CAMP SYSTEMS, Inc.

COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

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

AIRCRAFT NO.: 368 | MODEL: 1124A WESTWIND | OPER01

AIRCRAFT REG.: N368MD | ISSUED 07-88 REV. | 050150+ 150 HR INSPECTION

88349

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

050150+ 150 HR INSPECTION

CODE NO.	WCF NO. / CARD NO.	WORK DESCRIPTION / REFERENCE	C/W DATE MO/ DAY/YR	C/W HOURS	C/W LANDINGS	ACTUAL MAN HOURS	TECHNICIAN INSPECTOR	EST MH
			01 / 20 / 89	4129.6	2635		DB	
100310+	10.010	CK AIRWORTHY DIRECTIVES MM 5-20-00						
100320+	10.020	CK SERVICE BULLETINS MM 5-20-00						
100330+	10.030	CK SERVICE LETTERS MM 5-20-00						
120150+	12.010	CK PREFLIGHT COMPLETE MM 5-30-00						
210191+	21.040A 21-2	INS/CLN OUTFLOW NORM VLV MM 21-30-00						
210201+	21.040A 21-2	INS/CLN OUTFLOW SAFE VLV MM 21-30-00						
210671+	21.050A 21-3	INS/CLN/TST WATER SEP CON MM 21-70-00						1.0
210681	21.290A	CHG COOLING TURBINE OIL MM 12-10-10						
240121+	24.010A 24-1	CK L START/GEN BR WEAR/TN MM 80-10-10						.5
240131+	24.010A 24-1	CK R START/GEN BR WEAR/TN MM 80-10-10						
240123+	24.010B	INS/LUB L STRT/GEN SPLINE SM 72-00-00						1.0
240133+	24.010B	INS/LUB R STRT/GEN SPLINE SM 72-00-00						1.0
240161+	24.020A 24-2	CK ELECTROLYTE LEFT BATT MM 12-10-06						1.0
240176+	24.020A 24-2	CK ELECTROLYTE RIGHT BATT MM 12-10-06						1.0
240166	24.020B	DEEP CYCLE LEFT BATTERY						2.0
240181	24.020B	DEEP CYCLE RIGHT BATTERY						2.0
240203+	24.070	F/CK BATT TEMP/WARN SYS. MM 24-30-01						
260174+	26.030 26-2	INSPECT COCKPIT FIRE EXT MM 26-20-00						
260184+	26.030 26-2	INSPECT CABIN FIRE EXT MM 26-20-00						
270158+	27.130	INSP ROD TRIM TAB FREE PL MM 27-20-00						
270193+	27.150A 27-3	INSP L ELEV SKIN SEPARATE MM 27-30-00						
270203+	27.150A 27-3	INSP R ELEV SKIN SEPARATE MM 27-30-00						
270213+	27.190 27-5	LUB ELEVATOR ATTACH PTS MM 12-20-00						
270237+	27.200B 27-6	INSP L FLAP VANE MM 27-50-00						

CONTINUED

CODE NO.	WCF NO. / CARD NO.	WORK DESCRIPTION / REFERENCE	C/W DATE MO/ DAY/YR	C/W HOURS	C/W LANDINGS	ACTUAL MAN HOURS	TECHNICIAN	INSPECTOR	EST MH
			01,20,89	4129.6	2635		SB	AAC 11 LGB	
270247+	27.200B 27-6	INSP R FLAP VANE MM 27-50-00							
270335+	27.280	OP CK SP BRK/LIFT DUMP MM 27-60-00							
281150+	28.090C	CK OPERATION BOOST PUMP MM 28-00-00							
281601+	28.220A	CK AUXILIARY FUEL SYSTEM MM 28-50-00							
950780	29.120 29-5	SL WW-2478 L HYD PUMP SL WW-2478							
950785	29.120 29-5	SL WW-2478 R HYD PUMP SL WW-2478							
290143+	29.120A 29-5	INS/LUB L HYD PUMP SPLINE LMM 72-00-00							1.0
290178+	29.120A 29-5	INS/LUB R HYD PUMP SPLINE LMM 72-00-00							1.0
300150+	30.140 30-5	CK VLTG DROP CPLTS WNDSLD SB1124-30-036 II							
910361	30.140 30-5	SB 1124-30-036 PART II SB1124-30-036 II							
320201+	32.0101	INSPECT NOSE GEAR (A) MM 5-20-01							1.5
320691+	32.020	INSP L MAIN GEAR/WELL (A) MM 5-20-04							1.5
321191+	32.020	INSP R MAIN GEAR/WELL (A) MM 5-20-04							1.5
320106	32.030 32-1	LUBE NOSE GEAR/DOORS MM 12-20-00							.5
320606	32.030 32-1	LUBE LEFT MAIN GEAR MM 12-20-00							.5
321106	32.030 32-1	LUBE RIGHT MAIN GEAR MM 12-20-00							.5
320156+	32.110A 32-2	INS/CL/LUB L NS WHL/BRGS MM 32-40-00							1.5
320158+	32.110A 32-2	INS/CL/LUB R NS WHL/BRGS MM 32-40-00							1.5
320676+	32.180A 32-5	INSP/LUBE LMG WHEEL BRGS MM 32-40-00							1.0
321176+	32.180A 32-5	INSP/LUBE RMG WHEEL BRGS MM 32-40-00							1.0
322116+	32.390A 32-11	INSP/CK L BRAKE LININGS MM 12-10-04							1.0
322131+	32.390A 32-11	INSP/CK R BRAKE LININGS MM 12-10-04							1.0
322156+	32.410A 32-14	INSP/CL L ANTI-SKID DET MM 5-20-04							1.0
322171+	32.410A 32-14	INSP/CL R ANTI-SKID DET MM 5-20-00							1.0
322174+	32.425	OP CK ANTI-SKID LIGHTS MM 5-20-04							.5

CONTINUED

CODE NO.	WCF NO. / CARD NO.	WORK DESCRIPTION / REFERENCE	C/W DATE MO/ DAY/YR	C/W HOURS	C/W LANDINGS	ACTUAL MAN HOURS	TECHNICIAN	INSPECTOR	EST MH
322206+	32.440	OP CK EMER GEAR EXT CABLE MM 5-20-00	01/20/89	4129.6	2635			AAC II LGB	1.0
340121	34.060 34-3	DRAIN PITOT/STATIC SYSTEM MM 34-10-00	___/___/___						1.5
520106+	52.010A 52-1	INS/LUB CABIN ENTR DOOR WCF 52.010A	___/___/___						
520116+	52.010B	OPER CK ENTRY DOOR MM 52-10-00	___/___/___						
530101+	53.010	INSP FUSELAGE (A) MM 5-20-02	___/___/___						
530116+	53.0201	INSP NOSE COMPT (A) MM 5-20-01,05	___/___/___						
530131+	53.0301	INSP COCKPIT (A) WCF 53.0301	___/___/___						
530146+	53.0401	INSP CABIN (150HR) MM 5-20-02	___/___/___						
530161+	53.0501	INSP REAR COMPT (A) MM 5-20-02	___/___/___						
540101+	54.0101 54-1	INSP L ENG NAC/PYLON (A) WCF 54.0101	___/___/___						
540121+	54.0101 54-1	INSP R ENG NAC/PYLON (A) WCF 54.0101	___/___/___						
550101+	55.0101 55-1	INSPECT EMPENNAGE (A) MM 5-20-06	___/___/___						
570101+	57.010 57-1	INSPECT LEFT WING (A) MM 5-20-03	___/___/___						1.5
570116+	57.010 57-1	INSPECT RIGHT WING (A) MM 5-20-03	___/___/___						1.5
950569	57.010 57-1	SL WW-2457 PART A,L/H SL WW-2457	___/___/___						
950570	57.010 57-1	SL WW-2457 PART A,R/H SL WW-2457	___/___/___						
570106+	57.020	INSP L AILERON BELLCRANK MM 5-20-03	___/___/___						
570120+	57.020	INSP R AILERON BELLCRANK MM 5-20-03	___/___/___						
710106+	71.0201 71-2	INSPECT LEFT ENGINE A SM 72-00-00	___/___/___						1.0
713606+	71.0201 71-2	INSPECT RIGHT ENGINE A SM 72-00-00	___/___/___						1.0
790116+	79.100	SOAP CHECK L ENGINE SM 72-00-00	___/___/___						1.0
791616+	79.100	SOAP CHECK R ENGINE SM 72-00-00	___/___/___						1.0
790126+	79.120	INSP L ENG CHIP DETECTOR SM 72-00-00	___/___/___						
791626+	79.120	INSP R ENG CHIP DETECTOR SM 72-00-00	___/___/___						
950920	95.090	SL WW-2492 SL WW-2492	___/___/___						

CONTINUED

TOTAL ESTIMATED MAN-HOURS 36.5

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

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

AND A SIGNED AND DATED LIST OF DEFECTS, IF ANY, FOUND DURING THE INSPECTION WAS GIVEN TO THE OWNER OR OPERATOR OF THE AIRCRAFT. REF WORK ORDER NO. 3191

050150+ 150 HR INSPECTION COMPLETED.

01/20/89	4129.6	2635	.	Joseph Barnard	465-124
MO/ DAY/YR	AIRCRAFT HOURS	LANDINGS	HRS.THS	SIGNATURE	CERTIFICATE NUMBER

Repair Station
KIND OF CERTIFICATE

NOTE: AFTER WORK IS COMPLETED, DETACH THE ABOVE SIGNOFF (PAGES 1 THRU 4) AND MAIL CARBON COPIES TO CSI FOR UPDATING

CAMP SYSTEMS, Inc. — COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WEST, INC. | REPORT DATE 12/14/88 | WORK COMPLIANCE FORM NO. 10.010
AIRCRAFT NO.: 368 | MODEL: 1124A WESTWIND | OPER01
AIRCRAFT REG.: N368MD | ISSUED 07-88 REV. | 050150+ 150 HR INSPECTION

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		4138			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

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

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
100310 CHECK AIRWORTHY DIRECTIVES...MM 5-20-00.....	JB	[signature]	____.____

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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. 10.020
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER01
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050150+ 150 HR INSPECTION

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.
		4138			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

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

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
100320 CHECK SERVICE BULLETINS...MM 5-20-00.....	JB	JB	____.____

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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. 10.030
AIRCRAFT NO.: 368 | MODEL: 1124A WESTWIND | OPER01
AIRCRAFT REG.: N368MD | ISSUED 07-88 REV. | 050150+ 150 HR INSPECTION

88349
00-000
29 29

WORK DUE AT DATE	HOURS	* = APU HRS. 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 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

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
100330 CHECK SERVICE LETTERS...MM 5-20-00.....	JB	[signature]	____.____

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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. 12.010

AIRCRAFT NO.: 368 | MODEL: 1124A WESTWIND | OPER01

AIRCRAFT REG.: N368MD | ISSUED 07-88 REV. | 050150+ 150 HR INSPECTION

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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 PAGE 1

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

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
120150 CHECK PRE-FLIGHT COMPLETE...MM 5-30-00.....	JB	JB	____.____

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. 21.040A
AIRCRAFT NO.: 368 | MODEL: 1124A WESTWIND | OPER01
AIRCRAFT REG.: N368MD | ISSUED 07-88 REV. | 050150+ 150 HR INSPECTION

88349 / 21-005 / 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 — PAGE 1

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

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		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
210191	INSPECT/CLEAN NORMAL OUTFLOW VALVE...MM 21-30-00.....	JB	DB	.5
210201	INSPECT/CLEAN SAFETY OUTFLOW VALVE...MM 21-30-00.....	JB	DB	.5

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210191, 210201

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

INSPECT/CLEAN OUTFLOW VALVE (REFER TO ILLUSTRATION ON CARD 21-2)
EQUIPMENT/CONSUMABLES: GASKET P/N 5783111-15, CLEANING SOLVENT PD-680, SAFETY WIRE

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

OPERATOR: ED-WEST, INC. REPORT DATE 12/14/88 WORK COMPLIANCE FORM NO. 21.050A
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER01
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050150+ 150 HR INSPECTION

88349
21-007
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 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

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TECHNICIAN INSPECTOR MAN-HOURS HRS.THS

210671 INSPECT/CLEAN/TEST WATER SEPEARATOR CONDENSER...MM 21-70-00..... SB _____.____

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210671

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

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

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

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

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

11. REMOVE CHAIN ASSEMBLY AND CAREFULLY REMOVE CONDENSER SUPPORT.

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

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

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

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

<< CONTINUED >>

OPERATOR: ED-WEST, INC. REPORT DATE 12/14/88 WORK COMPLIANCE FORM NO. 24.010A OPER01
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050150+ 150 HR INSPECTION

88349 / 24-002 / 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 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

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		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
240121	CHECK LEFT STARTER/GENERATOR BRUSH WEAR/TENSION...MM 80-10-00.....	JB	SB	.-
240131	CHECK RIGHT STARTER/GENERATOR BRUSH WEAR/TENSION...MM 80-10-00.....	JB	SB	.-

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

NOTE: FOR GE STARTER/GENERATOR PERFORM STEPS 1 AND 3. FOR LEAR SIEGLER STARTER/GENERATOR PERFORM STEPS 2 AND 3.

1. CHECK GE STARTER/GENERATOR AS FOLLOWS:
   A. OPEN ENGINE COWL.
   B. LOOSEN BRUSH COVER TENSION SCREW SUFFICIENTLY TO UNSNAP CROSSBAR, EXPAND COVER TO CLEAR ALIGNMENT PIN AND REMOVE COVER TO EXPOSE BRUSHES.

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

   C. MEASURE OVERALL LENGTH OF EACH BRUSH, FROM COMMUTATOR SURFACE TO THE OUTERMOST EDGE OF THE EXPOSED SLOPED END, USING A SMALL SCALE WITH SLIDING CLIP, A 2-1/2 INCH SCALE SEGMENT MAY BE USEFUL TO MEASURE THE TOP BRUSHES OF THE STARTER/GENERATOR.
   D. RECORD MEASURED LENGTHS OF EACH BRUSH, USING A SCHEME WHICH CAN BE REPEATED CONSISTENTLY FOR SUBSEQUENT INSPECTIONS FOR COMPARISON PURPOSES.

      NOTE: NEW RUN-IN BRUSHES HAVE AN OVERALL LENGTH OF APPROXIMATELY 1.38 INCH. BRUSHES SHOULD BE REPLACED WHEN ANY BRUSH IS WORN TO AN OVERALL LENGTH OF 0.875 INCH, OR 450 OPERATING HOURS, WHICHEVER OCCURS FIRST. BRUSHES MUST BE REPLACED WHEN ANY BRUSH IS WORN TO AN OVERALL LENGTH OF 0.70 INCH. BRUSH SPRING TENSION SHOULD BE CHECKED WHEN NEW BRUSHES ARE INSTALLED OR STARTER/GENERATOR IS OVERHAULED.

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

   E. INSPECT THE ARMATURES COMMUTATOR SURFACE. AN EXCESSIVELY WORN, GROOVED OR DISCOLORED COMMUTATOR REQUIRES IMMEDIATE STARTER/GENERATOR MAINTENANCE OR REPLACEMENT. THE COMMUTATOR SURFACE SHOULD BE A BROWNISH COLOR. BLUISH DISCOLORATION INDICATES OVERHEATING CONDITIONS, CHECK FOR ELECTRICAL OVERLOADING AND FOR STARTER/GENERATOR COOLING AIR SYSTEM LEAKS OR RESTRICTIONS. BLACKENED DISCOLORATION INDICATES ARCING DUE TO POOR BRUSH/COMMUTATOR CONTACT.
   F. REPLACE BRUSH COVER INTO POSITION WITH ALIGNMENT PIN AND TIGHTEN TENSION SCREW 15 TO 20 INCH-POUNDS TORQUE.
   G. CHECK BRUSH SPRING TENSION IN ACCORDANCE WITH GENERAL ELECTRIC MANUAL GEK-34448, 24-31-30.
   H. CLOSE ENGINE COWL.
2. CHECK LEAR SIEGLER STARTER/GENERATOR AS FOLLOWS:
   A. OPEN ENGINE COWL.
   B. REMOVE BRUSH COVER.
   C. REMOVE THE SCREWS SECURING THE BRUSH LEADS TO THE BRUSH HOLDERS.
   D. WITH A STIFF WIRE HOOK, LIFT SPRINGS FROM BRUSHES AND REMOVE BRUSHES.

      NOTE: IF BRUSHES ARE TO BE REUSED, MARK EACH BRUSH TO ALLOW REINSTALLATION IN THE BRUSH HOLDER FROM WHICH IT WAS REMOVED.

<< CONTINUED >>

OPERATOR: ED-WEST, INC. REPORT DATE 12/14/88 WORK COMPLIANCE FORM NO. 24.0108
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER01
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050150+ 150 HR INSPECTION

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.
24-003	DATE	HOURS	LANDINGS	CYCLES	
29 29		4138			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

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

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		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
240123	INSPECT/LUBRICATE LEFT STARTER GENERATOR SPLINE...SM 72-00-00.....	[signature]	[signature]	_____._____
240133	INSPECT/LUBRICATE RIGHT STARTER GENERATOR SPLINE...SM 72-00-00.....	[signature]	[signature]	_____._____

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240123, 240133
INSPECT/LUBRICATE STARTER/GENERATOR SPLINE
EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 TO 90 INCH-POUNDS, SOLVENT (FEDERAL SPECIFICATION PD 680, TYPE I)

NOTE: EQUIVALENT SUBSTITUTES MAY BE USED FOR THE FOLLOWING ITEMS: GREASE AEROSHELL 17 (MIL-G-21164), GREASE AEROSHELL 22 (MIL-G-81322), MOBIL GREASE NO.28 (MIL-G-81322), MOBIL GREASE NO.29 MOLYBDENUM-DISOLPHIDE (MIL-G-81827), GREASE MIL-G-21164

1. DISCONNECT ELECTRICAL POWER FROM AIRCRAFT.
2. OPEN ENGINE SIDE COWL.
3. REMOVE BOLTS AND WASHERS SECURING AIR COOLING DUCT TO STARTER/GENERATOR AND DISCONNECT DUCT.
4. REMOVE NUT AND WASHERS SECURING PLASTIC COVER TO TERMINAL BLOCK AND REMOVE COVER.
5. TAG ELECTRICAL LEADS AND DISCONNECT THEM FROM TERMINAL BLOCK.
6. REMOVE SCREW AND WASHERS SECURING BONDING STRAP TO STARTER/GENERATOR AND DISCONNECT BONDING STRAP.
7. SUPPORT STARTER/GENERATOR AND LOOSEN CLAMP SECURING STARTER/GENERATOR TO MOUNTING PAD.
8. (PRE SB 72-3124) INSPECT AND LUBRICATE STARTER/GENERATOR DRIVE SPLINES OF ACCESSORY DRIVE GEARBOX.
   A. CLEAN STARTER/GENERATOR SPLINES ON ACCESSORY DRIVE GEARBOX AND SPLINES ON REMOVED ACCESSORY WITH SOLVENT (FEDERAL SPECIFICATION PD-680, TYPE I).
   B. DRY CLEANED SPLINES USING A DIRECTED AIR BLAST OF CLEAN COMPRESSED AIR.
   C. INSPECT STARTER/GENERATOR SPLINES ON ACCESSORY DRIVE GEARBOX FOR WEAR. MAXIMUM ALLOWABLE DEPTH OF INTERNAL SPLINE WEAR, MEASURED AT PITCH LINE OF TOOTH, IS 0.010 INCH. DETERMINE WEAR DEPTH BY COMPARING MAXIMUM WEAR AREA ON SPLINE WITH END AREA WHERE THERE IS NO WEAR. THIS "NO WEAR" AREA IS NORMALLY AT EXTREME AFT END OF SPLINE WHERE THERE IS NO ENGAGEMENT WITH MATING SPLINE OF ACCESSORY. IF ALLOWABLE WEAR LIMIT IS EXCEEDED, REMOVE AND REPLACE GEARSHAFT IN ACCORDANCE WITH ENGINE LMM 72-60-02.
   D. PACK SPLINE CAVITY OF STARTER/GENERATOR SPLINE ON FORWARD FACE OF ACCESSORY DRIVE GEARBOX WITH ONE OF THE FOLLOWING LUBRICANTS.
      (1) GREASE (AEROSHELL NO.17 (MIL-G-21164)).
      (2) GREASE (AEROSHELL NO.22 (MIL-G-81322)).
      (3) GREASE (MIL-G-21164).
      (4) GREASE (MOBIL 28 (MIL-G-81322)).
      (5) GREASE (MOBIL 29 (MIL-G-81827) (MOLYBDENUM DISULPHIDE)).
   E. REFER TO STEP 12.
9. (POST SB 72-3124) INSPECT STARTER/GENERATOR DRIVE SPLINES OF ACCESSORY DRIVE GEARBOX.

   NOTE: IT IS NOT NECESSARY TO REMOVE SPLINED ADAPTER UNLESS INSPECTION INDICATES REPLACEMENT IS NECESSARY.

   A. VISUALLY INSPECT INTERNAL SPLINES OF STARTER/GENERATOR DRIVE SPLINED ADAPTER FOR EVIDENCE OF CRACKING. CRACKING IS NOT ACCEPTABLE. VISUALLY INSPECT INTERNAL SPLINES FOR WEAR OR DEFORMATION. WEAR OR DEFORMATION OF SPLINES IS ACCEPTABLE PROVIDED THAT IT DOES NOT EXCEED 0.020 INCH DEPTH, MEASURED AT PITCH LINE OF THE TEETH. REMOVE AND REPLACE SPLINED ADAPTER IN ACCORDANCE WITH ENGINE LMM 72-60-02, IF REQUIREMENTS ARE NOT MET.
   B. REFER TO STEP 12.
10. (PRE SB 72-3128) INSPECT AND LUBRICATE ALTERNATOR DRIVE SPLINES ON ACCESSORY DRIVE GEARBOX.
    A. CLEAN ALTERNATOR SPLINES ON ACCESSORY DRIVE GEARBOX AND SPLINES ON REMOVED ACCESSORY WITH SOLVENT (FEDERAL

<< CONTINUED >>

OPERATOR: ED-WEST, INC. REPORT DATE 12/14/88 WORK COMPLIANCE FORM NO. 24.020A
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER01
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050150+ 150 HR INSPECTION

88349 / 24-005 / 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 01 DAY 20 YEAR 89 AIRCRAFT HOURS: 4129.9 LANDINGS: 2635

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: 465424

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

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

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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.

<< CONTINUED >>

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WEST, INC. REPORT DATE 12/14/88 WORK COMPLIANCE FORM NO. 24.020B
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER01
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050150+ 150 HR INSPECTION

88349 00-000 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	
		4138			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 01 DAY 20 YEAR 89 AIRCRAFT HOURS: 4129.4 LANDINGS: 2435

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

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

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

****

NO TEXT AVAILABLE AT THIS TIME.

OPERATOR: ED-WEST, INC. REPORT DATE 12/14/88 WORK COMPLIANCE FORM NO. 24.070
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER01
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050150+ 150 HR INSPECTION

88349
24-008
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 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

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
240203 FUNCTIONAL CHECK BATTERY TEMPERATURE AND WARNING SYSTEM...MM 24-30-01.....	JJ	JB	.5

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240203
FUNCTIONAL CHECK BATTERY TEMPERATURE AND WARNING SYSTEM

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

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

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

OPERATOR: ED-WEST, INC. REPORT DATE 12/14/88 WORK COMPLIANCE FORM NO. 27.130
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER01
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050150+ 150 HR INSPECTION

88349 27-013 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.
		4138			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 01 DAY 20 YEAR 89 AIRCRAFT HOURS: 4189.6 LANDINGS: 2635

TECHNICIAN SIGNATURE: Joseph Baker CERTIFICATE NUMBER: 465-124

INSPECTED BY: Joseph Baker KIND OF CERTIFICATE: Repair Station

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
270158 INSPECT RUDDER TRIM TAB FREEPLAY...MM 27-20-00.....	JB	SB	____.____

270158
INSPECT RUDDER TRIM TAB FREEPLAY

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

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

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

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

OPERATOR: ED-WEST, INC. REPORT DATE 12/14/88 WORK COMPLIANCE FORM NO. 27.150A
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER01
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050150+ 150 HR INSPECTION

88349
27-016
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 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

		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
270193	INSPECT LEFT ELEVATOR SKIN SEPARATION...MM 27-30-00.....	JJ	[signature]	..
270203	INSPECT RIGHT ELEVATOR SKIN SEPARATION...MM 27-30-00.....	JJ	[signature]	..

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

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

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

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

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

OPERATOR: ED-WEST, INC. REPORT DATE 12/14/88 WORK COMPLIANCE FORM NO. 27.190
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER01
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050150+ 150 HR INSPECTION

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.
27-020	DATE	HOURS	LANDINGS	CYCLES	
29 29		4138			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

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

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
270213 LUBRICATE ELEVATOR ATTACH POINTS...MM 12-20-00.....	JB	JB	____.____

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270213
LUBRICATE ELEVATOR ATTACH POINT (REFER TO ILLUSTRATION ON CARD 27-5)
CONSUMABLES: REFER TO TABLE OF LUBRICANTS

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

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

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

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

****

		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
270237	INSPECT LEFT FLAP VANE...MM 27-50-00.....	JJ	SB	..
270247	INSPECT RIGHT FLAP VANE...MM 27-50-00.....	JJ	SB	..

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270237, 270247

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

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

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

<< CONTINUED >>

OPERATOR: ED-WEST, INC. REPORT DATE 12/14/88 WORK COMPLIANCE FORM NO. 27.280
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER01
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050150+ 150 HR INSPECTION

88349
27-032
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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 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

****

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
270335 OPERATIONAL CHECK SPEED BRAKES AND LIFT DUMPERS...MM 27-60-00.....	[signature]	[signature]	____.____

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270335

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

OPERATIONAL CHECK SPEED BRAKES AND LIFT DUMPERS
EQUIPMENT/CONSUMABLES: HYDRAULIC PRESSURE SUPPLY, EXTERNAL ELECTRICAL POWER SOURCE, PROTRACTOR, COTTER PIN

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

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

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

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

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

<< CONTINUED >>

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

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
210681 CHANGE COOLING TURBINE OIL...MM 12-10-10.....	[signature]	[signature]	____.____

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210681
CHANGE COOLING TURBINE OIL (REFER TO FIGURE 3 ON CARD 21-7)
CONSUMABLES: OIL EXXON 2380 (MOBIL JET OIL II, OR MIL-L-23699)

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

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.

OPERATOR: ED-WEST, INC. REPORT DATE 12/14/88 WORK COMPLIANCE FORM NO. 28.090C
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER01
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050150+ 150 HR INSPECTION

88349
28-011
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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 PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 01 DAY 20 YEAR 89 AIRCRAFT HOURS: 4129.4 LANDINGS: 2635

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

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

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
281150 CHECK OPERATION FUEL BOOST PUMPS...MM 28-00-00.....	JB	JB	____.____

****

281150
CHECK OPERATION BOOST PUMPS

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

WORK ACCOMPLISHED: DATE: MONTH 9 1 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

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

DUE > 950780 SL WW-2478 L HYD PUMP SL WW-2478
DUE > 950785 SL WW-2478 R HYD PUMP SL WW-2478

****

290141 PART NAME: LEFT HYDRAULIC PUMP TECHNICIAN: JB INSP: JB
REASON REMOVED: (CHECK ONE)
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 713524-503 SERIAL NUMBER: A2-122

PART INSTALLED: PART NUMBER 713524-507 SERIAL NUMBER: B1-46-A3

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
290143 INSPECTION/LUBRICATION LEFT HYDRAULIC PUMP SPLINES...SM 72-00-00..... 950780 SLWW-2478	JB	JB	____.____

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290176 PART NAME: RIGHT HYDRAULIC PUMP TECHNICIAN: _____ INSP: _____
REASON REMOVED: (CHECK ONE)
TIME A( ) FAIL B( ) WORN C( ) LOANER D( ) SCHED CONV E( ) MOD G( ) SERVICE K( ) ENG CHG L( ) TIRE CHG M( ) DAMAGED T( )

PART REMOVED: PART NUMBER_____ SERIAL NUMBER:_____

PART INSTALLED: PART NUMBER_____ SERIAL NUMBER:_____

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
290178 INSPECTION/LUBRICATION RIGHT HYDRAULIC PUMP SPLINES...SM 72-00-00..... 950785 SLWW-2478	JB	_____	____.____

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290141, 290176
ENGINE HYDRAULIC PUMP - REMOVAL AND INSTALLATION, INSPECT/LUBRICATE SPLINES (REFER TO FIGURES 1, 2 AND 3 ON CARD 29-5)
EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 TO 100 INCH-POUNDS, SKYDROL 500B OR EQUIVALENT, GREASE AEROSHELL 17 (MIL-G-21164), GREASE AEROSHELL 22 (MIL-G-81322), MOBIL GREASE NO.28 (MIL-G-81322), MOBIL GREASE NO.29 MOLYBDENUM-DISULPHIDE (MIL-G-81827), GREASE MIL-G-21164 SOLVENT (FEDERAL SPECIFICATION PD-680 TYPE I), O-RING P/N 6270-012

A REMOVAL
1. ENGAGE ELECTRICAL POWER SUPPLY AND ENUSRE FIRE EXT LH AND RH AND HYD SHUTOFF LH AND RH CIRCUIT BREAKERS ARE ENGAGED.
2. PUSH THE LEFT-HAND OR RIGHT-HAND FIRE BUTTON SWITCH (RED AND GUARDED). THE BUTTON WILL STAY IN.
3. THE HYDRAULIC SHUTOFF VALVE WILL CLOSE.
4. DISENGAGE THE LH OR RH HYD SHUTOFF CIRCUIT BREAKER (2 AMP).

<< CONTINUED >>

OPERATOR: ED-WEST, INC. REPORT DATE 12/14/88 WORK COMPLIANCE FORM NO. 29.120A
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER01
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050150+ 150 HR INSPECTION

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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 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

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		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
290143	INSPECTION/LUBRICATION LEFT HYDRAULIC PUMP SPLINES...SM 72-00-00.....	JB	DB	____.____
950780	SLWW-2478			
290178	INSPECTION/LUBRICATION RIGHT HYDRAULIC PUMP SPLINES...SM 72-00-00.....	JB	DB	____.____
950785	SLWW-2478			

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290143, 290178
INSPECT/LUBRICATE HYDRAULIC PUMP SPLINES (REFER TO FIGURES 1, 2 AND 3 ON CARD 29-5)
EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 TO 100 INCH-POUNDS, SKYDROL 500B OR EQUIVALENT, GREASE AEROSHELL 17 (MIL-G-21164), GREASE AEROSHELL 22 (MIL-G-81322), MOBIL GREASE NO.28 (MIL-G-81322), MOBIL GREASE NO.29 MOLYBDENUM-DISULPHIDE (MIL-G-81827), GREASE MIL-G-21164 SOLVENT (FEDERAL SPECIFICATION PD-680 TYPE I), O-RING P/N 6270-012

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

WARNING: DO NOT INHALE SKYDROL VAPORS OR ALLOW VAPOR TO CONTACT THE EYES.

CAUTION: USE CARE WHEN DISCONNECTING HYDRAULIC LINES TO PREVENT SPILLING SKYDROL FLUID ON PAINTED SURFACE OF AIRCRAFT. CLEAN SPILLED FLUID FROM PAINTED SURFACES IMMEDIATELY.

10. DISCONNECT AND CAP HYDRAULIC FLUID SUPPLY AND HYDRAULIC PRESSURE LINES AT PUMP ELBOW FITTINGS.
11. REMOVE PUMP RETAINING NUTS, WASHERS, BONDING STRIP AND PRESSURE FUEL SWITCH MOUNTING BRACKET.
12. REMOVE PUMP AND PUMP GASKET FROM MOUNTING PAD.
13. REMOVE ELBOW FITTINGS AND NOTE FITTINGS POSITION.

NOTE: IF A REPLACEMENT PUMP IS NOT BEING INSTALLED IMMEDIATELY, A TEMPORARY COVER SHOULD BE SECURED OVER THE PUMP MOUNTING PAD.

14. CLEAN DRIVE SPLINES ON HYDRAULIC PUMP AND MATING SPLINES ON ACCESSORY DRIVE GEARBOX WITH SOLVENT (FEDERAL SPECIFICATION PD-680, TYPE I).
15. DRY CLEAN DRIVE SPLINES USING A DIRECTED AIR BLAST OF CLEAN COMPRESSED AIR.
16. INSPECT HYDRAULIC PUMP DRIVE SPLINES ON ACCESSORY DRIVE GEARBOX FOR WEAR. MAXIMUM ALLOWABLE DEPTH OF INTERNAL SPLINE WEAR, MEASURED AT PITCH LINE OF TOOTH, IS 0.010 INCH. DETERMINE WEAR DEPTH BY COMPARING MAXIMUM WEAR AREA ON SPLINE WITH END AREA WHERE THERE IS NO WEAR. THIS "NO WEAR" AREA IS NORMALLY AT EXTREME AFT END OF SPLINE WHERE THERE IS NO ENGAGEMENT WITH MATING SPLINE OF ACCESSORY. IF ALLOWABLE WEAR LIMIT IS EXCEEDED, REMOVE AND REPLACE GEARSHAFT IN ACCORDANCE WITH 72-60-02, MAINTENANCE PRACTICES.
17. PACK CAVITY OF HYDRAULIC PUMP DRIVE SPLINE OF FORWARD FACE OF ACCESSORY DRIVE GEARBOX WITH ONE OF THE FOLLOWING LUBRICANTS.
    A. GREASE (AEROSHELL 17 (MIL-G-21164))
    B. GREASE (AEROSHELL 22 (MIL-G-81322))

<< CONTINUED >>

OPERATOR: ED-WEST, INC. REPORT DATE 12/14/88 WORK COMPLIANCE FORM NO. 30.140
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER01
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050150+ 150 HR INSPECTION

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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	
	4138			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

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

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
(300150) ( ) INSPECT COPILOT WINDSHIELD CYCLING CONTACTOR...MM 30-40-00.....	JB	[signature]	____.____
910361 SB 1124-30-036 PART II			
HAS P/N 7264-4654 WCC (MFG LEACH) BEEN INSTALLED? YES____ NO X			
(300147) ( ) INSPECT PILOT WINDSHIELD CYCLING CONTACTOR...MM 30-40-00.....	JB	[signature]	____.____
910361 SB 1124-30-036 PART II			
HAS P/N 7264-4654 WCC (MFG LEACH) BEEN INSTALLED? YES____ NO X			

****

300147, 300150

INSPECT WINDSHIELD CYCLING CONTACTOR (REFER TO ILLUSTRATION ON CARD 30-5)

EQUIPMENT: EXTERNAL POWER FOR AIRCRAFT, DIGITAL VOLTMETER WITH A 1 VOLT SCALE, LEACH P/N 7264-4654 OR CUTLER HAMMER P/N 6041H-215 OR CUTLER HAMMER P/N 6041H-243

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

OPERATOR: ED-WEST, INC. REPORT DATE 12/14/88 WORK COMPLIANCE FORM NO. 32.0101
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER01
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 12-88 050150+ 150 HR INSPECTION

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.
32-001	DATE	HOURS	LANDINGS	CYCLES	
29 29		4138			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 01 DAY 30 YEAR 89 AIRCRAFT HOURS: 4129.6 LANDINGS: 2635

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

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

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
320201 INSPECT NOSE GEAR (A).....	JB	SB	____.____

****

320201

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 32.150.

INSPECT NOSE GEAR (A) MECH INSP
TEXT FROM MM 5-20-01

1. INSPECT STRUT FOR CONDITON, CRACKS, AND SECURITY OF ATTACHMENT. JB SB
R
2. INSPECT SCISSORS AND BUSHINGS FOR WEAR (0.003 INCH MAXIMUM CLEARANCE BETWEEN BUSHING AT KNEE JOINT). SB
R 3. INSPECT DRAG BRACE UPPER AND LOWER LUGS AND FITTINGS FOR CRACKS, CONDITION AND SECURITY. SB
R
4. INSPECT RETRACT CYLINDER AND ATTACH POINTS FOR SECURITY OF ATTACHMENT AND LEAKAGE. SB
5. INSPECT BUNGEE CABLES FOR GENERAL CONDITION AND SECURITY. SB
6. INSPECT TRUNNION FITTINGS FOR DAMAGE AND CONDITION. SB
7. INSPECT NOSE STEERING CYLINDERS FOR CONDITION, LEAKAGE AND SECURITY OF ATTACH POINTS. SB
8. CHECK NOSE GEAR CENTERING SPRING AND ATTACHING POINTS FOR WEAR, DAMAGE AND SECURITY. SB

NOTE: WITH SCISSORS CONNECTED ROTATE STRUT LEFT AND RIGHT AND OBSERVE MOVEMENT AND NOISE.

9. INSPECT NOSE GEAR STEERING LINKAGE AND UNIVERSAL JOINT FOR FREEDOM OF MOVEMENT AND GENERAL CONDITION. SB
10. INSPECT NOSE GEAR STEERING CONTROL VALVE FOR LEAKAGE, SECURITY AND GENERAL CONDITION. SB
11. CHECK NOSE STEERING CABLE AND PULLEYS FOR WEAR AND CONDITION (INSPECT CABLES CLOSELY FOR FRAYING IN AREA OF STEERING CONTROL VALVE PULLEYS). SB
12. CHECK CONTROL SYSTEM CABLE TENSION. IF CABLE TENSION IS LESS THAN 19 POUNDS, REFER TO STEERING SYSTEM RIGGING, WORK COMPLIANCE FORM 32.150. SB
13. INSPECT GEAR UPLOCK ASSEMBLY FOR SECURITY AND CONDITION. SB
14. INSPECT GEAR SELECTOR VALVE FOR LEAKS AND GENERAL CONDITION (LOCATED AFT UPPER RIGHT-HAND CORNER). SB
15. CHECK ALL HYDRAULIC LINES FOR CHAFING, DAMAGE, ROUTING AND LEAKS. SB
16. INSPECT ELECTRICAL BUNDLES, MICROSWITCHES, WIRING AND CONNECTIONS FOR SECURITY, GENERAL CONDITION AND CLEANLINESS. SB
17. INSPECT STRUCTURE FOR DAMAGE AND GENERAL CONDITION. SB
18. INSPECT NOSE GEAR DOORS, ACTUATING RODS AND ROD-ENDS FOR CONDITION, CRACKS AND SECURITY. SB
19. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WEST, INC. REPORT DATE 12/14/88 WORK COMPLIANCE FORM NO. 32.020
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER01
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 12-88 050150+ 150 HR INSPECTION

88349
32-003
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 PAGE 1

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

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		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
320691	INSPECT LEFT MAIN GEAR/WELL (A).....	JB	JB	____.____
321191	INSPECT RIGHT MAIN GEAR/WELL (A).....	JB	JB	____.____

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320691, 321191

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

	MAIN LANDING GEAR/WELL INSPECTION (A)	MECH	INSP
	TEXT FROM MM 5-20-04		
1.	JACK AIRCRAFT. REFER TO WORK COMPLIANCE FORM 32.T01. USE WEIGHTED TAIL STAND SUPPORT, MINIMUM WEIGHT 1200 POUNDS.	JB	JB
2.	REMOVE MAIN GEAR WHEELS. REFER TO WORK COMPLIANCE FORMS 32.180/32.190.		
3.	CHECK TIRES FOR WEAR, WEATHER CHECKING, OIL SATURATION, CUTS, FLAT SPOTS, PROPER INFLATION, ETC.		
4.	INSPECT WHEEL FOR CORROSION, DAMAGE, WHEEL HALF RETAINING BOLT LOOSENESS AND OVERHEAT CONDITION.		
5.	CHECK DRIVE KEYS FOR LOOSENESS AND WEAR.		
6.	CHECK BLOWOUT PLUG FOR DAMAGE AND LEAKAGE.		
7.	CHECK AXLES FOR CORROSION (INTERNAL AND EXTERNAL), DAMAGE AND EVIDENCE OF IRREGULAR WEAR.		
8.	INSPECT BRAKE DISCS FOR WEAR, CRACKS AND MAXIMUM WEAR. CHECK MOUNTING BOLTS PER SL 24103.		
9.	CHECK BRAKE HOUSING FOR LEAKS AND GENERAL CONDITION.		
10.	INSPECT BRAKE LINES FOR CHAFING AND FRAYING.		
11.	INSPECT BRAKE LINES FOR CHAFING, FRAYING, CORRECT ROUTING AND GENERAL CONDITION.		
12.	INSTALL MAIN GEAR WHEELS. REFER TO WORK COMPLIANCE FORMS 32.180/32.190.		
13.	REMOVE AIRCRAFT FROM JACKS. REFER TO WORK COMPLIANCE FORM 32.T01.		
14.	CHECK DRIVE CLIP AND CAP FOR SECURITY AND GENERAL CONDITION.		
R15.	INSPECT MAIN BODY TRUNNION AND CYLINDRICAL LENGTH FORGING PARTING PLANE AND ROOTS OF LUGS FOR GENERAL CONDITION, CRACKS, SECURITY OF ATTACHMENT AND LEAKAGE.		
16.	INSPECT STRUT FOR LEAKAGE, SECURITY OF ATTACHMENT, CRACKS AND GENERAL CONDITION.		
R17.	INSPECT SCISSORS, DRAG LINK, UPPER SIDE BRACE, LUGS AND FITTINGS, RETRACT CYLINDERS AND ATTACHING POINTS FOR SECURITY, CONDITION AND FREEDOM OF MOVEMENT.		
R18.	INSPECT JURY BRACE AND TRUNNION RETAINING BOLTS FOR TIGHTNESS, CRACKS, SECURITY OF ATTACHMENT AND GENERAL CONDITION.		
19.	INSPECT MICROSWITCHES, ELECTRICAL CONNECTIONS AND WIRE HARNESSESS FOR SECURITY, ROUTING AND GENERAL CONDITION.		
20.	CHECK SEALING COMPOUND AROUND MAIN WHEEL AXLE PLUG BOTTOM GROMMET AND UPPER FLARED END OF ANTI-SKID CONDUIT FOR SECURITY, LEAKAGE AND CONDITION.		
21.	INSPECT WHEEL WELL FOR GENERAL CONDITION AND CLEANLINESS.		
22.	CHECK UPLOCK ASSEMBLY FOR SECURITY AND LEAKAGE.		
23.	INSPECT ALL FLUID CARRYING LINES FOR CHAFING, DAMAGE AND LEAKAGE.		
24.	INSPECT ELECTRICAL CONNECTIONS FOR SECURITY.		
25.	INSPECT WIRE BUNDLES FOR ROUTING AND CONDITION.		
26.	CHECK STRUCTURE FOR CLEANLINESS, CRACKS, CORROSION AND GENERAL CONDITION.		
27.	CHECK PAINT FOR CRACKING, PEELING AND GENERAL CONDITION.		
28.	INSPECT MAIN GEAR DOORS AND LINKAGE FOR FREEDOM OF MOVEMENT, SECURITY OF ATTACHING POINTS, CLEANLINESS AND GENERAL CONDITION.		
29.	CHECK FUEL VENT LINES AND CLAMPS FOR CONDITION AND SECURITY.		
30.	INSPECT UPLOCK AND DOWNLOCK MICROSWITCHES FOR SECURITY, CLEANLINESS AND CONDITION.		JB
31.	RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.		

OPERATOR: ED-WEST, INC. REPORT DATE 12/14/88 WORK COMPLIANCE FORM NO. 32.030
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER01
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050150+ 150 HR INSPECTION

88349
32-004
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 PAGE 1

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

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		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
320106	LUBE NOSE LANDING GEAR/DOORS...MM 12-12-00.....	JB	JB	____.____
320606	LUBE LEFT MAIN GEAR...MM 12-12-00.....	JB	JB	____.____
321106	LUBE RIGHT MAIN GEAR...MM 12-12-00.....	JB	JB	____.____

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

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

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

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

OPERATOR: ED-WEST, INC. REPORT DATE 12/14/88 WORK COMPLIANCE FORM NO. 32.110A OPER01
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050150+ 150 HR INSPECTION

88349 32-016 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 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

		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
320156	INSPECT/CLEAN/LUBE LEFT NOSE WHEEL/BEARINGS...MM 32-40-00.....	JB	SB	---.---
320158	INSPECT/CLEAN/LUBE RIGHT NOSE WHEEL/BEARINGS...MM 32-40-00.....	JB	SB	---.---

320156, 320158

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

INSPECT/CLEAN/LUBE NOSE WHEEL/BEARINGS (REFER TO ILLUSTRATION ON CARD 32-2)

EQUIPMENT/CONSUMABLES: GREASE MIL-G-81322, CLEANING SOLVENT, TORQUE WRENCH 0 TO 250 INCH-POUNDS, DENATURED ALCOHOL, ANTI-SEIZE COMPOUND

1. REMOVE NOSE WHEELS AS FOLLOWS:
   A. JACK AIRCRAFT. REFER TO WORK COMPLIANCE FORM 32.T01.

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

   B. DRAW A CHALK LINE ACROSS BOTH TIRES, SO THAT TIRES AND WHEELS CAN BE REINSTALLED IN THEIR ORIGINAL POSITION.
   C. REMOVE VALVE CAP AND APPLY A TIRE DEFLATOR TO RELEASE TIRE PRESSURE COMPLETELY.

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

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

      NOTE: THIS IS SUFFICIENT TO REMOVE LEFT WHEEL. TO REMOVE RIGHT WHEEL PROCEED AS FOLLOWS:
      A. CUT SAFETY WIRE ON RIGHT WHEEL HUB AND REMOVE THREE BOLTS THAT ATTACH SHAFT ASSEMBLY. PULL OUT SHAFT ASSEMBLY WITH DRIVE.

   F. REMOVE LOCKING BOLT AND NUT SECURING AXLE NUT.
   G. REMOVE AXLE NUT, WASHER, OUTER BEARING SPACER, BEARING SEAL AND BEARING CONE FROM WHEEL.
   H. REMOVE NOSE WHEEL ASSEMBLY FROM AIRCRAFT.
      (1) REMOVE BEARING CONE, BEARING SEAL AND BEARING SPACER FROM WHEEL ASSEMBLY.

         CAUTION: HANDLE BEARING CONES WITH EXTREME CARE. MISHANDLING OF BEARINGS CAN CAUSE BEARING FAILURE.

2. CHECK TIRES FOR WEAR, WEATHER CHECKING, OIL SATURATION, CUTS AND FLAT SPOTS, PROPER INFLATION, ETC.
3. INSPECT WHEELS FOR CORROSION AND DAMAGE.
4. CHECK AXLE FOR CORROSION (INTERNAL AND EXTERNAL) DAMAGE AND EVIDENCE OF IRREGULAR WEAR.
5. AFTER THE TIRE IS REMOVED, THE WHEEL SHOULD BE CLEANED, INSPECTED (REFER TO ILLUSTRATION) AND REPAIRED. PARTS HAVING CRACKS MUST BE REPLACED. SMALL NICKS OR SCRATCHES SHOULD BE BLENDED OUT, POLISHED AND TREATED WITH TWO COATS OF ZINC CHROMATE PRIMER AND TWO COATS OF ALUMINUM LACQUER IN ACCORDANCE WITH GOODYEAR COMPONENT MAINTENANCE MANUAL AP-507.

   NOTE: HANDLE AND MAINTAIN THE WHEEL HALVES PROPERLY TO PROTECT THE PAINT AND SURFACE FINISHES. EXPOSED MAGNESIUM IS SUSCEPTIBLE TO CORROSION. NICKS, SCRATCHES, AND OTHER DAMAGE CAUSED BY IMPROPER HANDLING OF

<< CONTINUED >>

OPERATOR: ED-WEST, INC. REPORT DATE 12/14/88 WORK COMPLIANCE FORM NO. 32.180A
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER01
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050150+ 150 HR INSPECTION

88349
32-023
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 PAGE 1

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

		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
320676	INSPECT/LUBE LEFT MAIN GEAR WHEEL BEARINGS...MM 32-40-00.....	JB	SB	..
321176	INSPECT/LUBE RIGHT MAIN GEAR WHEEL BEARINGS...MM 32-40-00.....	JB	SB	..

320676, 321176

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

INSPECT/LUBE MAIN WHEEL BEARINGS (REFER TO FIGURES 1 AND 2 ON CARD 32-5)
EQUIPMENT/CONSUMABLES: GREASE MIL-G-81322, DRY CLEANING SOLUTION, TORQUE WRENCH 0 TO 400 INCH-POUNDS, LOCKWIRE, NITROGEN SOURCE

1. REMOVE MAIN GEAR WHEELS AS FOLLOWS:

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

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

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

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

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

C. REMOVE VALVE CORE TO VENT TIRE.
D. REMOVE SCREWS SECURING FAIRING TO OUTBOARD SIDE OF WHEEL ASSEMBLY.
E. REMOVE SCREWS SECURING ANTI-SKID SPEED DETECTOR DRIVING CAP TO WHEEL.
F. REMOVE SAFETY WIRE AND REMOVE SAFETY SCREWS SECURING WHEEL NUT TO WHEEL AXLE.

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

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

2. WASH BEARING CONES IN FRESH CLEANING SOLUTION, ROTATE THE BEARING CAGE WHILE SUBMERGED IN SOLUTION. AIR DRY AND VISUALLY CHECK BEARING CUPS AND CONES FOR PITTING, CORROSION, CRACKS, UNEVEN WEAR AND OTHER SURFACE DEFECTS.
3. REPACK BEARINGS WITH GREASE MIL-G-81322, IMMEDIATELY AFTER INSPECTION TO PREVENT CORROSION. STORE IN CLEAN CLOSED CONTAINER.
4. CHECK BEARING CUPS FOR LOOSENESS, EXCESSIVE WEAR, SCRATCHES, PITTING, CORROSION, AND EVIDENCE OF OVERHEATING. IF ANY DEFECTS EXIST, WORN CUPS MUST BE REPLACED.

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

<< CONTINUED >>

OPERATOR: ED-WEST, INC. REPORT DATE 12/14/88 WORK COMPLIANCE FORM NO. 32.390A
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER01
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050150+ 150 HR INSPECTION

88349 / 32-050 / 29 29

WORK DUE AT DATE	HOURS	* = APU HRS 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 01 DAY 20 YEAR 89 AIRCRAFT HOURS: 4129.6 LANDINGS: 2635

TECHNICIAN SIGNATURE: Joseph Bates CERTIFICATE NUMBER: 465-124

INSPECTED BY: Joe Bathurst KIND OF CERTIFICATE: Repair Station

		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
322116	INSPECT/CHECK LEFT BRAKE LININGS...MM 12-10-04.....	JB	JB	.-
322131	INSPECT/CHECK RIGHT BRAKE LININGS...MM 12-10-04.....	JB	JB	.-

322116, 322131

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

INSPECT/CHECK BRAKE LININGS (REFER TO ILLUSTRATION ON CARD 32-11)

1. SET PARKING BRAKE.
2. IF MEASUREMENT BETWEEN THE CENTER OF THE AFT HOUSING AND PRESSURE PLATE IS MORE THAN 0.410 INCHES, BRAKES ARE WORN TO LIMITS. REFER TO WORK COMPLIANCE FORM 32.390 FOR REPLACEMENT.
3. RECORD INSPECTION/CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

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

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
322156 INSPECT/CLEAN LEFT ANTI-SKID DETECTOR...MM 5-20-04.....	JB	JB	____.____
( ) 322176 FUNCTIONAL CHECK ANTI-SKID DETECTOR SYSTEM...REFER TO WORK COMPLIANCE FORM 32.420.			
322171 INSPECT/CLEAN RIGHT ANTI-SKID DETECTOR...MM 5-20-04.....	JB	JB	____.____
( ) 322176 FUNCTIONAL CHECK ANTI-SKID DETECTOR SYSTEM...REFER TO WORK COMPLIANCE FORM 32.420.			

322156, 322171

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

INSPECT/CLEAN ANTI-SKID DETECTOR (REFER TO ILLUSTRATION ON CARD 32-14)
EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 TO 25 INCH-POUNDS, LOCKWIRE, EXTERNAL HYDRAULIC POWER SOURCE, 28 V DC EXTERNAL ELECTRICAL POWER SOURCE, HYDRAULIC PRESSURE GAUGES (0 TO 3000 PSI), DOW CORNING 4 COMPOUND (MIL-S-8660B, AMEND. 3)

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

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

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

<< CONTINUED >>

OPERATOR: ED-WEST, INC. REPORT DATE 12/14/88 WORK COMPLIANCE FORM NO. 32.425
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER01
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050150+ 150 HR INSPECTION

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.
32-055	DATE	HOURS	LANDINGS	CYCLES	
29 29		4138			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 01 DAY 20 YEAR 89 AIRCRAFT HOURS: 4129:4 LANDINGS: 2435

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

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

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
322174 OPERATIONAL CHECK ANTI-SKID LIGHTS...MM 5-20-04.....	JB	[signature]	____.____

322174
OPERATIONAL CHECK ANTI-SKID LIGHTS
1. CHECK ANTI-SKID SYSTEM AS FOLLOWS:
   A. ANTI-SKID CONTROL SWITCH - OFF (BOTH ANTI-SKID INOP LIGHTS ON).
   B. ANTI-SKID CONTROL SWITCH - ON (BOTH ANTI-SKID INOP LIGHTS OUT).
2. RECORD OPERATIONAL CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WEST, INC. REPORT DATE 12/14/88 WORK COMPLIANCE FORM NO. 32.440
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER01
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050150+ 150 HR INSPECTION

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.
32-057	DATE	HOURS	LANDINGS	CYCLES	
29 29		4138			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

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

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
322206 OPERATIONAL CHECK EMERGENCY GEAR EXTENSION CABLE...MM 32-00-00.....	SB	SB	.5

322206
OPERTIONAL CHECK EMERGENCY GEAR EXTENSION CABLE

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

OPERATOR: ED-WEST, INC. REPORT DATE 12/14/88 WORK COMPLIANCE FORM NO. 34.060
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER01
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050150+ 150 HR INSPECTION

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.
34-005	DATE	HOURS	LANDINGS	CYCLES	
29 29		4138			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

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

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: 465-124

INSPECTED BY: _____ KIND OF CERTIFICATE: Repair Station

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
340121 DRAIN PITOT/STATIC SYSTEM...MM 34-10-01.....	JB	SB	..

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

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

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

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

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

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

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

OPERATOR: ED-WEST, INC. REPORT DATE 12/14/88 WORK COMPLIANCE FORM NO. 52.010A
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER01
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050150+ 150 HR INSPECTION

88349
52-002
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 01 DAY 20 YEAR 89 AIRCRAFT HOURS: 4129.4 LANDINGS: 2635

TECHNICIAN SIGNATURE: [signature] CERTIFICATE NUMBER: 465-129

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

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
520106 INSPECT/LUBRICATE CABIN ENTRANCE DOOR...MM 52-10-00.....	JB	JB	____.____

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520106
INSPECT/LUBRICATE CABIN ENTRANCE DOOR (REFER TO FIGURE 2 ON CARD 52-1)
CONSUMABLES: SILICONE LUBRICANT, LUBRICATING OIL MIL-L-7820A

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

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

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

OPERATOR: ED-WEST, INC. REPORT DATE 12/14/88 WORK COMPLIANCE FORM NO. 53.010
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER01
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050150+ 150 HR INSPECTION

88349
53-001
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 PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 01 DAY 20 YEAR 89 AIRCRAFT HOURS: 4129.6 LANDINGS: 2435

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

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

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
530101 INSPECT FUSELAGE (A).....	JB	SB	____.____

****

530101
INSPECT FUSELAGE (A)

	MECH	INSP
TEXT FROM MM 5-20-02		
1. INSPECT PITOT TUBES AND STATIC PORTS FOR OBVIOUS DAMAGE AND OBSTRUCTIONS.	JB	SB
2. INSPECT OXYGEN THERMAL DISCHARGE DISC.		SB
3. INSPECT ALL DRAIN HOLES AND FITTINGS FOR OBVIOUS DAMAGE AND OBSTRUCTIONS.		SB
4. INSPECT FUSELAGE SKIN FOR LOOSE RIVETS, CRACKS, LEAKAGE AND CONDITION OF FINISH.		SB
5. INSPECT STATIC SOURCES, DRAIN VALVES, AND TRAPS.		SB
6. INSPECT ANTENNA FOR GENERAL CONDITION AND SECURITY.		SB
7. INSPECT LOWER ANTI-COLLISION LIGHT FOR CRACKED OR BROKEN LENS, GENERAL CONDITION AND SECURITY.		SB
8. INSPECT WINDSHIELD WIPERS FOR GENERAL CONDITION AND SECURITY.		SB
9. INSPECT WINDSHIELDS AND WINDOWS FOR DELAMINATIONS, SCRATCHES, CRACKS AND LEAKAGE.		SB
10. CHECK ELECTRICAL CONNECTIONS AND COMPONENTS FOR DAMAGE, TIGHTNESS, CHAFING, FRAYING AND CUTS.		SB
11. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.		

OPERATOR: ED-WEST, INC. REPORT DATE 12/14/88 WORK COMPLIANCE FORM NO. 52.010B
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER01
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050150+ 150 HR INSPECTION

88349
52-003
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 01 DAY 20 YEAR 87 AIRCRAFT HOURS: 4129.6 LANDINGS: 2635

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

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

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
520116 OPERATIONAL CHECK CABIN ENTRANCE DOOR...MM 52-10-00.....	JB	JB	____.____

520116
OPERATIONAL CHECK CABIN ENTRANCE DOOR

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

OPERATOR: ED-WEST, INC. REPORT DATE 12/14/88 WORK COMPLIANCE FORM NO. 53.0201
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER01
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 12-88 050150+ 150 HR INSPECTION

88349 / 53-002 / 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 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

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
530116 INSPECT NOSE COMPARTMENT (A).....	JB	SB	____.____

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530116
INSPECT NOSE COMPARTMENT (A)
TEXT FROM MM 5-20-01, 5-20-05

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

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WEST, INC. | REPORT DATE 12/14/88 | WORK COMPLIANCE FORM NO. 53.0301
AIRCRAFT NO.: 368 | MODEL: 1124A WESTWIND | OPER01
AIRCRAFT REG.: N368MD | ISSUED 07-88 REV. | 050150+ 150 HR INSPECTION

88349 / 53-004 / 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 PAGE 1

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

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
530131 INSPECT COCKPIT (A).....	JB	JB	____.____

****

530131
INSPECT COCKPIT (A)
TEXT FROM MM 5-20-03 AND 12-10-00

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

CAMP SYSTEMS, Inc. — COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WEST, INC. | REPORT DATE 12/14/88 | WORK COMPLIANCE FORM NO. 53.0401
AIRCRAFT NO.: 368 | MODEL: 1124A WESTWIND | OPER01
AIRCRAFT REG.: N368MD | ISSUED 07-88 REV. | 050150+ 150 HR INSPECTION

88349 / 53-007 / 29 29

WORK DUE AT DATE	HOURS	* = APU HRS. 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 — PAGE 1

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

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
530146 INSPECT CABIN (150 HOUR).....	JB	SB	..

****

530146
INSPECT CABIN (150 HOUR)
TEXT FROM MM 5-20-02

	MECH	INSP
1. INSPECT PASSENGER COMPARTMENT FOR CLEANLINESS, SECURITY AND GENERAL CONDITION.	JB	SB
2. INSPECT EMERGENCY LIGHT FOR OPERATION SECURITY, CLEANLINESS, AND CONNECTIONS. CHECK BATTERY CHARGE. (REFER TO MM 12-10-06)		SB
NOTE: WHENEVER THE EMERGENCY LIGHTS HAVE BEEN OPERATED FROM THE EMERGENCY BATTERY FOR MORE THAN ONE HOUR, CHECK BATTERY CHARGE.		
3. INSPECT REFRESHMENT BAR, ICE CHEST, GALLEY, COAT CLOSET, CABINETS, TABLES, ETC., FOR EASE OF OPERATION, LOCK, GENERAL CONDITION AND SECURITY.		SB
4. INSPECT SEATS AND SEAT BELTS FOR SECURITY AND GENERAL CONDITION.		SB
5. CHECK CABIN OXYGEN SYSTEM FOR GENERAL CONDITION.		SB
6. CHECK READING LIGHT FOR OPERATION AND GENERAL CONDITION.		SB
7. CHECK VENTILATING AIR CONSOLE FOR CLEANLINESS AND GENERAL CONDITION.		SB
8. INSPECT WINDOWS FOR DELAMINATION, SCRATCHES, CRACKS, AND LEAKAGE.		SB
9. CHECK INTERIOR LIGHTS FOR OPERATION, CLEANLINESS AND GENERAL CONDITION.		SB
10. CHECK EMERGENCY EXIT FOR SECURITY AND GENERAL CONDITION. CHECK RELEASE MECHANISM (PULL RELEASE HANDLE, BUT NOT NECESSARY TO REMOVE EXIT FROM AIRCRAFT).		SB
11. CHECK CERTIFICATES.		SB
12. INSPECT AVIONICS COMPONENTS FOR SECURITY, CLEANLINESS AND SECURE CONNECTIONS.		SB
13. INSPECT LAVATORY AND BAGGAGE COMPARTMENT FOR SECURITY AND GENERAL CONDITION.		SB
14. INSPECT LAVATORY DOOR FOR CONDITION AND OPERATION.		SB
15. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.		

+80 DEGREES TO +130 DEGREES F 190 + OR -5 PSI

TEXT FROM MM 5-20-05

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

TABLE FROM MM 12-10-00

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

TEXT FROM MM 5-20-05

21. CHECK LANDING GEAR EMERGENCY EXTENSION SYSTEM PRESSURE. REFER TO TABLE BELOW.

TABLE FROM MM 12-10-00

-20 DEGREES TO +30 DEGREES F	1750 + OR -50 PSI
+30 DEGREES TO +80 DEGREES F	1850 + OR -50 PSI
+80 DEGREES TO +130 DEGREES F	1950 + OR -50 PSI

TEXT FROM MM 5-20-05

22. INSPECT HOSES, LINES AND ELECTRICAL BUNDLES ENTERING FUSELAGE FROM ENGINE NACELLES FOR DAMAGE, CHAFING AND SECURITY.
23. CHECK FIRE EXTINGUISHER CONTAINERS FOR SECURITY, ELECTRICAL CONNECTIONS AND NITROGEN PRESSURE.
24. INSPECT PNEUMATIC DE-ICING EQUIPMENT AND ELECTRICAL CONNECTION FOR SECURITY AND CONDITION.
25. INSPECT ELECTRICAL BUNDLES AND TERMINAL STRIPS FOR DAMAGE, SECURITY AND LOOSE CONNECTIONS.
26. INSPECT AIR EJECTOR FOR OBSTRUCTIONS AND CONDITION.
27. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

CAMP SYSTEMS, Inc.

COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WEST, INC. | REPORT DATE 12/14/88 | WORK COMPLIANCE FORM NO. 54.0101 OPER01

AIRCRAFT NO.: 368 | MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD | ISSUED 07-88 REV. | 050150+ 150 HR INSPECTION

88349 / 54-001 / 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 PAGE 1

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

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		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
540101	INSPECT LEFT ENGINE NACELLE/PYLON (A).....	JB	[signature]	.-
540121	INSPECT RIGHT ENGINE NACELLE/PYLON (A).....	JB	[signature]	.-

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540101, 540121

INSPECT ENGINE NACELLE/PYLON (A) (FOR CAMP OPERATORS, REFER TO ILLUSTRATION ON CARD 54-1. FOR SCAMP OPERATORS, REFER TO MAINTENANCE MANUAL) — MECH / INSP

TEXT FROM MM 5-20-08, SM 72-00-00

1. INSPECT EXTERIOR FOR CONDITION, LOOSE RIVETS, SECURITY OF STRUCTURE AND CLEANLINESS. — JB / [signature]
2. INSPECT ELECTRICAL WIRING AND CONNECTIONS FOR SECURITY AND DAMAGE. — / [signature]
3. INSPECT PLUMBING LINES AND CONNECTIONS FOR SECURITY, LEAKS, CUTS AND RUBBING. — / [signature]
4. INSPECT DRAINS AND VENTS FOR RESTRICTIONS. — / [signature]
5. VISUALLY INSPECT JET PIPE NOZZLES FOR CRACKS AND GENERAL CONDITION. — / [signature]

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

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

OPERATOR: ED-WEST, INC. REPORT DATE 12/14/88 WORK COMPLIANCE FORM NO. 53.0501
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER01
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 12-88 050150+ 150 HR INSPECTION

88349 / 53-010 / 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 01 DAY 20 YEAR 89 AIRCRAFT HOURS: 41296 LANDINGS: 2635

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

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

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
530161 INSPECT REAR COMPARTMENT (A).....	JB	JB	..

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530161

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

INSPECT REAR COMPARTMENT (A) MECH INSP
TEXT FROM MM 5-20-05

1. INSPECT FUSELAGE FUEL TANK AREA FOR GENERAL CONDITION AND LEAKAGE.
2. CHECK FUEL SHUTOFF VALVES FOR PROPER OPERATION.
3. CHECK FUEL SUPPLY LINES FOR CONDITION.
4. INSPECT FUEL BOOST PUMP AREA FOR LEAKS AND GENERAL CONDITION.
5. INSPECT PRESSURE REFUELING POINT AREA FOR GENERAL CONDITION.
6. INSPECT FLAP PRIME MOTOR AND FLEX SHAFTS FOR SECURITY AND GENERAL CONDITION.
7. INSPECT AC AND DC ELECTRICAL COMPONENTS FOR SECURITY IN MOUNTS AND CONDITION.
8. CHECK BATTERIES FOR ANY EVIDENCE OF CORROSION OR PHYSICAL DAMAGE. CHECK VENT LINES FOR OBSTRUCTION AND SECURITY OF INSTALLATION. JB JB
9. INSPECT ELECTRICAL WIRE BUNDLES FOR DAMAGE AND SECURITY. JB
10. REMOVE THE COVERS FROM THE LEFT-HAND AND RIGHT-HAND DC BOXES AND ALSO FROM THE FLAP CONTACTOR BOX AND CHECK INSIDE FOR CLEANLINESS, SAFETY, CONDITION AND EVIDENCE OF OVERHEATING OF ELECTRICAL PARTS. JB
11. INSPECT AIR CONDITIONING AND PRESSURIZATION EQUIPMENT FOR CONDITION AND SECURITY. CHECK SWITCHES FOR CONDITION AND SECURITY. JB
12. CHECK REFRIGERATION UNIT MOUNTING FOR CONDITION AND SECURITY.
13. INSPECT ANTI-SKID CONTROL VALVES FOR LEAKAGE AND ELECTRICAL CONNECTIONS FOR CONDITION AND SECURITY OF ATTACHMENT. JB
14. CHECK HYDRAULIC SYSTEM COMPONENTS, FLUID CARRYING LINES AND FITTINGS FOR DAMAGE, LEAKAGE AND GENERAL CONDITION. JB

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

15. CHECK LIFT DUMPER AND SPEED BRAKE SELECTOR VALVES FOR LEAKAGE AND CONDITION AND ELECTRICAL CONNECTIONS FOR SECURITY. JB
16. INSPECT HYDRAULIC POWER PANEL FOR LEAKAGE AND CONDITION.
17. CHECK HYDRAULIC SYSTEM RIPPLE DAMPING ACCUMULATORS DRY NITROGEN CHARGE.

NOTE: CHECK IS NOT APPLICABLE IF ATTENUATORS ARE INSTALLED.

TEXT FROM MM 5-20-05

R18. CHECK HYDRAULIC HIGH PRESSURE FILTERS. CHECK RED POP-OUT BUTTON. IF BUTTON IS OUT (EXTENDED),
R THE FILTER IS CLOGGED; FILTER ELEMENT MUST BE REPLACED AND APPLICABLE PUMP CHECKED. FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE FORM 29.050C. FOR SCAMP OPERATORS, REFER TO MAINTENANCE MANUAL. JB
19. CHECK HYDRAULIC EMERGENCY SYSTEM ACCUMULATOR DRY NITROGEN CHARGE. REFER TO TABLE BELOW. JB

TABLE FROM MM 12-10-00

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

<< CONTINUED >>

CAMP SYSTEMS, Inc. — COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WEST, INC. | REPORT DATE 12/14/88 | WORK COMPLIANCE FORM NO. 55.0101 OPER01
AIRCRAFT NO.: 368 | MODEL: 1124A WESTWIND
AIRCRAFT REG.: N368MD | ISSUED 07-88 REV. | 050150+ 150 HR INSPECTION

88349 / 55-001 / 29 29

WORK DUE AT DATE	HOURS	* = APU HRS. 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 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

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
550101 INSPECT EMPENNAGE (A).....	JB		..

****

550101
INSPECT EMPENNAGE (A) (FOR CAMP OPERATORS, REFER TO ILLUSTRATION ON CARD 55-1. FOR SCAMP OPERATORS, REFER TO MAINTENANCE MANUAL)

	MECH	INSP
TEXT FROM MM 5-20-06		
1. INSPECT RUDDER HINGE POINTS, CHECK ALL BEARINGS FOR LOOSENESS, ROUGHNESS, SAFETY AND GENERAL CONDITION.	JB	
2. INSPECT RUDDER ATTACH POINTS FOR SECURITY, CRACKS AND GENERAL CONDITION.		
3. CHECK STOP PADS AND STOP BOLTS FOR CONDITION AND SECURITY.		
4. INSPECT RUDDER TRIM TAB ACTUATOR(S) ATTACH POINTS FOR SECURITY AND GENERAL CONDITION.		
5. INSPECT TAIL SKID FOR SECURITY AND GENERAL CONDITION.		
6. INSPECT FRAME STATION 540.00 AND BALLAST AND JACK ADAPTER MOUNTING (IF INSTALLED) FOR CONDITION, DAMAGE AND CORRECT INSTALLATION.		
7. INSPECT TAIL CONE AND LIGHT FOR CONDITION AND SECURITY.		
8. INSPECT ELEVATOR HINGE POINTS FWD AND AFT, CHECK ALL BEARINGS FOR LOOSENESS, ROUGHNESS, SAFETY AND GENERAL CONDITION.		
9. INSPECT ELEVATOR TORQUE TUBE FOR CONDITION AND SECURITY OF ATTACH POINTS.		
10. INSPECT UNIVERSAL JOINTS AND TAPER PINS FOR LOOSENESS AND GENERAL CONDITION.		
11. CHECK ELEVATOR TRAVEL STOP BOLTS AND STOP PADS FOR SECURITY AND CONDITION.		
12. INSPECT VERTICAL STABILIZER FOR STRUCTURE CONDITION, ATTACH POINTS AND SECURITY.		
13. INSPECT HORIZONTAL STABILIZER FOR CONDITION AND SECURITY.		
14. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.		

OPERATOR: ED-WEST, INC. REPORT DATE 12/14/88 WORK COMPLIANCE FORM NO. 57.010
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER01
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 12-88 050150+ 150 HR INSPECTION

88349
57-001
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 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

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		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
570101	INSPECT LEFT WING (A).....	JB	SB	.-
950569	INSPECT LEFT WING FLAP HINGE AND BEARING (SL NO.WW-2457) MINOR...SL WW-2457			
570116	INSPECT RIGHT WING (A).....	JB	SB	.-
950570	INSPECT RIGHT WING FLAP HINGE AND BEARING (SL NO.WW-2457) MINOR...SL WW-2457			

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570101, 570116

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

ITEM 1 - INSPECT WINGS (A) (FOR CAMP OPERATORS, REFER TO ILLUSTRATION ON CARD 57-1. FOR SCAMP OPERATORS, MECH INSP REFER TO MAINTENANCE MANUAL)
CONSUMABLES: LP-3 OR EQUIVALENT
TEXT FROM MM 5-20-03

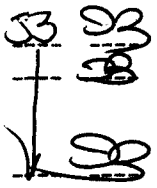
NOTE: WHEN PERFORMING THIS INSPECTION, PERFORM INSPECTIONS INDICATED IN ITEM 2.

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

<< CONTINUED >>

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

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



950569, 950570
ITEM 2 - INSPECT WING FLAP HINGE AND BEARING (SL NO.WW-2457) MINOR
EQUIPMENT/CONSUMABLES: WD-40, 0 TO 190 INCH-POUNDS TORQUE WRENCH

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

CAMP SYSTEMS, Inc. — COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WEST, INC. | REPORT DATE 12/14/88 | WORK COMPLIANCE FORM NO. 57.020
AIRCRAFT NO.: 368 | MODEL: 1124A WESTWIND | OPER01
AIRCRAFT REG.: N368MD | ISSUED 07-88 REV. | 050150+ 150 HR INSPECTION

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.
57-002	DATE	HOURS	LANDINGS	CYCLES	
29 29		4138			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 01 DAY 20 YEAR 89 AIRCRAFT HOURS: ~~4138~~ 4129.6 LANDINGS: 2685

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

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

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		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
570106	INSPECT LEFT AILERON BELLCRANK...MM 5-20-03.....	JB	JB	---.---
570120	INSPECT RIGHT AILERON BELLCRANK...MM 5-20-03.....	JB	JB	---.---

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570106, 570120
INSPECT AILERON BELLCRANK
1. INSPECT AILERON BELLCRANK TRAVEL STOPS AND ATTACH POINTS FOR SAFETY, GENERAL CONDITION AND SECURITY.
2. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

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

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		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
710106	INSPECT LEFT ENGINE (A).....	JB	JB	____.____
713606	INSPECT RIGHT ENGINE (A).....	JB	JB	____.____

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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. JB JB
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). JB
4. CHECK DRAINS AND VENTS FOR RESTRICTIONS. JB
5. CHECK FAN INLET FOR FOREIGN MATERIAL, OBSTRUCTIONS, OR DAMAGE. JB
6. CHECK INLET PRESSURE AND TEMPERATURE SENSOR FOR SECURITY AND EVIDENCE OF DAMAGE OR CLOGGING. JB

   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. JB
8. CHECK SECURITY OF IGNITION WIRING AND CONNECTIONS. JB
9. CHECK FOR OIL SEAL LEAKAGE AROUND STARTER/GENERATOR MOUNT, AIRCRAFT ACCESSORY MOUNT AND FUEL PUMP MOUNT. JB
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). JB
    A. IF FUEL FILTER ELEMENT IS CONTAMINATED (PLUGGED UP), CLEAN FILTER CAVITY, INSTALL CLEAN FILTER

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ELEMENT (FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE FORM 73.140. FOR SCAMP OPERATORS, REFER TO MAINTENANCE MANUAL) AND PERFORM FUEL MANIFOLD ASSEMBLY PRESSURE CHECK 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.

OPERATOR: ED-WEST, INC. REPORT DATE 12/14/88 WORK COMPLIANCE FORM NO. 79.100
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER01
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050150+ 150 HR INSPECTION

88349
79-008
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 PAGE 1

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

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
(790116) ( ) SOAP CHECK LEFT ENGINE...ENG SM 72-00-00.....	JB	[signature]	____.____
RECORD FREQUENCY OF NEXT SOAP CHECK HOURS 130.0			
(791616) ( ) SOAP CHECK RIGHT ENGINE...ENG SM 72-00-00.....	JB	[signature]	____.____
RECORD FREQUENCY OF NEXT SOAP CHECK HOURS 130.0			

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790116, 791616
SOAP CHECK ENGINE
CONSUMABLES: SAMPLING KIT P/N 294199-1

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

   CAUTION: WHEN TAKING OIL SAMPLE FROM ENGINE FOR SOAP CHECK, ENSURE ALL EQUIPMENT USED IS CLEAN AND NOT CONTAMINATED TO PREVENT OBTAINING FALSE INDICATION OF OIL CONTAMINATION. ENSURE ENGINE OIL TEMPERATURE IS HOT. TAKE SAMPLE WITHIN 15 MINUTES AFTER SHUTDOWN.

   NOTE: WHENEVER LEAKAGE OF FUEL INTO THE OIL SYSTEM IS SUSPECTED (ODOR OF FUEL DETECTED IN OIL OR OIL LEVEL INCREASING), PERFORM FUEL-IN-OIL INSPECTION.

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

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

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

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

OPERATOR: ED-WEST, INC. REPORT DATE 12/14/88 WORK COMPLIANCE FORM NO. 79.120
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER01
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050150+ 150 HR INSPECTION

88349
79-010
29 29

WORK DUE AT DATE	HOURS	* = APU HRS. 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 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

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		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
790126	INSPECT LEFT ENGINE CHIP DETECTOR...ENG SM 72-00-00.....	JB	JB	..
791626	INSPECT RIGHT ENGINE CHIP DETECTOR...ENG SM 72-00-00.....	JB	JB	..

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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.

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WEST, INC. REPORT DATE 12/14/88 WORK COMPLIANCE FORM NO. 95.090
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER01
AIRCRAFT REG.: N368MD ISSUED REV. 050150+ 150 HR INSPECTION

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.
95-001	DATE	HOURS	LANDINGS	CYCLES	
29 29		4138			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

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

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
950920 SL WW-2492.....	JB	[signature]	____.____

REFER TO APPLICABLE SERVICE LETTER FOR PROCEDURE.

CAMP SYSTEMS, Inc. — COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC. — REPORT DATE 04/13/89 — WORK COMPLIANCE FORM NO.
AIRCRAFT NO.: 368 — MODEL: 1124A WESTWIND — OPER03
AIRCRAFT REG.: N368MD — 050600+ 150/300/600 HR INSPECTION

89103 | 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	4280		

CK CURRENT DUE LIST FOR DUE TIME CHGS — PAGE 1

050600+ 150/300/600 HR INSPECTION

CODE NO.	WCF NO. / CARD NO.	WORK DESCRIPTION / REFERENCE	C/W DATE MO/ DAY/YR	C/W HOURS	C/W LANDINGS	ACTUAL MAN HOURS	TECHNICIAN	INSPECTOR	EST MH
050150+ ( )	05.DPR1	150 HR INSPECTION	6/9/89	4272.7	2800	___.___	_____	✓	
050300+ ( )	05.DPR2	150/300 HR INSPECTION	___/___/___	_____	_____	___.___	_____	_____	
100310+	10.010	CK AIRWORTHY DIRECTIVES MM 5-20-00	___/___/___	_____	_____	___.___	✓	_____	
100320+	10.020	CK SERVICE BULLETINS MM 5-20-00	___/___/___	_____	_____	___.___	✓	_____	
100330+	10.030	CK SERVICE LETTERS MM 5-20-00	___/___/___	_____	_____	___.___	✓	_____	
120150+	12.010	CK PREFLIGHT COMPLETE MM 5-30-00	___/___/___	_____	_____	___.___	✓	_____	
210276+	21.030	FUNCT CK PRESS SYSTEM MM 21-00-00	___/___/___	_____	_____	___.___	✓	_____	
210191+	21.040A 21-2	INS/CLN OUTFLOW NORM VLV MM 21-30-00	___/___/___	_____	_____	___.___	✓	_____	
210201+	21.040A 21-2	INS/CLN OUTFLOW SAFE VLV MM 21-30-00	___/___/___	_____	_____	___.___	✓	_____	
210671+	21.050A 21-3	INS/CLN/TST WATER SEP CON MM 21-70-00	___/___/___	_____	_____	___.___	✓	_____	1.0
210211	21.080	REPL UPPER IN AIR FILT EL MM 21-30-00	___/___/___	_____	_____	___.___	✓	_____	
210221	21.080	REPL LOWER IN AIR FILT EL MM 21-30-00	___/___/___	_____	_____	___.___	✓	_____	
210622+	21.270	INSP 35D DUCT ELECT CONN MM5-20-05	___/___/___	_____	_____	___.___	✓	_____	
210681	21.290A	CHG CODLING TURBINE OIL MM 12-10-10	___/___/___	_____	_____	___.___	✓	_____	
210178	21.480	CLN CBN AIR PR CNTLR FLTR MM 21-30-00	___/___/___	_____	_____	___.___	✓	_____	
230218+	23.120	CHECK B/D WICK RESISTANCE MM 23-60-00	___/___/___	_____	_____	___.___	✓	_____	
240121+	24.010A 24-1	CK L START/GEN BR WEAR/TN MM 80-10-10	___/___/___	_____	_____	___.___	✓	_____	.5
240131+	24.010A 24-1	CK R START/GEN BR WEAR/TN MM 80-10-10	___/___/___	_____	_____	___.___	✓	_____	
240161+	24.020A 24-2	CK ELECTROLYTE LEFT BATT MM 12-10-06	___/___/___	_____	_____	___.___	✓	_____	1.0
240176+	24.020A 24-2	CK ELECTROLYTE RIGHT BATT MM 12-10-06	___/___/___	_____	_____	___.___	✓	_____	1.0
240166	24.020B	DEEP CYCLE LEFT BATTERY MM 12-10-06	___/___/___	_____	_____	___.___	✓	_____	2.0
240181	24.020B	DEEP CYCLE RIGHT BATTERY MM 12-10-06	___/___/___	_____	_____	___.___	✓	_____	2.0
240203+	24.070	F/CK BATT TEMP/WARN SYS. MM 24-30-01	___/___/___	_____	_____	___.___	✓	_____	
241653+	24.140	RESIS CK CIRCUIT BREAKERS MM 24-50-00	___/___/___	_____	_____	___.___	✓	_____	

CONTINUED

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO.
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND (CONTINUED) OPER03
AIRCRAFT REG.: N368MD 050600+ 150/300/600 HR INSPECTION

89103 | 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		4280		

CK CURRENT DUE LIST FOR DUE TIME CHGS

CODE NO.	WCF NO. / CARD NO.	WORK DESCRIPTION / REFERENCE	C/W DATE MO/ DAY/YR	C/W HOURS	C/W LANDINGS	ACTUAL MAN HOURS	TECHNICIAN	INSPECTOR	EST MH
241655+	24.150	INSP DIST BUS CIRC BREAKR	6/9/89	4272.7	2800	___.___	✓	✓	
	24-4	MM 24-50-00							
241657+	24.160	INSP/TST PRIOR BUS DIODES	___/___/___			___.___	✓		
		MM 24-50-00							
260186+	26.020	OP CK FIRE PROTECTION SYS	___/___/___			___.___	✓		
	26-1	MM 26-00-00							
260174+	26.030	INSPECT COCKPIT FIRE EXT	___/___/___			___.___	✓		
	26-2	MM 26-20-00							
260184+	26.030	INSPECT CABIN FIRE EXT	___/___/___			___.___	✓		
	26-2	MM 26-20-00							
270140+	27.070	CK AIL CONTROL FREEPLAY	___/___/___			___.___	✓		
		MM 27-10-00							
270158+	27.130	INSP ROD TRIM TAB FREE PL	___/___/___			___.___	✓		
		MM 27-20-00							
270193+	27.150A	INSP L ELEV SKIN SEPARATE	___/___/___			___.___	✓		
	27-3	MM 27-30-00							
270203+	27.150A	INSP R ELEV SKIN SEPARATE	___/___/___			___.___	✓		
	27-3	MM 27-30-00							
270213+	27.190	LUB ELEVATOR ATTACH PTS	___/___/___			___.___	✓		
	27-5	MM 12-20-00							
270238+	27.200A	INSPECT LEFT FLAP	___/___/___			___.___	✓		.5
	27-6	MM 27-50-00							
270243+	27.200A	INSPECT RIGHT FLAP	___/___/___			___.___	✓		.5
	27-6	MM 27-50-00							
270237+	27.200B	INSP L FLAP VANE	___/___/___			___.___	✓		
	27-6	MM 27-50-00							
270247+	27.200B	INSP R FLAP VANE	___/___/___			___.___	✓		
	27-6	MM 27-50-00							
270248+	27.200C	FUNCT CK FLP TIME EXD RLY	___/___/___			___.___	✓		
		MM 27-50-00							
270335+	27.280	OP CK SP BRK/LIFT DUMP	___/___/___			___.___	✓		
		MM 27-60-00							
270176	27.340	LUBE RUDDER PEDAL ARMS	___/___/___			___.___	✓		
	27-11	MM 12-20-00							
270179	27.350	LUBE CONTROL COLUMNS	___/___/___			___.___	✓		
	27-11	MM 12-20-00							
270346	27.360	LUBE FLT CONT BELLCRANKS	___/___/___			___.___	✓		
	27-11	MM 12-20-00							
270356	27.370	LUBE GUSTLOCK SYSTEM	___/___/___			___.___	✓		
	27-11	MM 12-20-00							
270351+	27.380	INSP/LUBE PRESSURE SEALS	___/___/___			___.___	✓		
	27-11	WCF 27.380							
270271+	27.430	ADJ/TEST FLAP COMPARATOR	___/___/___			___.___	✓		
	27-13	MM 27-50-00							
270340+	27.440	CK CBLE TNSN FLT/PAS CMPT	___/___/___			___.___	✓		
	27-14	MM 27-00-00							
270341+	27.440	CK CABLE TNSN AFT FUSE	___/___/___			___.___	✓		
	27-14	MM 27-00-00							
281602+	28.090B	OP CK FUEL DUMP SYSTEM	___/___/___			___.___	✓		
		MM 28-00-00							

CONTINUED

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO.
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND (CONTINUED) OPER03
AIRCRAFT REG.: N368MD 050600+ 150/300/600 HR INSPECTION

89103 29 29

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
	4280		

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

CODE NO.	WCF NO. / CARD NO.	WORK DESCRIPTION / REFERENCE	C/W DATE MO/ DAY/YR	C/W HOURS	C/W LANDINGS	ACTUAL MAN HOURS	TECHNICIAN	INSPECTOR	EST MH
281150+	28.090C	CK OPERATION BOOST PUMP	6/9/89	4272.7	3800		✓	✓	
		MM 28-00-00							
281601+	28.220A	CK AUXILIARY FUEL SYSTEM	/ /	Not Installed					
		MM 28-50-00							
290106	29.010A	REPL HYD RES FILTER	/ /				✓		
	29-1	MM 29-10-00							
290116+	29.050A	INS/RPL RES AIR VENT FILT	/ /				✓		
	29-3	MM 29-10-00							
290131+	29.050B	INS/RPL RES AIR PRESS FLT	/ /				✓		
	29-3	MM 29-10-00							
290171	29.050C	REPL L HI PRES FILT ELEM	/ /				✓		
	29-3	MM 29-10-00							
290206	29.050C	REPL R HI PRS FILT ELEM	/ /				✓		
	29-3	MM 29-10-00							
290118	29.050D	CLN/CK HYD RES AIR PR VA	/ /				✓		
		MM 29-10-00							
950780	29.120	SL WW-2478 L HYD PUMP	/ /				✓		
	29-5	SL WW-2478							
950785	29.120	SL WW-2478 R HYD PUMP	/ /				✓		
	29-5	SL WW-2478							
290143	29.120A	INS/LUB L HYD PUMP SPLINE	/ /				✓		1.0
	29-5	MM 05-20-07							
290178	29.120A	INS/LUB R HYD PUMP SPLINE	/ /				✓		1.0
	29-5	MM 05-20-07							
300102+	30.010A	INSP L DEICER CK VALVE	/ /				✓		
	30-1	MM 30-10-00							
300104+	30.010A	INSP R DEICER CK VALVE	/ /				✓		
	30-1	MM 30-10-00							
300133+	30.100	FUNC CK PNEU DE-ICE BOOTS	/ /				✓		
		MM 30-10-00							
300147+	30.140	CK VLTG DROP PLTS WNDSLD	/ /				✓		
	30-5	SB1124-30-036 II							
300150+	30.140	CK VLTG DROP CPLTS WNDSLD	/ /				✓		
	30-5	SB1124-30-036 II							
910361	30.140	SB 1124-30-036 PART II	/ /				✓		
	30-5	SB1124-30-036 II							
320201+	32.0101	INSPECT NOSE GEAR (A)	/ /				✓		1.5
		MM 5-20-01							
320206+	32.0102	INSPECT NOSE GEAR (B)	/ /				✓		
		MM 5-20-01							
320691+	32.020	INSP L MAIN GEAR/WELL (A)	/ /				✓		1.5
		MM 5-20-04							
321191+	32.020	INSP R MAIN GEAR/WELL (A)	/ /				✓		1.5
		MM 5-20-04							
320106	32.030	LUBE NOSE GEAR/DOORS	/ /				✓		.5
	32-1	MM 12-20-00							
320606	32.030	LUBE LEFT MAIN GEAR	/ /				✓		.5
	32-1	MM 12-20-00							
321106	32.030	LUBE RIGHT MAIN GEAR	/ /				✓		.5
	32-1	MM 12-20-00							

CONTINUED

89103 29 29

WORK DUE AT	* = APU HRS.		
DATE	HOURS	LANDINGS	CYCLES
	4280		

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

CODE NO.	WCF NO. / CARD NO.	WORK DESCRIPTION / REFERENCE	C/W DATE MO/ DAY/YR	C/W HOURS	C/W LANDINGS	ACTUAL MAN HOURS	TECHNICIAN	INSPECTOR	EST MH
320116	32.040	SERVICE NLG SHOCK STRUT	6,9,89	4272.7	2800	____.____	✓	✓	2.5
	32-1	MM 12-10-04							
320636	32.040	SERVICE LMG SHOCK STRUT	___/___/___	_____	_____	____.____	✓	_____	2.0
	32-1	MM 12-10-04							
321136	32.040	SERVICE RMG SHOCK STRUT	___/___/___	_____	_____	____.____	✓	_____	2.0
	32-1	MM 12-10-04							
320156+	32.110A	INS/CL/LUB L NS WHL/BRGS	___/___/___	_____	_____	____.____	✓	_____	1.5
	32-2	MM 32-40-00							
320158+	32.110A	INS/CL/LUB R NS WHL/BRGS	___/___/___	_____	_____	____.____	✓	_____	1.5
	32-2	MM 32-40-00							
320676+	32.180A	INSP/LUBE LMG WHEEL BRGS	___/___/___	_____	_____	____.____	✓	_____	1.0
	32-5	MM 32-40-00							
321176+	32.180A	INSP/LUBE RMG WHEEL BRGS	___/___/___	_____	_____	____.____	✓	_____	1.0
	32-5	MM 32-40-00							
322116+	32.390A	INSP/CK L BRAKE LININGS	___/___/___	_____	_____	____.____	✓	_____	1.0
	32-11	MM 12-10-04							
322131+	32.390A	INSP/CK R BRAKE LININGS	___/___/___	_____	_____	____.____	✓	_____	1.0
	32-11	MM 12-10-04							
322156+	32.410A	INSP/CL L ANTI-SKID DET	___/___/___	_____	_____	____.____	✓	_____	1.0
	32-14	MM 5-20-04							
322171+	32.410A	INSP/CL R ANTI-SKID DET	___/___/___	_____	_____	____.____	✓	_____	1.0
	32-14	MM 5-20-00							
322176+	32.420	FUNCT CK ANTI-SKID DETECT	___/___/___	_____	_____	____.____	✓	_____	1.0
		MM 32-41-00							
322174+	32.425	OP CK ANTI-SKID LIGHTS	___/___/___	_____	_____	____.____	✓	_____	.5
		MM 5-20-04							
322191+	32.430	OPER CK LANDING GEAR NORM	___/___/___	_____	_____	____.____	✓	_____	
		MM 32-00-00							
322206+	32.440	OP CK EMER GEAR EXT CABLE	___/___/___	_____	_____	____.____	✓	_____	1.0
		MM 5-20-00							
322211+	32.450	OP CK EMER GEAR EXTENSION	___/___/___	_____	_____	____.____	✓	_____	
		MM 32-30-00							
322201+	32.460	CK LANDING GEAR FREE FALL	___/___/___	_____	_____	____.____	✓	_____	
320678	32.550	DYE PENETRANT L WHEEL AXL	___/___/___	_____	_____	____.____	✓	_____	
		MM 5-20-04							
321178	32.550	DYE PENETRANT R WHEEL AXL	___/___/___	_____	_____	____.____	✓	_____	
		MM 5-20-04							
320800	32.560	CK L/H MAIN LANDING GEAR	___/___/___	_____	_____	____.____	✓	_____	
		MM 5-20-04							
321200	32.560	CK R/H MAIN LANDING GEAR	___/___/___	_____	_____	____.____	✓	_____	
		MM 5-20-04							
320607	32.570	LUB L/H ACTUATOR BOLTS	___/___/___	_____	_____	____.____	✓	_____	
	32-16	MM 12-20-00							
321107	32.570	LUB R/H ACTUATOR BOLTS	___/___/___	_____	_____	____.____	✓	_____	
	32-16	MM 12-20-00							
950941	32.570	SL WW-2494 L/H	___/___/___	_____	_____	____.____	✓	_____	
	32-16	SL WW-2494							
950942	32.570	SL WW-2494 R/H	___/___/___	_____	_____	____.____	✓	_____	
	32-16	SL WW-2494							

CONTINUED

CODE NO.	WCF NO. CARD NO.	WORK DESCRIPTION REFERENCE	C/W DATE MO/ DAY/YR	C/W HOURS	C/W LANDINGS	ACTUAL MAN HOURS	TECHNICIAN	INSPECTOR	EST MH
340121	34.060 34-3	DRAIN PITOT/STATIC SYSTEM MM 34-10-00	6/9/89	4272.7	2800	____.____	✓	✓	1.5
350166+	35.070A	INSP/TST PILOTS OXY MASK MM 35-00-00	____/____/____	____.____	____.____	____.____	✓		
350169+	35.070A	INSP/TST CO-PILOTS MASK MM 35-00-00	____/____/____	____.____	____.____	____.____	✓		
350243+	35.130	CK OXY MASK DROP-OUT MM 35-00-00	____/____/____	____.____	____.____	____.____	✓		
520106+	52.010A 52-1	INS/LUB CABIN ENTR DOOR WCF 52.010A	____/____/____	____.____	____.____	____.____	✓		
520116+	52.010B	OPER CK ENTRY DOOR MM 52-10-00	____/____/____	____.____	____.____	____.____	✓		
520141+	52.030A 52-2	INS/LUB L EMERG EXIT/SEAL	____/____/____	____.____	____.____	____.____	✓		
520151+	52.030A 52-2	INS/LUB R EMERG EXIT/SEAL	____/____/____	____.____	____.____	____.____	✓		
530101+	53.010	INSP FUSELAGE (A) MM 5-20-02	____/____/____	____.____	____.____	____.____	✓		
530116+	53.0201	INSP NOSE COMPT (A) MM 5-20-01,05	____/____/____	____.____	____.____	____.____	✓		
530121+	53.0202	INSP NOSE COMPT (B) MM 5-20-01,05	____/____/____	____.____	____.____	____.____	✓		
530131+	53.0301	INSP COCKPIT (A) WCF 53.0301	____/____/____	____.____	____.____	____.____	✓		
530136+	53.0302 53-1	INSP COCKPIT (B) MM 5-20-02	____/____/____	____.____	____.____	____.____	✓		
530141+	53.0303 53-2	INSP COCKPIT (C) MM 5-20-02	____/____/____	____.____	____.____	____.____	✓		
530146+	53.0401	INSP CABIN (150HR) MM 5-20-02	____/____/____	____.____	____.____	____.____	✓		
530156+	53.0402 53-3	INSP CABIN (600HR) MM 5-20-02	____/____/____	____.____	____.____	____.____	✓		
530161+	53.0501	INSP REAR COMPT (A) MM 5-20-02	____/____/____	____.____	____.____	____.____	✓		
530166+	53.0502	INSP REAR COMPT (B) MM 5-20-05	____/____/____	____.____	____.____	____.____	✓		
530176+	53.060	INSP AUX FUEL TANK STRUCT MM 5-20-09	____/____/____	____.____	Not Installed				
540101+	54.0101 54-1	INSP L ENG NAC/PYLON (A) WCF 54.0101	____/____/____	____.____	____.____	____.____	✓		
540121+	54.0101 54-1	INSP R ENG NAC/PYLON (A) WCF 54.0101	____/____/____	____.____	____.____	____.____	✓		
540106+	54.0102 54-1	INSP L ENG NAC/PYLON (B) WCF 54.0102	____/____/____	____.____	____.____	____.____	✓		3.0
540126+	54.0102 54-1	INSP R ENG NAC/PYLON (B) WCF 54.0102	____/____/____	____.____	____.____	____.____	✓		3.0
540111+	54.0103 54-1	INSP L ENG NAC/PYLON (C) WCF 54.0103	____/____/____	____.____	____.____	____.____	✓		
540131+	54.0103 54-1	INSP R ENG NAC/PYLON (C) WCF 54.0103	____/____/____	____.____	____.____	____.____	✓		

CONTINUED

CODE NO.	WCF NO. / CARD NO.	WORK DESCRIPTION / REFERENCE	C/W DATE MO/ DAY/YR	C/W HOURS	C/W LANDINGS	ACTUAL MAN HOURS	TECHNICIAN	INSPECTOR	EST MH
550101+	55.0101	INSPECT EMPENNAGE (A)	6/9/89	4272.7	2800	____.____	✓	✓	
	55-1	MM 5-20-06							
550106+	55.0102	INSPECT EMPENNAGE (B)	___/___/___	_____	_____	____.____	✓	_____	
	55-1	MM 5-20-06							
570101+	57.010	INSPECT LEFT WING (A)	___/___/___	_____	_____	____.____	✓	_____	1.5
	57-1	MM 5-20-03							
570116+	57.010	INSPECT RIGHT WING (A)	___/___/___	_____	_____	____.____	✓	_____	1.5
	57-1	MM 5-20-03							
950569	57.010	SL WW-2457 PART A,L/H	___/___/___	_____	_____	____.____	✓	_____	
	57-1	SL WW-2457							
950570	57.010	SL WW-2457 PART A,R/H	___/___/___	_____	_____	____.____	✓	_____	
	57-1	SL WW-2457							
570106+	57.020	INSP L AILERON BELLCRANK	___/___/___	_____	_____	____.____	✓	_____	
		MM 5-20-03							
570120+	57.020	INSP R AILERON BELLCRANK	___/___/___	_____	_____	____.____	✓	_____	
		MM 5-20-03							
710106+	71.0201	INSPECT LEFT ENGINE A	___/___/___	_____	_____	____.____	✓	_____	1.0
	71-2	SM 72-00-00							
713606+	71.0201	INSPECT RIGHT ENGINE A	___/___/___	_____	_____	____.____	✓	_____	1.0
	71-2	SM 72-00-00							
710108+	71.0202	INSPECT LEFT ENGINE B	___/___/___	_____	_____	____.____	✓	_____	
	71-2	MM 5-20-07							
713608+	71.0202	INSPECT RIGHT ENGINE B	___/___/___	_____	_____	____.____	✓	_____	
	71-2	MM 5-20-07							
710606+	71.030	INSP L FAN/ROTOR ASSY	___/___/___	_____	_____	____.____	✓	_____	.5
		SM 72-00-00							
714106+	71.030	INSP R FAN/ROTOR ASSY	___/___/___	_____	_____	____.____	✓	_____	.5
		SM 72-00-00							
730116+	73.140	INSP/REPL L FUEL FILTER	___/___/___	_____	_____	____.____	✓	_____	
	73-8	SM 72-00-00							
732616+	73.140	INSP/REPL R FUEL FILTER	___/___/___	_____	_____	____.____	✓	_____	
	73-8	SM 72-00-00							
740116+	74.010A	INSP L ENG 6 OCLK PLUG	___/___/___	_____	_____	____.____	✓	_____	
	74-1	SM 72-00-00							
740126+	74.010A	INSP L ENG 7 OCLK PLUG	___/___/___	_____	_____	____.____	✓	_____	
	74-1	SM 72-00-00							
740616+	74.010A	INSP R ENG 6 OCLK PLUG	___/___/___	_____	_____	____.____	✓	_____	
	74-1	SM 72-00-00							
740626+	74.010A	INSP R ENG 7 OCLK PLUG	___/___/___	_____	_____	____.____	✓	_____	
	74-1	SM 72-00-00							
740106+	74.030A	CK L/E IGN SERVICEABILITY	___/___/___	_____	_____	____.____	✓	_____	1.0
	74-2	SM 72-00-00							
740606+	74.030A	CK R/E IGN SERVICEABILITY	___/___/___	_____	_____	____.____	✓	_____	1.0
	74-2	SM 72-00-00							
780143	78.100	LUBE L T/R ASSEMBLY	___/___/___	_____	_____	____.____	✓	_____	
	78-4	MM 12-20-00							
780643	78.100	LUBE R T/R ASSEMBLY	___/___/___	_____	_____	____.____	✓	_____	
	78-4	MM 12-20-00							
780116+	78.110	OPER CK L THRUST REVERSER	___/___/___	_____	_____	____.____	_____	_____	
	78-5	MM 78-30-00							

CONTINUED

CODE NO.	WCF NO. / CARD NO.	WORK DESCRIPTION / REFERENCE	C/W DATE MO/ DAY/YR	C/W HOURS	C/W LANDINGS	ACTUAL MAN HOURS	TECHNICIAN	INSPECTOR	EST MH
780616+	78.110	OPER CK R THRUST REVERBER	6/9/89	4272.7	2800	___.___	✓		
	78-5	MM 78-30-00							
790116+	79.100	SOAP CHECK L ENGINE					✓		1.0
		SM 72-00-00							
791616+	79.100	SOAP CHECK R ENGINE		N/A	Per Operator				1.0
		SM 72-00-00							
790126+	79.120	INSP L ENG CHIP DETECTOR					✓		
		SM 72-00-00							
791626+	79.120	INSP R ENG CHIP DETECTOR					✓		
		SM 72-00-00							
950571	95.040	SL WW-2457 PART B,L/H					✓		
		SL WW-2457							
950572	95.040	SL WW-2457 PART B,R/H					✓		
		SL WW-2457							
950500	95.050	SL WW-2450B INSP NACL CHL					✓		
	95-2	SL WW-2450B							
950920	95.090	SL WW-2492					✓		
		SL WW-2492							

TOTAL ESTIMATED MAN-HOURS 52.0

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

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

AND A SIGNED AND DATED LIST OF DEFECTS, IF ANY, FOUND DURING THE INSPECTION WAS GIVEN TO THE OWNER OR OPERATOR OF THE AIRCRAFT. REF WORK ORDER NO. 5337

050600+ 150/300/600 HR INSPECTION COMPLETED.

6/9/89	4272.7	2800	___.___		RS 503-17
MO/ DAY/YR	AIRCRAFT HOURS	LANDINGS	HRS.THS	SIGNATURE	CERTIFICATE NUMBER

REPAIR STATION
KIND OF CERTIFICATE

NOTE: AFTER WORK IS COMPLETED, DETACH THE ABOVE SIGNOFF (PAGES 1 THRU 7) AND MAIL CARBON COPIES TO CSI FOR UPDATING

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 10.010
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103 00-000 29 29	WORK DUE AT DATE	* = APU HRS. HOURS	LANDINGS	CYCLES
		4280		

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

JUN - 9 1989

WORK ACCOMPLISHED: DATE: MONTH_____DAY_____YEAR_____ AIRCRAFT HOURS: 4272.7 LANDINGS: 2800

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

AERO AIR, INC.
2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
100310 CHECK AIRWORTHY DIRECTIVES...MM 5-20-00.....	[signature]	CHIEF L.H. INSP.	_____.____

NO TEXT AVAILABLE AT THIS TIME.

CAMP SYSTEMS, Inc.

COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 10.020

AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03

AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103
00-000
29 29

WORK DUE AT	* = APU HRS.		
DATE	HOURS	LANDINGS	CYCLES
	4280		

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH_____DAY_____YEAR_____ AIRCRAFT HOURS: 4272.7 LANDINGS: 2800

JUN - 9 1989

AERO AIR, INC.
2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

JUN - 9 1989

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
100320 CHECK SERVICE BULLETINS...MM 5-20-00.....			_____._____

****

NO TEXT AVAILABLE AT THIS TIME.

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 10.030
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103 00-000 29 29	WORK DUE AT DATE	HOURS	* = APU HRS. LANDINGS	CYCLES
		4280		

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

JUN - 9 1989

WORK ACCOMPLISHED: DATE: MONTH_____DAY_____YEAR_____ AIRCRAFT HOURS: 4272.7 LANDINGS: 2800

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

AERO AIR, INC.
2050 N.E. 25th AVE
HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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	TECHNICIAN INSPECTOR	MAN-HOURS HRS.THS
100330 CHECK SERVICE LETTERS...MM 5-20-00.....	_____	_____

CHIEF L.I.H. INSP.

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NO TEXT AVAILABLE AT THIS TIME.

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 12.010
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103 00-000 29 29

WORK DUE AT DATE	HOURS	* = APU HRS. LANDINGS	CYCLES
	4280		

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH_____ DAY 9 1989 YEAR_____ AIRCRAFT HOURS: 4272.1 LANDINGS: 2800

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

AERO AIR, INC.
2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
120150 CHECK PRE-FLIGHT COMPLETE...MM 5-30-00.....		T.O.D. INSP.	.-

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NO TEXT AVAILABLE AT THIS TIME.

JUN - 9 1989

WORK ACCOMPLISHED: DATE: MONTH_____DAY_____YEAR_____ AIRCRAFT HOURS: 4272.1 LANDINGS: 2800

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

AERO AIR, INC.
2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____KIND OF CERTIFICATE:_____

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
210276 FUNCTIONAL CHECK PRESSURIZATION SYSTEM...MM 21-00-00.....			____.____

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210276

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 21.060.

FUNCTIONAL CHECK PRESSURIZATION SYSTEM

EQUIPMENT: USE AN AIR PRESSURE SOURCE UP TO 18 PSIG. THE SOURCE SHOULD BE CONTROLLED BY A SHUTOFF VALVE TO REGULATE MANUALLY THE FLOW OF AIR. A FLOWMETER TO MEASURE AIRFLOW UP TO 20 SECONDS PER MINUTE WITH AN ACCURACY OF + OR -0.2 POUNDS PER MINUTE SHOULD BE CONNECTED TO SOURCE.

NOTE: THIS FUNCTIONAL CHECK CAN BE PERFORMED EITHER OF TWO WAYS. FOR THE GROUND CHECK COMPLETE STEP A. FOR THE CHECK PERFORMED DURING ENGINE RUN-UP COMPLETE STEP B.

A GROUND CHECK

1. CHECK CABIN LEAKAGE AS FOLLOWS:
   - A. OPEN MANUAL DUMP VALVE.
   - B. REMOVE ENVIRONMENTAL CONTROL SYSTEM RELIEF VALVE (REFER TO WORK COMPLIANCE FORM 21.060) AND CONNECT AIR PRESSURE SOURCE TO RELIEF VALVE CONNECTION. A BRANCH FROM THE AIR PRESSURE SOURCE MUST BE CONNECTED TO THE DE-ICING BOOTS SYSTEM GROUND TEST PRESSURE CONNECTION TO ACTIVATE THE VACUUM JET PUMP.
   - C. REMOVE SAFETY WIRE AND CLOSE ISOBARIC SHUTOFF VALVE.
   - D. DISENGAGE PRESS VALVE L CIRCUIT BREAKER. ENGAGE PRESS VALVE R CIRCUIT BREAKER.
   - E. CONNECT EXTERNAL ELECTRICAL DC POWER TO THE AIRCRAFT. OPERATE INVERTERS.
   - F. CLOSE AND LOCK CABIN DOOR AND WINDOW.
   - G. SET CABIN RATE-OF-CLIMB AT NOMINAL.
   - H. SWITCH CABIN AIR SELECTOR TO BOTH ENGINES.
   - I. MOVE RIGHT-HAND THROTTLE TO MAXIMUM FORWARD TO CLOSE BY-PASS VALVE.
   - J. PLACE THE AUTO MANUAL TEMPERATURE CONTROL SWITCH ON THE E.C.S. CONTROL PANEL TO AUTO POSITION AND ROTATE THE TEMPERATURE CONTROLLER TO MAXIMUM COLD.
   - K. TURN ON THE OUTSIDE AIR PRESSURE SOURCE AND SLOWLY OPEN THE SOURCE CONTROL SHUTOFF VALVE.
   - L. CLOSE MANUAL DUMP VALVE TO FULL CLOSED POSITION AND PRESSURIZE CABIN TO 2 PSID, CONTROL CABIN PRESSURE WITH THE REGULATED OUTSIDE AIR SOURCE.
   - M. SWITCH CABIN AIR SELECTOR TO RAM AND CLOSE OUTSIDE AIR SUPPLY SHUTOFF VALVE. CABIN PRESSURIZATION SHOULD BLEED OFF SLOWLY WHICH INDICATES THAT THE CABIN COLD AIR AND GASPER CHECK VALVES FUNCTION PROPERLY.
   - N. SWITCH CABIN AIR SELECTOR TO L ENG OPEN OUTSIDE AIR SUPPLY SHUTOFF VALVE, ROTATE THE TEMPERATURE CONTROLLER TO MAXIMUM HOT, AND PRESSURIZE CABIN TO 2 PSID.
   - O. SWITCH CABIN AIR SELECTOR TO EMER AND CLOSE OUTSIDE AIR SUPPLY SHUTOFF VALVE. CABIN PRESSURIZATION SHOULD BLEED OFF SLOWLY WHICH INDICATES THAT THE CABIN EMERGENCY CHECK VALVE FUNCTIONS PROPERLY.
   - P. OPEN OUTSIDE AIR SUPPLY SHUTOFF VALVE.
   - Q. SWITCH CABIN AIR SELECTOR TO L ENG AND PRESSURIZE CABIN TO 2 PSIG.
   - R. ENSURE THAT RIGHT-HAND ENGINE/NACELLE ANTI-ICE PUSHBUTTON IS DISENGAGED.
   - S. RETURN RIGHT THROTTLE TO CUTOFF POSITION TO OPEN GROUND BY-PASS VALVE AND CLOSE OUTSIDE AIR SUPPLY SHUTOFF VALVE. CABIN PRESSURE SHOULD BLEED OFF SLOWLY WHICH INDICATES THAT THE HOT AIR SUPPLY LINE CHECKVALVE FUNCTIONS PROPERLY.
2. LEAKAGE TEST AS FOLLOWS:

NOTE: AREAS OF SPECIAL CONCERN AS TO LEAKAGE ARE THE AFT AND FORWARD PRESSURE BULKHEADS, THE CABIN DOOR AND THE

<< CONTINUED >>

EMERGENCY EXITS. LEAKAGE PROBLEMS ARE ALSO SEVERE AROUND FLOOR JOINTS, FUSELAGE MATING BOLTS AND LONGERON SPLICES. FLANGED JOINTS SHOULD BE SEALED ON ANGLE SIDE OF FLANGE AND ON BACKSIDE OF ANGLE IN THE SERVICE. ONCE THE AIRCRAFT IS SEALED, CARE SHOULD BE TAKEN NOT TO DAMAGE SEALS ON THE DOOR AND THE EMERGENCY EXITS.

A. CLOSE MANUAL DUMP VALVE AND PRESSURIZE CABIN TO 8 PSID. CONTROL CABIN WITH THE REGULATED OUTSIDE AIR SOURCE.
B. MEASURE LEAKAGE RATE WITH CABIN TEMPERATURE 60 TO 90 DEGREES F. LEAKAGE RATE SHALL NOT EXCEED 15.3 POUNDS PER MINUTE.

NOTE: 1. ENSURE OUTFLOW VALVES ARE CLOSED.
2. LEAKAGE RATE CAN BE MEASURED ACCORDING TO THE FOLLOWING STEPS. PRESSURIZE CABIN TO 8 PSID AND CLOSE SUPPLY SHUTOFF VALVE. CABIN PRESSURE LEAK RATE SHOULD NOT DECREASE TO 2 PSID IN 2 MINUTES, 45 SECONDS MINIMUM.

3. CHECK OUTFLOW AND SAFETY VALVES AS FOLLOWS:
   A. PRESSURIZE CABIN UNTIL SAFETY OR OUTFLOW VALVE RELIEVES. RECORD PRESSURE AT WHICH THE FIRST VALVE RELIEVES.
   B. PLUG STATIC PORT OF THE VALVE THAT RELIEVES FIRST AND RECORD RELIEF PRESSURE OF SECOND VALVE.
   C. CHECK THAT RELIEF OF BOTH VALVES SHALL BE BETWEEN 8.7 AND 9.0 PSID.
   D. UNPLUG STATIC PORT.
   E. RELEASE CABIN PRESSURE BY OPENING MANUAL DUMP VALVE SLOWLY.
4. CHECK RATES OF PRESSURIZATION AS FOLLOWS:
   A. WITH CABIN AT ZERO PSID, OPEN ISOBARIC SHUTOFF VALVE AND SAFETYWIRE IN OPEN POSITION.
   B. SELECT - 1000 FEET ON CABIN CONTROLLER AND SET RATE AT NOMINAL.
   C. CLOSE MANUAL DUMP VALVE TO FULL CLOSED POSITION. CABIN SHOULD PRESSURIZE TO APPROXIMATELY 0.5 PSID.
   D. CHECK THAT ACTUAL RATE SHALL BE INITIALLY BETWEEN 400 TO 600 FEET PER MINUTE (FPM).
   E. OPEN SLOWLY MANUAL DUMP VALVE AND DEPRESSURIZE THE CABIN.
   F. REPEAT STEPS A. THROUGH C. WITH RATE SET TO MINIMUM.
   G. CHECK THAT ACTUAL RATE SHALL BE BETWEEN 80 TO 200 FPM.
   H. REPEAT STEPS A. THROUGH C. WITH RATE SET TO MAXIMUM.
   I. CHECK THAT ACTUAL RATE SHALL BE BETWEEN 2000 TO 2700 FPM.
   J. OPEN MANUAL DUMP VALVE AND DEPRESSURIZE THE CABIN.
5. CHECK RATES OF DEPRESSURIZATION AS FOLLOWS:
   A. WITH CABIN AT ZERO PSID, OPEN ISOBARIC SHUTOFF VALVE AND SAFETYWIRE.
   B. SELECT - 1000 FEET ON CABIN CONTROLLER AND SET RATE AT NOMINAL.
   C. CLOSE MANUAL DUMP VALVE TO FULL CLOSED POSITION. CABIN SHOULD PRESSURIZE TO APPROXIMATELY 0.5 PSID.
   D. MOVE CABIN ALTITUDE SELECTOR TO + 3000 FEET. RATE SHALL BE BETWEEN 400 TO 600 FPM.
   E. REPEAT STEPS A. THROUGH C. WITH RATE SET AT MINIMUM.
   F. CHECK THAT RATE SHALL BE BETWEEN 80 TO 200 FPM.
   G. REPEAT STEPS A. THROUGH C. WITH RATE SET AT MAXIMUM.
   H. CHECK THAT RATE SHALL BE BETWEEN 2000 TO 2700 FPM.
   I. RESET LEFT-HAND PRESSURIZATION VALVE CIRCUIT BREAKER. CHECK THAT CABIN SHALL DEPRESSURIZE SUDDENLY.
6. CHECK COOLING MODE OPERATION AS FOLLOWS:
   A. PRESS TEMPERATURE CONTROL SWITCH TO MANUAL POSITION.
   B. DEPRESS AND HOLD MANUAL SELECTOR SWITCH IN THE COLD POSITION.
   C. CHECK THAT COLD AIR IS EVIDENT AT OUTLETS WITHIN ONE MINUTE.
7. CHECK HEATING MODE OPERATION AS FOLLOWS:
   A. DEPRESS AND HOLD MANUAL SELECTOR SWITCH IN THE HOT POSITION.
   B. CHECK THAT AMBIENT AIR IS EVIDENT AT THE OUTLETS.

NOTE: SINCE BLEED AIR IS NOT SUPPLIED BY THE ENGINE FOR THIS TEST, THE TEMPERATURE OF THE AIR SUPPLIED AT THE OUTLETS WILL BE THE SAME AS THE AIR PROVIDED BY THE GROUND PRESSURE SOURCE.

8. CHECK AUTOMATIC MODE OF OPERATION AS FOLLOWS:
   A. PRESS TEMPERATURE CONTROL SWITCH TO AUTO.
   B. ROTATE TEMPERATURE SELECTOR SWITCH TO HOT OR COLD.

<< CONTINUED >>

C. CHECK THAT HOT OR COLD AIR (DEPENDING ON SELECTION) IS EVIDENT WITH ONE MINUTE OF OPERATION.

9. CHECK THE CABIN FLOOD VALVE AS FOLLOWS:
   A. PULL THE CABIN FLOOD VALVE CONTROL.
   B. ASCERTAIN THAT MOST OF THE AIR FLOW IS DELIVERED BY THE FLOOD DIFFUSER.
   C. PUSH IN THE CABIN FLOOD CONTROL UNTIL VALVE IS FULLY CLOSED.
   D. CHECK THAT NO AIR IS FLOWING THROUGH THE FLOOD DIFFUSER.
10. CHECK MANUAL DE-FOG VALVE AS FOLLOWS:
   A. PULL DE-FOG CONTROL VALVE.
   B. VERIFY THAT AIR IS FLOWING THROUGH THE DISTRIBUTION TUBES LOCATED ON THE LOWER SIDE OF THE WINDSHIELD.
   C. PUSH DE-FOG CONTROL UNTIL VALVE IS FULLY CLOSED.
   D. CHECK THAT NO AIR IS FLOWING.
11. CHECK PILOT CONDITIONED AIR VALVE AS FOLLOWS:
   A. PULL PILOT'S CONDITIONED AIR CONTROL VALVE.
   B. VERIFY THAT AIR IS FLOWING THROUGH FOOT WARMER.
   C. PUSH PILOT'S CONDITIONED AIR CONTROL UNTIL VALVE IS FULLY CLOSED.
   D. CHECK THAT NO AIR IS FLOWING.
12. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

B CHECK (DURING ENGINE RUN-UP)

1. CLOSE CABIN DOOR AND COCKPIT WINDOW.
2. CLOSE ISOBARIC SHUTOFF VALVE AND OPEN MANUAL DUMP VALVE.
3. CHECK CABIN AIR OUTFLOW AND SAFETY VALVE.
4. START THE RH ENGINE.
5. SELECT BOTH ENGINES POSITION ON CABIN AIR SELECTOR AND WAIT 10 SECONDS.
6. PULL LH CABIN PRESS VALVE CIRCUIT BREAKER TO DEACTIVATE THE PRESSURE DUMP SOLENOIDS.
7. PRESSURIZE CABIN BY SLOWLY CLOSING MAN DUMP VALVE AND INCREASING ENGINE RPM AS NECESSARY UNTIL OUTFLOW AND/OR SAFETY VALVE OPEN.
8. RECORD PRESSURE AT WHICH FIRST VALVE RELEASES. (INSTALL SMALL PIECES OF PAPER ON THE OUTPORT OF CABIN AIR SAFETY VALVE AND CABIN AIR OUTFLOW VALVE TO SEE WHICH ONE ACTUATES FIRST).
9. PLUG STATIC PORT OF THE VALVE WHICH ACTUATES FIRST AND RECORD RELIEF PRESSURE OF THE SECOND VALVE. BOTH VALVES MUST RELIEVE BETWEEN 8.7 AND 9.0 PSID. IF NOT, REMOVE AND REPLACE FAULTY COMPONENT.
10. UNPLUG STATIC PORT.
11. DUMP SLOWLY CABIN PRESSURE.
12. BEFORE CONCLUDING TEST, VISUALLY CHECK THAT:
   A. HOSES AND PNEUMATIC LINES ARE IN GOOD CONDITION.
   B. OUTFLOW VALVES AND SAFETY VALVES ARE CLEAN AND FREE OF CONTAMINATION AND NICKS.
   C. ISOBARIC VALVE IS OPEN AND SAFETIED.
13. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 21.040A
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103
21-005
29 29

WORK DUE AT	* = APU HRS.		
DATE	HOURS	LANDINGS	CYCLES
	4280		

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH_____DAY_____YEAR_____ AIRCRAFT HOURS: 4272.1 LANDINGS: 2800

TECHNICIAN SIGNATURE: AERO AIR, INC. 2050 N.E. 25th AVE. HILLSBORO, OR. 97124 CERTIFICATE NUMBER: _____

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.TNS
210191 INSPECT/CLEAN NORMAL OUTFLOW VALVE...MM 21-30-00.....			2.0
210201 INSPECT/CLEAN SAFETY OUTFLOW VALVE...MM 21-30-00.....			3.0

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210191, 210201

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

INSPECT/CLEAN OUTFLOW VALVE (REFER TO ILLUSTRATION ON CARD 21-2)
EQUIPMENT/CONSUMABLES: GASKET P/N 5783111-15, CLEANING SOLVENT PD-680, SAFETY WIRE

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

JUN - 9 1989

WORK ACCOMPLISHED: DATE: MONTH_____DAY_____YEAR_____ AIRCRAFT HOURS: 4272.1 LANDINGS: 2800

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

AERO AIR, INC.
2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____KIND OF CERTIFICATE:_____

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
210671 INSPECT/CLEAN/TEST WATER SEPEARATOR CONDENSER...MM 21-70-00.....			2.5

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210671

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

INSPECT/CLEAN/TEST WATER SEPARATOR CONDENSER (REFER TO ILLUSTRATION ON CARD 21-3)

EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 TO 25 INCH-POUNDS, SUITABLE DRY CLEANING SOLVENT, TRICHLORETHYLENE, SOURCE OF DRY COMPRESSED REGULATED AIR, MILD DETERGENT, APPROVED GREEN PRIMER AND BLACK ENAMEL, SAFETY WIRE

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

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

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

11. REMOVE CHAIN ASSEMBLY AND CAREFULLY REMOVE CONDENSER SUPPORT.

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

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

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

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

<< CONTINUED >>

16. INSPECT ALL THREADED PARTS FOR STRIPPED OR DAMAGED THREADS.
17. INSPECT PLATE, LABEL AND STENCILED ARROW OF DUCT ASSEMBLY FOR DAMAGE.
18. INSPECT ORIFICE OF WATER DRAIN AND MESH OF STRAINER ASSEMBLY FOR FOREIGN MATTER THAT MIGHT CLOG DRAIN.
19. INSPECT DUCT ASSEMBLY AND SHELL ASSEMBLY FOR CRACKS, PUNCTURES, CRACKED WELD JOINTS, DENTS OR CORROSION.
20. INSPECT SPRINGS AND CHAIN ASSEMBLY FOR DAMAGE THAT MIGHT PREVENT PARTS FROM HOLDING CONDENSER SECURELY ON SUPPORT ASSEMBLY. CHECK CHARACTERISTICS OF SPRING; FREE LENGTH MUST BE APPROXIMATELY 8.43 INCHES; LOAD REQUIRED TO EXTEND SPRINGS TO LENGTH OF 10.60 INCHES MUST BE 5.0 + OR -0.25 POUNDS; NO PERMANENT SET MUST RESULT AFTER SPRING IS EXTENDED TO A LENGTH OF 12.00 INCHES.
21. INSPECT CONDENSER FOR TEARS AND DETERIORATED FIBERGLAS MATERIAL FOR POOR FIT ON SUPPORT ASSEMBLY AND FOR SOILED CONDITION THAT MIGHT RESTRICT AIR FLOW.
22. INSPECT POPPET AND POPPET SEATING SURFACE ON CAGE OF VALVE ASSEMBLY FOR UNEVEN WEAR OR SCORING. MATING SURFACES MUST BE FREE OF CORROSION, BURRS, NICKS AND SCRATCHES.
23. INSPECT ALL PAINTED SURFACES FOR CHIPPED, PEELING OR DETERIORATED PAINT FILM.
24. REPLACE ALL PARTS THAT DO NOT MEET INSPECTION REQUIREMENTS AND ARE DAMAGED BEYOND REPAIR.
25. REPLACE PACKING REGARDLESS OF CONDITION.
26. REMOVE MINOR SCRATCHES, NICKS AND CORROSION BY POLISHING WITH ABRASIVE CLOTH.
27. REPAIR MINOR DEFECTS IN DUCT ASSEMBLY AND SHELL ASSEMBLY BY HAMMERING OR PRESSING. REPAIR MINOR CRACKS AND PUNCTURES BY BRAZING.
28. IF ANY PART OF BY-PASS VALVE IS DEFECTIVE, REPLACE VALVE.
29. TOUCH UP PAINTED SURFACES WITH ONE COAT OF GREEN PRIMER AND ONE COAT OF BLACK ENAMEL. ALLOW PRIMER TO AIR DRY A MINIMUM OF TWO HOURS; BAKE ENAMEL FOR ONE HOUR AT 300 DEGREES F. (148.9 DEGREES C.)
30. ATTACH CORD INSIDE HEM OF CONDENSER TO ONE END OF CHAIN ASSEMBLY AND PULL CORD TO THREAD CHAIN ASSEMBLY INSIDE HEM; REMOVE CORD.
31. POSITION CONDENSER OVER SUPPORT ASSEMBLY SO THAT CONDENSER IS SNUG AGAINST FLANGE OF SUPPORT ASSEMBLY.
32. SNAP FREE END OF SPRING THROUGH FASTENER AND WORK CHAIN ASSEMBLY AND SPRING INTO RECESS OF BASE OF SUPPORT ASSEMBLY FLANGE.
33. PULL CONDENSER TOWARD SMALL END OF SUPPORT ASSEMBLY UNTIL CONDENSER IS TAUT.
34. JOIN ENDS OF SPRING AND SECURE CONDENSER TO GROOVE AT SMALL END OF SUPPORT ASSEMBLY.
35. INSERT CONDENSER IN SEPARATOR SHELL AND INSTALL GASKET.
36. INSTALL SCREWS SECURING GASKET AND CONDENSER TO SEPARATOR SHELL.
37. JOIN SEPARATOR SHELL AND DUCT ASSEMBLY AND SECURE WITH COUPLING CLAMP.
38. INSTALL PACKING IN GROOVE OF WATER DRAIN PLUG, EXERCISING CARE TO PREVENT DAMAGE TO PACKING.
39. INSTALL STRAINER AND WATER DRAIN PLUG WITH ATTACHED PACKING IN DUCT ASSEMBLY SUMP.
40. TIGHTEN DRAIN PLUG AGAINST FLANGE OF STRAINER AND SAFETYWIRE DRAIN PLUG TO CLIP ON DUCT ASSEMBLY SUMP.
41. SEAL OUTLET AND DRAIN FITTINGS OF WATER SEPARATOR.
42. CONNECT WATER SEPARATOR INLET TO A REGULATED SOURCE OF CLEAN DRY AIR CAPABLE OF SUPPLYING AIR AT 11 PSI GAUGE AND INCORPORATING A SHUTOFF VALVE UPSTREAM OF A GAUGE TO MONITOR PRESSURE.
43. APPLY AIR AT 10 TO 11 PSIG TO WATER SEPARATOR INLET. CLOSE SHUTOFF VALVE AND OBSERVE PRESSURE DECAY (LEAKAGE). PRESSURE DECAY MUST NOT EXCEED 1 PSI PER MINUTE.
44. RELEASE PRESSURE AND DISCONNECT PRESSURE SOURCE FROM WATER SEPARATOR.
45. INSTALL WATER SEPARATOR ON MOUNTING BRACKET. INSTALL CLAMPS SECURING WATER SEPARATOR TO MOUNTING BRACKET.
46. INSTALL CLAMPS SECURING AIR OUTLET DUCT TO WATER SEPARATOR. TORQUE CLAMPS 20 TO 25 INCH-POUNDS.
47. INSTALL CLAMPS SECURING AIR INLET DUCT TO WATER SEPARATOR. TORQUE CLAMPS 20 TO 25 INCH-POUNDS.
48. INSTALL CLAMP SECURING DRAIN LINE TO WATER SEPARATOR AT THE BOTTOM OF THE WATER SEPARATOR.
49. PERFORM AIR CONDITIONING AND PRESSURIZATION CHECK. REFER TO WORK COMPLIANCE FORM 21.030 AND CHECK FOR AIR LEAKS.
50. INSTALL MAIN BAGGAGE COMPARTMENT REAR PANEL.
51. INSTALL REAR BAGGAGE COMPARTMENT FRONT PANEL.
52. RECORD INSPECTION/CLEANING COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 21.080
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103
21-010
29 29

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
	4280		

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH_____DAY_____YEAR_____ AIRCRAFT HOURS: 4272.1 LANDINGS: 2800

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

AERO AIR, INC.
2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____KIND OF CERTIFICATE:_____

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS. THS
210211 REPLACE UPPER INLET AIR FILTER ELEMENT...MM 21-30-00.....	[signature]	[signature]	.5
210221 REPLACE LOWER INLET AIR FILTER ELEMENT...MM 21-30-00.....			.5

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210211, 210221

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 25.010.

REPLACE INLET AIR FILTER ELEMENTS

1. REMOVE PILOT'S SEAT TO GAIN ACCESS TO AIR FILTER LOCATED BELOW AND FORWARD OF INSTRUMENT PANEL. REFER TO WORK COMPLIANCE FORM 25.010.
2. REMOVE RUBBER BOOT SECURING FILTER ELEMENT CARTRIDGE FROM FILTER.
3. REMOVE AND INSPECT FILTER ELEMENT CARTRIDGE.
4. INSTALL SERVICEABLE FILTER ELEMENT CARTRIDGE IN AIR FILTER.
5. INSTALL RUBBER BOOT TO SECURE CARTRIDGE IN AIR FILTER.
6. INSTALL PILOT'S SEAT. REFER TO WORK COMPLIANCE FORM 25.010.
7. RECORD REPLACEMENT COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 21.270
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103
21-027
29 29

WORK DUE AT	* = APU HRS.		
DATE	HOURS	LANDINGS	CYCLES
	4280		

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

JUN - 1 1989

WORK ACCOMPLISHED: DATE: MONTH_____DAY_____YEAR_____ AIRCRAFT HOURS: 4272.1 LANDINGS: 2800

TECHNICIAN SIGNATURE: AERO AIR, INC. 2050 N.E. 25th AVE. HILLSBORO, OR. 97124 CERTIFICATE NUMBER: _____

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
210622 INSPECT 35 DEGREE DUCT SENSOR...MM 5-20-05.....	EVB	SJS	.3

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210622
INSPECT 35 DEGREE DUCT SENSOR
CONSUMABLES: AIR CONDITIONING FREON SPRAY
1. INSPECT ELECTRICAL CONNECTION FOR CORROSION.
2. CLEAN AREA WITH FREON SPRAY ONLY.
3. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 21.290A
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103
21-030
29 29

WORK DUE AT	* = APU HRS.		
DATE	HOURS	LANDINGS	CYCLES
	4280		

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 JUN - 9 1989 DAY _____ YEAR _____ AIRCRAFT HOURS: 4272.1 LANDINGS: 2800

TECHNICIAN SIGNATURE: AERO AIR, INC. 2050 N.E. 25th AVE. HILLSBORO, OR 97124 CERTIFICATE NUMBER: _____

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
210681 CHANGE COOLING TURBINE OIL...MM 12-10-10.....	JM		1.7

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210681
CHANGE COOLING TURBINE OIL (REFER TO FIGURE 3 ON CARD 21-7)
CONSUMABLES: OIL EXXON 2380 (MOBIL JET OIL II, OR MIL-L-23699)

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

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.

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 21.480
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 12-88 REV. 01-89 050600+ 150/300/600 HR INSPECTION

89103 21-045 29 29	WORK DUE AT DATE	* = APU HRS. HOURS	LANDINGS	CYCLES
		4280		

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_____DAY_____YEAR_____ AIRCRAFT HOURS: 4272.1 LANDINGS: 2800

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

AERO AIR, INC.
2050 N.E. 25th AVE.
HILLSBORO, OR 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
R 210178 CLEAN CABIN AIR PRESSURE CONTROLLER FILTER...MM 21-30-00.....	EJB	[illegible]	.3

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210178
R CLEAN CABIN AIR PRESSURE CONTROLLER FILTER
CONSUMABLES: DRY CLEANING SOLVENT (FED SPEC) PD-680
1. REMOVE RETAINING RING, SCREEN, COPPER RIBBON AND SCREEN FROM FILTER HOUSING.
2. WASH BOTH SCREEN AND COPPER RIBBON IN DRY-CLEANING SOLVENT (FEDERAL SPECIFICATION PD-680). MAKE CERTAIN THAT ORIFICE IN FILTER HOUSING IS FREE OF FOREIGN MATERIAL.

WARNING: USE DRY-CLEANING SOLVENT IN A WELL-VENTILATED AREA. AVOID BREATHING FUMES. KEEP AWAY FROM FLAME.

3. INSTALL SCREEN IN FILTER HOUSING.
4. INSTALL COPPER RIBBON IN FILTER HOUSING.

NOTE: DO NOT OVERCOMPRESS COPPER RIBBON IN FILTER HOUSING.

5. INSTALL REMAINING SCREEN AND THEN INSTALL RETAINING RING.
6. RECORD CLEANING COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

WORK ACCOMPLISHED: DATE: MONTH_____DAY_____YEAR_____ AIRCRAFT HOURS: 4272.1 LANDINGS: 2800

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

AERO AIR, INC.
2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS. THS.
230218 CHECK STATIC DISCHARGE WICK RESISTANCE...MM 23-60-00.....	STB	STB	1.5

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230218

CHECK STATIC DISCHARGE WICK RESISTANCE

EQUIPMENT: DIGITAL OR BRIDGE TYPE OHMMETER AND LOW CURRENT MEGOHMMETER

1. FOR ORIGINAL EQUIPMENT, PLASTIC BODY OR FLEXIBLE SHEATH TYPE WICKS CONNECT A LOW CURRENT MEGOHMMETER GROUND (-) LEAD TO WICK BASE. CONNECT POSITIVE (+) LEAD TO METAL PIN OR EXPOSED TIP OF STATIC WICK.
2. FOR REPLACEMENT CARBON TYPE WICKS CONNECT MEGOHMMETER GROUND (-) LEAD TO A PLAIN STEEL WOOL OR WET SPONGE. BRING PAD INTO CONTACT WITH TIP OF STATIC WICK.
3. NORMAL READINGS ARE AS FOLLOWS:
   A. FOR ORIGINAL LONG TRAILING TYPE WICKS - 8 TO 100 MEGOHMS.
   B. FOR CARBON TRAILING TYPE WICKS - 8 TO 150 MEGOHMS.
   C. FOR ORIGINAL SHORT TIP TYPE WICKS - 5 TO 60 MEGOHMS.
   D. FOR CARBON TIP WICKS - 6 TO 120 MEGOHMS.
4. AS EACH WICK IS TESTED, ROTATE WICK AROUND THE POINT AT WHICH THE WICK ENTERS THE HOUSING. NO RESISTANCE CHANGE SHALL BE NOTED.
5. REPLACE DEFECTIVE STATIC WICKS THAT FAIL STEPS 3 AND 4.

   NOTE: THERE WILL BE AN AVERAGE VALUE AMONG MOST WICKS INSTALLED ON THE AIRCRAFT. THOSE WICKS EXCEEDING THIS AVERAGE VALUE ARE SUSPECT. WITH GOOD WICKS THIS AVERAGE VALUE WILL BE TOWARD THE LOW RESISTANCE SIDE OF PERMISSIBLE TOLERANCE.

6. MEASURE FROM EACH STATIC WICK BASE TO ADJACENT AIRFRAME USING DIGITAL OR BRIDGE TYPE OHMMETER. A READING OF 0.5 OHM (0.1 IS NORMAL) OR LESS INDICATES A GOOD BOND.

   NOTE: READINGS IN EXCESS OF 0.5 OHM WILL REQUIRE THE WICK AND/OR BASE TO BE REMOVED AND REBONDED.

7. MEASURE ACROSS EACH CONTROL SURFACE HINGE BOND BRAID (AILERON, FLAP, ELEVATOR AND RUDDER). DO NOT MEASURE FROM BOND ATTACH BOLTS BUT ADJACENT TO THEM.

   NOTE: READINGS IN EXCESS OF 0.1 OHM (0.01 OHM IS NORMAL) WILL INDICATE A POOR BOND. REMOVE BOND STRAP (REPLACE IF BROKEN OR FRAYED) AND CLEAN ATTACHMENT AREA. APPLY IRIDITE P/N 14-2, REASSEMBLE AND TEST.

8. LOCATE FORWARD EDGE OF DIVERTER STRIPS (SIX PLACES). MEASURE FROM THIS POINT TO FUSELAGE STRUCTURE BEHIND RADOME. A READING OF 0.5 OHM OR MORE INDICATES A DEFECTIVE BOND. REPAIR AND/OR REBOND DIVERTER STRIP AS NECESSARY. IF THE RADOME IS EQUIPPED WITH A TWO PIECE DIVERTER (WITH THE ATTACHMENT BOLT FROM OUTER DIVERTER TO INNER DIVERTER STRIP. A READING IN EXCESS OF 0.5 OHM INDICATES A DEFECTIVE BOND AT THE INTERCONNECTION BOLT. REPAIR AND/OR BOND AS NECESSARY. IF THE AIRCRAFT IS EQUIPPED WITH ONE PIECE DIVERTER STRIPS INSPECT THE AFT EDGE OF THE STRIP WHERE IT FOLDS AROUND THE RADOME.

   NOTE: EXCESSIVE SANDING OR BUFFING WILL THIN THE WRAP-AROUND EDGES, CAUSING DIVERTER STRIP TO CRACK AND CAUSE POOR OR NO BOND AT ALL.

9. REPEAT STEP 8 FOR ALL TIP TANK TAIL CONE DIVERTER STRIPS.
10. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

JUN - 9 1989

WORK ACCOMPLISHED: DATE: MONTH_____DAY_____YEAR_____ AIRCRAFT HOURS: 4272.1 LANDINGS: 2800

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

AERO AIR, INC.
2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
240121	CHECK LEFT STARTER/GENERATOR BRUSH WEAR/TENSION...MM 80-10-00.....		IOD INSP	.-
240131	CHECK RIGHT STARTER/GENERATOR BRUSH WEAR/TENSION...MM 80-10-00.....			.-

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

NOTE: FOR GE STARTER/GENERATOR PERFORM STEPS 1 AND 3. FOR LEAR SIEGLER STARTER/GENERATOR PERFORM STEPS 2 AND 3.

1. CHECK GE STARTER/GENERATOR AS FOLLOWS:
   A. OPEN ENGINE COWL.
   B. LOOSEN BRUSH COVER TENSION SCREW SUFFICIENTLY TO UNSNAP CROSSBAR, EXPAND COVER TO CLEAR ALIGNMENT PIN AND REMOVE COVER TO EXPOSE BRUSHES.

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

   C. MEASURE OVERALL LENGTH OF EACH BRUSH, FROM COMMUTATOR SURFACE TO THE OUTERMOST EDGE OF THE EXPOSED SLOPED END, USING A SMALL SCALE WITH SLIDING CLIP. A 2-1/2 INCH SCALE SEGMENT MAY BE USEFUL TO MEASURE THE TOP BRUSHES OF THE STARTER/GENERATOR.
   D. RECORD MEASURED LENGTHS OF EACH BRUSH, USING A SCHEME WHICH CAN BE REPEATED CONSISTENTLY FOR SUBSEQUENT INSPECTIONS FOR COMPARISON PURPOSES.

      NOTE: NEW RUN-IN BRUSHES HAVE AN OVERALL LENGTH OF APPROXIMATELY 1.38 INCH. BRUSHES SHOULD BE REPLACED WHEN ANY BRUSH IS WORN TO AN OVERALL LENGTH OF 0.875 INCH, OR 450 OPERATING HOURS, WHICHEVER OCCURS FIRST. BRUSHES MUST BE REPLACED WHEN ANY BRUSH IS WORN TO AN OVERALL LENGTH OF 0.70 INCH. BRUSH SPRING TENSION SHOULD BE CHECKED WHEN NEW BRUSHES ARE INSTALLED OR STARTER/GENERATOR IS OVERHAULED.

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

   E. INSPECT THE ARMATURES COMMUTATOR SURFACE. AN EXCESSIVELY WORN, GROOVED OR DISCOLORED COMMUTATOR REQUIRES IMMEDIATE STARTER/GENERATOR MAINTENANCE OR REPLACEMENT. THE COMMUTATOR SURFACE SHOULD BE A BROWNISH COLOR. BLUISH DISCOLORATION INDICATES OVERHEATING CONDITIONS, CHECK FOR ELECTRICAL OVERLOADING AND FOR STARTER/GENERATOR COOLING AIR SYSTEM LEAKS OR RESTRICTIONS. BLACKENED DISCOLORATION INDICATES ARCING DUE TO POOR BRUSH/COMMUTATOR CONTACT.
   F. REPLACE BRUSH COVER INTO POSITION WITH ALIGNMENT PIN AND TIGHTEN TENSION SCREW 15 TO 20 INCH-POUNDS TORQUE.
   G. CHECK BRUSH SPRING TENSION IN ACCORDANCE WITH GENERAL ELECTRIC MANUAL GEK-34448, 24-31-30.
   H. CLOSE ENGINE COWL.
2. CHECK LEAR SIEGLER STARTER/GENERATOR AS FOLLOWS:
   A. OPEN ENGINE COWL.
   B. REMOVE BRUSH COVER.
   C. REMOVE THE SCREWS SECURING THE BRUSH LEADS TO THE BRUSH HOLDERS.
   D. WITH A STIFF WIRE HOOK, LIFT SPRINGS FROM BRUSHES AND REMOVE BRUSHES.

      NOTE: IF BRUSHES ARE TO BE REUSED, MARK EACH BRUSH TO ALLOW REINSTALLATION IN THE BRUSH HOLDER FROM WHICH IT WAS REMOVED.

<< CONTINUED >>

E. EVALUATE THE REMAINING LIFE OF EACH BRUSH ACCORDING TO ILLUSTRATION.

F. IF IT IS ESTIMATED THAT ANY ONE BRUSH WILL BE COMPLETELY WORN OUT BEFORE THE NEXT INSPECTION OR OVERHAUL, THEN ALL BRUSHES SHOULD BE REPLACED.

CAUTION: NEW BRUSHES MAY BE INSTALLED AT THE LINE MAINTENANCE LEVEL ONLY UNDER THE FOLLOWING PROVISIONS:

A. THE UNIT WAS FUNCTIONING NORMALLY IMMEDIATELY PRIOR TO THE BRUSH REPLACEMENT.

B. IF INSPECTION OF STARTER/GENERATOR COMPONENTS AS DESCRIBED BELOW HAS SHOWN NO DEFECTS INDICATING THE NEED FOR OVERHAUL.

C. BRUSHES ARE OF THE "INSTANT FILMING" TYPE AND ARE OF THE SPECIFIED LSI PART NUMBER (ILLUSTRATION).

D. BRUSHES MUST BE CORRECTLY INSTALLED ACCORDING TO ILLUSTRATION.

NOTE: IF NEW BRUSHES HAVE BEEN INSTALLED, IT IS NOT NECESSARY TO CONDUCT SEATING OR RUN-IN OPERATIONS DUE TO THE ABILITY OF THE "INSTANT FILMING" BRUSHES TO CARRY FULL STARTING AND GENERATING CURRENTS WITHOUT SUCH RUN-IN. IF THE SPECIFIED BRUSH IS NOT OF ONE OF THESE TYPES, THE UNIT MUST BE RETURNED TO THE OVERHAUL SHOP FOR BRUSH REPLACEMENT, RUN-IN AND TEST.

G. CHECK THE FOLLOWING ITEMS FOR CONDITION WHILE BRUSHES ARE REMOVED: BEARINGS, BRUSH HOLDERS AND SPRINGS, COMMUTATOR DAMPER ASSEMBLY, DRIVE SHAFT, FAN AND FAN COVER.

H. INSTALL BRUSHES, BRUSH SPRINGS AND SECURE BRUSH LEADS TO THE BRUSH HOLDERS WITH SCREWS.

I. INSTALL BRUSH COVER AND ENSURE IT IS SEATED IN THE HOUSING RECESS.

J. CHECK BRUSH SPRING TENSION BY INSERTING A SMALL LOOP OF WIRE UNDER TANG OF SPRING. RAISE BRUSH BY MEANS OF A SCALE UNTIL POSITION OF SPRING TANG APPROXIMATES DISTANCE IT WOULD BE RAISED IF LOWER END OF BRUSH WERE FLUSH WITH LOWER END OF BRUSH HOLDER ASSEMBLY. IN THIS POSITION, SPRING TENSION SHOULD BE BETWEEN 40 AND 55 OUNCES. TAKE AN AVERAGE OF SEVERAL READINGS. IF SPRING TENSION IS NOT WITHIN THIS RANGE, REPLACE THE SPRING.

K. CLOSE ENGINE COWL.

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

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 24.020A
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103 WORK DUE AT * = APU HRS.
24-005 DATE | HOURS | LANDINGS | CYCLES
29 29 | 4280 | JUN - 9 1989 |

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH_____DAY_____YEAR_____ AIRCRAFT HOURS: 4272.1 LANDINGS: 2800

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

AERO AIR, INC.
2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____KIND OF CERTIFICATE:_____

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

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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.

<< CONTINUED >>

18. RECORD DEEP CYCLE COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

JAN - 9 1989

WORK ACCOMPLISHED: DATE: MONTH_____DAY_____YEAR_____ AIRCRAFT HOURS: 4272.1 LANDINGS: 2800

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

AERO AIR, INC.
2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
R 240166 DEEP CYCLE LEFT BATTERY...MM 12-10-06.....	EJB	EJB	____.____
R 240181 DEEP CYCLE RIGHT BATTERY...MM 12-10-06.....	EJB	EJB	____.____

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240166, 240181

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

DEEP CYCLE BATTERY

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

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

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

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

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

<< CONTINUED >>

FROM SERVICE AND REPLACE.

21. REPLACE BATTERY COVER.
22. PLACE BATTERY MASTER SWITCH IN OFF POSITION.
23. CLEAN BATTERY TRAY AND BOTTOM OF BATTERY CASE AS NECESSARY TO ENSURE PROPER INSTALLATION.
24. INSTALL BATTERY AND SECURE WITH HOLD-DOWN CLAMP WING NUTS AND SAFETYWIRE WING NUTS.
25. INSTALL BATTERY VENT LINES AND SECURE WITH CLAMPS.
26. CONNECT BATTERY CONNECTOR TO BATTERY TEMPERATURE PROBE.
27. CONNECT BATTERY ELECTRICAL CONNECTOR AND HAND-TIGHTEN.
28. CHECK BATTERY TEMPERATURE INDICATING AND WARNING SYSTEM. REFER TO WORK COMPLIANCE FORM 24.070.
29. IF THERMISTOR WAS REMOVED OR REPLACED DURING CHARGING PERFORM VALIDITY CHECK. REFER TO MAINTENANCE MANUAL SECTION 24-30-01.
20. CLOSE FRONT PANEL IN MAIN BAGGAGE COMPARTMENT.
31. RECORD DEEP CYCLE COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 24.070
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
24-008	DATE	HOURS	LANDINGS	CYCLES	
29 29		4280			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH_____DAY_____YEAR_____ AIRCRAFT HOURS: 4272.1 LANDINGS: 2800

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

AERO AIR, INC.
2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____KIND OF CERTIFICATE:_____

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
240203 FUNCTIONAL CHECK BATTERY TEMPERATURE AND WARNING SYSTEM...MM 24-30-01.....	JM	[illegible]	.5

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240203
FUNCTIONAL CHECK BATTERY TEMPERATURE AND WARNING SYSTEM

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

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

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

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 24.140
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103
24-013
29 29

WORK DUE AT	* = APU HRS.		
DATE	HOURS	LANDINGS	CYCLES
	4280		

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_____DAY_____YEAR_____ AIRCRAFT HOURS: 4272.1 LANDINGS: 2800

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

AERO AIR, INC.
2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

****

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
241653 CHECK CIRCUIT BREAKER RESISTANCE/INSPECT BUS...MM 24-50-00, TR 24-1.....	ETB	EMJ	1.0

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241653
CHECK CIRCUIT BREAKERS RESISTANCE/INSPECT BUS
EQUIPMENT: DIGITAL OHMMETER

1. INSPECT CB1-4/CB2-4 TO ENSURE CONSTANT/PROPER VOLTAGE IS APPLIED TO THE GCU AND TO ENSURE PROPER GENERATOR FIELD EXCITATION AS FOLLOWS:
   A. REMOVE BATTERY AND EXTERNAL ELECTRICAL POWER.
   B. GAIN ACCESS TO LEFT AND RIGHT DC CONTACTOR BOXES (STATION 330). REMOVE COVERS.
   C. REMOVE WIRING FROM ONE TERMINAL OF CB1-4 AND CB2-4 PRIMARY CONTACTS.
   D. USING DIGITAL OHMMETER, MEASURE RESISTANCE ACROSS EACH CIRCUIT BREAKER.
   E. RESISTANCE (EXCLUDING TEST LEADS) MUST BE LESS THAN .10 OHMS. MEASURED RESISTANCE MUST BE STABLE. TAP ON CB TO OBSERVE ANY VARIATIONS.
      (1) REPLACE CIRCUIT BREAKER WITH GREATER THAN 0.10 OHMS RESISTANCE ACROSS PRIMARY CONTACTS OR ANY ERRATIC READINGS.
   F. RECONNECT LEADS REMOVED IN STEP 1-C.
   G. REINSTALL LEFT AND RIGHT DC CONTACTOR BOX COVERS AND ACCESS PANELS.

   NOTE: RECHECK DC GENERATOR PARALLEL PER 24-30-00 AFTER REPLACEMENT OF EITHER CB1-4 OR CB2-4.

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

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 24.150
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103
24-014
29 29

WORK DUE AT	* = APU HRS.		
DATE	HOURS	LANDINGS	CYCLES
	4280		

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

JUN - 9 1989

WORK ACCOMPLISHED: DATE: MONTH_____DAY_____YEAR_____ AIRCRAFT HOURS: 4272.1 LANDINGS: 2800

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

AERO AIR, INC.
2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
241655 INSPECT DISTRIBUTION BUS CIRCUIT BREAKER...MM 24-50-00.....	STB	STB	6.0

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241655
INSPECT DISTRIBUTION BUS CIRCUIT BREAKER (REFER TO ILLUSTRATION ON CARD 24-4)

EQUIPMENT/CONSUMABLES: LOAD BANK, EXTERNAL POWER SOURCE, LEADS (3) 8 FEET LENGTH OF N.8 AWG WIRE MIL-W-22729, RESISTORS (3) (P/N 2303A, OHMITE), PROTECTIVE BOOTS (2) AMP P/N 29569-2, TERMINAL LUGS (9) AMP P/N 322047, BOLTS (6) P/N AN8-6A, WASHERS (12) P/N AN960-8, NUTS (6) P/N AN340-8, JUMPER (2) 6 INCH LENGTH MAX

1. CONSTRUCT A LOAD BANK USING 3 EACH 0.14 OHM, 1KW RESISTORS (OHMITE P/N 2303A) CONNECTED IN SERIES. REFERENCE IN ILLUSTRATION, DURING CONSTRUCTION AND FOR WIRE CONNECTION/INDENTIFICATION AS FOLLOWS:
   A. PREPARE TWO JUMPER WIRES FROM #8 AWG WIRE (MIL-W-22729), LENGTH NOT TO EXCEED SIX INCHES. ATTACH TERMINAL LUGS (AMP P/N 322047) AT EACH END OF BOTH JUMPERS. SECURE JUMPER WIRES AS ILLUSTRATED USING BOLTS P/N AN8-6A, WASHERS P/N NA960-8 AND NUTS P/N AN340-8.
   B. PREPARE 3 EACH 8 FOOT LEADS OF #8 AWG WIRE (MIL-W-22729) WITH TERMINAL LUGS (AMP P/N 322047) AT ONE END ONLY. LABEL THE THREE LEADS FOR IDENTIFICATION DURING THE CIRCUIT BREAKER TEST PRODECURES. ONE LEAD LABEL "COMMON", ONE LEAD "100 AMP" AND ONE LEAD "70 AMP".
   C. ATTACH THE LEADS TO THE LOAD BANK AS ILLUSTRATED BY THEIR RESPECTIVE MARKINGS. THE LEAD LABELED "70 AMP" WILL BE ATTACHED TO THE SLIDING TAP APPROXIMATELY 2 INCHES FROM THE END OF THE LAST RESISTOR. ATTACHING HARDWARE WILL BE THE SAME AS NOTED IN STEP 1-A.
   D. CRIMP TERMINAL LUG (AMP P/N 322047) TO FREE END OF LEAD LABELED "COMMON". ON THE FREE END OF THE OTHER TWO LEADS, SLIDE A RUBBER BOOT (AMP P/N 29569-2) ON EACH LEAD WITH THE WIDE END OF THE BOOT TOWARD THE FREE END. CRIMP A TERMINAL LUG (AMP P/N 322047) ON THE END OF EACH OF THESE LEADS.

   NOTE: THE RUBBER BOOT IS TO BE USED TO COVER THE TERMINAL LUG NOT BEING USED DURING THE CIRCUIT BREAKER INSPECTION PROCEDURES.

   CAUTION: ALL CONNECTIONS MUST BE TIGHT AND SECURE TO PREVENT ARCING.

   E. IF DESIRABLE, THE LOAD BANK MAY BE ENCLOSED IN A METAL BOX. RECOMMENDED DIMENSIONS ARE: 22 INCHES LONG X 16 INCHES WIDE X 8 INCHES HIGH. THIS WILL ALLOW ADEQUATE CLEARANCE OF BOX AND COMPONENTS. VENTILATION HOLES WILL BE NEEDED IN THE SIDES AND TOP FOR PROPER COOLING.

   NOTE: LOAD BANK TESTING PRIOR TO AIRCRAFT USE CAN BE ACCOMPLISHED BY CONNECTING THE INDIVIDUAL LOAD SECTIONS (ONE AT A TIME) TO A GROUND POWER CART AND OBSERVING THE AMMETER ON THE CART FOR PROPER CURRENT DRAIN. DO NOT EXCEED 90 SECONDS WITH POWER ON.

2. LOWER THE FORWARD OVERHEAD CIRCUIT BREAKER PANEL AND GAIN ACCESS TO BOTH AFT DC CONTACTOR BOXES.
3. BATTERY MASTER, INVERTER, AND AVIONICS MASTER SWITCHES OFF.
4. EXTERNAL POWER SWITCH OFF.
5. CONNECT EXTERNAL POWER UNIT. ALL AIRCRAFT SYSTEMS OFF.
6. REMOVE COVER FROM LHS CONTACTOR BOX. DISCONNECT WIRES 133-10, 124-10, 135-10 AND FROM 50 AMP CIRCUIT BREAKERS CB1-1, CB1-2 AND CB1-3 RESPECTIVELY.

   CAUTION: THE FOLLOWING STEPS WILL CAUSE THE LOAD TO BECOME VERY HOT. USE CAUTION IN HANDLING AND DO NOT PERMIT LOAD RESISTOR ASSEMBLY TO COME INTO CONTACT WITH INTERIOR, SYSTEM COMPONENTS OR PERSONNEL TO PREVENT THERMAL OR ELECTRICAL DAMAGE OR INJURY.

<< CONTINUED >>

7. BOLT COMMON END OF LOAD BANK TO A CLEAN AIRFRAME GROUND AT OVERHEAD STRUCTURE.
8. CONNECT 100 AMP LOAD BANK TO THE OPEN TERMINAL IN CB1-1 WITH A SCREW TO PREVENT ARCING.
9. APPLY EXTERNAL POWER. AFT CONTACTOR BOX LHS CB1-1 MUST TRIP BETWEEN 20 AND 65 SECONDS.
   A. WHEN BREAKER TRIPS, THE LHS DISTRIBUTION BUS FEEDER OPEN ANNUNCIATOR MUST ILLUMINATE.
10. REMOVE EXTERNAL POWER WHEN 65 SECONDS HAVE ELAPSED.
    A. IF CB1-1 HAS NOT TRIPPED, OR HAS TRIPPED WITHOUT ILLUMINATING ANNUNCIATOR, REPLACE BREAKER P/N 6752-13-50.
    B. IF CB1-1 HAS TRIPPED PROPERLY, RESET IT.

    NOTE: LOAD RESISTANCE WILL CHANGE WITH HEAT. PERMIT LOAD TO COOL, THEN PROCEED.

11. REPEAT STEPS 8, 9 AND 10 ABOVE:
    A. USING CB1-2.
    B. USING CB1-3.
12. DISCONNECT 100 AMP LOAD. RECONNECT WIRES 133-10, 134-10 AND 135-10 TO RESPECTIVE CIRCUIT BREAKERS.
13. REPEAT STEPS 6 THROUGH 12 ABOVE FOR RHS USING:
    A. WIRE 61-10 FOR CB2-1;
    B. WIRE 60-10 FOR CB2-2; AND
    C. WIRE 59-10 FOR CB2-3.
14. PUSH IN DISTRIBUTION BUS TIE CIRCUIT BREAKER.
15. REMOVE WIRES 1P1A10, 1P2A10 AND 1P3A10 FROM THEIR RESPECTIVE LH DISTRIBUTION BUS CIRCUIT BREAKERS.
16. CONNECT THE 70 AMP LOAD TO EACH LHS DISTRIBUTION BUS (35 AMP) BREAKER WITH A SCREW, ONE AT A TIME, OBSERVING CAUTION AND NOTE ABOVE:
    A. APPLY EXTERNAL POWER: CHP BREAKER MUST TRIP BETWEEN 4 TO 35 SECONDS.
    B. REMOVE EXTERNAL POWER AFTER 35 SECONDS.
       (1) IF BREAKER HAS NOT TRIPPED, REPLACE WITH P/N MS14105-35.
       (2) IF BREAKER HAS TRIPPED PROPERLY, RESET IT.
17. PULL OUT THE DISTRIBUTION BUS TIE CIRCUIT BREAKER. CONNECT THE THREE WIRES REMOVED IN STEP 15 ABOVE TO THE RESPECTIVE CIRCUIT BREAKER.
18. REPEAT STEPS 4 THROUGH 17 ABOVE FOR RHS, USING:
    A. WIRE 2P1A10.
    B. WIRE 2P2A10.
    C. WIRE 2P3A10.
19. REMOVE LOAD RESISTOR GROUNDS AND REASSEMBLE AIRCRAFT.
20. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 24.160
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103
24-015
29 29

WORK DUE AT	* = APU HRS.		
DATE	HOURS	LANDINGS	CYCLES
	4280		

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

JUN - 9 1989

WORK ACCOMPLISHED: DATE: MONTH_____DAY_____YEAR_____ AIRCRAFT HOURS: 4272.1 LANDINGS: 2800

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

AERO AIR, INC.
2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____KIND OF CERTIFICATE:_____

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
241657 INSPECT/TEST PRIORITY BUS DIODES...MM 24-50-00.....	STB	STB	.5

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241657
INSPECT/TEST PRIORITY BUS DIODE
EQUIPMENT: DIGITAL VOLTMETER, EXTERNAL POWER SOURCE

1. EXTERNAL POWER CONNECTED AND ON, BATTERY MASTER AND BOTH BATTERY SWITCHES ON; BOTH INVERTERS IN ALT, BOTH AVIONICS MASTER SWITCHES OFF.
2. ENSURE THE DISTRIBUTION BUS TIE BREAKER IS IN NORMAL OPEN (PULLED) CONDITION.
3. PULL THE THREE #2 (RHS) DISTRIBUTION BUS CIRCUIT BREAKERS.
   A. FUEL STATUS SYSTEM ON AND OPERATIONAL.
   B. RH GENERATOR OFF, ANNUNCIATOR LAMP OUT.
4. RESET RHS DISTRIBUTION BUS BREAKERS, PULL THE THREE #1 (LHS) DISTRIBUTION BUS BREAKERS.
   A. FUEL STATUS SYSTEM ON AND OPERATIONAL.
   B. LH GENERATOR OFF, ANNUNCIATOR LAMP OUT.
5. RESET LHS DISTRIBUTION BUS BREAKERS.
6. TO DETERMINE PRECISE DIODE CONDITION, REMOVE AIRCRAFT POWER, LOWER THE FORWARD OVERHEAD BREAKER PANEL AND RE-ESTABLISH AIRCRAFT POWER.
7. CONNECT A DIGITAL VOLTMETER, NEGATIVE LEAD, TO CATHODE (BANDED END) OF PRIORITY BUS DIODES, OR TO BUS SIDE OF FUEL STATUS CIRCUIT BREAKER.
   A. MEASURE TO ANODE AND EACH DIODE; VOLTAGE SHOULD BE BETWEEN 0.2 AND 0.5 V DC (BEFORE COMPLIANCE WITH SERVICE BULLETIN NO.1124-24-008) OR 0.7 TO 1.5 V DC (AFTER COMPLIANCE WITH SERVICE BULLETIN NO.1124-24-008).
8. REMOVE AIRCRAFT POWER.

   NOTE: FAILURE OF TESTS IN STEPS 3, 4 OR 7 INDICATE A DEFECTIVE DIODE; REPLACEMENT WILL BE NECESSARY.

9. FAILURE OF STEP 3-A. OR 4-B WILL BE A DEFECTIVE #1 DIODE, LHS DISTRIBUTION TO PRIORITY BUS.
10. FAILURE OF STEP 3-B. OR 4-A. WILL BE A DEFECTIVE #2 DIODE, RHS DISTRIBUTION TO PRIORITY BUS.
11. FAILURE OF STEP 7; REPLACE DIODE MEASURING ABOVE OR BELOW STATED VOLTAGE DROP LIMITS.
12. RETEST SYSTEM IF DIODE REPLACEMENT IS NECESSARY.
13. REASSEMBLE AIRCRAFT AND RETURN TO SERVICE.
14. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 26.020
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103
26-002
29 29

WORK DUE AT	* = APU HRS.		
DATE	HOURS	LANDINGS	CYCLES
	4280		

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_____DAY_____YEAR_____ AIRCRAFT HOURS: 4272.1 LANDINGS: 2800

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

AERO AIR, INC.
2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____KIND OF CERTIFICATE:_____

****

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
260186 OPERATIONAL CHECK FIRE PROTECTION SYSTEM...MM 26-00-00.....	TF RAH	ETB	2.6

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260186
FIRE PROTECTION SYSTEM OPERATIONAL CHECK (REFER TO TABLE 1, FIGURES 2, 3 AND 4 ON CARD 26-1)
EQUIPMENT/CONSUMABLES: FEST TESTER, VOLTMETER (FOR USE WITHOUT FEST TESTER)

NOTE: 1. THE PROCEDURE DESCRIBED IN STEP A, MUST BE PERFORMED WITH THE USE OF A FEST TESTER. THE FEST TESTER DETAILS ARE SHOWN IN FIGURES 2, 3, AND 4, AND TABLE 1 (TEST PROCEDURE SEQUENCE).
2. IF THE FEST TESTER IS NOT AVAILABLE, PERFORM THE ADJUSTMENT/TEST PROCEDURE ACCORDING TO STEP B.
3. FAILURE TO COMPLY WITH ANY OF THE ITEMS OF THE PROCEDURE REQUIRES TROUBLE-SHOOTING IN ACCORDANCE WITH THE CHARTS GIVEN IN THIS PARAGRAPH, AND REPLACEMENT OF THE DEFECTIVE PART.
4. SEE TABLE 1 FOR TESTING PROCEDURE SEQUENCE.

A CHECK (USING FEST TESTER) (REFER TO FIGURES 2, 3 AND 4)

NOTE: AIRCRAFT MODIFIED TO ADD FIRE WARNING SONALERT PER SERVICE BULLETIN NO. 1124-26-022 WILL NOTE THIS SONALERT WILL SOUND CONTINUOUSLY AT ANY TIME ONE OR BOTH "FIRE" WARNING LAMPS ILLUMINATE WHILE PERFORMING THE FOLLOWING STEPS. THE SONALERT HORN IN AIRCRAFT S/N 238, 256, 281, 314, 316, 317, 325, 366, 371, 381 AND 409 WILL AUTOMATICALLY STOP SOUNDING WITHIN APPROXIMATELY SIX SECONDS.

1. DISCONNECT ELECTRICAL POWER FROM AIRCRAFT.
2. DISENGAGE FIRE DET AND FIRE EXT CIRCUIT BREAKERS.
3. REMOVE REAR PANEL FROM MAIN BAGGAGE COMPARTMENT AND REAR ACCESS PLATE TO GAIN ACCESS TO HYDRAULIC SHUT-OFF VALVES, UNDER HYDRAULIC RESERVOIR. NOTE POSITION OF INDICATOR ON VALVES.
4. REMOVE FRONT PANEL FROM REAR BAGGAGE COMPARTMENT.
5. REMOVE TERMINAL PROTECTORS, NUTS AND WASHERS SECURING ELECTRICAL TERMINALS TO FIRE EXTINGUISHER CONTAINER. TAG AND REMOVE TERMINALS.
6. CONNECT TERMINALS TO FEST TESTER AS SHOWN IN FIGURE 2.
7. CONNECT AN EXTERNAL ELECTRICAL POWER SUPPLY TO AIRCRAFT.
8. ENGAGE FIRE DET AND FIRE EXT CIRCUIT BREAKERS.
9. PLACE THE TESTING SWITCH, ON FEST TESTER, TO FIRE AND FULL/EMPTY.
10. DEPRESS LEFT-HAND FIRE PUSH BUTTON, LOCATED ON CENTER INSTRUMENT PANEL. SWITCH SHOULD REMAIN DEPRESSED, AND BOTH FULL INDICATING LIGHTS ON UPPER HALF OF FULL/EMPTY PUSH BUTTONS SHOULD ILLUMINATE (TWO BULBS IN EACH). THE LEFT-HAND FUEL SHUT-OFF VALVE INTRANSIT LIGHT ON OVERHEAD PANEL SHOULD ILLUMINATE AND THEN EXTINGUISH, INDICATING THAT THE VALVE HAS CLOSED.
11. VISUALLY CHECK THE LEFT-HAND HYDRAULIC SHUT-OFF VALVE INDICATOR (LOCATED ON VALVE UNDER HYDRAULIC RESERVOIR). IT SHOULD INDICATE THAT THE VALVE IS CLOSED.
12. DEPRESS LEFT-HAND FULL/EMPTY PUSH BUTTON. LEFT-HAND FULL LIGHT SHOULD EXTINGUISH, LEFT-HAND EMPTY LIGHT SHOULD ILLUMINATE ANDLEFT CARTRIDGE STIMULATING LIGHT ON FEST TESTER SHOULD ILLUMINATE. RIGHT-HAND FULL LIGHT SHOULD REMAIN ILLUMINATED.
13. DEPRESS RIGHT-HAND FULL/EMPTY PUSH BUTTON, RIGHT-HAND FULL LIGHT SHOULD EXTINGUISH, RIGHT-HAND EMPTY LIGHT SHOULD ILLUMINATE AND RIGHT CARTRIDGE STIMULATING LIGHT ON FEST TESTER SHOULD ILLUMINATE.
14. DEPRESS LEFT FIRE PUSH BUTTON. ALL LIGHTS SHOULD GO OUT, AND SYSTEM SHOULD RETURN TO INITIAL STARTING POSITION. THE LEFT HAND FUEL SHUT-OFF VALVE INTRANSIT LIGHT SHOULD CYCLE ON AND OFF, INDICATING THE VALVE IS OPEN.
15. VISUALLY CHECK THE LEFT-HAND HYDRAULIC SHUT-OFF VALVE INDICATOR (LOCATED ON VALVE UNDER HYDRAULIC RESERVOIR). IT SHOULD INDICATE THAT THE VALVE IS OPEN.
16. REPEAT STEPS 9. TO 15. REVERSING LEFT AND RIGHT NOMENCLATURE.

<< CONTINUED >>

17. PLACE THE TESTING SWITCH ON FEST TESTER TO THE PRESS-TO-TEST POSITION.
18. DEPRESS THE PRESS-TO-TEST PUSH BUTTON LOCATED ON THE CENTER INSTRUMENT PANEL, AND SIMULTANEOUSLY DEPRESS THE LEFT-HAND CONTAINER LEFT-HAND CARTRIDGE CIRCUIT TEST PUSH BUTTON ON THE FEST TESTER. THE UPPER LEFTBULB IN THE PRESS-TO-TEST PUSH BUTTON SHOULD ILLUMINATE. TESTER AMMETER SHOULD INDICATE 0.05 AMPERE MAXIMUM.
19. DEPRESS THE PRESS-TO-TEST PUSH BUTTON LOCATED ON THE CENTER INSTRUMENT PANEL, AND THE LEFT-HAND CONTAINER RIGHT-HAND CARTRIDGE CIRCUIT TEST PUSH BUTTON AT THE SAME TIME. THE INFERIOR LEFT BULB IN THEPRESS-TO-TEST PUSH BUTTON SHOULD ILLUMINATE. TESTER AMMETER SHOULD INDICATE 0.05 AMPERE MAXIMUM.
20. DEPRESS THE PRESS-TO-TEST PUSH BUTTON LOCATED ON THE CENTER INSTRUMENT PANEL, AND THE RIGHT-HAND CONTAINER LEFT-HAND CARTRIDGE CIRCUIT TEST PUSH BUTTON AT THE SAME TIME. THE UPPER RIGHT LAMP ON THE PRESS-TO-TEST PUSH BUTTON SHOULD ILLUMINATE. TESTER AMMETER SHOULD INDICATE .05 AMPERE MAXIMUM. 21.DEPRESS THE PRESS-TO-TEST PUSH BUTTON LOCATED ON THE CENTER INSTRUMENT PANEL, AND SIMULTANEOUSLY DEPRESS THE RIGHT-HAND CONTAINER RIGHT-HAND CARTRIDGE CIRCUIT TEST PUSH BUTTON. THE INFERIOR RIGHT BULB IN THEPRESS-TO-TEST PUSH BUTTON SHOULD ILLUMINATE. TESTER AMMETER SHOULD INDICATE .05 AMPERE MAXIMUM.
22. PLACE THE TESTING SWITCH, ON FEST TESTER, TO OFF POSITION.
23. DISENGAGE FIRE DET AND FIRE EXT CIRCUIT BREAKERS.
24. DISCONNECT EXTERNAL ELECTRICAL POWER SUPPLY FROM AIRCRAFT.
25. DISCONNECT TERMINALS FROM FEST TESTER AND SECURE ELECTRICAL TERMINALS TO FIRE EXTINGUISHER CONTAINERS WITH TERMINAL PROTECTORS, NUTS AND WASHERS.
26. REPLACE FRONT PANEL OF REAR BAGGAGE COMPARTMENT, AND REAR PANEL AND ACCESS PANEL OF MAIN BAGGAGE COMPARTMENT.
27. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

B CHECK (WITHOUT USING FEST TESTER)

NOTE: AIRCRAFT MODIFIED TO ADD FIRE WARNING SONALERT PER SERVICE BULLETIN NO. 1124-26-022 WILL NOTE THIS SONALERT WILL SOUND CONTINUOUSLY AT ANY TIME ONE OR BOTH "FIRE" WARNING LAMPS ILLUMINATE WHILE PERFORMING THE FOLLOWING STEPS. THE SONALERT HORN IN AIRCRAFT S/N 238, 256, 281, 314, 316, 317, 325, 366, 371, 381 AND 409 WILL AUTOMATICALLY STOP SOUNDING WITHIN APPROXIMATELY SIX SECONDS.

1. PERFORM ITEMS (1) TO (4), PARAGRAPH A, ADJUSTMENT/TEST (WITH FEST TESTER), CHAPTER 26-00-00, PAGE 201.
2. TAG AND REMOVE TERMINAL PROTECTORS, NUTS AND WASHERS SECURING ELECTRICAL TERMINALS TO FIRE EXTINGUISHER CONTAINER CARTRIDGES. REMOVE TERMINALS.
3. CONNECT VOLTMETER TO TERMINALS REMOVED FROM LEFT CONTAINER LEFT CARTRIDGE.
4. CONNECT EXTERNAL ELECTRICAL POWER SOURCE TO AIRCRAFT.
5. ENGAGE FIRE DET AND FIRE EXT CIRCUIT BREAKERS.
6. DEPRESS LEFT-HAND FIRE PUSH BUTTON, LOCATED ON CENTER INSTRUMENT PANEL. SWITCH SHOULD REMAIN DEPRESSED, AND BOTH FULL INDICATING LIGHTS ON UPPER HALF OF FULL/EMPTY PUSH BUTTONS SHOULD ILLUMINATE (TWO BULBS EACH). THE LEFT-HAND FUEL SHUT-OFF VALVE INTRANSIT LIGHT ON OVERHEAD PANEL SHOULD CYCLE ON AND OFF, INDICATING THAT THE VALVE HAS CLOSED.
7. VISUALLY CHECK THE LEFT-HAND HYDRAULIC SHUT-OFF VALVE INDICATOR (LOCATED ON VALVE UNDER HYDRAULIC RESERVOIR). IT SHOULD INDICATE THAT THE VALVE IS CLOSED.
8. DEPRESS LEFT FULL/EMPTY PUSH BUTTON. CHECK THAT FULL INSCRIPTION EXTINGUISHES AND EMPTY INSCRIPTION ILLUMINATES. CHECK THAT FULL INSCRIPTION OF RIGHT FULL/EMPTY PUSH BUTTON REMAINS ILLUMINATED.
9. CHECK THAT VOLTMETER READING IS AT LEAST 24 V DC.
10. DEPRESS LEFT FIRE PUSH BUTTON. CHECK THAT BOTH PUSH BUTTONS (FIRE AND LEFT-HAND FULL/EMPTY) RETURN TO THEIR NORMAL POSITION AND ALL LIGHTS EXTINGUISH. CHECK THAT THE LEFT-HAND FUEL SHUT-OFF VALVE INTRANSIT LIGHT CYCLES ON AND OFF.
11. DISCONNECT VOLTMETER FROM TERMINALS AND CONNECT VOLTMETER TO TERMINALS REMOVED FROM RIGHT CONTAINER LEFT CARTRIDGE.
12. DEPRESS LEFT FIRE PUSH BUTTON. SWITCH SHOULD REMAIN DEPRESSED AND BOTH FULL INDICATING LIGHTS ON UPPER HALF OF FULL/EMPTY PUSH BUTTONS SHOULD ILLUMINATE (TWO BULBS EACH). THE LEFT-HAND FUEL SHUT-OFF VALVE INTRANSIT LIGHT SHOULD CYCLE ON AND OFF.
13. DEPRESS RIGHT FULL/EMPTY PUSH BUTTON. CHECK THAT FULL INSCRIPTION EXTINGUISHES AND EMPTY INSCRIPTION ILLUMINATES. CHECK THAT FULL INSCRIPTION OF LEFT FULL/EMPTY PUSH BUTTON REMAINS ILLUMINATED.
14. CHECK THAT VOLTMETER READING IS MINIMUM 24 V DC.
15. DEPRESS LEFT FIRE PUSH BUTTON. CHECK THAT PUSH BUTTONS (FIRE AND FULL/EMPTY) RETURN TO THEIR NORMAL POSITION, AND ALL LIGHTS EXTINGUISH. CHECK THAT THE LEFT-HAND FUEL SHUT-OFF VALVE INTRANSIT LIGHT CYCLES ONAND OFF,

<< CONTINUED >>

INDICATING THAT THE VALVE IS OPEN.

16. VISUALLY CHECK THE LEFT-HAND HYDRAULIC SHUT-OFF VALVE INDICATOR (LOCATED ON VALVE, UNDER HYDRAULIC RESERVOIR). IT SHOULD INDICATE THAT THE VALVE IS OPEN.
17. DISCONNECT VOLTMETER FROM TERMINALS AND CONNECT VOLTMETER TO TERMINALS REMOVED FROM LEFT CONTAINER RIGHT CARTRIDGE.
18. DEPRESS RIGHT FIRE PUSH BUTTON ON CENTER INSTRUMENT PANEL. SWITCH SHOULD REMAIN DEPRESSED. CHECK THAT BOTH BULBS IN EACH FULL/EMPTY PUSH BUTTON ILLUMINATE FULL INSCRIPTION. CHECK THAT RIGHT-HAND FUEL SHUT-OFF VALVE INTRANSIT LIGHT ON OVERHEAD PANEL CYCLES ON AND OFF, INDICATING VALVE HAS CLOSED.
19. VISUALLY CHECK THE RIGHT-HAND HYDRAULIC SHUT-OFF VALVE INDICATOR (LOCATED ON VALVE UNDER HYDRAULIC RESERVOIR). IT SHOULD INDICATE THAT THE VALVE IS CLOSED.
20. DEPRESS LEFT FULL/EMPTY PUSH BUTTON. CHECK THAT FULL INSCRIPTION EXTINGUISHES AND EMPTY INSCRIPTION ILLUMINATES.
21. CHECK THAT VOLTMETER READING IS AT LEAST 24 V DC.
22. DEPRESS RIGHT FIRE PUSH BUTTON. CHECK THAT BOTH PUSH BUTTONS (FIRE AND LEFT-HAND FULL/EMPTY) RETURN TO THEIR NORMAL POSITION, AND ALL LIGHTS EXTINGUISH. CHECK THAT THE RIGHT-HAND FUEL SHUT-OFF VALVE INTRANSIT LIGHTCYCLES ON AND OFF.
23. DISCONNECT VOLTMETER FROM TERMINALS AND CONNECT VOLTMETER TO TERMINALS REMOVED FROM RIGHT CONTAINER RIGHT CARTRIDGE.
24. DEPRESS RIGHT FIRE PUSH BUTTON. SWITCH SHOULD REMAIN DEPRESSED AND BOTH FULL INDICATING LIGHTS ON UPPER HALF OF FULL/EMPTY PUSH BUTTONS SHOULD ILLUMINATE (TWO BULBS EACH). THE RIGHT-HAND FUEL SHUT-OFF VALVE INTRANSIT LIGHT SHOULD CYCLE ON AND OFF.
25. DEPRESS RIGHT FULL/EMPTY PUSH BUTTON. CHECK THAT FULL INSCRIPTION EXTINGUISHES AND EMPTY INSCRIPTION ILLUMINATES. CHECK THAT FULL INSCRIPTION OF LEFT FULL/EMPTY PUSH BUTTON REMAINS ILLUMINATED.
26. CHECK THAT VOLTMETER READING IS AT LEAST 24 V DC.
27. DEPRESS RIGHT FIRE PUSH BUTTON. CHECK THAT PUSH BUTTONS FIRE AND FULL/EMPTY RETURN TO THEIR NORMAL POSITION, AND ALL LIGHTS EXTINGUISH. CHECK THAT THE RIGHT-HAND FUEL SHUT-OFF VALVE IN TRANSIT LIGHT CYCLES ON AND OFF, INDICATING THAT THE VALVE IS OPEN.
28. VISUALLY CHECK THE RIGHT-HAND HYDRAULIC SHUT-OFF VALVE INDICATOR (LOCATED ON VALVE UNDER HYDRAULIC RESERVOIR). IT SHOULD INDICATE THAT THE VALVE IS OPEN.
29. REMOVE ELECTRICAL POWER FROM AIRCRAFT. DISCONNECT VOLTMETER FROM TERMINALS.
30. INSTALL WASHERS AND NUTS SECURING ELECTRICAL TERMINALS TO FIRE EXTINGUISHER CONTAINER CARTRIDGES. INSTALL TERMINAL PROTECTORS.
31. INSTALL FRONT PANEL AT REAR BAGGAGE COMPARTMENT, AND AFT PANEL AND ACCESS PANEL AT MAIN BAGGAGE COMPARTMENT.
32. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 26.030
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 12-88 050600+ 150/300/600 HR INSPECTION

89103 WORK DUE AT * = APU HRS. RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.

26-003	DATE	HOURS	LANDINGS	CYCLES
29 29		4280		

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH_____DAY_____YEAR_____ AIRCRAFT HOURS: 4272.1 LANDINGS: 2800

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

AERO AIR, INC.
2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____KIND OF CERTIFICATE:_____

****

ONLY THE FOLLOWING WORK IS DUE IN OPER03 AT THE TIME(S) NOTED ABOVE:

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

****

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

PART REMOVED: PART NUMBER_____ SERIAL NUMBER:_____

PART INSTALLED: PART NUMBER_____ SERIAL NUMBER:_____

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
#260171	WEIGHT CHECK COCKPIT EXTINGUISHER...MM 26-20-00			
	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	EMS	STS	.2
R	RECORD DATE OF INSPECTION ___/___/___ HRS_____LDGS_____			

****

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

PART REMOVED: PART NUMBER_____ SERIAL NUMBER:_____

PART INSTALLED: PART NUMBER_____ SERIAL NUMBER:_____

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
#260181	WEIGHT CHECK CABIN EXTINGUISHER...MM 26-20-00			
	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	EMS	STS	.2
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

<< CONTINUED >>

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.

WORK ACCOMPLISHED: DATE: MONTH_____DAY_____YEAR_____ AIRCRAFT HOURS: 4272.1 LANDINGS: 2800

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

AERO AIR, INC.
2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

****

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
270140 CHECK AILERON CONTROL SYSTEM FREEPLAY...MM 27-10-00.....	EJB	EJB	____.____
950740 SLWW-2474			

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270140

CHECK AILERON CONTROL FREE PLAY (REFER TO FIGURES 2, 3 AND 4 ON CARD 27-2)

EQUIPMENT: TORQUE WRENCH, 3/16 INCH RIG PIN

1. REMOVE MAIN BAGGAGE COMPARTMENT FRONT PANEL.
2. LOCK AILERON CONTROL PULLEY LOCATED ON REAR FUSELAGE BULKHEAD AT STATION 316.00 BY INSTALLING 3/16 INCH RIG PIN. (CHECK TO ENSURE THAT RIG PIN EXTENDS THROUGH ALL HOLES).
3. CHECK ALL ATTACHING BOLTS BETWEEN AILERON CONTROL PULLEY AND AILERON FOR PROPER TORQUE.
4. WITH AILERON TAB FIXED IN STREAMLINE POSITION (IN ORDER TO ELIMINATE TAB FREE PLAY) MEASURE AND RECORD THE NO LOAD FREE PLAY OF AILERON TRAILING EDGE AT WING STATION 156.8 LEFT AND RIGHT SIDE. REFER TO FIGURE 3.
5. THE TOTAL FREE PLAY SHALL NOT EXCEED 0.050 INCH. IF NECESSARY REPLACE ROD-END BEARING ON PUSH-PULL ROD P/N 513020-501.

NOTE: 1. AILERON FREE PLAY BELOW 0.030 INCH IS ACCEPTABLE.
2. AILERON FREE PLAY BETWEEN 0.030 AND 0.050 INCH REQUIRES CHECKING FOR LOOSE BEARINGS AND/OR ATTACHING BOLTS AND TIGHTENING BOLTS AS REQUIRED TO REMOVE LOOSENESS.
3. AILERON FREE PLAY ABOVE 0.050 INCH IS UNACCEPTABLE AND LOOSE OR WORN BEARINGS AND ATTACHING HARDWARE MUST BE REPLACED, AS REQUIRED. REFER TO FIGURE 2.

6. WITH SERVO, TRIM TABS AND AILERON IN THE STREAMLINED POSITION AND A FORCE OF 1.0 TO 1.25 POUNDS APPLIED ON THE TRAILING EDGE, THE TOTAL FREE PLAY ON THE SERVO TAB AT THE TRAILING EDGE SHALL NOT EXCEED .043 INCH AND ON THE TRIM TAB NO MORE THAN .085 INCH, MEASURED 5 INCHES FROM THE TAB OUTBOARD EDGE. REFER TO FIGURE 4.
7. REMOVE RIG PIN, AND ENSURE FREE MOVEMENT OF AILERON AND TAB IN BOTH DIRECTIONS.
8. INSTALL FRONT PANEL OF MAIN BAGGAGE COMPARTMENT.
9. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 27.130
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103
27-013
29 29

WORK DUE AT DATE	HOURS	* = APU HRS. LANDINGS	CYCLES
	4280		

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

JUN - 9 1989

WORK ACCOMPLISHED: DATE: MONTH_____DAY_____YEAR_____ AIRCRAFT HOURS: 4272.1 LANDINGS: 2800

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

AERO AIR, INC.
2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____KIND OF CERTIFICATE:_____

****

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
270158 INSPECT RUDDER TRIM TAB FREEPLAY...MM 27-20-00.....	[signature]	STS	0.5

****

270158
INSPECT RUDDER TRIM TAB FREEPLAY

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

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

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

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

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 27.150A
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103
27-016
29 29

WORK DUE AT DATE	HOURS	* = APU HRS. LANDINGS	CYCLES
	4280		

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 JUN - 9 1989 DAY _____ YEAR _____ AIRCRAFT HOURS: 4272.1 LANDINGS: 2800

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

AERO AIR, INC.
2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

****

		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
270193	INSPECT LEFT ELEVATOR SKIN SEPARATION...MM 27-30-00.....	[signature]	ETB	0.5
270203	INSPECT RIGHT ELEVATOR SKIN SEPARATION...MM 27-30-00.....	[signature]	ETB	0.5

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

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

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

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

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

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 27.190
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103
27-020
29 29

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
	4280		

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 JUN - 6 1989 DAY _____ YEAR _____ AIRCRAFT HOURS: 4272.1 LANDINGS: 2800

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

AERO ... INC.
2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

****

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
270213 LUBRICATE ELEVATOR ATTACH POINTS...MM 12-20-00.....			1.0

****

270213
LUBRICATE ELEVATOR ATTACH POINT (REFER TO ILLUSTRATION ON CARD 27-5)
CONSUMABLES: REFER TO TABLE OF LUBRICANTS

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

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

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

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: **ED-WES, INC.** REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. **27.195**

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

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

89103 00-000 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	
		4280			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
270214	LUBRICATE AFT HINGE FITTING BEARINGS...NO REF.....			____.____
270215	LUBRICATE FORWARD SCISSOR ASSEMBLY POST...NO REF.....			____.____

****

NO TEXT AVAILABLE AT THIS TIME.

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 27.200A
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368ND ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103
27-022
29 29

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
	4280		

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

JUN - 6 1989

WORK ACCOMPLISHED: DATE: MONTH_____DAY_____YEAR_____ AIRCRAFT HOURS: 4272.1 LANDINGS: 2800

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

AERO AIR, INC.
2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

****

		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
270238	INSPECT LEFT FLAP...MM 27-50-00.....	STB	STB	.3
	NEXT INSPECTION DUE AT X 300 HOURS _____150 HOURS			
270243	INSPECT RIGHT FLAP...MM 27-50-00.....	STB	STB	.3
	NEXT INSPECTION DUE AT X 300 HOURS _____150 HOURS			

****

270238, 270243
INSPECT FLAP SEPARATION OF SKIN (REFER TO FIGURES 1 AND 2 ON CARD 27-6)

NOTE: THE PURPOSE OF THIS INSPECTION IS TO DETERMINE IF ANY SEPARATION OF THE SKIN FROM HONEY-COMB CORE HAS OCCURRED AND IF SO, WHETHER THE EXTENT OF SEPARATION IS WITHIN SAFE LIMITS FOR CONTINUED OPERATION.

1. VISUALLY INSPECT FLAP VANE SEGMENTS FOR LOCAL BULGING OR LOOSENESS OF SKINS. EVIDENCE OF SEPARATION MAY BE VERIFIED IF THE SKIN MOVES UNDER LIGHT FINGER PRESSURE.
2. IF A FLAP VANE APPEARS SOUND UPON VISUAL INSPECTION, CARRY OUT THE FOLLOWING TAP TEST BOTH UPPER AND LOWER SURFACES AS SHOWN IN FIGURE 1. TAP TESTING IS TO BE PERFORMED BY LIGHTLY TAPPING THE SKIN WITH A FIFTY CENT COIN OR EQUIVALENT AND COMPARING THE SOUND AT ADJACENT LOCATIONS. SEPARATION BETWEEN SKIN AND HONEY-COMB CORE CAN READILY BE IDENTIFIED BY A HOLLOW SOUND PRODUCED BY TAPING AS COMPARED TO THE RESPONSE AT SOLIDLY BONDED AREAS. TAPPING SHOULD BE DONE ALONG LINES PARALLEL TO THE TRAILING EDGE, AT INTERVALS OF ABOUND ONE INCH, ADVANCING ABOUNT 0.75 INCH BETWEEN TAPS. A RATE OF TAPPING OF ABOUT TWO TAPS PER SECOND IS DESIRABLE FOR COMPARING SOUNDS.
3. ACCEPTABLE LIMITS OF DEBONDING:
   A. IF THE TAP TEST DISCLOSES NO DEFECTS, THE VANES ARE CONSIDERED AIRWORTHY, SUBJECT TO REINSPECTION AT THE NEXT SCHEDULED 300 HOUR INSPECTION.
   B. IF THE TAP TEST DISCLOSED SEPARATED AREAS WHICH DO NOT EXCEED THE LIMITATIONS GIVEN IN FIGURE 2, THE VANE MAY CONTINUE IN SERVICE UNTIL THE NEXT 150 HOUR INSPECTION. MAP OUT AND RECORD THE EXTENT AND LOCATION OF THE SEPARATION EACH TIME THIS INSPECTION IS CARRIED OUT.
   C. ANY TIME THE TAP TEST DISCLOSES SEPARATED AREA WHICH EXCEEDS THE LIMITS GIVEN IN FIGURE 2, THE VANE SEGMENT IS CONSIDERED TO BE NOT AIRWORTHY AND MUST BE REPLACED OR REMOVED FOR REPAIR.
   D. RECORD NEXT INSPECTION DUE AT IN SPACE PROVIDED ON PAGE 1.
4. MAKE APPROPRIATE ENTRY IN PERMANENT MAINTENANCE RECORDS AS FOLLOWS: MAINTENANCE MANUAL 27-50-00 ENTITLED FLIGHT CONTROL - SEPARATION OF SKIN FROM HONEY-COMB, ACCOMPLISH (DATA) AT (AIRCRAFT HOURS) (RECORD CONDITION PER EXAMPLES, AS APPLICABLE) ENTER IN LOG BOOK MARKED UP MAP-COPY OF FIGURE 1.
5. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 27.200B
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103 27-023 29 29

WORK DUE AT DATE	HOURS	* = APU HRS. LANDINGS	CYCLES
	4280		

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

JUN - 6 1989

WORK ACCOMPLISHED: DATE: MONTH_____DAY_____YEAR_____ AIRCRAFT HOURS: 4272.1 LANDINGS: 2800

TECHNICIAN SIGNATURE: AERO AIR, INC. CERTIFICATE NUMBER: _____

2050 N.E. 25th AVE.
HILLSBORO, OR 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

****

		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
270237	INSPECT LEFT FLAP VANE...MM 27-50-00.....	STB	STB	.2
270247	INSPECT RIGHT FLAP VANE...MM 27-50-00.....	STB	STB	.2

****

270237, 270247

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

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

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

<< CONTINUED >>

FROM BETWEEN THE END-PLATE AND FLAP END WHEN FULLY INSTALLED.

F. CLEAN OFF EXCESSIVE ADHESIVE WITH RAG DAMPENED WITH MEK. ALLOW ADHESIVE TO CURE AT ROOM TEMPERATURE FOR TWENTY-FOUR HOURS. THEN POST-CURE FOR TWO (2) HOURS AT 80 DEGREES C (176 DEGREES F).

G. REMOVE END-PLATE AND CHECK FOR A SATISFACTORY BONDING CONDITION OF THE THREADED INSERT. IF AN UNSATISFACTORY BOND EXISTS, REPEAT STEPS A. THROUGH E. REINSTALL END-PLATE USING THREE (3) BOLTS P/N AN3H-3A. TORQUE FORWARD BOLT 20 TO 25 INCH-POUNDS, AFT BOLT TO A SNUG FIT (NO TORQUE) AND SAFETY ALL THREE BOLTS WITH .032 INCH SAFETY WIRES.

H. REPAINT FLAP VANE ASSEMBLY OR TOUCH-UP AS REQUIRED.

I. REINSTALL FLAP VANE ON FLAP LEADING EDGE BRACKETS USING THE EXISTING SPACER WASHERS TO PREVENT SIDE LOADING OF VANE END-PLATES. SECURE UNREPAIRED FLAP VANE END FIRST UTILIZING THE SAME WASHERS THAT WERE REMOVED. INSTALL WASHERS AT THE OPPOSITE END (REPAIRED END) AND CHECK FOR A GAP BETWEEN FLAP VANE END-PLATE AND FLAP MOUNTING BRACKET. IF A GAP EXISTS, ADD APPROPRIATE AMOUNT OF SHIM WASHERS. ENSURE THAT ALL GAPS ARE ELIMINATED BY THE PROPER SPACER WASHER TO PREVENT UNDUE TENSION IN FASTENERS WHEN THE ATTACHMENT BOLTS ARE TORQUED. TORQUE FLAP VANE MOUNT BOLTS 50 TO 70 INCH-POUNDS.

5. RETURN AIRCRAFT TO SERVICE.

6. MAKE THE FOLLOWING ENTRY IN THE AIRCRAFT LOG BOOK:
"FLAP VANE INSPECTION AND REPAIR" WAS ACCOMPLISHED ON_____.

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

OPERATOR: **ED-WES, INC.** | **REPORT DATE 04/13/89** | WORK COMPLIANCE FORM NO. **27.200C**
AIRCRAFT NO.: **368** | MODEL: **1124A WESTWIND** | **OPER03**
AIRCRAFT REG.: **N368MD** | **ISSUED 07-88 REV.** | **050600+ 150/300/600 HR INSPECTION**

89103 27-024 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.
		4280			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

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

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

AERO AIR, INC.
2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____ **KIND OF CERTIFICATE:** _____

****

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
270248 FUNCTIONAL CHECK FLAP TIME EXCEED RELAY...MM 5-20-03.....	STB	CMB	.5

****

270248
FUNCTIONAL CHECK FLAP TIME EXCEED RELAY

1. MOVE FLAPS TO 12 DEGREE OR 20 DEGREE POSITION.
2. OPEN FLAP CONTROL CIRCUIT BREAKER ON OVERHEAD PANEL. DISCONNECT FLAP MOTOR PLUG P-26.
3. CLOSE FLAP POSITION INDICATOR AND FLAP CONTROL CIRCUIT BREAKERS ON OVERHEAD PANEL AND FLAP CIRCUIT BREAKER (CB2-5) ON NUMBER 2 DC CONTACTOR BOX.
4. ACTIVATE FLAP SELECTOR TO DOWN POSITION.
   A. ON AIRCRAFT WITH 1A FLAP CONTROL CIRCUIT BREAKER, THE BREAKER SHOULD TRIP AFTER 20 + OR -3 SECONDS. REPEAT THE SAME PROCEDURE IN THE UP POSITION.
   B. ON AIRCRAFT WITH 2A FLAP CONTROL CIRCUIT BREAKER, THE BREAKER SHOULD TRIP AFTER 20 + 6 -3 SECONDS. REPEAT THE SAME PROCEDURE IN THE UP POSITION.

   NOTE: THE MOTOR WILL NOT RUN.

5. RECONNECT P-26 TO FLAP MOTOR. RESET FLAP CONTROL CIRCUIT BREAKER ON OVERHEAD PANEL.
6. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 27.280
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
27-032	DATE	HOURS	LANDINGS	CYCLES	
29 29		4280			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

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

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

2055 N.E. 25TH AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

****

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
270335 OPERATIONAL CHECK SPEED BRAKES AND LIFT DUMPERS...MM 27-60-00.....	AA	EKB	1.0

****

270335

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

OPERATIONAL CHECK SPEED BRAKES AND LIFT DUMPERS
EQUIPMENT/CONSUMABLES: HYDRAULIC PRESSURE SUPPLY, EXTERNAL ELECTRICAL POWER SOURCE, PROTRACTOR, COTTER PIN

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

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

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

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

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

<< CONTINUED >>

19. INSTALL BOLTS, WASHERS AND NUTS SECURING GROUND CONTACT SWITCHES TO MAIN LANDING GEARS. SECURE WITH COTTER PIN.
20. LOWER, AND REMOVE JACKS FROM AIRCRAFT. REFER TO WORK COMPLIANCE FORM 32.T01.
21. SERVICE HYDRAULIC SYSTEM.
22. RECORD OPERATIONAL CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 27.340
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
27-036	DATE	HOURS	LANDINGS	CYCLES	
29 29		4280			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

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

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

AERO
2050 N.E. 25th AVE.
HILLSBORO, OR 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
270176 LUBRICATE RUDDER PEDAL ARMS...MM 12-20-00.....		EB	0.3

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270176
LUBRICATE RUDDER PEDAL ARMS (REFER TO FIGURE 1 ON CARD 27-11)
CONSUMABLES: REFER TO TABLE OF LUBRICATION IN FIGURE 1

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

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

1. LUBRICATE RUDDER PEDAL ARMS AS PER FIGURE 1.
2. RECORD LUBRICATION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 27.350
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
27-037	DATE	HOURS	LANDINGS	CYCLES	
29 29		4280			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

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

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.TNS
270179 LUBRICATE CONTROL COLUMNS...MM 12-20-00.....			

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270179
LUBRICATE CONTROL COLUMN (REFER TO FIGURE 2 ON CARD 27-11)
CONSUMABLES: REFER TO TABLE OF LUBRICATION IN FIGURE 2

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

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

1. LUBRICATE CONTROL COLUMN AS PER FIGURE 2.
2. RECORD LUBRICATION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

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

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

2650 N.E. 25TH AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
270346 LUBRICATE FLIGHT CONTROL FORWARD/AFT BELLCRANKS...MM 12-20-00.....			.3

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270346
LUBRICATE FLIGHT CONTROL FORWARD AND AFT BELLCRANK (REFER TO FIGURE 3 ON CARD 27-11)
CONSUMABLES: REFER TO TABLE OF LUBRICANTS IN FIGURE 3

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

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

1. LUBRICATE FORWARD AND AFT BELLCRANK AS PER FIGURE 3.
2. RECORD LUBRICATION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 27.370
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
27-039	DATE	HOURS	LANDINGS	CYCLES	
29 29		4280			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

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

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

AFR
2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
270356 LUBRICATE GUST LOCK...MM 12-20-00.....			0.5

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270356
LUBRICATE GUST LOCK (REFER TO FIGURE 4 ON CARD 27-11)
CONSUMABLES: REFER TO TABLE OF LUBRICATIONS IN FIGURE 4

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

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

1. LUBRICATE GUST LOCK AS PER FIGURE 4.
2. RECORD LUBRICATION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 9 YEAR 89 AIRCRAFT HOURS: 3272.1 LANDINGS: 2800

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

AERO AIR, INC.
2050 N.E. 25th AVE
HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
270351 INSPECT/LUBRICATE PRESSURE SEALS...MM 12-20-00.....	[illegible]	STB	8.2

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270351
INSPECT/LUBRICATE PRESSURE SEALS (REFER TO FIGURE 5 ON CARD 27-11)
EQUIPMENT/CONSUMABLES: GREASE MIL-G-81322, SEAL P/N 50337-14, TWO RINGS P/N S171-16C, ONE RING P/N SLLL-162C

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

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

1. REMOVE CABLE SEALS AS FOLLOWS:
   A. REMOVE FLOOR CARPETING AND INTERIOR TO GAIN ACCESS TO REAR CABIN FLOOR PANEL.
   B. REMOVE SCREWS SECURING REAR FLOOR PANEL. REMOVE PANEL.
   C. BELOW CONTROL CABLES, REMOVE PULLEY GUARD PIN FROM PULLEY BRACKET ASSEMBLY ADJACENT TO REAR PRESSURE BULKHEAD, AT STATION 265.570.
   D. REMOVE SCREWS, SECURING PULLEY BRACKET ASSEMBLY AT STATION 265.570, REMOVE PULLEY ASSEMBLY.
   E. REMOVE ACCESS COVER FROM LOWER FUSELAGE TO GAIN ACCESS TO REAR SIDE OF REAR PRESSURE BULKHEAD.
   F. REMOVE TWO RESTRAINING RINGS ON PRESSURIZED SIDE OF BULKHEAD AND ONE RESTRAINING RING ON UNPRESSURIZED SIDE OF BULKHEAD.
   G. PULL SEAL OUT OF BULKHEAD FROM UNPRESSURIZED SIDE.
   H. BEND SEAL OPEN AND REMOVE FROM CABLE.
2. CLEAN GREASE FROM INNER RACE.
3. SPREAD CABLE SEAL OPEN AND EXAMINE VISUALLY FOR DETERIORATION. SEALS REQUIRE REPLACEMENT IF EVIDENCE OF CRACKING OR CHECKING, ABNORMAL SOFTNESS OR SWELLING IS NOTED.
4. USE REPLACEMENT CABLE SEALS IF NECESSARY.
5. INSTALL CABLE SEALS AS FOLLOWS:

NOTE: 1. USE NEW RESTRAINING RINGS FOR INSTALLATION OF CONTROL CABLE SEALS.
2. USE MIL-G-81322, WIDE TEMPERATURE RANGE BEARING GREASE TO LUBRICATE SEALS AND CABLES.

A. FILL SEAL WITH GREASE. LUBRICATE CABLE FOR FULL LENGTH OF TRAVEL WITHIN SEAL WITH GREASE.
B. BEND SEAL OPEN AND PLACE ON CABLE ON UNPRESSURIZED SIDE OF BULKHEAD WITH SMALL END OF SEAL TOWARD BULKHEAD.
C. INSERT SEAL IN BULKHEAD HOLE SO THAT BULKHEAD WEB IS ENTIRELY WITHIN THE RETAINER GROOVE OF THE SEAL AND THE SMALL END OF THE SEAL IS IN THE PRESSURIZED SECTION.

CAUTION: CARE SHOULD BE TAKEN TO INSTALL THE PROPER SIZE SEAL FOR THE BULKHEAD HOLE SIZE AND TO USE THE PROPER SIZE RESTRAINING RINGS. (SEAL P/N 50337-14, TWO RINGS P/N S11L-16C AND ONE RING P/N S11L-162C RINGS)

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D. INSTALL TWO RESTRAINING RINGS ON SEAL ON PRESSURIZED SIDE AND ONE RESTRAINING RING ON THE UNPRESSURIZED SIDE OF THE BULKHEAD.
E. INSTALL ACCESS PANEL TO LOWER FUSELAGE.
F. POSITION PULLEY BRACKET ASSEMBLY WITH PULLEYS AT STATION 265.570 AND SECURE WITH WASHERS AND SCREWS.
G. INSTALL PULLEY GUARD PIN ON LOWER SIDE OF PULLEY BRACKET, AND SECURE PIN.
H. POSITION FLOOR PANEL AND SECURE WITH SCREWS.
I. INSTALL INTERIOR AND FLOOR CARPETING.

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

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

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
270271 ADJUSTMENT/TEST FLAP COMPARATOR...MM 27-50-00.....			____.____

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270271

ADJUSTMENT/TEST FLAP COMPARATOR (REFER TO FIGURES 1, 2, 3, 4 AND 5 ON CARD 27-13)

EQUIPMENT: DIGITAL OHMMETER, PROTRACTOR, FLAP POSITION INDICATOR P/N 6883739, TEST BOX AND HARNESS (FIGURE 1 FOR A/C 187-360, AND FIGURE 5 FOR A/C 307 AND SUBS), EXTERNAL POWER SOURCE

NOTE: 1. FOR AIRCRAFT WITH ROTARY UNBALANCED POTENTIOMETERS ON AIRCRAFT 187 THROUGH 282 EXCEPT 239, REFER TO STEP A IF TEST BOX IS AVAILABLE. IF TEST BOX IS NOT AVAILABLE, REFER TO STEP B.

2. FOR AIRCRAFT WITH LINEAR DISPLACEMENT POTENTIOMETERS ON AIRCRAFT 239, 283 AND SUBSEQUENT, REFER TO STEP C IF TEST BOX IS NOT AVAILABLE. IF TEST BOX IS AVAILABLE, REFER TO STEP D.

A ADJUSTMENT/TEST (AIRCRAFT 187 THROUGH 282 EXCEPT 239 - WITH TEST BOX)

1. PREPARE AIRCRAFT AS FOLLOWS:
   A. CLEAR AREA AROUND FLAPS.
   B. CONNECT EXTERNAL ELECTRICAL POWER SOURCE TO AIRCRAFT.
   C. EXTEND SPEED BRAKES AND RELEASE HYDRAULIC PRESSURE IN MAIN HYDRAULIC SYSTEM. TO PREVENT SPEED BRAKES RETRACTION WHILE WORKING IN AREA, SUPPORT SPEED BRAKES.
   D. REMOVE FRONT PANEL FROM MAIN BAGGAGE COMPARTMENT.
2. POSITION FLAPS TO 20 DEGREES. VERIFY PROPER FLAP ANGLE.
3. REMOVE BOTH GEARBOX COVERS.
4. DISCONNECT PLUG P212 BELOW RIGHT COMPARATOR GEARBOX. CONNECT OHMMETER TO PINS A AND C TO READ RESISTANCE.
5. TO ADJUST RESISTANCE WITHIN LIMITS, 250 + OR -3 OHMS, LOOSEN LOCKSCREW (FIGURE 3, RIGHT-HAND NO.2). ROTATE POTENTIOMETER SHAFT UNTIL CORRECT READING IS OBTAINED. TIGHTEN LOCKSCREW.
6. RECONNECT PLUG P212.
7. DISCONNECT PLUG P200, ON FLAP CONTACTOR BOX IN FRONT OF MAIN BAGGAGE COMPARTMENT.
8. CONNECT JUMPER ACROSS PINS A AND B. CONNECT OHMMETER ACROSS PINS C AND E TO READ RESISTANCE OF BOTH POTENTIOMETERS.
9. TO ADJUST RESISTANCE WITHIN LIMITS, 497 + OR -3 OHMS, LOOSEN LOCKSCREW (FIGURE 3 LEFT-HAND NO.2). ROTATE POTENTIOMETER SHAFT UNTIL CORRECT READING IS OBTAINED. TIGHTEN LOCKSCREW.
10. CONNECT TEST BOX AND HARNESS (FIGURE 1) RECEPTACLE TJ200 WITH PLUG P200 AND PLUG TP200 WITH RECEPTACLE J200.
11. SET LEFT-HAND AND RIGHT-HAND SWITCHES ON.
12. ACTUATE FLAPS TO 0 DEGREES. MEASURE AND RECORD LEFT FLAP ANGLE.
13. SET RIGHT-HAND SWITCH TO OFF POSITION.
14. CONNECT OHMMETER TO TEST POINTS RB AND RC. MEASURE AND RECORD RESISTANCE.
15. SET RIGHT-HAND SWITCH TO ON POSITION.
16. CONNECT OHMMETER TO TEST POINTS R1 AND R2. ROTATE POTENTIOMETER UNTIL RESISTANCE MEASURED FROM STEP 14 IS ACHIEVED. LOCK POTENTIOMETER POSITION.
17. SET RIGHT-HAND SWITCH TO OFF POSITION.
18. POSITION FLAP LEVER TO 12 DEGREES. FLAPS MOVE DOWN.
19. MEASURE LEFT FLAP ANGLE WHEN FLAPS UNBALANCED LIGHT COMES ON. THE DIFFERENCE BETWEEN THIS ANGLE AND THE ANGLE MEASURED IN STEP 12 IS THE UNBALANCED ANGLE.
20. SET RIGHT-HAND SWITCH TO ON POSITION.
21. ACTIVATE AND RELEASE UNBALANCE TEST SWITCH. FLAPS SHOULD MOVE TO 12 DEGREES AND FLAPS UNBALANCE LIGHT GOES OFF. MEASURE AND RECORD LEFT FLAP ANGLE.
22. REPEAT STEPS 13 THROUGH 17.
23. POSITION FLAP LEVER TO 40 DEGREES. FLAPS MOVE DOWN. WHEN FLAPS UNBALANCE LIGHT COMES ON, MEASURE AND CALCULATE

<< CONTINUED >>

LEFT UNBALANCED ANGLE.

24. SET RIGHT-HAND SWITCH TO ON POSITION.
25. POSITION FLAPS LEVER TO 20 DEGREES. ACTIVATE FLAPS UNBALANCED SWITCH. MEASURE LEFT FLAP ANGLE WHEN FLAPS UNBALANCED LIGHT GOES OFF, AND FLAPS HAVE MOVED TO 20 DEGREES.
26. REPEAT STEPS 13 THROUGH 17, 23 AND 24.
27. ACTIVATE FLAPS UNBALANCED SWITCH. MEASURE AND RECORD LEFT FLAP ANGLE WITH FLAPS UNBALANCED LIGHT OFF AND FLAPS AT 40 DEGREES.
28. REPEAT STEPS 13 THROUGH 17.
29. POSITION FLAPS LEVER TO 20 DEGREES. FLAPS MOVE UP. MEASURE LEFT FLAP ANGLE WHEN FLAPS UNBALANCED LIGHT COMES ON.
30. SET RIGHT-HAND SWITCH TO ON POSITION.
31. ACTIVATE FLAPS UNBALANCED SWITCH. FLAPS UNBALANCED LIGHT WILL GO OFF AND FLAPS WILL MOVE TO 20 DEGREES. MEASURE AND RECORD FLAPS ANGLE.
32. REPEAT STEPS 13 THROUGH 17.
33. POSITION FLAPS LEVER TO 0 DEGREEB. FLAPS WILL MOVE UNTIL FLAPS UNBALANCED LIGHT COMES ON. MEASURE AND RECORD LEFT FLAP ANGLE.
34. SET RIGHT-HAND SWITCH TO ON POSITION.
35. POSITION FLAPS LEVER TO 12 DEGREES. ACTIVATE UNBALANCED TEST SWITCH. FLAPS UNBALANCED LIGHT WILL GO OFF AND FLAPS WILL GO TO 12 DEGREES.
36. REPEAT STEPS 13 THROUGH 17, 33 AND 34.
37. ACTIVATE UNBALANCED TEST SWITCH. FLAPS UNBALANCED LIGHT WILL GO OFF AND FLAP WILL GO TO 0 DEGREES.
38. REPEAT ALL PRECEEDING STEPS BY REPLACING WITH RIGHT-HAND SWITCHES IN THE TEST BOX. RESISTANCE MEASUREMENTS FROM POINTS RA AND RE SHOULD BE USED INSTEAD OF RB AND RC.
39. IF ANY UNBALANCED ANGLE IS BEYOND THE PERMITTED RANGE OF 6.5 DEGREES TO 10 DEGREES, IT IS NECESSARY TO READJUST POTENTIOMETER PER STEP 9. NEW POTENTIOMETER SETTING IS DETERMINED BY ADJUSTMENTS WHICH CAUSE UNBALANCED FLAP ANGLE TO STAY WITHIN LIMITS.
40. REPEAT AT LEAST TWO FLAP ANGLE CHECKS FOR AN EXTERNAL SUPPLY OF 19 V DC.
41. ENGAGE FLAP POSITION INDICATOR CIRCUIT BREAKER.
42. POSITION FLAP TO 0 DEGREES.
43. TO ADJUST TRANSMITTER OF FLAP POSITION INDICATOR, LOOSEN LOCKSCREW (FIGURE 3 RIGHT-HAND NO.3). ROTATE SHAFT UNTIL READING OF 0 DEGREES. RETIGHTEN LOCKSCREW.
44. DISCONNECT PLUG P85, ON PILOT INSTRUMENT PANEL, FROM ANGLE-OF-ATTACK INDICATOR.
45. CONNECT SPARE FLAP INDICATOR, USING ADAPTER, TO PLUG P85.
46. ENGAGE ANGLE-OF-ATTACK INDICATOR CIRCUIT BREAKER.
47. TO ADJUST ANGLE-OF-ATTACK TRANSMITTER, LOOSEN LOCKSCREW (FIGURE 3 LEFT-HAND NO.3). ROTATE SHAFT UNTIL FLAP POSITION INDICATOR READING IS 0 DEGREES. TIGHTEN LOCKSCREW.
48. DISCONNECT SPARE INDICATOR FROM PLUG P85. RECONNECT ANGLE-OF-ATTACK INDICATOR.
49. REMOVE TEST EQUIPMENT AND RESTORE SYSTEM TO NORMAL CONDITION.
50. RECORD ADJUSTMENT/TEST COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

B ADJUSTMENT/TEST (AIRCRAFT 187 THROUGH 282 EXCEPT 239 - WITHOUT TEST BOX)

1. PREPARE AIRCRAFT AS FOLLOWS:
   A. CLEAR AREA AROUND FLAPS.
   B. CONNECT EXTERNAL ELECTRICAL POWER SOURCE TO AIRCRAFT.
   C. EXTEND SPEED BRAKES AND RELEASE HYDRAULIC PRESSURE IN MAIN HYDRAULIC SYSTEM. TO PREVENT SPEED BRAKES RETRACTION WHILE WORKING IN AREA, SUPPORT SPEED BRAKES.
   D. REMOVE FRONT PANEL FROM MAIN BAGGAGE COMPARTMENT.
2. POSITION FLAPS TO 20 DEGREES. VERIFY PROPER FLAPS ANGLE.
3. REMOVE BOTH GEARBOX COVERS.
4. DISCONNECT PLUG P212, BELOW RIGHT COMPARATOR GEARBOX. CONNECT OHMMETER TO PINS C AND A TO READ RESISTANCE.
5. TO ADJUST RESISTANCE WITHIN LIMITS (250 + OR -3 OHMS), LOOSEN LOCKSCREW (FIGURE 3, RIGHT-HAND NO.2). ROTATE POTENTIOMETER SHAFT UNTIL CORRECT READING IS OBTAINED. TIGHTEN LOCKSCREW.
6. RECONNECT PLUG P212.
7. DISCONNECT PLUG P200, ON FLAP CONTACTOR BOX IN FRONT OF MAIN BAGGAGE COMPARTMENT.
8. CONNECT JUMPER ACROSS PINS A AND B. CONNECT OHMMETER ACROSS PINS C AND E TO READ RESISTANCE OF BOTH POTENTIOMETERS.

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9. TO ADJUST RESISTANCE WITHIN LIMITS, 497 + OR -3 OHMS, LOOSEN LOCKSCREW (FIGURE 3, LEFT-HAND NO.2). ROTATE POTENTIOMETER SHAFT UNTIL CORRECT READING IS OBTAINED. TIGHTEN LOCKSCREW.
10. RECONNECT PLUG P200.
11. POSITION FLAPS TO 0 DEGREES. VERIFY PROPER FLAP ANGLE.
12. DISCONNECT RIGHT WING DRIVE SHAFT AT FLAP DRIVE MOTOR, IN FRONT OF MAIN BAGGAGE COMPARTMENT.
13. POSITION FLAPS LEVER TO 12 DEGREES.
14. WHEN FLAPS UNBALANCED LIGHT COMES ON, MEASURE AND RECORD ON FIGURE 4 UNBALANCED FLAP ANGLE AND RESISTANCE, STEPS 7, 8 AND 10.
15. INSERT CIRCUIT, FIGURE 2 BETWEEN PLUG P214 AND J214.
16. POSITION FLAPS LEVER TO 0 DEGREES.
17. DISCONNECT PLUG P239, ON COMPARATOR GEARBOX.
18. ACTIVATE AND RELEASE UNBALANCED TEST SWITCH. FLAPS UNBALANCED LIGHT GOES OFF.
19. ENGAGE PUSH BUTTON SWITCH OF FIGURE 2 UNTIL LEFT FLAP RETURNS TO 0 DEGREES POSITION.
20. MEASURE AND RECORD ON FIGURE 4 BALANCED FLAP ANGLE AND RESISTANCE, STEPS 7, 8 AND 10.
21. RECONNECT RIGHT WING DRIVE SHAFT AND PLUG P239. REMOVE CIRCUIT INBERTED IN FIGURE 2, STEP 15 BETWEEN PLUG P214 AND J214.
22. POSITION FLAPS LEVER TO 12 DEGREES. MEASURE AND RECORD ON FIGURE 4 BALANCED FLAP ANGLE AND RESISTANCE, STEPS 7, 8 AND 10.
23. DISCONNECT RIGHT WING DRIVE SHAFT AT FLAP DRIVE MOTOR.
24. POSITION FLAPS LEVER TO 40 DEGREES.
25. WHEN FLAPS UNBALANCED LIGHT COMES ON, MEASURE AND RECORD ON FIGURE 4 UNBALANCED FLAP ANGLE AND RESISTANCE, STEPS 7, 8 AND 10.
26. POSITION FLAPS LEVER TO 0 DEGREES.
27. DISCONNECT PLUG P239.
28. ACTIVATE UNBALANCED TEST SWITCH. FLAPS UNBALANCED LIGHT GOES OFF AND FLAP WILL MOVE TO 0 DEGREES.
29. POSITION FLAPS LEVER TO 12 DEGREES. VERIFY MEASUREMENTS WITH THOSE OF STEP 22.
30. DE-ACTIVATE UNBALANCED TEST SWITCH.
31. RECONNECT RIGHT WING DRIVE SHAFT, AND PLUG P239.
32. REPORT STEPS 22 THROUGH 31 FOR FLAP ANGLE OF 20 DEGREES INSTEAD OF 12 DEGREES. MEASUREMENTS TAKEN ARE TO BE RECORDED IN FIGURE 4, READING 3.
33. POSITION FLAPS LEVER TO 40 DEGREES. MEASURE AND RECORD ON FIGURE 4 BALANCE FLAP ANGLE AND RESISTANCE, STEP 7, 8 AND 10.
34. DISCONNECT RIGHT WING DRIVE SHAFT AT FLAP DRIVE MOTOR.
35. POSITION FLAPS LEVER TO 0 DEGREES.
36. WHEN FLAPS UNBALANCED LIGHT COMES ON, MEASURE AND RECORD ON FIGURE 4 UNBALANCED FLAP ANGLE AND RESISTANCE, STEPS 7, 8 AND 10.
37. POSITION FLAPS LEVER TO 40 DEGREES.
38. DISCONNECT PLUG P239.
39. ACTIVATE AND RELEASE UNBALANCED TEST SWITCH. FLAPS UNBALANCED LIGHT GOES OFF. FLAP RETURNS TO 40 DEGREES.
40. RECONNECT RIGHT WING DRIVE SHAFT, AND PLUG P239.
41. REPEAT STEPS 33 THROUGH 40 FOR FLAP ANGLE OF 20 DEGREES INSTEAD OF 40 DEGREES. MEASUREMENTS TAKEN ARE TO BE RECORDED IN FIGURE 4, READING 5.
42. POSITION FLAP LEVER TO 40 DEGREES. FLAPS WILL MOVE TO 40 DEGREES.
43. REPEAT STEPS 33 THROUGH 40 FOR FLAP ANGLE OF 12 DEGREES INSTEAD OF 40 DEGREES. MEASUREMENTS TAKEN ARE TO BE RECORDED IN FIGURE 4, READING 6.
44. IF ANY UNBALANCED ANGLE, FIGURE 4 COLUMN IV, IS BEYOND THE PERMITTED RANGE OF 6.5 TO 10 DEGREES, IT IS NECESSARY TO READJUST POTENTIOMETER PER STEPS 7 THROUGH 10. NEW POTENTIOMETER SETTINGS ARE DETERMINED BY ADJUSTMENTS WHICH CAUSE UNBALANCED FLAP ANGLES TO STAY WITHIN LIMITS.
45. REPEAT AT LEAST TWO FLAP ANGLE CHECKS FOR AN EXTERNAL SUPPLY OF 19 V DC.
46. ENGAGE FLAP POSITION INDICATOR CIRCUIT BREAKER.
47. POSITION FLAPS TO 0 DEGREES.
48. TO ADJUST TRANSMITTER OF FLAP POSITION INDICATOR, LOOSEN LOCKSCREW (FIGURE 3, RIGHT-HAND NO.3). ROTATE SHAFT UNTIL READING OF 0 DEGREES. RETIGHTEN LOCKSCREW.
49. DISCONNECT PLUG P85, ON PILOT INSTRUMENT PANEL, FROM ANGLE-OF-ATTACK INDICATOR.
50. CONNECT SPARE FLAP INDICATOR, USING ADAPTER, TO PLUG P85.

<< CONTINUED >>

51. ENGAGE ANGLE-OF-ATTACK INDICATOR CIRCUIT BREAKER.
52. TO ADJUST ANGLE-OF-ATTACK TRANSMITTER, LOOSEN LOCKSCREW (FIGURE 3 LEFT-HAND NO.3). ROTATE SHAFT UNTIL FLAP POSITION INDICATOR READING IS 0 DEGREES. TIGHTEN LOCKSCREW.
53. DISCONNECT SPARE INDICATOR FROM PLUG P85. RECONNECT ANGLE-OF-ATTACK INDICATOR.
54. REMOVE TEST EQUIPMENT AND RESTORE SYSTEM TO NORMAL CONDITION.
55. RECORD ADJUSTMENT/TEST COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

C ADJUSTMENT/TEST (AIRCRAFT 239, 283 AND SUBSEQUENT - WITHOUT TEST BOX)

1. PREPARE AIRCRAFT AS FOLLOWS:
   A. CLEAR AREA AROUND FLAPS.
   B. CONNECT EXTERNAL ELECTRICAL POWER SOURCE TO AIRCRAFT.
   C. EXTEND SPEED BRAKES AND RELEASE HYDRAULIC PRESSURE IN MAIN HYDRAULIC SYSTEM. TO PREVENT SPEED BRAKES RETRACTION WHILE WORKING IN AREA, SUPPORT SPEED BRAKES.
   D. REMOVE FRONT PANEL FROM MAIN BAGGAGE COMPARTMENT.
2. POSITION FLAPS TO 0 DEGREES. VERIFY PROPER FLAP ANGLE, AND RECORD IN FIGURE 4.
3. DISCONNECT PLUG P211 AND CONNECT OHMMETER TO PINS C AND A.
4. LOOSEN LEFT ROD ADJUSTMENT NUTS OF THE LINEAR POTENTIOMETER AND ADJUST UNTIL OHMMETER READS 30 OHMS. TIGHTEN ADJUSTMENT ROD NUT.
5. RECONNECT PLUG P211.
6. ADJUST RIGHT LINEAR POTENTIOMETER ROD SO THAT POSITION INDICATOR READS 0 DEGREES. TIGHTEN ADJUSTMENT ROD NUTS
7. DISCONNECT PLUG P239 ON FLAP ASYMMETRY DEVICE AND CONNECT DIGITAL OHMMETER ACROSS PINS M AND E.
8. ADJUST TRIM POTENTIOMETER R2 OF FLAP CONTACTOR BOX UNTIL OHMMETER READS 504 OHMS, RECORD IN FIGURE 4.
9. RECONNECT PLUG P239.
10. DISCONNECT RIGHT WING DRIVE SHAFT AT FLAPS DRIVE MOTOR IN FRONT OF MAIN BAGGAGE COMPARTMENT.
11. PLACE FLAP LEVER TO 12 DEGREES.
12. WHEN FLAPS UNBALANCED LIGHT COMES ON, MEASURE LEFT FLAP ANGLE, RECORD ON FIGURE 4.
13. DISCONNECT PLUG P239 ON FLAP ASYMMETRY DEVICE AND READ RESISTANCE OF OHMMETER ACROSS PINS M AND E.
14. RECORD READING ON FIGURE 4 AND RECONNECT PLUG.
15. INSERT CIRCUIT OF FIGURE 2 BETWEEN P214 AND J214.
16. PLACE FLAP LEVER TO 0 DEGREES.
17. DISCONNECT PLUG P239.
18. SET COMPARATOR TEST SWITCH TO TEST AND RELEASE.
19. PRESS PUSH BUTTON OF FIGURE 2 UNTIL LEFT FLAP RETURNS TO 0 DEGREES.
20. VERIFY THAT BOTH FLAPS ARE AT 0 DEGREES.
21. RECONNECT PLUG P239 AND RIGHT WING DRIVE SHAFT AT THE FLAPS DRIVE MOTOR.
22. POSITION FLAP LEVER TO 12 DEGREES, MEASURE AND RECORD FLAPS ANGLE ON FIGURE 4.
23. DISCONNECT PLUG P239 ON FLAP ASYMMETRY DEVICE AND READ RESISTANCE OF OHMMETER ACROSS PINS M AND E.
24. RECORD READING ON FIGURE 4 AND RECONNECT PLUG.
25. DISCONNECT THE RIGHT WING DRIVE SHAFT AT THE FLAPS DRIVE MOTOR.
26. PLACE FLAP LEVER TO 40 DEGREES.
27. WHEN FLAPS UNBALANCED LIGHT COMES ON, MEASURE AND RECORD LEFT FLAPS ANGLE.
28. DISCONNECT PLUG P239 ON FLAP ASYMMETRY DEVICE AND READ RESISTANCE OF OHMMETER ACROSS PINS M AND E.
29. RECORD READING ON FIGURE 4 AND RECONNECT PLUG.
30. RETURN FLAP LEVER TO 0 DEGREES.
31. DISCONNECT PLUG P239.
32. ACTIVATE AND RELEASE UNBALANCE TEST SWITCH; LEFT FLAP SHOULD MOVE TO 0 DEGREES.
33. PLACE FLAP LEVER TO 12 DEGREES; LEFT FLAP SHOULD MOVE TO 12 DEGREES.
34. RECONNECT RIGHT WING DRIVE SHAFT AND PLUG P239.
35. PLACE FLAP LEVER TO 0 DEGREES.
36. VERIFY THAT BOTH FLAPS ARE AT 0 DEGREES.
37. REPEAT STEPS 22 THROUGH 36 USING 20 DEGREES INSTEAD OF 12 DEGREES.
38. POSITION FLAPS TO 40 DEGREES. MEASURE AND RECORD FLAP ANGLE.
39. DISCONNECT PLUG P239 ON FLAP ASYMMETRY DEVICE AND READ RESISTANCE OF OHMMETER ACROSS PINS M AND E.
40. RECORD READING ON FIGURE 4 AND RECONNECT PLUG.
41. DISCONNECT THE RIGHT WING DRIVE SHAFT AT THE FLAP DRIVE MOTOR.
42. SET FLAP LEVER TO 0 DEGREES.

<< CONTINUED >>

43. WHEN FLAPS UNBALANCED LIGHT COMES ON, MEASURE AND RECORD LEFT FLAP ANGLE.
44. DISCONNECT PLUG P239 ON FLAP ASYMMETRY DEVICE AND READ RESISTANCE OF OHMMETER ACROSS PINS M AND E.
45. RECORD READING ON FIGURE 4 AND RECONNECT PLUG.
46. SET FLAP LEVER TO 40 DEGREES.
47. DISCONNECT PLUG P239.
48. ACTIVATE AND RELEASE UNBALANCE TEST SWITCH; LEFT FLAP SHOULD MOVE TO 40 DEGREES.
49. RECONNECT THE RIGHT WING DRIVE SHAFT, AND PLUG P239.
50. POSITION FLAP TO 0 DEGREES. VERIFY PROPER FLAP ANGLE.
51. POSITION FLAPS TO 40 DEGREES.
52. REPEAT STEPS 41 THROUGH 49 FOR 12 DEGREES AND 20 DEGREES FLAP ANGLES INSTEAD OF 40 DEGREES FLAP ANGLES.
53. IF ONE OF THE UNBALANCE ANGLES FROM FIGURE 4 IS BEYOND THE PERMITTED RANGE OF 4 DEGREES TO 7 DEGREES, IT IS NECESSARY TO ADJUST THE TRIMPOT POTENTIOMETER R2.
54. TO DECREASE THE UNBALANCE ANGLES A, B AND C, SET R2 TO A VALUE SMALLER THAN 504 OHMS. TO DECREASE THE UNBALANCE ANGLES D, E AND F, SET R2 TO A VALUE GREATER THAN 504 OHMS.
55. REPEAT STEPS 2 THROUGH 53 TO DETERMINE THAT NO UNBALANCE ANGLE WITH NEWLY ADJUSTED TRIMPOT EXCEED THE PERMITTED RANGE OF 4 DEGREES TO 7 DEGREES.
56. DISCONNECT CIRCUIT OF FIGURE 2 (AIRCRAFT 187-306) OR FIGURE 5 (AIRCRAFT 307 AND SUBSEQUENT) AND RECONNECT PLUG P200 AND J200 OR P211 AND J211 AND P212 AND J212 RESPECTIVELY.
57. REMOVE TEST EQUIPMENT AND RESTORE SYSTEM TO NORMAL CONDITION.
58. RECORD ADJUSTMENT/TEST COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

D ADJUSTMENT/TEST (AIRCRAFT 239, 283 AND SUBSEQUENT - WITH TEST BOX)

1. PREPARE AIRCRAFT AS FOLLOWS:
   A. CLEAR AREA AROUND FLAPS.
   B. CONNECT EXTERNAL ELECTRICAL POWER SOURCE TO AIRCRAFT.
   C. EXTEND SPEED BRAKES AND RELEASE HYDRAULIC PRESSURE IN MAIN HYDRAULIC SYSTEM. TO PREVENT SPEED BRAKES RETRACTION WHILE WORKING IN AREA, SUPPORT SPEED BRAKES.
   D. REMOVE FRONT PANEL FROM MAIN BAGGAGE COMPARTMENT.
2. SET FLAPS TO 0 DEGREES. VERIFY PROPER FLAP ANGLE AND RECORD.
3. INSERT TEST BOX CIRCUIT OF FIGURE 1 BETWEEN P200 AND J200.
4. SET LEFT-HAND AND RIGHT-HAND SWITCHES OF TEST BOX TO ON.
5. CYCLE FLAPS TO 12 DEGREES AND BACK TO 0 DEGREES. VERIFY PROPER FLAP ANGLE.
6. SET RIGHT-HAND TEST BOX SWITCH TO OFF.
7. CONNECT OHMMETER BETWEEN TEST BOX POINTS RB AND RC; MEASURE RESISTANCE.
8. SET RIGHT-HAND TEST BOX SWITCH TO ON.
9. CONNECT OHMMETER BETWEEN TEST BOX POINTS R1 AND R2 AND ROTATE POTENTIOMETER UNTIL OHMMETER READS THE SAME RESISTANCE AS MEASURED IN STEP 7.
10. SET RIGHT-HAND TEST BOX SWITCH TO OFF.
11. SET FLAPS LEVER TO 12 DEGREES.
12. WHEN FLAPS UNBALANCED LIGHT COMES ON AND FLAPS STOP MOVING, MEASURE LEFT FLAP ANGLE. THE DIFFERENCE BETWEEN THIS ANGLE AND THE ANGLE MEASURED IN STEP 2 IS THE UNBALANCE ANGLE.
13. SET RIGHT-HAND TEST BOX SWITCH TO ON.
14. ACTIVATE AND RELEASE UNBALANCE TEST SWITCH. THE FLAPS WILL MOVE TO 12 DEGREES AND FLAPS UNBALANCED LIGHT WILL GO OUT.
15. MEASURE THE LEFT FLAP ANGLE.
16. REPEAT STEPS 6 THROUGH 10.
17. SET FLAPS LEVER TO 40 DEGREES.
18. WHEN FLAPS UNBALANCED LIGHT COMES ON AND FLAP STOPS MOVING, MEASURE LEFT FLAP ANGLE. CALCULATE UNBALANCE ANGLE.
19. SET RIGHT-HAND TEST BOX SWITCH TO ON.
20. SET FLAPS LEVER TO 20 DEGREES.
21. ACTUATE UNBALANCE TEST SWITCH, THE FLAPS UNBALANCED LIGHT GOES OFF AND FLAPS MOVE TO 20 DEGREES.
22. MEASURE LEFT FLAP ANGLE.
23. REPEAT STEPS 6 THROUGH 10, 17, 18 AND 19.
24. ACTUATE UNBALANCE TEST SWITCH, THE FLAPS UNBALANCED LIGHT GOES OFF AND FLAPS MOVE TO 40 DEGREES.
25. MEASURE LEFT FLAP ANGLE.
26. REPEAT STEPS 6 THROUGH 10.

<< CONTINUED >>

27. SET FLAP LEVER TO 20 DEGREES.
28. WHEN FLAPS UNBALANCED LIGHT COMES ON AND FLAP STOPS MOVING, MEASURE LEFT FLAP ANGLE.
29. SET RIGHT-HAND TEST BOX SWITCH TO ON.
30. ACTUATE UNBALANCE TEST SWITCH, THE FLAPS UNBALANCED LIGHT GOES OFF. OPERATE FLAP TO 20 DEGREES.
31. MEASURE LEFT FLAP ANGLE.
32. REPEAT STEPS 6 THROUGH 10.
33. SET FLAP LEVER TO 0 DEGREES.
34. WHEN FLAPS UNBALANCED LIGHT COMES ON AND FLAP STOPS MOVING, MEASURE LEFT FLAP ANGLE.
35. SET RIGHT-HAND TEST BOX SWITCH TO ON.
36. SET FLAPS LEVER TO 12 DEGREES.
37. ACTUATE UNBALANCE TEST SWITCH. THE FLAPS UNBALANCED LIGHT GOES OFF AND FLAPS MOVE TO 12 DEGREES.
38. MEASURE LEFT FLAP ANGLE.
39. REPEAT STEPS 6 THROUGH 10, 33, 34 AND 35.
40. ACTUATE UNBALANCE TEST SWITCH; THE FLAPS UNBALANCED LIGHT GOES OFF AND FLAPS MOVE TO 12 DEGREES.
41. REPEAT STEPS 4 THROUGH 40 INTERCHANGING RIGHT OR LEFT SWITCHES ON TEST BOX.
42. IF ONE OF THE UNBALANCE ANGLES FROM FIGURE 4 IS BEYOND THE PERMITTED RANGE OF 4 DEGREES TO 7 DEGREES, IT IS NECESSARY TO ADJUST THE TRIMPOT POTENTIOMETER R2.
43. TO DECREASE THE UNBALANCE ANGLES, A, B AND C, SET R2 TO A VALUE SMALLER THAN 504 OHMS. TO DECREASE THE UNBALANCE ANGLES, D, E AND F, SET R2 TO A VALUE GREATER THAN 504 OHMS.
44. REPEAT STEPS 2 THROUGH 41 TO DETERMINE THAT NO UNBALANCE ANGLE WITH NEWLY ADJUSTED TRIMPOT EXCEEDS THE PERMITTED RANGE OF 4 DEGREES TO 7 DEGREES.
45. DISCONNECT CIRCUIT OF FIGURE 2 (A/C 187-306) OR FIGURE 3 (A/C 307 & SUBS) AND RECONNECT PLUG P200 AND J200 OR P211 AND J211 AND P212 AND J212 RESPECTIVELY.
46. REMOVE TEST EQUIPMENT AND RESTORE SYSTEM TO NORMAL CONDITION.
47. RECORD ADJUSTMENT/TEST COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: **ED-WES, INC.** REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. **27.440**

AIRCRAFT NO.: **368** MODEL: **1124A WESTWIND** **OPER03**

AIRCRAFT REG.: **N368MD** ISSUED 07-88 REV. **050600+ 150/300/600 HR INSPECTION**

89103 27-046 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.
		4280			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

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

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

AERO AIR, INC.
2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
270340	CHECK CABLE TENSION FLIGHT/PASSENGER COMPARTMENT...MM 27-00-00.....	MC	S78	____.____
270341	CHECK CABLE TENSION AFT FUSELAGE...MM 27-00-00.....	MC	S78	____.____

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270340, 270341

CABLE TENSION CHECK (REFER TO TABLES 1 AND 2 ON CARD 27-14)

1. CHECK CABLE TENSION IN ACCORDANCE WITH TABLES 1 AND 2.
2. RECORD TENSION CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: **ED-WES, INC.** REPORT DATE **04/13/89** WORK COMPLIANCE FORM NO. **28.090B**

AIRCRAFT NO.: **368** MODEL: **1124A WESTWIND** **OPER03**

AIRCRAFT REG.: **N368MD** ISSUED **07-88** REV. **050600+** **150/300/600 HR INSPECTION**

89103	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.
28-010	DATE	HOURS	LANDINGS	CYCLES	
29 29		4280			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

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

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

2059 N.E. 25th Ave
HILLSBORO, OR. 97124

INSPECTED BY: _____ **KIND OF CERTIFICATE:** _____

****

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
281602 OPERATIONAL CHECK FUEL DUMP SYSTEM...MM 5-20-03.....	JNP	JAP	____.____

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281602

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 28.090A.

CHECK FUEL DUMP SYSTEM OPERATION

1. CHECK FUEL DUMP SYSTEM FOR OPERATION WITHOUT MEASURING TIME AND QUANTITY. REFER TO WORK COMPLIANCE FORM 28.090A.
2. RECORD OPERATION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 28.090C
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103
28-011
29 29

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
	4280		

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

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

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

2090 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
281150 CHECK OPERATION FUEL BOOST PUMPS...MM 28-00-00.....	ETR	ETR	____.____

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281150
CHECK OPERATION BOOST PUMPS

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

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 28.220A
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103	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.
28-021	DATE	HOURS	LANDINGS	CYCLES	
29 29		4280			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

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

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

AERO AIR, INC.
2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
281601 CHECK AUXILIARY FUEL SYSTEM...MM 28-50-00.....	_____	_____	____.____

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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.

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 9 YEAR 52 AIRCRAFT HOURS: 4272.1 LANDINGS: 2800

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

AERO AIR, INC.
2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
290106 REPLACE HYDRAULIC RESERVOIR FILTER...MM 29-10-00.....	JM	STB	1.0

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290106

REPLACE HYDRAULIC RESERVOIR FILTER (REFER TO FIGURE 2 ON CARD 29-1)

EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 TO 150 INCH-POUNDS, FILTER ELEMENT P/N 3713023, GASKET (AS REQUIRED) P/N 3713045-501, GASKET (AS REQUIRED) P/N 3713045-505, O-RING P/N S0309-264, DRY AIR PRESSURE SOURCE EQUIPPED WITH A 0 TO 30 PSI GAUGE

1. RELEASE MAIN HYDRAULIC PRESSURE.
2. RELEASE HYDRAULIC RESERVOIR AIR PRESSURE.
3. REMOVE MAIN BAGGAGE COMPARTMENT REAR PANEL.
4. REMOVE AIR CONDITIONING DUCTS, ELECTRICAL WIRING, DETECTOR AND BONDINGS TO GAIN ACCESS TO HYDRAULIC POWER PANEL.
5. DISCONNECT AND CAP RESERVOIR AIR PRESSURIZATION LINE AT RESERVOIR COVER.
6. LOOSEN RESERVOIR COVER CLAMP AND REMOVE COVER.
7. REMOVE FILTER RETAINING NUT.
8. REMOVE FILTER RETAINING PLATE ASSEMBLY FROM RETAINING ROD, LIFT PLATE ASSEMBLY, FILTER ELEMENT AND UPPER AND LOWER GASKETS FROM RESERVOIR.

NOTE: PRIOR TO INSTALLING A NEW FILTER ELEMENT, REMOVE ANY FOREIGN MATERIAL FROM BOTTOM OF RESERVOIR AND REPLACE UPPER AND LOWER GASKETS IF FOUND DEFECTIVE.

9. INSTALL FILTER ELEMENT, USING TWO GASKETS BELOW AND ONE ABOVE THE FILTER. INSTALL FILTER RETAINING PLATE ASSEMBLY ON THE RETAINING ROD.
10. INSTALL FILTER RETAINING NUT. TORQUE NUT 18 TO 20 INCH-POUNDS.
11. INSTALL RESERVOIR COVER AND TORQUE CLAMP NUT 110 TO 115 INCH-POUNDS.
12. REMOVE CAPS AND CONNECT AIR PRESSURIZATION LINE TO RESERVOIR COVER.
13. REFILL RESERVOIR.
14. PERFORM PRESSURIZATION CHECK OF HYDRAULIC RESERVOIR AS FOLLOWS:
    A. DISCONNECT RESERVOIR AIR PRESSURIZING LINE BETWEEN RESERVOIR AND AIR PRESSURE REGULATOR, AT THE REGULATOR.
    B. REMOVE OVERPRESSURE RELIEF VALVE FROM RESERVOIR COVER AND INSTALL A PLUG IN VALVE PORT.
    C. CONNECT A DRY AIR PRESSURE SOURCE EQUIPPED WITH A 0 TO 30 PSI PRESSURE GAUGE TO THE DISCONNECTED LINE.
    D. ENGAGE ELECTRICAL POWER SUPPLY AND ENSURE FIRE EXT LH AND RH, HYD SHUTOFF LH AND RH CIRCUIT BREAKERS ARE ENGAGED.
    E. PUSH IN THE LH OR RH FIRE BUTTON SWITCH (RED AND GUARDED), THE BUTTON WILL STAY IN.
    F. THE HYDRAULIC SHUTOFF VALVE WILL CLOSE.
    G. DISENGAGE THE LH OR RH HYD SHUTOFF CIRCUIT BREAKER (2 AMP).
    H. RELEASE THE LH OR RH FIRE BUTTON SWITCH.
    I. DISENGAGE THE LH OR RH FIRE EXT CIRCUIT BREAKER (7-1/2 AMP).
    J. SLOWLY SUPPLY AIR PRESSURE TO RESERVOIR. INCREASE PRESSURE TO 20 PSI AND HOLD FOR 3 MINUTES. CHECK FOR LEAKS OF THE RESERVOIR.
    K. RELEASE AIR PRESSURE.
    L. REMOVE PLUG FROM RELIEF VALVE PORT AND REINSTALL OVERPRESSURE RELIEF VALVE.
    M. RAISE AIR PRESSURE AND CHECK THAT OVERPRESSURE RELIEF VALVE RELIEVES AIR PRESSURE AT 11.5 TO 15 PSI.
    N. RELEASE AIR PRESSURE AND DISCONNECT AIR PRESSURE SOURCE.
    O. RECONNECT AIR PRESSURIZATION LINE TO AIR PRESSURE REGULATOR.
    P. REMOVE PLUG ON RESERVOIR COVER. INSTALL A 0 TO 50 PSI AIR PRESSURE GAUGE IN THE PLUG PORT.
    Q. DISCONNECT AIR PRESSURE REGULATOR SUPPLY LINE UPSTREAM OF THE AIR FILTER P/N 3713077. CONNECT AN AIR PRESSURE SOURCE OF 20 TO 40 PSIG TO THE FILTER INLET.

<< CONTINUED >>

R. CHECK THAT THE AIR PRESSURE IN THE RESERVOIR IS 10 + 1 -0 PSIG.
S. DISCONNECT AIR PRESSURE SOURCE FROM THE FILTER INLET. CAP FILTER INLET. CONNECT THE EXTERNAL AIR SOURCE TO THE DOWNSTREAM SIDE OF THE CHECK VALVE.
T. PRESSURIZE THE DUCTING SYSTEM TO 30 PSIG.
U. CHECK IF THE PRESSURE CAN BE MAINTAINED FOR 3 MINUTES.
V. IF A LARGE PRESSURE DROP OCCURS, FIND THE FAULTY CHECK VALVE P/N 3713039 BY ALTERNATIVELY REPEATING STEPS P. AND Q. (WITH THE PRESSURE SOURCE CONNECTED TO EACH CHECK VALVE DOWNSTREAM PORT), AND REPLACE IT.
W. REPEAT STEP Q. IF A SMALL DROP OF PRESSURE OCCURS, CHECK EACH DUCT JOINT AND WELDING BETWEEN THE SOURCES AND THE CHECK VALVES P/N 3713039 APPLYING SOAP AND WATER SOLUTION. LEAKAGE WILL BE DETECTED BY THE FORMATION OF LARGE SOAP BUBBLES AT THE LEAKAGE LOCATION. RETORQUE THE AFFECTED JOINT TO ITS MAXIMUM VALUE (REPAIR DEFECTIVE WELD JOINT) AND PERFORM THE CHECK AGAIN.
X. DISCONNECT THE EXTERNAL AIR POWER SOURCE FROM THE FILTER INLET. RECONNECT AIR PRESSURE REGULATOR SUPPLY LINE.
Y. REMOVE AIR PRESSURE GAUGE FROM RESERVOIR COVER. INSTALL PLUG ON THE COVER.
Z. ENGAGE HYD SHUTOFF AND FIRE EXT CIRCUIT BREAKERS.
AA. HYDRAULIC SHUTOFF VALVES WILL OPEN.

15. PERFORM HYDRAULIC SHUTOFF VALVE OPERATIONAL CHECK AS FOLLOWS:
A. PRESS TO ENGAGE RIGHT-HAND FIRE (GUARDED AND RED) PUSHBUTTON. VISUALLY CHECK THAT THE REAR HYDRAULIC SHUTOFF VALVE, AT THE BOTTOM OF THE HYDRAULIC RESERVOIR, HAS CLOSED, AS INDICATED BY THE MECHANICAL INDICATOR ON THE VALVE.
B. PRESS TO RELEASE RIGHT-HAND FIRE PUSHBUTTON. VISUALLY CHECK THAT THE REAR HYDRAULIC SHUTOFF VALVE HAS RETURNED TO THE OPEN POSITION.
C. REPEAT STEPS A. AND B. FOR THE LEFT-HAND FIRE PUSHBUTTON, AND CHECK CORRESPONDING MOVEMENT OF THE FORWARD SHUTOFF VALVE.

16. PERFORM ENGINE DRIVEN PUMP OPERATIONAL CHECK AS FOLLOWS:

NOTE: 1. A HYDRAULIC PUMP OPERATION TEST SHALL BE PERFORMED UPON THE FOLLOWING CONDITIONS:
AFTER INSTALLATION OF NEW PUMP
WHENEVER THE PUMP RUNS DRY
WHENEVER METAL PARTICLES ARE FOUND IN THE HYDRAULIC SYSTEM PRESSURE FILTER.
2. IF A NEW PUMP HAS BEEN INSTALLED ON AN ENGINE, START AND OPERATE THE OPPOSITE ENGINE AT IDLE RPM FOR A SHORT PERIOD OF TIME TO PRESSURIZE THE HYDRAULIC FLUID SUPPLY TO THE NEW PUMP.
3. IF BOTH ENGINES OR BOTH HYDRAULIC PUMPS ARE BEING CHANGED, PRIME THE PUMP SUPPLY LINES BY APPLYING A MAXIMUM OF 10 PSI AIR PRESSURE THROUGH THE FITTING IN THE AFT FUSELAGE. GAIN ACCESS TO THE FITTING BY REMOVING THE AFT BAGGAGE COMPARTMENT FRONT PANEL.

A. START LEFT-HAND ENGINE. HYDRAULIC PRESSURE SHOULD BE 2000 + OR -50 PSI.
B. CHECK LEFT HYDRAULIC PUMP, AND PUMP CONNECTIONS FOR LEAKS.
C. WITH ENGINE AT IDLE POWER, PLACE LIFT DUMPER CONTROL SWITCH TO ON AND OFF FOR FIVE OPERATING CYCLES DURING 10 SECONDS. AFTER A RECOVERY PERIOD OF 10 SECONDS, CHECK THAT PUMP PRESSURE IS 1800 PSI MINIMUM. CHECK FOR LIFT DUMPER CYCLE TIME OF 2 SECONDS MAXIMUM. SHUT DOWN LEFT-HAND ENGINE.
D. REPEAT STEPS A. THROUGH C. FOR RIGHT ENGINE.
E. CHECK HIGH PRESSURE FILTERS POP-OUT BUTTONS.
F. RELEASE HYDRAULIC PRESSURE AND CHECK HYDRAULIC FLUID LEVEL IN THE RESERVOIR.

17. INSTALL AIR CONDITIONING DUCTS, ELECTRICAL WIRING DETECTORS AND BONDING.
18. INSTALL MAIN BAGGAGE COMPARTMENT REAR PANEL.
19. RECORD FILTER REPLACEMENT COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WEB, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 29.050A
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103
29-006
29 29

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
	4280		

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 6 DAY 9 YEAR 89 AIRCRAFT HOURS: 4272.1 LANDINGS: 2800

TECHNICIAN SIGNATURE: AERO AIR, INC. 2050 N.E. 25th AVE. HILLSBORO, OR. 97124 CERTIFICATE NUMBER: _____

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

****

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
290116 INSPECT/REPLACE RESERVOIR AIR VENT FILTER...MM 29-10-10.....	JM	[illegible]	3.0

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290116

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

INSPECTION/REPLACEMENT AIR VENT FILTER (REFER TO FIGURE 2 ON CARD 29-3)

1. REMOVE MAIN BAGGAGE COMPARTMENT REAR PANEL.
2. RELEASE HYDRAULIC RESERVOIR AIR PRESSURE, AND MAIN HYDRAULIC SYSTEM PRESSURE.
3. REMOVE AIR PRESSURE REGULATOR TO GAIN ACCESS TO AIR VENT FILTER. REFER TO WORK COMPLIANCE FORM 29.050.
4. DISCONNECT AND CAP AIR LINES CONNECTED TO TEE FITTINGS AT TOP OF AIR VENT FILTER.
5. DISCONNECT AND CAP DRAIN LINE AT BOTTOM OF AIR VENT FILTER.
6. REMOVE NUT, BOLT, WASHER AND CLAMP SECURING AIR VENT FILTER AND REMOVE FILTER.
7. REMOVE SAFETY WIRE AND DISASSEMBLE FILTER AS SHOWN IN FIGURE 2.
8. INSPECT FILTER AND DETERMINE CAUSE OF CONTAMINATION.
9. THOROUGHLY CLEAN AIR VENT FILTER HOUSING AND INSTALL NEW FILTER ELEMENT P/N 574069.
10. REASSEMBLE FILTER AS SHOWN IN FIGURE 2. SAFETYWIRE THE VENT FILTER.
11. INSTALL AIR VENT FILTER AND SECURE FILTER WITH CLAMP BOLT, WASHER AND NUT.
12. REMOVE CAP AND CONNECT DRAIN LINE AT BOTTOM OF FILTER.
13. REMOVE CAP AND CONNECT AIR LINES TO TEE FITTINGS AT TOP OF AIR VENT FILTER.
14. INSTALL AIR PRESSURE REGULATOR. REFER TO WORK COMPLIANCE FORM 29.050.
15. RECORD INSPECTION/REPLACEMENT COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 29.050B
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103
29-007
29 29

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
	4280		

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 6 DAY 9 YEAR 89 AIRCRAFT HOURS: 4272.1 LANDINGS: 2800

TECHNICIAN SIGNATURE: AERO AIR, INC. 2050 N.E. 25th AVE. HILLSBORO, OR. 97124 CERTIFICATE NUMBER: _____

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

****

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
290131 INSPECT/REPLACE RESERVOIR AIR PRESSURE FILTER...MM 29-10-00.....	JM	STB	3.0

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290131
INSPECT/REPLACE RESERVOIR AIR PRESSURE FILTER (REFER TO FIGURE 1 ON CARD 29-3)
EQUIPMENT/CONSUMABLES: AIR FILTER ELEMENT P/N 37820, AIR PRESSURE SOURCE (80 TO 100 PSIG)

1. REMOVE MAIN BAGGAGE COMPARTMENT REAR PANEL.
2. RELEASE HYDRAULIC RESERVOIR AIR PRESSURE AND MAIN HYDRAULIC SYSTEM PRESSURE.
3. DISCONNECT BLEED AIR LINE FROM FILTER AND CAP OPEN LINE.
4. DISCONNECT FILTER FROM AIR PRESSURE REGULATOR, CAP OPEN PORT.
5. REMOVE SAFETY WIRE AND REMOVE FILTER ELEMENT FROM FILTER AND DETERMINE CAUSE OF CONTAMINATION AND DISCARD ELEMENT.

   NOTE: COMMERCIAL TYPE CLEANING SOLVENTS ARE USED TO CLEAN THIS ELEMENT, USE OF AN ULTRASONIC CLEANER WILL ALSO IMPROVE THE CLEANING ACTION. SHOP AIR MAY BE USED TO BLOW LOOSE CONTAMINATION FROM THE ELEMENT, BLOWING FROM THE INSIDE TO THE OUTSIDE. IF OVER 50 PERCENT OF THE ELEMENT IS BLOCKED AFTER CLEANING, DISCARD AND REPLACE.

6. THOROUGHLY CLEAN FILTER AND INSTALL FILTER ELEMENT P/N 37820. SAFETYWIRE THE FILTER.
7. REMOVE CAP AND CONNECT FILTER TO AIR PRESSURE REGULATOR.
8. REMOVE CAP AND CONNECT BLEED AIR LINE TO FILTER.
9. PERFORM OPERATIONAL CHECK OF HYDRAULIC RESERVOIR PRESSURIZATION SYSTEM AS FOLLOWS:
   A. REMOVE PLUG ON RESERVOIR COVER. INSTALL A 0 TO 50 PSI AIR PRESSURE GAUGE IN THE PLUG PORT.
   B. DISCONNECT AIR PRESSURE REGULATOR SUPPLY LINE UPSTREAM OF THE AIR FILTER P/N 3713077. CONNECT AN AIR PRESSURE SOURCE OF 20 TO 40 PSIG TO THE FILTER INLET.
   C. CHECK THAT THE AIR PRESSURE IN THE RESERVOIR IS 10 + 1 -0 PSIG.
   D. DISCONNECT AIR PRESSURE SOURCE FROM THE FILTER INLET. CAP FILTER INLET. CONNECT THE EXTERNAL AIR SOURCE TO THE DOWNSTREAM SIDE OF THE CHECK VALVE.
   E. PRESSURIZE THE DUCTING SYSTEM TO 30 PSIG.
   F. CHECK IF THE PRESSURE CAN BE MAINTAINED FOR 3 MINUTES.
10. INSTALL MAIN BAGGAGE COMPARTMENT REAR PANEL.
11. RECORD INSPECTION/REPLACEMENT COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 29.050C
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
29-008	DATE	HOURS	LANDINGS	CYCLES	
29 29		4280			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

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

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

AERO [illegible]
2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
290171 REPLACE LEFT HIGH PRESSURE HYDRAULIC FILTER ELEMENT...MM 29-10-10.....	[illegible]	[illegible]	1.0
290206 REPLACE RIGHT HIGH PRESSURE HYDRAULIC FILTER ELEMENT...MM 29-10-10.....	[illegible]	[illegible]	1.0

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290171, 290206
REPLACE HYDRAULIC HIGH-PRESSURE FILTER ELEMENT (REFER TO FIGURE 3 ON CARD 29-3)
CONSUMABLES: BACKUP RING P/N MS28783-1, O-RING P/N NAS1611-223, FILTER ELEMENT P/N 7509121

1. RELEASE MAIN HYDRAULIC PRESSURE.
2. REMOVE REAR BAGGAGE COMPARTMENT FRONT PANEL.
3. RELEASE HYDRAULIC RESERVOIR AIR PRESSURE.
4. PROVIDE CATCH PAN TO AVOID UNNECESSARY FLUID SPILLAGE.
5. REMOVE SAFETY WIRE AND REMOVE HOUSING CUP FROM FILTER BODY.
6. REMOVE FILTER ELEMENT FROM FILTER HOUSING CUP. DISCARD FILTER.
7. CLEAN FILTER HOUSING CUP.
8. INSTALL NEW ELEMENT P/N 7509121 USING NEW O-RING P/N NAS1611-223, BACKUP RING P/N MS28783-1 AND SAFETYWIRE.
9. REMOVE CATCH PAN.
10. PERFORM MAIN HYDRAULIC SYSTEM CHECK AS FOLLOWS:
    A. START LEFT-HAND ENGINE. HYDRAULIC PRESSURE SHOULD BE 2000 + OR -50 PSI.
    B. WITH ENGINE AT IDLE POWER, PLACE LIFT DUMPER CONTROL SWITCH TO ON AND OFF POSITIONS FOR 5 OPERATING CYCLES DURING 10 SECONDS. AFTER A RECOVERY PERIOD OF 10 SECONDS, CHECK THAT PUMP PRESSURE IS 1800 PSI MINIMUM. CHECK FOR LIFT DUMPER CYCLE TIME OF 2 SECONDS MAXIMUM. SHUT DOWN LEFT-HAND ENGINE.
    C. REPEAT STEPS A. AND B. FOR RIGHT ENGINE.
    D. CHECK HIGH PRESSURE FILTERS POP-OUT BUTTONS.
    E. RELEASE HYDRAULIC PRESSURE AND CHECK HYDRAULIC FLUID LEVEL IN THE RESERVOIR.
11. CHECK FOR HYDRAULIC LEAKS.
12. INSTALL REAR BAGGAGE COMPARTMENT FRONT PANEL.
13. RECORD FILTER REPLACEMENT COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 29.050D
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
29-009	DATE	HOURS	LANDINGS	CYCLES	
29 29		4280			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

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

TECHNICIAN SIGNATURE: [illegible] CERTIFICATE NUMBER: _____

2850 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

****

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
290118 CLEAN/CHECK HYDRAULIC RESERVOIR AIR PRESSURE CHECK VALVE...MM 5-20-00.....	[signature]	[signature]	1.8

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290118

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 29.010.

CLEAN/CHECK HYDRAULIC RESERVOIR AIR PRESSURE CHECK VALVES

1. CLEAN HYDRAULIC RESERVOIR AIR PRESSURE CHECK VALVES, CHECK HYDRAULIC RESERVOIR FOR PRESSURIZATION. REFER TO WORK COMPLIANCE FORM 29.010.
2. RECORD CLEAN/CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

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

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

ABBOTT AVIATION INC.
2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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ONLY THE FOLLOWING WORK IS DUE IN OPER03 AT THE TIME(S) NOTED ABOVE:

DUE > 950780 SL WW-2478 L HYD PUMP — see LOC 29.120A Oper 03 — SL WW-2478
DUE > 950785 SL WW-2478 R HYD PUMP — FOR COMPLIANCE — SL WW-2478

****

290141 PART NAME: LEFT HYDRAULIC PUMP TECHNICIAN: _____ INSP: _____

REASON REMOVED: (CHECK ONE)

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

PART REMOVED: PART NUMBER_____ SERIAL NUMBER:_____

PART INSTALLED: PART NUMBER_____ SERIAL NUMBER:_____

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
290143 INSPECTION/LUBRICATION LEFT HYDRAULIC PUMP SPLINES...SM 72-00-00.....	_____	_____	_____._____
950780 SLWW-2478			

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290176 PART NAME: RIGHT HYDRAULIC PUMP TECHNICIAN: _____ INSP: _____

REASON REMOVED: (CHECK ONE)

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

PART REMOVED: PART NUMBER_____ SERIAL NUMBER:_____

PART INSTALLED: PART NUMBER_____ SERIAL NUMBER:_____

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
290178 INSPECTION/LUBRICATION RIGHT HYDRAULIC PUMP SPLINES...SM 72-00-00.....	_____	_____	_____._____
950785 SLWW-2478			

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290141, 290176

ENGINE HYDRAULIC PUMP - REMOVAL AND INSTALLATION, INSPECT/LUBRICATE SPLINES (REFER TO FIGURES 1, 2 AND 3 ON CARD 29-5)

EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 TO 100 INCH-POUNDS, SKYDROL 500B OR EQUIVALENT, GREASE AEROSHELL 17 (MIL-G-21164), GREASE AEROSHELL 22 (MIL-G-81322), MOBIL GREASE NO.28 (MIL-G-81322), MOBIL GREASE NO.29 MOLYBDENUM-DISULPHIDE (MIL-G-81827), GREASE MIL-G-21164 SOLVENT (FEDERAL SPECIFICATION PD-680 TYPE I), O-RING P/N 6270-012

A REMOVAL

1. ENGAGE ELECTRICAL POWER SUPPLY AND ENUSRE FIRE EXT LH AND RH AND HYD SHUTOFF LH AND RH CIRCUIT BREAKERS ARE ENGAGED.
2. PUSH THE LEFT-HAND OR RIGHT-HAND FIRE BUTTON SWITCH (RED AND GUARDED). THE BUTTON WILL STAY IN.
3. THE HYDRAULIC SHUTOFF VALVE WILL CLOSE.
4. DISENGAGE THE LH OR RH HYD SHUTOFF CIRCUIT BREAKER (2 AMP).

<< CONTINUED >>

5. RELEASE THE LEFT-HAND OR RIGHT-HAND FIRE BUTTON SWITCH.
6. DISENGAGE THE LR OR RH FIRE EXT CIRCUIT BREAKER (7-1/2 AMP).
7. RELEASE MAIN AND EMERGENCY HYDRAULIC PRESSURE.
8. RELEASE HYDRAULIC RESERVOIR AIR PRESSURE.
9. OPEN ENGINE SIDE COWL.

WARNING: DO NOT INHALE SKYDROL VAPORS OR ALLOW VAPOR TO CONTACT THE EYES.

CAUTION: USE CARE WHEN DISCONNECTING HYDRAULIC LINES TO PREVENT SPILLING SKYDROL FLUID ON PAINTED SURFACE OF AIRCRAFT. CLEAN SPILLED FLUID FROM PAINTED SURFACES IMMEDIATELY.

10. DISCONNECT AND CAP HYDRAULIC FLUID SUPPLY AND HYDRAULIC PRESSURE LINES AT PUMP ELBOW FITTINGS.
11. REMOVE PUMP RETAINING NUTS, WASHERS, BONDING STRIP AND PRESSURE FUEL SWITCH MOUNTING BRACKET.
12. REMOVE PUMP AND PUMP GASKET FROM MOUNTING PAD.
13. REMOVE ELBOW FITTINGS AND NOTE FITTINGS POSITION.

NOTE: IF A REPLACEMENT PUMP IS NOT BEING INSTALLED IMMEDIATELY, A TEMPORARY COVER SHOULD BE SECURED OVER THE PUMP MOUNTING PAD.

14. 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 ELBOW FITTINGS ON NEW PUMP.
3. LUBRICATE PUMP DRIVE SPLINE SHAFT WITH MOBIL GREASE 28.
4. REMOVE TEMPORARY COVER FROM PUMP MOUNTING PAD.
5. POSITION A NEW PUMP GASKET AND PUMP OVER PUMP MOUNTING STUDS AND ALIGN PUMP DRIVE SPLINE SHAFT WITH ENGINE ACCESSORY DRIVE SPLINE.
6. SECURE PUMP TO MOUNTING PAD WITH WASHERS, BONDING STRIP AND NUTS. INSTALL FUEL PRESSURE SWITCH MOUNTING BRACKET. TORQUE NUTS TO 100 INCH-POUNDS.
7. FILL PUMP HOUSING THROUGH CASE DRAIN PLUG, AND TUBES WITH HYDRAULIC FLUID SKYDROL 500B OR EQUIVALENT HYDRAULIC FLUID (REFER TO 12-10-20). TIGHTEN PLUG 40 TO 65 INCH-POUNDS TORQUE AND LOCKWIRE.
8. REMOVE CAPS, CONNECT AND TIGHTEN HYDRAULIC FLUID SUPPLY AND HYDRAULIC PRESSURE LINE TO PUMP.
9. ENGAGE HYD SHUTOFF AND FIRE EXT CIRCUIT BREAKER.
10. HYDRAULIC SHUTOFF VALVE WILL OPEN.
11. CHECK FLUID LEVEL IN HYDRAULIC RESERVOIR AND FILL RESERVOIR IF NECESSARY.
12. START ENGINE AND PERFORM HYDRAULIC PUMP OPERATIONAL CHECK AND MAIN HYDRAULIC POWER SYSTEM CHECK AS FOLLOWS:

NOTE: 1. A HYDRAULIC PUMP OPERATIONAL TEST SHALL BE PERFORMED UPON THE FOLLOWING CONDITIONS:
AFTER INSTALLATION OF NEW PUMP.
WHENEVER THE PUMP RUNS DRY.
WHENEVER METAL PARTICLES ARE FOUND IN THE HYDRAULIC SYSTEM PRESSURE FILTER.
2. IF A NEW PUMP HAS BEEN INSTALLED ON AN ENGINE, START AND OPERATE THE OPPOSITE ENGINE AT IDLE RPM FOR A SHORT PERIOD OF TIME TO PRESSURIZE THE HYDRAULIC FLUID SUPPLY TO THE NEW PUMP.
3. IF BOTH ENGINES, OR BOTH HYDRAULIC PUMPS ARE BEING CHANGED, PRIME THE PUMP SUPPLY LINES BY APPLYING A MAXIMUM OF 10 PSI AIR PRESSURE THROUGH THE FITTING IN THE AFT FUSELAGE. GAIN ACCESS TO THE FITTING BY REMOVING THE AFT BAGGAGE COMPARTMENT FRONT PANEL.

A. START LEFT-HAND ENGINE. HYDRAULIC PRESSURE SHOULD BE 2000 + OR -50 PSI.
B. CHECK LEFT HYDRAULIC PUMP, AND PUMP CONNECTIONS FOR LEAKS.
C. WITH ENGINE AT IDLE POWER, PLACE LIFT DUMPER CONTROL SWITCH TO ON AND OFF FOR FIVE OPERATING CYCLES DURING 10 SECONDS. AFTER A RECOVERY PERIOD OF 10 SECONDS, CHECK THAT PUMP PRESSURE IS 1800 PSI MINIMUM. CHECK FOR LIFT DUMPER CYCLE TIME OF 2 SECONDS MAXIMUM. SHUT DOWN LEFT-HAND ENGINE.
D. REPEAT STEPS 1 THROUGH 3 FOR RIGHT ENGINE.
E. CHECK HIGH-PRESSURE FILTERS POP-OUT BUTTONS.
F. RELEASE HYDRAULIC PRESSURE AND CHECK HYDRAULIC FLUID LEVEL IN THE RESERVOIR.

<< CONTINUED >>

13. CHECK FOR EXTERNAL LEAKS.
14. CLOSE ENGINE SIDE COWL.

290143, 290178

C SPLINE INSPECTION/LUBRICATION

1. REMOVE HYDRAULIC PUMP. REFER TO STEP A.
2. CLEAN DRIVE SPLINES ON HYDRAULIC PUMP AND MATING SPLINES ON ACCESSORY DRIVE GEARBOX WITH SOLVENT (FEDERAL SPECIFICATION PD-680, TYPE I).
3. DRY CLEAN DRIVE SPLINES USING A DIRECTED AIR BLAST OF CLEAN COMPRESSED AIR.
4. INSPECT HYDRAULIC PUMP DRIVE SPLINES ON ACCESSORY DRIVE GEARBOX FOR WEAR. MAXIMUM ALLOWABLE DEPTH OF INTERNAL SPLINE WEAR, MEASURED AT PITCH LINE OF TOOTH, IS 0.010 INCH. DETERMINE WEAR DEPTH BY COMPARING MAXIMUM WEAR AREA ON SPLINE WITH END AREA WHERE THERE IS NO WEAR. THIS "NO WEAR" AREA IS NORMALLY AT EXTREME AFT END OF SPLINE WHERE THERE IS NO ENGAGEMENT WITH MATING SPLINE OF ACCESSORY. IF ALLOWABLE WEAR LIMIT IS EXCEEDED, REMOVE AND REPLACE GEARSHAFT IN ACCORDANCE WITH 72-60-02, MAINTENANCE PRACTICES.
5. PACK CAVITY OF HYDRAULIC PUMP DRIVE SPLINE OF FORWARD FACE OF ACCESSORY DRIVE GEARBOX WITH ONE OF THE FOLLOWING LUBRICANTS.
   A. GREASE (AEROSHELL 17 (MIL-G-21164))
   B. GREASE (AEROSHELL 22 (MIL-G-81322))
   C. GREASE (MIL-G-21164))
   D. GREASE (MOBIL GREASE NO.28 (MIL-G-81322))
   E. GREASE (MOBIL GREASE NO.29 (MOLYBDENUM-DISULPHIDE)) (MIL-G-81827)
6. ON AIRCRAFT WITH HYDRAULIC PUMP P/N 713524 PERFORM THE FOLLOWING:
   A. REMOVE DRIVE COUPLING P/N 7102-7 FROM BOTH PUMPS BY REMOVING SNAPRING. REFER TO FIGURE 2.
   B. CLEAN ALL GREASE FROM DRIVE COUPLING, PUMP AND ENGINE FEMALE SPLINES.
   C. INSPECT DRIVE COUPLING SPLINES FOR EXCESSIVE WEAR. REFER TO FIGURE 3 FOR WEAR LIMIT AND CHECK PROCEDURE.

      NOTE: IF SPLINES ARE WORN BEYOND LIMITS ON PUMP END, BOTH COUPLING AND CAM IN PUMP WILL REQUIRE REPLACEMENT. PUMP SHOULD BE RETURNED TO ATLANTIC AVIATION FOR AN EXCHANGE UNIT.

   D. REMOVE O-RING SEAL FROM COUPLING AND INSTALL NEW O-RING SEAL P/N 6270-012.
   E. LUBRICATE ENGINE AND PUMP FEMALE SPLINES WITH GREASE MOBIL 28 OR EQUIVALENT.

      NOTE: EXCESSIVE APPLICATION OF GREASE MAY MAKE IT VERY DIFFICULT TO INSERT COUPLING INTO PUMP AND ENGINE.

   F. INSTALL DRIVE COUPLING IN PUMP AND RETAIN WITH SNAPRING.
7. INSTALL HYDRAULIC PUMP. REFER TO STEP B.
8. RECORD INSPECTION/LUBRICATION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

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

TECHNICIAN SIGNATURE: AERO AIR, INC. 2050 N.E. 25th AVE HILLSBORO, OR. 97124 CERTIFICATE NUMBER: _____

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
290143	INSPECTION/LUBRICATION LEFT HYDRAULIC PUMP SPLINES...SM 72-00-00.....			.-
950780	SLWW-2478			
290178	INSPECTION/LUBRICATION RIGHT HYDRAULIC PUMP SPLINES...SM 72-00-00.....			.-
950785	SLWW-2478			

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290143, 290178

INSPECT/LUBRICATE HYDRAULIC PUMP SPLINES (REFER TO FIGURES 1, 2 AND 3 ON CARD 29-5)

EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 TO 100 INCH-POUNDS, SKYDROL 500B OR EQUIVALENT, GREASE AEROSHELL 17 (MIL-G-21164), GREASE AEROSHELL 22 (MIL-G-81322), MOBIL GREASE NO.28 (MIL-G-81322), MOBIL GREASE NO.29 MOLYBDENUM-DISULPHIDE (MIL-G-81827), GREASE MIL-G-21164 SOLVENT (FEDERAL SPECIFICATION PD-680 TYPE I), O-RING P/N 6270-012

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

WARNING: DO NOT INHALE SKYDROL VAPORS OR ALLOW VAPOR TO CONTACT THE EYES.

CAUTION: USE CARE WHEN DISCONNECTING HYDRAULIC LINES TO PREVENT SPILLING SKYDROL FLUID ON PAINTED SURFACE OF AIRCRAFT. CLEAN SPILLED FLUID FROM PAINTED SURFACES IMMEDIATELY.

10. DISCONNECT AND CAP HYDRAULIC FLUID BUPPLY AND HYDRAULIC PRESSURE LINES AT PUMP ELBOW FITTINGS.
11. REMOVE PUMP RETAINING NUTS, WASHERS, BONDING STRIP AND PRESSURE FUEL SWITCH MOUNTING BRACKET.
12. REMOVE PUMP AND PUMP GASKET FROM MOUNTING PAD.
13. REMOVE ELBOW FITTINGS AND NOTE FITTINGS POSITION.

NOTE: IF A REPLACEMENT PUMP IS NOT BEING INSTALLED IMMEDIATELY, A TEMPORARY COVER SHOULD BE SECURED OVER THE PUMP MOUNTING PAD.

14. CLEAN DRIVE SPLINES ON HYDRAULIC PUMP AND MATING SPLINES ON ACCESSORY DRIVE GEARBOX WITH SOLVENT (FEDERAL SPECIFICATION PD-680, TYPE I).
15. DRY CLEAN DRIVE SPLINES USING A DIRECTED AIR BLAST OF CLEAN COMPRESSED AIR.
16. INSPECT HYDRAULIC PUMP DRIVE SPLINES ON ACCESSORY DRIVE GEARBOX FOR WEAR. MAXIMUM ALLOWABLE DEPTH OF INTERNAL SPLINE WEAR, MEASURED AT PITCH LINE OF TOOTH, IS 0.010 INCH. DETERMINE WEAR DEPTH BY COMPARING MAXIMUM WEAR AREA ON SPLINE WITH END AREA WHERE THERE IS NO WEAR. THIS "NO WEAR" AREA IS NORMALLY AT EXTREME AFT END OF SPLINE WHERE THERE IS NO ENGAGEMENT WITH MATING SPLINE OF ACCESSORY. IF ALLOWABLE WEAR LIMIT IS EXCEEDED, REMOVE AND REPLACE GEARSHAFT IN ACCORDANCE WITH 72-60-02, MAINTENANCE PRACTICES.
17. PACK CAVITY OF HYDRAULIC PUMP DRIVE SPLINE OF FORWARD FACE OF ACCESSORY DRIVE GEARBOX WITH ONE OF THE FOLLOWING LUBRICANTS.
    A. GREASE (AEROSHELL 17 (MIL-G-21164))
    B. GREASE (AEROSHELL 22 (MIL-G-81322))

<< CONTINUED >>

C. GREASE (MIL-G-21164))
D. GREASE (MOBIL GREASE NO.28 (MIL-G-81322))
E. GREASE (MOBIL GREASE NO.29 (MOLYBDENUM-DISULPHIDE)) (MIL-G-81827)

18. ON AIRCRAFT WITH HYDRAULIC PUMP P/N 713524 PERFORM THE FOLLOWING:
A. REMOVE DRIVE COUPLING P/N 7102-7 FROM BOTH PUMPS BY REMOVING SNAPRING. REFER TO FIGURE 2.
B. CLEAN ALL GREASE FROM DRIVE COUPLING, PUMP AND ENGINE FEMALE SPLINES.
C. INSPECT DRIVE COUPLING SPLINES FOR EXCESSIVE WEAR. REFER TO FIGURE 3 FOR WEAR LIMIT AND CHECK PROCEDURE.

NOTE: IF SPLINES ARE WORN BEYOND LIMITS ON PUMP END, BOTH COUPLING AND CAM IN PUMP WILL REQUIRE REPLACEMENT. PUMP SHOULD BE RETURNED TO ATLANTIC AVIATION FOR AN EXCHANGE UNIT.

D. REMOVE O-RING SEAL FROM COUPLING AND INSTALL NEW O-RING SEAL P/N 6270-012.
E. LUBRICATE ENGINE AND PUMP FEMALE SPLINES WITH GREASE MOBIL 28 OR EQUIVALENT.

NOTE: EXCESSIVE APPLICATION OF GREASE MAY MAKE IT VERY DIFFICULT TO INSERT COUPLING INTO PUMP AND ENGINE.

F. INSTALL DRIVE COUPLING IN PUMP AND RETAIN WITH SNAPRING.
19. INSTALL ELBOW FITTINGS ON NEW PUMP.
20. LUBRICATE PUMP DRIVE SPLINE SHAFT WITH MOBIL GREASE 28.
21. REMOVE TEMPORARY COVER FROM PUMP MOUNTING PAD.
22. POSITION A NEW PUMP GASKET AND PUMP OVER PUMP MOUNTING STUDS AND ALIGN PUMP DRIVE SPLINE SHAFT WITH ENGINE ACCESSORY DRIVE SPLINE.
23. SECURE PUMP TO MOUNTING PAD WITH WASHERS, BONDING STRIP AND NUTS. INSTALL FUEL PRESSURE SWITCH MOUNTING BRACKET. TORQUE NUTS TO 100 INCH-POUNDS.
24. FILL PUMP HOUSING THROUGH CASE DRAIN PLUG, AND TUBES WITH HYDRAULIC FLUID SKYDROL 500B OR EQUIVALENT HYDRAULIC FLUID (REFER TO 12-10-20). TIGHTEN PLUG 40 TO 65 INCH-POUNDS TORQUE AND LOCKWIRE.
25. REMOVE CAPS, CONNECT AND TIGHTEN HYDRAULIC FLUID SUPPLY AND HYDRAULIC PRESSURE LINE TO PUMP.
26. ENGAGE HYD SHUTOFF AND FIRE EXT CIRCUIT BREAKER.
27. HYDRAULIC SHUTOFF VALVE WILL OPEN.
28. CHECK FLUID LEVEL IN HYDRAULIC RESERVOIR AND FILL RESERVOIR IF NECESSARY.
29. START ENGINE AND PERFORM HYDRAULIC PUMP OPERATIONAL CHECK AND MAIN HYDRAULIC POWER SYSTEM CHECK AS FOLLOWS:

NOTE: 1. A HYDRAULIC PUMP OPERATIONAL TEST SHALL BE PERFORMED UPON THE FOLLOWING CONDITIONS:
AFTER INSTALLATION OF NEW PUMP.
WHENEVER THE PUMP RUNS DRY.
WHENEVER METAL PARTICLES ARE FOUND IN THE HYDRAULIC SYSTEM PRESSURE FILTER.
2. IF A NEW PUMP HAS BEEN INSTALLED ON AN ENGINE, START AND OPERATE THE OPPOSITE ENGINE AT IDLE RPM FOR A SHORT PERIOD OF TIME TO PRESSURIZE THE HYDRAULIC FLUID SUPPLY TO THE NEW PUMP.
3. IF BOTH ENGINES, OR BOTH HYDRAULIC PUMPS ARE BEING CHANGED, PRIME THE PUMP SUPPLY LINES BY APPLYING A MAXIMUM OF 10 PSI AIR PRESSURE THROUGH THE FITTING IN THE AFT FUSELAGE. GAIN ACCESS TO THE FITTING BY REMOVING THE AFT BAGGAGE COMPARTMENT FRONT PANEL.

A. START LEFT-HAND ENGINE. HYDRAULIC PRESSURE SHOULD BE 2000 + OR -50 PSI.
B. CHECK LEFT HYDRAULIC PUMP, AND PUMP CONNECTIONS FOR LEAKS.
C. WITH ENGINE AT IDLE POWER, PLACE LIFT DUMPER CONTROL SWITCH TO ON AND OFF FOR FIVE OPERATING CYCLES DURING 10 SECONDS. AFTER A RECOVERY PERIOD OF 10 SECONDS, CHECK THAT PUMP PRESSURE IS 1800 PSI MINIMUM. CHECK FOR LIFT DUMPER CYCLE TIME OF 2 SECONDS MAXIMUM. SHUT DOWN LEFT-HAND ENGINE.
D. REPEAT STEPS 1 THROUGH 3 FOR RIGHT ENGINE.
E. CHECK HIGH-PRESSURE FILTERS POP-OUT BUTTONS.
F. RELEASE HYDRAULIC PRESSURE AND CHECK HYDRAULIC FLUID LEVEL IN THE RESERVOIR.
30. CHECK FOR EXTERNAL LEAKS.
31. CLOSE ENGINE SIDE COWL.
32. RECORD INSPECTION/LUBRICATION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 30.010A
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103
30-002
29 29

WORK DUE AT	* = APU HRS.		
DATE	HOURS	LANDINGS	CYCLES
	4280		

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 6 DAY 9 YEAR 89 AIRCRAFT HOURS: 4272.1 LANDINGS: 2800

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

****

		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
300102	INSPECT LEFT DE-ICER CHECK VALVE...MM 5-20-05.....	[signature]	[signature]	.5
300104	INSPECT RIGHT DE-ICER CHECK VALVE...MM 5-20-05.....	[signature]	[signature]	.5

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300102, 300104
INSPECT DE-ICER CHECK VALVE (REFER TO ILLUSTRATION ON CARD 30-1)
CONSUMABLES: O-RING P/N S-0310-916HT(2)

1. REMOVE FORWARD END OF REAR BAGGAGE COMPARTMENT ACCESS COVER TO GAIN ACCESS TO CHECK VALVE ASSEMBLY.
2. DISCONNECT TWO ENGINE AIR LINES AND PRESSURE REGULATOR LINE FROM CHECK VALVE ASSEMBLY AND REMOVE CHECK VALVE ASSEMBLY.
3. CAP ALL LINES AND DISCARD O-RINGS.
4. INSPECT DE-ICER CHECK VALVES LOCATED AT TEE, UPSTREAM OF PRESSURE REGULATOR VALVE, IN AFT FUSELAGE.
5. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 30.100
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103 30-011 29 29

WORK DUE AT	* = APU HRS.		
DATE	HOURS	LANDINGS	CYCLES
	4280		

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 6 DAY 9 YEAR 89 AIRCRAFT HOURS: 4272.1 LANDINGS: 2800

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

AERO ASH, INC.
2000 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
300133 FUNCTIONAL CHECK PNEUMATIC DE-ICER BOOTS...MM 30-10-00.....	ETS	ETR	____.____

****

300133
FUNCTIONAL CHECK PNEUMATIC DE-ICER BOOTS
EQUIPMENT: EXTERNAL AIR PRESSURE SOURCE FILTERED AND REGULATED TO 30 + -1 PSIG

1. CONNECT AN EXTERNAL AIR PRESSURE SOURCE TO THE TEST CONNECTION LOCATED ON THE ENGINE BLEED AIR CHECK VALVE IN THE AFT FUSELAGE COMPARTMENT.
2. WITH THE TEST AIR SOURCE TURNED OFF, TURN ON AIRCRAFT DC POWER. THE SURFACE DE-ICING WARNING LIGHT SHOULD ILLUMINATE.
3. TURN ON THE TEST AIR SOURCE. THE SURFACE DE-ICING LIGHT SHOULD EXTINGUISH.
4. PRESS THE NORMAL SURFACE DE-ICE CONTROL SWITCH TO CONT AND LET THE SYSTEM CYCLE FOR 1.5 MINUTES.
5. THE WING BOOTS SHOULD INFLATE AS SOON AS THE AUTOMATIC CYCLE IS STARTED AND REMAIN INFLATED FOR 6 SECONDS WITH THE INFLATION OF THE EMPENNAGE BOOTS IMMEDIATELY FOLLOWING FOR A PERIOD OF 4 SECONDS.
6. THE SYSTEM SHOULD THEN DWELL FOR 50 SECONDS AND REPEAT THE INFLATION CYCLE ONE MORE TIME.
7. PRESS THE NORMAL SURFACE DE-ICE CONTROL SWITCH TO SINGLE FOR 0.5 SECONDS. THE WING AND EMPENNAGE BOOTS SHOULD INFLATE IN THE SAME INFLATION TIME AND SEQUENCE AS DESCRIBED IN STEP 5.
8. THE SYSTEM SHOULD CYCLE ONE TIME AND NOT REPEAT.
9. WAIT 1.5 MINUTES AND THEN OPERATE THE MANUAL OVERRIDE SWITCH BY DEPRESSING FIRST THE WING SIDE OF THE SWITCH FOR APPROXIMATELY 5 SECONDS. THE WING BOOTS SHOULD INFLATE. NEXT DEPRESS THE EMPENNAGE SIDE OF THE MANUAL OVERRIDE SWITCH FOR APPROXIMATELY 5 SECONDS. THE WING BOOTS SHOULD DEFLATE AND THE EMPENNAGE BOOTS SHOULD INFLATE.
10. INFLATION OF BOOTS INDICATE THAT THE SYSTEM CHECK VALVES ARE WORKING PROPERLY. INSPECT ALL SURFACE DE-ICE BOOTS AND THE STALL STRIPS FOR SIGNS OF DETACHMENT.
11. PRESS THE MANUAL SURFACE CONTROL SWITCH TO WING AND THEN TO TAIL:
    A. THE DE-ICER BOOTS, CORRESPONDING TO THE DEPRESSED SWITCH POSITION, SHOULD INFLATE AND DEFLATE WHEN THE SWITCH IS RELEASED OR MOVED TO THE ALTERNATE OPERATING POSITION.
    B. THE CHECK IN STEP A. DETERMINES THAT THE DISTRIBUTOR VALVE IS WORKING CORRECTLY AND THAT THE OVERRIDE ELECTRICAL CIRCUIT IS SATISFACTORY.
    C. REMOVE TEST AIR SOURCE FROM TEST CONNECTION AND PLUG TEST CONNECTION.
12. RECORD FUNCTIONAL CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 30.140
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103
30-015
29 29

WORK DUE AT DATE	HOURS	* = APU HRS. LANDINGS	CYCLES
	4280		

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 6 DAY 9 YEAR 89 AIRCRAFT HOURS: 4272.1 LANDINGS: 2800

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
(300147) ( ) INSPECT PILOT WINDSHIELD CYCLING CONTACTOR...MM 30-40-00.....	SJB	SJB	____.____
910361 SB 1124-30-036 PART II			
HAS P/N 7264-4654 WCC (MFG LEACH) BEEN INSTALLED? YES____ NO____			
(300150) ( ) INSPECT COPILOT WINDSHIELD CYCLING CONTACTOR...MM 30-40-00.....	SJB	SJB	____.____
910361 SB 1124-30-036 PART II			
HAS P/N 7264-4654 WCC (MFG LEACH) BEEN INSTALLED? YES____ NO____			

****

300147, 300150

INSPECT WINDSHIELD CYCLING CONTACTOR (REFER TO ILLUSTRATION ON CARD 30-5)

EQUIPMENT: EXTERNAL POWER FOR AIRCRAFT, DIGITAL VOLTMETER WITH A 1 VOLT SCALE, LEACH P/N 7264-4654 OR CUTLER HAMMER P/N 6041H-215 OR CUTLER HAMMER P/N 6041H-243

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

CAMP SYSTEMS, Inc. — COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC. | REPORT DATE 04/13/89 | WORK COMPLIANCE FORM NO. 32.0102
AIRCRAFT NO.: 368 | MODEL: 1124A WESTWIND | OPER03
AIRCRAFT REG.: N368MD | ISSUED 07-88 REV. 12-88 | 050600+ 150/300/600 HR INSPECTION

89103	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.
32-002	DATE	HOURS	LANDINGS	CYCLES	
29 29		4280			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 9 YEAR 89 AIRCRAFT HOURS: 4272.1 LANDINGS: 2800

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

Aero Tech, Inc.
2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

****

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
320206 INSPECT NOSE GEAR (B).....	[illegible]	[illegible]	1.5
320201 INSPECT NOSE GEAR (A)			

****

320206

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 32.150.

		MECH	INSP
	INSPECT NOSE GEAR (B)		
	TEXT FROM MM 5-20-01		
	1. INSPECT STRUT FOR CONDITION, CRACKS, AND SECURITY OF ATTACHMENT.	[illegible]	[illegible]
R	2. INSPECT SCISSORS AND BUSHINGS FOR WEAR (0.003 INCH MAXIMUM CLEARANCE BETWEEN BUSHING AT KNEE JOINT).	[illegible]	____
R	3. INSPECT DRAG BRACE UPPER AND LOWER LUGS AND FITTINGS FOR CRACKS, CONDITIONS AND SECURITY.	[illegible]	____
R	4. INSPECT RETRACT CYLINDER AND ATTACH POINTS FOR SECURITY OF ATTACHMENT AND LEAKAGE.	[illegible]	____
	5. INSPECT BUNGEE CABLES FOR GENERAL CONDITION AND SECURITY.	[illegible]	____
	6. INSPECT TRUNNION FITTINGS FOR DAMAGE AND CONDITION.	[illegible]	____
	7. INSPECT ELECTRICAL BUNDLES, MICROSWITCHES, WIRING AND CONNECTIONS FOR SECURITY, GENERAL CONDITION AND CLEANLINESS.	[illegible]	____
	8. INSPECT NOSE STEERING CYLINDERS FOR CONDITION, LEAKAGE AND SECURITY OF ATTACH POINTS.	[illegible]	____
	NOTE: WITH SCISSORS CONNECTED ROTATE STRUT LEFT AND RIGHT AND OBSERVE MOVEMENT AND NOISE.		
	9. INSPECT NOSE GEAR STEERING LINKAGE AND UNIVERSAL JOINT FOR FREEDOM OF MOVEMENT AND GENERAL CONDITION.	[illegible]	____
	10. INSPECT NOSE GEAR STEERING CONTROL VALVE FOR LEAKAGE, SECURITY AND GENERAL CONDITION.	[illegible]	____
	11. CHECK NOSE STEERING CABLE AND PULLEYS FOR WEAR AND CONDITION (INSPECT CABLES CLOSELY FOR FRAYING IN AREA OF STEERING CONTROL VALVE PULLEYS).	[illegible]	____
	12. CHECK CONTROL SYSTEM CABLE TENSION. IF CABLE TENSION IS LESS THAN 19 POUNDS, REFER TO STEERING SYSTEM RIGGING, WORK COMPLIANCE FORM 32.150.	[illegible]	____
	13. INSPECT GEAR UPLOCK ASSEMBLY FOR SECURITY AND CONDITION.	[illegible]	____
	14. INSPECT GEAR SELECTOR VALVE FOR LEAKS AND GENERAL CONDITION (LOCATED AFT UPPER RIGHT-HAND CORNER).	[illegible]	____
	15. CHECK ALL HYDRAULIC LINES FOR CHAFING, DAMAGE, ROUTING AND LEAKS.	[illegible]	____
	16. INSPECT ELECTRICAL BUNDLES, MICROSWITCHES, WIRES AND CONNECTIONS FOR SECURITY, GENERAL CONDITION AND CLEANLINESS.	[illegible]	____
	17. INSPECT STRUCTURE FOR DAMAGE AND GENERAL CONDITION.	[illegible]	____
	18. INSPECT NOSE GEAR DOORS, ACTUATING RODS AND ROD-ENDS FOR CONDITION, CRACKS AND SECURITY.	[illegible]	____
	19. INSPECT POWER BRAKE VALVE AND PARKING BRAKE LINKAGE FOR SECURITY, LEAKAGE AND GENERAL CONDITION (ACCESS TO THE POWER BRAKE VALVE MAY BE GAINED THROUGH THE INSPECTION COVER ON THE INSIDE LEFT OF NOSE GEAR WHEEL WELL).	[illegible]	____
R	20. CHECK AXLE FOR CRACKS. USE DYE PENETRANT INSPECTION METHOD.	[illegible]	[illegible]
	21. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.		

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 32.020
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368ND ISSUED 07-88 REV. 12-88 050600+ 150/300/600 HR INSPECTION

89103 32-003 29 29

WORK DUE AT	* = APU HRS.		
DATE	HOURS	LANDINGS	CYCLES
	4280		

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

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

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

2033 N.E. 25th Ave.
HILLSBORO, OR. 97124

		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
320691	INSPECT LEFT MAIN GEAR/WELL (A)	JM		5.0
321191	INSPECT RIGHT MAIN GEAR/WELL (A)			4.5

320691, 321191

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

MAIN LANDING GEAR/WELL INSPECTION (A) MECH INSP

TEXT FROM MM 5-20-04

1. JACK AIRCRAFT. REFER TO WORK COMPLIANCE FORM 32.T01. USE WEIGHTED TAIL STAND SUPPORT, MINIMUM WEIGHT 1200 POUNDS.
2. REMOVE MAIN GEAR WHEELS. REFER TO WORK COMPLIANCE FORMS 32.180/32.190.
3. CHECK TIRES FOR WEAR, WEATHER CHECKING, OIL SATURATION, CUTS, FLAT SPOTS, PROPER INFLATION, ETC.
4. INSPECT WHEEL FOR CORROSION, DAMAGE, WHEEL HALF RETAINING BOLT LOOSENESS AND OVERHEAT CONDITION.
5. CHECK DRIVE KEYS FOR LOOSENESS AND WEAR.
6. CHECK BLOWOUT PLUG FOR DAMAGE AND LEAKAGE.
7. CHECK AXLES FOR CORROSION (INTERNAL AND EXTERNAL), DAMAGE AND EVIDENCE OF IRREGULAR WEAR.
8. INSPECT BRAKE DISCS FOR WEAR, CRACKS AND MAXIMUM WEAR. CHECK MOUNTING BOLTS PER SL 24103.
9. CHECK BRAKE HOUSING FOR LEAKS AND GENERAL CONDITION.
10. INSPECT BRAKE LINES FOR CHAFING AND FRAYING.
11. INSPECT BRAKE LINES FOR CHAFING, FRAYING, CORRECT ROUTING AND GENERAL CONDITION.
12. INSTALL MAIN GEAR WHEELS. REFER TO WORK COMPLIANCE FORMS 32.180/32.190.
13. REMOVE AIRCRAFT FROM JACKS. REFER TO WORK COMPLIANCE FORM 32.T01.
14. CHECK DRIVE CLIP AND CAP FOR SECURITY AND GENERAL CONDITION.

R15. INSPECT MAIN BODY TRUNNION AND CYLINDRICAL LENGTH FORGING PARTING PLANE AND ROOTS OF LUGS FOR GENERAL CONDITION, CRACKS, SECURITY OF ATTACHMENT AND LEAKAGE.

16. INSPECT STRUT FOR LEAKAGE, SECURITY OF ATTACHMENT, CRACKS AND GENERAL CONDITION.

R17. INSPECT SCISSORS, DRAG LINK, UPPER SIDE BRACE, LUGS AND FITTINGS, RETRACT CYLINDERS AND ATTACHING POINTS FOR SECURITY, CONDITION AND FREEDOM OF MOVEMENT.

R18. INSPECT JURY BRACE AND TRUNNION RETAINING BOLTS FOR TIGHTNESS, CRACKS, SECURITY OF ATTACHMENT AND GENERAL CONDITION.

19. INSPECT MICROSWITCHES, ELECTRICAL CONNECTIONS AND WIRE HARNESSESS FOR SECURITY, ROUTING AND GENERAL CONDITION.
20. CHECK SEALING COMPOUND AROUND MAIN WHEEL AXLE PLUG BOTTOM GROMMET AND UPPER FLARED END OF ANTI-SKID CONDUIT FOR SECURITY, LEAKAGE AND CONDITION.
21. INSPECT WHEEL WELL FOR GENERAL CONDITION AND CLEANLINESS.
22. CHECK UPLOCK ASSEMBLY FOR SECURITY AND LEAKAGE.
23. INSPECT ALL FLUID CARRYING LINES FOR CHAFING, DAMAGE AND LEAKAGE.
24. INSPECT ELECTRICAL CONNECTIONS FOR SECURITY.
25. INSPECT WIRE BUNDLES FOR ROUTING AND CONDITION.
26. CHECK STRUCTURE FOR CLEANLINESS, CRACKS, CORROSION AND GENERAL CONDITION.
27. CHECK PAINT FOR CRACKING, PEELING AND GENERAL CONDITION.
28. INSPECT MAIN GEAR DOORS AND LINKAGE FOR FREEDOM OF MOVEMENT, SECURITY OF ATTACHING POINTS, CLEANLINESS AND GENERAL CONDITION.
29. CHECK FUEL VENT LINES AND CLAMPS FOR CONDITION AND SECURITY.
30. INSPECT UPLOCK AND DOWNLOCK MICROSWITCHES FOR SECURITY, CLEANLINESS AND CONDITION.
31. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 32.030
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103
32-004
29 29

WORK DUE AT DATE	HOURS	* = APU HRS. LANDINGS	CYCLES
	4280		

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 6 DAY 9 YEAR 89 AIRCRAFT HOURS: 4272.1 LANDINGS: 2800

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

2550 NE 25th Ave
HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
320106	LUBE NOSE LANDING GEAR/DOORS...MM 12-12-00.....			.5
320606	LUBE LEFT MAIN GEAR...MM 12-12-00.....			.5
321106	LUBE RIGHT MAIN GEAR...MM 12-12-00.....			.5

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

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

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

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

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

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

2080 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
320116	SERVICE NOSE LANDING GEAR SHOCK STRUT...MM 12-10-04.....	ETS		1.0
320636	SERVICE LEFT MAIN GEAR SHOCK STRUT...MM 12-10-04.....	JM		.8
321136	SERVICE RIGHT MAIN GEAR SHOCK STRUT...MM 12-10-04.....	JL		1.0

320116, 320636, 321136

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 32.T01, 32.T02.

SERVICE LANDING GEAR SHOCK STRUTS (NOSE/MAIN) (REFER TO FIGURES 4, 5, 6, 7 AND 8 ON CARD 32-1)
CONSUMABLES: HYDRAULIC FLUID MIL-H-5606, COMPRESSED NITROGEN

1. CHECK SHOCK STRUTS FOR LEAKAGE, CONDITION, PROPER SERVICE AND CORRECT INFLATION.
2. CLEAN SHOCK STRUT AND WIPE OFF DIRT AND DUST FROM STRUT PISTON USING CLEAN CLOTH DAMPENED WITH HYDRAULIC FLUID.
3. CHECK STRUT EXTENSION. REFER TO WORK COMPLIANCE FORM 32.T02.

   WARNING: DO NOT REMOVE FILL OR DRAIN PLUGS BEFORE DEFLATING STRUT.

   NOTE: ONLY CLEAN MIL-H-5606 HYDRAULIC FLUID SHALL BE USED TO FILL LANDING GEAR SHOCK STRUTS.

4. JACK AIRCRAFT. REFER TO WORK COMPLIANCE FORM 32.T01.
5. REMOVE VALVE CAP FROM NITROGEN VALVE BODY AT BOTTOM OF STRUT PISTON.
6. ROTATE OUTER NUT ON NITROGEN VALVE BODY COUNTERCLOCKWISE SLOWLY TO DEFLATE STRUT.
7. REMOVE HYDRAULIC FILL PLUG FROM UPPER END OF STRUT BODY.

   CAUTION: NITROGEN MAY BE TRAPPED ON FLUID SIDE OF FLOATING PISTON. REMOVE PLUG SLOWLY.

8. APPLY LOW-PRESSURE AIR TO HYDRAULIC FILL PLUG PORT, FULLY EXTENDING THE STRUT PISTON AND FLOATING PISTON WITHIN THE STRUT.
9. CLOSE NITROGEN VALVE BODY NUT TO KEEP FLOATING PISTON FROM BEING DRAWN UP.
10. WITH STRUT PISTON (SHINY PORTION OF STRUT) FULLY EXTENDED, FILL STRUT TO OVERFLOWING WITH MIL-H-5606 HYDRAULIC FLUID.
11. INSTALL A DRAIN HOSE TO HYDRAULIC FILL PORT AND SLOWLY COMPRESS STRUT PISTON (SHINY PORTION OF STRUT), ALLOWING HYDRAULIC FLUID TO OVERFLOW INTO A CLEAN CONTAINER. THIS CAN BE DONE WITH A JACK, OR BY HAND IF THE WHEEL AND BRAKE ARE REMOVED.
12. SLOWLY EXTEND THE STRUT PISTON (SHINY PORTION OF STRUT), ALLOWING FLUID TO BE DRAWN FROM THE CLEAN CONTAINER OF HYDRAULIC FLUID BACK INTO THE UPPER BODY. REPEAT UNTIL THE UPPER BODY IS FREE OF TRAPPED AIR BUBBLES IN THE FULLY COMPRESSED POSITION.
13. EXTEND STRUT PISTON, AGAIN APPLY LOW-PRESSURE AIR TO HYDRAULIC FILL PLUG TO ENSURE THAT THE FLOATING PISTON IS STILL SEATED AT BOTTOM.
14. AFTER LAST FILLING, COMPRESS PISTON UNTIL IT STOPS, FORCING OUT ALL EXCESS HYDRAULIC FLUID. TO PREVENT AIR FROM BEING DRAWN IN, REPLACE HYDRAULIC FILL PLUG BEFORE EXTENDING PISTON.
15. OPEN NITROGEN VALVE BODY NUT AND ALLOW STRUT PISTON TO SLOWLY EXTEND. SOME AIR WILL BE DRAWN INTO THE STRUT PISTON.
16. ATTACH HOSE FROM NITROGEN SOURCE AND INFLATE IN ACCORDANCE WITH FIGURES 6, 7 AND 8.
17. TIGHTEN NUT ON NITROGEN FILLER VALVE BODY.
18. DISCONNECT NITROGEN HOSE AND INSTALL VALVE CAP.
19. CHECK NITROGEN VALVE FOR LEAKS USING SOAP AND WATER SOLUTION.

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NOTE: OVERINFLATION OF THE NOSE GEAR STRUT WILL PREVENT THE GROUND CONTACT SWITCH FROM FUNCTIONING PROPERLY AND CAUSE THE NOSE GEAR STEERING SYSTEM TO MALFUNCTION.

20. REMOVE AIRCRAFT FROM JACKS. REFER TO WORK COMPLIANCE FORM 32.T01.
21. RECORD SERVICING COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

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

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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		TECHNICIAN	INSPECTOR	MAN-HOURS HRS. THS
320156	INSPECT/CLEAN/LUBE LEFT NOSE WHEEL/BEARINGS...MM 32-40-00.....	GTS	GTS	1.5
320158	INSPECT/CLEAN/LUBE RIGHT NOSE WHEEL/BEARINGS...MM 32-40-00.....	GTS	GTS	1.5

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320156, 320158

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

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

1. REMOVE NOSE WHEELS AS FOLLOWS:
   A. JACK AIRCRAFT. REFER TO WORK COMPLIANCE FORM 32.T01.

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

   B. DRAW A CHALK LINE ACROSS BOTH TIRES, SO THAT TIRES AND WHEELS CAN BE REINSTALLED IN THEIR ORIGINAL POSITION.
   C. REMOVE VALVE CAP AND APPLY A TIRE DEFLATOR TO RELEASE TIRE PRESSURE COMPLETELY.

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

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

      NOTE: THIS IS SUFFICIENT TO REMOVE LEFT WHEEL. TO REMOVE RIGHT WHEEL PROCEED AS FOLLOWS:
      A. CUT SAFETY WIRE ON RIGHT WHEEL HUB AND REMOVE THREE BOLTS THAT ATTACH SHAFT ASSEMBLY. PULL OUT SHAFT ASSEMBLY WITH DRIVE.

   F. REMOVE LOCKING BOLT AND NUT SECURING AXLE NUT.
   G. REMOVE AXLE NUT, WASHER, OUTER BEARING SPACER, BEARING SEAL AND BEARING CONE FROM WHEEL.
   H. REMOVE NOSE WHEEL ASSEMBLY FROM AIRCRAFT.
      (1) REMOVE BEARING CONE, BEARING SEAL AND BEARING SPACER FROM WHEEL ASSEMBLY.

         CAUTION: HANDLE BEARING CONES WITH EXTREME CARE. MISHANDLING OF BEARINGS CAN CAUSE BEARING FAILURE.

2. CHECK TIRES FOR WEAR, WEATHER CHECKING, OIL SATURATION, CUTS AND FLAT SPOTS, PROPER INFLATION, ETC.
3. INSPECT WHEELS FOR CORROSION AND DAMAGE.
4. CHECK AXLE FOR CORROSION (INTERNAL AND EXTERNAL) DAMAGE AND EVIDENCE OF IRREGULAR WEAR.
5. AFTER THE TIRE IS REMOVED, THE WHEEL SHOULD BE CLEANED, INSPECTED (REFER TO ILLUSTRATION) AND REPAIRED. PARTS HAVING CRACKS MUST BE REPLACED. SMALL NICKS OR SCRATCHES SHOULD BE BLENDED OUT, POLISHED AND TREATED WITH TWO COATS OF ZINC CHROMATE PRIMER AND TWO COATS OF ALUMINUM LACQUER IN ACCORDANCE WITH GOODYEAR COMPONENT MAINTENANCE MANUAL AP-507.

   NOTE: HANDLE AND MAINTAIN THE WHEEL HALVES PROPERLY TO PROTECT THE PAINT AND SURFACE FINISHES. EXPOSED MAGNESIUM IS SUSCEPTIBLE TO CORROSION. NICKS, SCRATCHES, AND OTHER DAMAGE CAUSED BY IMPROPER HANDLING OF

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THE WHEEL HALVES INVITES CORROSION, WHICH IF UNATTENDED WILL LEAD EVENTUALLY TO FATIGUE CRACKS AND WHEEL FAILURE.

WARNING: WHEN USING CLEANING SOLVENTS, OBSERVE NORMAL FIRE AND HEALTH PRECAUTIONS FOR THE PARTICULAR SOLVENT BEING USED. DRY CLEANING SOLVENTS ARE TOXIC AND VOLATILE. USE ONLY IN WELL VENTILATED AREAS. AVOID PHYSICAL CONTACT WITH SOLVENT AND DO NOT INHALE VAPOR.

CAUTION: CLEAN BEARING CONES IN A SEPARATE CONTAINER OF CLEAN SOLVENT.

6. STRIP PAINT AS NECESSARY TO INSPECT WHEEL HALVES.
7. CLEAN ALL METAL PARTS IN DRY CLEANING SOLUTION, FEDERAL SPECIFICATION PD-680, OR THE EQUIVALENT. USE A SOFT BRISTLE BRUSH TO REMOVE HARDENED GREASE OR DIRT.

CAUTION: DO NOT SPIN BEARING CONES WITH COMPRESSED AIR WHILE DRYING.

8. DRY ALL METAL PARTS THOROUGHLY, USING DRY FILTERED COMPRESSED AIR.
9. VAPOR DEGREASE BEARING CONES AND VISUALLY CHECK ROLLER SURFACES FOR NICKS, SCRATCHES, RUST, CORROSION, SPALLING, GALLING, FLAT SPOTS, PITTING, HEAT DISCOLORATION, AND WEAR. CHECK BEARING RETAINER FOR DENTS OR DISTORTION, AND FOR WEAR OF SIDES, CORNERS AND END OF ROLLER POCKETS. REPLACE BEARING CONES HAVING ANY DEFECTS.
10. CHECK BEARING CUPS FOR LOOSENESS, GALLING, EXCESSIVE WEAR, SCRATCHES, PITTING, CORROSION, AND EVIDENCE OF OVERHEATING. IF ANY DEFECTS EXIST, REPLACE BEARING CUP. CHECK BEARING SPACER FOR GALLING AND GENERAL CONDITION.
11. IMMEDIATELY AFTER DRYING, PACK BEARING CONES AND COAT BEARING CUPS IN WHEEL HALVES WITH CLEAN BEARING GREASE, SPECIFICATION MIL-G-81322.
12. CLEAN ALL RUBBER PARTS IN ISOPROPYL ALCOHOL AND DRY WITH A CLEAN, SOFT CLOTH.

CAUTION: DO NOT USE DRY CLEANING SOLVENTS RECOMMENDED FOR METAL PARTS TO CLEAN RUBBER PARTS.

13. CHECK BEARING SEALS FOR CUTS, NICKS, DISTORTION, AND OTHER DAMAGE. CHECK FOR SECURITY OF RUBBER-TO-METAL BOND AND FOR DAMAGE OR DISTORTION TO METAL BASE. REPLACE SEALS HAVING ANY OF THESE DEFECTS. CHECK BEARING SEAL FOR WEAR BY MEASURING THE TIP-TO-FACE DISTANCE AS SHOWN IN ILLUSTRATION, REPLACE SEALS WORN BELOW THE MINIMUM DIMENSION.
14. CHECK WHEEL HALVES FOR CRACKS, NICKS, SCRATCHES, TOOL MARKS AND OTHER DAMAGE, PAYING PARTICULAR ATTENTION TO BEAD SEAT, BOLT BOSS AND VALVE STEM HOLE AREAS. REPLACE CRACKED, SEVERLY CORRODED, OR BADLY DAMAGED PARTS.

NOTE: MAGNESIUM ALLOY IS SUBJECT TO CORROSION. CORROSION ORIGINATES AT POINTS WHERE THE PROTECTIVE COATING HAS BEEN RUPTURED AND THE MAGNESIUM EXPOSED TO AIR AND CHEMICALS, PARTICULARLY RUNWAY DEICING CHEMICAL. CORROSION PROCEEDS AT AN INCREASING RATE, AS THE CORROSION RESIDUE ACCELERATES THE PROCESS. THE BEAD SEAT AREA IS ESPECIALLY VULNERABLE. ALL TRACES OF CORROSION AND RESIDUE MUST BE REMOVED BEFORE WHEEL HALVES ARE TREATED AND REPAINTED.

CAUTION: REMOVAL OF CORROSION AND SURFACE DAMAGE WILL PREVENT STRESS CONCENTRATIONS AND PREMATURE WHEEL FAILURE. HOWEVER, ANY REMOVAL OF MATERIAL WILL SHORTEN THE ROLL LIFE OF THE WHEEL; THEREFORE, IT IS RECOMMENDED THAT REMOVAL OF MATERIAL BY BLENDING BE LIMITED TO THE MINIMUM REQUIRED FOR REMOVING CORROSION OR SURFACE DAMAGAE DEFINED IN GOODYEAR COMPONENT MAINTENANCE MANUAL AP-507. NO ATTEMPT SHOULD BE MADE TO REPAIR CRACKED, SEVERLY CORRODED, OR BADLY DAMAGED PARTS. COMPONENTS THAT CANNOT BE REPAIRED WITHIN THE LIMITS DEFINED IN AP-507 MANUAL SHOULD BE REPLACED.

15. CHECK WHEEL HALVES FOR CORROSION, PARTICULARLY ON SURFACES THAT CONTACT TIRE BEADS. REMOVE ANY CORROSION AND SURFACE DAMAGE TO THE LIMITS GIVEN IN GOODYEAR COMPONENT MAINTENANCE MANUAL AP-507.
16. CHECK VALVE HOLE SEAL AREA IN THE OUTBOARD WHEEL HALF FOR DAMAGE. IF SEAL AREA IS DAMAGED CAUSING AIR LEAKAGE, REPLACE SUB-ASSEMBLY.
17. CHECK VALVE STEM, CORE, AND CAP FOR STRIPPED THREADS, CORROSION, OR OTHER DAMAGE. REPLACE DEFECTIVE PARTS.
18. CHECK WHEEL O-RING PACKING FOR CUTS, PERMANENT SET, STRETCHING, AND OTHER DAMAGE. DISCARD PACKING IF ANY OF THESE DEFECTS EXIST. REMOVE BURRS OR OTHER DAMAGE ON WHEEL HALVES THAT COULD CAUSE RECURRENT PACKING DAMAGE.

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19. CHECK WHEEL BOLTS FOR CRACKS AT THE RADIUS UNDER THE BOLTHEAD AND IN THE THREADS ADJACENT TO THE BOLT SHANK BY MAGNETIC PARTICLE INSPECTION METHOD. DISCARD IF CRACKED OR IF THREADS ARE STRIPPED OR DAMAGED. NO REWORK OF BOLTS IS PERMISSIBLE.
20. CHECK NUTS FOR WEAR, DAMAGED THREADS, AND SELF-LOCKING CAPABILITY. REPLACE WORN OR DAMAGED NUTS OR NUTS HAVING FIFTEEN APPLICATIONS. IF NUMBER OF APPLICATIONS CANNOT BE DETERMINED, DEGREASE NUT AND BOLTS AND CHECK TORQUE REQUIRED TO TURN IT ON A NONLUBRICATED WHEEL BOLT. REPLACE ANY NUT REQUIRING LESS THAN THE MINIMUM TORQUE VALUE OF 6 INCH-POUNDS.
21. INSTALL NOSE GEAR TIRE AS FOLLOWS:

NOTE: 1. IT IS RECOMMENDED THAT A NEW WHEEL SEAL AND VALVE GROMMET BE INSTALLED AT EACH OVERHAUL. IF IT IS NECESSARY TO REUSE OLD SEAL AND GROMMET, CHECK FOR CUTS, PERMANENT SET, AND OTHER DAMAGE. DO NOT USE DAMAGED SEALS OR GROMMETS WITH PERMANENT SET.
2. CUTS ON SEALS OFTEN INDICATE THE PRESENCE OF BURRS OR OTHER DAMAGE THAT MAY CAUSE RECURRENT PACKING DAMAGE.

A. INSTALL VALVE STEM AS FOLLOWS:
(1) PLACE GROMMET ON VALVE STEM.
(2) POSITION VALVE STEM AND GROMMET IN WHEEL.
(3) INSTALL SPACER ON VALVE STEM.
(4) SCREW HEX NUT ON VALVE STEM AND TIGHTEN NUT.
B. CHECK TIRE FOR WORD 'TUBELESS AND 210 M.P.H.' ON SIDEWALL.
C. INSPECT TIRE TO ENSURE IT IS FREE OF FOREIGN MATERIAL AND THAT BEAD AREAS ARE CLEAN.
D. VISUALLY INSPECT TIRE BEADS FOR DAMAGE.
E. WIPE WHEEL FLANGE BEAD SEAT AND WHEEL MATING SURFACE AREA WITH A CLEAN CLOTH DAMPENED WITH ISOPROPYL ALCOHOL.
F. INSPECT WHEEL FOR PROPER SEALING AND SECURITY OF VALVE STEM LOCKING NUT.
G. CLEAN WHEEL O-RING SEAL P/N 60310-336R WITH ISOPROPYL ALCOHOL AND LUBRICATE LIGHTLY WITH MIL-G-81322 GREASE.
H. INSTALL WHEEL O-RING SEAL ON WHEEL HALF.

CAUTION: SEAL SHOULD BE EQUALIZED ON WHEEL AND NOT TWISTED. USED SEALS SHOULD BE REINSTALLED AS NEAR AS POSSIBLE TO THE ORIGINAL POSITION.

I. PLACE TIRE ON OUTBOARD WHEEL HALF WITH RED BALANCE DOT AT VALVE STEM.
J. POSITION INBOARD WHEEL HALF IN TIRE AND INSTALL WHEEL HALF RETAINING BOLTS AS FOLLOWS:
(1) LUBRICATE THREADS OF WHEEL HALF RETAINING BOLTS AND BEARING SURFACES OF NUTS, BOLTHEADS AND WASHERS WITH ANTI-SEIZE COMPOUND, SPECIFICATION MIL-T-5544.
(2) COMPRESS WHEEL SECTION TO ALLOW INSTALLATION OF TWO BOLTS AND NUTS 180 DEGREES APART. TIGHTEN BOLTS EVENLY UNTIL WHEEL HALVES SEAT THEN INSTALL REMAINING WHEEL HALF RETAINING BOLTS, WASHERS AND NUTS.

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

(3) TIGHTEN WHEEL-HALF RETAINING BOLTS IN EQUAL INCREMENTS OF APPROXIMATELY 20 INCH-POUNDS TO A FINAL TORQUE VALUE OF 120 INCH-POUNDS, USING A CRISSCROSS PATTERN TO ENSURE EVEN TORQUE.

WARNING: PLACE WHEEL IN AN INFLATION CAGE FOR INITIAL INFLATION. DO NOT INFLATE TIRE IN EXCESS OF FULL OPERATION PRESSURE TO SEAT THE BEADS. REDUCE TIRE PRESSURE TO RECOMMENDED STORAGE PRESSURE OF 20 PSI UNTIL WHEEL/TIRE ASSEMBLY IS READY FOR TESTING. 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.

K. INSTALL VALVE CORE INTO VALVE STEM, INFLATE TIRE WITH JUST ENOUGH AIR TO SEAT BEADS. DO NOT OVER INFLATE.
L. AFTER BEADS ARE PROPERLY SEATED, INFLATE TIRE TO 55 PSI. LEAVE FOR 5 TO 10 MINUTES. REDUCE TO STORAGE PRESSURE OF 20 PSI. REMOVE WHEEL ASSEMBLY FROM CAGE. INSTALL VALVE CAP ON VALVE STEM.
M. INSTALL WHEEL AS FOLLOWS:
(1) ENSURE ALL PARTS AND THREADS ARE CLEAN, PACK THREADS AND BEARINGS WITH AEROSHELL 22, GREASE MIL-G-81322.

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(2) INSTALL INNER BEARING CONE AND INNER BEARING SEAL ON WHEEL. INSTALL INNER BEARING SPACER ON AXLE.

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

(3) SLIDE WHEEL ASSEMBLY INTO POSITION ON AXLE ENSURING THAT INNER BEARING CONE AND INNER BEARING SEAL REMAIN IN POSITION.
(4) INSTALL OUTER BEARING CONE, OUTER BEARING SEAL, OUTER BEARING SPACER, WASHER AND AXLE NUT.

CAUTION: ENSURE THAT WHEEL GREASE SEAL DOES NOT SPIN IN WHEEL AND THAT THE RUBBER OF THE SEAL IS NOT STUCK TO THE AXLE SPACER.

(5) TIGHTEN WHEEL RETAINING NUT TO 120 INCH-POUNDS WHILE ROTATING WHEEL. CHECK THAT WHEEL FITS SNUGLY AND DOES NOT WOBBLE. BACK OFF THE RETAINING NUT UNTIL IT ROTATES BY HAND. RETORQUE NUT TO 20 INCH-POUNDS WHILE ROTATING WHEEL; IF NOT AT LOCKING POSITION CONTINUE TIGHTENING NUT TO NEXT LOCKING HOLE. CHECK THAT THE WHEEL ROTATES FREELY.
(6) INSTALL AXLE NUT LOCK BOLT AND SELF-LOCKING NUT.
(7) INSTALL WHEELS SO THAT MARKS MATCH PREVIOUSLY DRAWN ON TIRES ALIGN. REFER TO ITEM 1, STEP A.
(8) INSERT TORSION SHAFT TO WHEEL AXLE FROM THE RIGHT SIDE. INSTALL TORSION SHAFT DRIVE ON LEFT WHEEL AND SECURE WITH SIX RETAINING BOLTS AND WASHERS. SAFETYWIRE. INSTALL WHEEL DRIVE COMPRESSION BOLT, SPACER, WASHER AND NUT. TORQUE NUT TO 120 INCH-POUND MINIMUM, CONTINUE TO NEXT LOCKING HOLE, SECURE WITH NEXT COTTER PIN.
(9) INFLATE NOSE WHEEL TIRE TO 55 PSI.

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.

(10) REMOVE AIRCRAFT FROM JACKS. REFER TO WORK COMPLIANCE FORM 32.T01.

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

88349
32-015
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 3 DAY 2 YEAR 90 AIRCRAFT HOURS: 4512 LANDINGS: 3090

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: 560767740

INSPECTED BY: _____ KIND OF CERTIFICATE: A+P

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320151 PART NAME: NOSE GEAR RIGHT 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 9541874 SERIAL NUMBER: AP OCT 75-641

PART INSTALLED: PART NUMBER 9550016 SERIAL NUMBER: MAR 81-1179

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
320158 INSPECT/CLEAN/LUBE RIGHT NOSE WHEEL BEARINGS...MM 32-40-00.....			.__

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320166 PART NAME: NOSE GEAR RIGHT 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 164F-43-1 SERIAL NUMBER: UKN

PART INSTALLED: PART NUMBER 164F-43-2 SERIAL NUMBER: 91180783

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

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320146, 320151

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

ITEM 1 - NOSE GEAR WHEEL - REMOVAL AND INSTALLATION, INSPECT/CLEAN/LUBE (REFER TO ILLUSTRATION ON CARD 32-2)
EQUIPMENT: TORQUE WRENCH 0 TO 250 INCH-POUNDS, GREASE MIL-G-81322
A REMOVAL (REFER TO ILLUSTRATION)

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

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

2. DRAW A CHALK LINE ACROSS BOTH TIRES, SO THAT TIRES AND WHEELS CAN BE REINSTALLED IN THEIR ORIGINAL POSITION.
3. REMOVE VALVE CAP AND APPLY A TIRE DEFLATOR TO RELEASE TIRE PRESSURE COMPLETELY.

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

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

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88349 32-015 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 2 YEAR 90 AIRCRAFT HOURS: 4512 LANDINGS: 3090

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: 560767240

INSPECTED BY: _____ KIND OF CERTIFICATE: A+P

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320146 PART NAME: NOSE GEAR LEFT 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 9541874 SERIAL NUMBER: APR66-104

PART INSTALLED: PART NUMBER 9550016 SERIAL NUMBER: NOV82-1440

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
320156 INSPECT/CLEAN/LUBE LEFT NOSE WHEEL/BEARINGS...MM 32-40-00.....	_____	_____	_____.____

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320161 PART NAME: NOSE GEAR LEFT 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 164F-43-1 SERIAL NUMBER: UKN

PART INSTALLED: PART NUMBER 164F-43-2 SERIAL NUMBER: 91180787

TIME SINCE NEW: HRS_____LDGS_____MOS_____ TIME SINCE OVERHAUL: HRS_____LDGS_____MOS_____

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

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320146, 320151

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

ITEM 1 - NOSE GEAR WHEEL - REMOVAL AND INSTALLATION, INSPECT/CLEAN/LUBE (REFER TO ILLUSTRATION ON CARD 32-2)
EQUIPMENT: TORQUE WRENCH 0 TO 250 INCH-POUNDS, GREASE MIL-G-81322
A REMOVAL (REFER TO ILLUSTRATION)

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

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

2. DRAW A CHALK LINE ACROSS BOTH TIRES, SO THAT TIRES AND WHEELS CAN BE REINSTALLED IN THEIR ORIGINAL POSITION.
3. REMOVE VALVE CAP AND APPLY A TIRE DEFLATOR TO RELEASE TIRE PRESSURE COMPLETELY.

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

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

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OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 32.180A
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
32-023	DATE	HOURS	LANDINGS	CYCLES	
29 29		4280			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

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

TECHNICIAN SIGNATURE: AERO AIR, INC. 2050 N.E. 25th AVE. HILLSBORO, OR. 97124 CERTIFICATE NUMBER:

INSPECTED BY: KIND OF CERTIFICATE:

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		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
320676	INSPECT/LUBE LEFT MAIN GEAR WHEEL BEARINGS...MM 32-40-00.....	JM	[illegible]	1.0
321176	INSPECT/LUBE RIGHT MAIN GEAR WHEEL BEARINGS...MM 32-40-00.....	JM	[illegible]	1.0

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320676, 321176

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

INSPECT/LUBE MAIN WHEEL BEARINGS (REFER TO FIGURES 1 AND 2 ON CARD 32-5)
EQUIPMENT/CONSUMABLES: GREASE MIL-G-81322, DRY CLEANING SOLUTION, TORQUE WRENCH 0 TO 400 INCH-POUNDS, LOCKWIRE, NITROGEN SOURCE

1. REMOVE MAIN GEAR WHEELS AS FOLLOWS:

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

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

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

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

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

C. REMOVE VALVE CORE TO VENT TIRE.
D. REMOVE SCREWS SECURING FAIRING TO OUTBOARD SIDE OF WHEEL ASSEMBLY.
E. REMOVE SCREWS SECURING ANTI-SKID SPEED DETECTOR DRIVING CAP TO WHEEL.
F. REMOVE SAFETY WIRE AND REMOVE SAFETY SCREWS SECURING WHEEL NUT TO WHEEL AXLE.

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

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

2. WASH BEARING CONES IN FRESH CLEANING SOLUTION, ROTATE THE BEARING CAGE WHILE SUBMERGED IN SOLUTION. AIR DRY AND VISUALLY CHECK BEARING CUPS AND CONES FOR PITTING, CORROSION, CRACKS, UNEVEN WEAR AND OTHER SURFACE DEFECTS.
3. REPACK BEARINGS WITH GREASE MIL-G-81322, IMMEDIATELY AFTER INSPECTION TO PREVENT CORROSION. STORE IN CLEAN CLOSED CONTAINER.
4. CHECK BEARING CUPS FOR LOOSENESS, EXCESSIVE WEAR, SCRATCHES, PITTING, CORROSION, AND EVIDENCE OF OVERHEATING. IF ANY DEFECTS EXIST, WORN CUPS MUST BE REPLACED.

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

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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 WORK COMPLIANCE FORM 32.180.
6. INSTALL MAIN GEAR WHEELS AS FOLLOWS:
   A. 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.

   B. INSTALL BEARING CONES, INBOARD BEARING SEAL AND RETAINING RING INTO WHEEL ASSEMBLY.
   C. 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.

   D. 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.

   E. 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.
   F. INSTALL AXLE NUT AS FOLLOWS:
      (1) MAKE SURE THAT AXLE NUT THREADS ARE CLEAN AND FREE FROM BURRS.
      (2) APPLY BEARING GREASE MIL-G-81322 TO AXLE THREADS, NUT THREADS AND TO ALL LOAD-BEARING SURFACES OF AXLE NUT AND WASHER.
      (3) PLACE THE WASHER AND THREAD THE AXLE NUT UNTIL IT IS SNUG.
      (4) 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.
      (5) 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.

   G. INSTALL SAFETY BOLTS SECURING NUT TO AXLE, AND LOCKWIRE.
   H. 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.

   I. 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

<< CONTINUED >>

J. 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.

K. LOWER THE AIRCRAFT AND REMOVE JACK.

L. INSTALL FAIRING ON INBOARD WHEEL HALF AND SECURE WITH EIGHT SCREWS.

7. RECORD INSPECTION/LUBE COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 32.390A
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103 32-050 29 29

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
	4280		

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

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

TECHNICIAN SIGNATURE: AERO AIR, INC. 2050 N.E. 25th AVE. HILLSBORO, OR. 97124 CERTIFICATE NUMBER: _____

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
322116	INSPECT/CHECK LEFT BRAKE LININGS...MM 12-10-04.....	JM	[illegible]	.5
322131	INSPECT/CHECK RIGHT BRAKE LININGS...MM 12-10-04.....	[illegible]	[illegible]	.5

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322116, 322131

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

INSPECT/CHECK BRAKE LININGS (REFER TO ILLUSTRATION ON CARD 32-11)

1. SET PARKING BRAKE.
2. IF MEASUREMENT BETWEEN THE CENTER OF THE AFT HOUSING AND PRESSURE PLATE IS MORE THAN 0.410 INCHES, BRAKES ARE WORN TO LIMITS. REFER TO WORK COMPLIANCE FORM 32.390 FOR REPLACEMENT.
3. RECORD INSPECTION/CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

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

TECHNICIAN SIGNATURE: AERO AIR, INC. 2050 N.E. 25th AVE. HILLSBORO, OR. 97124 CERTIFICATE NUMBER:

INSPECTED BY: KIND OF CERTIFICATE:

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
322156 INSPECT/CLEAN LEFT ANTI-SKID DETECTOR...MM 5-20-04.....	JM	STB	3.0
( ) 322176 FUNCTIONAL CHECK ANTI-SKID DETECTOR SYSTEM...REFER TO WORK COMPLIANCE FORM 32.420.			
322171 INSPECT/CLEAN RIGHT ANTI-SKID DETECTOR...MM 5-20-04.....	JM	STB	3.0
( ) 322176 FUNCTIONAL CHECK ANTI-SKID DETECTOR SYSTEM...REFER TO WORK COMPLIANCE FORM 32.420.			

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322156, 322171

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

INSPECT/CLEAN ANTI-SKID DETECTOR (REFER TO ILLUSTRATION ON CARD 32-14)
EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 TO 25 INCH-POUNDS, LOCKWIRE, EXTERNAL HYDRAULIC POWER SOURCE, 28 V DC EXTERNAL ELECTRICAL POWER SOURCE, HYDRAULIC PRESSURE GAUGES (0 TO 3000 PSI), DOW CORNING 4 COMPOUND (MIL-S-8660B, AMEND. 3)

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

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

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

<< CONTINUED >>

DETECTOR. THE LEFT INOPERATIVE LIGHT SHOULD COME ON.

(13) INSTALL A JUMPER BETWEEN THE TERMINALS OF THE WHEEL SPEED DETECTOR (P-205). LEFT INOPERATIVE LIGHT SHOULD GO OUT. REMOVE THE JUMPER FROM THE CONNECTOR.

(14) RECONNECT ELECTRICAL CONNECTOR (P-205) TO LEFT WHEEL SPEED DETECTOR. LEFT INOPERATIVE LIGHT SHOULD GO OUT.

(15) INSTALL LEFT ANTI-SKID WHEEL SPEED DETECTOR. DO NOT INSTALL HUB CAP AND WHEEL FAIRING.

(16) REMOVE MAIN BAGGAGE COMPARTMENT FRONT PANEL. REMOVE LEFT HAND ANTI-SKID CONTROL VALVE ELECTRICAL CONNECTOR (P-207). LEFT INOPERATIVE LIGHT SHOULD COME ON.

(17) INSTALL A JUMPER BETWEEN THE TERMINALS OF THE CONTROL VALVE ELECTRICAL CONNECTOR (P-207). LEFT INOPERATIVE LIGHT SHOULD GO OUT. REMOVE THE JUMPER FROM THE CONNECTOR.

(18) REINSTALL ELECTRICAL CONNECTOR (P-207) TO LEFT-HAND CONTROL VALVE.

(19) REPEAT STEPS K. TO Q. FOR RIGHT-HAND ANTI-SKID WHEEL SPEED DETECTOR, ELECTRICAL CONNECTOR, AND RIGHT-HAND ANTI-SKID CONTROL VALVE CONNECTOR, OBSERVING THE RIGHT INOPERATIVE INDICATING LIGHT. RESULTS SHOULD BE THE SAME AS WITH THE LEFT-HAND COMPONENTS.

(20) LOCKWIRE ELECTRICAL CONNECTORS.

(21) REMOVE MAIN BAGGAGE COMPARTMENT REAR PANEL.

(22) PLACE ANTI-SKID CONTROL SWITCH TO OFF POSITION AND CHECK THAT PARKING VALVE WORKS TO FULLY CLOSED POSITION. PLACE ANTI-SKID CONTROL SWITCH TO ON POSITION AND CHECK THAT VALVE WORKS TO FULLY OPEN POSITION.

(23) INSTALL 0 TO 3000 PSI HYDRAULIC PRESSURE GAUGES TO LEFT AND RIGHT-HAND WHEEL BRAKE ASSEMBLIES.

(24) DISENGAGE EMERGENCY HYDRAULIC PUMP CIRCUIT BREAKER AND DEPLETE EMERGENCY BRAKE PRESSURE.

(25) WITH MAIN HYDRAULIC SYSTEM PRESSURIZED TO 2000 + OR -50 PSI AND ANTI-SKID CONTROL SWITCH AT ON POSITION, FULLY DEPRESS BRAKE PEDALS. NOTE PRESSURE AT BRAKE ASSEMBLIES. PRESSURE SHOULD BE ZERO. HOLD PEDALS.

(26) OPERATE ANTI-SKID CONTROL SWITCH TO OFF AND ON POSITIONS SEVERAL TIMES AND CHECK THAT THE PRESSURE AT THE LEFT AND RIGHT BRAKES AND ZERO PRESSURE RESPECTIVELY. PLACE ANTI-SKID CONTROL SWITCH TO ON POSITION. RELEASE PEDALS.

(27) DEPRESS BOTH BRAKE PEDALS.

(28) USING A POWER DRILL WITH A SUITABLE ADAPTER, SPIN THE LEFT-HAND WHEEL SPEED DETECTOR TO 1800 - 2500 RPM FOR 5 SECONDS MINIMUM. THE RIGHT BRAKE ASSEMBLY PRESSURE SHOULD IMMEDIATELY FALL TO 0-100 PSI. THE RIGHT INOPERATIVE INDICATING LIGHT SHOULD COME ON IMMEDIATELY. LEFT-HAND BRAKE PRESSURE SHOULD BE THE NOTED PRESSURE IN STEP W.

(29) ABRUPTLY STOP LEFT-HAND WHEEL SPEED DETECTOR. RIGHT INOPERATIVE LIGHT SHOULD GO OUT AND RIGHT-HAND BRAKE PRESSURE SHOULD INCREASE TO THE NOTED PRESSURE. THE LEFT-HAND BRAKE PRESSURE SHOULD DROP TO 0-100 PSI, AND THE LEFT INOPERATIVE LIGHT SHOULD COME ON IMMEDIATELY, AND THEN EXTINGUISH, AND THE LEFT-HAND BRAKE PRESSURE SHOULD INCREASE TO THE NOTED PRESSURE.

(30) REPEAT STEPS Y. AND Z. ON THE RIGHT-HAND WHEEL SPEED DETECTOR, CHANGE NOMENCLATURE FOR RIGHT AND LEFT RESPECTIVELY. RELEASE PEDALS.

(31) INSTALL HUB CAPS AND SECURE WITH BOLTS AND WASHERS. INSTALL WHEEL FAIRINGS AND SECURE WITH SCREWS.

(32) REMOVE PRESSURE GAUGES FROM WHEEL BRAKE ASSEMBLIES. BLEED BRAKES IF NECESSARY. REFER TO WORK COMPLIANCE FORM 32.400.

(33) INSTALL MAIN BAGGAGE COMPARTMENT FRONT AND REAR PANELS.

(34) REMOVE HYDRAULIC EXTERNAL POWER SOURCE FROM AIRCRAFT.

(35) SERVICE HYDRAULIC RESERVOIR.

F. CHECK DETECTOR DRIVE YOKE FOR PROPER CONDITION.

G. INSTALL HUB CAP AND SECURE WITH BOLTS AND WASHERS.

NOTE: MAKE SURE THAT CAP ENGAGES PROPERLY WITH DETECTOR DRIVE YOKE.

H. INSTALL WHEEL HUB FAIRING.

5. RECORD INSPECTION/CLEANING COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 32.420
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103	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.
32-054	DATE	HOURS	LANDINGS	CYCLES	
29 29		4280			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

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

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

AERO AIR, INC.
2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
322176 FUNCTIONAL CHECK ANTI-SKID DETECTOR SYSTEM...MM 32-41-00.....	JM	[illegible]	2.5

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322176

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

FUNCTIONAL CHECK ANTI-SKID DETECTOR SYSTEM
EQUIPMENT: EXTERNAL HYDRAULIC POWER SOURCE, 28 V DC EXTERNAL ELECTRICAL POWER SOURCE, HYDRAULIC PRESSURE GAUGES (0 TO 3000 PSI)

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

    NOTE: ENSURE ALL OTHER SERVICES AND INSPECTION CHECKS REQUIRED WITH AIRCRAFT ON JACKS ARE COMPLETED BEFORE AIRCRAFT JACKS ARE LOWERED.

12. REMOVE MAIN BAGGAGE COMPARTMENT REAR PANEL.
13. PLACE ANTI-SKID CONTROL SWITCH TO OFF POSITION AND CHECK THAT PARKING VALVE WORKS TO FULLY CLOSED POSITION. PLACE ANTI-SKID CONTROL SWITCH TO ON POSITION AND CHECK THAT VALVE WORKS TO FULLY OPEN POSITION.
14. INSTALL 0 TO 3000 PSI HYDRAULIC PRESSURE GAUGES TO LEFT AND RIGHT-HAND WHEEL BRAKE ASSEMBLIES.
15. DISENGAGE EMER. HYD. PUMP, CIRCUIT BREAKER AND DEPLETE EMER. BRAKE PRESSURE.
16. WITH MAIN HYDRAULIC SYSTEM PRESSURIZED TO 2000 + _ 50 PSI AND ANTI-SKID CONTROL SWITCH AT ON POSITION, FULLY DEPRES BRAKE PEDALS. NOTE PRESSURE AT BRAKE ASSEMBLIES. PRESSURE SHOULD BE ZERO. HOLD PEDALS.
17. OPERATE ANTI-SKID CONTROL SWITCH TO OFF AND ON POSITIONS SEVERAL TIMES AND CHECK THAT PRESSURE AT LEFT AND RIGHT BRAKES AND ZERO PRESSURE RESPECTIVELY. PLACE ANTI-SKID CONTROL SWITCH TO ON POSITION. RELEASE PEDALS.
18. REMOVE PRESSURE GAUGES FROM WHEEL BRAKE ASSEMBLIES. BLEED BRAKES IF NECESSARY. REFER TO WORK COMPLIANCE FORM 32.400.
19. INSTALL MAIN BAGGAGE COMPARTMENT REAR PANEL.
20. REMOVE HYDRAULIC EXTERNAL POWER SOURCE AND EXTERNAL 28 V DC POWER SOURCE FROM AIRCRAFT.
21. SERVICE HYDRAULIC RESERVOIR.
22. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 32.425
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368ND ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103	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.
32-055	DATE	HOURS	LANDINGS	CYCLES	
29 29		4280			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

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

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

AERO AIR, INC.
2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
322174 OPERATIONAL CHECK ANTI-SKID LIGHTS...MM 5-20-04.....	JM	STS	.5

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322174
OPERATIONAL CHECK ANTI-SKID LIGHTS
1. CHECK ANTI-SKID SYSTEM AS FOLLOWS:
   A. ANTI-SKID CONTROL SWITCH - OFF (BOTH ANTI-SKID INOP LIGHTS ON).
   B. ANTI-SKID CONTROL SWITCH - ON (BOTH ANTI-SKID INOP LIGHTS OUT).
2. RECORD OPERATIONAL CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

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

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
322191 OPERATIONAL CHECK LANDING GEAR (NORMAL)...MM 32-00-00.....	JM	ETD	1.5

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322191

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

OPERATIONAL CHECK LANDING GEAR (NORMAL)
EQUIPMENT: EXTERNAL HYDRAULIC POWER SUPPLY SOURCE, EXTERNAL ELECTRICAL SUPPLY SOURCE

1. JACK AIRCRAFT. REFER TO WORK COMPLIANCE FORM 32.T01. RELEASE NORMAL HYDRAULIC SYSTEM PRESSURE.
2. REMOVE NUTS AND WASHERS SECURING MAIN GEAR STRUT DOORS LINKAGES TO STRUT BODIES. DISCONNECT LINKAGES. DO NOT DISTURB RODS LENGTH ADJUSTMENT. STRUT DOORS MAY BE ALLOWED TO HANG FROM WING WHILE PERFORMING LANDING GEAR OPERATIONAL CHECK.
3. PARTIALLY RETRACT NOSE GEAR AND REMOVE NUTS, WASHERS AND BOLTS SECURING NOSE GEAR DOORS TO OPERATING RODS. DISCONNECT RODS, OPEN DOORS.
4. CONNECT EXTERNAL HYDRAULIC POWER SUPPLY AND PRESSURIZE THE HYDRAULIC SYSTEM.
5. CONNECT EXTERNAL ELECTRICAL POWER SUPPLY TO AIRCRAFT. CHECK THAT THE THREE GREEN GEAR INDICATING LIGHTS ARE ON.
6. FOR AIRCRAFT 1124 ALL S/N AND 1124A PRE S/N 385 EQUIPPED WITH GEAR WARNING HORN DISENGAGE SYSTEM, PERFORM CHECK AS FOLLOWS:

   NOTE: 1. THIS CHECK IS ONLY FOR AIRCRAFT EQUIPPED WITH GEAR HORN DISENGAGE SYSTEMS, WITHOUT ADDITIONAL AIRCRAFT SPEED AFFECTED RELAY.
   2. CHECK SHOULD BE PERFORMED AFTER FLAPS CONTROL LEVER REPLACEMENT, POWER LEVER SWITCHES ADJUSTMENT OR ANY WORK ON GEAR HORN ELECTRICAL SYSTEM.

   A. CONNECT EXTERNAL ELECTRICAL POWER SUPPLY TO AIRCRAFT.
   B. ENGAGE GEAR POS AND FLAPS CONTR. CIRCUIT BREAKERS.
   C. CHECK THAT LEFT, NOSE AND RIGHT GREEN LIGHTS COME ON WHEN TEST IS PRESSED.
   D. CHECK THAT FLAPS CONTROL LEVER IS SET AT 0 DEGREES.
   E. SET BOTH POWER LEVERS TO 18 DEGREES + OR -2 DEGREES OF THROTTLE ANGLE ABOVE IDLE OR BELOW APPROXIMATELY 75 PERCENT N2.
   F. PRESS AND HOLD LIGHT AND HORN TEST PUSH BUTTON ON GEAR CONTROL PANEL. VERIFY THAT RED UNSAFE LIGHT IN GEAR HANDLE COMES ON AND WARNING HORN SOUNDS.
   G. PRESS GEAR HORN OFF PUSH BUTTON ON CONTROL PEDESTAL. GEAR HORN OFF LIGHT WILL COME ON AND HORN SOUND WILL STOP.
   H. SET BOTH POWER LEVERS AT LEAST 25 DEGREES ABOVE IDLE ANGLE. THE GEAR HORN OFF LIGHT SHOULD GO OUT.
   I. MAINTAIN POWER LEVER SETTING AND MOVE FLAPS CONTROL TO 40 DEGREES. WARNING HORN SHOULD SOUND.
   J. RELEASE LIGHT AND HORN TEST PUSH BUTTON. WARNING HORN SOUND SHOULD STOP AND RED UNSAFE LIGHT SHOULD GO OUT.
   K. SET FLAPS CONTROL LEVER TO 0 DEGREES.
   L. DISCONNECT EXTERNAL ELECTRICAL POWER SUPPLY.

7. FOR AIRCRAFT 1124A 385 AND SUBSEQUENT EQUIPPED WITH GEAR WARNING HORN DISENGAGE SYSTEM, PERFORM CHECK AS FOLLOWS:

   NOTE: 1. THIS CHECK IS APPLICABLE FOR AIRCRAFT EQUIPPED WITH GEAR HORN DISENGAGE SYSTEM AND ADDITIONAL, AIRCRAFT SPEED AFFECTED, RELAY.
   2. CHECK SHOULD BE PERFORMED AFTER FLAP CONTROL LEVER REPLACEMENT, POWER LEVER SWITCHES ADJUSTMENT OR ANY WORK ON GEAR HORN ELECTRICAL SYSTEM.

   A. PERFORM CHECKS DETAILED IN PARAGRAPHS 4-A. THROUGH 4-J. OF THIS SECTION.

<< CONTINUED >>

B. SET FLAP CONTROL LEVER TO 0 DEGREES, AND BOTH POWER LEVERS TO IDLE.
C. ENGAGE AIR SPEED, ADC (DC) AND ALTIMETER (LEFT) CIRCUIT BREAKERS.
D. USING PITOT/STATIC TESTER, ADJUST IAS TO 160 + OR -2 KNOTS.
E. PRESS LIGHT AND HORN TEST PUSHBUTTON ON GEAR CONTROL PANEL. VERIFY THAT RED UNSAFE LIGHT IN GEAR HANDLE COMES ON AND WARNING HORN DOES NOT SOUND.
F. KEEP PRESSING LIGHT AND HORN TEST PUSHBUTTON AND AT THE SAME TIME DECREASE SIMULATED SPEED AT 150 + OR -2 KNOTS THE HORN MUST SOUND.
G. DISCONNECT EXTERNAL ELECTRICAL POWER SUPPLY.

CAUTION: CLEAR AREA AROUND LANDING GEAR FROM OBJECTS AND PERSONNEL BEFORE OPERATING LANDING GEAR.

8. PLACE LANDING GEAR CONTROL LEVER IN THE UP POSITION AND CHECK:
   A. THE THREE LEFT, NOSE, RIGHT GREEN INDICATING LIGHTS EXTINGUISH.
   B. THE RED LIGHT IN THE CONTROL LEVER ILLUMINATES WHILE GEAR IS IN TRANSIT.
   C. LANDING GEAR LOCKS UP AND THE RED LIGHT IN THE CONTROL LEVER EXTINGUISHES.
   D. DURING GEAR RETRACTION, CHECK FOR AIR FLOW THROUGH THE VENT PORT OF EMERGENCY GEAR DOWN VALVE.
9. PLACE THE THROTTLES IN IDLE POSITION. LANDING GEAR WARNING HORN SHOULD SOUND. PUSH ONE THROTTLE FORWARD, HORN SHOULD STOP.
10. INSPECT LANDING GEAR IN RETRACTED POSITION FOR ADEQUATE CLEARANCE BETWEEN LANDING GEAR AND SURROUNDING STRUCTURE. CHECK ALL HOSES FOR CLEARANCE AND FREEDOM FROM BINDING OR KINKING.
11. RELEASE AIRCRAFT MAIN HYDRAULIC SYSTEM PRESSURE BY OPERATING THE RELEASE VALVE.
12. CHECK THAT LANDING GEAR REMAINS IN THE UPLOCKS FOR AT LEAST 1.5 HOUR MINIMUM.

NOTE: IF LANDING GEAR DOES NOT REMAIN IN THE UPLOCKS, REFER TO TROUBLESHOOTING CHART, 32-00-00, FIGURE 106.

13. PLACE THE LANDING GEAR CONTROL LEVER IN THE DOWN POSITION. CHECK FOR:
   A. REACTION OF HYDRAULIC LOCK CYLINDERS TO UNLOCK EACH LANDING GEAR IS IMMEDIATE.
   B. RED LIGHT IN THE CONTROL LEVER, WHILE LANDING GEAR IS IN TRANSIT, COMES ON.
   C. FREE FALL OF EACH GEAR TO DOWN POSITION IS SMOOTH.
   D. LOCKING OF EACH GEAR IN THE DOWN POSITION IS POSITIVE.
   E. LEFT, NOSE, RIGHT GREEN INDICATING LIGHTS, COME ON.
14. REMOVE NUT, WASHER AND BOLT SECURING LEFT MAIN GEAR GROUND CONTACT SWITCH ACTUATING ARM TO UPPER SCISSORS. DISCONNECT ARM AND PLACE IT IN THE FULL UP POSITION. RELEASE MAIN HYDRAULIC SYSTEM PRESSURE TO ZERO.
15. CHECK THAT LANDING GEAR CONTROL LEVER CANNOT BE PLACED IN THE UP POSITION. PRESS OVERRIDE PUSH BUTTON AND CHECK THAT GEAR CONTROL LEVER CAN BE PLACED IN THE UP POSITION.
16. RECONNECT LEFT GROUND CONTACT SWITCH ACTUATING ARM TO UPPER SCISSORS. INSTALL BOLT, WASHER AND NUT SECURING ARM TO SCISSORS. TIGHTEN NUT TO SPECIFIED TORQUE AND SAFETY WITH COTTER PIN.
17. PRESSURIZE MAIN HYDRAULIC SYSTEM, REGULATE EXTERNAL HYDRAULIC SOURCE TO 1.6 TO 2.0 GPM AT 2000 PSI, AND CYCLE LANDING GEAR THREE TIMES TO ENSURE PROPER OPERATION. CHECK GEAR OPERATING TIME:
   UP - ELEVEN SECONDS MAXIMUM
   DOWN - SEVEN SECONDS MAXIMUM
18. CHECK ALL LANDING GEAR HYDRAULIC COMPONENTS AND TUBING FOR EVIDENCE OF EXTERNAL LEAKS.
19. DISCONNECT HYDRAULIC EXTERNAL POWER SUPPLY FROM AIRCRAFT AND RECONNECT LEFT SIDE ENGINE DRIVEN PUMP HOSES.

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

20. REMOVE AIRCRAFT FROM JACKS. REFER TO WORK COMPLIANCE FORM 32.T01.
21. SERVICE HYDRAULIC SYSTEM.
22. RECORD OPERATIONAL CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 32.440
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103 32-057 29 29

WORK DUE AT DATE	HOURS	* = APU HRS. LANDINGS	CYCLES
	4280		

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

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

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
322206 OPERATIONAL CHECK EMERGENCY GEAR EXTENSION CABLE...MM 32-00-00.....	EJB	EJB	____.____

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322206

OPERTIONAL CHECK EMERGENCY GEAR EXTENSION CABLE

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

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 32.450
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368ND ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103
32-058
29 29

WORK DUE AT	* = APU HRS.		
DATE	HOURS	LANDINGS	CYCLES
	4280		

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 6 DAY 9 YEAR 89 AIRCRAFT HOURS: 4272.1 LANDINGS: 2800

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

AERO AIR, INC.
2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
322211 OPERATIONAL CHECK EMERGENCY GEAR EXTENSION...MM 32-00-00.....	ETS	ETS	____.____

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322211

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 32.T01, 32.350A.

OPERATIONAL CHECK EMERGENCY GEAR EXTENSION
EQUIPMENT/CONSUMABLES: EXTERNAL HYDRAULIC SUPPLY SOURCE, EXTERNAL ELECTRICAL SUPPLY SOURCE, TORQUE WRENCH, COTTER PINS

1. JACK AIRCRAFT. REFER TO WORK COMPLIANCE FORM 32.T01. RELEASE NORMAL HYDRAULIC SYSTEM PRESSURE.
2. CONNECT EXTERNAL HYDRAULIC POWER SUPPLY AND PRESSURIZE HYDRAULIC SYSTEM.
3. CONNECT EXTERNAL ELECTRICAL POWER SUPPLY TO AIRCRAFT.

   CAUTION: CLEAR AREA AROUND LANDING GEAR FROM OBJECTS AND PERSONNEL BEFORE OPERATING LANDING GEAR.

4. RETRACT LANDING GEAR TO UP AND LOCKED POSITION.
5. RELEASE MAIN HYDRAULIC SYSTEM PRESSURE.
6. CHECK NITROGEN BOTTLE PRESSURE TO BE 1800 PSI. CHARGE BOTTLE IF NECESSARY. REFER TO WORK COMPLIANCE FORM 32.350A.
7. PLACE LANDING GEAR CONTROL LEVER IN THE DOWN POSITION. AT THE SAME TIME STOP SLIGHTLY BY HAND THE NOSE AND MAIN LANDING GEARS A FEW INCHES BEFORE THE LOCKED DOWN POSITION.

   CAUTION: BEFORE PERFORMING NEXT STEP, CLEAR LANDING GEAR AREA.

8. RELEASE AND PULL EMERGENCY GEAR EXTENSION HANDLE. GEARS SHOULD LOCK DOWN VIOLENTLY.
9. CHECK NITROGEN PRESSURE TO BE APPROXIMATELY 600 PSI WITH GEARS LOCKED DOWN AFTER THE EMERGENCY SYSTEM WAS OPERATED.
10. REMOVE MAIN BAGGAGE COMPARTMENT FRONT PANEL. INSERT A SCREWDRIVER THROUGH LANDING GEAR EMERGENCY EXTENSION VALVE RELEASE ACCESS HOLE. LIFT THE VALVE RELEASE LEVER AND RESET THE EMERGENCY EXTENSION CONTROL HANDLE IN THE FLIGHT COMPARTMENT.

    NOTE: LANDING GEAR EMERGENCY HANDLE MUST BE FULLY RESET, OTHERWISE A BLOCKAGE OF EMERGENCY EXTENSION CONTROL VALVE VENT LINE MAY OCCUR. WHEN RESETTING HANDLE, NITROGEN TRAPPED IN LANDING GEAR EMERGENCY SYSTEM WILL VENT TO ATMOSPHERE.

11. RECHARGE EMERGENCY GEAR EXTENSION SYSTEM NITROGEN STORAGE BOTTLE.
12. PRESSURIZE MAIN HYDRAULIC SYSTEM AND CYCLE LANDING GEAR THREE TIMES TO ENSURE NOSE GEAR SYSTEM BLEEDING AND PROPER OPERATION OF LANDING GEAR.
13. RECONNECT MAIN GEAR STRUT DOORS LINKAGES TO MAIN STRUT BODIES. INSTALL WASHERS AND NUTS SECURING LINKAGES TO STRUT BODIES. TORQUE NUTS TO SPECIFIED TORQUE. SECURE WITH COTTER PINS.
14. RECONNECT NOSE GEAR DOORS TO ACTUATING RODS. SECURE WITH BOLTS, WASHERS AND NUTS.
15. DISCONNECT HYDRAULIC EXTERNAL POWER SUPPLY FROM AIRCRAFT AND RECONNECT LEFT SIDE ENGINE DRIVEN PUMP HOSES.

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

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

<< CONTINUED >>

17. INSTALL FORWARD BAGGAGE COMPARTMENT FRONT PANEL.
18. SERVICE HYDRAULIC SYSTEM.
19. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

CAMP SYSTEMS, Inc.

COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC. | REPORT DATE 04/13/89 | WORK COMPLIANCE FORM NO. 32.460

AIRCRAFT NO.: 368 | MODEL: 1124A WESTWIND | OPER03

AIRCRAFT REG.: N368MD | ISSUED 07-88 REV. | 050600+ 150/300/600 HR INSPECTION

89103	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		4280			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

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

TECHNICIAN SIGNATURE: AERO AIR, INC. 2050 N.E. 25th AVE. HILLSBORO, OR. 97124 CERTIFICATE NUMBER: _____

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
322201 CHECK LANDING GEAR FREE FALL...NO REF.....	JM	ETB	.5

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NO TEXT AVAILABLE AT THIS TIME.

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 32.550
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 12-88 REV. 050600+ 150/300/600 HR INSPECTION

89103
32-067
29 29

WORK DUE AT	* = APU HRS		
DATE	HOURS	LANDINGS	CYCLES
	4280		

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

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

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

[illegible], INC.
2000 N.E. 25th AVE.
HILLSBORO, OR. 97124

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
320678 DYE PENETRANT LEFT WHEEL AXLE...MM 5-20-04.....	JM	STB	.5
321178 DYE PENETRANT RIGHT WHEEL AXLE...MM 5-20-04.....	JM	STB	.5

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320678, 321178
DYE PENETRANT WHEEL AXLE
1. CHECK AXLE FOR CRACKS USING DYE PENETRANT INSPECTION METHOD.
2. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

CAMP SYSTEMS, Inc.

COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC. | REPORT DATE 04/13/89 | WORK COMPLIANCE FORM NO. 32.560

AIRCRAFT NO.: 368 | MODEL: 1124A WESTWIND | OPER03

AIRCRAFT REG.: N368ND | ISSUED 12-88 REV. | 050600+ 150/300/600 HR INSPECTION

89103 32-068 29 29

WORK DUE AT	* = APU HRS.		
DATE	HOURS	LANDINGS	CYCLES
	4280		

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

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

TECHNICIAN SIGNATURE: AERO AIR, INC. 2050 N.E. 25th AVE. HILLSBORO, OR 97124 CERTIFICATE NUMBER: _____

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
320800 CHECK LEFT HAND MAIN LANDING GEAR...MM 5-20-04.....	JM	STB	1.0
321200 CHECK RIGHT HAND MAIN LANDING GEAR...MM 5-20-04.....	JM	STB	1.0

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320800, 321200

CHECK LEFT AND RIGHT MAIN LANDING GEAR

1. CHECK MAIN LANDING GEAR FOR GENERAL CONDITION, CRACKS, SECURITY OF ATTACHMENT AND LEAKAGE.
2. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 32.570
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 12-88 REV. 050600+ 150/300/600 HR INSPECTION

89103 32-069 29 29

WORK DUE AT	* = APU HRS		
DATE	HOURS	LANDINGS	CYCLES
	4280		

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 6 DAY 9 YEAR 89 AIRCRAFT HOURS: 4272.1 LANDINGS: 2800

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

AERO AIR, INC.
2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
320607	LUBRICATE LEFT HAND ACTUATOR BOLTS...MM 12-20-00.....	JM	[illegible]	1.5
950941	(SL WW-2494)			
321107	LUBRICATE RIGHT HAND ACTUATOR BOLTS...MM 12-20-00.....	[illegible]	[illegible]	1.5
950942	(SL WW-2494)			

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320607, 321107

INSPECT/LUBRICATE MAIN LANDING GEAR ACTUATING BOLTS (SERVICE LETTER NO.WW-2494) (REFER TO FIGURE 1 ON CARD 32-16)

CONSUMABLES: GREASE MIL-G-81322, MOLYKOTE 106 OR EVERLUBE 620

1. REMOVE BOLTS P/N NAS464P-6L20 THAT SECURE THE ACTUATING CYLINDERS TO UPPER SIDE BRACE ASSEMBLIES.
2. CHECK UPPER SIDE BRACE ASSEMBLY HOLES FOR CORROSION.
   A. CORRODED HOLES MAY BE CLEANED AND HAVE CADMIUM PLATING RENEWED BY BRUSH CADMIUM PROCESS.
   B. NEW BUSHINGS P/N ED13185-1 MUST BE INSTALLED IF HOLES ARE BADLY CORRODED OR IF INSIDE DIAMETER IS INCREASED BY CLEANING OUT CORROSION.
3. CHECK ACTUATING CYLINDER HOLES FOR CORROSION WHERE THEY ATTACH TO UPPER SIDE BRACE ASSEMBLY.
   A. CORRODED HOLES MAY BE CLEANED AND HAVE FILM LUBRICATION RENEWED BY APPLYING MOLYKOTE 106 OR EVERLUBE 620.
   B. NEW BUSHINGS P/N 4A105C11 MUST BE INSTALLED IF HOLES ARE BADLY CORRODED OR INSIDE DIAMETER IS INCREASED BY CLEANING OUT CORROSION.
4. CORRODED BOLTS MUST BE REPLACED WITH NEW BOLTS P/N NAS6206-20D.
   A. LUBRICATE BOLTS WITH GREASE MIL-G-81322 BEFORE INSTALLATION.
   B. REATTACH ACTUATING CYLINDERS TO UPPER SIDE BRACE ASSEMBLIES. TIGHTEN ATTACH BOLT NUTS FINGER-TIGHT, THEN TURN TO NEXT CASTELLATION AND SAFETY WITH COTTER PIN.
5. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 9 YEAR 89 AIRCRAFT HOURS: 4272.1 LANDINGS: 3800

TECHNICIAN SIGNATURE: AERO AIR, INC. 2050 N.E. 25th AVE HILLSBORO, OR. 97124 CERTIFICATE NUMBER: _____

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
340121 DRAIN PITOT/STATIC SYSTEM...MM 34-10-01.....	RSH	STB	0.5

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

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

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

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

   B. TWO PITOT LINE DRAIN TRAPS ARE LOCATED FORWARD OF THE PRESSURE BULKHEAD AND INBOARD OF THE PITOT HEADS INSIDE THE NOSE COMPARTMENT AT FUSELAGE STATION 10.14. THEY ARE SITUATED ONE ON EACH SIDE OF THE AIRCRAFT. OTHER DRAIN TRAPS ARE LOCATED INSIDE THE COCKPIT, BEHIND AND JUST BELOW THE RUDDER PEDALS ON BOTH SIDES OF THE AIRCRAFT. ALL PITOT LINE WATER COLLECTORS SHOULD BE PERIODICALLY REMOVED AND DRAINED.

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

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

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

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 35.070A
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103 35-007 29 29

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
	4280		

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 6 DAY 9 YEAR 89 AIRCRAFT HOURS: 4272.1 LANDINGS: 2800

TECHNICIAN SIGNATURE: AERO AIR, INC. 2050 N.E. 25th AVE. HILLSBORO, OR. 97124 CERTIFICATE NUMBER: _____

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

****

		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
350166	INSPECT/TEST PILOT'S OXYGEN MASK...MM 35-00-00.....	RA#		.1
350169	INSPECT/TEST COPILOT'S OXYGEN MASK...MM 35-00-00.....	RA#		.1

****

350166, 350169
INSPECT/TEST OXYGEN MASK

1. UNFOLD MASK.
2. CHECK FACE-PIECE FOR HOLES, CUTS, OR TEARS.
3. EXAMINE FRONT AND BACK VALVE HOUSINGS FOR CRACKS, BREAKS, AND DAMAGE TO VALVE SEATS.
4. CHECK ECONOMIZER BAG FOR TORN OR IMPERFECT SEAMS, HOLES, AND MILDEW (PASSENGER MASKS ONLY).
5. CHECK TUBING CLAMP FOR SECURITY OF INSTALLATION, CRACKS, AND DISTORTION.
6. CHECK TUBING FOR CRACKS AND KINKS.
7. CHECK HEAD STRAP FOR CORRODED OR DISTORTED CLIPS, ELASTICITY, CLEANLINESS, AND SECURITY OF INSTALLATION.
8. TESTING OF THE MASK REQUIRES SPECIAL EQUIPMENT. IT IS RECOMMENDED THAT ALL MASKS BE RETURNED TO AN APPROVED REPAIR AGENCY FOR TEST.
9. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

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

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

AERO AIR, INC.
2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

****

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
350243 CHECK PASSENGER OXYGEN MASK DROP-OUT...MM 35-00-00.....	RH	EJP	____.____

****

350243

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 25.010.

CHECK PASSENGER OXYGEN MASK DROP-OUT

EQUIPMENT/CONSUMABLES: SHERLOCK LEAK DETECTOR CG, SOURCE OF CLEAN DRY COMPRESSED AIR, TORQUE WRENCH 0 TO 100 INCH-POUNDS

1. DISCONNECT COPILOT OXYGEN MASK FROM THE OXYGEN MASK OUTLET ON THE RIGHT-HAND CONSOLE SIDE PANEL.
2. REMOVE COPILOT SEAT. REFER TO WORK COMPLIANCE FORM 25.010.
3. REMOVE RIGHT CONSOLE SIDE PANEL.
4. CONNECT EXTERNAL POWER.
5. OXYGEN MASKS DROP-OUT TEST:
   A. FOR AIRCRAFT NOT EQUIPPED WITH SURGE VALVE, PRE SL WW-24104:
      (1) CLOSE OXYGEN SYSTEM SHUTOFF VALVE.
      (2) SET COPILOT OXYGEN SUPPLY VALVE TO ON AND REDUCE OXYGEN PRESSURE TO ZERO BY SETTING COPILOT OXYGEN FLOW VALVE TO TEST MARK (AIRCRAFT EQUIPPED WITH EROS MASKS, PRESS EMERGENCY KNOB LOCATED IN THE MASK REGULATOR).
      (3) SET COPILOT OXYGEN SUPPLY SYSTEM VALVE TO OFF.
      (4) DISCONNECT THE PASSENGER OXYGEN SUPPLY LINE FROM THE PRESSURE REDUCER REGULATOR OUTLET.
      (5) CONNECT A REGULATED OXYGEN SUPPLY SOURCE (0 TO 50 PSIG) TO THE PASSENGER OXYGEN SUPPLY LINE.
      (6) APPLY OXYGEN PRESSURE AND ENSURE THAT ALL PASSENGER MASKS FALL FROM THE STOWAGE COMPARTMENTS BETWEEN 15 AND 30 PSIG.
      (7) REDUCE OXYGEN PRESSURE AND DISCONNECT THE OXYGEN SUPPLY SOURCE.
   B. FOR AIRCRAFT EQUIPPED WITH SURGE VALVE, POST SL WW-24104:
      (1) SLOWLY OPEN OXYGEN SYSTEM SHUTOFF VALVE.
      (2) SET PASSENGER OXYGEN SUPPLY SWITCH TO ON. ALL MASKS MUST FALL FROM THE STORAGE COMPARTMENTS WITHIN 20 SECONDS AND PASS OXYGEN ON LIGHT COMES ON.

      NOTE: THIS ACTION ACTUATES THE SURGE VALVE FOR 17 SECONDS AND FOR THIS OCCASION A 20 PSIG PRESSURE IS PRESENT IN THE PASSENGER SUPPLY LINE.

      (3) CLOSE OXYGEN SYSTEM SHUTOFF VALVE.
      (4) DISCONNECT THE PASSENGER OXYGEN SUPPLY LINE FROM THE PRESSURE REDUCER OUTLET TEE FITTING.
   6. SLOWLY OPEN OXYGEN SYSTEM SHUTOFF VALVE. SYSTEM PRESSURE INDICATOR SHOULD READ 1800 TO 2000 PSIG.
   7. SET PASSENGER OXYGEN SUPPLY SWITCH TO OFF.
   8. ENSURE THAT BY-PASS VALVE IS IN OFF POSITION.
9. APPLY CG SHERLOCK LEAK DETECTOR ON PRESSURE REDUCER REGULATOR PASSENGER OXYGEN OUTLET AND ENSURE THAT THERE IS NO LEAKAGE.
10. SET PASSENGER OXYGEN SUPPLY SWITCH TO ON. ENSURE OXYGEN FLOW FROM THE PRESSURE REDUCER REGULATOR PASSENGER OXYGEN OUTLET AND PASS OXYGEN ON INDICATOR LIGHT IS ON.
11. SET PASSENGER OXYGEN SUPPLY SWITCH TO AUTO. ENSURE THERE IS NO OXYGEN FLOW FROM THE PRESSURE REDUCER REGULATOR PASSENGER OXYGEN OUTLET AND PASS OXYGEN ON INDICATOR LIGHT IS NOT ILLUMINATED.
12. PRESS PASS OXYGEN ON INDICATOR LIGHT AND ENSURE IT ILLUMINATES.
13. CONNECT A STATIC SYSTEM TESTER WITH CERTIFIED ALTIMETER TO ALTITUDE PRESSURE SWITCH ORIFICE.
14. SLOWLY APPLY THE VACUUM AND ENSURE THAT PASS OXYGEN ON INDICATOR LIGHT ILLUMINATES AT 13,500 (+ OR -500) FEET AND OXYGEN FLOWS FROM THE PRESSURE REDUCER REGULATOR PASSENGER OUTLET.

<< CONTINUED >>

15. SLOWLY RELEASE THE VACUUM AND DISCONNECT THE TEST EQUIPMENT.
16. SET COPILOT OXYGEN SUPPLY VALVE TO ON AND ENSURE COPILOT SUPPLY PRESSURE INDICATOR GAUGE INDICATES 65 TO 95 PSIG. (NOT APPLICABLE TO AIRCRAFT EQUIPPED WITH CREW (EROS) OXYGEN REGULATOR MASKS).
17. SET COPILOT OXYGEN SUPPLY SWITCH TO OFF.
18. SET PASSENGER OXYGEN SUPPLY SWITCH TO OFF.
19. DISCONNECT EXTERNAL POWER.
20. ENSURE THERE IS NO OXYGEN FLOW FROM THE PRESSURE REDUCER REGULATOR PASSENGER OXYGEN OUTLET.
21. SET BY-PASS VALVE TO ON.
22. ENSURE OXYGEN FLOWS FROM THE PRESSURE REDUCER REGULATOR PASSENGER OXYGEN OUTLET.
23. SET BY-PASS VALVE TO OFF.

CAUTION: FAILURE TO HOLD REGULATOR FITTINGS FROM ROTATION WILL CAUSE INTERNAL LEAKS.

24. CONNECT THE PASSENGER OXYGEN SUPPLY LINE TO THE PRESSURE REDUCER REGULATOR OUTLET.

NOTE: PRESSURE REDUCER REGULATOR FITTINGS ARE TORQUED 60 TO 80 INCH-POUNDS ON ALUMINUM, AND 80 TO 100 INCH-POUNDS ON BRASS FITTINGS.

25. SET BY-PASS AND THERAPEUTIC OXYGEN VALVES TO ON.
26. APPLY CG SHERLOCK LEAK DETECTOR TO TUBING AND FITTINGS AND ENSURE THERE IS NO LEAKAGE.
27. CLOSE OXYGEN SYSTEM SHUTOFF VALVE.
28. RECORD POSITION OF POINTER ON THE OXYGEN CYLINDER PRESSURE INDICATOR GAUGE.
29. AFTER ONE HOUR CHECK THAT THE POSITION OF POINTER ON THE OXYGEN PRESSURE INDICATOR GAUGE HAS NOT CHANGED. PRESSURE DROP SHALL NOT EXCEED THE VALUES SPECIFIED IN TABLE 1.
30. SET BY-PASS AND THERAPEUTIC OXYGEN VALVES TO OFF.
31. INSTALL RH CONSOLE SIDE PANEL.
32. INSTALL COPILOT SEAT. REFER TO WORK COMPLIANCE FORM 25.010.
33. CONNECT COPILOT OXYGEN MASK TO OXYGEN MASK OUTLET ON THE RH CONSOLE SIDE PANEL.
34. STOW ALL PASSENGER OXYGEN MASKS.
35. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

TABLE 1

INITIAL PRESSURE (PSIG)	ALLOWED PRESSURE DROP (PSIG) WITHIN 24 HOURS	WITHIN 8* HOURS	WITHIN 1* HOUR
1800	300	100	20
1700	284	95	18.9
1600	267	89	17.8
1500	250	83	16.7
1400	234	78	15.6
1300	217	72	14.5
1200	200	67	13.3
1100	184	61	12.3
1000	167	56	11.1

*NOTE: ACTUAL LEAKAGE SHOULD BE MEASURED AFTER 24 HOURS. PRESSURE READINGS GIVEN AS *WITHIN 8 HOURS* AND *WITHIN 1 HOUR* ARE INTERIM FIGURES TO ALLOW AN ESTIMATE OF WHETHER OR NOT THE SYSTEM IS HOLDING PRESSURE AS REQUIRED PRIOR TO ACTUAL MEASUREMENT AFTER 24 HOURS.

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 52.010B
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103	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.
52-003	DATE	HOURS	LANDINGS	CYCLES	
29 29		4280			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

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

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

AERO AIR, INC.
2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

****

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
520116 OPERATIONAL CHECK CABIN ENTRANCE DOOR...MM 52-10-00.....	EJS	EJS	____.____

****

520116
OPERATIONAL CHECK CABIN ENTRANCE DOOR

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

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 52.030A
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103	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.
52-007	DATE	HOURS	LANDINGS	CYCLES	
29 29		4280			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

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

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

AERO AIR, INC.
2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

****

		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
520141	INSPECT/LUBRICATE LEFT EMERGENCY EXIT HATCH/SEAL...NO REF.....			.4
520151	INSPECT/LUBRICATE RIGHT EMERGENCY EXIT HATCH/SEAL...NO REF.....			.4

****

520141, 520151
INSPECT/LUBRICATE EMERGENCY EXIT HATCH/SEALS (REFER TO ILLUSTRATION ON CARD 52-2)
1. OPEN AND INSPECT EMERGENCY EXIT HATCH FOR GENERAL CONDITION AND SECURITY.
2. CLEAN AND LUBRICATE SEAL.
3. RECORD INSPECTION/LUBRICATION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

CAMP SYSTEMS, Inc.

COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC. | REPORT DATE 04/13/89 | WORK COMPLIANCE FORM NO. 53.010

AIRCRAFT NO.: 368 | MODEL: 1124A WESTWIND | OPER03

AIRCRAFT REG.: N368MD | ISSUED 07-88 REV. | 050600+ 150/300/600 HR INSPECTION

89103
53-001
29 29

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
	4280		

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

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

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

AERO ASC, INC.
2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

****

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
530101 INSPECT FUSELAGE (A).....	ST	ST	1.0

****

530101
INSPECT FUSELAGE (A)

	MECH	INSP
TEXT FROM MM 5-20-02		
1. INSPECT PITOT TUBES AND STATIC PORTS FOR OBVIOUS DAMAGE AND OBSTRUCTIONS.	ST	ST
2. INSPECT OXYGEN THERMAL DISCHARGE DISC.	ST	---
3. INSPECT ALL DRAIN HOLES AND FITTINGS FOR OBVIOUS DAMAGE AND OBSTRUCTIONS.	ST	---
4. INSPECT FUSELAGE SKIN FOR LOOSE RIVETS, CRACKS, LEAKAGE AND CONDITION OF FINISH.	ST	---
5. INSPECT STATIC SOURCES, DRAIN VALVES, AND TRAPS.	ST	---
6. INSPECT ANTENNA FOR GENERAL CONDITION AND SECURITY.	ST	---
7. INSPECT LOWER ANTI-COLLISION LIGHT FOR CRACKED OR BROKEN LENS, GENERAL CONDITION AND SECURITY.	ST	---
8. INSPECT WINDSHIELD WIPERS FOR GENERAL CONDITION AND SECURITY.	ST	---
9. INSPECT WINDSHIELDS AND WINDOWS FOR DELAMINATIONS, SCRATCHES, CRACKS AND LEAKAGE.	ST	---
10. CHECK ELECTRICAL CONNECTIONS AND COMPONENTS FOR DAMAGE, TIGHTNESS, CHAFING, FRAYING AND CUTS.	ST	ST
11. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.		

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 52.010A
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103	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.
52-002	DATE	HOURS	LANDINGS	CYCLES	
29 29		4280			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

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

TECHNICIAN SIGNATURE: AERO AIR, INC. 2050 N.E. 25th AVE. HILLSBORO, OR. 97124 CERTIFICATE NUMBER:

INSPECTED BY: KIND OF CERTIFICATE:

****

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
520106 INSPECT/LUBRICATE CABIN ENTRANCE DOOR...MM 52-10-00.....	RAH	ETB	0.5

****

520106
INSPECT/LUBRICATE CABIN ENTRANCE DOOR (REFER TO FIGURE 2 ON CARD 52-1)
CONSUMABLES: SILICONE LUBRICANT, LUBRICATING OIL MIL-L-7820A

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

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

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

CAMP SYSTEMS, Inc. — COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC. | REPORT DATE 04/13/89 | WORK COMPLIANCE FORM NO. 53.0202
AIRCRAFT NO.: 368 | MODEL: 1124A WESTWIND | OPER03
AIRCRAFT REG.: N368MD | ISSUED 07-88 REV. 12-88 | 050600+ 150/300/600 HR INSPECTION

89103 / 53-003 / 29 29

WORK DUE AT	* = APU HRS.		
DATE	HOURS	LANDINGS	CYCLES
	4280		

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

CK CURRENT DUE LIST FOR DUE TIME CHGS — PAGE 1

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

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

****

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
530121 INSPECT NOSE COMPARTMENT (B).....	RAH	STD	1.0
530116 INSPECT NOSE COMPARTMENT (A)			

****

530121
INSPECT NOSE COMPARTMENT (B)
TEXT FROM MM 5-20-01, 5-20-05

		MECH	INSP
	1. INSPECT PITOT LINES FOR CHAFING, DAMAGE, LEAKAGE AND GENERAL CONDITION.	RAH	S
	2. INSPECT ELECTRICAL COMPONENTS, WIRE HANDLES, AND TERMINAL STRIPS FOR DAMAGE, SECURITY AND LOOSE CONNECTIONS.	RAH	
	3. INSPECT STRUCTURE FOR CONDITION AND SECURITY.	RAH	
	4. INSPECT AC INVERTERS, COOLING, ELECTRICAL CONNECTIONS AND FAN FOR SECURITY, CLEANLINESS AND GENERAL CONDITION.	RAH	
	5. CHECK BATTERIES FOR ANY EVIDENCE OF CORROSION OR PHYSICAL DAMAGE. CHECK VENT LINES FOR OBSTRUCTION AND SECURITY OF INSTALLATION.	RAH	
R	6. CHECK BATTERY QUICK DISCONNECTS FOR CORROSION AND GENERAL CONDITION.	RAH	
	7. INSPECT OXYGEN BOTTLE FOR SECURITY IN MOUNTS AND GENERAL CONDITION.	RAH	
	8. INSPECT OXYGEN LINES FOR CHAFING, ROUTING AND GENERAL CONDITION.	RAH	
	9. INSPECT AVIONIC COMPONENTS AND ELECTRICAL CONNECTIONS FOR SECURITY.	RAH	
	10. INSPECT CONDITION OF WINDSHIELD RESISTORS.	RAH	
R	11. FOR AIRCRAFT EQUIPPED WITH COLLINS WXR 300 WEATHER RADAR, CHECK THE CRYSTAL DESICCANT BOTTLE INSTALLED IN THE NOSE COMPARTMENT AS FOLLOWS:		
R	A. CHECK DESICCANT BOTTLE CRYSTAL COLOR AGAINST COLOR COMPARISON CHART AFFIXED TO BOTTLE.		
R	B. SHOULD CRYSTAL COLOR INDICATE NEED FOR REPLACEMENT REPLACE WITH A DESICCANT REFILL.		
R	C. STEPS A. AND B. COMPLIED WITH.	RAH	2743
	12. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.		

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 53.0303
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
53-006	DATE	HOURS	LANDINGS	CYCLES	
29 29		4280			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

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

TECHNICIAN SIGNATURE: AERO AIR, INC. 2050 N.E. 25th AVE. HILLSBORO, OR. 97124 CERTIFICATE NUMBER:

INSPECTED BY: KIND OF CERTIFICATE:

****

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
530141 INSPECT COCKPIT (C)..	MC	EJB	.
530131 INSPECT COCKPIT (A)			
530136 INSPECT COCKPIT (B)			

****

530141

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 27.440.

INSPECT COCKPIT (C) (FOR CAMP OPERATORS, REFER TO ILLUSTRATION ON CARD 53-2. FOR SCAMP OPERATORS, REFER TO MAINTENANCE MANUAL).

TEXT FROM MM 5-20-02

	MECH	INSP
1. INSPECT COCKPIT FOR CLEANLINESS.	MC	EJB
2. INSPECT INTERIOR SIDE OF WINDSHIELDS AND WINDOWS FOR DELAMINATION, SCRATCHES, CRACKS AND GENERAL CONDITION.	MC	
3. INSPECT PILOT'S OPENABLE WINDOW SEAL AND LATCH FOR CONDITION.	MC	
4. INSPECT DESSICANT CRYSTALS FOR MOISTURE CONTENT. IF MOISTURE NOTED, PERFORM VENT AND STATIC LINE PRESSURE CHECK (DO NOT EXCEED 2.0 PSI).	MC	
5. INSPECT INSTRUMENT PANEL FOR GENERAL CONDITION.	MC	
6. INSPECT INSTRUMENT HOSES, LINES, ELECTRICAL WIRE BUNDLES AND CONNECTIONS FOR ROUTING, SECURITY AND GENERAL CONDITION.	MC	
7. INSPECT CONTROL PEDESTAL INDICATORS, CONTROLS, SWITCHES AND ELECTRICAL CONNECTIONS FOR CONDITION.	MC	
8. INSPECT THROTTLE AND REVERSER CONTROLS FOR EASE OF OPERATION.	MC	
9. CHECK ALL INTERNAL, EXTERNAL, PRESS-TO-TEST (IN COCKPIT) LIGHTS.	MC	
10. CHECK CONTROL COLUMN INTERCONNECT CABLES AND FLIGHT CONTROL TRANSITION CABLES FOR CONDITION AND SECURITY.	MC	
11. CHECK GENERAL CONDITION OF PRESSURIZATION/OXYGEN SYSTEM.	MC	
12. VISUALLY CHECK THAT HOSES, LINES AND FITTINGS ARE IN GOOD CONDITION.	MC	
13. VISUALLY CHECK THAT ISOBARIC VALVE IS SAFETIED IN OPEN POSITION.	MC	
14. CHECK ALL INTERNAL AND EXTERNAL LIGHTS FOR OPERATION.		
15. INSPECT CREW SEATS FOR CONDITION. REFER TO S.B. WW-24-22.	MC	
16. INSPECT CREW SEATBELTS FOR CONDITION.	MC	
17. INSPECT ALL ACCESSIBLE CABLES FOR WEAR, FRAYING, CHAFING, CORROSION AND HAVING PROPER LUBRICATION AND TENSION.	MC	
18. INSPECT RUDDER PEDALS, LINKAGE AND BELLCRANK FOR SECURITY, FREEDOM OF OPERATION AND GENERAL CONDITION.	MC	
19. INSPECT BRAKE VALVE LINKAGES AND BELLCRANK FOR SECURITY, FREEDOM OF OPERATION AND GENERAL CONDITION.	MC	
20. REMOVE THE COVERS FROM THE FORWARD RELAY BOX (BELOW COPILOT SEAT) AND THE FIVE CONTROL BOX (BELOW PILOT SEAT) AND CHECK INSIDE FOR CLEANLINESS, SAFETY AND CONDITION OF ELECTRICAL PARTS.	MC	
21. INSPECT OVERHEAD ELECTRICAL PANELS, ELECTRICAL BUNDLES, CONNECTIONS FOR DAMAGE, TIGHTNESS AND GENERAL CONDITION.	MC	

CAUTION: ENSURE ADEQUATE CLEARANCE BETWEEN ELECTRICAL CONNECTIONS AND FRAME WHEN REINSTALLING PANEL.

	MECH	INSP
22. THOROUGHLY INSPECT UNDER FLOOR FOR CORROSION, DAMAGE, WEAR, SECURITY AND CLEANLINESS.	MC	
23. INSPECT COMPONENTS UNDER FLIGHT COMPARTMENT FLOOR FOR SECURITY AND GENERAL CONDITION.	MC	
24. INSPECT PLUMBING FOR PROPER ROUTING, CONDITION AND LEAKS.	MC	
25. CHECK FLIGHT CONTROL, CABLES, PULLEYS, BRACKETS, GUARDS, BELLCRANKS AND PUSH-PULL RODS FOR CONDITION, OPERATION AND SECURITY OF ATTACHMENT.	MC	EJB

 << CONTINUED >>

26. INSPECT CONTROL COLUMN INTERCONNECT CABLE AND FLIGHT CONTROL TRANSITION CABLES BETWEEN FUSELAGE STATION 153 AND STATION 269 FOR CONDITION, SECURITY AND CORRECT TENSION. REFER TO WORK COMPLIANCE FORM 27.440.
27. CHECK TERMINAL CONTACT ASSEMBLIES FOR ARCING (WINDSHIELD).
28. CHECK ENGINE CONTROL LINKAGE AND TELEFLEX CABLE FOR CONDITION, PROPER ROUTING AND SECURITY OF CLAMPS.
29. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

CAMP SYSTEMS, Inc. — COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC. | REPORT DATE 04/13/89 | WORK COMPLIANCE FORM NO. 53.0402
AIRCRAFT NO.: 368 | MODEL: 1124A WESTWIND | OPER03
AIRCRAFT REG.: N368MD | ISSUED 07-88 REV. | 050600+ 150/300/600 HR INSPECTION

89103 / 53-009 / 29 29

WORK DUE AT	* = APU HRS.		
DATE	HOURS	LANDINGS	CYCLES
	4280		

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

CK CURRENT DUE LIST FOR DUE TIME CHGS — PAGE 1

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

AERO AIR, INC.
2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
530156 INSPECT CABIN (600 HOUR).....	MC	ES	____.____
530146 INSPECT CABIN (150 HOUR)			

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530156

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 27.440.

INSPECT CABIN (600 HOUR) (FOR CAMP OPERATORS, REFER TO ILLUSTRATION ON CARD 53-3. FOR SCAMP OPERATORS, REFER TO MAINTENANCE MANUAL).

	MECH	INSP
TEXT FROM MM 5-20-02		
1. THOROUGHLY INSPECT UNDER FLOOR FOR CORROSION, DAMAGE, SECURITY AND CLEANLINESS.	MC	ES
2. CHECK ENGINE CONTROL LINKAGE AND TELEFLEX CABLE FOR CONDITION, PROPER ROUTING AND SECURITY OF CLAMPS.	MC	____
3. INSPECT PRESSURIZATION AND AIR CONDITION COMPONENTS UNDER CABIN FLOOR FOR SECURITY AND GENERAL CONDITION.	MC	____
4. INSPECT PASSENGER COMPARTMENT FOR CLEANLINESS, SECURITY AND GENERAL CONDITION.	MC	____
5. INSPECT EMERGENCY LIGHT FOR OPERATION SECURITY, CLEANLINESS AND CONNECTIONS. CHECK BATTERY CHARGE. (REFER TO MM 12-10-06).	MC	____
NOTE: WHENEVER THE EMERGENCY LIGHTS HAVE BEEN OPERATED FROM THE EMERGENCY BATTERY FOR MORE THAN ONE HOUR, CHECK BATTERY CHARGE.		
6. INSPECT REFRESHMENT BAR ICE CHEST, GALLEY COAT CLOSET CABINETS, TABLES ETC. FOR EASE OF OPERATION AND LOCKING.	MC	
7. INSPECT SEATS AND SEAT BELTS FOR SECURITY AND GENERAL CONDITION.	MC	____
8. CHECK CABIN OXYGEN SYSTEM FOR GENERAL CONDITION.	MC	____
9. CHECK READING LIGHT FOR OPERATION AND GENERAL CONDITION.	MC	____
10. CHECK VENTILATING AIR CONSOLE FOR CLEANLINESS AND GENERAL CONDITION.	MC	____
11. INSPECT WINDOWS FOR DELAMINATION, SCRATCHES, CRACKS, AND LEAKAGE.	MC	____
12. CHECK INTERIOR LIGHTS FOR OPERATION, CLEANLINESS AND GENERAL CONDITION.	MC	____
13. CHECK EMERGENCY EXIT FOR SECURITY AND GENERAL CONDITION. CHECK RELEASE MECHANISM (PULL RELEASE HANDLE, BUT NOT NECESSARY TO REMOVE EXIT FROM AIRCRAFT). REMOVE EXIT, INSPECT SEAL AND CHECK OPERATION OF GAME TABLES FOR CLEARANCES.	MC	
14. CHECK CERTIFICATES.	MC	____
15. INSPECT AVIONICS COMPONENTS FOR SECURITY, CLEANLINESS AND SECURE CONNECTIONS.	MC	____
16. INSPECT LAVATORY AND BAGGAGE COMPARTMENT FOR SECURITY AND GENERAL CONDITION.	MC	____
17. INSPECT LAVATORY DOOR FOR CONDITION AND OPERATION.	MC	____
18. CHECK PLUMBING FOR PROPER ROUTING, CONDITION AND LEAKS.	MC	____
19. INSPECT STRUCTURE UNDER FLOOR BELOW GALLEY AND LAVATORY TOILET INSTALLATION FOR FLUID LEAKAGE CORROSION, GENERAL CONDITION AND CLEANLINESS.	MC	____
20. INSPECT CONTROL COLUMN INTERCONNECT CABLE AND FLIGHT CONTROL TRANSITION CABLES BETWEEN FUSELAGE STATION 153 AND STATION 269 FOR CONDITION, SECURITY AND CORRECT TENSION. FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE FORM 27.440. FOR SCAMP OPERATORS, REFER TO MM 27-00-00, TABLE 2.	MC	____
21. CHECK FLIGHT CONTROL, CABLES, PULLEYS, BRACKETS, GUARDS, BELLCRANKS, AND PUSH-PULL RODS FOR CONDITION, OPERATION AND SECURITY OF ATTACHMENT.	MC	ES
22. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.		

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 53.0502
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 12-88 050600+ 150/300/600 HR INSPECTION

89103	WORK DUE AT	* = APU HRS.		
53-011	DATE	HOURS	LANDINGS	CYCLES
29 29		4280		

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 6 DAY 9 YEAR 89 AIRCRAFT HOURS: 4272.1 LANDINGS: 2800

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

AE
2053 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
530166	INSPECT REAR COMPARTMENT (B).....	JM	EJS	2.8
530161	INSPECT REAR COMPARTMENT (A)			

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530166

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

INSPECT REAR COMPARTMENT (B) MECH INSP
TEXT FROM MM 5-20-05

1. INSPECT FUSELAGE FUEL TANK AREA FOR GENERAL CONDITION AND LEAKAGE. EJS ____
2. CHECK FUEL SHUTOFF VALVES FOR PROPER OPERATION. EJS ____
3. INSPECT FUEL SUPPLY LINES FOR CONDITION. EJS ____
4. INSPECT FUEL BOOST PUMP FOR LEAKS AND GENERAL CONDITION. EJS ____
5. INSPECT PRESSURE REFUELING POINT AREA FOR GENERAL CONDITION. EJS ____
6. INSPECT FLAP PRIME MOTOR AND FLEX SHAFTS FOR SECURITY AND GENERAL CONDITION. EJS ____
7. INSPECT AC AND DC ELECTRICAL COMPONENTS FOR SECURITY IN MOUNTS AND GENERAL CONDITION. EJS ____
8. CHECK BATTERIES FOR ANY EVIDENCE OF CORROSION OR PHYSICAL DAMAGE. CHECK VENT LINES FOR OBSTRUCTION AND SECURITY OF INSTALLATION. SA ____
9. INSPECT ELECTRICAL WIRE BUNDLES FOR DAMAGE AND SECURITY. EJS ____
10. REMOVE THE COVERS FROM THE LEFT-HAND AND RIGHT-HAND DC BOXES, FLAP CONTACTOR BOX, AFT RELAY PANEL, HORIZONTAL STABILIZER MOTOR RELAY BOX AND THE AC INVERTERS BLOWER CONTROL BOX AND CHECK INSIDE FOR CLEANLINESS, SAFETY, CONDITION AND EVIDENCE OF OVERHEATING OF ELECTRICAL PARTS. EJS ____
11. INSPECT AIR CONDITIONING, PRESSURIZATION EQUIPMENT AND SWITCHES FOR CONDITION AND SECURITY. CHECK REFRIGERATION UNIT MOUNTING FOR CONDITION AND SECURITY. JM ____
12. CHECK HYDRAULIC SYSTEM COMPONENTS, FLUID CARRYING LINES AND FITTINGS FOR DAMAGE, LEAKAGE AND GENERAL CONDITION. EJS ____

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

13. CHECK LIFT DUMPER AND SPEED BRAKE SELECTOR VALVES FOR LEAKAGE AND CONDITION AND ELECTRICAL CONNECTIONS FOR SECURITY. EJS ____
14. INSPECT HYDRAULIC POWER PANEL FOR LEAKAGE AND CONDITION. JM ____
15. CHECK HYDRAULIC SYSTEM RIPPLE DAMPING ACCUMULATORS DRY NITROGEN CHARGE. KA ____

NOTE: CHECK IS NOT APPLICABLE IF ATTENUATORS ARE INSTALLED.

TEXT FROM MM 5-20-05

R16. CHECK HYDRAULIC HIGH-PRESSURE FILTERS. CHECK RED POP-OUT BUTTON. IF BUTTON IS OUT (EXTENDED), THE
R FILTER IS CLOGGED; FILTER ELEMENT MUST BE REPLACED AND APPLICABLE PUMP CHECKED. FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE FORM 29.050C. FOR SCAMP OPERATORS, REFER TO MAINTENANCE MANUAL. GB ____
17. CHECK HYDRAULIC EMERGENCY SYSTEM ACCUMULATOR DRY NITROGEN CHARGE. REFER TO TABLE. JM ____

TABLE FROM MM 12-10-00

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

<< CONTINUED >>

TEXT FROM MM 5-20-05

18. CHECK THRUST REVERSER ACCUMULATOR AND CYLINDER DRY NITROGEN CHARGE REFER TO TABLE BELOW. JM ____

TABLE FROM MM 12-10-00

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

TEXT FROM MM 5-20-05

19. CHECK LANDING GEAR EMERGENCY EXTENSION SYSTEM PRESSURE. REFER TO TABLE BELOW. JM ____

TABLE FROM MM 12-10-00

-20 DEGREES TO +30 DEGREES F	1750 + OR -50 PSI
+30 DEGREES TO +80 DEGREES F	1850 + OR -50 PSI
+80 DEGREES TO +130 DEGREES F	1950 + OR -50 PSI

TEXT FROM MM 5-20-05

20. INSPECT ANTI-SKID CONTROL VALVES FOR LEAKAGE AND ELECTRICAL CONNECTIONS FOR CONDITION AND SECURITY OF ATTACHMENT. JM ____
21. INSPECT HOSES, LINES AND ELECTRICAL BUNDLES ENTERING FUSELAGE FROM ENGINE NACELLE FOR DAMAGE, CHAFING AND SECURITY. JM ____
22. CHECK FIRE EXTINGUISHER CONTAINERS FOR SECURITY, ELECTRICAL CONNECTIONS AND NITROGEN PRESSURE. JM ____
23. INSPECT PNEUMATIC DE-ICING EQUIPMENT AND ELECTRICAL CONNECTIONS FOR SECURITY AND CONDITION. JM ____
24. INSPECT ELECTRICAL BUNDLES AND TERMINAL STRIPS FOR DAMAGE, SECURITY AND LOOSE CONNECTIONS. JM ____
25. INSPECT AIR EJECTOR FOR OBSTRUCTIONS AND CONDITION. JM ____
26. CHECK AILERON, ELEVATOR AND RUDDER TRANSITION CABLE BELLCRANKS FOR SECURITY AND GENERAL CONDITION. JM ____
27. INSPECT FLIGHT CONTROL CABLES FOR CONDITION. JM ____
28. CHECK CABLE SWEDGES FOR SECURE LOCK AND CONDITION. JM ____
29. INSPECT TORQUE TRANSFER TUBES AND ATTACH POINTS FOR FREENESS OF BEARINGS, SAFETY AND GENERAL CONDITION. JM ____
30. INSPECT AUTOPILOT SERVOS FOR SECURITY AND GENERAL CONDITION. JM ____
31. CHECK ABOVE WING AFT OF FUSELAGE STATION 316, ELECTRICAL BUNDLES AND STRUCTURE FOR GENERAL CONDITION. JM ____
32. INSPECT TELEFLEX THROTTLE CABLES FOR FRAYING, SAFETY AND GENERAL CONDITION. JM ____
33. INSPECT AIR CONDITIONING AND PRESSURIZATION DUCTING, TUBING AND CLAMPS FOR SECURITY AND CONDITION. JM ____
34. VISUALLY INSPECT BLEED SWITCHING VALVE. JM ____
35. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

CAMP SYSTEMS, Inc

COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: **ED-WES, INC.** | **REPORT DATE 04/13/89** | WORK COMPLIANCE FORM NO. **53.060**

AIRCRAFT NO.: **368** | MODEL: **1124A WESTWIND** | **OPER03**

AIRCRAFT REG.: **N368MD** | **ISSUED 07-88 REV.** | **050600+ 150/300/600 HR INSPECTION**

89103 **53-012** **29 29**

WORK DUE AT DATE	HOURS	* = APU HRS LANDINGS	CYCLES
	4280		

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

CK CURRENT DUE LIST FOR DUE TIME CHGS **PAGE 1**

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

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

AE[illegible], INC.
2055 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____ **KIND OF CERTIFICATE:** _____

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
530176 INSPECT AUXILIARY FUEL TANK STRUCTURE...MM 5-20-09.....	_____	_____	_____._____

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530176

INSPECT AUXILIARY FUEL TANK STRUCTURE

1. **GAIN ACCESS TO AUXILIARY FUEL TANK STRUCTURE BY REMOVING THE INBOARD SIDEWALL.**
2. **VISUALLY INSPECT THE FOLLOWING FOR CRACKS, CORROSION, SECURITY OF ATTACHMENT, AND GENERAL CONDITION:**
   - **A. WALL ATTACHMENT POINTS.**
   - **B. WALL TWO-PART ATTACHMENT PINS AND HINGE.**
   - **C. INBOARD SIDEWALL SUPPORTING STRUCTURE.**
   - **D. ATTACHMENT POINTS ON SUPPORTING STRUCTURE.**
3. **INSTALL INBOARD SIDEWALL REMOVED IN STEP 1.**
4. **RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.**

V/A

CAMP SYSTEMS, Inc. — COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC. | REPORT DATE 04/13/89 | WORK COMPLIANCE FORM NO. 54.0103
AIRCRAFT NO.: 368 | MODEL: 1124A WESTWIND | OPER03
AIRCRAFT REG.: N368MD | ISSUED 07-88 REV. | 050600+ 150/300/600 HR INSPECTION

89103	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
54-003	DATE	HOURS	LANDINGS	CYCLES	
29 29		4280			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

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

AERO AIR, INC.
2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

****

		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
540111	INSPECT LEFT ENGINE NACELLE/PYLON (C).....	_____	_____	_____.____
540101	INSPECT LEFT ENGINE NACELLE/PYLON (A)			
540106	INSPECT LEFT ENGINE NACELLE/PYLON (B)			
540131	INSPECT RIGHT ENGINE NACELLE/PYLON (C).....	_____	_____	_____.____
540121	INSPECT RIGHT ENGINE NACELLE/PYLON (A)			
540126	INSPECT RIGHT ENGINE NACELLE/PYLON (B)			

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540111, 540131

INSPECT ENGINE NACELLE/PYLON (C) (FOR CAMP OPERATORS, REFER TO ILLUSTRATION ON CARD 54-1. FOR SCAMP OPERATORS, REFER TO MAINTENANCE MANUAL) — MECH: R — INSP:

TEXT FROM MM 5-20-08, SM 72-00-00

1. INSPECT EXTERIOR FOR CONDITION, LOOSE RIVETS AND CLEANLINESS.
2. INSPECT ELECTRICAL WIRING AND CONNECTIONS FOR SECURITY AND DAMAGE.
3. INSPECT PLUMBING LINES AND CONNECTIONS FOR SECURITY, LEAKS, CRACKS, CUTS AND RUBBING.
4. INSPECT DRAINS AND VENTS FOR RESTRICTIONS.
5. INSPECT PYLON ENGINE MOUNT BEAMS AND ATTACH POINTS FOR CRACKS, SECURITY AND GENERAL CONDITION.
6. VISUALLY INSPECT JET PIPE NOZZLES FOR CRACKS AND GENERAL CONDITION. DC

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

7. INSPECT THRUST REVERSER MECHANICAL SYSTEM INCLUDING THROTTLE RETARDER FEEDBACK CONTROL AND ACTUATOR LINKAGE FOR CHAFING, DISTORTION, SECURITY AND EVIDENCE OF WORN BUSHINGS. DC
8. INSPECT THRUST REVERSER FOR GENERAL CONDITION, CLEANLINESS, FOREIGN OBJECT DAMAGE, FLUID ACCUMULATION AND LOOSE OR WORKING FASTENERS. DC
9. INSPECT THRUST REVERSER ACTUATOR MOUNTING AND STOP BOLTS FOR SECURITY AND SAFETYWIRE. DC
10. INSPECT THRUST REVERSER DOOR HINGES, BOLTS, LATCH HOOKS, HOLES, FAIRINGS FOR DENTS, DISTORTION, CRACKS, CORROSION, LOOSE OR MISSING RIVETS, EXCESSIVE WEAR, CONDITION, SECURITY AND CLEANLINESS. DC
11. INSPECT THRUST REVERSER HYDRAULIC SYSTEM INCLUDING ACTUATORS AND HYDRAULIC LINES FOR EVIDENCE OF LEAKS, CRACKS, DENTS, CLEARANCE, CONDITION AND SECURITY. DC
12. INSPECT THRUST REVERSER ELECTRICAL SYSTEM FOR CRACKED OR BURNED INSULATION, LOOSE CONNECTIONS AND FRAYED WIRES. DC
13. INSPECT THRUST REVERSER ELECTRICAL COMPONENTS FOR DETERIORATION AND BROKEN OR BENT PINS, SECURITY AND CLEARANCE. DC
14. INSPECT THRUST REVERSER OUTER COWL PANELS FOR DENTS, DISTORTION, CRACKS, CORROSION, LOOSE OR MISSING RIVETS, AND CLEANLINESS. DC
15. INSPECT THRUST REVERSER INNER DUCT STRUCTURE FOR CRACKS, STRUCTURAL DAMAGE, LOOSE OR MISSING RIVETS, CORROSION, DISTORTION OR HOT SPOTS. DC
16. INSPECT THRUST REVERSER STANG SUPPORT FOR STRUCTURAL DAMAGE, CORROSION AND LOOSE OR MISSING RIVETS. DC
17. REINSTALL ACCESS COVER AND STANG COVERS. REMOVE GROUND DEPLOY LOCKS AND RESTORE TO NORMAL POSITION.
18. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 55.0102
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 12-88 050600+ 150/300/600 HR INSPECTION

89103	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.
55-002	DATE	HOURS	LANDINGS	CYCLES	
29 29		4280			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

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

TECHNICIAN SIGNATURE: AERO AIR, INC. 2050 N.E. 25th AVE. HILLSBORO, OR 97124 CERTIFICATE NUMBER:

INSPECTED BY: KIND OF CERTIFICATE:

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
550106 INSPECT EMPENNAGE (B).....			5.5
550101 INSPECT EMPENNAGE (A)			

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550106

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

TEXT FROM MM 5-20-06

1. INSPECT RUDDER HINGE POINTS, CHECK ALL BEARINGS FOR LOOSENESS, ROUGHNESS, SAFETY AND GENERAL CONDITION.
2. INSPECT RUDDER ATTACH POINTS FOR SECURITY, CRACKS AND GENERAL CONDITION.
3. CHECK STOP PADS AND STOP BOLTS FOR CONDITION AND SECURITY.
4. INSPECT RUDDER TRIM TAB ACTUATOR(S) ATTACH POINTS FOR SECURITY AND GENERAL CONDITION.
5. INSPECT TAIL SKID FOR SECURITY AND GENERAL CONDITION.
6. INSPECT FRAME STATION 540.00 AND BALLAST AND JACK ADAPTER MOUNTING (IF INSTALLED) FOR CONDITION, DAMAGE AND CORRECT INSTALLATION.
7. INSPECT TAIL CONE AND LIGHT FOR CONDITION AND SECURITY.
8. INSPECT ELEVATOR HINGE POINTS FWD AND AFT, CHECK ALL BEARINGS FOR LOOSENESS, ROUGHNESS, SAFETY AND GENERAL CONDITION.
9. INSPECT ELEVATOR TORQUE TUBE FOR CONDITION AND SECURITY OF ATTACH POINTS.
10. INSPECT UNIVERSAL JOINTS AND TAPER PINS FOR LOOSENESS AND GENERAL CONDITION.
11. CHECK ELEVATOR TRAVEL STOP BOLTS AND STOP PADS FOR SECURITY AND CONDITION.
12. INSPECT HORIZONTAL TRIM RELAYS FOR SECURITY, ELECTRICAL CONNECTIONS AND CONDITION.
13. INSPECT HORIZONTAL STABILIZER TRIM ACTUATOR ATTACH POINTS AND ELECTRICAL CONNECTIONS.
14. ENSURE DRAIN HOLES IN BOTTOM OF HORIZONTAL STABILIZER TRIM ACTUATOR ARE CLEAR OF GREASE OR FOREIGN MATTER. (IF WATER PRESENT, UNIT MUST BE RESEALED.)
15. INSPECT HORIZONTAL STABILIZER FOR STRUCTURE, CONDITION AND SECURITY.

R16. INSPECT HORIZONTAL STABILIZER ATTACH POINTS FWD. AND AFT, UPPER AND LOWER SCISSOR FITTING ATTACH POINTS FOR LOOSENESS, CONDITION AND SECURITY.

17. INSPECT VERTICAL STABILIZER FOR STRUCTURE CONDITION, ATTACH POINTS AND SECURITY.
18. INSPECT ELEVATOR AND RUDDER TORQUE TRANSFER TUBES ATTACH POINTS FOR FREENESS OF BEARING AND SAFETY.
19. INSPECT AUTOPILOT SERVOS FOR SECURITY, PNEUMATIC PLUMBING, STRUCTURE, CONDITION.
20. INSPECT FUSELAGE ABOVE BAGGAGE COMPARTMENTS FOR ELECTRICAL BUNDLES, PNEUMATIC PLUMBING, STRUCTURE, CONDITION.
21. INSPECT LONG RANGE NAVIGATION SYSTEM FOR SECURITY OF MOUNTINGS, WIRE BUNDLES FOR DAMAGE AND SECURITY.
22. INSPECT ELECTRONIC FUEL COMPUTERS FOR SECURITY IN MOUNTING, WIRE BUNDLES FOR DAMAGE AND SECURITY. AIR FILTER FOR CLEANLINESS OR OBSTRUCTIONS.
23. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 57.010
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 12-88 050600+ 150/300/600 HR INSPECTION

87103	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
57-001	DATE	HOURS	LANDINGS	CYCLES	
29 29		4280			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

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

AERO AIR, INC.
2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
570101	INSPECT LEFT WING (A).....	JM	[illegible]	1.5
950569	INSPECT LEFT WING FLAP HINGE AND BEARING (SL NO.WW-2457) MINOR...SL WW-2457			
570116	INSPECT RIGHT WING (A).....	RAH	[illegible]	1.5
950570	INSPECT RIGHT WING FLAP HINGE AND BEARING (SL NO.WW-2457) MINOR...SL WW-2457			

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570101, 570116

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

ITEM 1 - INSPECT WINGS (A) (FOR CAMP OPERATORS, REFER TO ILLUSTRATION ON CARD 57-1. FOR SCAMP OPERATORS, REFER TO MAINTENANCE MANUAL) MECH INSP
CONSUMABLES: LP-3 OR EQUIVALENT
TEXT FROM MM 5-20-03

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

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

<< CONTINUED >>

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

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

950569, 950570
ITEM 2 - INSPECT WING FLAP HINGE AND BEARING (SL NO.WW-2457) MINOR
EQUIPMENT/CONSUMABLES: WD-40, 0 TO 190 INCH-POUNDS TORQUE WRENCH

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

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 57.020
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103 WORK DUE AT. * = APU HRS.

DATE	HOURS	LANDINGS	CYCLES
57-002			
29 29	4280		

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

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

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

AERO AIR, INC.
2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
570106	INSPECT LEFT AILERON BELLCRANK...MM 5-20-03.....	JM	SMS	.5
570120	INSPECT RIGHT AILERON BELLCRANK...MM 5-20-03.....	JM	SMS	.5

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570106, 570120
INSPECT AILERON BELLCRANK
1. INSPECT AILERON BELLCRANK TRAVEL STOPS AND ATTACH POINTS FOR SAFETY, GENERAL CONDITION AND SECURITY.
2. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 71.0202
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 02-89 050600+ 150/300/600 HR INSPECTION

89103	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.
71-002	DATE	HOURS	LANDINGS	CYCLES	
29 29		4280			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

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

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

[illegible] INC.
[illegible] N.E. 25th AVE.
HILLSBORO, OR 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
710108	INSPECT LEFT ENGINE (B).....			
710106	INSPECT LEFT ENGINE (A)			
713608	INSPECT RIGHT ENGINE (B).....			
713606	INSPECT RIGHT ENGINE (A)			

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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.

L/R

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,
R TEST FOR PRESENCE OF FUEL IN OIL.

7. CHECK OIL LEVEL.
8. CHECK SECURITY OF IGNITION WIRING AND CONNECTIONS.
9. CHECK FOR OIL SEAL LEAKAGE AROUND STARTER/GENERATOR MOUNT, AIRCRAFT ACCESSORY MOUNT AND FUEL PUMP MOUNT.
10. CHECK EXHAUST OUTLET FOR DAMAGED TURBINE BLADES AND TAIL PIPE FOR CONTAMINATION OR DAMAGE.
11. CHECK INDICATOR PIN ON FUEL FILTER BY-PASS INDICATOR VALVE OF FUEL PUMP. IF INDICATOR PIN IS ACTUATED (EXTENDED), REMOVE AND INSPECT FUEL FILTER ELEMENT. (FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE

<< CONTINUED >>

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 73.140. FOR SCAMP OPERATORS, REFER TO
R MAINTENANCE MANUAL) AND PERFORM FUEL MANIFOLD ASSEMBLY PRESSURE CHECK.

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.

R (3) PERFORM SOAP CHECK, AND FORWARD OIL SAMPLE AND REMOVED OIL FILTER TO APPROVED SOAP LABORATORY. (FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE FORM 79.100. FOR SCAMP OPERATORS, REFER TO SM 72-00-00), SPECTROMETRIC OIL ANALYSIS PROGRAM (SOAP) CHECK.

(4) INSPECT INTERIOR OF TRANSFER GEARBOX FOR METAL PARTICLES.

B. STEP A. COMPLETED. ---- ----

13. VISUALLY CHECK BRACKETS AND SUPPORTS FOR DAMAGE THAT WOULD IMPAIR FUNCTION OR ASSEMBLY. REFER TO LIGHT MAINTENANCE MANUAL INSTRUCTIONS FOR PERFORMING A VIBRATION CHECK ANY TIME EVIDENCE INDICATES POSSIBLE EXCESSIVE ENGINE VIBRATION (CRACKED BRACKET OR SUPPORTS).

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-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 71.030
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103	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.
71-003	DATE	HOURS	LANDINGS	CYCLES	
29 29		4280			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

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

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

AERO AIR, INC.
2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
710606 INSPECT LEFT FAN ROTOR ASSEMBLY...SM 72-00-00.....	[signature]	T.O.D. INSP.	_____.____
714106 INSPECT RIGHT FAN ROTOR ASSEMBLY...SM 72-00-00.....	[signature]	T.O.D. INSP.	_____.____

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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 88990-006, 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 88990-006 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.

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 73.140
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103 73-013 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	
	4280			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

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

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

AERO AIR, INC.
2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
730116 INSPECT/REPLACE LEFT ENGINE FUEL FILTER...SM 72-00-00.....		TOD	_____.____
732616 INSPECT/REPLACE RIGHT ENGINE FUEL FILTER...SM 72-00-00.....			_____.____

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730116, 732616
INSPECT/REPLACE ENGINE FUEL FILTER (REFER TO ILLUSTRATION ON CARD 73-8)

NOTE: COMPLY WITH SERVICE BULLETIN NO.73-3019, IF APPLICABLE.

EQUIPMENT/CONSUMABLES: PACKING P/N S9413-212, PACKING P/N S9412-032, COMPOUND LIQUI-MOLY NV OR EQUIVALENT, FILTER P/N 897513-1 OR P/N AC6091F8417 (POST SERVICE BULLETIN NO.73-3053), FILTER P/N 865791-4 (PRE-SB 73-3053), TORQUE WRENCH 0 TO 40 INCH-POUNDS

NOTE: THE FOLLOWING MAINTENANCE PRACTICES DO NOT REQUIRE THE REMOVAL OF THE FUEL PUMP.

1. USING WRENCH ON SQUARE FITTING OF FILTER BOWL COVER (5), UNSCREW AND REMOVE FILTER BOWL COVER. REMOVE AND DISCARD PACKING (10).
2. REMOVE FUEL FILTER ELEMENT (15) FROM FILTER CAVITY OF FUEL PUMP. DISCARD FUEL FILTER ELEMENT (15) AND PACKING (20).
3. INSPECT FILTER BOWL COVER (5) FOR STRIPPED OR DAMAGED THREADS, AND ANY OBVIOUS DAMAGE. REPLACE FILTER BOWL COVER WITH STRIPPED OR DAMAGED THREADS OR ANY OBVIOUS DAMAGE.
4. INSTALL NEW PACKINGS (10, 20) ON FUEL FILTER ELEMENT (15) AND FILTER BOWL COVER (5).

   NOTE: ENSURE PACKINGS (20) IS PROPERLY POSITIONED IN FUEL FILTER ELEMENT (15).

5. INSTALL FUEL FILTER ELEMENT (15) IN FILTER CAVITY OF FUEL PUMP.
6. COAT THREADS OF FILTER BOWL COVER (5) WITH LIGHT COAT OF LUBRICATING COMPOUND (LIQUI-MOLY, GRADE NV). INSTALL FILTER BOWL COVER (5), TIGHTEN TO TORQUE VALUE OF 40 INCH-POUNDS AND LOCKWIRE.
7. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

CAMP SYSTEMS, Inc. COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 74.010A
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103	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.
74-002	DATE	HOURS	LANDINGS	CYCLES	
29 29		4280			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

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

TECHNICIAN SIGNATURE: AERO AIR, INC. 2050 N.E. 25th AVE. HILLSBORO, OR. 97124 CERTIFICATE NUMBER: ____

INSPECTED BY: ____ KIND OF CERTIFICATE: ____

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		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
740116	INSPECT LEFT ENGINE 6 O'CLOCK IGNITER PLUG...ENG SM 72-00-00	SC	[signature]	___.___
740126	INSPECT LEFT ENGINE 7 O'CLOCK IGNITER PLUG...ENG SM 72-00-00	SC	[signature]	___.___
740616	INSPECT RIGHT ENGINE 6 O'CLOCK IGNITER PLUG...ENG SM 72-00-00	[signature]	[signature]	___.___
740626	INSPECT RIGHT ENGINE 7 O'CLOCK IGNITER PLUG...ENG SM 72-00-00	[signature]	[signature]	___.___

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740116, 740126, 740616, 740626
INSPECT ENGINE IGNITER PLUG (REFER TO FIGURES 1, 2, 3, 4 AND 4 ON CARD 74-1)
EQUIPMENT/CONSUMABLES: COMPOUND FEL-PRO C-5A, GASKET P/N 362-509-9002, TORQUE WRENCH CAPABLE OF 150 INCH-POUNDS

1. REMOVE IGNITER PLUG AS FOLLOWS:

   WARNING: ELECTRICAL DISCHARGE AT IGNITER PLUGS IS DANGEROUS. DO NOT COME IN CONTACT WITH IGNITER PLUG SPARK GAP WHEN IGNITER PLUGS ARE CONNECTED TO IGNITION UNIT. AT CONCLUSION OF CHECK, REMOVE STATIC CHARGE FROM IGNITER PLUGS BY SHORTING ACROSS SPARK GAP. USE SHIELDED JUMPER WIRE OR WELL INSULATED TOOL WHEN SHORTING SPARK GAP. CONDUCT TEST IN AN AREA FREE OF FLAMMABLE FLUIDS OR VAPORS.

   A. SHUT OFF ELECTRICAL SUPPLY TO ENGINE.
   B. REMOVE DOOR (115) FROM BOTTOM PANEL. REFER TO FIGURE 4.
   C. REMOVE BOLTS (65, 110, 120) AND REMOVE IGNITER PLUGS (70, 125) AND GASKETS (75, 130).
   D. DISCONNECT IGNITER LEAD TERMINALS FROM IGNITER PLUGS (70, 125).
2. VISUALLY INSPECT IGNITER LEADS FOR FRAYED SHIELDING, BURNED WIRE INSULATION OR BRAIDED COVERING AND CONDITION OF TERMINALS AND SILICONE GROMMETS. NO DAMAGE IS ALLOWED.

   NOTE: OVERHEATING OF IGNITER LEAD TERMINALS MAY BE CAUSED BY HOT GAS LEAKAGE, EITHER AROUND IGNITER PLUG GASKET OR THROUGH IGNITER PLUG INSULATOR. IF EVIDENCE OF OVERHEATING OR ARCING EXISTS REPLACE IGNITER PLUG AND GASKET ASSOCIATED WITH DAMAGED IGNITER LEAD AND REPAIR OR REPLACE DAMAGED IGNITER LEAD.

3. INSPECT IGNITER LEAD TERMINALS FOR DEFORMATION CRACKS, CHIPPING, OR EVIDENCE OF ARCING. NO DAMAGE IS ALLOWED. REFER TO FIGURE 1.
4. REPLACE OR REPAIR IGNITER LEAD OR LEAD TERMINALS IF INSPECTION REQUIREMENTS ARE NOT MET. REFER TO LMM 74-00-01, FOR APPROVED REPAIRS.
5. VISUALLY INSPECT IGNITER PLUG FOR BROKEN OR MISSING PARTS. IF IGNITER PLUG IS BROKEN OR PARTS MISSING, REPLACE PLUG.

   NOTE: AN INTERNAL RATTLE MAY BE EVIDENT WHEN IGNITER PLUG IS SHAKEN. THIS IS NORMAL AND IS NOT CAUSE FOR REJECTING IGNITER PLUG.

6. VISUALLY INSPECT CENTER ELECTRODE AND OUTER SHELL FOR EROSION. IF ELECTRODE IS ERODED 0.030 OR MORE BELOW END OF CERAMIC INSULATOR AS SHOWN IN FIGURE 2, REPLACE PLUG. UNIFORM EROSION ON ELECTRODE AND OUTER SHELL IS ACCEPTABLE. EROSION OF OUTER SHELL IN SPARK GAP AREA SHALL NOT EXCEED 0.330 INCH DIAMETER AT INSULATOR SURFACE.
7. VISUALLY INSPECT CERAMIC INSULATOR FOR CRACKS OR CHIPPED AREA AS SHOWN IN FIGURE 2. ENSURE NORMAL CERAMIC INSULATOR EROSION IS NOT MISINTERPRETED AS CRACKING. REPLACE IGNITER PLUG IF CERAMIC INSULATOR IS DAMAGED.
8. VISUALLY INPECT OUTER SHELL FOR BURNED OR FLOWED METAL AS SHOWN IN FIGURE 2. REPLACE PLUG IF METAL IS BURNED OR FLOWED.
9. VISUALLY INSPECT GROMMET MATING FLANGE OF IGNITER PLUG FOR GROOVING. IF GROOVED ON ONE SIDE 0.030 INCH DEEP OR MORE, REPLACE PLUG.
10. VISUALLY INSPECT FOR CLOGGED ANNULAR PASSAGE BETWEEN INSULATOR AND OUTER SHELL. IF CLOGGED, CLEAN BY ABRASIVE BLASTING IN ACCORDANCE WITH LMM 72-00-00, OR REPLACE PLUG.

<< CONTINUED >>

11. VISUALLY INSPECT FOR CRACKED OR BROKEN CERAMIC AND BENT, BURNED OR BROKEN OR LOOSE PIN IN THE IGNITER PLUG CONNECTOR. REPLACE DAMAGED PLUG.
12. VISUALLY INSPECT FOR CRACKED FLANGES. IF CRACKED, REPLACE PLUG.
13. INSTALL A SERVICEABLE IGNITER PLUG AS FOLLOWS:

CAUTION: BOLTS SECURING IGNITER PLUGS SHALL BE TIGHTENED ALTERNATELY IN 10 POUNDS INCREMENTS UNTIL FINAL TORQUE OF 50 INCH-POUNDS IS OBTAINED TO PULL IGNITER PLUG IN PLACE EVENLY WITHOUT COCKING. A GAP MAY EXIST UNDER IGNITER PLUG FLANGE AFTER TIGHTENING BOLTS. DO NOT TIGHTEN BOLTS TO A TORQUE OF MORE THAN 50 INCH-POUNDS AS THE IGNITER PLUG MOUNTING FLANGES MAY BE CRACKED.

A. INSTALL ONE NEW GASKET P/N 362-509-9002 (75, 130) ON EACH IGNITER PLUG (70, 125). INSTALL CLAMP (115) ON LONGER IGNITER LEAD AT POSITION FOR BOLT (110). COAT THREADS OF BOLTS (65, 110, 120) WITH HIGH TEMPERATURE COMPOUND FEL-PRO C-5A. SECURE IGNITER PLUGS (70, 125) TO ENGINE WITH ATTACHING BOLTS (65, 110, 120). ALTERNATELY TIGHTEN BOLTS (65, 110, 120) IN TEN INCH-POUND INCREMENTS TO TORQUE OF 50 INCH-POUNDS, THEN LOCKWIRE BOLTS.
B. INSTALL IGNITER LEADS (20, 25 OR 22, 27 AS APPLICABLE) ON IGNITER PLUGS (70, 125). TIGHTEN CONNECTORS OF IGNITER LEADS (20, 25 OR 22, 27, AS APPLICABLE) AT IGNITER PLUGS (70, 125) TO TORQUE OF 70 INCH-POUNDS.
C. INSTALL DOOR (115) TO BOTTOM PANEL. REFER TO FIGURE 4.

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

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

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

AERO AIR, INC.
2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

****

		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
740106	SERVICEABILITY CHECK LEFT ENGINE IGNITION...ENG SM 72-00-00.....	Jm	Jm	____.____
740606	SERVICEABILITY CHECK RIGHT ENGINE IGNITION...ENG SM 72-00-00.....	Jm	Jm	____.____

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740106, 740606

R SERVICEABILITY CHECK ENGINE IGNITER PRE SB 74-3003

R NOTE: PRE SB 74-3003 REFER TO STEP A.
R POST SB 74-300 REFER TO STEP B.

R A SERVICEABILITY CHECK ENGINE IGNITION (PRE SB 74-3003) (REFER TO ILLUSTRATION ON CARD 74-2)

1. SHUT OFF ELECTRICAL SUPPLY TO ENGINE.

CAUTION: BENDING IGNITER LEADS WHEN DISCONNECTING FROM IGNITION UNIT WILL CAUSE DAMAGE TO INTERNAL INSULATION OF IGNITER LEADS. TO AVOID BENDING IGNITER LEADS, REMOVE IGNITION UNIT MOUNTING BOLTS BEFORE DISCONNECTING IGNITER LEADS FROM IGNITION UNIT.

2. REMOVE BOLTS (5) AND WASHERS (10, 15). DISCONNECT IGNITER LEAD (25, OR 27, AS APPLICABLE) FROM CONNECTOR ON IGNITION UNIT (30). WHEN IGNITER LEADS WITH RESTRAINING CABLES ARE USED, REMOVE NUTS (35) AND BOLTS (40) SECURING IGNITER LEAD RESTRAINING CABLES.

WARNING: ENSURE GOOD ELECTRICAL CONNECTIONS ARE MADE WHEN PERFORMING THE FOLLOWING STEPS. IF IGNITION UNIT IS NOT BOLTED TO ENGINE, OR IF FABRICATED GROUND LEAD IS NOT SECURELY CONNECTED, ELECTRICAL ARCING WILL CAUSE A FIRE HAZARD. POOR CONNECTIONS WITH FABRICATED GROUND MAY DAMAGE CONNECTOR ON IGNITION UNIT.

3. REINSTALL AND TIGHTEN ONE MOUNTING BOLT (5) TO PROVIDE GOOD ELECTRICAL GROUND FOR IGNITION UNIT (30).
4. SHORT INTERNAL HIGH VOLTAGE SOCKET OF CONNECTOR (FOR IGNITER LEAD) 25 OR 27 AS APPLICABLE ON IGNITION UNIT TO GROUND. GROUND CONNECTION MAY BE ACCOMPLISHED BY FABRICATING A GROUND LEAD TERMINATED WITH A TERMINAL P/N 10-40560 (THE BENDIX CORP., ELECTRICAL COMPONENTS DIVISION, SHERMAN AVENUE, SIDNEY, N.Y. 13838) FOR CONNECTION TO IGNITION UNIT. TERMINAL CONTAINED IN IGNITER LEAD PARTS KIT P/N 3070873-1 MAY BE USED IN LIEU OF TERMINAL P/N 10-40560.
5. PERFORM NORMAL ENGINE START IN ACCORDANCE WITH AIRCRAFT FLIGHT MANUAL AND/OR APPROPRIATE AIRCRAFT DOCUMENT. IF UNABLE TO START ENGINE, IGNITER PLUG AT 6 O CLOCK POSITION ON PLENUM CASE IS NOT FIRING PROPERLY. TEST AND TROUBLESHOOT IGNITION SYSTEM, AND REPLACE DEFECTIVE PARTS AS REQUIRED IN ACCORDANCE WITH LMM 74-00-01.
6. PERFORM NORMAL ENGINE SHUT DOWN IN ACCORDANCE WITH AIRCRAFT FLIGHT MANUAL AND/OR APPROPRIATE AIRCRAFT DOCUMENT, AND SHUTOFF ELECTRICAL SUPPLY TO ENGINE.
7. REMOVE BOLT (5) AND DISCONNECT GROUND LEAD CONNECTED IN STEP 3, FROM IGNITION UNIT (30).
8. RECONNECT IGNITER LEAD (25 OR 27, AS APPLICABLE) TO IGNITION UNIT, AND TIGHTEN CONNECTOR OF IGNITER LEAD (25 OR 27 AS APPLICABLE) FINGER-TIGHT.
9. DISCONNECT IGNITER LEAD (20 OR 22, AS APPLICABLE) FROM IGNITION UNIT. SHORT INTERNAL HIGH VOLTAGE SOCKET OF CONNECTOR (FOR IGNITER LEAD 20 OR 22, AS APPLICABLE) ON IGNITION UNIT TO GROUND WITH GROUND LEAD FABRICATED IN STEP 4.
10. REINSTALL AND TIGHTEN ONE BOLT (5) FOR IGNITION UNIT TO PROVIDE GOOD ELECTRICAL GROUND FOR IGNITION UNIT.
11. TIGHTEN IGNITER LEAD (25 OR 27, AS APPLICABLE) TO TORQUE OF 150 INCH-POUNDS.
12. PERFORM NORMAL ENGINE START IN ACCORDANCE WITH AIRCRAFT FLIGHT MANUAL AND/OR APPROPRIATE AIRCRAFT DOCUMENT. IF UNABLE TO START ENGINE, IGNITER PLUG AT 7 O'CLOCK POSITION ON PLENUM CASE IS NOT FIRING PROPERLY. TEST AND TROUBLESHOOT IGNITION SYSTEM, AND REPLACE DEFECTIVE PARTS AS REQUIRED IN ACCORDANCE WITH LMM 74-00-01.
13. PERFORM NORMAL ENGINE SHUT DOWN IN ACCORDANCE WITH AIRCRAFT FLIGHT MANUAL AND/OR APPROPRIATE AIRCRAFT DOCUMENT,

<< CONTINUED >>

AND SHUT OFF ELECTRICAL SUPPLY TO ENGINE.

14. REMOVE BOLT (5) AND DISCONNECT GROUND LEAD CONNECTED IN STEP 10 FROM IGNITION UNIT (30).

CAUTION: BENDING IGNITER LEADS WHEN CONNECTING TO IGNITION UNIT WILL CAUSE DAMAGE TO INTERNAL INSULATION OF IGNITER LEADS. DO NOT MOUNT IGNITION UNIT ON ENGINE BEFORE CONNECTING IGNITER LEADS TO IGNITION UNIT.

15. RECONNECT IGNITER LEAD (20 OR 22, AS APPLICABLE) TO CONNECTOR ON IGNITION UNIT (30). TIGHTEN CONNECTOR OF IGNITER LEAD (20) FINGER-TIGHT.
16. LOOSEN CONNECTOR OF IGNITER LEAD (25 OR 27, AS APPLICABLE) AT CONNECTOR ON IGNITION UNIT UNTIL JUST FINGER-TIGHT.
17. POSITION IGNITION UNIT (30) ON ENGINE. IF NECESSARY FOR IGNITION UNIT TO CLEAR FAN DUCT SET, INSTALL WASHERS (15) (MAXIMUM OF ONE AT EACH MOUNTING BOSS) BETWEEN MOUNTING BOSSES AND IGNITION UNIT.
18. INSTALL WASHERS (10) AND BOLTS (5), AND TIGHTEN TO TORQUE OF 50 INCH-POUNDS AND LOCKWIRE.
19. TIGHTEN IGNITER LEADS (20 OR 22, 25 OR 27, AS APPLICABLE) AT IGNITION UNIT TO TORQUE OF 150 INCH-POUNDS AND LOCKWIRE.
20. WHEN IGNITER LEADS WITH RESTRAINING CABLES ARE USED, SECURE TERMINALS ON RESTRAINING CABLES TO FAN DUCT SET WITH NUT (35) AND BOLT (40).
21. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

R 740106, 740606
R B SERVICEABILITY CHECK ENGINE IGNITER (PDGT SB 74-3003)
R 1. TURN ON IGNITION SWITCH AND LISTEN FOR TWO DISTINCT AND OUT OF SEQUENCE AUDIBLE INDICATIONS (SNAPS) OF SPARKING.
R SYSTEM MAY BE SYNCHRONOUS FOR UP TO 30 SECONDS.
R 2. IF ONLY ONE AUDIBLE INDICATION (SNAP) IS HEARD AFTER 30 SECONDS, REFER TO TROUBLE SHOOTING, PROCEDURE 3 FOR
R CORRECTIVE ACTION. LMM TFE 731-3-1E.
R 3. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 78.100
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103
78-011
29 29

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
	4280		

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 6 DAY 9 YEAR 89 AIRCRAFT HOURS: 4272.1 LANDINGS: 2800

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

AERO AIR, INC.
2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

****

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
780143 LUBRICATE LEFT THRUST REVERSER ASSEMBLY...MM 12-20-00.....	SL		..
780643 LUBRICATE RIGHT THRUST REVERSER ASSEMBLY...MM 12-20-00.....	SL		..

****

780143, 780643
LUBRICATE THRUST REVERSER ASSEMBLY (REFER TO FIGURES 1 AND 2 ON CARD 78-4)
CONSUMABLES: GREASE MIL-G-23827, LIGHT CONSISTENCY GREASE DOW CORNING DC33, HIGH-TEMPERATURE LUBRICANT/ANTI-SEIZE COMPOUND FEL-PRO C-5A (MIL-A-907) OR EASE OFF 990 (MIL-T-5544)

1. FOR LUBRICATION OF THE THRUST REVERSER RETARDER CABLE, APPLY MEDIUM COAT OF GREASE MIL-G-23827 TO A FORWARD 8.1 INCHES OF COMBINATION CABLE THAT INTERMESHES WITH CONTROL BOX. APPLY LIGHT COAT OF LIGHT CONSISTENCY GREASE DOW CORNING DC33 TO REMAINING PORTION OF COMBINATION CABLE. REFER TO FIGURE 1.
2. FOR LUBRICATION OF THE THRUST REVERSER, APPLY HIGH-TEMPERATURE LUBRICANT/ANTI-SEIZE COMPOUND FEL-PRO C-5A (MIL-A-907) OR EASE-OFF 990 (MIL-T-5544) IN THE AREAS NOTED IN FIGURE 2.
3. RECORD LUBRICATION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

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

AERO AIR, INC.
2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

****

		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
780116	OPERATIONAL CHECK LEFT THRUST REVERSER...MM 78-30-00.....	JW	JW	____.____
780616	OPERATIONAL CHECK RIGHT THRUST REVERSER...MM 78-30-00.....	JW	JW	____.____

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780116, 780616

OPERATIONAL CHECK THRUST REVERSER (REFER TO ILLUSTRATION ON CARD 78-5)

EQUIPMENT: HYDRAULIC POWER UNIT 0 TO 3000 PSI 7 GPM, SKYDROL 500A OR 500B HYDRAULIC FLUID, CONNECTORS AEROQUIP P/N 340046-6 AND P/N 340046-8, ELECTRICAL POWER SOURCE - 28 V DC 10A MINIMUM

NOTE: THIS OPERATIONAL CHECK FOLLOWS REPLACEMENT OF A MAJOR COMPONENT OF THE THRUST REVERSER OR DURING A MAJOR MAINTENANCE CHECK ("C" CHECK).

CAUTION: PERSONNEL MUST REMAIN CLEAR OF BOTH THRUST REVERSERS DURING ALL TESTS.

1. IF NECESSARY, SERVICE HYDRAULIC SYSTEM IN ACCORDANCE WITH CHAPTER 12.
2. CONNECT EXTERNAL ELECTRICAL POWER SUPPLY TO AIRCRAFT IN ACCORDANCE WITH CHAPTER 12.
3. CONNECT EXTERNAL HYDRAULIC PRESSURE SOURCE IN ACCORDANCE WITH CHAPTER 12 AND PRESSURIZE HYDRAULIC SYSTEM.
4. DEPLOY AND STOW THE LEFT-HAND THRUST REVERSER AND CHECK THAT THE DURATION IS LESS THAN 1-1/2 SECONDS FOR STOWING AND 1.7 + OR -0.3 SECONDS FOR DEPLOYMENT.
5. REPEAT STEP 4 FOR RIGHT-HAND THRUST REVERSER.
6. SHUT OFF THE EXTERNAL HYDRAULIC PRESSURE SOURCE.
7. REDUCE MAIN HYDRAULIC PRESSURE TO ZERO USING BRAKES WHILE THE PRESSURE IN THE THRUST REVERSER REMAINS 2000 PSI.
8. AFTER 1.5 HOURS, CHECK THAT THE PRESSURE IS NOT LESS THAN 1800 PSI AND OPERATE THRUST REVERSERS. ONE COMPLETE CYCLE OF BOTH RIGHT-HAND AND LEFT-HAND THRUST REVERSERS MUST BE ACHIEVED.
9. OPEN EXTERNAL HYDRAULIC PRESSURE SOURCE, SLOWLY RAISE HYDRAULIC PRESSURE SYSTEM AND CHECK THAT THE THRUST REVERSER HYDRAULIC PRESSURE LOW WARNING LIGHT EXTINGUISHES AT 1575 + OR -75 PSI.
10. REDUCE THRUST REVERSER PRESSURE SLOWLY USING THE RELEASE VALVE. CHECK THAT THE HYDRAULIC PRESSURE LOW WARNING LIGHT ILLUMINATES AT 1400 + OR -75 PSI.
11. PRESSURIZE HYDRAULIC SYSTEM TO 2000 PSI.
12. PLACE LEFT-HAND THRUST REVERSER SWITCH IN THE ON POSITION. CHECK THAT THE LEFT-HAND ARM LIGHT ILLUMINATES.
13. RAISE THE LEFT-HAND PIGGY-BACK THROTTLE LEVER TO THE DEPLOY DETENT. OBSERVE THAT THE LEFT-HAND UNSAFE LIGHT FIRST ILLUMINATES, THEN EXTINGUISHES AND REVERSE THRUST LIGHT ILLUMINATES.
14. VISUALLY CONFIRM DEPLOYMENT OF LEFT-HAND THRUST REVERSER. SHAKE THROTTLE AND PIGGY-BACK TO ENSURE THAT THERE IS NO MICROSWITCH CHATTERING.

    CAUTION: DO NOT HOLD CONTROL SWITCH IN DEPLOY POSITION MORE THAN 1 MINUTE. DO NOT REPEAT CYCLE MORE THAN THREE TIMES IN A 15 MINUTE PERIOD TO AVOID OVERHEATING OF LATCH SOLENOID.

15. STOW THE LEFT-HAND PIGGY-BACK THROTTLE. OBSERVE THE REVERSER THRUST LIGHT EXTINGUISHES, UNSAFE LIGHT ILLUMINATES, THEN EXTINGUISHES. VISUALLY CONFIRM STOWING OF THE LEFT-HAND THRUST REVERSER.
16. REPEAT STEP 13.
17. PLACE THE LEFT-HAND THRUST REVERSER SWITCH TO THE OFF POSITION. OBSERVE THE ARM LIGHT EXTINGUISHES, REVERSE THRUST LIGHT EXTINGUISHES. UNSAFE LIGHT ILLUMINATES. VISUALLY CONFIRM STOWING OF THE LEFT-HAND THRUST REVERSER.
18. PLACE THE LEFT-HAND PIGGY-BACK THROTTLE IN THE STOW POSITION. OBSERVE THE UNSAFE LIGHT EXTINGUISHES.
19. REPEAT STEPS 12 THROUGH 18 FOR THE RIGHT-HAND THRUST REVERSER.
20. PLACE THE LEFT-HAND THRUST REVERSER SWITCH TO THE ON POSITION. OBSERVE THE LEFT-HAND ARM LIGHT ILLUMINATES.
21. RAISE LEFT-HAND PIGGY-BACK THROTTLE TO DEPLOY DETENT. OBSERVE THE UNSAFE LIGHT ILLUMINATES FIRST AND THEN EXTINGUISHES. REVERSE THRUST LIGHT ILLUMINATES. CONFIRM THAT PIGGY-BACK IS FREE TO BE ADVANCED BEYOND THE DETENT

<< CONTINUED >>

ONLY AFTER REVERSE THRUST LIGHT ILLUMINATES.

22. RETURN PIGGY-BACK TO STOW. VISUALLY CONFIRM STOWING OF THE LEFT-HAND THRUST REVERSER.

NOTE: THE FOLLOWING STEP APPLIES TO AIRCRAFT 154, 181, 187 TO 201, 203, 204, 205, 207 PRE S.L. WW-2419.

23. DISCONNECT NOSE LANDING GEAR GROUND CONTACT SWITCH ACTUATING ARM AND POSITION SWITCH IN AIR POSITION.
24. CHECK LEFT-HAND ARM LIGHT EXTINGUISHES.
25. RAISE THE LEFT-HAND PIGGY-BACK THROTTLE TO THE DEPLOY DETENT. OBSERVE LEFT-HAND UNSAFE LIGHT ILLUMINATES. MOVE LEFT-HAND PIGGY-BACK THROTTLE TO STOW, UNSAFE LIGHT SHALL EXTINGUISH.
26. POSITION NOSE LANDING GEAR GROUND CONTACT SWITCH TO GROUND POSITION. MOVE LEFT-HAND REVERSE THRUST SWITCH TO OFF POSITION.
27. REPEAT STEPS 20 THROUGH 26 FOR RIGHT-HAND THRUST REVERSER.
28. CONNECT NOSE LANDING GEAR GROUND CONTACT SWITCH ACTUATING ARM.
29. DISENGAGE LEFT-HAND THRUST REVERSER POWER CIRCUIT BREAKER.
30. RAISE THE LEFT-HAND PIGGY-BACK THROTTLE TO DEPLOY DETENT. OBSERVE LEFT-HAND UNSAFE LIGHT ILLUMINATES. VISUALLY CONFIRM THAT LEFT-HAND THRUST REVERSER LATCH IS LOCKED AND THAT THERE IS NO MOVEMENT OF THRUST REVERSER DOORS.
31. CONFIRM THAT PIGGY-BACK CANNOT BE MOVED BEYOND THE DETENT.
32. PLACE LEFT-HAND PIGGY-BACK IN STOW POSITION AND ENGAGE LEFT-HAND THRUST REVERSER POWER CIRCUIT BREAKER.
33. REPEAT STEPS 29 THROUGH 32 FOR RIGHT-HAND THRUST REVERSER.
34. PLACE LEFT-HAND THRUST REVERSER SWITCH TO ON POSITION AND RAISE LEFT-HAND PIGGY-BACK TO DEPLOY POSITION. VISUALLY CONFIRM DEPLOYMENT AND THEN RAISE PIGGY-BACK THROTTLE TO MAXIMUM REVERSE POWER POSITION.

NOTE: MAXIMUM REVERSE THRUST MAY BE USED AT FIELD ELEVATION TO 5000 FEET MAXIMUM. NORMAL REVERSE N1 SETTING IS 75 PERCENT RPM AT SEA LEVEL STANDARD DAY, IT IS MODULATED BY ELECTRONIC FUEL CONTROL COMPUTER ACCORDING TO OUTSIDE AIR TEMPERATURE AND ALTITUDE TO MAXIMUM 80 PERCENT N1 RPM. AT FIELD ELEVATION ABOVE 5000 FEET REVERSE THRUST IS LIMITED TO 73 PERCENT N1 RPM MAXIMUM.

35. PLACE LEFT-HAND THRUST REVERSER SWITCH TO OFF POSITION. THE THRUST REVERSER SHOULD STOW AND AT THE SAME TIME THE PIGGY-BACK THROTTLE WILL BE AUTOMATICALLY PULLED DOWN TO DEPLOY POSITION.
36. RETURN PIGGY-BACK THROTTLE TO STOW POSITION.
37. REPEAT STEPS 34 THROUGH 36 FOR RIGHT-HAND THRUST REVERSER.
38. REMOVE ONE OF THE SIDE COVERS IN THE PEDESTAL AND DISCONNECT PLUG P244. CONNECT A TEST HARNESS BETWEEN PLUG P244 AND RECEPTACLE J244. REFER TO ILLUSTRATION.
39. PUSH LEFT-HAND MAIN POWER LEVER FORWARD TO MAXIMUM POWER POSITION.
40. PLACE THRUST REVERSER SWITCH TO ON AND OBSERVE THAT THE THRUST REVERSER DOORS DEPLOY AND THAT THE MAIN THROTTLE JUMPS BACK. CHECK THAT THE POWER LEVER ANGLE READS 40 DEGREES + OR -2 DEGREES ON THE ENGINE FUEL CONTROL UNIT.
41. PLACE THRUST REVERSER SWITCH TO OFF POSITION.
42. REPEAT STEPS 38 THROUGH 41 FOR RIGHT-HAND THRUST REVERSER.
43. REMOVE TEST HARNESS AND CONNECT PLUG P244 TO RECEPTACLE J244. INSTALL SIDE COVER OF THE PEDESTAL.
44. CYCLE LEFT-HAND AND RIGHT-HAND THRUST REVERSERS IN THE NORMAL MANNER. OBSERVE PROPER INDICATION AND OPERATION OF THE LIGHTS AND DOORS. PLACE THRUST REVERSER SWITCHES TO OFF POSITION.
45. RECORD OPERATIONAL CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 79.100
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 01-89 050600+ 150/300/600 HR INSPECTION

89103 79-008 29 29

WORK DUE AT	* = APU HRS		
DATE	HOURS	LANDINGS	CYCLES
	4280		

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 6 DAY 9 YEAR 89 AIRCRAFT HOURS: 4272.1 LANDINGS: 2800

TECHNICIAN SIGNATURE: AERO AIR, INC. 2050 N.E. 25th AVE. HILLSBORO, OR. 97124 CERTIFICATE NUMBER: _____

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

****

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
(790116) ( ) SOAP CHECK LEFT ENGINE...ENG SM 72-00-00.....	[signature]	[signature]	____.____
RECORD FREQUENCY OF NEXT SOAP CHECK HOURS_____			
(791616) ( ) SOAP CHECK RIGHT ENGINE...ENG SM 72-00-00.....	_____	_____	____.____
RECORD FREQUENCY OF NEXT SOAP CHECK HOURS_____ DO NOT C/W - DUE IN 25 HR			

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790116, 791616
SOAP CHECK ENGINE
CONSUMABLES: SAMPLING KIT P/N 294199-1

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

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.

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 79.120
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED 07-88 REV. 050600+ 150/300/600 HR INSPECTION

89103
79-010
29 29

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
	4280		

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 6 DAY 9 YEAR 89 AIRCRAFT HOURS: 4272.1 LANDINGS: 2800

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

AERO AIR, INC.
2050 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
790126 INSPECT LEFT ENGINE CHIP DETECTOR...ENG SM 72-00-00.....			____.____
791626 INSPECT RIGHT ENGINE CHIP DETECTOR...ENG SM 72-00-00.....			____.____

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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 04/13/89 WORK COMPLIANCE FORM NO. 95.040
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
AIRCRAFT REG.: N368MD ISSUED REV. 050600+ 150/300/600 HR INSPECTION

89103
95-005
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	
	4280			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

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

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

ARRO AIR, INC.
2850 N.E. 25th AVE.
HILLSBORO, OR. 97124

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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		TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
950571	INSPECT LEFT WING FLAP HINGE AND BEARING/MAJOR...SL WW-2457.....	RSH	EJS	____.____
950569	INSPECT LEFT WING FLAP HINGE AND BEARING (SL NO. WW-2457) MINOR			
950572	INSPECT RIGHT WING FLAP HINGE AND BEARING/MAJOR...SL WW-2457.....	RSH	EJS	____.____
950570	INSPECT RIGHT WING FLAP HINGE AND BEARING (SL NO. WW-2457) MINOR			

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950571, 950572

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 57.010.

INSPECT WING FLAP HINGE AND BEARING/MAJOR
EQUIPMENT: 0 TO 190 INCH-POUNDS TORQUE WRENCH

1. REMOVE WING FLAPS AND INSPECT FLAP HINGES FOR CRACKS, CORROSION OR LOOSENESS.
2. INSPECT HINGE BEARINGS FOR FREE AND PROPER MOVEMENT AND FOR EXCESSIVE PLAY BETWEEN INNER RACE (SPHERICAL BALL) AND OUTER RACE AND BETWEEN OUTER RACE AND HINGE RECEPTACLE.

   NOTE: WHEN DOING THIS INSPECTION, REFER TO WORK COMPLIANCE FORM 57.010.

3. REPLACE ANY DEFECTIVE OR DAMAGED PART(S) AS REQUIRED AND REINSTALL WING FLAPS. TORQUE FLAP HINGE BOLT NUT 160 TO 190 INCH-POUNDS AND SAFETY.
4. RETURN AIRCRAFT TO SERVICE.
5. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

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

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

AERO AIR, INC.
2450 N.E. 26th AVE.
PORTLAND, OR. 97212

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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	TECHNICIAN INSPECTOR	MAN-HOURS HRS.THS
(950500) ( ) INSPECT NACELLE COWLS...SL NO. WW-2450B.....		....

INSPECTED FOR LOOSE RIVETS ONLY. FRAME INSPECTION NOT REQUIRED PER WORK CARD FOR THIS P/N.

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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. NOT REQUIRED ON THIS P/N NACELLE.

   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 8. B. IF THERE ARE DEFECTIVE RIVETS, BUT NOT EXCEEDING

<< CONTINUED >>

THE CRITERIA OF A ABOVE, THE INLET SHALL BE CONSIDERED ACCEPTABLE FOR FLIGHT WITH A REQUIREMENT TO RECHECK FOR DEFECTIVE RIVETS EVERY 150 HOURS. PROCEED TO STEP 9.

CONDITION	LOOSE RIVETS	FRAME CRACKED	DISPOSITION
3	YES	YES	A. IF THE MID-FRAME SHOWS FLANGE CRACKING ALONG 50% OR MORE OF THE CIRCUMFERENCE, OR IF THE MID-FRAME IS CRACKED IN TWO (2) PARTS IN ANY AREA, (A FLANGE CRACK THROUGH A LIGHTENING HOLE IS AN EXAMPLE) PROCEED TO STEP 8.
			B. IF THERE ARE DEFECTIVE RIVETS AND CRACKED FRAMES BUT NOT EXCEEDING THE CRITERIA OF 2-A. AND 3-A., THE INLET IS CONSIDERED ACCEPTABLE WITH A REQUIREMENT TO CHECK FOR DEFECTIVE RIVETS AND CRACKED FRAMES EVERY 50 HOURS. PROCEED TO STEP 9.

8. DISPOSITION OF DAMAGED INLETS - THE FOLLOWING COURSE OF ACTION IS RECOMMENDED:
   A. REMOVE DAMAGED NACELLE INLET P/N F10A5B20201-X AND REPLACE WITH SERVICEABLE EXCHANGE UNIT.
   B. IF A. ABOVE IS NOT POSSIBLE AT THIS TIME, THE AIRCRAFT MAY CONTINUE IN SERVICE. HOWEVER, THE OPERATOR MUST PERFORM A PREFLIGHT INSPECTION AND RECORD CHANGE OBSERVED.

   NOTE: THE DAMAGED INLET SHOULD BE REPLACED AS SOON AS POSSIBLE.

9. RETURN AIRCRAFT TO SERVICE.

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

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

CAMP SYSTEMS, Inc.

COMPUTERIZED AIRCRAFT MAINTENANCE PROGRAM

OPERATOR: ED-WES, INC. REPORT DATE 04/13/89 WORK COMPLIANCE FORM NO. 95.090

AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03

AIRCRAFT REG.: N368MD ISSUED REV. 050600+ 150/300/600 HR INSPECTION

89103	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.
95-001	DATE	HOURS	LANDINGS	CYCLES	
29 29		4280			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

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

TECHNICIAN SIGNATURE: AERO AIR, INC. ~~2050 N.E. 25th AVE.~~ HILLSBORO, OR 97124 CERTIFICATE NUMBER: ____

INSPECTED BY: ____ KIND OF CERTIFICATE: ____

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TECHNICIAN INSPECTOR MAN-HOURS HRS.THS

950920 SL WW-2492 ... 1150 AL HYD HOSE INSP. ...... [signature] T.O.D. INSP. _____._____

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REFER TO APPLICABLE SERVICE LETTER FOR PROCEDURE.

OPERATOR: ED-WES, INC. REPORT DATE 09/14/89 WORK COMPLIANCE FORM NO.
AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER01
AIRCRAFT REG.: N368MD 050150+ 150 HR INSPECTION

89257 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.

CK CURRENT DUE LIST FOR DUE TIME CHGS

050150+ 150 HR INSPECTION

CODE NO.	WCF NO. CARD NO.	WORK DESCRIPTION REFERENCE	C/W DATE MO/ DAY/YR	C/W HOURS	C/W LANDINGS	ACTUAL MAN HOURS	TECHNICIAN INSPECTOR	EST MH
100310+	10.010	CK AIRWORTHY DIRECTIVES MM 5-20-10	11/30/89	4430.2	2987	____.____	----------	
100320+	10.020	CK SERVICE BULLETINS MM 5-20-10	____/____/____	--------	--------	____.____	----------	
100330+	10.030	CK SERVICE LETTERS MM 5-20-10	____/____/____	--------	--------	____.____	----------	
120150+	12.010	CK PREFLIGHT COMPLETE MM 5-20-10	____/____/____	--------	--------	____.____	----------	
210191+	21.040A 21-2	INS/CLN OUTFLOW NORM VLV MM 21-30-00	____/____/____	--------	--------	____.____	----------	
210201+	21.040A 21-2	INS/CLN OUTFLOW SAFE VLV MM 21-30-00	____/____/____	--------	--------	____.____	----------	
210671+	21.050A 21-3	INS/CLN/TST WATER SEP CON MM 21-70-00	____/____/____	--------	--------	____.____	----------	.1
210681	21.290A 21-7	CHG COOLING TURBINE OIL MM 12-10-10	____/____/____	--------	--------	____.____	----------	
240121+	24.010A 24-1	CK L START/GEN BR WEAR/TN MM 80-10-10	____/____/____	--------	--------	____.____	----------	
240131+	24.010A 24-1	CK R START/GEN BR WEAR/TN MM 80-10-10	____/____/____	--------	--------	____.____	----------	
240161+	24.020A 24-2	CK ELECTROLYTE LEFT BATT MM 12-10-06	____/____/____	--------	--------	____.____	----------	.1
240176+	24.020A 24-2	CK ELECTROLYTE RIGHT BATT MM 12-10-06	____/____/____	--------	--------	____.____	----------	.1
240186	24.020B	DEEP CYCLE LEFT BATTERY MM 12-10-06	____/____/____	--------	--------	____.____	----------	.2
240181	24.020B	DEEP CYCLE RIGHT BATTERY MM 12-10-06	____/____/____	--------	--------	____.____	----------	.2
240203+	24.070	F/CK BATT TEMP/WARN SYS. MM 24-30-01	____/____/____	--------	--------	____.____	----------	
260174+	26.030 26-2	INSPECT COCKPIT FIRE EXT MM 26-20-00	____/____/____	--------	--------	____.____	----------	
260184+	26.030 26-2	INSPECT CABIN FIRE EXT MM 26-20-00	____/____/____	--------	--------	____.____	----------	
270158+	27.130	INSP ROD TRIM TAB FREE PL MM 27-20-00	____/____/____	--------	--------	____.____	----------	
270193+	27.150A 27-3	INSP L ELEV SKIN SEPARATE MM 27-30-00	____/____/____	--------	--------	____.____	----------	
270203+	27.150A 27-3	INSP R ELEV SKIN SEPARATE MM 27-30-00	____/____/____	--------	--------	____.____	----------	
270213+	27.190 27-5	LUB ELEVATOR ATTACH PTS MM 12-20-00	____/____/____	--------	--------	____.____	----------	
270237+	27.200B 27-6	INSP L FLAP VANE MM 27-50-00	____/____/____	--------	--------	____.____	----------	
270247+	27.200B 27-6	INSP R FLAP VANE MM 27-50-00	____/____/____	--------	--------	____.____	----------	
270335+	27.280	OP CK SP BRK/LIFT DUMP MM 27-60-00	11/30/89	4430.2	2987	____.____	----------	

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CODE NO.	WCF NO. CARD NO.	WORK DESCRIPTION REFERENCE	C/W DATE MO/ DAY/YR	C/W HOURS	C/W LANDINGS	ACTUAL MAN HOURS	TECHNICIAN INSPECTOR	EST MH
281150+	28.090C	CK OPERATION BOOST PUMP	11/30/89	4430.2	2987	____.____	_____	
		MM 28-00-00						
950780	29.120	SL WW-2478 L HYD PUMP	____/____/____	_____	_____	____.____	_____	
	29-5	SL WW-2478						
950785	29.120	SL WW-2478 R HYD PUMP	____/____/____	_____	_____	____.____	_____	
	29-5	SL WW-2478						
290143+	29.120A	INS/LUB L HYD PUMP SPLINE	____/____/____	_____	_____	____.____	_____	.1
	29-5	MM 05-20-07						
290178+	29.120A	INS/LUB R HYD PUMP SPLINE	____/____/____	_____	_____	____.____	_____	.1
	29-5	MM 05-20-07						
300150+	30.140	CK VLTG DROP CPLTS WNDSLD	____/____/____	_____	_____	____.____	_____	
	30-5	SB1124-30-036 II						
910361	30.140	SB 1124-30-036 PART II	____/____/____	_____	_____	____.____	_____	
	30-5	SB 1124-30-036						
320201+	32.0101	INSPECT NOSE GEAR (A)	____/____/____	_____	_____	____.____	_____	.1
		MM 5-20-01						
320691+	32.020	INSP L MAIN GEAR/WELL (A)	____/____/____	_____	_____	____.____	_____	.1
		MM 5-20-04						
321191+	32.020	INSP R MAIN GEAR/WELL (A)	____/____/____	_____	_____	____.____	_____	.1
		MM 5-20-04						
320106	32.030	LUBE NOSE GEAR/DOORS	____/____/____	_____	_____	____.____	_____	
	32-1	MM 12-20-00						
320606	32.030	LUBE LEFT MAIN GEAR	____/____/____	_____	_____	____.____	_____	
	32-1	MM 12-20-00						
321106	32.030	LUBE RIGHT MAIN GEAR	____/____/____	_____	_____	____.____	_____	
	32-1	MM 12-20-00						
320156+	32.110A	INS/CL/LUB L NS WHL/BRGS	____/____/____	_____	_____	____.____	_____	.1
	32-2	MM 32-40-00						
320158+	32.110A	INS/CL/LUB R NS WHL/BRGS	____/____/____	_____	_____	____.____	_____	.1
	32-2	MM 32-40-00						
320676+	32.180A	INSP/LUBE LMG WHEEL BRGS	____/____/____	_____	_____	____.____	_____	.1
	32-5	MM 32-40-00						
321176+	32.180A	INSP/LUBE RMG WHEEL BRGS	____/____/____	_____	_____	____.____	_____	.1
	32-5	MM 32-40-00						
322116+	32.390A	INSP/CK L BRAKE LININGS	____/____/____	_____	_____	____.____	_____	.1
	32-11	MM 12-10-04						
322131+	32.390A	INSP/CK R BRAKE LININGS	____/____/____	_____	_____	____.____	_____	.1
	32-11	MM 12-10-04						
322156+	32.410A	INSP/CL L ANTI-SKID DET	____/____/____	_____	_____	____.____	_____	.1
	32-14	MM 5-20-04						
322171+	32.410A	INSP/CL R ANTI-SKID DET	____/____/____	_____	_____	____.____	_____	.1
	32-14	MM 5-20-00						
322174+	32.425	OP CK ANTI-SKID LIGHTS	____/____/____	_____	_____	____.____	_____	
		MM 5-20-04						
322206+	32.440	OP CK EMER GEAR EXT CABLE	____/____/____	_____	_____	____.____	_____	.1
		MM 5-20-00						
340121	34.060	DRAIN PITOT/STATIC SYSTEM	____/____/____	_____	_____	____.____	_____	.1
	34-3	MM 34-10-00						
520106+	52.010A	INS/LUB CABIN ENTR DOOR	11/30/89	4430.2	2987	____.____	_____	
	52-1	WCF 52.010A						

CONTINUED

CODE NO.	WCF NO. CARD NO.	WORK DESCRIPTION REFERENCE	C/W DATE MO/ DAY/YR	C/W HOURS	C/W LANDINGS	ACTUAL MAN HOURS	TECHNICIAN INSPECTOR	EST MH
520116+	52.010B	OPER CK ENTRY DOOR MM 52-10-00	11/30/89	4430.2	2987	____.____	_____	.4
530101+	53.010	INSP FUSELAGE (A) MM 5-20-02	__/__/__	_____	_____	____.____	_____	_____
530116+	53.0201	INSP NOSE COMPT (A) MM 5-20-01,05	__/__/__	_____	_____	____.____	_____	_____
530131+	53.0301	INSP COCKPIT (A) WCF 53.0301	__/__/__	_____	_____	____.____	_____	_____
530146+	53.0401	INSP CABIN (150HR) MM 5-20-02	__/__/__	_____	_____	____.____	_____	_____
530161+	53.0501	INSP REAR COMPT (A) MM 5-20-02	__/__/__	_____	_____	____.____	_____	_____
540101+	54.0101 54-1	INSP L ENG NAC/PYLON (A) WCF 54.0101	__/__/__	_____	_____	____.____	_____	_____
540121+	54.0101 54-1	INSP R ENG NAC/PYLON (A) WCF 54.0101	__/__/__	_____	_____	____.____	_____	_____
550101+	55.0101 55-1	INSPECT EMPENNAGE (A) MM 5-20-06	__/__/__	_____	_____	____.____	_____	_____
570101+	57.010 57-1	INSPECT LEFT WING (A) MM 5-20-03	__/__/__	_____	_____	____.____	_____	.1
570116+	57.010 57-1	INSPECT RIGHT WING (A) MM 5-20-03	__/__/__	_____	_____	____.____	_____	.1
950569	57.010 57-1	SL WW-2457 PART A,L/H SL WW-2457	__/__/__	_____	_____	____.____	_____	_____
950570	57.010 57-1	SL WW-2457 PART A,R/H SL WW-2457	__/__/__	_____	_____	____.____	_____	_____
570106+	57.020	INSP L AILERON BELLCRANK MM 5-20-03	__/__/__	_____	_____	____.____	_____	_____
570120+	57.020	INSP R AILERON BELLCRANK MM 5-20-03	__/__/__	_____	_____	____.____	_____	_____
710106+	71.0201 71-2	INSPECT LEFT ENGINE A SM 72-00-00	__/__/__	_____	_____	____.____	_____	.1
713606+	71.0201 71-2	INSPECT RIGHT ENGINE A SM 72-00-00	__/__/__	_____	_____	____.____	_____	.1
790116+	79.100	SOAP CHECK L ENGINE SM 72-00-00	__/__/__	_____	_____	____.____	_____	.1
791616+	79.100	SOAP CHECK R ENGINE SM 72-00-00	__/__/__	_____	_____	____.____	_____	.1
790126+	79.120	INSP L ENG CHIP DETECTOR SM 72-00-00	__/__/__	_____	_____	____.____	_____	_____
791626+	79.120	INSP R ENG CHIP DETECTOR SM 72-00-00	__/__/__	_____	_____	____.____	_____	_____
950500	95.050 95-2	SL WW-2450B INSP NACL CWL SL WW-2450B	__/__/__	_____	_____	____.____	_____	_____
950920	~~95.090~~	~~SL WW-2492 HYD HOSE INSP~~ SL WW-2492	11/30/89	4430.2	2987	____.____	_____	.4

CONTINUED

TOTAL ESTIMATED MAN-HOURS 2.8

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

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

AND A SIGNED AND DATED LIST OF DEFECTS, IF ANY, FOUND DURING THE INSPECTION WAS GIVEN TO THE OWNER OR OPERATOR OF THE AIRCRAFT. REF WORK ORDER NO. 5674

050150+ 150 HR INSPECTION COMPLETED.

11,30,89	4430.2	2987	.	Larry H. Hughes	GFER232E
MO/ DAY/YR	AIRCRAFT HOURS	LANDINGS	HRS.THS	SIGNATURE	CERTIFICATE NUMBER

REPAIR STATION
KIND OF CERTIFICATE

NOTE: AFTER WORK IS COMPLETED, DETACH THE ABOVE SIGNOFF (PAGES 1 THRU 4) AND MAIL CARBON COPIES TO CSI FOR UPDATING

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

TECHNICIAN SIGNATURE: E Calkins CERTIFICATE NUMBER: GFER 232E

INSPECTED BY: MH KIND OF CERTIFICATE: R.S.

****

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
340121 DRAIN PITOT/STATIC SYSTEM...MM 34-10-01.....	EC	MH	____.____

****

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

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

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

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

   B. TWO PITOT LINE DRAIN TRAPS ARE LOCATED FORWARD OF THE PRESSURE BULKHEAD AND INBOARD OF THE PITOT HEADS INSIDE THE NOSE COMPARTMENT AT FUSELAGE STATION 10.14. THEY ARE SITUATED ONE ON EACH SIDE OF THE AIRCRAFT. OTHER DRAIN TRAPS ARE LOCATED INSIDE THE COCKPIT, BEHIND AND JUST BELOW THE RUDDER PEDALS ON BOTH SIDES OF THE AIRCRAFT. ALL PITOT LINE WATER COLLECTORS SHOULD BE PERIODICALLY REMOVED AND DRAINED.

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

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

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