENDIX E OF PART 43.

****

343673 PART NAME: NO.2 AIR DATA COMPUTER MM 22-20-00
REASON REMOVED: (CHECK ONE) TECHNICIAN: _____ INSP: _____
TIME A( ) FAIL B( ) WORN C( ) LOANER D( ) SCHED CONV E( ) MOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG M( ) DAMAGED T( )

PART REMOVED: PART NUMBER_____ SERIAL NUMBER:_____

PART INSTALLED: PART NUMBER_____ SERIAL NUMBER:_____

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

	DATE C/W MO/DAY/YR	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
#343675 CALIBRATE NO.2 AIR DATA COMPUTER FAR91.171...NO REF				
RECORD DATE OF CALIBRATION.....	__/__/__			_____._____

( ) 340151 LEAK CHECK RIGHT STATIC SYSTEM...REFER TO WORK COMPLIANCE FORM 34.050

NOTE: 1. FOLLOWING INSTALLATION OR MAINTENANCE ON THE AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM WHERE DATA CORRESPONDENCE ERROR COULD BE INTRODUCED, TEST THE INTEGRATED SYSTEM IN ACCORDANCE WITH PARAGRAPH (C) APPENDIX E OF PART 43.

2. FOLLOWING INSTALLATION OR MAINTENANCE ON THE STATIC SYSTEM OR COMPONENT REPLACEMENT IN THE STATIC SYSTEM PERFORM A LEAK CHECK IN ACCORDANCE WITH PARAGRAPH (A) APPENDIX E OF PART 43.

****

343671, 343673

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 34.040, 34.050.

AIR DATA COMPUTER - REMOVAL AND INSTALLATION, CALIBRATION (REFER TO ILLUSTRATION ON CARD 34-15)

<< CONTINUED >>

88349	WORK DUE AT	* = APU HRS			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
34-045	DATE	HOURS	LANDINGS	CYCLES	
29 29					UNSCHEDULED

A REMOVAL (REFER TO ILLUSTRATION)

1. REMOVE STATIC AND PITOT CONNECTIONS FROM FRONT OF AIR DATA COMPUTER.
2. CAP LINES AND UNIT CONNECTORS.
3. LOOSEN KNURLED KNOBS.
4. GENTLY PULL OUT AIR DATA COMPUTER FROM MOUNTING RACK.
5. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

B INSTALLATION

1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
2. POSITION ADC IN FRONT OF MOUNTING RACK.
3. CAREFULLY SLIDE ADC BACK UNTIL REAR CONNECTOR MATES WITH MOUNT CONNECTOR, PRESS ADC BACK UNTIL REAR CONNECTOR IS FIRMLY ENGAGED WITH MOUNTING RACK.
4. TIGHTEN TWO KNURLED KNOB ON FRONT OF THE ADC.
5. UNCAP LINES AND UNIT CONNECTORS.
6. INSTALL STATIC AND PITOT CONNECTIONS.
7. PERFORM PITOT AND STATIC SYSTEM LEAK TEST. REFER TO WORK COMPLIANCE FORMS 34.040 AND 34.050.

343672, 343675

C CALIBRATE AIR DATA COMPUTER

NO TEXT AVAILABLE AT THIS TIME.

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WEST, INC. WORK COMPLIANCE FORM NO. 34.620
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. PAGE 1

	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
88349 / 34-054 / 29 29	DATE	HOURS	LANDINGS	CYCLES	UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 09 DAY 05 YEAR 89 AIRCRAFT HOURS: 4355.4 LANDINGS: 2904

TECHNICIAN SIGNATURE: James S [signature] CERTIFICATE NUMBER: 565550463

INSPECTED BY: ______ KIND OF CERTIFICATE: A&P

****

346661 PART NAME: VLF RECEIVER COMPUTER UNIT MM 34-60-02

REASON REMOVED: (CHECK ONE) TECHNICIAN: [initials] INSP: ______

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

PART REMOVED: PART NUMBER ~~10050-4-4A~~ SERIAL NUMBER: ______

PART INSTALLED: PART NUMBER 10050-4-4A-3140 SERIAL NUMBER: 1937

TIME SINCE NEW: HRS______LDGS______MOS______ TIME SINCE OVERHAUL: HRS Ø LDGS______MOS______

WARRANTY TIME REMAINING: HRS______LDGS______MOS______ MAN-HOURS: HRS______TENTHS______PRICE: $______

****

346661

VLF RECEIVER COMPUTER UNIT - REMOVAL AND INSTALLATION (REFER TO ILLUSTRATION ON CARD 34-19)

CONSUMABLES: SAFETY WIRE

A REMOVAL (REFER TO ILLUSTRATION)

1. GAIN ACCESS TO RCU.
2. REMOVE SAFETY WIRE FROM THE KNURLED KNOBS AND LOOSEN KNOBS.
3. REMOVE THE RECEIVER COMPUTER UNIT FROM THE MOUNT BY PULLING GENTLY.
4. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

B INSTALLATION

1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
2. POSITION THE RECEIVER COMPUTER UNIT IN FRONT OF THE MOUNTING RACK.
3. CAREFULLY SLIDE THE UNIT BACK UNTIL REAR CONNECTOR ENGAGES WITH MATING CONNECTOR. ENSURE PINS ARE PROPERLY ENGAGED AND FIRMLY PRESS THE RECEIVER COMPUTER UNIT BACK UNTIL REAR CONNECTOR FIRMLY ENGAGES THE MOUNT CONNECTOR.
4. TIGHTEN THE TWO KNURLED KNOBS ON FRONT OF RECEIVER COMPUTER UNIT.
5. SAFETYWIRE THE KNURLED KNOBS.

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WEST, INC. WORK COMPLIANCE FORM NO. 34.630

AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND

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

88349
34-055
29 29

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

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 09 DAY 05 YEAR 1 AIRCRAFT HOURS: 4355.4 LANDINGS: 2904

TECHNICIAN SIGNATURE: James S Oath CERTIFICATE NUMBER: 565520463

INSPECTED BY: _____ KIND OF CERTIFICATE: A&P

****

346671 PART NAME: VLF OPTIONAL EQUIPMENT UNIT MM 34-60-02

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

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

PART REMOVED: PART NUMBER_____ SERIAL NUMBER:_____

PART INSTALLED: PART NUMBER 10600-2-210 SERIAL NUMBER: 2695

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

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

****

346671

VLF OPTIONAL EQUIPMENT UNIT - REMOVAL AND INSTALLATION (REFER TO ILLUSTRATION ON CARD 34-19)

CONSUMABLES: SAFETY WIRE

A REMOVAL (REFER TO ILLUSTRATION)

1. GAIN ACCESS TO OEU.
2. REMOVE SAFETY WIRE FROM THE MOUNT KNURLED KNOBS AND LOOSEN KNOBS.
3. REMOVE THE OPTIONAL EQUIPMENT UNIT FROM THE MOUNT BY PULLING GENTLY.
4. RECORD PART NUMBER, SERIAL NUMBER, AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

B INSTALLATION

1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
2. POSITION THE OPTIONAL EQUIPMENT UNIT IN FRONT OF THE MOUNTING RACK.
3. CAREFULLY SLIDE THE UNIT BACK UNTIL REAR CONNECTOR ENGAGES WITH MATING CONNECTOR. ENSURE PINS ARE PROPERLY ENGAGED AND FIRMLY PRESS THE OPTIONAL EQUIPMENT UNIT BACK UNTIL REAR CONNECTOR FIRMLY ENGAGES THE MOUNT CONNECTOR.
4. TIGHTEN THE TWO KNURLED KNOBS IN FRONT OF OPTIONAL EQUIPMENT UNIT.
5. SAFETYWIRE THE KNURLED KNOBS.

OPERATOR: ED-WEST, INC. WORK COMPLIANCE FORM NO. 34.640
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. PAGE 1

88349
34-056
29 29

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

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 6 YEAR 89 AIRCRAFT HOURS: 4215 LANDINGS: 2745

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: 4022

INSPECTED BY: E L Lawson KIND OF CERTIFICATE: CRS

****

346681 PART NAME: VLF ANTENNA No. 2 MM 34-60-02

REASON REMOVED: (CHECK ONE) TECHNICIAN: 28 INSP: EL

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

PART REMOVED: PART NUMBER 10085-2 SERIAL NUMBER: 3775

PART INSTALLED: PART NUMBER 10085-2 SERIAL NUMBER: 6025

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

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

****

346681
VLF ANTENNA - REMOVAL AND INSTALLATION

A REMOVAL

1. GAIN ACCESS TO ANTENNA.
2. LOOSEN THE SCREWS THAT HOLD THE ANTENNA TO THE AIRCRAFT.
3. PULL ANTENNA AWAY FROM THE FUSELAGE SKIN AND DISCONNECT CONNECTOR.
4. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

B INSTALLATION

1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
2. ENSURE AIRCRAFT MOUNTING SURFACE IS CLEAN DOWN TO BARE METAL. APPLY IRIDITE 14-2 TO PREVENT ANODIZING OR CORROSION. SURFACE AREA UNDER GASKET MUST BE SUFFICIENT TO PROVIDE A GOOD ELECTRICAL BOND.
3. CONNECT ANTENNA COAX CONNECTOR TO THE ANTENNA.
4. POSITION ANTENNA AND INSTALL MOUNTING SCREWS.

CAMP SYSTEMS, Inc.

COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM 34.760

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO.

AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

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

****

COMPONENT UPDATE:

WORK ACCOMPLISHED: DATE: MONTH 2 DAY 12 YEAR 90 AIRCRAFT HOURS: 4504.1 LANDINGS: 3073

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: 560767740

INSPECTED BY: _____ KIND OF CERTIFICATE: A+P

CODE: 34.370 PART NAME: FMS CRU

REASON REMOVED: (CHECK ONE)

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

PART REMOVED: PART NUMBER 622-5614-020 SERIAL NUMBER: 137

PART INSTALLED: PART NUMBER 622-5614-020 SERIAL NUMBER: 52

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

REMARKS: _____

****

****

SERVICE/INSPECTION UPDATE:

WORK ACCOMPLISHED: DATE: MONTH_____DAY_____YEAR_____ AIRCRAFT HOURS:_____ LANDINGS:_____

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

INSPECTED BY: _____ KIND OF CERTIFICATE:_____

CODE	JOB DESCRIPTION	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
_____	_____	_____	_____	_____._____

REMARKS: _____

****

OPERATOR: ED-WES, INC. WORK COMPLIANCE FORM NO. 34.760

AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND

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

89313
34-069
29 29

WORK DUE AT DATE	HOURS	* APU HRS LANDINGS	CYCLES

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 5 YEAR 90 AIRCRAFT HOURS: 4500 LANDINGS: 3056

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: 560767240

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

****

348160 PART NAME: FMS COMPUTER RECEIVER UNIT MM 34-60-03

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

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

PART REMOVED: PART NUMBER 622-5614-020 SERIAL NUMBER: 52

PART INSTALLED: PART NUMBER 622-5614-020 SERIAL NUMBER: 137

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS 0 LDGS_____MOS 6

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

****

348160
FMS COMPUTER RECEIVER UNIT - REMOVAL AND INSTALLATION

A REMOVAL

1. LOOSEN THE KNURLED NUTS. DISCONNECT THE FRONT PLUG.
2. REMOVE THE CRU FROM THE MOUNT BY PULLING GENTLY.
3. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

B INSTALLATION

1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
2. POSITION THE CRU IN FRONT OF THE MOUNTTNING RACK.
3. CAREFULLY SLIDE THE UNIT BACK UNTIL REAR CONNECTOR ENGAGES WITH MOUNTING CONNECTOR. ENSURE PINS ARE PROPERLY ENGAGED AND FIRMLY PRESS THE CRU BACK UNTIL REAR CONNECTOR FIRMLY ENGAGES THE MOUNT CONNECTOR.
4. TIGHTEN THE TWO KNURLED NUTS IN FRONT OF THE CRU.
5. CONNECT THE FRONT PLUG.

CAMP SYSTEMS, Inc.

COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO. 34.760

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

88349
34-069
29 29

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

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 1 DAY 27 YEAR 89 AIRCRAFT HOURS: 4311.1 LANDINGS: 2856

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: 660767740

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

****

348160 PART NAME: FMS COMPUTER RECEIVER UNIT MM 34-60-03

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

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

PART REMOVED: PART NUMBER 622-5614-001/CRU 90 SERIAL NUMBER: 136

PART INSTALLED: PART NUMBER 622-5614-020/CRU 90 SERIAL NUMBER: 52

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

WARRANTY TIME REMAINING: HRS_____LDGS_____MOS 3 MAN-HOURS: HRS_____TENTHS_____PRICE: $_____

****

348160

FMS COMPUTER RECEIVER UNIT - REMOVAL AND INSTALLATION

A REMOVAL

1. LOOSEN THE KNURLED NUTS. DISCONNECT THE FRONT PLUG.
2. REMOVE THE CRU FROM THE MOUNT BY PULLING GENTLY.
3. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

B INSTALLATION

1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
2. POSITION THE CRU IN FRONT OF THE MOUNTTNING RACK.
3. CAREFULLY SLIDE THE UNIT BACK UNTIL REAR CONNECTOR ENGAGES WITH MOUNTING CONNECTOR. ENSURE PINS ARE PROPERLY ENGAGED AND FIRMLY PRESS THE CRU BACK UNTIL REAR CONNECTOR FIRMLY ENGAGES THE MOUNT CONNECTOR.
4. TIGHTEN THE TWO KNURLED NUTS IN FRONT OF THE CRU.
5. CONNECT THE FRONT PLUG.

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WEST, INC. WORK COMPLIANCE FORM NO. 34.770

AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND

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

88349
34-970
29 29

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 7 DAY 27 YEAR 87 AIRCRAFT HOURS: 4311.1 LANDINGS: 2856

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: 580767740

INSPECTED BY: [signature] KIND OF CERTIFICATE: ATP

****

348165 PART NAME: FMS AUXILIARY EQUIPMENT UNIT MM 34-60-03

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

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

PART REMOVED: PART NUMBER 622-5615-001/AEU90 SERIAL NUMBER: 24

PART INSTALLED: PART NUMBER 622-5615-004/AEU90 SERIAL NUMBER: 92

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

WARRANTY TIME REMAINING: HRS_____LDGS_____MOS 3 MAN-HOURS: HRS_____TENTHS_____PRICE: $_____

****

348165

FMS AUXILIARY EQUIPMENT UNIT - REMOVAL AND INSTALLATION

A REMOVAL

1. LOOSEN THE KNURLED NUTS.
2. REMOVE THE AEU FROM THE MOUNT BY PULLING GENTLY.
3. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

B INSTALLATION

1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
2. POSITION THE AEU IN FRONT OF THE MOUNTING RACK.
3. CAREFULLY SLIDE THE UNIT BACK UNITL REAR CONNECT ENGAGES WITH MOUNTING CONNECTOR. ENSURE PINS ARE PROPERLY ENGAGED AND FIRMLY PRESS THE AEU BACK UNTIL REAR CONNECTOR FIRMLY ENGAGES THE MOUNT CONNECTOR.
4. TIGHTEN THE TWO KNURLED NUTS IN FRONT OF AEU.

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WEST, INC. WORK COMPLIANCE FORM NO. 77.060

AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND

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

88349
77-006
29 29

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

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 7 DAY 14 YEAR 89 AIRCRAFT HOURS: 4305.1 LANDINGS: 2845

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: AP56555046 3

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

****

771106 PART NAME: LEFT ENGINE ITT INDICATOR MM 77-00-00

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

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

PART REMOVED: PART NUMBER 6-883621-1 SERIAL NUMBER: R0097

PART INSTALLED: PART NUMBER ~~6D1-3113WAA1~~ 6-883621-501 SERIAL NUMBER: ~~S0057~~ S0057

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

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

****

772606 PART NAME: RIGHT ENGINE ITT INDICATOR MM 77-00-00

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

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

PART REMOVED: PART NUMBER _____ SERIAL NUMBER: _____

PART INSTALLED: PART NUMBER _____ SERIAL NUMBER: _____

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

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

****

771106, 772606

ENGINE ITT INDICATOR - REMOVAL AND INSTALLATION

A REMOVAL

1. REMOVE ELECTRICAL POWER FROM THE AIRCRAFT.
2. LOOSEN THE TWO DIAGONALLY OPPOSITE SCREWS AT THE SIDE OF THE INDICATOR FOUR COMPLETE TURNS.
3. WITHDRAW THE INDICATOR FROM THE CENTER INSTRUMENT PANEL TO GAIN ACCESS TO THE ELECTRICAL CONNECTOR.
4. DISCONNECT THE ELECTRICAL CONNECTOR FROM THE INDICATOR AND REMOVE THE INDICATOR.
5. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

B INSTALLATION

1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
2. CONNECT THE ELECTRICAL CONNECTOR TO THE INDICATOR.
3. INSTALL THE INDICATOR AND TIGHTEN THE TWO DIAGONALLY OPPOSITE SCREWS.

NOTE: DO NOT TIGHTEN THE SCREWS TOO TIGHT OR DAMAGE MAY BE CAUSED TO THE INDICATOR.

4. PERFORM AN OPERATIONAL CHECK OF THE INDICATOR.

should be RT ITT

Rillatte Jim Christ on 7/31/89 aware of problem

* ITT Gauges were swaped by unknown person prior to our changes. ITT Gauges found L unk serial # R R0097 serial #

CAMP SYSTEMS, Inc — COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM 77.060

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

WORK COMPLIANCE FORM NO.

PAGE 1

89164	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
00-000	DATE	HOURS	LANDINGS	CYCLES	
29 29					UNSCHEDULED

****

COMPONENT UPDATE:

WORK ACCOMPLISHED: DATE: MONTH 7 DAY 27 YEAR 89 AIRCRAFT HOURS: 4311.1 LANDINGS: 2856

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: 565550463

INSPECTED BY: J. S. ORTLIEB KIND OF CERTIFICATE: A&P

CODE: 77.060 PART NAME: Indicator, ITT Right Engine

REASON REMOVED: (CHECK ONE)

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

PART REMOVED: PART NUMBER 6-883621-501 SERIAL NUMBER: S0057

PART INSTALLED: PART NUMBER 6-883621-501 SERIAL NUMBER: S0047

TIME SINCE NEW: HRS____ LDGS____ MOS____ TIME SINCE OVERHAUL: HRS Ø LDGS____ MOS____

WARRANTY TIME REMAINING: HRS____ LDGS____ MOS____ MAN-HOURS: HRS____ TENTHS____ PRICE: $____

REMARKS:

****

****

SERVICE/INSPECTION UPDATE:

WORK ACCOMPLISHED: DATE: MONTH____ DAY____ YEAR____ AIRCRAFT HOURS:____ LANDINGS:____

TECHNICIAN SIGNATURE: ____ CERTIFICATE NUMBER: ____

INSPECTED BY: ____ KIND OF CERTIFICATE: ____

CODE	JOB DESCRIPTION	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
				.

REMARKS:

****

CAMP SYSTEMS, Inc.

COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM 77.060

OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO.

AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

88349

29 29

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

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

UNSCHEDULED

****

COMPONENT UPDATE:

WORK ACCOMPLISHED: DATE: MONTH 7 DAY 31 YEAR 89 AIRCRAFT HOURS: 4314.3 LANDINGS: 2860

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: 561559463

INSPECTED BY: J.S. ORTLIEB KIND OF CERTIFICATE: A&P

CODE: 77.060 PART NAME: indicator ITT Gauges - Swapped Sides for Troubleshooting

REASON REMOVED: (CHECK ONE)

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

PART REMOVED: PART NUMBER 6-883621-501 SERIAL NUMBER: 50047 (Left Side is now)

PART INSTALLED: PART NUMBER 6-883621-501 SERIAL NUMBER: R0031 (previously unk in camp report) (Right side is now)

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

REMARKS: _____

****

****

SERVICE/INSPECTION UPDATE:

WORK ACCOMPLISHED: DATE: MONTH_____DAY_____YEAR_____ AIRCRAFT HOURS:_____ LANDINGS:_____

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

INSPECTED BY: _____KIND OF CERTIFICATE:_____

CODE	JOB DESCRIPTION	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
_____	_____	_____	_____	_____

REMARKS: _____

****

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC. WORK COMPLIANCE FORM NO. 77.060
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. PAGE 1

89212
77-006
29 29

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

WORK ACCOMPLISHED: DATE: MONTH 8 DAY 16 YEAR 89 AIRCRAFT HOURS: 4329.3 LANDINGS: 2884

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: 765550463

INSPECTED BY: J.S. ORTLEB KIND OF CERTIFICATE: A&P

****

771106 PART NAME: LEFT ENGINE ITT INDICATOR MM 77-00-00
REASON REMOVED: (CHECK ONE) TECHNICIAN: _____ INSP: _____
TIME A( ) FAIL B( ) WORN C( ) LOANER D( ) SCHED CONV E( ) MOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG M( ) DAMAGED T( )

PART REMOVED: PART NUMBER 6-883621-501 SERIAL NUMBER: 50047

PART INSTALLED: PART NUMBER 6-883621-1 SERIAL NUMBER: R0097

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

****

772606 PART NAME: RIGHT ENGINE ITT INDICATOR MM 77-00-00
REASON REMOVED: (CHECK ONE) TECHNICIAN: _____ INSP: _____
TIME A( ) FAIL B( ) WORN C( ) LOANER D( ) SCHED CONV E( ) MOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG M( ) DAMAGED T( )

PART REMOVED: PART NUMBER_____ SERIAL NUMBER:_____

PART INSTALLED: PART NUMBER_____ SERIAL NUMBER:_____

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

****

771106, 772606
ENGINE ITT INDICATOR - REMOVAL AND INSTALLATION

A REMOVAL

1. REMOVE ELECTRICAL POWER FROM THE AIRCRAFT.
2. LOOSEN THE TWO DIAGONALLY OPPOSITE SCREWS AT THE SIDE OF THE INDICATOR FOUR COMPLETE TURNS.
3. WITHDRAW THE INDICATOR FROM THE CENTER INSTRUMENT PANEL TO GAIN ACCESS TO THE ELECTRICAL CONNECTOR.
4. DISCONNECT THE ELECTRICAL CONNECTOR FROM THE INDICATOR AND REMOVE THE INDICATOR.
5. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

B INSTALLATION

1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
2. CONNECT THE ELECTRICAL CONNECTOR TO THE INDICATOR.
3. INSTALL THE INDICATOR AND TIGHTEN THE TWO DIAGONALLY OPPOSITE SCREWS.

   NOTE: DO NOT TIGHTEN THE SCREWS TOO TIGHT OR DAMAGE MAY BE CAUSED TO THE INDICATOR.

4. PERFORM AN OPERATIONAL CHECK OF THE INDICATOR.

89164
78-010
29 29

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
07/30/89			

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

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 30 YEAR 89 AIRCRAFT HOURS: 44302 LANDINGS: 2987

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: GFER232E

INSPECTED BY: _____ KIND OF CERTIFICATE: R.S.

****

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

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
780136 LUBE LEFT THROTTLE RETARDER FEEDBACK CONTROL ASSEMBLY...MM 78-32-00.....	D.L		.-
780636 LUBE RIGHT THROTTLE RETARDER FEEDBACK CONTROL ASSEMBLY...MM 78-32-00.....	D.L		.-

****

780136, 780636

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 78.110.

LUBE THROTTLE RETARDER FEEDBACK CONTROL ASSEMBLY (REFER TO FIGURES 1 THROUGH 7 ON CARD 78-3)

EQUIPMENT/CONSUMABLES: SOURCE OF DRY, OIL-FREE COMPRESSED AIR, DRY LINT-FREE CLOTH, THROTTLE RETARDER GAUGE P/N F10A-5-P20900-11, FEEDBACK CABLE MOTION AND RIGGING P/N F10A-5-P20900-13 AND P/N F10A-5-P20900-15, GREASE MIL-G-23827 OR GL 105 D1, GREASE DOW CORNING 33 LIGHT CONSISTENCY, LOCKWIRE, COTTER PIN P/N MS24665-153, DEPTH CALIPER 0 TO 3.90 INCH, RIG PIN WITH DIAMETER OF 0.125 INCH

CAUTION: EXTREME CARE MUST BE TAKEN WHEN REMOVING AND INSERTING CABLES TO AVOID DAMAGE TO THE CASING TEFLON LINERS.
EVIDENCE OF TEFLON PIECES ON THE CABLE OR IN THE CABLE OR IN THE LUBRICANT IS CAUSE FOR REPLACING THE CASING.
THREADED ENDS OF THE CABLE SHOULD NOT BE INSERTED INTO THE CASING AS DAMAGE WILL RESULT TO THE TELFON LINER.

1. REMOVE THROTTLE RETARDER FEEDBACK CONTROL ASSEMBLY AS FOLLOWS:

NOTE: TO REMOVE THE THROTTLE RETARDER FEEDBACK CONTROL ASSEMBLY, IT MUST BE DISASSEMBLED. DURING DISASSEMBLY, THE TELEFLEX HARDWARE MUST BE CAREFULLY RETAINED.

A. OPERATE THRUST REVERSER DOORS TO FULL DEPLOYED POSITION AND INSTALL THE DEPLOY GROUND LOCK.
B. RELEASE MAIN HYDRAULIC SYSTEM AND THRUST REVERSER SYSTEM PRESSURE.
C. REMOVE ELECTRICAL POWER FROM AIRCRAFT.
D. REMOVE INSPECTION PANELS ON OUTER SIDE OF REAR NACELLE TO GAIN ACCESS TO THROTTLE RETARDER SYSTEM UNITS.
E. REMOVE NUT, WASHER, BUSHING AND BOLT CONNECTING RETARDER ROD-END ASSEMBLY TO LOWER REVERSER DOOR.
F. REMOVE BOLT, SPACER, WASHER AND NUT CONNECTING ROD-END TO BELLCRANK OF SINGLE LEAD CONTROL BOX.
G. WITHDRAW ROD-END ASSEMBLY WITH INNER TELESCOPIC CASING AND COMBINATION CABLE FROM AFT TELESCOPIC OUTER CASING. (BELLCRANK WILL ROTATE UNTIL SECTION OF COMBINATION CABLE IS OUT OF CONTROL BOX).
H. REMOVE AFT RIGID CASING COUPLING NUT FROM INNER THREAD OF AFT SWIVEL THREADED COUPLING THEN REMOVE TWO HEX NUTS AND WASHER FROM OUTER THREAD OF SWIVEL THREADED COUPLING AND SLIDE THEM FORWARD ONTO AFT RIGID CASING.
I. REMOVE AFT SWIVEL ASSEMBLY WITH AFT OUTER TELESCOPIC CASING FROM AFT SUPPORT BRACKET AND TWO HEX NUTS AND WASHER FROM AFT RIGID CASING.
J. IF REQUIRED, REMOVE ROD-END ASSEMBLY AND NUT FROM INNER CASING AND COMBINATION CABLE.
K. WITHDRAW ROD-END WITH INNER TELESCOPIC CASING AND CABLE FROM FORWARD TELESCOPIC OUTER CASING.
L. REMOVE SCREWS ATTACHING FORWARD RIGID CASING FAIRLEAD TO STRUCTURE OF NACELLE. REMOVE FAIRLEAD.
M. REMOVE FORWARD RIGID COUPLING NUT FROM INNER THREAD OF FORWARD SWIVEL THREADED COUPLING.
N. IF REAR NACELLE IS INSTALLED ON ENGINE, REMOVE FORWARD RIGID CASING COUPLING NUT FROM FORWARD CONTROL BOX ON ENGINE FUEL CONTROL.
O. CAREFULLY REMOVE FORWARD RIGID CASING.
P. REMOVE TWO HEX NUTS AND WASHER FROM FORWARD SWIVEL THREADED COUPLING AND REMOVE FORWARD TELESCOPIC OUTER CASING WITH SWIVEL ASSEMBLY FROM FORWARD SUPPORT BRACKET.

<< CONTINUED >>

89164 78-010 29 29	WORK DUE AT DATE	* = APU HRS. HOURS	LANDINGS	CYCLES	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
	07/30/89				CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

Q. REMOVE SCREWS AND WASHERS ATTACHING SINGLE LEAD CONTROL BOX TO NACELLE STRUCTURE AND REMOVE CONTROL BOX AND AFT RIGID CASING.
R. IF REQUIRED, REMOVE AFT RIGID CASING AND SPENT TRAVEL TUBE FROM SINGLE LEAD CONTROL BOX.

2. VAPOR DEGREASE CASINGS WITH AN IMMERSION CYCLE OF 20 SECONDS MAXIMUM DURATION FOLLOWED BY AT LEAST A TWO MINUTE COOLING CYCLE.
3. VAPOR DEGREASE FOUR TO FIVE CYCLES TO ENSURE THOROUGH CLEANING AND REMOVAL OF ACCUMULATED DIRT AND GREASE.
4. DRY CASINGS USING DRY, OIL FREE COMPRESSED AIR NOT EXCEEDING 25 PSI.
5. CLEAN CABLES BY WIPING WITH A DRY, LINT-FREE CLOTH.

NOTE: LUBRICATION OF THROTTLE RETARDER FEEDBACK CONTROL ASSEMBLY IS ACCOMPLISHED DURING THE INSTALLATION.

6. INSTALL THROTTLE RETARDER FEEDBACK CONTROL ASSEMBLY AS FOLLOWS:

NOTE: USE STOW AND DEPLOY GROUND LOCKS AND PINS. INSTALL DEPLOY GROUND LOCK BEFORE PERFORMING NEXT STEPS.

A. ATTACH AFT RIGID CASING TO CONTROL BOX WITH INDICATOR (ARROW/FORWARD) TOWARD CONTROL BOX. DO NOT INSTALL SPENT TRAVEL TUBE.
B. INSTALL CONTROL BOX WITH SCREWS AND WASHERS. TIGHTEN FORWARD SCREW AND LEAVE ABOUT 1/8 INCH CLEARANCE UNDER HEAD OF TWO REMAINING SCREWS TO ACCOMODATE RIGGING TOOL P/N F10A-5-P20900-11.
C. REMOVE TWO HEX NUTS AND WASHER FROM SWIVEL THREADED COUPLING AFT TELESCOPIC UNIT AND INSTALL OVER END OF AFT RIGID CASING AT AFT SUPPORT BRACKET.
D. WITH OUTER CASING REMOVED FROM AFT TELESCOPIC UNIT, INSERT SWIVEL THREADED COUPLING THROUGH AFT SUPPORT BRACKET.
E. SCREW AFT RIGID CASING COUPLING NUT INTO INNER THREAD OF SWIVEL THREADED COUPLING AND TIGHTEN UNTIL RIGID CASING BOTTOMS AT CONTROL BOX AND AT SWIVEL THREADED COUPLING.
F. INSTALL TWO HEX NUTS AND WASHER ONTO SWIVEL THREADED COUPLING AND TIGHTEN.
G. APPLY MEDIUM COAT OF GREASE MIL-G-23827 OR GREASE GL 105 D1 TO FORWARD 8.1 INCHES OF COMBINATION CABLE THAT INTERMESHES WITH CONTROL BOX. APPLY LIGHT COAT OF DOW CORNING DC33 LIGHT CONSISTENCY GREASE TO REMAINING PORTION OF COMBINATION CABLE. REFER TO FIGURE 2.
H. INSERT COMBINATION CABLE AND INNER CASING INTO AFT TELESCOPIC OUTER CASING ALLOWING BELLCRANK OF SINGLE LEAD CONTROL BOX TO ROTATE AS REQUIRED.
I. IF REMOVED FROM INNER CASING, REINSTALL JAMNUT AND ROD-END ASSEMBLY.

NOTE: THREADED END OF CABLE MUST BE VISIBLE THROUGH INSPECTION HOLE OF ROD-END ASSEMBLY.

J. CONNECT ROD-END ASSEMBLY TO LOWER DOOR WITH BOLT, BUSHING, WASHER AND NUT. SECURE WITH COTTER PIN.
K. PERFORM THROTTLE RETARDER ADJUSTMENT. REFER TO STEP 8.
L. WITH OUTER CASING REMOVED FROM FORWARD TELESCOPIC UNIT, REMOVE TWO HEX NUTS AND WASHER FROM SWIVEL-THREADED COUPLING, AND INSERT SWIVEL-THREADED COUPLING THROUGH FORWARD SUPPORT BRACKET AND INSTALL TWO HEX NUTS AND WASHER.
M. INSERT FORWARD RIGID CASING THROUGH HOLE IN REAR NACELLES FOREMOST BULKHEAD AND SCREW COUPLING NUT INTO INNER THREAD OF SWIVEL-THREADED COUPLING. TIGHTEN UNTIL RIGID CASING BOTTOMS.
N. INSTALL FAIRLEAD (TWO PIECES MATCHED) SECURING RIGID CASING TO NACELLE STRUCTURE. INSTALL SCREWS SECURING FAIRLEAD.
O. APPLY LIGHT COAT OF LIGHT CONSISTENCY GREASE DOW CORNING DC-33 TO THE ENTIRE LENGTH OF FORWARD CABLE.
P. PERFORM 40 DEGREES IDLE FCU RETARDATION AND POWER LEVER FEEDBACK CABLE ADJUSTMENT. REFER TO STEP 5.
Q. PERFORM THROTTLE RETARDER ADJUSTMENT AS FOLLOWS:
   (1) REMOVE INSPECTION PANELS ON OUTER SIDE OF REAR NACELLE, TO GAIN ACCESS TO THROTTLE RETARDER SYSTEM UNITS.
   (2) ATTACH GROUND HYDRAULIC POWER SUPPLY LINES TO CORRESPONDING THRUST REVERSER STOW AND THRUST REVERSER DEPLOY QUICK-DISCONNECTS ON INBOARD SIDE OF NACELLE.

   NOTE: IT IS RECOMMENDED THAT THRUST REVERSER LOWER DOOR BE DISCONNECTED FROM ITS PUSHROD BEFORE INSTALLATION OF RETARDER UNITS TO PREVENT THE NEED FOR HYDRAULIC OPERATION DURING ADJUSTMENT.

R. PERFORM POSITION CHECK OF AFT CONTROL BOX BELLCRANK AS FOLLOWS:

<< CONTINUED >>

89164	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
78-010	DATE	HOURS	LANDINGS	CYCLES	
29 29	07/30/89				CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

(1) REMOVE HARDWARE ATTACHING FORWARD TELESCOPE ROD-END BEARING TO CONTROL BOX BELLCRANK. RETAIN HARDWARE FOR REINSTALLATION.
(2) INSTALL RIGGING TOOL P/N F10A-5-P20900-11 (REFER TO FIGURES 3-6) UNDER HEADS OF TWO AFT SCREWS OF AFT SCREWS OF AFT CONTROL BOX SO THAT BOTTOM OF SLOTS IN TOOL AREA, IN CONTACT WITH SHANK OF SCREWS. TIGHTEN SCREWS TO HOLD TOOL FIRMLY.
(3) WITH LOWER DOOR IN STOWED POSITION, CHECK THAT CONNECTING HOLE IN CONTROL BOX BELLCRANK ALIGNS WITH HOLE IN RIGGING TOOL. IF NOT, FOR COARSE ADJUSTMENT REMOVE BELLCRANK FROM CONTROL BOX SPLINED SHAFT AND REPOSITION TO IMPROVE ALIGNMENT. TIGHTEN NUT AND SECURE WITH COTTER PIN P/N MS24665-153.
(4) FOR FINE ADJUSTMENT REMOVE SPENT TRAVEL TUBE OF AFT CONTROL BOX.
(5) LOOSEN JAMNUT AT ROD-END BEARING WHICH CONNECTS AFT TELESCOPE TO LOWER DOOR.
(6) ROTATE THE INNER PART OF AFT TELESCOPE IN REQUIRED DIRECTION UNTIL CORRECT ALIGNMENT OF HOLES IS OBTAINED ON BELLCRANK AND RIGGING TOOL.

NOTE: THREADED END OF CABLE MUST BE VISIBLE THROUGH INSPECTION HOLE OF ROD-END ASSEMBLY.

(7) TIGHTEN ROD-END JAMNUT AND SAFETY.
(8) INSTALL SPENT TRAVEL TUBE, TIGHTEN TO CONTROL BOX AND SAFETY.
(9) AFTER ADJUSTMENT IS COMPLETE, CHECK THE TELESCOPIC UNIT DOES NOT BOTTOM IN STOWED POSITION. CLEARANCE BETWEEN TELESCOPIC UNIT OUTER AND INNER CASING SHOULD BE NOT LESS THAN 0. . IF THIS CLEARANCE IS NOT OBTAINED, MOVE BELLCRANK ONE TOOTH ON SERRATION, AND REPEAT FINE ADJUSTMENT PER STEPS (4) THROUGH (8).
(10) REMOVE RIGGING TOOL AND TIGHTEN CONTROL BOX COVER SCREWS.

S. PREPARE AIRCRAFT FOR 40 DEGREES IDLE FCU RETARDATION ADJUSTMENT AS FOLLOWS:
(1) REMOVE ROD-END BEARING, JAMNUT AND HEXAGON CONNECTOR FROM FORWARD TELESCOPIC UNIT. REFER TO FIGURE 5.
(2) 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 5.
(3) INSTALL HEXAGON CONNECTOR ON CABLE THREAD AND TIGHTEN AGAINST INNER TELESCOPIC PART; CABLE THREAD SHALL PASS TWO INSPECTION HOLES OF THE CONNECTOR. REFER TO FIGURE 5.

CAUTION: WHEN INSTALLING THE HEXAGON CONNECTOR ON PROTRUDING CABLE END, DO NOT ROTATE THE CABLE INSIDE THE INNER TELESCOPE.

(4) RECORD DIMENSION C FOR BOTTOMED FORWARD TELESCOPE, AS SHOWN IN FIGURE 5.
(5) LOOSELY REINSTALL ROD-END BEARING AND JAMNUT (ROD-END BEARING TO PASS INSPECTION HOLE) AND ATTACH TO CONTROL BOX BELLCRANK.

T. PERFORM COARSE ADJUSTMENT FOR 40 DEGREES IDLE FCU RETARDATION AS FOLLOWS:
(1) LOCK THRUST REVERSER DOORS IN "STOW" POSITION.
(2) DISCONNECT RIGID CABLE CASING FROM FORWARD (DOUBLE LEAD) CONTROL BOX. PERFORM COARSE ADJUSTMENT OF CABLE POSITION INSIDE THE RIGID CASING BY ROTATING THE COMPLETE FORWARD CABLE ASSEMBLY 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). REFER TO FIGURE 4.
(3) RELEASE THRUST REVERSER DOORS LOCKING LATCH AND SLOWLY OPEN DOORS UNTIL FORWARD TELESCOPE REACHES MINIMUM RETRACTED LENGTHS (DOORS ABOUT HALF OPEN).

CAUTION: WHILE OPENING THRUST REVERSER DOORS MONITOR CONTINUOUSLY DIMENSION D (FIGURE 5) IN ORDER THAT BOTTOMING DOES NOT OCCUR BEFORE REACHING THE TELESCOPE RETRACTED POSITION.

(4) RECORD DIMENSION D (FIGURE 5) IN THIS POSITION AND COMPARE WITH DIMENSION C RECORDED IN STEP S-(4). THE DIFFERENCE D MINUS C (MINIMUM CLEARANCE BEFORE BOTTOMING) SHOULD BE 0.125 INCH MINIMUM.
(5) IF D MINUS C IS LESS THAN 0.125 INCH REPEAT PROCEDURE FROM STEP S-(1) AND (2) AND REDUCE DIMENSION E BY THE AMOUNT NECESSARY TO INCREASE THE CLEARANCE ABOVE 0.125 INCH.
(6) RETURN DOORS TO "STOW" POSITION AND LOCK.

U. PERFORM POWER LEVER FEEDBACK CABLE ADJUSTMENT AS FOLLOWS:
(1) SET ENGINE POWER LEVER TO IDLE POSITION TO OBTAIN 20 DEGREES IDLE ON FCU SCALE.
(2) REMOVE PLASTIC SCREW FROM RIG PIN HOLE ON FCU AND INSERT A 0.125 DIAMETER RIG PIN TO LOCK FCU INPUT SHAFT AT 20 DEGREES (IDLE POSITION).

<< CONTINUED >>

(3) TO CHECK DIMENSION B (FIGURE 4) INSTALL RIGGING TOOL P/N F10A-5-P20900-15 ON POWER LEVER CONTROL BOX LOCATED ON FCU. THREAD TOOL INTO RETARDER CABLE OUTER CASING RECEPTACLE UNTIL TOOL BOTTOMS.

(4) INSERT RIGGING TOOL P/N F10A-5-P20900-13 INTO TOOL P/N F10A-5-P20900-15 WITH EDGE ETCHED FWD. WITH TOOL -13 BOTTOMED AGAINST RETARDER CABLE, GROOVE MUST MATCH WITH SURFACE OF TOOL -15. IF TOOLS ARE NOT AVAILABLE USE DEPTH CALIPER TO CHECK THAT CONTROL BOX RETARDER CABLE EXTENDS 1.199 + OR -0.02 INCH FROM INNER BOTTOMING SURFACE OF RETARDER CABLE OUTER CASING RECEPTACLE. READJUST, IF NECESSARY TO OBTAIN B DIMENSION BY REMOVING THE ANTI-ROTATION TUBE FROM THE POWER LEVER CONTROL BOX AND ROTATING THE FEEDBACK IN 90 DEGREES INCREMENTS ONLY, (SO AS NOT TO CHANGE ANTI-ROTATION TUBE POSITION WHEN REASSEMBLED).

(5) REINSTALL ANTI-ROTATION TUBE WITH CURVATURE IN ORIGINAL POSITION, TIGHTEN COUPLING NUT AND SAFETYWIRE.

(6) REMOVE RIGGING TOOLS FROM POWER LEVER CONTROL BOX.

(7) REMOVE PIN FROM FCU AND REINSTALL PLASTIC SCREW.

(8) CONNECT THROTTLE RETARDER RIGID CABLE CASING TO POWER LEVER CONTROL BOX, SAFETY WITH WIRE.

(9) STROKE POWER LEVER FROM CUTOFF TO MAX. POWER AND RECORD THE ANGLES OBTAINED ON FCU SCALE WHEN POWER LEVER CONTROL HITS ITS TWO INTERNAL STOPS (MAX. POWER AND CUTOFF).

V. PERFORM FINE ADJUSTMENT FOR 40 DEGREES IDLE FCU RETARDATION AS FOLLOWS:

(1) SET POWER LEVER TO MAX POWER POSITION.

(2) RELEASE THRUST REVERSER DOORS LOCKING LATCH. DEPLOY DOORS SLOWLY, AND RECORD THE ANGLE TO WHICH THE POWER CONTROL HAS BEEN RETARDED FROM FCU SCALE.

(3) PERFORM FINE RIGGING OF THRUST REVERSER 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 STEPS A. AND B. ABOVE, UNTIL RETARDATION TO 40 DEGREES + OR -2 DEGREES FCU IDLE IS OBTAINED.

(4) CHECK THE ROD-END THREAD IS STILL VISIBLE THROUGH HEXAGON CONNECTOR INSPECTION HOLE.

(5) TIGHTEN ROD-END BEARING JAMNUT AND SAFETY JAMNUT, HEXAGON CONNECTOR AND INNER TELESCOPE.

(6) RECHECK BY REPEATING STEPS (1) AND (2).

W. IF ALL THE ABOVE PROCEDURES WERE PERFORMED, PROCEED AS FOLLOWS:

(1) LOCK THRUST REVERSER DOORS IN "STOW" POSITION.

(2) OPERATE POWER LEVER THROUGH FULL RANGE (CUTOFF TO MAX. POWER) AND CHECK THAT ANGLES ON FCU SCALE COINCIDE WITH THE ANGLES RECORDED IN STEP U-(9).

(3) LOCK THRUST REVERSER DOORS IN "DEPLOY" POSITION.

(4) ENSURE ALL CONNECTIONS, ATTACHMENTS, JAMNUTS AND COUPLINGS ARE PROPERLY TIGHTENED AND SECURED.

(5) IF DISCONNECTED, RECONNECT LOWER THRUST REVERSER DOOR TO ITS PUSH ROD, SECURE WITH BOLT, WASHER, BUSHING AND NUT. SECURE WITH COTTER PIN.

(6) REMOVE DEPLOY GROUND LOCK.

(7) PERFORM THRUST REVERSER OPERATIONAL CHECK. REFER TO WORK COMPLIANCE FORM 78.110.

(8) INSTALL ACCESS PANELS.

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

90076
71.010
29 29

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

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 7 DAY 12 YEAR 91 AIRCRAFT HOURS: 4878.5 LANDINGS: 3494

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: AN3R377L

INSPECTED BY: _____ KIND OF CERTIFICATE: REPAIR STATION #

****

710101 PART NAME: LEFT ENGINE MM 71-00-00

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

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

PART REMOVED: PART NUMBER_____ SERIAL NUMBER: P77482

PART INSTALLED: PART NUMBER_____ SERIAL NUMBER: P77482

TIME SINCE NEW: HRS 4635.6 ~~LDGS~~ CYC 3192 MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

NOTE: 1. IF THE LEFT ENGINE IS REPLACED, UPDATE THE INSTALLED ENGINE COMPONENT AND SERVICE RECORDS BY FILLING OUT THE INFORMATION BELOW OR BY SENDING A COPY OF THE ENGINE LOG BOOK TO CAMP SYSTEMS, INC. FOR PROCESSING.
2. REFERENCE WORK COMPLIANCE FORM 71.T01 FOR ENGINE CHANGE PROCEDURE (CAMP ONLY).

****

710101 LEFT ENGINE CHANGE

NOTE: RECORD ENGINE INSPECTION INFORMATION BELOW FOR ENGINE BEING INSTALLED.

ENG HRS TECHNICIAN

(710116) (NKP) (X) MAJOR PERIODIC INSPECTION: REF ENG LMM 72-00-00
REFER TO WORK COMPLIANCE FORM 71.T01 FOR TEXT (CAMP ONLY)
RECORD TOTAL ENGINE HOURS MAJOR PERIODIC INSPECTION WAS ACCOMPLISHED:..... 4635.6 _____
RECORD IF APPLICABLE:
(X) REVISE MAJOR PERIODIC INSPECTION FREQUENCY TO: 1400 ENG HRS _____

(720106) (NKP) ( ) INSPECT ACCESSORY GEARBOX: REF ENG LMM 72-60-02
RECORD TOTAL ENGINE HOURS ACCESSORY GEARBOX INSPECTION WAS ACCOMPLISHED:..... _____ _____

(725053) (NKP) ( ) INSPECT FAN SUPPORT ASSEMBLY: REF ENG LMM 72-70-06
RECORD TOTAL ENGINE HOURS FAN SUPPORT ASSEMBLY INSPECTION WAS ACCOMPLISHED:.. _____ _____

(725069) (NKP) ( ) INSPECT PLENUM CASE: REF ENG LMM 72-00-00
RECORD TOTAL ENGINE HOURS PLENUM CASE INSPECTION WAS ACCOMPLISHED:..... _____ _____

(726001) (NKP) ( ) INSPECT COMPRESSOR CORE: REF ENG LMM 72-00-00
REFER TO WORK COMPLIANCE FORM 71.T01 FOR TEXT (CAMP ONLY)
RECORD TOTAL ENGINE HOURS COMPRESSOR CORE INSPECTION WAS ACCOMPLISHED:..... _____ _____

NOTE: INITIAL THE SERVICE TASKS BELOW WHICH WERE ACCOMPLISHED DURING ENGINE CHANGE. IF TASKS WERE NOT ACCOMPLISHED DURING ENGINE CHANGE, RECORD TIME ACCRUED SINCE TASK LAST ACCOMPLISHED.

		TECHNICIAN	INSPECTOR	MANHOURS	TIME ACCRUED SINCE LAST ACCOMPLISHED
240121	( ) CHECK STARTER/GENERATOR BRUSH WEAR...MM 80-10-10.....	_____	_____	____.____	_____
240123	(X) INSP/LUBE STARTER/GENERATOR SPLINE...ENG SM 72-00-00...	_____	_____	____.____	_____
290143	(X) INSP/LUBE HYDRAULIC PUMP SPLINE...ENG LMM 72-00-00.....	_____	_____	____.____	_____

<< CONTINUED >>

90076
71.010
29 29

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

UNSCHEDULED

710106 (X) INSPECT ENGINE...ENG SM 72-00-00.....

R 710110 (X) INSP ENGINE PLUMBING LINES AND CONNECTIONS..MM 72-00-00

710606 (X) INSPECT FAN ROTOR ASSEMBLY...ENG SM 72-00-00.....

713101 (X) ADJUST/TRIM CHECK ENGINE...MM 71-00-00.....

713106 (X) COMPRESSOR WASH...LMM 72-00-00.....

726003 ( ) CHECK N1 SPOOLDOWN...ENG SM 72-00-00.....

730109 ( ) REPLACE FUEL CONTROL FILTER...LMM 73-21-01.....

730116 (X) INSPECT/CLEAN/REPLACE FUEL FILTER...ENG SM 72-00-00....

732111 ( ) ADJUST/TEST FLOWMETER SYSTEM...MM 28-40-00.....

731616 ( ) CHECK FUEL MANIFOLD CROSSFLOW...ENG LMM 72-00-00.....
HAS S.B. NO. 73-3016 BEEN C/W? YES ( ) NO ( )

740106 (X) CHECK IGNITION SERVICEABILITY...ENG SM 72-00-00.....

740116 (X) INSPECT 6 O'CLOCK PLUG...ENG SM 72-00-00.....

740126 (X) INSPECT 7 O'CLOCK PLUG...ENG SM 72-00-00.....

750111 ( ) TEST ENGINE A/I PRESSURE SWITCH...LMM 75-10-01.....

780116 ( ) OPERATIONAL CHECK THRUST REVERSER...MM 78-30-00.....

790116 ( ) SOAP CHECK...ENG SM 72-00-00.....
( ) REVISE SOAP CHECK FREQUENCY (IF APPLICABLE) TO: _____ENGINE HRS.

790121 (X) CHANGE ENGINE OIL...ENG SM 72-00-00.....

790126 (X) INSPECT CHIP DETECTOR...ENG SM 72-00-00.....

990085 (X) INSPECT TURBINE INTERSTAGE TRANSITION DUCT MPI REQ'D
REF AD 81-24-08.....
( ) IS INSP OF TURBINE INTERSTAGE TRANSITION DUCT STILL REQUIRED? YES ( ) NO ( )
REFER TO WORK COMPLIANCE FORM 71.T01 FOR TEXT (CAMP ONLY)
( ) RECORD NEXT INSPECTION OF TURBINE INTERSTAGE TRANSITION DUCT. INSPECTION DUE AT:_____A/C HOURS

ENGINE COMPONENTS STATUS-

NOTE: 1. IF ANY OF THE FOLLOWING COMPONENTS INSTALLED ARE DIFFERENT THAN THE ONE REMOVED, RECORD INFORMATION BELOW.
2. IF THE SAME SERIAL NUMBER COMPONENT REMOVED IS REINSTALLED CHECK "SAME" LINE.
3. REASON RMKS FOR S/N OFF: A=TIME, B=FAIL, C=WORN, D=LOANER, E=CONVEN, G=MOD, K=SERVICE, L=ENG CHG, T=DAMAGED.
4. TSN AND TSO INFORMATION IS FOR COMPONENT INSTALLED.

>> CONTINUED <<

240116 STARTER/GENERATOR:

P/N OFF:_____ S/N OFF:_____RMKS__

P/N ON: _____ S/N ON: _____SAME__

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

290141 NO.1 HYDRAULIC PUMP:

P/N OFF:_____ S/N OFF:_____RMKS__

P/N ON: _____ S/N ON: _____SAME__

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

720101 ACCESSORY GEARBOX:

P/N OFF:_____ S/N OFF:_____RMKS__

P/N ON: _____ S/N ON: _____SAME__

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

720601 TRANSFER GEARBOX:

P/N OFF:_____ S/N OFF:_____RMKS__

P/N ON: _____ S/N ON: _____SAME__

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

725066 COMBUSTION PLENUM CASE:

P/N OFF:_____ S/N OFF:_____RMKS__

P/N ON: _____ S/N ON: _____SAME__

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

730106 FUEL CONTROL UNIT:

P/N OFF:_____ S/N OFF:_____RMKS__

P/N ON: _____ S/N ON: _____SAME__

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

730111 FUEL PUMP:

P/N OFF:_____ S/N OFF:_____RMKS__

P/N ON: _____ S/N ON: _____SAME__

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

<< CONTINUED >>

90076
71.010
29 29

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

730121 FLOW DIVIDER VALVE:

P/N OFF:_____ S/N OFF:_____RMKS__

P/N ON: _____ S/N ON: _____SAME__

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

730601 FUEL HEATER:

P/N OFF:_____ S/N OFF:_____RMKS__

P/N ON: _____ S/N ON: _____SAME__

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

730606 FUEL/OIL COOLER:

P/N OFF:_____ S/N OFF:_____RMKS__

P/N ON: _____ S/N ON: _____SAME__

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

731101 FUEL COMPUTER:

P/N OFF:_____ S/N OFF:_____RMKS__

P/N ON: _____ S/N ON: _____SAME__

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

731601 SURGE BLEED VALVE:

P/N OFF:_____ S/N OFF:_____RMKS__

P/N ON: _____ S/N ON: _____SAME__

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

731606 SOLENOID CONTROLLER VALVE:

P/N OFF:_____ S/N OFF:_____RMKS__

P/N ON: _____ S/N ON: _____SAME__

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

732101 FUEL FLOW TRANSMITTER:

P/N OFF:_____ S/N OFF:_____RMKS__

P/N ON: _____ S/N ON: _____SAME__

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

<< CONTINUED >>

732116 PRESSURE LIMITER VALVE:
P/N OFF:_____ S/N OFF:_____RMKS__
P/N ON: _____ S/N ON: _____SAME__
TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

740101 IGNITION UNIT:
P/N OFF:_____ S/N OFF:_____RMKS__
P/N ON: _____ S/N ON: _____SAME__
TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

740111 IGNITION PLUG 6 O'CLOCK
P/N OFF:_____ S/N OFF:_____RMKS__
P/N ON: _____ S/N ON: _____SAME__
TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

740121 IGNITION PLUG 7 O'CLOCK:
P/N OFF:_____ S/N OFF:_____RMKS__
P/N ON: _____ S/N ON: _____SAME__
TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

750101 ANTI-ICE SHUT-OFF VALVE:
P/N OFF:_____ S/N OFF:_____RMKS__
P/N ON: _____ S/N ON: _____SAME__
TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

750106 ANTI-ICE PRESSURE SWITCH:
P/N OFF:_____ S/N OFF:_____RMKS__
P/N ON: _____ S/N ON: _____SAME__
TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

750116 INLET TEMPERATURE SENSOR:
P/N OFF:_____ S/N OFF:_____RMKS__
P/N ON: _____ S/N ON: _____SAME__
TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

<< CONTINUED >>

770101 LOW-PRESSURE (N1) TRANSDUCER: P/N OFF:_____ S/N OFF:_____ RMKS__
P/N ON:_____ S/N ON:_____ SAME__
TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

770601 HIGH-PRESSURE (N2) TRANSDUCER: P/N OFF:_____ S/N OFF:_____ RMKS__
P/N ON:_____ S/N ON:_____ SAME__
TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

771101 ITT THERMOCOUPLE HARNESS: P/N OFF: 3077008-1 S/N OFF: 1418 RMKS I
P/N ON: 3073595-1 S/N ON: 1-20219-407 SAME__
TSN: HRS 0 LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

790101 OIL TANK: P/N OFF:_____ S/N OFF:_____ RMKS__
P/N ON:_____ S/N ON:_____ SAME__
TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

790106 OIL PUMP: P/N OFF:_____ S/N OFF:_____ RMKS__
P/N ON:_____ S/N ON:_____ SAME__
TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

790131 OIL BY-PASS VALVE: P/N OFF:_____ S/N OFF:_____ RMKS__
P/N ON:_____ S/N ON:_____ SAME__
TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

790136 BREATHER VALVE: P/N OFF:_____ S/N OFF:_____ RMKS__
P/N ON:_____ S/N ON:_____ SAME__
TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

<< CONTINUED >>

790601 UPPER OIL COOLER:

P/N OFF:_____ S/N OFF:_____RMKS__

P/N ON: _____ S/N ON: _____SAME__

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

790606 LOWER LEFT OIL COOLER:

P/N OFF:_____ S/N OFF:_____RMKS__

P/N ON: _____ S/N ON: _____SAME__

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

790611 LOWER RIGHT OIL COOLER:

P/N OFF:_____ S/N OFF:_____RMKS__

P/N ON: _____ S/N ON: _____SAME__

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

790616 OIL TEMPERATURE VALVE:

P/N OFF:_____ S/N OFF:_____RMKS__

P/N ON: _____ S/N ON: _____SAME__

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

791101 OIL PRESSURE SWITCH:

P/N OFF:_____ S/N OFF:_____RMKS__

P/N ON: _____ S/N ON: _____SAME__

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

791111 OIL PRESSURE TRANSMITTER:

P/N OFF:_____ S/N OFF:_____RMKS__

P/N ON: _____ S/N ON: _____SAME__

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

791116 OIL TEMPERATURE BULB:

P/N OFF:_____ S/N OFF:_____RMKS__

P/N ON: _____ S/N ON: _____SAME__

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

<< CONTINUED >>

ENGINE LIFE LIMITED ROTATING COMPONENTS- RECORD INFORMATION BELOW TO CONTROL LIFE LIMITED COMPONENTS ON CAMP.

725001 STAGE 1 LOW-PRESSURE
TURBINE DISC: P/N OFF: 3072352-4 S/N OFF: 5-03229-3359 RMKS I

P/N ON: 3072352-4 S/N ON: 0-03229-1212 SAME

RECORD TIME SINCE NEW: HOURS 0 CYCLES 0 ( ) RECORD MAX LIFE LIMITS: HOURS _____ CYCLES _____

725006 STAGE 2 LOW-PRESSURE
TURBINE DISC: P/N OFF: _____ S/N OFF: _____ RMKS

P/N ON: _____ S/N ON: _____ SAME

RECORD TIME SINCE NEW: HOURS _____ CYCLES _____ ( ) RECORD MAX LIFE LIMITS: HOURS _____ CYCLES _____

725011 STAGE 3 LOW-PRESSURE
TURBINE DISC: P/N OFF: _____ S/N OFF: _____ RMKS

P/N ON: _____ S/N ON: _____ SAME

RECORD TIME SINCE NEW: HOURS _____ CYCLES _____ ( ) RECORD MAX LIFE LIMITS: HOURS _____ CYCLES _____

725016 HIGH-PRESSURE TURBINE ROTOR:
P/N OFF: _____ S/N OFF: _____ RMKS

P/N ON: _____ S/N ON: _____ SAME

RECORD TIME SINCE NEW: HOURS _____ CYCLES _____ ( ) RECORD MAX LIFE LIMITS: HOURS _____ CYCLES _____

725043 LOW-PRESSURE TIE ROD:
P/N OFF: _____ S/N OFF: _____ RMKS

P/N ON: _____ S/N ON: _____ SAME

RECORD TIME SINCE NEW: HOURS _____ CYCLES _____ ( ) RECORD MAX LIFE LIMITS: HOURS _____ CYCLES _____

725046 HIGH-PRESSURE IMPELLER:
P/N OFF: _____ S/N OFF: _____ RMKS

P/N ON: _____ S/N ON: _____ SAME

RECORD TIME SINCE NEW: HOURS _____ CYCLES _____ ( ) RECORD MAX LIFE LIMITS: HOURS _____ CYCLES _____

725051 FAN SHAFT:
P/N OFF: _____ S/N OFF: _____ RMKS

P/N ON: _____ S/N ON: _____ SAME

RECORD TIME SINCE NEW: HOURS _____ CYCLES _____ ( ) RECORD MAX LIFE LIMITS: HOURS _____ CYCLES _____

<< CONTINUED >>

725036 ROTATING AIR SEAL:
P/N OFF: 3072729-1 S/N OFF: 3-23151-477 RMKS
P/N ON: 3072729-1 S/N ON: 0-23151-343 SAME
RECORD TIME SINCE NEW: HOURS 0 CYCLES 0 ( ) RECORD MAX LIFE LIMITS: HOURS CYCLES

725061 HIGH-PRESSURE SHOULDER SHAFT:
P/N OFF: S/N OFF: RMKS
P/N ON: S/N ON: SAME
RECORD TIME SINCE NEW: HOURS CYCLES ( ) RECORD MAX LIFE LIMITS: HOURS CYCLES

725086 HIGH-PRESSURE ROTOR:
P/N OFF: S/N OFF: RMKS
P/N ON: S/N ON: SAME
RECORD TIME SINCE NEW: HOURS CYCLES ( ) RECORD MAX LIFE LIMITS: HOURS CYCLES

ENGINE LIFE LIMITED ROTATING COMPONENTS AND INSPECTIONS-
RECORD INFORMATION BELOW TO CONTROL LIFE LIMITED COMPONENTS ON CAMP.

725021 FAN ROTOR DISC:
P/N OFF: S/N OFF: RMKS
P/N ON: S/N ON: SAME
RECORD TIME SINCE NEW: HOURS CYCLES ( ) RECORD MAX LIFE LIMITS: HOURS CYCLES
DISC CYC TECHNICIAN
(990110) (NKP) ( ) REPLACE FAN ROTOR DISC AD 86-04-02 (AD 86-11-05)
RECORD TOTAL DISC CYCLES SINCE NEW.....

725026 STAGE 1 LOW-PRESSURE COMPRESSOR DISC: P/N OFF: S/N OFF: RMKS
P/N ON: S/N ON: SAME
RECORD TIME SINCE NEW: HOURS CYCLES ( ) RECORD MAX LIFE LIMITS: HOURS CYCLES
DISC HRS TECHNICIAN

725031 STAGE 2 LOW-PRESSURE COMPRESSOR DISC: P/N OFF: S/N OFF: RMKS
P/N ON: S/N ON: SAME
RECORD TIME SINCE NEW: HOURS CYCLES ( ) RECORD MAX LIFE LIMITS: HOURS CYCLES
DISC HRS TECHNICIAN

<< CONTINUED >>

90076
71.010
29 29

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

725036 STAGE 3 LOW-PRESSURE
COMPRESSOR DISC: P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

RECORD TIME SINCE NEW: HOURS_____ CYCLES_____ ( ) RECORD MAX LIFE LIMITS: HOURS_____CYCLES_____
DISC HRS TECHNICIAN

725041 STAGE 4 LOW-PRESSURE
COMPRESSOR DISC: P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

RECORD TIME SINCE NEW: HOURS_____ CYCLES_____ ( ) RECORD MAX LIFE LIMITS: HOURS_____CYCLES_____
DISC HRS TECHNICIAN

SEND COMPLETED FORM TO CAMP SYSTEMS, INC. FOR PROCESSING.

89012
71.010
29 29

WORK DUE AT	* = APU HRS.		
DATE	HOURS	LANDINGS	CYCLES
	4200		

RECORD TIME WORK ACCOMPLISHED FOR EACH ITEM ON TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY FOR PROCESSING.

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 5 DAY 18 YEAR 89 AIRCRAFT HOURS: 4215.0 LANDINGS: 2745

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: 4022

INSPECTED BY: [signature] KIND OF CERTIFICATE: R/S

****

710101 PART NAME: LEFT ENGINE MM 71-00-00

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

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

PART REMOVED: PART NUMBER_____ SERIAL NUMBER:_____

PART INSTALLED: PART NUMBER_____ SERIAL NUMBER:_____

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

NOTE: 1. IF THE LEFT ENGINE IS REPLACED, UPDATE THE INSTALLED ENGINE COMPONENT AND SERVICE RECORDS BY FILLING OUT THE INFORMATION BELOW OR BY SENDING A COPY OF THE ENGINE LOG BOOK TO CAMP SYSTEMS, INC. FOR PROCESSING.
2. REFERENCE WORK COMPLIANCE FORM 71.T01 FOR ENGINE CHANGE PROCEDURE (CAMP ONLY).

****

710101 LEFT ENGINE CHANGE

NOTE: RECORD ENGINE INSPECTION INFORMATION BELOW FOR ENGINE BEING INSTALLED.

				ENG HRS	TECHNICIAN
(710116)	(NKP)	(X)	MAJOR PERIODIC INSPECTION: REF ENG LMM 72-00-00 REFER TO WORK COMPLIANCE FORM 71.T01 FOR TEXT (CAMP ONLY) RECORD TOTAL ENGINE HOURS MAJOR PERIODIC INSPECTION WAS ACCOMPLISHED:	4215.0	LA 10
			RECORD IF APPLICABLE: ( ) REVISE MAJOR PERIODIC INSPECTION FREQUENCY TO:_____ENG HRS		
(720106)	(NKP)	(X)	INSPECT ACCESSORY GEARBOX: REF ENG LMM 72-60-02 RECORD TOTAL ENGINE HOURS ACCESSORY GEARBOX INSPECTION WAS ACCOMPLISHED:	4215.0	LA 10
(725053)	(NKP)	(X)	INSPECT FAN SUPPORT ASSEMBLY: REF ENG LMM 72-70-06 RECORD TOTAL ENGINE HOURS FAN SUPPORT ASSEMBLY INSPECTION WAS ACCOMPLISHED:	4215.0	LA 10
(725069)	(NKP)	(X)	INSPECT PLENUM CASE: REF ENG LMM 72-00-00 RECORD TOTAL ENGINE HOURS PLENUM CASE INSPECTION WAS ACCOMPLISHED:	4215.0	LA 10
(726001)	(NKP)	(X)	INSPECT COMPRESSOR CORE: REF ENG LMM 72-00-00 REFER TO WORK COMPLIANCE FORM 71.T01 FOR TEXT (CAMP ONLY) RECORD TOTAL ENGINE HOURS COMPRESSOR CORE INSPECTION WAS ACCOMPLISHED:	4215.0	LA 10

NOTE: INITIAL THE SERVICE TASKS BELOW WHICH WERE ACCOMPLISHED DURING ENGINE CHANGE. IF TASKS WERE NOT ACCOMPLISHED DURING ENGINE CHANGE, RECORD TIME ACCRUED SINCE TASK LAST ACCOMPLISHED.

			TECHNICIAN	INSPECTOR	MANHOURS	TIME ACCRUED SINCE LAST ACCOMPLISHED
240121	( )	CHECK STARTER/GENERATOR BRUSH WEAR...MM 80-10-10.....				
240123	(X)	INSP/LUBE STARTER/GENERATOR SPLINE...ENG SM 72-00-00...	4215.0		LA 10	
290143	(X)	INSP/LUBE HYDRAULIC PUMP SPLINE...ENG LMM 72-00-00.....	4215.0		LA 10	
710106	(X)	INSPECT ENGINE...ENG SM 72-00-00.....	4215.0		LA 10	

<< CONTINUED >>

89012
71.010
29 29

WORK DUE AT: DATE	HOURS	* = APU HRS LANDINGS	CYCLES	RECORD TIME WORK ACCOMPLISHED FOR YOUR RECORDS. RETURN CARBON FOR YOUR COPY.
	4200			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

710606 (X) INSPECT FAN ROTOR ASSEMBLY...ENG SM 72-00-00..... 4215.0 LAIO LA 10

713101 (X) ADJUST/TRIM CHECK ENGINE...MM 71-00-00..... 4215.0 LAIO LA 10

713106 (X) COMPRESSOR WASH...LMM 72-00-00..... 4215.0 LAIO LA 10

726003 ( ) CHECK N1 SPOOLDOWN...ENG SM 72-00-00.....N/A.....

730109 ( ) REPLACE FUEL CONTROL FILTER...LMM 73-21-01.....

730116 (X) INSPECT/CLEAN/REPLACE FUEL FILTER...ENG SM 72-00-00.... 4215.0 LAIO LA 10

732111 ( ) ADJUST/TEST FLOWMETER SYSTEM...MM 28-40-00.....

731616 ( ) CHECK FUEL MANIFOLD CROSSFLOW...ENG LMM 72-00-00..N/A
HAS S.B. NO. 73-3016 BEEN C/W? YES (X) NO ( )

740106 (X) CHECK IGNITION SERVICEABILITY...ENG SM 72-00-00..... 4215.0 LAIO LA 10

740116 (X) INSPECT 6 O'CLOCK PLUG...ENG SM 72-00-00..... 4215.0 LAIO LA 10

740126 (X) INSPECT 7 O'CLOCK PLUG...ENG SM 72-00-00..... 4215.0 LAIO LA 10

750111 ( ) TEST ENGINE A/I PRESSURE SWITCH...LMM 75-10-01.....

780116 ( ) OPERATIONAL CHECK THRUST REVERSER...MM 78-30-00.....

790116 (X) SOAP CHECK...ENG SM 72-00-00..... 4215.0 LAIO LA 10
(X) REVISE SOAP CHECK FREQUENCY (IF APPLICABLE) TO: 1525 ENGINE HRS. THAN ON NORMAL. FREQUENCIES

790121 (X) CHANGE ENGINE OIL...ENG SM 72-00-00..... 4215.0 LAIO LA 10

790126 (X) INSPECT CHIP DETECTOR...ENG SM 72-00-00..... 4215.0 LAIO LA 10

990085 ( ) INSPECT TURBINE INTERSTAGE TRANSITION DUCT
REF AD 81-24-08.....
(X) IS INSP OF TURBINE INTERSTAGE TRANSITION DUCT STILL REQUIRED? YES ( ) NO (X)
REFER TO WORK COMPLIANCE FORM 71.T01 FOR TEXT (CAMP ONLY)
( ) RECORD NEXT INSPECTION OF TURBINE INTERSTAGE TRANSITION DUCT. INSPECTION DUE AT:_____A/C HOURS

ENGINE COMPONENTS STATUS-

NOTE: 1. IF ANY OF THE FOLLOWING COMPONENTS INSTALLED ARE DIFFERENT THAN THE ONE REMOVED, RECORD INFORMATION BELOW.
2. IF THE SAME SERIAL NUMBER COMPONENT REMOVED IS REINSTALLED CHECK "SAME" LINE.
3. REASON RMKS FOR S/N OFF: A=TIME, B=FAIL, C=WORN, D=LOANER, E=CONVEN, G=MOD, K=SERVICE, L=ENG CHG, T=DAMAGED.
4. TSN AND TSO INFORMATION IS FOR COMPONENT INSTALLED.

<< CONTINUED >>

89012
71.010
29 29

WORK DUE AT		* = APU HRS		RECORD TIME WORK ACCOMPLISHED FOR [illegible] TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY [illegible] FOR UPDATING
DATE	HOURS	LANDINGS	CYCLES	
	4200			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

240116 STARTER/GENERATOR:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

290141 NO.1 HYDRAULIC PUMP:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

720101 ACCESSORY GEARBOX:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

720601 TRANSFER GEARBOX:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

725066 COMBUSTION PLENUM CASE:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

730106 FUEL CONTROL UNIT:

P/N OFF: 3070800-8 S/N OFF: A6892P RMKS___

P/N ON: 3070800-8 S/N ON: A3593PT SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

730111 FUEL PUMP:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

<< CONTINUED >>

89012
71.010
29 29

WORK DUE AT	* = APU HRS.		
DATE	HOURS	LANDINGS	CYCLES
	4200		

RECORD TIME WORK ACCOMPLISHED FOR [illegible] TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY [illegible] UPDATING.

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

730121 FLOW DIVIDER VALVE:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

730601 FUEL HEATER:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

730606 FUEL/OIL COOLER:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

731101 FUEL COMPUTER:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

731601 SURGE BLEED VALVE:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

731606 SOLENOID CONTROLLER VALVE:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

732101 FUEL FLOW TRANSMITTER:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

<< CONTINUED >>

732116 PRESSURE LIMITER VALVE:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

740101 IGNITION UNIT:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

740111 IGNITION PLUG 6 O'CLOCK

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

740121 IGNITION PLUG 7 O'CLOCK:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

750101 ANTI-ICE SHUT-OFF VALVE:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

750106 ANTI-ICE PRESSURE SWITCH:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

750116 INLET TEMPERATURE SENSOR:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

89012	WORK DUE	* = APU HRS			RECORD TIME WORK ACCOMPLISHED ON	TOP COPY
71.010	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS, RETURN CARBON COPY	PAPERWORK
29 29		4200			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES	

770101 LOW-PRESSURE (N1)
TRANSDUCER: P/N OFF:_____ S/N OFF:_____RMKS___
P/N ON: _____ S/N ON: _____SAME___
TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

770601 HIGH-PRESSURE (N2)
TRANSDUCER: P/N OFF:_____ S/N OFF:_____RMKS___
P/N ON: _____ S/N ON: _____SAME___
TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

771101 ITT THERMOCOUPLE HARNESS:
P/N OFF: 3071849-1 S/N OFF: 2840 RMKS___
3077008-1 1584
P/N ON: 3073950-1 S/N ON: 9-20219-358 SAME___
TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

790101 OIL TANK:
P/N OFF:_____ S/N OFF:_____RMKS___
P/N ON: _____ S/N ON: _____SAME___
TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

790106 OIL PUMP:
P/N OFF:_____ S/N OFF:_____RMKS___
P/N ON: _____ S/N ON: _____SAME___
TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

790131 OIL BY-PASS VALVE:
P/N OFF:_____ S/N OFF:_____RMKS___
P/N ON: _____ S/N ON: _____SAME___
TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

790136 BREATHER VALVE:
P/N OFF: 3071564-1 S/N OFF: 0 RMKS___
P/N ON: 3071564-8 S/N ON: 2988 SAME___
TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

<< CONTINUED >>

89012
71.010
29 29

WORK DUE AT DATE	HOURS	LANDINGS	CYCLES
	4200		

* = APU HRS

RECORD TIME WORK ACCOMPLISHED FOR EACH ITEM. TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY WITH DATE

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

790601 UPPER OIL COOLER:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

790606 LOWER LEFT OIL COOLER:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

790611 LOWER RIGHT OIL COOLER:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

790616 OIL TEMPERATURE VALVE:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

791101 OIL PRESSURE SWITCH:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

791111 OIL PRESSURE TRANSMITTER:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

791116 OIL TEMPERATURE BULB:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

<< CONTINUED >>

89012
71.010
29 29

WORK DUE AT		* - APU HRS		RECORD TIME WORK ACCOMPLISHED ON THIS FORM FOR YOUR RECORDS. RETURN CARBON COPY TO CAMP.
DATE	HOURS	LANDINGS	CYCLES	
	4200			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

ENGINE LIFE LIMITED ROTATING COMPONENTS- RECORD INFORMATION BELOW TO CONTROL LIFE LIMITED COMPONENTS ON CAMP.

725001 STAGE 1 LOW-PRESSURE
TURBINE DISC: P/N OFF:_____ S/N OFF:_____RMKS___
P/N ON: _____ S/N ON: _____SAME___

RECORD TIME SINCE NEW: HOURS_____ CYCLES_____ ( ) RECORD MAX LIFE LIMITS: HOURS_____CYCLES_____

725006 STAGE 2 LOW-PRESSURE
TURBINE DISC: P/N OFF:_____ S/N OFF:_____RMKS___
P/N ON: _____ S/N ON: _____SAME___

RECORD TIME SINCE NEW: HOURS_____ CYCLES_____ ( ) RECORD MAX LIFE LIMITS: HOURS_____CYCLES_____

725011 STAGE 3 LOW-PRESSURE
TURBINE DISC: P/N OFF: 3072544 S/N OFF: 0-18040-7719 RMKS___
P/N ON: 3072544-Z S/N ON: 6-18040-4905 SAME___

RECORD TIME SINCE NEW: HOURS_____ CYCLES_____ ( ) RECORD MAX LIFE LIMITS: HOURS_____CYCLES_____

725016 HIGH-PRESSURE TURBINE ROTOR:
P/N OFF:_____ S/N OFF:_____RMKS___
P/N ON: _____ S/N ON: _____SAME___

RECORD TIME SINCE NEW: HOURS_____ CYCLES_____ ( ) RECORD MAX LIFE LIMITS: HOURS_____CYCLES_____

725043 LOW-PRESSURE TIE ROD:
P/N OFF:_____ S/N OFF:_____RMKS___
P/N ON: _____ S/N ON: _____SAME___

RECORD TIME SINCE NEW: HOURS_____ CYCLES_____ ( ) RECORD MAX LIFE LIMITS: HOURS_____CYCLES_____

725046 HIGH-PRESSURE IMPELLER:
P/N OFF:_____ S/N OFF:_____RMKS___
P/N ON: _____ S/N ON: _____SAME___

RECORD TIME SINCE NEW: HOURS_____ CYCLES_____ ( ) RECORD MAX LIFE LIMITS: HOURS_____CYCLES_____

725051 FAN SHAFT:
P/N OFF:_____ S/N OFF:_____RMKS___
P/N ON: _____ S/N ON: _____SAME___

RECORD TIME SINCE NEW: HOURS_____ CYCLES_____ ( ) RECORD MAX LIFE LIMITS: HOURS_____CYCLES_____

<< CONTINUED >>

89012
71.010
29 29

WORK DUE AT DATE	HOURS	* = APU HRS LANDINGS	CYCLES	RECORD TIME WORK ACCOMPLISHED FOR EACH ITEM - TOP COPY FOR YOUR RECORDS, RETURN CARBON COPY FOR BILLING
	4200			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

725036 ROTATING AIR SEAL:
P/N OFF:_____ S/N OFF:_____RMKS___
P/N ON: _____ S/N ON: _____SAME___
RECORD TIME SINCE NEW: HOURS_____ CYCLES_____ ( ) RECORD MAX LIFE LIMITS: HOURS_____CYCLES_____

725061 HIGH-PRESSURE SHOULDER SHAFT:
P/N OFF:_____ S/N OFF:_____RMKS___
P/N ON: _____ S/N ON: _____SAME___
RECORD TIME SINCE NEW: HOURS_____ CYCLES_____ ( ) RECORD MAX LIFE LIMITS: HOURS_____CYCLES_____

725086 HIGH-PRESSURE ROTOR:
P/N OFF:_____ S/N OFF:_____RMKS___
P/N ON: _____ S/N ON: _____SAME___
RECORD TIME SINCE NEW: HOURS_____ CYCLES_____ ( ) RECORD MAX LIFE LIMITS: HOURS_____CYCLES_____

ENGINE LIFE LIMITED ROTATING COMPONENTS AND INSPECTIONS-
RECORD INFORMATION BELOW TO CONTROL LIFE LIMITED COMPONENTS ON CAMP.

725021 FAN ROTOR DISC:
P/N OFF:_____ S/N OFF:_____RMKS___
P/N ON: _____ S/N ON: _____SAME___
RECORD TIME SINCE NEW: HOURS_____ CYCLES_____ ( ) RECORD MAX LIFE LIMITS: HOURS_____CYCLES_____
DISC CYC TECHNICIAN
(990110) (NKP) ( ) REPLACE FAN ROTOR DISC AD 86-04-02 (AD 86-11-05)
RECORD TOTAL DISC CYCLES SINCE NEW.....________ _____

725026 STAGE 1 LOW-PRESSURE
COMPRESSOR DISC: P/N OFF:_____ S/N OFF:_____RMKS___
P/N ON: _____ S/N ON: _____SAME___
RECORD TIME SINCE NEW: HOURS_____ CYCLES_____ ( ) RECORD MAX LIFE LIMITS: HOURS_____CYCLES_____
DISC HRS TECHNICIAN

725031 STAGE 2 LOW-PRESSURE
COMPRESSOR DISC: P/N OFF:_____ S/N OFF:_____RMKS___
P/N ON: _____ S/N ON: _____SAME___
RECORD TIME SINCE NEW: HOURS_____ CYCLES_____ ( ) RECORD MAX LIFE LIMITS: HOURS_____CYCLES_____
DISC HRS TECHNICIAN

89012
71.010
29 29

WORK DUE = *	* = APU HRS			RECORD TIME WORK ACCOMPLISHED FOR
DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS, RETURN CARBON
	4200			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

725036 STAGE 3 LOW-PRESSURE
COMPRESSOR DISC: P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

RECORD TIME SINCE NEW: HOURS_____ CYCLES_____ ( ) RECORD MAX LIFE LIMITS: HOURS_____CYCLES_____
DISC HRS TECHNICIAN

725041 STAGE 4 LOW-PRESSURE
COMPRESSOR DISC: P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

RECORD TIME SINCE NEW: HOURS_____ CYCLES_____ ( ) RECORD MAX LIFE LIMITS: HOURS_____CYCLES_____
DISC HRS TECHNICIAN

SEND COMPLETED FORM TO CAMP SYSTEMS, INC. FOR PROCESSING.

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC.
REPORT DATE 03/13/89
WORK COMPLIANCE FORM NO. 72.010
AIRCRAFT NO.: 368
MODEL: 1124A WESTWIND
AIRCRAFT REG.: N368MD
ISSUED 07-88 REV.
1

89072	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
72.010	DATE	HOURS	LANDINGS	CYCLES	
29 29		4200			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

* FILL OUT THE TIME WORK ACCOMPLISHED FOR THE TASKS DUE ON WORK COMPLIANCE FORM NO 72.010 ATTACHED.

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

DUE > 720106 INSPECT L ACC. GEARBOX LMM 72-60-02

<< CONTINUED >>

88349
71.011
29 29

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

714106 ( ) INSPECT FAN ROTOR ASSEMBLY...ENG SM 72-00-00.....

716601 ( ) ADJUST/TRIM CHECK ENGINE...MM 71-00-00.....

716606 ( ) COMPRESSOR WASH...LMM 72-00-00.....

726603 ( ) CHECK N1 SPOOLDOWN...ENG SM 72-00-00.....

732609 ( ) REPLACE FUEL CONTROL FILTER...LMM 73-21-01.....

732616 ( ) INSPECT/CLEAN/REPLACE FUEL FILTER...ENG SM 72-00-00....

734611 ( ) ADJUST/TEST FLOWMETER SYSTEM...MM 28-40-00.....

734116 ( ) CHECK FUEL MANIFOLD CROSSFLOW...ENG LMM 72-00-00.....
HAS S.B. NO. 73-3016 BEEN C/W? YES ( ) NO ( )

740606 ( ) CHECK IGNITION SERVICEABILITY...ENG SM 72-00-00.....

740616 ( ) INSPECT 6 O'CLOCK PLUG...ENG SM 72-00-00.....

740626 ( ) INSPECT 7 O'CLOCK PLUG...ENG SM 72-00-00.....

750611 ( ) TEST ENGINE A/I PRESURE SWITCH...LMM 75-10-01.....

780616 ( ) OPERATIONAL CHECK THRUST REVERSER...MM 78-30-00.....

791616 ( ) SOAP CHECK...ENG SM 72-00-00.....
( ) REVISE SOAP CHECK FREQUENCY (IF APPLICABLE) TO: _____ENGINE HRS.

791621 ( ) CHANGE ENGINE OIL...ENG SM 72-00-00.....

791626 ( ) INSPECT CHIP DETECTOR...ENG SM 72-00-00.....

990090 ( ) INSPECT TURBINE INTERSTAGE TRANSITION DUCT
REF AD 81-24-08.....
( ) IS INSP OF TURBINE INTERSTAGE TRANSITION DUCT STILL REQUIRED? YES ( ) NO ( )
REFER TO WORK COMPLIANCE FORM 71.T01 FOR TEXT (CAMP ONLY)
( ) RECORD NEXT INSPECTION OF TURBINE INTERSTAGE TRANSITION DUCT. INSPECTION DUE AT:_____A/C HOURS

ENGINE COMPONENTS STATUS-

NOTE: 1. IF ANY OF THE FOLLOWING COMPONENTS INSTALLED ARE DIFFERENT THAN THE ONE REMOVED, RECORD INFORMATION BELOW.
2. IF THE SAME SERIAL NUMBER COMPONENT REMOVED IS REINSTALLED CHECK "SAME" LINE.
3. REASON RMKS FOR S/N OFF: A=TIME, B=FAIL, C=WORN, D=LOANER, E=CONVEN, G=MOD, K=SERVICE, L=ENG CHG, T=DAMAGED.
4. TSN AND TSO INFORMATION IS FOR COMPONENT INSTALLED.

<< CONTINUED >>

88349
71.011
29 29

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

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 2 DAY 20 YEAR 88 AIRCRAFT HOURS: 4156.0 LANDINGS: 2668

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: 4022

INSPECTED BY: [signature] KIND OF CERTIFICATE: GRS 4022

****

713601 PART NAME: RIGHT ENGINE MM 71-00-00

REASON REMOVED: (CHECK ONE) TECHNICIAN: _____ INSP: LA 15

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

PART REMOVED: PART NUMBER 3072560-2 SERIAL NUMBER: 77482

PART INSTALLED: PART NUMBER 3072500-2 SERIAL NUMBER: 84146

ENG SN 77482 ↓

TIME SINCE NEW: HRS 3972.2 DGS 2056 MOS _____ TIME SINCE OVERHAUL: HRS — LDGS — MOS —

ENG SN 84146 3548.3 CLS 3330

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

NOTE: 1. IF THE RIGHT ENGINE IS REPLACED, UPDATE THE INSTALLED ENGINE COMPONENT AND SERVICE RECORDS BY FILLING OUT THE INFORMATION BELOW OR BY SENDING A COPY OF THE ENGINE LOG BOOK TO CAMP SYSTEMS, INC. FOR PROCESSING.
2. REFERENCE WORK COMPLIANCE FORM 71.T01 FOR ENGINE CHANGE PROCEDURE (CAMP ONLY).

****

713601 RIGHT ENGINE CHANGE

NOTE: RECORD ENGINE INSPECTION INFORMATION BELOW FOR ENGINE BEING INSTALLED.

ENG HRS TECHNICIAN

(713616) (NKP) ( ) MAJOR PERIODIC INSPECTION: REF ENG LMM 72-00-00
REFER TO WORK COMPLIANCE FORM 71.T01 FOR TEXT (CAMP ONLY)
RECORD TOTAL ENGINE HOURS MAJOR PERIODIC INSPECTION WAS ACCOMPLISHED:..... _____ _____
RECORD IF APPLICABLE:
( ) REVISE MAJOR PERIODIC INSPECTION FREQUENCY TO: _____ ENG HRS _____
(722106) (NKP) ( ) INSPECT ACCESSORY GEARBOX: REF ENG LMM 72-60-02
RECORD TOTAL ENGINE HOURS ACCESSORY GEARBOX INSPECTION WAS ACCOMPLISHED:..... _____ _____
(725653) (NKP) ( ) INSPECT FAN SUPPORT ASSEMBLY: REF ENG LMM 72-70-06
RECORD TOTAL ENGINE HOURS FAN SUPPORT ASSEMBLY INSPECTION WAS ACCOMPLISHED:.. _____ _____
(725669) (NKP) ( ) INSPECT PLENUM CASE: REF ENG LMM 72-00-00
RECORD TOTAL ENGINE HOURS PLENUM CASE INSPECTION WAS ACCOMPLISHED:..... _____ _____
(726601) (NKP) ( ) INSPECT COMPRESSOR CORE: REF ENG LMM 72-00-00
REFER TO WORK COMPLIANCE FORM 71.T01 FOR TEXT (CAMP ONLY)
RECORD TOTAL ENGINE HOURS COMPRESSOR CORE INSPECTION WAS ACCOMPLISHED:..... _____ _____

NOTE: INITIAL THE SERVICE TASKS BELOW WHICH WERE ACCOMPLISHED DURING ENGINE CHANGE. IF TASKS WERE NOT ACCOMPLISHED DURING ENGINE CHANGE, RECORD TIME ACCRUED SINCE TASK LAST ACCOMPLISHED.

		TECHNICIAN	INSPECTOR	MANHOURS	TIME ACCRUED SINCE LAST ACCOMPLISHED
240131	( ) CHECK STARTER/GENERATOR BRUSH WEAR...MM 80-10-10.....	_____	_____	____.____	_____
240133	( ) INSP/LUBE STARTER/GENERATOR SPLINE...ENG SM 72-00-00...	_____	_____	____.____	_____
290178	( ) INSP/LUBE HYDRAULIC PUMP SPLINE...ENG LMM 72-00-00.....	_____	_____	____.____	_____
713606	( ) INSPECT ENGINE...ENG SM 72-00-00.....	_____	_____	____.____	_____

<< CONTINUED >>

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WEST, INC. WORK COMPLIANCE FORM NO. 71.0201
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. PAGE 1

88349 71-001 29 29	WORK DUE AT DATE	HOURS	* = APU HRS. LANDINGS	CYCLES	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
					UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 5 DAY 18 YEAR 89 AIRCRAFT HOURS: 4215.0 LANDINGS: 2745

TECHNICIAN SIGNATURE: ______ CERTIFICATE NUMBER: 4022

INSPECTED BY: [signature] KIND OF CERTIFICATE: R/S

		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
710106	INSPECT LEFT ENGINE (A)..........5-17-89..........	4215.0	LA10 [stamp]	____.____
713606	INSPECT RIGHT ENGINE (A)..........4-3-89..........	3972.2	LA10 [stamp]	____.____

****

710106, 713606

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

INSPECT ENGINE (A) (FOR CAMP OPERATORS, REFER TO ILLUSTRATION ON CARD 71-2. FOR SCAMP OPERATORS, REFER TO MAINTENANCE MANUAL) MECH INSP
TEXT FROM ENGINE SM 72-00-00 AND MM 5-20-07

NOTE: THE FOLLOWING GENERAL INSPECTIONS SHALL BE PERFORMED DURING ANY ENGINE MAINTENANCE, AS APPLICABLE, FOR THE LEVEL OF MAINTENANCE BEING PERFORMED.

1. VISUALLY INSPECT ALL ACCESSIBLE WELDED, BRAZED OR SOLDERED ASSEMBLIES FOR SECURITY OF JOINTS.
2. INSPECT ALL ACCESSIBLE TUBES AS FOLLOWS:
   A. VISUALLY INSPECT TUBES FOR KINKS, CRACKS, EXCESSIVE WEAR, SIGNS OF CORROSION OR OTHER DAMAGE. INSPECT ALL FITTINGS FOR BROKEN THREADS, DETERIORATION AND CLEANLINESS.
   B. INSPECT FOR CRACKED OR GALLED TUBE FLARES AND SLEEVES. DENTS OR KINKS SHALL NOT REDUCE INSIDE DIAMETER AREA OF TUBE MORE THAN 20 PERCENT ON LOW-PRESSURE TUBES (FUNCTIONALLY TESTED AT LESS THAN 1000 PSI), SUCH AS OIL SCAVENGE LINES AND NOT MORE THAN 15 PERCENT ON HIGH-PRESSURE TUBES (FUNCTIONALLY TESTED AT 1000 PSI OR GREATER), SUCH AS FUEL LINES. ANY SHARP EDGES AT A CHAFED AREA SHALL BE BLENDED TO A SMOOTH CONTOUR. SHARP DENTS ARE UNACCEPTABLE. CHAFING IS ACCEPTABLE PROVIDED TUBE WALL THICKNESS IS NOT REDUCED BY 20 PERCENT FOR LOW-PRESSURE TUBES OR 15 PERCENT FOR HIGH-PRESSURE TUBES. SLEEVING MAY BE INSTALLED ON TUBES AT AREAS OF NOTED CHAFING DURING TUBE INSTALLATION.
   C. REFER TO LIGHT MAINTENANCE MANUAL INSTRUCTIONS FOR PERFORMING A VIBRATION CHECK ANY TIME EVIDENCE INDICATES POSSIBLE EXCESSIVE ENGINE VIBRATION (CRACKED BRACKETS, CRACKED OR LEAKING PLUMBING LINES, ETC.).
   D. ALL STEPS A. THROUGH C. COMPLETED. ____ ____
3. CHECK FOR FUEL AND OIL LEAKS. FUEL PUMP DRAIN LEAKAGE ACCEPTABLE IF LEAKAGE RATE DOES NOT EXCEED 30 DROPS PER HOUR (ONE DROP EVERY TWO MINUTES). ____ ____
4. CHECK DRAINS AND VENTS FOR RESTRICTIONS. ____ ____
5. CHECK FAN INLET FOR FOREIGN MATERIAL, OBSTRUCTIONS, OR DAMAGE. ____ ____
6. CHECK INLET PRESSURE AND TEMPERATURE SENSOR FOR SECURITY AND EVIDENCE OF DAMAGE OR CLOGGING. ____ ____

   NOTE: IF OIL LEVEL HAS INCREASED SINCE LAST CHECK, OR IF THE ODOR OF FUEL IS DETECTED IN THE OIL, TEST FOR PRESENCE OF FUEL IN OIL. IN ACCORDANCE WITH LMM 72-00-00.

7. CHECK OIL LEVEL. ____ ____
8. CHECK SECURITY OF IGNITION WIRING AND CONNECTIONS. ____ ____
9. CHECK FOR OIL SEAL LEAKAGE AROUND STARTER/GENERATOR MOUNT, AIRCRAFT ACCESSORY MOUNT AND FUEL PUMP MOUNT. ____ ____
10. CHECK EXHAUST OUTLET FOR DAMAGED TURBINE BLADES AND TAIL PIPE FOR CONTAMINATION OR DAMAGE.
11. CHECK INDICATOR PIN ON FUEL FILTER BY-PASS INDICATOR VALVE OF FUEL PUMP. IF INDICATOR PIN IS ACTUATED (EXTENDED), REMOVE AND INSPECT FUEL FILTER ELEMENT. (FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE FORM 73.140. FOR SCAMP OPERATORS, REFER TO MAINTENANCE MANUAL). ____ ____
    A. IF FUEL FILTER ELEMENT IS CONTAMINATED (PLUGGED UP), CLEAN FILTER CAVITY, INSTALL CLEAN FILTER ELEMENT (FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE FORM 73.140. FOR SCAMP OPERATORS, REFER TO

 << CONTINUED >>

MAINTENANCE MANUAL) AND PERFORM FUEL MANIFOLD ASSEMBLY PRESSURE CHECK IN ACCORDANCE WITH LMM 72-00-00.

B. IF FUEL FILTER ELEMENT IS NOT CONTAMINATED (PLUGGED UP), INSTALL CLEAN ELEMENT.

C. BOTH STEPS A. AND B. COMPLETED.

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

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

(1) CHECK MAGNETIC PLUG OF CHIP DETECTOR. FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE FORM 79.120. FOR SCAMP OPERATORS, REFER TO SM 72-00-00, CHIP DETECTOR INSPECTION.

(2) REMOVE, INSPECT AND REPLACE OIL FILTER. FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE 79.110. FOR SCAMP OPERATORS, REFER TO SM 72-00-00, OIL FILTER INSPECTION.

(3) PERFORM SOAP CHECK AND FORWARD OIL SAMPLE AND REMOVE OIL FILTER TO APROVED SOAP LABORATORY. FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE FORM 79.100. FOR SCAMP OPERATORS, REFER TO SM 72-00-00, SPECTROMETRIC OIL ANALYSIS PROGRAM (SOAP) CHECK.

(4) INSPECT INTERIOR OF TRANSFER GEARBOX FOR METAL PARTICLES.

B. STEP A. COMPLETED.

13. VISUALLY CHECK BRACKETS AND SUPPORTS FOR DAMAGE THAT WOULD IMPAIR FUNCTION OR ASSEMBLY. REFER TO LIGHT MAINTENANCE MANUAL INSTRUCTIONS FOR PERFORMING A VIBRATION CHECK ANY TIME EVIDENCE INDICATES POSSIBLE EXCESSIVE ENGINE VIBRATION (CRACKED BRACKET OR SUPPORTS). ---- ----

TEXT FROM MM 5-20-07

14. INSPECT P2 T2 SENSOR FOR SECURITY AND CONDITION. ---- ----
15. INSPECT COWL STRUCTURE AND SKIN FOR DENTS, CRACKS, FIT AND GENERAL CONDITION. ---- ----
16. INSPECT DOORS AND LATCHES FOR DENTS, CRACKS, FIT, GENERAL CONDITION AND OPERATION. ---- ----
17. INSPECT FIRE DETECTOR ELEMENT FOR CHAFING, KINKS, SECURITY AND GENERAL CONDITION. ---- ----
18. INSPECT LOW-PRESSURE BLEED DUCT FOR LEAKS, CRACKS, FIT AND GENERAL CONDITION. ---- ----
19. INSPECT HIGH-PRESSURE BLEED DUCT FOR LEAKS, CRACKS, FIT AND GENERAL CONDITION. ---- ----

NOTE: INSPECT MANIFOLD ASSEMBLY DURING ENGINE PERIODIC INSPECTION OR WHENEVER THE AFTER BODY IS REMOVED.

20. INSPECT THE STARTER-GENERATOR, ELECTRICAL LEADS AND COOLING DUCT FOR INSTALLATION, CLAMPING, SECURITY AND SAFETY. ---- ----
21. INSPECT FUEL LINES FOR CLAMPING AND SECURITY, FUEL FLOW TRANSMITTER FOR INSTALLATION, SECURITY AND SAFETY, AND PRESSURE SWITCH FOR INSTALLATION, SECURITY AND SAFETY. ---- ----
22. INSPECT HYDRAULIC LINES FOR CLAMPING AND SECURITY, ATTENUATOR FOR INSTALLATION, SECURITY AND SAFETY, HYDRAULIC PUMP FOR INSTALLATION, SECURITY AND SAFETY, AND QUICK-DISCONNECTS FOR INSTALLATION, SECURITY AND SAFETY. ---- ----
23. INSPECT HYDRAULIC PUMP. REMOVE DRIVE SPLINE, INSPECT AND LUBRICATE. REFER TO MM 29-10-00, INSPECTION/CHECK. ---- ----
24. INSPECT OIL PRESSURE LINES FOR CLAMPING AND SECURITY, PRESSURE TRANSMITTER FOR SECURITY, INSTALLATION AND SAFETY, AND LOW-PRESSURE SWITCH FOR SECURITY, INSTALLATION AND SAFETY. ---- ----
25. INSPECT ELECTRICAL WIRING CONNECTORS, FOR SECURITY AND GENERAL CONDITION.
26. VISUALLY INSPECT JET TAIL PIPE NOZZLES FOR DENTS, CRACKS, BULGES AND GENERAL CONDITION.
27. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

88349
71-002
29 29

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

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 5 DAY 18 YEAR 89 AIRCRAFT HOURS: 4215.0 LANDINGS: 2745

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: 4022

INSPECTED BY: _____ KIND OF CERTIFICATE: R/S

			TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
710108	INSPECT LEFT ENGINE (B)	5-17-89	4215.1	LA10 (LA 10)	____.____
710106	INSPECT LEFT ENGINE (A)				
713608	INSPECT RIGHT ENGINE (B)	4-3-89	3972.2	LA10 (LA 10)	____.____
713606	INSPECT RIGHT ENGINE (A)				

****

710108, 713608

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

INSPECT ENGINE (B) (FOR CAMP OPERATORS, REFER TO ILLUSTRATION ON CARD 71-2. FOR SCAMP OPERATORS, REFER TO MAINTENANCE MANUAL) MECH INSP
TEXT FROM ENGINE SM 72-00-00 AND MM 5-20-07

NOTE: THE FOLLOWING GENERAL INSPECTIONS SHALL BE PERFORMED DURING ANY ENGINE MAINTENANCE, AS APPLICABLE, FOR THE LEVEL OF MAINTENANCE BEING PERFORMED.

1. VISUALLY INSPECT ALL ACCESSIBLE WELDED, BRAZED OR SOLDERED ASSEMBLIES FOR SECURITY OF JOINTS. ____ ____
2. INSPECT ALL ACCESSIBLE TUBES AS FOLLOWS:
   A. VISUALLY INSPECT TUBES FOR KINKS, CRACKS, EXCESSIVE WEAR, SIGNS OF CORROSION OR OTHER DAMAGE. INSPECT ALL FITTINGS FOR BROKEN THREADS, DETERIORATION AND CLEANLINESS.
   B. INSPECT FOR CRACKED OR GALLED TUBE FLARES AND SLEEVES. DENTS OR KINKS SHALL NOT REDUCE INSIDE DIAMETER AREA OF TUBE MORE THAN 20 PERCENT ON LOW-PRESSURE TUBES (FUNCTIONALLY TESTED AT LESS THAN 1000 PSI), SUCH AS OIL SCAVENGE LINES AND NOT MORE THAN 15 PERCENT ON HIGH-PRESSURE TUBES (FUNCTIONALLY TESTED AT 1000 PSI OR GREATER), SUCH AS FUEL LINES. ANY SHARP EDGES AT A CHAFED AREA SHALL BE BLENDED TO A SMOOTH CONTOUR. SHARP DENTS ARE UNACCEPTABLE. CHAFING IS ACCEPTABLE PROVIDED TUBE WALL THICKNESS IS NOT REDUCED BY 20 PERCENT FOR LOW-PRESSURE TUBES OR 15 PERCENT FOR HIGH-PRESSURE TUBES. SLEEVING MAY BE INSTALLED ON TUBES AT AREAS OF NOTED CHAFING DURING TUBE INSTALLATION.
   C. REFER TO LIGHT MAINTENANCE MANUAL INSTRUCTIONS FOR PERFORMING A VIBRATION CHECK ANY TIME EVIDENCE INDICATES POSSIBLE EXCESSIVE ENGINE VIBRATION (CRACKED BRACKETS, CRACKED OR LEAKING PLUMBING LINES, ETC.).
   D. ALL STEPS A. THROUGH C. COMPLETED. ____ ____
3. CHECK FOR FUEL AND OIL LEAKS. FUEL PUMP DRAIN LEAKAGE ACCEPTABLE IF LEAKAGE RATE DOES NOT EXCEED 30 DROPS PER HOUR (ONE DROP EVERY TWO MINUTES). ____ ____
4. CHECK DRAINS AND VENTS FOR RESTRICTIONS. ____ ____
5. CHECK FAN INLET FOR FOREIGN MATERIAL, OBSTRUCTIONS, OR DAMAGE. ____ ____
6. CHECK INLET PRESSURE AND TEMPERATURE SENSOR FOR SECURITY AND EVIDENCE OF DAMAGE OR CLOGGING. ____ ____

   NOTE: IF OIL LEVEL HAS INCREASED SINCE LAST CHECK, OR IF THE ODOR OF FUEL IS DETECTED IN THE OIL, TEST FOR PRESENCE OF FUEL IN OIL. IN ACCORDANCE WITH LMM 72-00-00.

7. CHECK OIL LEVEL.
8. CHECK SECURITY OF IGNITION WIRING AND CONNECTIONS.
9. CHECK FOR OIL SEAL LEAKAGE AROUND STARTER/GENERATOR MOUNT, AIRCRAFT ACCESSORY MOUNT AND FUEL PUMP MOUNT. ____ ____
10. CHECK EXHAUST OUTLET FOR DAMAGED TURBINE BLADES AND TAIL PIPE FOR CONTAMINATION OR DAMAGE. ____ ____
11. CHECK INDICATOR PIN ON FUEL FILTER BY-PASS INDICATOR VALVE OF FUEL PUMP. IF INDICATOR PIN IS ACTUATED (EXTENDED), REMOVE AND INSPECT FUEL FILTER ELEMENT. (FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE FORM 73.140. FOR SCAMP OPERATORS, REFER TO MAINTENANCE MANUAL). ____ ____

<< CONTINUED >>

A. IF FUEL FILTER ELEMENT IS CONTAMINATED (PLUGGED UP), CLEAN FILTER CAVITY, INSTALL CLEAN FILTER ELEMENT (FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE 73.140. FOR SCAMP OPERATORS, REFER TO MAINTENANCE MANUAL) AND PERFORM FUEL MANIFOLD ASSEMBLY PRESSURE CHECK IN ACCORDANCE WITH LMM 72-00-00.

B. IF FUEL FILTER ELEMENT IS NOT CONTAMINATED (PLUGGED UP), INSTALL CLEAN ELEMENT.

C. BOTH STEPS A. AND B. COMPLETED.

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

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

(1) CHECK MAGNETIC PLUG OF CHIP DETECTOR. (FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE 79.120. FOR SCAMP OPERATORS, REFER TO SM 72-00-00), CHIP DETECTOR INSPECTION.

(2) REMOVE, INSPECT AND REPLACE OIL FILTER. (FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE FORM 79.110. FOR SCAMP OPERATORS, REFER TO SM 72-00-00), OIL FILTER INSPECTION.

(3) PERFORM SOAP CHECK, AND FORWARD OIL SAMPLE AND REMOVE OIL FILTER TO APPROVED SOAP LABORATORY. (FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE FORM 79.100. FOR SCAMP OPERATORS, REFER TO SM 72-00-00), SPECTROMETRIC OIL ANALYSIS PROGRAM (SOAP) CHECK.

(4) INSPECT INTERIOR OF TRANSFER GEARBOX FOR METAL PARTICLES.

B. STEP A. COMPLETED.

13. VISUALLY CHECK BRACKETS AND SUPPORTS FOR DAMAGE THAT WOULD IMPAIR FUNCTION OR ASSEMBLY. REFER TO LIGHT MAINTENANCE MANUAL INSTRUCTIONS FOR PERFORMING A VIBRATION CHECK ANY TIME EVIDENCE INDICATES POSSIBLE EXCESSIVE ENGINE VIBRATION (CRACKED BRACKET OR SUPPORTS). ---- ----

14. INSPECT P2 T2 SENSOR FOR SECURITY AND CONDITION. ---- ----

15. INSPECT COWL STRUCTURE AND SKIN FOR DENTS, CRACKS, FIT AND GENERAL CONDITION. ---- ----

16. INSPECT DOORS AND LATCHES FOR DENTS, CRACKS, FIT, GENERAL CONDITION AND OPERATION. ---- ----

17. INSPECT FIRE DETECTOR ELEMENT FOR CHAFING, KINKS, SECURITY AND GENERAL CONDITION. ---- ----

18. INSPECT LOW-PRESSURE BLEED DUCT FOR LEAKS, CRACKS, FIT AND GENERAL CONDITION. ---- ----

19. INSPECT HIGH-PRESSURE BLEED DUCT FOR LEAKS, CRACKS, FIT AND GENERAL CONDITION. ---- ----

NOTE: INSPECT MANIFOLD ASSEMBLY DURING ENGINE PERIODIC INSPECTION OR WHENEVER THE AFTER BODY IS REMOVED.

20. INSPECT THE STARTER-GENERATOR, ELECTRICAL LEADS AND COOLING DUCT FOR INSTALLATION, CLAMPING, SECURITY AND SAFETY. ---- ----

21. INSPECT FUEL LINES FOR CLAMPING AND SECURITY, FUEL FLOW TRANSMITTER FOR INSTALLATION, SECURITY AND SAFETY, AND PRESSURE SWITCH FOR INSTALLATION, SECURITY AND SAFETY. ---- ----

22. INSPECT HYDRAULIC LINES FOR CLAMPING AND SECURITY, ATTENUATOR FOR INSTALLATION, SECURITY AND SAFETY, HYDRAULIC PUMP FOR INSTALLATION, SECURITY AND SAFETY, AND QUICK-DISCONNECTS FOR INSTALLATION, SECURITY AND SAFETY. ---- ----

23. INSPECT HYDRAULIC PUMP. REMOVE DRIVE SPLINE, INSPECT AND LUBRICATE. REFER TO MM 29-10-00, INSPECTION/CHECK. ---- ----

24. INSPECT OIL PRESSURE LINES FOR CLAMPING AND SECURITY, PRESSURE TRANSMITTER FOR SECURITY, INSTALLATION AND SAFETY, AND LOW-PRESSURE SWITCH FOR SECURITY, INSTALLATION AND SECURITY. ---- ----

25. INSPECT ELECTRICAL WIRING AND CONNECTIONS, FOR SECURITY, ATTACHMENT AND SAFETY. ---- ----

26. INSPECT ENGINE MOUNT AND ATTACHMENT FOR SECURITY AND GENERAL CONDITION. ---- ----

27. VISUALLY INSPECT JET TAIL PIPE NOZZLES FOR DENTS, CRACKS, BULGES AND GENERAL CONDITION. ---- ----

28. CHECK ENGINE THROTTLE SYSTEM FOR FREEDOM OF MOVEMENT, CONTROL CABLE ROUTING, SECURITY OF CLAMPS, CLEARANCE AND GENERAL CONDITION. ---- ----

29. CHECK PYLONS AND FIREWALLS FOR CRACKS, CONDITION OF FIREWALL SEALANT, SECURITY OF HYDRAULIC, FUEL, ELECTRICAL CONNECTIONS AND MECHANICAL FEED THROUGHS. ---- ----

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

OPERATOR: ED-WEST, INC. WORK COMPLIANCE FORM NO. 71.030
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND
AIRCRAFT REG.: N368MD ISSUED 07-88 REV.

88349
71-003
29 29

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

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 5 DAY 18 YEAR 89 AIRCRAFT HOURS: 4215.0 LANDINGS: 2745

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: 4022

INSPECTED BY: _____ KIND OF CERTIFICATE: P/S

		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
710606	INSPECT LEFT FAN ROTOR ASSEMBLY...SM 72-00-00.....	5/17/89 4215.1	LA10	..
714106	INSPECT RIGHT FAN ROTOR ASSEMBLY...SM 72-00-00....	4/3/89 3972.2	LA10	..

****

710606, 714106

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 71.040.

INSPECT FAN ROTOR ASSEMBLY

EQUIPMENT/CONSUMABLES: BORESCOPE MODEL NPF-S (WITH COLD LIGHT SUPPLY) OR (MODEL ILK TYPE H150E) (IF REQUIRED), PACKING P/N 58990-006, PLUG P/N 3071769-1 OR P/N 3072336-1, TORQUE WRENCH CAPABLE OF 50 INCH-POUNDS

1. CHECK FAN BLADES FOR FOREIGN OBJECT DAMAGE, EROSION, NICKS, CRACKS OR DISTORTION WHICH MAY AFFECT BALANCE OR BLADE SECURITY. ROTATE FAN ROTOR ASSEMBLY AND CHECK ALL FAN ROTOR ASSEMBLY BLADES.

   NOTE: 1. PRESENCE OF OIL, DIRT, SALT, OR OTHER CONTAMINATION ON FAN BLADES INDICATES NEED TO PERFORM COMPRESSOR LIQUID CLEANING PROCEDURE. REFER TO WORK COMPLIANCE FORM 71.040.
   2. IF INSPECTION REQUIREMENTS OF STEP 1 ARE NOT MET, REPAIR OR REPLACE BLADES OF FAN ROTOR ASSEMBLY IN ACCORDANCE WITH LMM 72-70-03. IF FOREIGN OBJECT DAMAGE IS EVIDENT ON ANY FAN BLADES, PROCEED TO STEPS 2 THROUGH 8. IF NO DAMAGE IS PRESENT, PROCEED TO STEPS 7 AND 8.

2. REMOVE BORESCOPE INSPECTION PLUG AND PACKING AT 12 O'CLOCK POSITION ON ENGINE SUPPORT HOUSING.
3. INSERT BORESCOPE INTO BORE TO OBSERVE FORWARD SIDE OF BLADES ON FIRST-STAGE COMPRESSOR ROTOR ASSEMBLY. DIAMETER OF BORESCOPE OPTIC TUBE TO BE USED IS 3/16 INCH MAXIMUM. OPTIC TUBE LENGTH SHALL BE 12 INCH MINIMUM.
4. ROTATE FAN ROTOR ASSEMBLY TO ENABLE BORESCOPE INSPECTION OF ALL BLADES ON LOW-PRESSURE FIRST-STAGE COMPRESSOR ROTOR ASSEMBLY. EVIDENCE OF CRACKS, NICKS OR DISTORTION NOT ACCEPTABLE.
5. BLADES NOT MEETING THE INSPECTION REQUIREMENTS OF STEP 4 SHALL BE REPAIRED IN ACCORDANCE WITH LMM 72-30-04, APPROVED REPAIRS.
6. REMOVE BORESCOPE.
7. INSTALL PACKING P/N 58990-006 ON END OF PLUG AND INSTALL PLUG. TIGHTEN PLUG TO A TORQUE OF 20 INCH-POUNDS.
8. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

88349
71-004
29 29

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

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 5 DAY 18 YEAR 89 AIRCRAFT HOURS: 4215.0 LANDINGS: 2745

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: 4022

INSPECTED BY: _____ KIND OF CERTIFICATE: R/S

		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
713106	COMPRESSOR WASH LEFT ENGINE...LMM 72-00-00	5/15/89 4215.0	LA 10	____.____
716606	COMPRESSOR WASH RIGHT ENGINE...LMM 72-00-00	4/3/89 3972.2	LA 10	____.____

****

713106, 716606

ENGINE COMPRESSOR WASH (REFER TO FIGURES 1 AND 2 ON CARD 71-3)

EQUIPMENT/CONSUMABLES: SPRAY MIX APPLICATOR P/N B AND B MODEL 299C, GAS PATH CLEANER P/N B AND B 3100, FRESH WATER SOURCE CAPABLE OF SUPPLYING FRESH WATER AT 25 TO 126 PSIG AT AN APPROXIMATE RATE OF 2 1/2 GALLONS PER MINUTE

NOTE:
1. GAS PATH CLEANER P/N B AND B 3100 IS NONCORROSIVE AND NONFLAMMABLE WHEN MIXED WITH WATER.
2. SPRAY MIX APPLICATOR P/N B AND B MODEL 299C PROVIDES A REQUIRED RATIO OF ONE PART CLEANER TO FOUR PARTS OF WATER AT A PRE-SET DELIVERY RATE OF 2 1/2 GALLONS PER MINUTE.
3. THIS PROCEDURE IS EFFECTIVE IN CLEANING OIL, DIRT, SALT AND OTHER FOREIGN MATERIALS WHICH ADHERE TO FAN ROTOR, COMPRESSOR BLADES AND VANE SURFACES. PERFORM PROCEDURE AT ANY TIME VISIBLE CONTAMINATION EXISTS OR AFTER EXPOSURE TO SALT SPRAY. THIS PROCEDURE MAY BE USED AS FREQUENTLY AS REQUIRED WITHOUT DETRIMENTAL EFFECTS TO THE ENGINE. CLEANING CAN BE ACCOMPLISHED ON ENGINE INSTALLED ON AIRCRAFT.
4. SINCE COMPRESSOR CORROSION DAMAGE MAY RESULT BEFORE CONTAMINATION IS OBSERVED, PERIODIC CLEANING IS RECOMMENDED FOR ALL OPERATORS. THE FREQUENCY OR DESIRABILITY OF A PERIODIC CHEMICAL CLEANING/WASH PROGRAM SHOULD BE DETERMINED BY EACH INDIVIDUAL OPERATOR SINCE ENVIRONMENTAL CONDITIONS VARY WIDELY AMONG OPERATORS.

1. PREPARE AIRCRAFT FOR COMPRESSOR WASH AS FOLLOWS:
   A. POSITION AIRCRAFT INTO WIND IN ORDER TO CARRY EXHAUST DISCHARGE AWAY FROM AIRCRAFT.
   B. CLOSE ALL BLEED SYSTEMS: ANTI-ICE VALVES, CABIN PRESSURIZATION/AIR CONDITIONING, ETC. AND INSTALL PROTECTIVE COVERING OVER STARTER/GENERATOR PRIOR TO PERFORMING CLEANING PROCEDURE.
2. PREPARE THE ENGINE FOR COMPRESSOR WASH AS FOLLOWS:
   A. DISCONNECT P3 TUBE AT FUEL CONTROL P3 PRESSURE LIMITER VALVE FITTING. LEAVE TUBE END OPEN TO ATMOSPHERE. CAP FUEL CONTROL P3 PRESSURE LIMITER VALVE FITTING.
   B. PLACE PROTECTIVE COVER (OR TAPE) OVER INLET PRESSURE AND TEMPERATURE SENSOR (LOCATED AT ENGINE INLET).
3. PREPARE EQUIPMENT AND MATERIALS FOR COMPRESSOR LIQUID CLEANING PROCEDURE.

   NOTE: PRIOR TO CONNECTING DELIVERY SIPHON HOSE OF THE SPRAY MIX APPLICATOR, FLUSH TO REMOVE ANY FOREIGN CONTAMINANT THAT MAY BE IN THE HOSE.

   A. ATTACH DELIVERY SIPHON HOSE TO SPRAY MIX APPLICATOR. INSERT DELIVERY SIPHON HOSE IN GAS PATH CLEANER: A MINIMUM OF ONE GALLON IS REQUIRED. TURN CLEANER CHEMICAL CONTROL VALVE TO ON POSITION, STRAIGHT UP OR DOWN.
   B. TURN WATER CONTROL VALVE TO OFF AND ATTACH FRESH WATER SUPPLY TO SPRAY MIX APPLICATOR INLET.

   CAUTION: ALLOW THE ENGINE TO COOL APPROXIMATELY ONE HOUR OR UNTIL ITT INDICATOR READS 100 DEGREES C OR LESS.

   NOTE: CAUTION SHOULD BE EXERCISED DURING COLD WEATHER WHEN TEMPERATURE IS BELOW 0 DEGREES C (32 DEGREES F), SINCE EQUIPMENT HAS NO PROVISIONS TO PREVENT FREEZING.

4. PERFORM THE COMPRESSOR WASH AS FOLLOWS:

   CAUTION: DO NOT EXCEED STARTER DUTY CYCLE AT ANY TIME DURING CLEANING PROCEDURE.

   NOTE: TO ELIMINATE BATTERY DISCHARGE DUE TO STARTER MOTORING CYCLES, IT IS RECOMMENDED THAT A GROUND POWER UNIT

<< CONTINUED >>

BE UTILIZED DURING THESE OPERATIONS.

A. VERIFY THAT ITT INDICATOR READS 100 DEGREES C OR LESS.
B. VERIFY THAT ALL BLEED SYSTEMS ARE CLOSED AND THAT POWER LEVER IS IN CUTOFF POSITION.

NOTE: 1. ENSURE THAT POWER LEVER IS IN CUTOFF POSITION NO FUEL AND IGNITION SYSTEM IS TURNED OFF THROUGHOUT CLEANING WASH RINSE CYCLES.
2. IF SPRAY MIX APPLICATOR NOZZLE IS NOT PROPERLY ANGLED, FAN ROTOR ASSEMBLY WILL CENTRIFUGE FLUID. REFER TO FIGURE 2 FOR PROPER ANGLE.

C. ENERGIZE STARTER AND MOTOR ENGINE. AS ENGINE HIGH-PRESSURE SPOOL STARTS TO ROTATE, DIRECT NOZZLE OF SPRAY MIX APPLICATOR AS CLOSE AS POSSIBLE TO BASE OF FAN ROTOR ASSEMBLY BLADES AT AN ANGLE THAT IS PARALLEL TO BLADE AIRFOIL CONTOUR AND BLADE BASE CONTOUR AND OPEN WATER CONTROL VALVE ON SPRAY MIX APPLICATOR TO INJECT CLEANING SOLUTION. MOTOR ENGINE TO A MINIMUM SPEED OF 10 PERCENT N2 INDICATION FOR 45 SECONDS OR STARTER DUTY CYCLE LIMIT, WHICHEVER IS LESS. DE-ENERGIZE STARTER AND CONTINUE TO INJECT CLEANING SOLUTION UNTIL ENGINE ROLLS DOWN THEN SHUT OFF WATER CONTROL VALVE ON SPRAY MIX APPLICATOR. SUCCESS OF CLEANING SOLUTION INDUCEMENT IS NOTED BY FLUID BEING DISCHARGED FROM EXHAUST NOZZLE.
D. PERMIT CLEANING SOLUTION TO SOFTEN CONTAMINATION DEPOSITS FOR A PERIOD OF 15 TO 20 MINUTES.
E. IF A SECOND CLEANING APPLICATION IS NECESSARY, REPEAT STEP 4-C. AND 4-D.
F. REMOVE DELIVERY SIPHON HOSE FROM GAS PATH CLEANER.

NOTE: IF SPRAY MIX APPLICATOR NOZZLE IS NOT PROPERLY ANGLED, FAN ROTOR ASSEMBLY WILL CENTRIFUGE FLUID.

G. ENERGIZE STARTER AND MOTOR ENGINE TO RINSE FRESH WATER. AS ENGINE HIGH-PRESSURE SPOOL STARTS TO ROTATE, DIRECT NOZZLE OF SPRAY MIX APPLICATOR AS CLOSE AS POSSIBLE TO BASE OF FAN ROTOR ASSEMBLY BLADES AT AN ANGLE THAT IS PARALLEL TO BLADE AIRFOIL CONTOUR AND BLADE BASE CONTOUR THEN OPEN WATER CONTROL VALVE ON SPRAY MIX APPLICATOR TO INJECT WATER. MOTOR ENGINE TO A MINIMUM SPEED OF 10 PERCENT N2 INDICATION FOR 30 SECONDS OR STARTER DUTY CYCLE LIMIT, WHICHEVER IS LESS. DE-ENERGIZE STARTER AND CONTINUE TO INJECT WATER UNTIL ENGINE ROLLS DOWN THEN SHUT OFF WATER CONTROL VALVE ON SPRAY MIX APPLICATOR.
H. ALLOW STARTER TO COOL AND ALSO ALLOW ENGINE TO DRAIN INDUCED WATER.
I. REPEAT RINSE CYCLE, STEP 4-G. AND 4-H. AS NECESSARY TO REMOVE ALL RESIDUAL CLEANING SOLUTION AND LOOSENED SOILS CONTAMINANTS FROM ENGINE. SUCCESS OF RINSE CYCLE IS INDICATED BY CLEAR WATER BEING DISCHARGED FROM EXHAUST NOZZLE.

5. RESTORE ENGINE TO OPERATIONAL STATUS AS FOLLOWS:
A. REMOVE PROTECTIVE COVER OR TAPE FROM PT2 SENSOR.
B. REVERSE BLOW APPROXIMATELY 50 PSIG COMPRESSED AIR THROUGH DISCONNECTED P3 TUBES REMOVED FROM FUEL CONTROL ASSEMBLY, P3 PRESSURE LIMITER VALVE FITTING.
C. REMOVE CAP PREVIOUSLY INSTALLED FROM FUEL CONTROL P3 PRESSURE LIMITER VALVE FITTING. CONNECT P3 TUBE TO FUEL CONTROL P3 PRESSURE LIMITER VALVE FITTING. REFER TO FIGURE 1.
6. PERFORM DRY OUT PROCEDURE OF THE ENGINE IMMEDIATELY FOLLOWING COMPRESSOR WASH STEP 4 AND RESTORATION OF ENGINE TO OPERATIONAL STATUS STEP 5 AS FOLLOWS:

NOTE: ENSURE THAT ANY SPECIAL INSTRUCTIONS RELATIVE TO DRY OUT PROCEDURE ARE OBSERVED.

WARNING: AREAS IN PROXIMITY OF ENGINE INLET AND EXHAUST ARE EXTREMELY HAZARDOUS TO PERSONNEL WHEN ENGINES ARE OPERATING. PERSONNEL SHALL CLEAR THESE AREAS DURING ENGINE START AND OPERATION TO AVOID INJURY.

A. PERFORM NORMAL ENGINE START AND ACCELERATION TO IDLE SPEED IN ACCORDANCE WITH AIRCRAFT FLIGHT MANUAL AND/OR APPROPRIATE AIRCRAFT DOCUMENT.
B. PRIOR TO SERVICE BULLETIN NO.72-3085, OPERATE ENGINE AT IDLE SPEED FOR APPROXIMATELY 10 MINUTES THEN ADVANCE POWER TO 80 PERCENT N1 SPEED INDICATION. TURN ON ANTI-ICE AIR. WHEN ITT INDICATION RISES, TURN OFF ANTI-ICE AIR.
C. POST OF SERVICE BULLETIN NO.72-3085, OPERATE ENGINE AT IDLE SPEED FOR AN ADDITIONAL 10 MINUTES.
D. PERFORM NORMAL ENGINE SHUTDOWN IN ACCORDANCE WITH AIRCRAFT FLIGHT MANUAL AND/OR APPROPRIATE AIRCRAFT DOCUMENT.
7. RECORD COMPRESSOR WASH COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC. REPORT DATE 03/13/89 WORK COMPLIANCE FORM NO. 72.010
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. PAGE 1

89072
72.010
29 29

WORK DUE AT	* = APU HRS		
DATE	HOURS	LANDINGS	CYCLES
	4200		

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

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 5 DAY 18 YEAR 89 AIRCRAFT HOURS: 4215.0 LANDINGS: 2745

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: A022

INSPECTED BY: _____ KIND OF CERTIFICATE: P/S

****

720101 PART NAME: LEFT ENGINE ACCESSORY GEARBOX LMM 72-60-01
REASON REMOVED: (CHECK ONE) TECHNICIAN: _____ INSP: _____
TIME A( ) FAIL B( ) WORN C( ) LOANER D( ) SCHED CONV E( ) MOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG M( ) DAMAGED T( )

PART REMOVED: PART NUMBER_____ SERIAL NUMBER:_____

PART INSTALLED: PART NUMBER_____ SERIAL NUMBER:_____

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

NOTE: 1. IF THE LEFT ENGINE ACCESSORY GEARBOX IS REPLACED, UPDATE THE INSTALLED GEARBOX COMPONENT AND SERVICE RECORDS BY FILLING OUT THE INFORMATION BELOW.
2. REFERENCE WORK COMPLIANCE FORM 72.T01 FOR GEARBOX CHANGE PROCEDURE (CAMP ONLY).

****

720601 PART NAME: LEFT ENGINE TRANSFER GEARBOX ENG LMM 72-60-
REASON REMOVED: (CHECK ONE) TECHNICIAN:_____ INSP:_____
TIME A( ) FAIL B( ) WORN C( ) LOANER D( ) SCHED CONV E( ) MOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG M( ) DAMAGED T( )

PART REMOVED: PART NUMBER_____ SERIAL NUMBER:_____

PART INSTALLED: PART NUMBER_____ SERIAL NUMBER:_____

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

NOTE: 1. IF THE LEFT ENGINE TRANSFER GEARBOX IS REPLACED, UPDATE THE INSTALLED GEARBOX COMPONENT AND SERVICE RECORDS BY FILLING OUT THE INFORMATION BELOW.
2. REFERENCE WORK COMPLIANCE FORM 72.T02 FOR GEARBOX CHANGE PROCEDURE (CAMP ONLY)

****

720101 LEFT ENGINE ACCESSORY GEARBOX CHANGE ISSUED 07-88 REV.

NOTE: RECORD GEARBOX INSPECTION INFORMATION BELOW FOR GEARBOX BEING INSTALLED.

	TECHNICIAN	INSPECTOR	MANHOURS	TIME ACCRUED SINCE LAST ACCOMPLISHED
720106 INSPECT LEFT ENGINE ACCESSORY GEARBOX...ENG LMM 72-60-02..... REFER TO WORK COMPLIANCE FORM 72.T01 (CAMP ONLY)	5/17/89	4215.0	LA10	

<< CONTINUED >>

89072
72.010
29 29

WORK DUE AT		* = APU HRS		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
DATE	HOURS	LANDINGS	CYCLES	
	4200			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

NOTE: INITIAL THE SERVICE TASKS BELOW WHICH WERE ACCOMPLISHED DURING THE ACCESSORY GEARBOX CHANGE. IF THE TASKS WERE NOT ACCOMPLISHED DURING GEARBOX CHANGE, RECORD TIME ACCRUED SINCE TASK LAST ACCOMPLISHED.

			TECHNICIAN INSPECTOR	MANHOURS	TIME ACCRUED SINCE LAST ACCOMPLISHED
240121	( )	CHECK STARTER/GENERATOR BRUSH WEAR...MM 80-10-10.....	_____ _____	____.____	_____
240123	( )	INSPECT/LUBE START/GENERATOR SPLINE...ENG SM 72-00-00..	_____ _____	____.____	_____
290143	( )	INSPECT/LUBE HYDRAULIC PUMP SPLINE...ENG LMM 72-00-00..	_____ _____	____.____	_____
730116	( )	INSPECT/CLEAN/REPLACE FUEL FILTER...ENG SM 72-00-00....	_____ _____	____.____	_____
790116	( )	SOAP CHECK...ENG SM 72-00-00.....	_____ _____	____.____	_____
		RECORD IF APPLICABLE			
	( )	REVISED SOAP CHECK FREQUENCY TO: _____ENG HRS			
790121	( )	CHANGE ENGINE OIL...ENG SM 72-00-00.....	_____ _____	____.____	_____
790126	( )	INSPECT CHIP DETECTOR...ENG SM 72-00-00.....	_____ _____	____.____	_____

ACCESSORY GEARBOX COMPONENT STATUS-

NOTE: 1. IF ANY OF THE FOLLOWING COMPONENTS ARE DIFFERENT THAN THE ONE REMOVED, RECORD INFORMATION BELOW.
2. IF THE SAME SERIAL NUMBER COMPONENT IS REINSTALLED CHECK "SAME" LINE.
3. REASON RMKS FOR S/N OFF: A=TIME, B=FAIL, C=WORN, D=LOANER, E=CONVEN, G=MOD, K=SERVICE, L=GRBX CHG,T=DAMAGED.
4. TSN AND TSO INFORMATION IS FOR COMPONENT INSTALLED.

240116 STARTER/GENERATOR:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

290141 HYDRAULIC PUMP:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

730106 FUEL CONTROL UNIT:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

<< CONTINUED >>

89072
72.010
29 29

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
	4200		

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

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

730111 FUEL PUMP:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

730121 FLOW DIVIDER VALVE:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

770601 (N2) TRANSDUCER:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

790106 OIL PUMP:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

790131 OIL FILTER BY-PASS VALVE:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

790136 PRESSURE BREATHER VALVE:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

SEND COMPLETED FORM TO CAMP SYSTEMS, INC. FOR PROCESSING.

OPERATOR: **ED-WES, INC.** **REPORT DATE 02/14/89** WORK COMPLIANCE FORM NO. **72.011**

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

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

89045	WORK DUE AT	* = APU HRS			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
72.011	DATE	HOURS	LANDINGS	CYCLES	
29 29		4200			**CHECK CURRENT DUE LIST FOR DUE TIME CHANGES**

FILL OUT THE TIME WORK ACCOMPLISHED FOR THE TASKS DUE ON WORK COMPLIANCE FORM NO 72.011 ATTACHED.

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

DUE > 722106 INSPECT R ACC. GEARBOX LMM 72-60-02

<< CONTINUED >>

89045	WORK DUE AT	* = APU HRS			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
72.011	DATE	HOURS	LANDINGS	CYCLES	
29 29		4200			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 5 DAY 18 YEAR 89 AIRCRAFT HOURS: 4215.0 LANDINGS: 2745

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: 4022

INSPECTED BY: [signature] KIND OF CERTIFICATE: R/S

****

722101 PART NAME: RIGHT ENGINE ACCESSORY GEARBOX LMM 72-60-01
REASON REMOVED: (CHECK ONE) TECHNICIAN: _____ INSP: _____
TIME A( ) FAIL B( ) WORN C( ) LOANER D( ) SCHED CONV E( ) MOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG M( ) DAMAGED T( )

PART REMOVED: PART NUMBER_____ SERIAL NUMBER:_____

PART INSTALLED: PART NUMBER_____ SERIAL NUMBER:_____

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

NOTE: 1. IF THE RIGHT ENGINE ACCESSORY GEARBOX IS REPLACED, UPDATE THE INSTALLED GEARBOX COMPONENT AND SERVICE RECORDS BY FILLING OUT THE INFORMATION BELOW.
2. REFERENCE WORK COMPLIANCE FORM 72.T01 FOR GEARBOX CHANGE PROCEDURE (CAMP ONLY).

****

722601 PART NAME: RIGHT ENGINE TRANSFER GEARBOX ENG LMM 72-60-
REASON REMOVED: (CHECK ONE) TECHNICIAN:_____ INSP:_____
TIME A( ) FAIL B( ) WORN C( ) LOANER D( ) SCHED CONV E( ) MOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG M( ) DAMAGED T( )

PART REMOVED: PART NUMBER_____ SERIAL NUMBER:_____

PART INSTALLED: PART NUMBER_____ SERIAL NUMBER:_____

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

NOTE: 1. IF THE RIGHT ENGINE TRANSFER GEARBOX IS REPLACED, UPDATE THE INSTALLED GEARBOX COMPONENT AND SERVICE RECORDS BY FILLING OUT THE INFORMATION BELOW.
2. REFERENCE WORK COMPLIANCE FORM 72.T02 FOR GEARBOX CHANGE PROCEDURE (CAMP ONLY)

****

722101 ENGINE ACCESSORY GEARBOX CHANGE ISSUED 07-88 REV.

NOTE: RECORD GEARBOX INSPECTION INFORMATION BELOW FOR GEARBOX BEING INSTALLED.

	TECHNICIAN	INSPECTOR	MANHOURS	TIME ACCRUED SINCE LAST ACCOMPLISHED
722106 INSPECT RIGHT ENGINE ACCESSORY GEARBOX...ENG LMM 72-60-02.... REFER TO WORK COMPLIANCE FORM 72.T01 (CAMP ONLY)	4-3-89	3972.2	LA10	0

<< CONTINUED >>

89045
72.011
29 29

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
	4200		

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

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

NOTE: INITIAL THE SERVICE TASKS BELOW WHICH WERE ACCOMPLISHED DURING THE ACCESSORY GEARBOX CHANGE. IF THE TASKS WERE NOT ACCOMPLISHED DURING GEARBOX CHANGE, RECORD TIME ACCRUED SINCE TASK LAST ACCOMPLISHED.

240131 ( ) CHECK STARTER/GENERATOR BRUSH WEAR...MM 80-10-10....._____ _____ ____.____ _____

240133 ( ) INSPECT/LUBE START/GENERATOR SPLINE...ENG SM 72-00-00.._____ _____ ____.____ _____

290178 ( ) INSPECT/LUBE HYDRAULIC PUMP SPLINE...ENG LMM 72-00-00.._____ _____ ____.____ _____

732616 ( ) INSPECT/CLEAN/REPLACE FUEL FILTER...ENG SM 72-00-00...._____ _____ ____.____ _____

791616 ( ) SOAP CHECK...ENG SM 72-00-00....._____ _____ ____.____ _____
RECORD IF APPLICABLE
( ) REVISED SOAP CHECK FREQUENCY TO: _____ENG HRS

791621 ( ) CHANGE ENGINE OIL...ENG SM 72-00-00....._____ _____ ____.____ _____

791626 ( ) INSPECT CHIP DETECTOR...ENG SM 72-00-00....._____ _____ ____.____ _____

ACCESSORY GEARBOX COMPONENT STATUS-

NOTE: 1. IF ANY OF THE FOLLOWING COMPONENTS ARE DIFFERENT THAN THE ONE REMOVED, RECORD INFORMATION BELOW.
2. IF THE SAME SERIAL NUMBER COMPONENT IS REINSTALLED CHECK "SAME" LINE.
3. REASON RMKS FOR S/N OFF: A=TIME, B=FAIL, C=WORN, D=LOANER, E=CONVEN, G=MOD, K=SERVICE, L=GRBX CHG, T=DAMAGED.
4. TSN AND TSO INFORMATION IS FOR COMPONENT INSTALLED.

290176 HYDRAULIC PUMP:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

732606 FUEL CONTROL UNIT:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

732611 FUEL PUMP:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

<< CONTINUED >>

89045	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY
72.011	DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
29 29		4200			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

732621 FLOW DIVIDER VALVE:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

772101 (N2) TRANSDUCER:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

791606 OIL PUMP:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

791631 OIL FILTER BY-PASS VALVE:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

791636 PRESSURE BREATHER VALVE:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

SEND COMPLETED FORM TO CAMP SYSTEMS, INC. FOR PROCESSING.

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WEST, INC. WORK COMPLIANCE FORM NO. 72.020
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. PAGE 1

88349
00-000
29 29

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

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 5 DAY 18 YEAR 89 AIRCRAFT HOURS:_____ LANDINGS:_____

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: 4022

INSPECTED BY: [signature] KIND OF CERTIFICATE: R/S

****

725066 PART NAME: LEFT ENGINE PLENUM COMBUSTION CASE NO REF
REASON REMOVED: (CHECK ONE) TECHNICIAN: _____ INSP: _____
TIME A( ) FAIL B( ) WORN C( ) LOANER D( ) SCHED CONV E( ) MOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG M( ) DAMAGED T( )

PART REMOVED: PART NUMBER_____ SERIAL NUMBER:_____

PART INSTALLED: PART NUMBER_____ SERIAL NUMBER:_____

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

(X) 725069 INSPECT LEFT ENGINE PLENUM COMBUSTION CASE
REFER TO WORK COMPLIANCE FORM 72.030 5-17-89 - 4215.0 LA10 LA 10

****

725666 PART NAME: RIGHT ENGINE PLENUM COMBUSTION CASE NO REF
REASON REMOVED: (CHECK ONE) TECHNICIAN: _____ INSP: _____
TIME A( ) FAIL B( ) WORN C( ) LOANER D( ) SCHED CONV E( ) MOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG M( ) DAMAGED T( )

PART REMOVED: PART NUMBER_____ SERIAL NUMBER:_____

PART INSTALLED: PART NUMBER_____ SERIAL NUMBER:_____

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

(X) 725669 INSPECT RIGHT ENGINE PLENUM COMBUSTION CASE
REFER TO WORK COMPLIANCE FORM 72.030. 4-3-89 3972.2 LA 10 LA 10

****

NO TEXT AVAILABLE AT THIS TIME.

OPERATOR: ED-WEST, INC. WORK COMPLIANCE FORM NO. 72.030
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. PAGE 1

88349
72-001
29 29

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

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 5 DAY 18 YEAR 89 AIRCRAFT HOURS: 4215.0 LANDINGS: 2745

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: 4022

INSPECTED BY: _____ KIND OF CERTIFICATE: R/S

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
725069 INSPECT LEFT ENGINE COMBUSTION CHAMBER PLENUM CASE...LMM 72-00-00.....	5-17-89 4215.0	LA10	1.0
725669 INSPECT RIGHT ENGINE COMBUSTION CHAMBER PLENUM CASE...LMM 72-00-00...	4-3-89 3972.2	LA10	1.0

****

725069, 725669

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 74.010.

INSPECT COMBUSTION CHAMBER PLENUM CASE

CAUTION: ANY SUBSTITUTE USED FOR LISTED SILVER PENCIL OR INDUSTRIAL MARKING INK SHALL CONTAIN NO CARBON.

EQUIPMENT/CONSUMABLES: PORTABLE FLUORESCENT PENETRANT KIT P/N ZA-43, STODDARD SOLVENT P/N PD-680, TYPE I, 10 POWER MAGNIFIER, SILVER PENCIL (BEROL VERITHIN NO.753) (PREFERRED) OR INDUSTRIAL MARKING INK VOILET P/N 127-1/2 (ALTERNATE)

1. REMOVE BOTTOM PANEL IN ACCORDANCE WITH LMM 79-20-09.
2. REMOVE HALVES OF FUEL MANIFOLD ASSEMBLY, SPLASH SHIELDS AND GASKETS.
3. REMOVE IGNITER PLUGS AND GASKETS. REFER TO WORK COMPLIANCE FORM 74.010.
4. REMOVE AFT PLENUM DRAIN VALVE IN ACCORDANCE WITH LMM 72-40-01.
5. REMOVE COMBUSTION CHAMBER LINER. REFER TO WORK COMPLIANCE FORM 74.010
6. CLEAN AND VISUALLY INSPECT COMBUSTION CHAMBER PLENUM CASE AS FOLLOWS:
   A. COMPLETELY CLEAN WELD AND SURROUNDING SHEET METAL ON OUTER SURFACE OF PLENUM CASE AROUND AFT FLANGE (TURBINE INTERSTAGE TRANSITION DUCT ATTACH POINT) FUEL NOZZLE BOSSES, IGNITER PLUG BOSSES, PLENUM DRAIN VALVE BOSSES, BLEED PORT BOSSES, AND BOSSES FOR BOLTS USED TO SECURE COMBUSTION CHAMBER LINER USING MAGNAFLUX CLEANER (ZC-7) (PART OF PORTABLE FLUORESCENT PENETRANT INSPECTION KIT (ZA-43) OR EQUIVALENT. PRELIMINARY CLEANING WITH SOLVENT (FEDERAL SPECIFICATION PD-680, TYPE I) MAY BE PERFORMED TO REDUCE THE AMOUNT OF CLEANER (ZC-7) REQUIRED FOR FINAL CLEANING.
   B. VISUALLY INSPECT THE WELD SURFACE AND PARTICULARLY THE WELD-TO-SHEET METAL INTERFACE AREA AROUND SPECIFIED FLANGE AND BOSSES FOR CRACKS, USING 10X MAGNIFICATION (REFER TO LMM 72-40-04). CIRCLE ANY AREAS WITH DEFECTS FOR IDENTIFICATION USING SILVER PENCIL (BEROL VERITHIN, NO.753).
7. PERFORM FLUORESCENT PENETRANT INSPECTION IN ACCORDANCE WITH GOOD SHOP PRACTICES, USING MIL-I-6866, TYPE I, GROUP V OR BETTER, AS A GUIDE. USE MAGNAFLUX PORTABLE FLUORESCENT PENETRANT INSPECTION KIT P/N ZA-43 OR EQUIVALENT.
   A. APPLY PENETRANT OIL TO WELDS ON OUTER SURFACE OF PLENUM CASE AROUND AFT FLANGE (TURBINE INTERSTAGE TRANSITION DUCT ATTACH POINT) FUEL NOZZLE BOSSES, IGNITER PLUG BOSSES, PLENUM DRAIN VALVE BOSSES, AND BOSSES FOR BOLTS USED TO SECURE COMBUSTION CHAMBER LINER. IF MAGNAFLUX PENETRANT OIL P/N ZL-22A, PART OF PORTABLE FLUORESCENT PENETRANT INSPECTION KIT, P/N ZA-43 IS USED, ALLOW PENETRANT OIL TO PENETRATE INTO INSPECTION AREAS FOR A MINIMUM OF 10 MINUTES.

   NOTE: WHEN PERFORMING THE FOLLOWING STEP, CARE MUST BE TAKEN TO REMOVE ALL RESIDUAL PENETRANT OIL IN THE WELD-TO-BOSS INTERFACE AREA OR FALSE INDICATIONS MAY OCCUR.

   B. REMOVE MAGNAFLUX PENETRANT OIL P/N ZL-22A BY WIPING TREATED SURFACES CLEAN USING CLEAN PAPER TOWELS OR CLOTHS. CONTINUE WIPING SURFACES AS NECESSARY TO REMOVE AS MUCH PENETRANT OIL AS POSSIBLE THEN MOISTEN A CLEAN TOWEL OR CLOTH WITH MAGNAFLUX CLEANER P/N ZC-7 OR EQUIVALENT AND REMOVE RESIDUAL PENETRANT OIL. CHECK WITH BLACK LIGHT TO SEE IF RESIDUAL OIL IS REMOVED FROM SURFACE OF THE AREA BEING INSPECTED.

   NOTE: MAGNAFLUX DEVELOPER P/N ZP-9, PART OF FLUORESCENT PENETRANT INSPECTION KIT P/N AZ-43 MAY BE USED TO ASSIST IN INSPECTION.

<< CONTINUED >>

88349 72-001 29 29	WORK DUE AT * = APU HRS.				RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
	DATE	HOURS	LANDINGS	CYCLES	UNSCHEDULED

C. INSPECT TREATED WELD AREAS ON OUTSIDE OF PLENUM CASE FOR LINEAR INDICATIONS OR CRACKS USING BLACK LIGHT AND 10 POWER MAGNIFICATION. IF ANY LINEAR INDICATION OR CRACKS ARE EVIDENT, REFER TO 72-40-04, MAINTENANCE PRACTICES, 2, APPROVED REPAIRS. CIRCLE ANY AREAS WITH DEFECTS FOR IDENTIFICATION USING SILVER PENCIL BEROL VERITHIN NO.753 (PREFERRED) OR INDUSTRIAL MARKING INK VOILET P/N 127-1/2 (ALTERNATE). POROSITY (SMALL CIRCULAR VOIDS) DOES NOT REQUIRE ANY REPAIR IF NO BLEED-THROUGH OF PENETRANT OIL IS EVIDENT AT WELD AREA ON INNER SURFACE OF PLENUM CASE. IF BLEED-THROUGH IS EVIDENT, PLENUM CASE SHALL BE REPLACED.

8. INSTALL COMBUSTION CHAMBER LINER. REFER TO WORK COMPLIANCE FORM 74.010.
9. INSTALL AFT PLENUM DRAIN VALVE IN ACCORDANCE WITH LMM 72-40-01.
10. INSTALL IGNITER PLUGS AND GASKETS. REFER TO WORK COMPLIANCE FORM 74.010.
11. INSTALL HALVES OF FUEL MANIFOLD ASSEMBLY, SPLASH SHIELDS AND GASKETS.
12. INSTALL BOTTOM PANEL IN ACCORDANCE WITH LMM 79-20-09.
13. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

NOTE: AT COMPLETION OF PLENUM CASE INSPECTION, RECORD COMPLIANCE WITH INSPECTION IN ENGINE LOG BOOK ALONG WITH TOTAL ENGINE OPERATING HOURS. MAKE LOG BOOK ENTRY ON MAINTENANCE RECORD PORTION OF LIFE LIMITED PART LOG FOR PLENUM CASE.

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: **ED-WES, INC.** **REPORT DATE 02/14/89** WORK COMPLIANCE FORM NO. **72.040**

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

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

89045	WORK DUE AT	* = APU HRS			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
72-002	DATE	HOURS	LANDINGS	CYCLES	
29 29		4200			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 5 **DAY** 18 **YEAR** 89 **AIRCRAFT HOURS:** 4215.0 **LANDINGS:** 2745

TECHNICIAN SIGNATURE: _____ **CERTIFICATE NUMBER:** 4022

INSPECTED BY: _____ **KIND OF CERTIFICATE:** R/S

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

		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
725053	INSPECT LEFT ENGINE FAN SUPPORT ASSEMBLY...LMM 72-70-06.....	5-17-89 4215.1	LA 10	
725653	INSPECT RIGHT ENGINE FAN SUPPORT ASSEMBLY...LMM 72-70-06.....	4-3-89 3972.2	LA 10	

725053, 725653
INSPECT ENGINE FAN SUPPORT ASSEMBLY
1. GAIN ACCESS TO APPLICABLE ENGINE.
2. INSPECT ENGINE FAN SUPPORT ASSEMBLY IN ACCORDANCE WITH GARRETT LIGHT MAINTENANCE MANUAL, CHAPTER 72-70-06.
3. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

89012
73-011
29 29

WORK DUE AT		* = APU HRS		RECORD TIME WORK ACCOMPLISHED FOR LAST
DATE	HOURS	LANDINGS	CYCLES	FOR YOUR RECORDS RETURN CARBON COPY
	300			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 5 DAY 18 YEAR 89 AIRCRAFT HOURS: 4215.0 LANDINGS: 2745

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: 40ZZ

INSPECTED BY: _____ KIND OF CERTIFICATE: R/S.

****

THE FOLLOWING WORK IS DUE AT THE TIME(S) NOTED ABOVE:		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
(731616) (X)	CHECK LEFT ENGINE FUEL MANIFOLD CROSSFLOW...LMM 72-00-00..... HAS SERVICE BULLETIN NO.73-3016 OR SERVICE BULLETIN NO.73-3050 BEEN COMPLIED WITH? ( ) YES ( ) NO	N/A	LA10 (LA 10)	____.____
(734116) (X)	CHECK RIGHT ENGINE FUEL MANIFOLD CROSSFLOW...LMM 72-00-00.... HAS SERVICE BULLETIN NO.73-3016 OR SERVICE BULLETIN NO.73-3050 BEEN COMPLIED WITH? ( ) YES ( ) NO	N/A	LA10 (LA 10)	____.____

****

731616. 734116
CHECK ENGINE FUEL MANIFOLD CROSSFLOW
EQUIPMENT: PRESSURE GAUGE 0 TO 250 PSIG, PRESSURE GAUGE 0 TO 1000 PSIG

NOTE: THIS CHECK IS NOT REQUIRED FOR ENGINES INCORPORATING THE IMPROVED FUEL MANIFOLD ASSEMBLY AT INITIAL ENGINE PRODUCTION OR IF SERVICE BULLETIN NO.73-3016 OR SERVICE BULLETIN NO.73-3050 HAS BEEN COMPLIED WITH.

1. REMOVE THE ENGINE LOWER COWLING.
2. INSTALL PRESSURE GAUGE (0 TO 250 PSIG) INTO P3 (COMPRESSOR DISCHARGE PRESSURE) LINE TO INDICATE P3 PRESSURE. INSTALL GAUGE EITHER WITH TEE CONNECTOR BETWEEN P3 BOSS ON SOLENOID CONTROLLER VALVE AND MATING P3 PNEUMATIC LINE OR INSTALL GAUGE WITH NIPPLE TO P3 PORT OF FUEL CONTROL.
3. INSTALL PRESSURE GAUGE (0 TO 1000 PSIG) INTO PRIMARY FUEL LINE TO INDICATE PRIMARY FUEL PRESSURE. INSTALL GAUGE AT TEE CONNECTION ON PRIMARY FUEL BOSS AT FLOW DIVIDER AND DRAIN VALVE. (IF NO TEE CONNECTION IS AVAILABLE ON NORMAL ENGINE FUEL LINES, INSTALL GAUGE WITH TEE CONNECTOR BETWEEN PRIMARY FUEL BOSS ON FLOW DIVIDER AND DRAIN VALVE OR FLOW DIVIDER VALVE AND MATING FUEL LINE.)

   WARNING: AREAS IN PROXIMITY OF ENGINE INLET OR EXHAUST IS EXTREMELY HAZARDOUS TO PERSONNEL. PERSONNEL SHALL CLEAR THESE AREAS PRIOR TO OPERATING ENGINE TO AVOID INJURY.

4. PERFORM NORMAL ENGINE START IN ACCORDANCE WITH AIRCRAFT FLIGHT MANUAL AND/OR APPROPRIATE AIRCRAFT DOCUMENT.
5. ADVANCE POWER LEVER TO OBTAIN COCKPIT INDICATION OF FUEL FLOWS (WF) AS SPECIFIED IN TABLE BELOW AND ALLOW TO STABILIZE A MINIMUM OF ONE MINUTE AT EACH FLOW SETTING.

WF (PPH)	PSID MIN
400	125
600	135
800	145

FUEL FLOW/PSID TABLE

6. RECORD P3 AND PRIMARY FUEL PRESSURE INDICATIONS FROM GAUGES INSTALLED IN STEPS 2 AND 3. P3 PRESSURE AS RECORDED_____. PRIMARY FUEL PRESSURE AS RECORDED_____.
7. PERFORM NORMAL ENGINE SHUTDOWN IN ACCORDANCE WITH AIRCRAFT FLIGHT MANUAL AND/OR APPROPRIATE AIRCRAFT DOCUMENT.
8. USING VALUES RECORDED IN STEP 6, SUBTRACT P3 PRESSURE AS RECORDED FROM PRIMARY FUEL PRESSURE AS RECORDED. IF DIFFERENCE IN PRESSURE (PSID) IS LESS THAN THAT SPECIFIED IN TABLE ABOVE, REMOVE AND REPLACE FUEL MANIFOLD ASSEMBLY. REFER TO AIRESEARCH TFE731 MAINTENANCE MANUAL 73-10-01.
9. REMOVE PRESSURE GAUGES AND LINES INSTALLED FOR CHECK AND RESTORE NORMAL ENGINE CONNECTIONS.
10. INSTALL LOWER ENGINE COWLING.
11. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

88349
73-011
29 29

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
	300		

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

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 09 DAY _____ YEAR 81 AIRCRAFT HOURS: _____ LANDINGS: _____

TECHNICIAN SIGNATURE: J.S. ORTLIEB CERTIFICATE NUMBER: AP56555046 3

INSPECTED BY: Searched in Engine logbooks KIND OF CERTIFICATE: _____

****

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

Inspection NA, Service Bulletin complied with at Production

(731616) ( ) CHECK LEFT ENGINE FUEL MANIFOLD CROSSFLOW...LMM 72-00-00..... _____ _____ _____.____
HAS SERVICE BULLETIN NO.73-3016 OR SERVICE BULLETIN NO.73-3050 BEEN COMPLIED WITH? (X) YES ( ) NO

(734116) ( ) CHECK RIGHT ENGINE FUEL MANIFOLD CROSSFLOW...LMM 72-00-00..... _____ _____ _____.____
HAS SERVICE BULLETIN NO.73-3016 OR SERVICE BULLETIN NO.73-3050 BEEN COMPLIED WITH? (X) YES ( ) NO

****

731616. 734116
CHECK ENGINE FUEL MANIFOLD CROSSFLOW
EQUIPMENT: PRESSURE GAUGE 0 TO 250 PSIG, PRESSURE GAUGE 0 TO 1000 PSIG

NOTE: THIS CHECK IS NOT REQUIRED FOR ENGINES INCORPORATING THE IMPROVED FUEL MANIFOLD ASSEMBLY AT INITIAL ENGINE PRODUCTION OR IF SERVICE BULLETIN NO.73-3016 OR SERVICE BULLETIN NO.73-3050 HAS BEEN COMPLIED WITH.

1. REMOVE THE ENGINE LOWER COWLING.
2. INSTALL PRESSURE GAUGE (0 TO 250 PSIG) INTO P3 (COMPRESSOR DISCHARGE PRESSURE) LINE TO INDICATE P3 PRESSURE. INSTALL GAUGE EITHER WITH TEE CONNECTOR BETWEEN P3 BOSS ON SOLENOID CONTROLLER VALVE AND MATING P3 PNEUMATIC LINE OR INSTALL GAUGE WITH NIPPLE TO P3 PORT OF FUEL CONTROL.
3. INSTALL PRESSURE GAUGE (0 TO 1000 PSIG) INTO PRIMARY FUEL LINE TO INDICATE PRIMARY FUEL PRESSURE. INSTALL GAUGE AT TEE CONNECTION ON PRIMARY FUEL BOSS AT FLOW DIVIDER AND DRAIN VALVE. (IF NO TEE CONNECTION IS AVAILABLE ON NORMAL ENGINE FUEL LINES, INSTALL GAUGE WITH TEE CONNECTOR BETWEEN PRIMARY FUEL BOSS ON FLOW DIVIDER AND DRAIN VALVE OR FLOW DIVIDER VALVE AND MATING FUEL LINE.)

   WARNING: AREAS IN PROXIMITY OF ENGINE INLET OR EXHAUST IS EXTREMELY HAZARDOUS TO PERSONNEL. PERSONNEL SHALL CLEAR THESE AREAS PRIOR TO OPERATING ENGINE TO AVOID INJURY.

4. PERFORM NORMAL ENGINE START IN ACCORDANCE WITH AIRCRAFT FLIGHT MANUAL AND/OR APPROPRIATE AIRCRAFT DOCUMENT.
5. ADVANCE POWER LEVER TO OBTAIN COCKPIT INDICATION OF FUEL FLOWS (WF) AS SPECIFIED IN TABLE BELOW AND ALLOW TO STABILIZE A MINIMUM OF ONE MINUTE AT EACH FLOW SETTING.

WF (PPH)	PSID MIN
400	125
600	135
800	145

FUEL FLOW/PSID TABLE

6. RECORD P3 AND PRIMARY FUEL PRESSURE INDICATIONS FROM GAUGES INSTALLED IN STEPS 2 AND 3. P3 PRESSURE AS RECORDED_____. PRIMARY FUEL PRESSURE AS RECORDED_____.
7. PERFORM NORMAL ENGINE SHUTDOWN IN ACCORDANCE WITH AIRCRAFT FLIGHT MANUAL AND/OR APPROPRIATE AIRCRAFT DOCUMENT.
8. USING VALUES RECORDED IN STEP 6, SUBTRACT P3 PRESSURE AS RECORDED FROM PRIMARY FUEL PRESSURE AS RECORDED. IF DIFFERENCE IN PRESSURE (PSID) IS LESS THAN THAT SPECIFIED IN TABLE ABOVE, REMOVE AND REPLACE FUEL MANIFOLD ASSEMBLY. REFER TO AIRESEARCH TFE731 MAINTENANCE MANUAL 73-10-01.
9. REMOVE PRESSURE GAUGES AND LINES INSTALLED FOR CHECK AND RESTORE NORMAL ENGINE CONNECTIONS.
10. INSTALL LOWER ENGINE COWLING.
11. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC. REPORT DATE 09/13/89 WORK COMPLIANCE FORM NO. 79.100
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 01-89 PAGE 1

89256
79-008
29 29

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
	4423		

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

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 30 YEAR 89 AIRCRAFT HOURS: 4430.2 LANDINGS: 2987

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: GPER232E

INSPECTED BY: [signature] KIND OF CERTIFICATE: REPAIR STATION

****

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

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
(791616) ( ) SOAP CHECK RIGHT ENGINE...ENG SM 72-00-00.....	RW	[signature]	..
RECORD FREQUENCY OF NEXT SOAP CHECK HOURS_____			

****

790116, 791616
SOAP CHECK ENGINE
CONSUMABLES: SAMPLING KIT P/N 294199-1

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

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

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

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

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

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

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

89031
79-008
29 29

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

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 8 YEAR 89 AIRCRAFT HOURS: 4181 LANDINGS: 2697

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: 560267740

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

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
(790116) ( ) SOAP CHECK LEFT ENGINE...ENG SM 72-00-00.....			.-
RECORD FREQUENCY OF NEXT SOAP CHECK HOURS			
(791616) ( ) SOAP CHECK RIGHT ENGINE...ENG SM 72-00-00.....	Ø	Ø	.-
RECORD FREQUENCY OF NEXT SOAP CHECK HOURS 125 NEXT DUE 4306 HOURS			

****

790116, 791616
SOAP CHECK ENGINE
CONSUMABLES: SAMPLING KIT P/N 294199-1

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

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

NOTE: 1. WHENEVER LEAKAGE OF FUEL INTO THE OIL SYSTEM IS SUSPECTED (ODOR OF FUEL DETECTED IN OIL OR OIL LEVEL INCREASING), PERFORM FUEL-IN-OIL INSPECTION.

R 2. WEAR OF INTERNAL ENGINE PARTS IS NOT ALWAYS DETECTED BY SPECTROMETRIC ANALYSIS OF THE OIL SAMPLE ALONE.
R THEREFORE, IT IS ALSO VERY IMPORTANT TO INSPECT THE OIL FILTER FOR TRAPPED METALLIC PARTICLES THAT CAN
R PROVIDE IMPORTANT INFORMATION AS TO THE SOURCE OF SUCH MATERIAL.

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

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

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

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

89072	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
79-009	DATE	HOURS	LANDINGS	CYCLES	
29 29		4259			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 5 DAY 18 YEAR 89 AIRCRAFT HOURS: 4215.0 LANDINGS: 2745

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: 4022

INSPECTED BY: [signature] KIND OF CERTIFICATE: R/S.

****

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

		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
(790121) ( )	CHANGE LEFT ENGINE OIL...ENG SM 72-00-00.....	5-17-89 4215.0	LA10	
(791621) ( )	CHANGE RIGHT ENGINE OIL...ENG SM 72-00-00.....	4-3-89 3972.2	LA10	

****

790121, 791621

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

CHANGE ENGINE OIL (REFER OT FIGURES 1 AND 2 ON CARD 79-7)

EQUIPMENT/CONSUMABLES: GASKET P/N S9413-556, GASKET P/N S9413-557, MOBIL JET OIL II (TYPE II), MOBIL 254 (TYPE II), EXXON/ESSO 2380 TURBO OIL (TYPE II), CASTROL 5000 (TYPE II), AEROSHELL/ROYCO TURBINE OIL 500 (TYPE II), TORQUE WRENCH 0 TO 160 INCH-POUNDS, PACKING P/N S9413-036 AND PACKING P/N S9413-214 (INCLUDED ON NEW FILTER)

NOTE: IF POSSIBLE, OIL SHALL BE DRAINED WHILE THE ENGINE IS STILL WARM FROM OPERATION.

1. OIL TANK DRAINING:
   A. REMOVE DRAIN PLUG (FIGURE 1) AND DISCARD PACKING. ALLOW OIL TO DRAIN INTO SUITABLE CONTAINER.
   B. INSTALL NEW PACKING ON DRAIN PLUG AND INSTALL PLUG.
   C. TIGHTEN PLUG 120 TO 130 INCH-POUNDS TORQUE AND LOCKWIRE.
2. ACCESSORY DRIVE GEARBOX DRAINING:
   A. REMOVE PLUG (FIGURE 1) AND DISCARD PACKING. ALLOW OIL TO DRAIN INTO SUITABLE CONTAINER.
   B. INSTALL NEW PACKING ON PLUG AND INSTALL PLUG.
   C. TIGHTEN PLUG TO 160 INCH-POUNDS.

   NOTE: BEFORE REFILLING OIL SYSTEM, REPLACE OIL FILTER ELEMENT.

3. REMOVE OIL FILTER:
   A. UNTHREAD BUSHING (FIGURE 2) AND REMOVE BUSHING, CAP AND DISCARD PACKING.
   B. REMOVE FILTER FROM ACCESSORY DRIVE GEARBOX. IF SAME FILTER IS TO BE REINSTALLED, INSPECT PACKING (IN PLACE) IN FILTER. DO NOT REMOVE PACKING FROM FORWARD END OF FILTER UNLESS DAMAGE IS EVIDENT.
4. INSPECT OIL FILTER:
   A. VISUALLY INSPECT OIL FILTER FOR CONTAMINATION. IF ANY METAL CHIPS ARE VISIBLE THROUGH OIL FILTER MESH, PERFORM THE FOLLOWING PROCEDURES.
      (1) RESET PIN ON OIL FILTER BY-PASS INDICATOR VALVE IS EXTENDED.
      (2) CHECK MAGNETIC PLUG OF CHIP DETECTOR. REFER TO WORK COMPLIANCE FORM 79.120, CHIP DETECTOR INSPECTION.
      (3) PERFORM SOAP CHECK, AND FORWARD OIL SAMPLE AND REMOVED OIL FILTER TO APPROVED LABORATORY. REFER TO WORK COMPLIANCE FORM 79.100, SPECTROMETRIC OIL ANALYSIS PROGRAM (SOAP) CHECK.
      (4) INSPECT INTERIOR OF TRANSFER GEARBOX FOR METAL PARTICLES. REFER TO WORK COMPLIANCE FORM 79.120, STEP 4-D. TRANSFER GEARBOX INSPECTION.
      (5) IF METAL PARTICLES ARE EVIDENT ON OIL FILTER AND MAGNETIC PLUG ONLY, NONE IN TRANSFER GEARBOX, START PRELIMINARY INVESTIGATION OF SOURCE WHILE AWAITING SOAP RESULTS. LUBE AND SCAVENGE OIL PUMP CONTAMINATION INSPECTION MAY BE USED TO DETERMINE CAUSE OF OIL SAMPLE CONTAMINATION. REFER TO LIGHT MAINTENANCE MANUAL, 79-20-03.
   B. VISUALLY INSPECT FOR CRACKS OR BREAKS IN OUTER SHELL.
   C. REPLACE DAMAGED OR CONTAMINATED FILTER.
5. INSTALL OIL FILTER:

<< CONTINUED >>

89072	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
79-009	DATE	HOURS	LANDINGS	CYCLES	
29 29		4259			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

NOTE: PACKING (FIGURE 2) IS INCLUDED AS PART OF NEW FILTER.

A. IF FILTER PREVIOUSLY REMOVED IS TO BE REINSTALLED AND PACKING HAS BEEN REMOVED FOR DAMAGE, APPLY A LIGHT COAT OF ENGINE OIL AND INSTALL NEW PACKING. IF INSTALLING FILTER WITH PACKING IN PLACE, APPLY A LIGHT COAT OF ENGINE OIL TO INTERNAL DIAMETER OF PACKING WITHOUT REMOVING PACKING.
B. INSTALL FILTER, SEATING IT FIRMLY ON TUBE IN ACCESSORY DRIVE GEARBOX.
C. APPLY A LIGHT COAT OF ENGINE OIL TO NEW PACKING AND INSTALL PACKING IN PACKING GROOVE OF FILTER CAP.
D. APPLY A LIGHT COAT OF ENGINE LUBRICATING OIL TO THREADS OF BUSHING. INSTALL CAP OVER FILTER AND SECURE BY THREADING BUSHING INTO ADAPTER HAND-TIGHT. DO NOT TIGHTEN BUSHING WITH WRENCH. SECURE BUSHING WITH LOCKWIRE.

NOTE: REFER TO ENGINE SERVICE MANUAL, WHEN FILLING OIL SYSTEM AT TIME OF INITIAL ENGINE INSTALLATION.

6. CHECK DRAIN PLUGS AND OIL FILTER:
   A. CHECK DRAIN PLUGS (FIGURE 3) FOR PROPER INSTALLATION.
   B. VERIFY OIL FILTER REPLACEMENT AND CHECK FOR PROPER INSTALLATION.
7. FILL OIL TANK:

CAUTION: USE ONLY APPROVED OIL.

R NOTE: 1. FAILURE TO LOCK OIL TANK FILLER PLUG CAN RESULT IN LOSS OF OIL FROM TANK.
2. TOTAL AMOUNT OF OIL REQUIRED TO FILL A COMPLETELY DRAINED ENGINE IS APPROXIMATELY 12 QUARTS.

   A. REMOVE FILLER PLUG (FIGURE 1).
   B. FILL TANK WITH OIL UNTIL LIQUID LEVEL GAUGE INDICATES FULL.
R C. REINSTALL FILLER PLUG, ENSURING PLUG IS POSITIVELY LOCKED.
8. RUN ENGINE:

WARNING: AREAS IN PROXIMITY OF ENGINE INLET AND EXHAUST ARE EXTREMELY HAZARDOUS TO PERSONNEL WHEN ENGINES ARE OPERATING. PERSONNEL SHALL CLEAR THESE AREAS DURING ENGINE START AND OPERATION TO AVOID INJURY.

CAUTION: SHUT DOWN ENGINE IMMEDIATELY IF OIL PRESSURE IS NOT INDICATED WITHIN TEN SECONDS.

   A. PERFORM NORMAL ENGINE START AND ACCELERATE IDLE SPEED IN ACCORDANCE WITH AIRCRAFT FLIGHT MANUAL AND/OR APPROPRIATE AIRCRAFT DOCUMENT.
   B. RUN ENGINE FOR THREE TO FIVE MINUTES, THEN PERFORM NORMAL ENGINE SHUTDOWN.
9. RECHECK OIL LEVEL:
   A. RECHECK OIL LEVEL IN TANK.
   B. IF REQUIRED, ADD OIL IN ACCORDANCE WITH STEP 7.
10. RECORD OIL CHANGE COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC. REPORT DATE 09/13/89 WORK COMPLIANCE FORM NO. 79.120
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND
AIRCRAFT REG.: N368MD ISSUED 07-88 REV.

89256
79-010
29 29

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
	4423		

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

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 30 YEAR 89 AIRCRAFT HOURS: 4430.2 LANDINGS: 2987

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: GR-R232E

INSPECTED BY: [signature] KIND OF CERTIFICATE: R.S.

****

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

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
791626 INSPECT RIGHT ENGINE CHIP DETECTOR...ENG SM 72-00-00.....	[signature]	[signature]	____.____

****

790126, 791626

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

INSPECT ENGINE CHIP DETECTOR

EQUIPMENT/CONSUMABLES: PACKING P/N S9413-557, PACKING P/N S9413-012, TORQUE WRENCH 0 TO 40 INCH-POUNDS, PACKING P/N S9413-236, TRICHLOROTRIFLUOROETHANE SOLVENT (MS 180 FREON)

1. REMOVE MAGNETIC PLUG.
2. HOLD CHECK VALVE HOUSING WITH WRENCH, USE SECOND WRENCH TO REMOVE MAGNETIC PLUG. DISCARD PACKING.
3. CHECK MAGNETIC PLUG FOR METAL PARTICLES.
4. IF METAL PARTICLES ARE EVIDENT, PERFORM THE FOLLOWING PROCEDURES.
   A. RESET PIN ON OIL FILTER BY-PASS VALVE IF EXTENDED.
   B. REMOVE, INSPECT AND REPLACE OIL FILTER. REFER TO WORK COMPLIANCE FORM 79.100
   C. PERFORM SOAP CHECK. REFER TO WORK COMPLIANCE FORM 79.110.
   D. INSPECT TRANSFER GEARBOX FOR METAL PARTICLES IN ACCORDANCE WITH THE FOLLOWING PROCEDURES.
      (1) REMOVE NUTS, WASHER AND COVER.
      (2) REMOVE AND DISCARD PACKING.
      (3) CHECK BEVEL GEAR TEETH. THERE SHALL BE NO ABNORMAL WEAR PATTERN, EXCESSIVE WEAR, OR CHIPPED OR BROKEN TEETH. REPLACE TRANSFER GEARBOX IF REQUIREMENTS ARE NOT MET.
      (4) CHECK INTERIOR OF TRANSFER GEARBOX FOR METAL PARTICLES. IF METAL PARTICLES ARE PRESENT, CHECK FOR SOURCE AND REPAIR.
      (5) INSTALL NEW PACKING P/N S9413-236 ON COVER.
      (6) INSTALL COVER AND SECURE WITH WASHERS AND NUTS.
      (7) TORQUE NUTS TO 30 INCH-POUNDS.
5. IF METAL PARTICLES ARE EVIDENT ON MAGNETIC PLUG ONLY, NONE IN OIL FILTER OR TRANSFER GEARBOX, PERFORM THE FOLLOWING PROCEDURES.
   A. CLEAN MAGNETIC PLUG, AND REINSTALL MAGNETIC PLUG. (REFER TO STEPS 6 AND 7.)
   B. RUN ENGINE THROUGHOUT FULL POWER RANGE IN ACCORDANCE WITH AIRCRAFT FLIGHT MANUAL AND/OR APPROPRIATE AIRCRAFT DOCUMENT FOR 15 MINUTES. (IN COLD WEATHER OPERATION, RUN ENGINE MORE THAN 15 MINUTES IF REQUIRED TO OBTAIN MINIMUM OIL TEMPERATURE OF 4 DEGREES C (40 DEGREES F). DETERMINE IF ENGINE IS ACCEPTABLE FOR CONTINUED OPERATION (RUN DID NOT PRODUCE RECURRANCE OF INITIAL INDICATION) BY REPEATING MAGNETIC PLUG, OIL FILTER BY-PASS INDICATOR VALVE, SOAP AND TRANSFER GEARBOX INSPECTIONS.
   C. UPON REACHING THREE TO FIVE HOURS OF ENGINE OPERATION FOLLOWING ENGINE RUN AND CHECKS IN PREVIOUS STEP, REPEAT MAGNETIC PLUG, OIL FILTER BY-PASS INDICATOR VALVE, SOAP, AND TRANSFER GEARBOX INSPECTIONS.
6. INSTALL NEW PACKING P/N S9413-012 ON MAGNETIC PLUG.
7. INSTALL MAGNETIC PLUG IN CHECK VALVE HOUSING. HOLD CHECK VALVE HOUSING WITH WRENCH, AND USING A SECOND WRENCH, TORQUE MAGNETIC PLUG TO 20 INCH-POUNDS AND LOCKWIRE.
8. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: **ED-WES, INC.** **REPORT DATE 02/14/89** WORK COMPLIANCE FORM NO. **71.010**

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

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

89045 71.010 29 29	WORK DUE AT * = APU HRS.				RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
	DATE	HOURS	LANDINGS	CYCLES	
	4/3/89	4200			**CHECK CURRENT DUE LIST FOR DUE TIME CHANGES**

*** FILL OUT THE TIME WORK ACCOMPLISHED FOR THE TASKS ***
*** DUE ON WORK COMPLIANCE FORM NO 71.010 ATTACHED. ***
****

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

DUE > 726001 INSP L ENG.COMP.CORE LMH 72-00-00

<< CONTINUED >>

OPERATOR: ED-WES, INC. REPORT DATE 02/14/89 WORK COMPLIANCE FORM NO. 71.010
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. PAGE 1

89045 71.010 29 29

WORK DUE AT	* = APU HRS.		
DATE	HOURS	LANDINGS	CYCLES
	4200		

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

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 3 YEAR 89 AIRCRAFT HOURS: 4215.0 LANDINGS: 2745

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: 4022

INSPECTED BY: _____ KIND OF CERTIFICATE: P/S

MM 71-00-00
TECHNICIAN: _____ INSP: _____

CONV E( ) MOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG M( ) DAMAGED T( )

PART REMOVED: PART NUMBER _____ SERIAL NUMBER: _____

PART INSTALLED: PART NUMBER _____ SERIAL NUMBER: _____

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

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

NOTE: 1. IF THE LEFT ENGINE IS REPLACED, UPDATE THE INSTALLED ENGINE COMPONENT AND SERVICE RECORDS BY FILLING OUT THE INFORMATION BELOW OR BY SENDING A COPY OF THE ENGINE LOG BOOK TO CAMP SYSTEMS, INC. FOR PROCESSING.
2. REFERENCE WORK COMPLIANCE FORM 71.T01 FOR ENGINE CHANGE PROCEDURE (CAMP ONLY).

710101 LEFT ENGINE CHANGE
NOTE: RECORD ENGINE INSPECTION INFORMATION BELOW FOR ENGINE BEING INSTALLED.

			ENG HRS	TECHNICIAN
(710116) (NKP)	(X)	MAJOR PERIODIC INSPECTION: REF ENG LMM 72-00-00 REFER TO WORK COMPLIANCE FORM 71.T01 FOR TEXT (CAMP ONLY) RECORD TOTAL ENGINE HOURS MAJOR PERIODIC INSPECTION WAS ACCOMPLISHED:	3972.2	LA10 LF 07
		RECORD IF APPLICABLE:		
	( )	REVISE MAJOR PERIODIC INSPECTION FREQUENCY TO: N/A ENG HRS		
(720106) (NKP)	(X)	INSPECT ACCESSORY GEARBOX: REF ENG LMM 72-60-02 RECORD TOTAL ENGINE HOURS ACCESSORY GEARBOX INSPECTION WAS ACCOMPLISHED:	3972.2	LA10 LF 07
(725053) (NKP)	(X)	INSPECT FAN SUPPORT ASSEMBLY: REF ENG LMM 72-70-06 RECORD TOTAL ENGINE HOURS FAN SUPPORT ASSEMBLY INSPECTION WAS ACCOMPLISHED:	3972.2	LA10 LF 07
(725069) (NKP)	(X)	INSPECT PLENUM CASE: REF ENG LMM 72-00-00 RECORD TOTAL ENGINE HOURS PLENUM CASE INSPECTION WAS ACCOMPLISHED:	3972.2	LA10 LF 07
(726001) (NKP)	(X)	INSPECT COMPRESSOR CORE: REF ENG LMM 72-00-00 REFER TO WORK COMPLIANCE FORM 71.T01 FOR TEXT (CAMP ONLY) RECORD TOTAL ENGINE HOURS COMPRESSOR CORE INSPECTION WAS ACCOMPLISHED:	3972.2	LA10 LF 07

NOTE: INITIAL THE SERVICE TASKS BELOW WHICH WERE ACCOMPLISHED DURING ENGINE CHANGE. IF TASKS WERE NOT ACCOMPLISHED DURING ENGINE CHANGE, RECORD TIME ACCRUED SINCE TASK LAST ACCOMPLISHED.

			TECHNICIAN	INSPECTOR	MANHOURS	TIME ACCRUED SINCE LAST ACCOMPLISHED
240121	( )	CHECK STARTER/GENERATOR BRUSH WEAR...MM 80-10-10				
240123	(X)	INSP/LUBE STARTER/GENERATOR SPLINE...ENG SM 72-00-00	3972.2	LA10 LF 07		
290143	(X)	INSP/LUBE HYDRAULIC PUMP SPLINE...ENG LMM 72-00-00	3972.2	LA10 LF 07		
710106	(X)	INSPECT ENGINE...ENG SM 72-00-00	3972.2	LA10 LF 07		

<< CONTINUED >>

89045 71.010 29 29

WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
DATE	HOURS	LANDINGS	CYCLES	
	4200			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

710606 (X) INSPECT FAN ROTOR ASSEMBLY...ENG SM 72-00-00..... 3972.2 LA 10 LA 10

713101 (X) ADJUST/TRIM CHECK ENGINE...MM 71-00-00..... 3972.2 LA 10 LA 10

713106 (X) COMPRESSOR WASH...LMM 72-00-00..... 3972.2 LA 10 LA 10

726003 (X) CHECK N1 SPOOLDOWN...ENG SM 72-00-00...N/A.....

730109 ( ) REPLACE FUEL CONTROL FILTER...LMM 73-21-01.....

730116 (X) INSPECT/CLEAN/REPLACE FUEL FILTER...ENG SM 72-00-00.... 3972.2 LA 10 LA 10

732111 ( ) ADJUST/TEST FLOWMETER SYSTEM...MM 28-40-00.....

731616 (X) CHECK FUEL MANIFOLD CROSSFLOW...ENG LMM 72-00-00..... N/A
HAS S.B. NO. 73-3016 BEEN C/W? YES ( ) NO ( )

740106 (X) CHECK IGNITION SERVICEABILITY...ENG SM 72-00-00..... 3972.2 LA 10 LA 10

740116 (X) INSPECT 6 O'CLOCK PLUG...ENG SM 72-00-00..... 3972.2 LA 10 LA 10

740126 (X) INSPECT 7 O'CLOCK PLUG...ENG SM 72-00-00..... 3972.2 LA 10 LA 10

750111 ( ) TEST ENGINE A/I PRESSURE SWITCH...LMM 75-10-01.....

780116 ( ) OPERATIONAL CHECK THRUST REVERSER...MM 78-30-00.....

790116 (X) SOAP CHECK...ENG SM 72-00-00.....
( ) REVISE SOAP CHECK FREQUENCY (IF APPLICABLE) TO: 1ST 25 HRS ENGINE HRS. THAN NORMAL FREQUENCIES

790121 (X) CHANGE ENGINE OIL...ENG SM 72-00-00..... 3972.2 LA 10 LA 10

790126 (X) INSPECT CHIP DETECTOR...ENG SM 72-00-00..... 3972.2 LA 10 LA 10

990085 ( ) INSPECT TURBINE INTERSTAGE TRANSITION DUCT
REF AD 81-24-08.....
( ) IS INSP OF TURBINE INTERSTAGE TRANSITION DUCT STILL REQUIRED? YES ( ) NO (X)
REFER TO WORK COMPLIANCE FORM 71.T01 FOR TEXT (CAMP ONLY)
( ) RECORD NEXT INSPECTION OF TURBINE INTERSTAGE TRANSITION DUCT. INSPECTION DUE AT: N/A A/C HOURS

ENGINE COMPONENTS STATUS-

NOTE: 1. IF ANY OF THE FOLLOWING COMPONENTS INSTALLED ARE DIFFERENT THAN THE ONE REMOVED, RECORD INFORMATION BELOW.
2. IF THE SAME SERIAL NUMBER COMPONENT REMOVED IS REINSTALLED CHECK "SAME" LINE.
3. REASON RMKS FOR S/N OFF: A=TIME, B=FAIL, C=WORN, D=LOANER, E=CONVEN, G=MOD, K=SERVICE, L=ENG CHG, T=DAMAGED.
4. TSN AND TSO INFORMATION IS FOR COMPONENT INSTALLED.

<< CONTINUED >>

89045
71.010
29 29

WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
DATE	HOURS	LANDINGS	CYCLES	
	4200			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

240116 STARTER/GENERATOR:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

290141 NO.1 HYDRAULIC PUMP:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

720101 ACCESSORY GEARBOX:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

720601 TRANSFER GEARBOX:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

725066 COMBUSTION PLENUM CASE:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

730106 FUEL CONTROL UNIT:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

730111 FUEL PUMP:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

<< CONTINUED >>

89045
71.010
29 29

WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
DATE	HOURS	LANDINGS	CYCLES	
	4200			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

730121 FLOW DIVIDER VALVE:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

730601 FUEL HEATER:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

730606 FUEL/OIL COOLER:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

731101 FUEL COMPUTER:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

731601 SURGE BLEED VALVE:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

731606 SOLENOID CONTROLLER VALVE:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

732101 FUEL FLOW TRANSMITTER:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

<< CONTINUED >>

89045 71.010 29 29

WORK DUE AT DATE	HOURS	* = APU HRS. LANDINGS	CYCLES
	4200		

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

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

732116 PRESSURE LIMITER VALVE:
P/N OFF:_____ S/N OFF:_____RMKS___
P/N ON: _____ S/N ON: _____SAME___
TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

740101 IGNITION UNIT:
P/N OFF:_____ S/N OFF:_____RMKS___
P/N ON: _____ S/N ON: _____SAME___
TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

740111 IGNITION PLUG 6 O'CLOCK
P/N OFF: 3070967-1 S/N OFF: -0-RMKS___
P/N ON: 3070967-1 S/N ON: -0-SAME___
TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

740121 IGNITION PLUG 7 O'CLOCK:
P/N OFF: 3070967-1 S/N OFF: -0-RMKS___
P/N ON: 3070967-1 S/N ON: -0-SAME___
TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

750101 ANTI-ICE SHUT-OFF VALVE:
P/N OFF:_____ S/N OFF:_____RMKS___
P/N ON: _____ S/N ON: _____SAME___
TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

750106 ANTI-ICE PRESSURE SWITCH:
P/N OFF:_____ S/N OFF:_____RMKS___
P/N ON: _____ S/N ON: _____SAME___
TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

750116 INLET TEMPERATURE SENSOR:
P/N OFF:_____ S/N OFF:_____RMKS___
P/N ON: _____ S/N ON: _____SAME___
TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

<< CONTINUED >>

89045	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
71.010	DATE	HOURS	LANDINGS	CYCLES	
29 29		4200			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

770101 LOW-PRESSURE (N1)
TRANSDUCER: P/N OFF:_____ S/N OFF:_____RMKS___
P/N ON: _____ S/N ON: _____SAME___
TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

770601 HIGH-PRESSURE (N2)
TRANSDUCER: P/N OFF:_____ S/N OFF:_____RMKS___
P/N ON: _____ S/N ON: _____SAME___
TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

771101 ITT THERMOCOUPLE HARNESS:
P/N OFF:_____ S/N OFF:_____RMKS___
P/N ON: _____ S/N ON: _____SAME___
TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

790101 OIL TANK:
P/N OFF:_____ S/N OFF:_____RMKS___
P/N ON: _____ S/N ON: _____SAME___
TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

790106 OIL PUMP:
P/N OFF:_____ S/N OFF:_____RMKS___
P/N ON: _____ S/N ON: _____SAME___
TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

790131 OIL BY-PASS VALVE:
P/N OFF:_____ S/N OFF:_____RMKS___
P/N ON: _____ S/N ON: _____SAME___
TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

790136 BREATHER VALVE:
P/N OFF:_____ S/N OFF:_____RMKS___
P/N ON: _____ S/N ON: _____SAME___
TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

<< CONTINUED >>

89045
71.010
29 29

WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
DATE	HOURS	LANDINGS	CYCLES	
	4200			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

790601 UPPER OIL COOLER:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

790606 LOWER LEFT OIL COOLER:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

790611 LOWER RIGHT OIL COOLER:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

790616 OIL TEMPERATURE VALVE:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

791101 OIL PRESSURE SWITCH:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

791111 OIL PRESSURE TRANSMITTER:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

791116 OIL TEMPERATURE BULB:

P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

TSN: HRS_____LDGS_____MOS_____ TSO: HRS_____LDGS_____MOS_____

<< CONTINUED >>

89045	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
71.010	DATE	HOURS	LANDINGS	CYCLES	
29 29		4200			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

ENGINE LIFE LIMITED ROTATING COMPONENTS- RECORD INFORMATION BELOW TO CONTROL LIFE LIMITED COMPONENTS ON CAMP.

725001 STAGE 1 LOW-PRESSURE
TURBINE DISC: P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

RECORD TIME SINCE NEW: HOURS_____ CYCLES_____ ( ) RECORD MAX LIFE LIMITS: HOURS_____CYCLES_____

725006 STAGE 2 LOW-PRESSURE
TURBINE DISC: P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

RECORD TIME SINCE NEW: HOURS_____ CYCLES_____ ( ) RECORD MAX LIFE LIMITS: HOURS_____CYCLES_____

725011 STAGE 3 LOW-PRESSURE
TURBINE DISC: P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

RECORD TIME SINCE NEW: HOURS_____ CYCLES_____ ( ) RECORD MAX LIFE LIMITS: HOURS_____CYCLES_____

725016 HIGH-PRESSURE TURBINE ROTOR:
P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

RECORD TIME SINCE NEW: HOURS_____ CYCLES_____ ( ) RECORD MAX LIFE LIMITS: HOURS_____CYCLES_____

725043 LOW-PRESSURE TIE ROD:
P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

RECORD TIME SINCE NEW: HOURS_____ CYCLES_____ ( ) RECORD MAX LIFE LIMITS: HOURS_____CYCLES_____

725046 HIGH-PRESSURE IMPELLER:
P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

RECORD TIME SINCE NEW: HOURS_____ CYCLES_____ ( ) RECORD MAX LIFE LIMITS: HOURS_____CYCLES_____

725051 FAN SHAFT:
P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

RECORD TIME SINCE NEW: HOURS_____ CYCLES_____ ( ) RECORD MAX LIFE LIMITS: HOURS_____CYCLES_____

<< CONTINUED >>

89045 71.010 29 29

WORK DUE AT DATE	HOURS	* = APU HRS. LANDINGS	CYCLES
	4200		

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

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

725056 ROTATING AIR SEAL:
P/N OFF: 3072929-1 S/N OFF: 9-23151-106 RMKS___
P/N ON: 3072929-1 S/N ON: 3-23151-477 SAME___
RECORD TIME SINCE NEW: HOURS_____ CYCLES_____ ( ) RECORD MAX LIFE LIMITS: HOURS_____CYCLES_____

725061 HIGH-PRESSURE SHOULDER SHAFT:
P/N OFF:_____ S/N OFF:_____RMKS___
P/N ON: _____ S/N ON: _____SAME___
RECORD TIME SINCE NEW: HOURS_____ CYCLES_____ ( ) RECORD MAX LIFE LIMITS: HOURS_____CYCLES_____

725086 HIGH-PRESSURE ROTOR:
P/N OFF:_____ S/N OFF:_____RMKS___
P/N ON: _____ S/N ON: _____SAME___
RECORD TIME SINCE NEW: HOURS_____ CYCLES_____ ( ) RECORD MAX LIFE LIMITS: HOURS_____CYCLES_____

ENGINE LIFE LIMITED ROTATING COMPONENTS AND INSPECTIONS-
RECORD INFORMATION BELOW TO CONTROL LIFE LIMITED COMPONENTS ON CAMP.

725021 FAN ROTOR DISC:
P/N OFF:_____ S/N OFF:_____RMKS___
P/N ON: _____ S/N ON: _____SAME___
RECORD TIME SINCE NEW: HOURS_____ CYCLES_____ ( ) RECORD MAX LIFE LIMITS: HOURS_____CYCLES_____
DISC CYC TECHNICIAN
(990110) (NKP) ( ) REPLACE FAN ROTOR DISC AD 86-04-02 (AD 86-11-05)
RECORD TOTAL DISC CYCLES SINCE NEW.....________ ________

725026 STAGE 1 LOW-PRESSURE COMPRESSOR DISC:
P/N OFF:_____ S/N OFF:_____RMKS___
P/N ON: _____ S/N ON: _____SAME___
RECORD TIME SINCE NEW: HOURS_____ CYCLES_____ ( ) RECORD MAX LIFE LIMITS: HOURS_____CYCLES_____
DISC HRS TECHNICIAN

725031 STAGE 2 LOW-PRESSURE COMPRESSOR DISC:
P/N OFF:_____ S/N OFF:_____RMKS___
P/N ON: _____ S/N ON: _____SAME___
RECORD TIME SINCE NEW: HOURS_____ CYCLES_____ ( ) RECORD MAX LIFE LIMITS: HOURS_____CYCLES_____
DISC HRS TECHNICIAN

<< CONTINUED >>

89045	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
71.010	DATE	HOURS	LANDINGS	CYCLES	
29 29		4200			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

725036 STAGE 3 LOW-PRESSURE
COMPRESSOR DISC: P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

RECORD TIME SINCE NEW: HOURS_____ CYCLES_____ ( ) RECORD MAX LIFE LIMITS: HOURS_____CYCLES_____
DISC HRS TECHNICIAN

.....

725041 STAGE 4 LOW-PRESSURE
COMPRESSOR DISC: P/N OFF:_____ S/N OFF:_____RMKS___

P/N ON: _____ S/N ON: _____SAME___

RECORD TIME SINCE NEW: HOURS_____ CYCLES_____ ( ) RECORD MAX LIFE LIMITS: HOURS_____CYCLES_____
DISC HRS TECHNICIAN

.....

SEND COMPLETED FORM TO CAMP SYSTEMS, INC. FOR PROCESSING.

CAMP SYSTEMS, Inc. — COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WEST, INC.
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND
AIRCRAFT REG.: N368MD

WORK COMPLIANCE FORM NO.

88349
29 29

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

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

UNSCHEDULED

****

COMPONENT UPDATE:

WORK ACCOMPLISHED: DATE: MONTH_____DAY_____YEAR_____ AIRCRAFT HOURS:_____ LANDINGS:_____

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

INSPECTED BY: _____KIND OF CERTIFICATE:_____

CODE: _____ PART NAME: _____

REASON REMOVED: (CHECK ONE)

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

PART REMOVED: PART NUMBER_____ SERIAL NUMBER:_____

PART INSTALLED: PART NUMBER_____ SERIAL NUMBER:_____

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

REMARKS: _____

****

****

SERVICE/INSPECTION UPDATE:

WORK ACCOMPLISHED: DATE: MONTH 9 DAY 6 YEAR 89 AIRCRAFT HOURS: 4272.1 LANDINGS: 2800

TECHNICIAN SIGNATURE: Geoffrey A Penn CERTIFICATE NUMBER: RS 503-17

INSPECTED BY: Edwin G Bryant KIND OF CERTIFICATE: Repair Station

CODE	JOB DESCRIPTION	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
_____	Service Bulletin 1124-32-009	GAP	EGB	____.____

REMARKS: _____

****

OPERATOR: **ED-WES, INC.** **REPORT DATE 02/14/89** WORK COMPLIANCE FORM NO. **27.500**

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

AIRCRAFT REG.: **N368MD** **ISSUED 12-88 REV.** **PAGE 1**

89045 00-000 29 29	WORK DUE AT DATE	HOURS	* = APU HRS. LANDINGS	CYCLES	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
		300			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 6 **DAY** 9 **YEAR** 89 **AIRCRAFT HOURS:** 4272.1 **LANDINGS:** 2800

TECHNICIAN SIGNATURE: Aero Air Inc **CERTIFICATE NUMBER:** RS 503-17

INSPECTED BY: _____ **KIND OF CERTIFICATE:** Repair Station

****

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

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
270211 INSPECT SCISSORS ASSEMBLY...SB 1124-55-097.....			____.____

****

NO TEXT AVAILABLE AT THIS TIME.

OPERATOR: ED-WEST, INC. REPORT DATE 12/14/88 WORK COMPLIANCE FORM NO. 55.040
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. PAGE 1

88349	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
55-005	DATE	HOURS	LANDINGS	CYCLES	
29 29		3570			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 01 DAY 20 YEAR 89 AIRCRAFT HOURS: 4129.6 LANDINGS: 2635

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: 465-124

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

****

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

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
(550656) ( ) CHECK STABILIZER AFT SPAR SPLICE HINGE...MM 55-10-00.....	JB	[signature]	____.____

910200 SB NO.1124-55-020
990130 AD 86-14-02 Visual Insp only Every 300 Hrs

****

550656
CHECK STABILIZER AFT SPAR SPLICE HINGE (REFER TO ILLUSTRATION ON CARD 55-4)
EQUIPMENT/CONSUMABLES: DYE PENETRANT, MAGNAFLUX ZL 22A FLUORESCENT PENETRANT MIL-I-25135 GROUP VI CLEANER REMOVER, TOWEL, ULTRAVIOLET LIGHT, MANUFACTURER'S DEVELOPER, ZINC CHROMATE PRIMER

1. REMOVE TAIL CONE, DISCONNECT TAIL LIGHT AND REMOVE EMPENNAGE FAIRINGS TO GAIN ACCESS TO THE HORIZONTAL STABILIZER HINGE ASSEMBLY.
2. STRIP PRIMER FROM OUTBOARD LUG RADDI FOR FULL WIDTH OF LUG AND AROUND LUG AND FACES. REFER TO ILLUSTRATION.
3. CLEAN STRIPPED AREA AND APPLY MAGNAFLUX ZL-22A FLUORESCENT PENETRANT.
4. PERFORM DYE-PENETRANT INSPECTION ON OUTER RADIUS OF OUTBOARD LUGS, INCLUDING THE FORWARD AND AFT SURFACES.

   NOTE: ANY FLUORESCENT PENETRANT WHICH MEETS MIL-I-25135 GROUP VI REQUIREMENTS MAY BE USED.

5. AFTER FIVE MINUTES, REMOVE EXCESS PENETRANT BY WIPING WITH A TOWEL DAMPENED WITH CLEANER/REMOVER. DO NOT SPRAY CLEANER/REMOVER ON PART. CONTINUE CLEANING UNTIL MOST OF THE "BACKGROUND" IS GONE AS REVEALED BY THE ULTRAVIOLET LIGHT.
6. APPLY DEVELOPER PER MANUFACTURER'S INSTRUCTIONS, AND INSPECT FOR CRACKS WITH ULTRAVIOLET LIGHT IN NEAR DARK CONDITIONS.
7. IF NO CRACKS ARE FOUND, REPAINT EXPOSED SURFACES WITH ZINC CHROMATE PRIMER.
8. IF CRACKS ARE FOUND, REFER TO SERVICE BULLETIN NO.1124-55-021 FOR REPLACEMENT OF THE HORIZONTAL STABILIZER SPAR SPLICE AND REPAIR OF THE HINGE ASSEMBLY.
9. ADDITIONAL INFORMATION MAY BE OBTAINED BY CONTACTING:
   IAI INTERNATIONAL, INC.
   P.O. BOX 10086
   WILMINGTON, DE 19850
   U.S.A.
   TELEPHONE: (302) 322-7240
   TELEX: 704034
10. REPLACE EMPENNAGE FAIRINGS, RECONNECT TAIL LIGHT AND REPLACE TAIL CONE.
11. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC. REPORT DATE 03/13/89 WORK COMPLIANCE FORM NO. 91.UPD1

AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD ISSUED REV. PAGE 1

89072
90-001
29 29

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
	4259		

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

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 12 YEAR 89 AIRCRAFT HOURS: 4218.0 LANDINGS: _____

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: 4022

INSPECTED BY: E Lawson KIND OF CERTIFICATE: CRS

****

THE FOLLOWING WORK IS DUE AT THE TIME(S) NOTED ABOVE:	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
910911 SB 1124-71-091 PART II.....	_____	_____	_____.____

****

REFER TO APPLICABLE SERVICE BULLETIN FOR PROCEDURE.

"NOTE" ACCOMPLISHED ON #1 ENGINE MOUNT ONLY

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: **ED-WES, INC.** REPORT DATE 06/13/89 WORK COMPLIANCE FORM NO. **91.UPD1**

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

AIRCRAFT REG.: **N368MD** PAGE 1

89164 90-001 29 29	WORK DUE AT DATE	* = APU HRS. HOURS	LANDINGS	CYCLES	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
		4259			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 5 DAY 31 YEAR 89 AIRCRAFT HOURS: 4265.8 LANDINGS: 2793

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: 565550463

Researched by
INSPECTED BY: J. S. ORTLIEB KIND OF CERTIFICATE: A&P

****

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

910912 SB 1124-71-091 PART II..... _____ _____ _____

****

REFER TO APPLICABLE SERVICE BULLETIN FOR PROCEDURE.

Reference to 5/29/89 Logbook entry. SB-1124-71-091 was completed at Garrett Aviation LAX. Signed off by/ inspector John Robinson LA 40. 4265.8 Hours

#2 Engine

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: **ED-WEB, INC.** **REPORT DATE 03/13/90** WORK COMPLIANCE FORM NO. **99.UPD1**

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

AIRCRAFT REG.: **N368MD** **PAGE 1**

90072 90-001 29 29	WORK DUE AT DATE	HOURS	* = APU HRS LANDINGS	CYCLES	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
	06/01/90		150		CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 21 YEAR 90 AIRCRAFT HOURS:_____ LANDINGS:_____

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

INSPECTED BY: _____ KIND OF CERTIFICATE: AP5607747740

****

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

990983 AD 90-03-04 RIGHT HP DISC..... _____ _____ ____.____

****

REFER TO APPLICABLE SERVICE BULLETIN FOR PROCEDURE.

N/A NOT INSTALLED Ø Ø

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: **ED-WEB, INC.** **REPORT DATE 03/13/90** WORK COMPLIANCE FORM NO. **99.UPD1**

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

AIRCRAFT REG.: **N368MD**

90072 90-001 29 29	WORK DUE AT DATE	HOURS	* = APU HRS LANDINGS	CYCLES	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
	06/01/90		150		CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 3 **DAY** 21 **YEAR** 90 **AIRCRAFT HOURS:** _____ **LANDINGS:** _____

TECHNICIAN SIGNATURE: _____ **CERTIFICATE NUMBER:** _____

INSPECTED BY: _____ **KIND OF CERTIFICATE:** AP 56026 7740

THE FOLLOWING WORK IS DUE AT THE TIME(S) NOTED ABOVE:	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
990982 AD 90-03-04 LEFT HP DISC.....	_____	_____	____.____

REFER TO APPLICABLE SERVICE BULLETIN FOR PROCEDURE.

N/A NOT INSTALLED Ø Ø

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: **ED-WES, INC.** WORK COMPLIANCE FORM NO. **99.UPD1**

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

AIRCRAFT REG.: **N368MD**

90072
99-001
29 29

WORK DUE **NEXT**	* = APU HRS.		
DATE	HOURS	LANDINGS	CYCLES
60 DAYS			

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

** NEW REQUIREMENT ** ADDED TO REPORT ON 03/05/90

WORK ACCOMPLISHED: DATE: MONTH 3 **DAY** 21 **YEAR** 90 **AIRCRAFT HOURS:**_____ **LANDINGS:**_____

TECHNICIAN SIGNATURE: _____ **CERTIFICATE NUMBER:** _____

INSPECTED BY: _____ **KIND OF CERTIFICATE:** AP5607740

****

THE FOLLOWING WORK IS DUE AT THE TIME(S) NOTED ABOVE:	**TECHNICIAN**	**INSPECTOR**	**MAN-HOURS HRS.THS**
990980 AD90-03-02 VERTICAL GYROS.....			____.____

****

REFER TO APPLICABLE AIRWORTHINESS DIRECTIVE FOR PROCEDURE.

N/A NOT INSTALLED

OPERATOR: ED-WEST, INC. REPORT DATE 12/14/88 WORK COMPLIANCE FORM NO. 95.100

AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD ISSUED REV. PAGE 1

88349
95-001
29 29

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
	150		

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

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 1 DAY 20 YEAR 89 AIRCRAFT HOURS: 4129.16 LANDINGS: 2635

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: 465-124

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

****

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

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
950940 SL WW-2494.....	JT	SB	.0

****

REFER TO APPLICABLE SERVICE LETTER FOR PROCEDURE.

88349
95-006
29 29

WORK DUE AT	* = APU HRS.		
DATE	HOURS	LANDINGS	CYCLES
	600		

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

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 9 1 DAY 2 0 YEAR 8 9 AIRCRAFT HOURS: 4129.6 LANDINGS: 2635

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: 465-124

INSPECTED BY: [signature] KIND OF CERTIFICATE: REPAIR STATION

****

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

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
(950500) ( ) INSPECT NACELLE COWLS...SL NO. WW-2450B.....	[signature]	[signature]	____.____

****

950500
INSPECT NACELLE COWLS (REFER TO ILLUSTRATION ON CARD 95-2)

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

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

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

3. PERFORM THE FOLLOWING CHECKS IN SEQUENCE: IF A RIVET IS DETERMINED TO BE LOOSE, USING TECHNIQUES OF A. AND/OR B. BELOW, MARK FOR REFERENCE WITH GREASE PENCIL AND PROCEED TO NEXT STEP.
   A. PRESS RIVET WITH THUMBNAIL OR TOOL SUCH AS AWL TO DETERMINE IF THERE IS ANY RELATIVE MOTION OR ROTATION BETWEEN RIVET AND SKIN. IF LOOSENESS IS IN DOUBT PROCEED TO NEXT STEP.
   B. DIRECT FLASHLIGHT ON RIVET HEAD AND APPLY DOWNWARD FORCE WITH A DULL AWL, FIRST AT CENTER OF RIVET HEAD AND THEN AT A MINIMUM OF THREE POINTS NEAR PERIPHERY. OBSERVE FOR ANY RIVET MOTION.
4. IF NO LOOSE OR MISSING RIVETS ARE FOUND, RETURN THE AIRCRAFT TO NORMAL STATUS.
5. IF LOOSE AND/OR MISSING RIVETS ARE FOUND ON NACELLE INLET P/N F10A5B20201-X, REFER TO SERVICE LETTER NO.WW-2450AB.

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

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

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

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

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

TABLE

CONDITION	LOOSE RIVETS	FRAME CRACKED	DISPOSITION
1	NO	---	NO FURTHER ACTION REQUIRED. RETURN AIRCRAFT TO SERVICE. REINSPECT AT 150 HOURS.
2	YES	NO	A. IF TWELVE (12) OR MORE DEFECTIVE RIVETS ARE FOUND IN ONE FRAME OR IF SIX (6) OR MORE ADJACENT RIVETS ARE DEFECTIVE PROCEED TO STEP B. B. IF THERE ARE DEFECTIVE RIVETS, BUT NOT EXCEEDING

<< CONTINUED >>

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: **ED-WES, INC.** **REPORT DATE 06/13/89** WORK COMPLIANCE FORM NO. **97.UPD1**

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

AIRCRAFT REG.: **N368MD** **PAGE 1**

89164	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
90-001	DATE	HOURS	LANDINGS	CYCLES	
29 29		150			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 12 **DAY** 5 **YEAR** 89 **AIRCRAFT HOURS:** 4436 **LANDINGS:** 2994

TECHNICIAN SIGNATURE: [signature] **CERTIFICATE NUMBER:** 561550463

INSPECTED BY: _____ **KIND OF CERTIFICATE:** AP

****

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

972200 TFE731-A72-3388 LEFT ENG..... _____ _____ _____.____

****

REFER TO APPLICABLE SERVICE BULLETIN FOR PROCEDURE.

Not applicable Due to Serial Number of engine

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: **ED-WES, INC.** **REPORT DATE 06/13/89** WORK COMPLIANCE FORM NO. **97.UPD1**

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

AIRCRAFT REG.: **N368MD** **PAGE 1**

89164	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
90-001	DATE	HOURS	LANDINGS	CYCLES	
29 29		150			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 12 **DAY** 5 **YEAR** 89 **AIRCRAFT HOURS:** 4436 **LANDINGS:** 2994

TECHNICIAN SIGNATURE: /SORTLIEB **CERTIFICATE NUMBER:** A 56550463

INSPECTED BY: _____ **KIND OF CERTIFICATE:** AP

****

THE FOLLOWING WORK IS DUE AT THE TIME(S) NOTED ABOVE:	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
972202 TFE731-A72-3388 RIGHT ENG.....	_____	_____	_____.____

****

REFER TO APPLICABLE SERVICE BULLETIN FOR PROCEDURE.

Not applicable Due to Serial number of engine

CAMP SYSTEMS, Inc.

COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: **ED-WEST, INC.** REPORT DATE 12/14/88 WORK COMPLIANCE FORM NO. **99.110**

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

AIRCRAFT REG.: **N368MD** ISSUED REV.

88349 99-001 29 29	WORK DUE AT * = APU HRS.				RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
	DATE	HOURS	LANDINGS	CYCLES	
		500			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 01 DAY 20 YEAR 89 AIRCRAFT HOURS: 4189.6 LANDINGS: 2635

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: 465-124

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

****

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

	TECHNICIAN INSPECTOR	MAN-HOURS HRS.THS
990100 AD 84-02-08.....	JR [signature]	____.____

****

REFER TO APPLICABLE AIRWORTHINESS DIRECTIVE FOR PROCEDURE.

OPERATOR: ED-WES, INC. WORK COMPLIANCE FORM NO. 99.UPD1

AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD ISSUED REV. PAGE 1

89012 XX-XXX 29 29	WORK DUE AT NEXT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO USE FOR UPDATING.
	DATE	HOURS	LANDINGS	CYCLES	
					** NEW REQUIREMENT ** ADDED TO REPORT ON 09/13/88

WORK ACCOMPLISHED: DATE: MONTH 01 DAY 20 YEAR 89 AIRCRAFT HOURS: 4129.6 LANDINGS: 2635

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: 465-124

INSPECTED BY: [signature] KIND OF CERTIFICATE: REPAIR STATION

****

THE FOLLOWING WORK IS DUE AT THE TIME(S) NOTED ABOVE:	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
990165 AD88-18-03 LEFT ENGINE.....	JB	[signature]	____.____

****

NO TEXT AVAILABLE AT THIS TIME.

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: **ED-WEST, INC.** WORK COMPLIANCE FORM NO. **99.UPD1**

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

AIRCRAFT REG.: **N368MD** **ISSUED** **REV.** **PAGE 1**

88349
XX-XXX
29 29

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

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

** NEW REQUIREMENT ** ADDED TO REPORT ON 09/13/88

WORK ACCOMPLISHED: DATE: MONTH 01 DAY 20 YEAR 89 AIRCRAFT HOURS: 41296 LANDINGS: 2635

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: 465-124

INSPECTED BY: _____ KIND OF CERTIFICATE: Repair Station

****

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

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
990166 AD88-18-03 RIGHT ENGINE.....	JR		____.____

****

NO TEXT AVAILABLE AT THIS TIME.