

# A.T.A. SPEC. 100

## AIRCRAFT SYSTEMS

### *GROUP AIRFRAME*

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- 21 AIR CONDITIONING
- AUTOPILOT *22*
- COMMUNICATIONS *23*
- 24 ELECTRIC POWER
- 25 EQUIPMENT & FURNISHINGS
- 26 FIRE PROTECTION
- 27 FLIGHT CONTROLS
- 28 FUEL
- 29 HYDRAULIC POWER
- 30 ICE & RAIN PROTECTION
- 31 INSTRUMENTS
- 32 LANDING GEAR
- 33 LIGHTS
- 34 NAVIGATION
- 35 OXYGEN
- 36 PNEUMATIC
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- WATER/WASTE
- AIR BORNE AUXILIARY POWER

*49*

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- 53 FUSELAGE
- 54 NACELLES/PYLONS
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- 57 WINGS
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- 61 PROPELLERS

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- 71 POWER PLANT-GENERAL
- 72 ENGINE
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- 73 ENGINE FUEL & CONTROL
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- 76 ENGINE CONTROLS
- 77 ENGINE INDICATING
- 78 ENGINE EXHAUST
- 79 ENGINE OIL
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- 81 TURBINES
- 82 ENGINE WATER INJECTION
- 83 ACCESSORY GEAR BOXES
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OPERATOR: ED-WES, INC.  
 AIRCRAFT NO.: 368  
 AIRCRAFT REG.: N368MD

REPORT DATE 09/16/91  
 MODEL: 1124A WESTWIND

WORK COMPLIANCE FORM NO.

OPER01

050150+ 150 HR INSPECTION

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

91259

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
29 29	5028		

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

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 5-20-00	1, 23, 92	5020.8	3654			MJS	
100320+	10.020	CK SERVICE BULLETINS MM 5-20-00	/ /						
100330+	10.030	CK SERVICE LETTERS MM 5-20-00	/ /						
120150+	12.010	PREFLIGHT CHECK MM 5-20-10	/ /						
210191+	21.040A	INS/CLN OUTFLOW NORM VLV MM 21-30-00	/ /						
210201+	21.040A	INS/CLN OUTFLOW SAFE VLV MM 21-30-00	/ /						
210671+	21.050A	INS/CLN/TST WATER SEP CON MM 21-70-00	/ /						1.0
210681	21.290A	CHG COOLING TURBINE OIL MM 12-10-10	/ /						
210622+	21.420A	INSP 35D DUCT SENSOR MM 5-20-05	/ /						
240121+	24.010A	CK L START/GEN BR WEAR/TN MM 80-10-10	/ /						.5
240131+	24.010A	CK R START/GEN BR WEAR/TN MM 80-10-10	/ /						
240161+	24.020A	CK ELECTROLYTE LEFT BATT MM 12-10-06	/ /						1.0
240176+	24.020A	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	/ /						
260174+	26.030	INSPECT COCKPIT FIRE EXT MM 26-20-00	/ /						
260184+	26.030	INSPECT CABIN FIRE EXT MM 26-20-00	/ /						
270158+	27.130	INSP ROD TRIM TAB FREE PL MM 27-20-00	/ /						
270193+	27.150A	INSP L ELEV SKIN SEPARATE MM 27-30-00	/ /						
270203+	27.150A	INSP R ELEV SKIN SEPARATE MM 27-30-00	/ /						
270237+	27.200B	INSP L FLAP VANE MM 27-30-00	/ /						
270247+	27.200B	INSP R FLAP VANE MM 27-30-00	/ /						
270335+	27.280	OP CK SP BRK/LIFT DUMP MM 27-60-00	1, 23, 92	5020.8	3654			MJS	

CONTINUED

OPERATOR: ED-WES, INC.

REPORT DATE 09/16/91

WORK COMPLIANCE FORM NO.

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND (CONTINUED)

OPER01

AIRCRAFT REG.: N368MD

050150+ 150 HR INSPECTION

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29 29

3028

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 2

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
-270240+	27.510✓	INS L FLAP HING/BRG 150HR MM 27-50-00	1 / 23 / 92	5020.8	3654	---		MR	
-270242+	27.510✓	INS R FLAP HING/BRG 150HR MM 27-50-00	---	---	---	---			
-281150+	28.090Q✓	CK OPERATION BOOST PUMPS MM 28-00-00	---	---	---	---			
✓290143+	29.120A✓ 29- 5	INS/LUB L HYD PUMP SPLINE MM 05-20-07	---	---	---	---			1.0
✓290178+	29.120A✓ 29- 5	INS/LUB R HYD PUMP SPLINE MM 05-20-07	---	---	---	---			1.0
300150+	30.140✓ ( ) 30- 5	CK VLTG DROP CPLTS WNDSLD MM 30-40-00	---	---	---	---			
910361	30.140✓ ( ) 30- 5	SB 1124-30-036 PART II SB 1124-30-036	---	---	---	---			
✓320201+	32.010A✓	INSPECT NOSE GEAR (A) WCF 32.0101	---	---	---	---			1.5
✓320691+	32.020✓	INSP L MAIN GEAR/WELL (A) WCF 32.020	---	---	---	---			1.5
✓321191+	32.020✓	INSP R MAIN GEAR/WELL (A) WCF 32.020	---	---	---	---			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
✓322206+	32.440✓	OP CK EMER GEAR EXT CABLE MM 5-20-00	---	---	---	---			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	1 / 23 / 92	5020.8	3654	---		MR	

CONTINUED

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REPORT DATE 09/16/91

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AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND (CONTINUED)

OPER01

AIRCRAFT REG.: N368MD

050150+ 150 HR INSPECTION

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WORK DUE AT			
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29 29

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 3

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+	52.0108	OPER CK ENTRY DOOR MM 52-10-00	1 / 23 / 92	5020.8	3654			MSR	
530101+	53.010	INSP FUSELAGE (A) MM 5-20-02	/ /						
530116+	53.020	INSP NOSE COMPT (A) WCF 53.0201	/ /						
530131+	53.030	INSP COCKPIT (A) WCF 53.0301	/ /						
530146+	53.040	INSP CABIN (150HR) WCF 53.0401	/ /						
530161+	53.050	INSP REAR COMPT (A) WCF 53.0501	/ /						
540101+	54.010	INSP L ENG NAC/PYLON (A) WCF 54.0101	/ /						
540121+	54.010	INSP R ENG NAC/PYLON (A) WCF 54.0101	/ /						
550101+	55.010	INSPECT EMPENNAGE (A) WCF 55.0101	/ /						
570101+	57.010	INSPECT LEFT WING (A) WCF 57.0101	/ /						1.5
570116+	57.010	INSPECT RIGHT WING (A) WCF 57.0101	/ /						1.5
570106+	57.020	INSP L AILERON BELLCRANK MM 5-20-03	/ /						
570120+	57.020	INSP R AILERON BELLCRANK MM 5-20-03	/ /						
710106+	71.020	INSPECT LEFT ENGINE A WCF 71.0201	/ /						1.0
713606+	71.020	INSPECT RIGHT ENGINE A WCF 71.0201	/ /						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	/ /						
950500	95.050	SL WW-2450B INSP NACL CWL SL WW-2450B	/ /						
950920	95.090	SL WW-2492 HYD HOSE INSP SL WW-2492	1 / 23 / 92	5020.8	3654			MAC	

TOTAL ESTIMATED MAN-HOURS 34.5

CONTINUED

990020

25.056

960078

OPERATOR: ED-WES, INC.

REPORT DATE 09/16/91

WORK COMPLIANCE FORM NO.

12.010

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 12- 1

OPER01

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 07-91

050150+ 150 HR INSPECTION

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WORK DUE AT

\* = APU HRS.

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12-001

DATE

HOURS

LANDINGS

CYCLES

29 29

5028

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 1 DAY 23 YEAR 91 AIRCRAFT HOURS: 5020.8 LANDINGS: 3654

TECHNICIAN SIGNATURE: \_\_\_\_\_ CERTIFICATE NUMBER: \_\_\_\_\_

INSPECTED BY: ME KIND OF CERTIFICATE: \_\_\_\_\_

TECHNICIAN	INSPECTOR	MAN-HOURS HRS. THS
	<u>ME</u>	

120150 PRE-FLIGHT CHECK...MM 5-30-00.....

R 120150

R PRE-FLIGHT CHECK (REFER TO ILLUSTRATION ON CARD 12-1)

R 1. PERFORM PRE-FLIGHT CHECK AS FOLLOWS:

R NOTE: WHEN ACCOMPLISHING WALK-AROUND CHECK, CHECK CONDITION OF FUSELAGE, ALL SURFACES, LIGHTS, ANTENNAS AND EVIDENCE OF FUEL, OIL AND HYDRAULIC LEAKS.

R A. LEFT SIDE, FORWARD

- R (1) WING INSPECTION LIGHT - CHECKED
- R (2) WINDOWS (INTACT AND CLEAN) - CHECKED
- R (3) EMERGENCY EXIT - SECURED
- R (4) STATIC SOURCES - CLEAR AND COVER STOWED
- R (5) ENTRANCE DOOR - CHECK CONDITION
- R (6) STATIC DRAIN - DRAIN AND CHECK CLOSED
- R (7) WINDSHIELD AND WIPER BLADE - CHECKED
- R (8) PITOT TUBE - CLEAR AND COVER STOWED

2.15  
2.22  
2.27  
2.27  
2.27  
2.27  
2.27  
2.27

R B. NOSE AREA

- R (1) NOSE COMPARTMENT VENTILATION INTAKE - CLEAR
- R (2) LEFT NOSE COMPARTMENT ACCESS COVER - SECURED
- R (3) RADOME - CHECK CONDITION
- R (4) NOSE GEAR STRUT EXTENSION - 1.5 INCHES MINIMUM
- R (5) NOSE GEAR SCISSOR - PIN IN PLACE AND LOCKED
- R (6) NOSEWHEELS AND TIRES - CHECKED
- R (7) OXYGEN DISCHARGE INDICATOR (GREEN) - CHECKED
- R (8) NOSE COMPARTMENT VENTILATION OUTLET - CLEAR
- R (9) OXYGEN ACCESS DOOR - SECURED
- R (10) RIGHT NOSE COMPARTMENT ACCESS COVER - SECURED

2.10  
2.10  
2.10  
2.10  
2.10  
2.10  
2.10  
2.10  
2.10  
2.10

R C. RIGHT SIDE, FORWARD

- R (1) PITOT TUBE - CLEAR AND COVER STOWED
- R (2) WINDSHIELD AND WIPER BLADE - CHECKED
- R (3) ADA PROBE - CLEAR AND ROTATES FREELY
- R (4) STATIC DRAINS (3) - DRAIN AND CHECK CLOSED
- R (5) OUTFLOW VALVES (2) - CHECKED
- R (6) WINDOWS - INTACT AND CLEAN
- R (7) EMERGENCY EXIT - SECURED
- R (8) STATIC SOURCES - CLEAN AND COVER STOWED
- R (9) WING INSPECTION LIGHT - CHECKED

2.10  
2.10  
2.10  
2.10  
2.10  
2.10  
2.10  
2.10  
2.10

R D. RIGHT WING AREA

- R (1) FUSELAGE FUEL SUMP DRAIN - DRAIN

2.10

R NOTE: IF WATER IS FOUND, WING AND TIP TANKS SHOULD BE CHECKED.

- R (2) WHEEL WELL - CHECK CONDITION
- R (3) TIRE AND SHOCK STRUT FOR PROPER INFLATION (12-10-04) - CHECKED
- R STRUT EXTENSION - 1.5 INCHES MINIMUM

2.10  
2.10

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

REPORT DATE 09/16/91  
 MODEL: 1124A WESTWIND (CONTINUED)  
 ISSUED 07-88 REV. 07-91

WORK COMPLIANCE FORM NO. 12.010  
 CARD NO: 12- 1 OPER01  
 050150+ 150 HR INSPECTION

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

91259 12-001 29 29	WORK DUE AT			
	DATE	HOURS	LANDINGS	CYCLES
		5028		

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 2

- R (4) JURY BRACE SPRINGS, WHEEL, TIRE, BRAKE PLATES, TAXI LIGHT, UNLOCK - 9.75
- R CONDITION AND FREEDOM 9.75
- R (5) WING FUELING VALVE (IF INSTALLED) - CLOSED (UP) 9.0
- R (6) WING DEICER BOOT AND STALL STRIP - CHECK CONDITION 9.0
- R (7) WING FUEL VENTS - CLEAR 9.0
- R (8) TIP TANK FUELING VALVE - CLOSED (UP) 9.0
- R (9) TIP TANK - CHECK (LANDING, STROBE, POSITION LIGHT, DRAINS, DUMP 9.75
- R OUTLET, STATIC DISCHARGERS AND VORTEX GENERATOR) 9.0
- R (10) AILERON, STATIC DISCHARGERS, TAB AND FLAP - CHECKED 9.75
- R (11) SPEED BRAKE, BRAKE DOOR SPRINGS AND LIFT DUMPERS - CHECK CONDITION 9.0
- R (12) FUEL FILLER AND SINGLE POINT FUELING ACCESS DOORS - SECURED 9.0
- R E. RIGHT SIDE, AFT
- R (1) RAM AIR AND DORSAL FIN INLET - CLEAR 9.0
- R (2) ENGINE (CHECK FOR FLUID LEAKS AND DAMAGE) 9.75
- R (A) INTAKE COVER - STOWED 9.75
- R (B) INTAKE, P2T2 PROBE - INLET, FAN BLADES - CLEAR AND CHECK CONDITION 9.75
- R (C) COWLING AND LATCHES - SECURED 9.75
- R (D) FUEL AND OIL FILTER BYPASS INDICATOR PIN - RECESSED 9.75
- R (E) T/R LOCK PIN AND EXHAUST COVER - STOWED 9.75
- R (F) EXHAUST, REAR TURBINE BLADES, THRUST REVERSER - CHECKED AND CLEAR 9.0
- R (G) SECONDARY LATCH POSITIVE ENGAGEMENT THROUGH 0.5 INCH HOLE IN DOOR 9.0
- R (3) FIRE EXTINGUISHER DISCHARGE INDICATOR - CHECKED (RED) 9.0
- R (4) HP DIAPHRAGM DISCHARGE PORT - CHECKED (IN PLATE) 9.0
- R (5) ECS HEAT EXCHANGER EXHAUST - CLEAR 9.75
- R F. TAIL AREA
- R (1) EMPENNAGE, DEICER BOOTS, STATIC DISCHARGERS - CHECK CONDITION 9.0
- R (2) ELEVATOR AND RUDDER - CHECK CONDITION 9.0
- R (3) RUDDER TRIM TAB - CHECK ALIGNMENT 9.0
- R (4) TAIL POSITION, LOGO AND BEACON LIGHTS - CHECKED 9.0
- R (5) HORIZONTAL STABILIZER LEADING EDGE - CHECK (ALIGNED WITH ZERO MARK) 9.0
- R G. LEFT SIDE AFT
- R (1) ENGINE (CHECK FOR FLUID LEAKS AND DAMAGE) 9.75
- R (A) T/R LOCK PIN AND EXHAUST COVER - STOWED 9.75
- R (B) EXHAUST, REAR TURBINE BLADES, THRUST REVERSER - CHECKED AND CLEAR 9.75
- R (C) FUEL AND OIL FILTERS BYPASS INDICATOR PIN - RECESSED 9.75
- R (D) COWLING AND LATCHES - SECURED 9.75
- R (E) INTAKE COVER - STOWED 9.75
- R (F) INTAKE, P2T2 PROBE, GENERATOR INLET, FAN BLADES, CLEAR AND CHECK 9.0
- R CONDITION 9.0
- R (G) SECONDARY LATCH POSITIVE ENGAGEMENT THROUGH 0.5 INCH HOLE IN DOOR 9.75
- R (2) EXTERNAL POWER ACCESS DOOR - SECURED 9.75
- R (3) CHECK NITROGEN PRESSURE OF: 9.0
- R (A) LANDING GEAR EMERGENCY EXTENSION CYLINDER, 1700 TO 2000 PSI 9.0
- R (B) THRUST REVERSER CYLINDER, 710 TO 940 PSI 9.75
- R (4) HYDRAULIC FLUID LEVEL - CHECKED 9.75
- R (5) RESERVOIR ACCESS DOOR - SECURED 9.75
- R (6) BAGGAGE COMPARTMENT DOORS - CLOSED AND LOCKED 9.75
- R H. LEFT WING AREA
- R (1) FUSELAGE FUEL SUMP DRAIN - DRAIN 9.75
- R NOTE: IF WATER IS FOUND, WING AND TIP TANK SHOULD BE CHECKED
- R (2) FUEL FILLER DOOR - SECURED 9.0
- R (3) SPEED BRAKE, BRAKE DOOR SPRINGS AND LIFT DUMPERS - CHECK CONDITION 9.75
- R (4) FLAP, AILERON, TAB AND STATIC DISCHARGERS - CHECKED 9.0

OPERATOR: ED-WES, INC.

REPORT DATE 09/16/91

WORK COMPLIANCE FORM NO.

12.010

AIRCRAFT NO.: 368

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CARD NO: 12- 1

OPER01

AIRCRAFT REG.: N368MD

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12-001

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HOURS

LANDINGS

CYCLES

29 29

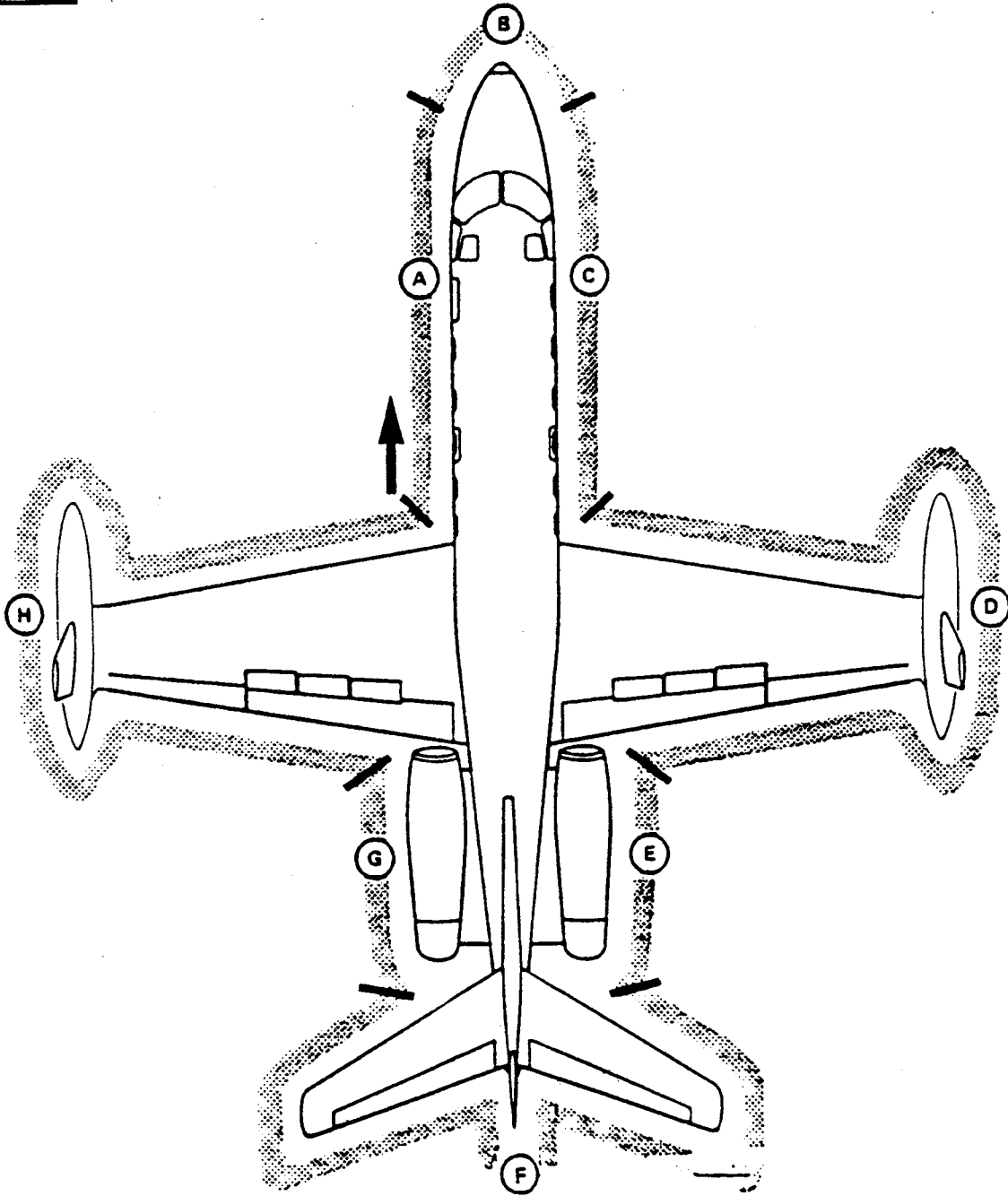
3028

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 3

- R (5) TIP TANK, - CHECK (LANDING, STROBE, POSITION LIGHTS, DRAINS, DUMP  
R OUTLET, STATIC DISCHARGERS AND VORTEX GENERATOR) EB
- R (6) TIP TANK FUELING VALVE - CLOSED (UP) EB
- R (7) WING FUEL VENTS - CLEAR EB
- R (8) WING DEICER BOOT AND STALL STRIP - CHECK CONDITION EB
- R (9) WHEEL WELL - CHECK CONDITION EB
- R (10) TIRE AND SHOCK STRUT FOR PROPER INFLATION (12-10-04) - CHECKED  
R STRUT EXTENSION - 1.5 INCHES MINIMUM EB
- R (11) JURY BRACE SPRINGS, WHEEL, TIRE, BRAKE PLATES, TAXI LIGHT, UNLOCK -  
R CONDITION AND FREEDOM EB
- R (12) WING FUELING VALVE (IF INSTALLED) - CLOSED (UP) EB
- R I. COCKPIT
- R (1) CHECK THE FOLLOWING DOCUMENTS:
- R (A) REGISTRATIONS, AIRWORTHINESS AND RADIO CERTIFICATES - CHECK NA
- R (B) FLIGHT LOG (INSPECTION TIME) - CHECK NA
- R (C) FLIGHT MANUAL, WEIGHT AND BALANCE - CHECK NA
- R (D) PILOT'S CHECKLIST - CHECK NA
- R (2) ALL CIRCUIT BREAKERS - CHECK EB
- R (3) BATTERY VOLTAGE: LEFT 24 RIGHT 24
- R (4) ALL COCKPIT, EXTERIOR AND PASSENGER LIGHT - CHECK EB
- R (5) FUEL QUANTITY:
- R LEFT \_\_\_\_\_ RIGHT \_\_\_\_\_ TOTAL \_\_\_\_\_
- R (6) FIRE WARNING SYSTEM - CHECK EB
- R (7) PORTABLE FIRE EXTINGUISHER CHARGED AND SECURED EB
- R (8) COCKPIT - CLEAN, NEATLY SET NA
- R (9) OXYGEN PRESSURE ON PASSENGER PANEL GAUGE, 1800 TO 2000 PSI EB
- R (10) RUDDER TRIM CHECK:
- R (A) FULL NOSE LEFT EB
- R (B) FULL NOSE RIGHT; HOLD FOR FIVE SECONDS MINIMUM EB
- R (C) RETURN TO CENTER EB
- R J. PASSENGER COMPARTMENT
- R (1) PASSENGER BRIEFING CARDS - CHECK EB
- R (2) PORTABLE FIRE EXTINGUISHER - CHARGED AND SECURED EB
- R (3) FIRST AID KIT - CHECKED AND SECURED EB
- R (4) GALLEY, LAVATORY, DRINKING WATER - CHECKED EB
- R (5) LIFE JACKETS AND RAFT (OVER WATER FLIGHT) - CHECKED EB
- R 2. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

ISS'D	7-91
REV'D	



Preflight Inspection Walk Around

1124

12-1



OPERATOR: ED-WES, INC.

REPORT DATE 09/16/91

WORK COMPLIANCE FORM NO.

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND (CONTINUED)

OPER01

AIRCRAFT REG.: N368MD

050150+ 150 HR INSPECTION

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29 29

5028

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 4

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. \_\_\_\_\_

050150+ 150 HR INSPECTION COMPLETED.

_____/_____/_____ MO/ DAY/YR	_____ AIRCRAFT HOURS	_____ LANDINGS	_____ HRS. THS	_____ SIGNATURE	_____ CERTIFICATE NUMBER
					_____ KIND OF CERTIFICATE

*N/A*

OPERATOR: **ED-WES, INC.**REPORT DATE **09/13/91**

WORK COMPLIANCE FORM NO.

AIRCRAFT NO.: **368**MODEL: **1124A MESIWIND**AIRCRAFT REG.: **N368MD****PAGE 1****91256**

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****SCHEDULED WORK COMPLIANCE FORMS**

ENCLOSED ARE THE SCHEDULED WORK COMPLIANCE FORMS FOR THE ADDITIONAL TASKS LISTED ON YOUR CURRENT AIRCRAFT MAINTENANCE DUE LIST. TASKS LISTED ON PREVIOUS DUE LISTS THAT HAVE NOT BEEN REPORTED AS ACCOMPLISHED, APPEAR ON THE CURRENT DUE LIST AS REPEAT TASKS AND HAVE AN "R" PRECEDING EACH CODE NUMBER. WORK COMPLIANCE FORMS ARE NOT PROVIDED FOR REPEAT TASKS SINCE THEY WERE SENT WHEN THEY FIRST CAME DUE.

SCHEDULED WORK COMPLIANCE FORMS ARE PRINTED IN ORDER OF URGENCY WITHIN EACH DUE LIST SECTION AS FOLLOWS:

CALENDAR, HOURS, LANDINGS, CYCLES, AND SPECIAL REQUIREMENT TASKS.

CHECK YOUR CURRENT DUE LIST FOR REPEAT TASKS AND MERGE THE ENCLOSED FORMS WITH THOSE ALREADY SENT TO YOU. ALL THE SCHEDULED WORK COMPLIANCE FORMS SHOULD BE PUT IN THE SAME ORDER AS THE DUE LIST FOR QUICK REFERENCE.

THE DUE LIST IS BASED ON THE PROJECTED AIRCRAFT UTILIZATION SHOWN IN THE UPPER LEFT HAND CORNER OF THE LIST. IF THIS PROJECTION NEEDS ADJUSTING, CALL YOUR AIRCRAFT MAINTENANCE ANALYST.

IF YOU PLAN TO HAVE MAINTENANCE PERFORMED AT THE FACTORY OR BY A FIXED BASE OPERATOR, BE SURE TO TAKE ALONG THE MAINTENANCE DUE LIST, ALL THE SCHEDULED WORK COMPLIANCE FORMS, AND THE REQUIRED ILLUSTRATION CARDS.

IF ANY UNSCHEDULED MAINTENANCE IS PERFORMED, PULL THE PROPER FORM FROM YOUR SET OF UNSCHEDULED WORK COMPLIANCE FORM BOOKS, FILL IN THE REQUIRED INFORMATION, AND SEND THE COMPLETED FORMS TO CAMP SYSTEMS, INC. FOR PROCESSING. ANY FORMS USED FOR UNSCHEDULED MAINTENANCE WILL BE REPLACED.

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

REPORT DATE 09/16/91  
MODEL: 1124A WESTWIND  
ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 10.010  
OPER01

050150+ 150 HR INSPECTION

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

91259  
00-000  
29 29

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
	5028		

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 1 DAY 23 YEAR 92 AIRCRAFT HOURS: 5020.8 LANDINGS: 3654

TECHNICIAN SIGNATURE: \_\_\_\_\_ CERTIFICATE NUMBER: \_\_\_\_\_

INSPECTED BY: M. Egan KIND OF CERTIFICATE: \_\_\_\_\_

\*\*\*\*\*

TECHNICIAN	INSPECTOR	MAN-HOURS
		HRS. THS

100310 CHECK AIRWORTHY DIRECTIVES...MM 5-20-00..... MK

\*\*\*\*\*

NO TEXT AVAILABLE AT THIS TIME.

OPERATOR: ED-WES, INC.

REPORT DATE 09/16/91

WORK COMPLIANCE FORM NO.

10.020

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER01

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050150+ 150 HR INSPECTION

91259

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

5028

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH \_\_\_\_\_ DAY \_\_\_\_\_ YEAR \_\_\_\_\_ AIRCRAFT HOURS: \_\_\_\_\_ LANDINGS: \_\_\_\_\_

TECHNICIAN SIGNATURE: \_\_\_\_\_ CERTIFICATE NUMBER: \_\_\_\_\_

INSPECTED BY: *M. Egan* \_\_\_\_\_ KIND OF CERTIFICATE: \_\_\_\_\_

\*\*\*\*\*

TECHNICIAN	INSPECTOR	MAN-HOURS
		HRS. THS

100320 CHECK SERVICE BULLETINS...MM 5-20-00..... *MES* \_\_\_\_\_

\*\*\*\*\*

NO TEXT AVAILABLE AT THIS TIME.

OPERATOR: ED-WES, INC.

REPORT DATE 09/16/91

WORK COMPLIANCE FORM NO.

10.030

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER01

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050150+ 150 HR INSPECTION

91259

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

5028

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH \_\_\_\_\_ DAY \_\_\_\_\_ YEAR \_\_\_\_\_ AIRCRAFT HOURS: \_\_\_\_\_ LANDINGS: \_\_\_\_\_

TECHNICIAN SIGNATURE: \_\_\_\_\_ CERTIFICATE NUMBER: \_\_\_\_\_

INSPECTED BY: *[Signature]* \_\_\_\_\_ KIND OF CERTIFICATE: \_\_\_\_\_

TECHNICIAN	INSPECTOR	MAN-HOURS
		HRS. THS
	<i>[Signature]</i>	

100330 CHECK SERVICE LETTERS...MM 3-20-00.....

NO TEXT AVAILABLE AT THIS TIME.

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

REPORT DATE 09/16/91  
 MODEL: 1124A WESTWIND  
 ISSUED 07-88 REV. 07-91

WORK COMPLIANCE FORM NO. 21.040A  
 CARD NO: 21- 2 OPER01  
 050150+ 150 HR INSPECTION

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

91259 21-005 29 29	WORK DUE AT		* = APU HRS	
	DATE	HOURS	LANDINGS	CYCLES
		5028		

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 1 DAY 22 YEAR 92 AIRCRAFT HOURS: 5020.8 LANDINGS: 3654

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: \_\_\_\_\_

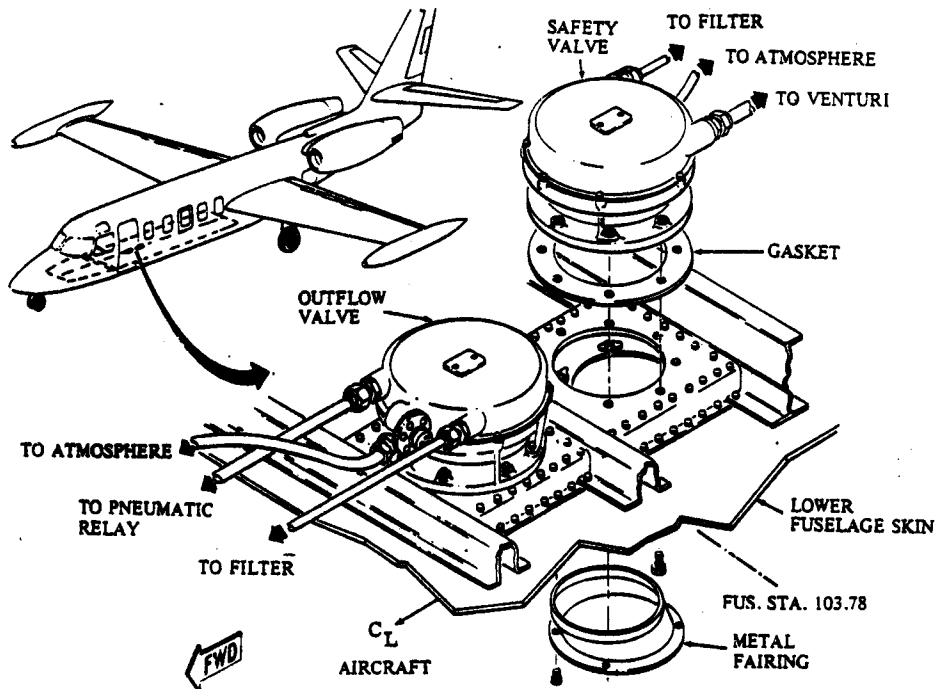
INSPECTED BY: [Signature] KIND OF CERTIFICATE: \_\_\_\_\_

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
210191 INSPECT/CLEAN NORMAL OUTFLOW VALVE...MM 21-30-00.....	<u>[Signature]</u>		
210201 INSPECT/CLEAN SAFETY OUTFLOW VALVE...MM 21-30-00.....			

R NOTE: THE FOLLOWING ADDITIONAL WCF(S) MAY BE 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. INSTALL NEW VALVE GASKET P/N 5783111-15 ONTO 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.

ISS'D	7-88
REV'D	



Outflow Valve Installation

1124

21-2

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

REPORT DATE 09/16/91  
 MODEL: 1124A WESTWIND  
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 21.050A  
 CARD NO: 21-3 OPER01  
 050150+ 150 HR INSPECTION

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

91259	WORK DUE AT	* = APU HRS		
21-007	DATE	HOURS	LANDINGS	CYCLES
29 29		5028		

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH Jan DAY 20 YEAR 92 AIRCRAFT HOURS: 5020.8 LANDINGS: 3454

TECHNICIAN SIGNATURE: Martin Coolidge CERTIFICATE NUMBER: \_\_\_\_\_

INSPECTED BY: J. J. [Signature] KIND OF CERTIFICATE: \_\_\_\_\_

*****	TECHNICIAN	INSPECTOR	MAN-HOURS
*****			HRS. THS
210671	INSPECT/CLEAN/TEST WATER SEPEARATOR CONDENSER...MM 21-70-00.....	<u>MC</u>	
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, TRICHLOROETHYLENE, 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 TRICHLOROETHYLENE HEATED TO 250 DEGREES F (121.1 DEGREES C). SPRAY TRICHLOROETHYLENE 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.



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

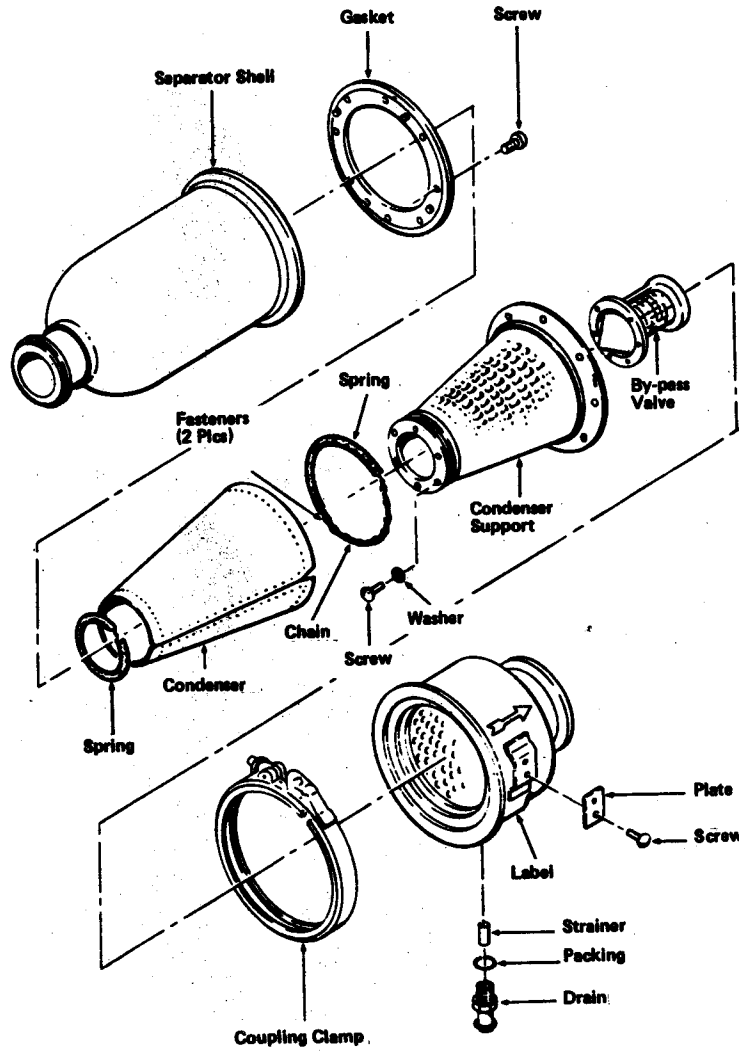
REPORT DATE 09/16/91  
 MODEL: 1124A WESTWIND  
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 21.030A  
 (CONTINUED) CARD NO: 21- 3 OPER01  
 030150+ 150 HR INSPECTION

91259 21-007 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	
		5028			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 2

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.

ISS'D	7-88
REV'D	



Water Separator

1124

21-3

OPERATOR: ED-WES, INC.

REPORT DATE 09/16/91

WORK COMPLIANCE FORM NO.

21.290A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 21- 7

OPER01

AIRCRAFT REG.: N368ND

ISSUED 07-88 REV. 07-91

050150+ 150 HR INSPECTION

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

91259

WORK DUE AT

\* = APU HRS

21-030

DATE

HOURS

LANDINGS

CYCLES

29 29

3028

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 1 DAY 21 YEAR 92 AIRCRAFT HOURS: 5020.8 LANDINGS: \_\_\_\_\_

TECHNICIAN SIGNATURE: E CERTIFICATE NUMBER: \_\_\_\_\_

INSPECTED BY: [Signature] KIND OF CERTIFICATE: \_\_\_\_\_

TECHNICIAN	INSPECTOR	MAN-HOURS HRS. THS
<u>E</u>	<u>[Signature]</u>	

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

210681

CHANGE COOLING TURBINE OIL (REFER TO FIGURE 3 ON CARD 21-7)

CONSUMABLES: LUBRICANT (MIL-L-23699)

1. 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.

NOTE: THE THREE-WHEEL TURBINE UNIT SUMP HOLDS APPROXIMATELY 122CC OF TYPE MIL-L-23699 LUBRICANT. THE FOLLOWING PRODUCTS ARE QUALIFIED UNDER THIS SPECIFICATION:

MANUFACTURER	MANUFACTURERS DESIGNATION
AMERICAN OIL & SUPPLY CO.	PB TURBINE LUBRICANT 6423, 6700, 3889, 3893, C-3788 OR 9598
BRAY OIL CO.	BRAYCO 899, 89G OR 899M
BURMAN- CASTROL CORP.	CASTROL 5000
EMERY IND., INC.	EMGARD SYNTHESIZED TURBINE LUBRICANT (2952) OR (2949)
EXXON CO.	EXXON/ESSO TURBO OIL 2380
HATCO CHEMICAL CORP.	HATCOL 3211, 3611, 1639 OR 1680
MOBIL OIL CORP.	<u>MOBIL JET OIL II</u> , MOBIL RM-139A, RM-147A, RM-247A, RM-246A, RM-247A, RM-254A OR RM-270A
NYCO INTERNATIONAL	NYCO 599A OR 599B
NYCO S.A.	TURBONYCOIL 599
PVD INTERNATIONAL INC.	STD-5700
ROYCAL LUBRICANTS CO., INC.	ROYCO 899, 899B (D-739-3), 899C(D-738), 899HC, 899E-L, 899R-1 OR 899E-2
SHELL OIL CO.	AEROSHELL TURBINE OIL 500
SHELL INTN'L PETROLEUM CO., LTD.	AEROSHELL TURBINE OIL 500
STAUFFER CHEMICAL CO.	STAUFFER JET II 9624 OR STAUFFER STL E-7306

OPERATOR: **ED-WES, INC.**REPORT DATE **09/16/91**

WORK COMPLIANCE FORM NO.

**21.290A**AIRCRAFT NO.: **368**MODEL: **1124A WESTWIND (CONTINUED)**CARD NO: **21- 7****OPER01**AIRCRAFT REG.: **N368MD**ISSUED **07-88** REV. **07-91****050150+ 150 HR INSPECTION****91259**

WORK DUE AT

\* = APU HRS

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

**21-030**

DATE

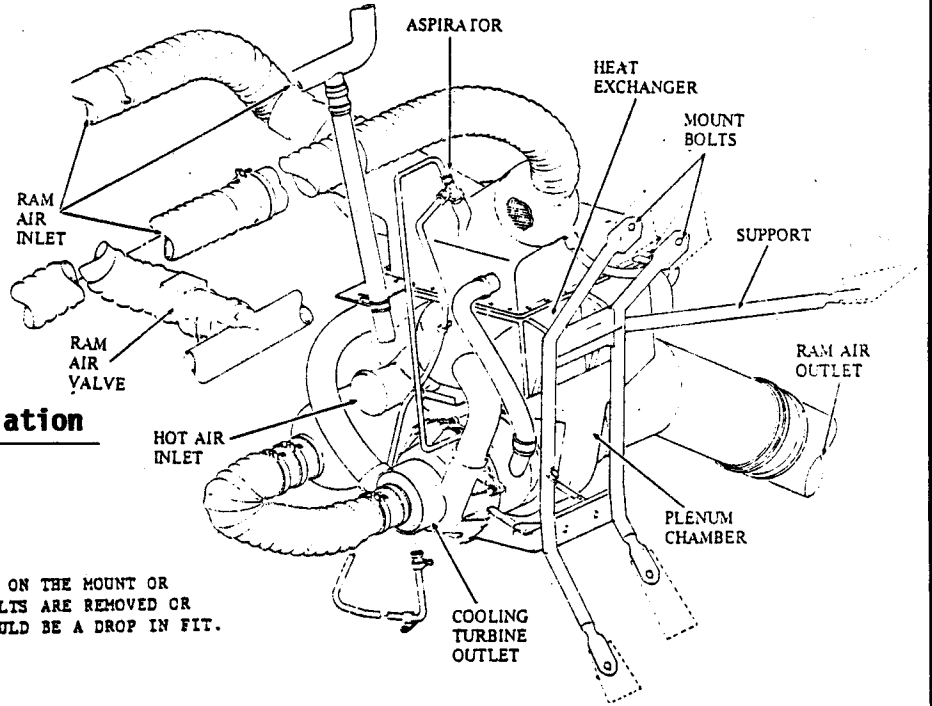
HOURS

LANDINGS

CYCLES

**29 29****3028****CK CURRENT DUE LIST FOR DUE TIME CHGS****PAGE 2****2. RECORD OIL CHANGE COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.**

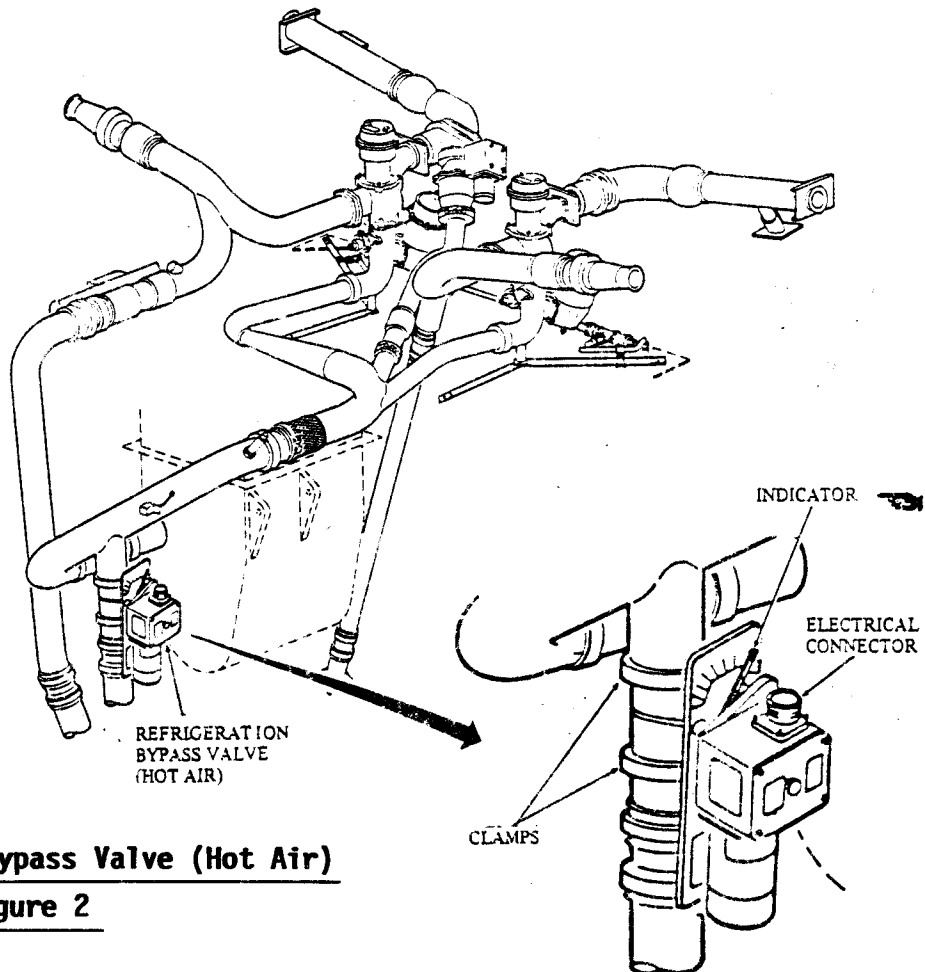
ISS'D	7-88
REV'D	



### Refrigeration Unit Installation

Figure 1

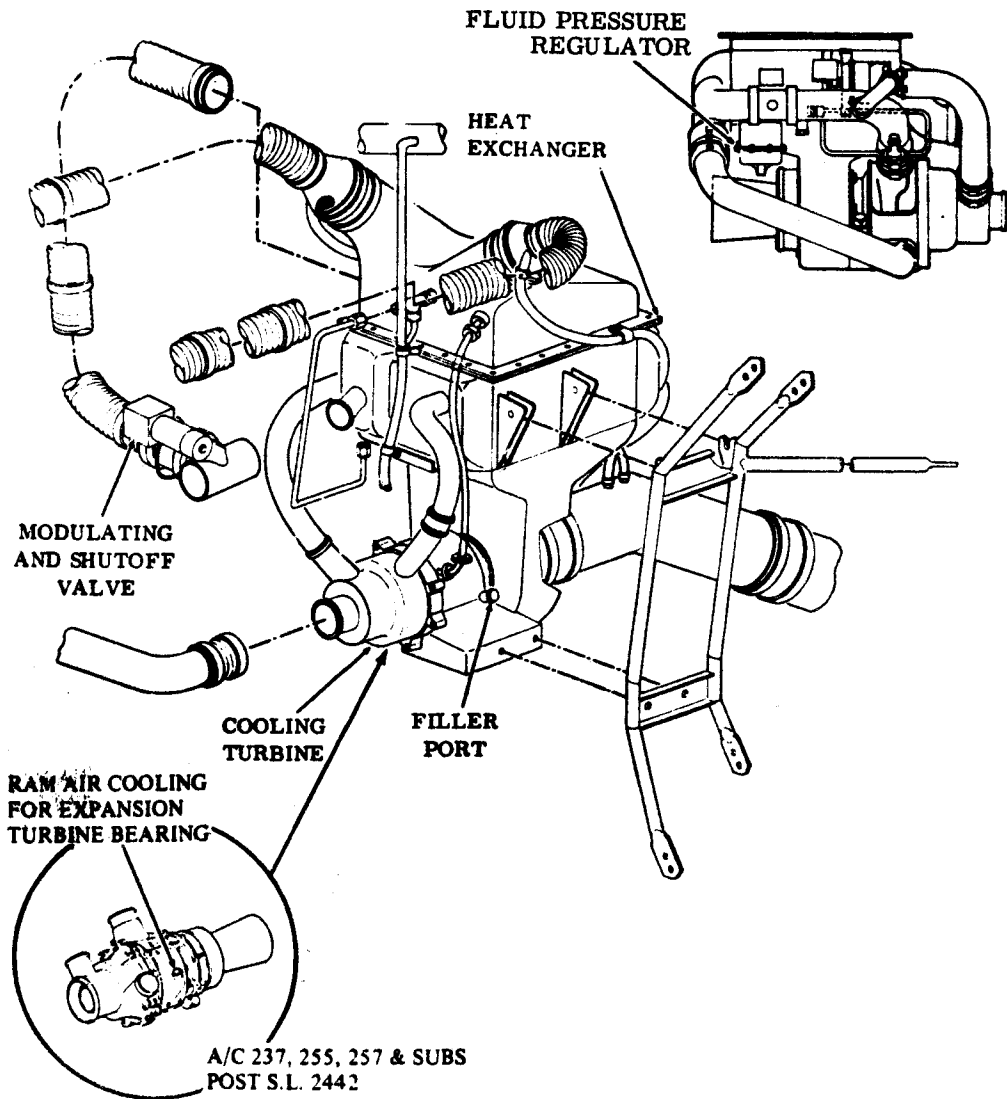
**CAUTION:** THERE SHOULD BE NO TENSION ON THE MOUNT OR REFRIGERATION UNIT WHEN BOLTS ARE REMOVED OR INSTALLED. THESE BOLTS SHOULD BE A DROP IN FIT.



### Refrigeration Bypass Valve (Hot Air)

Figure 2

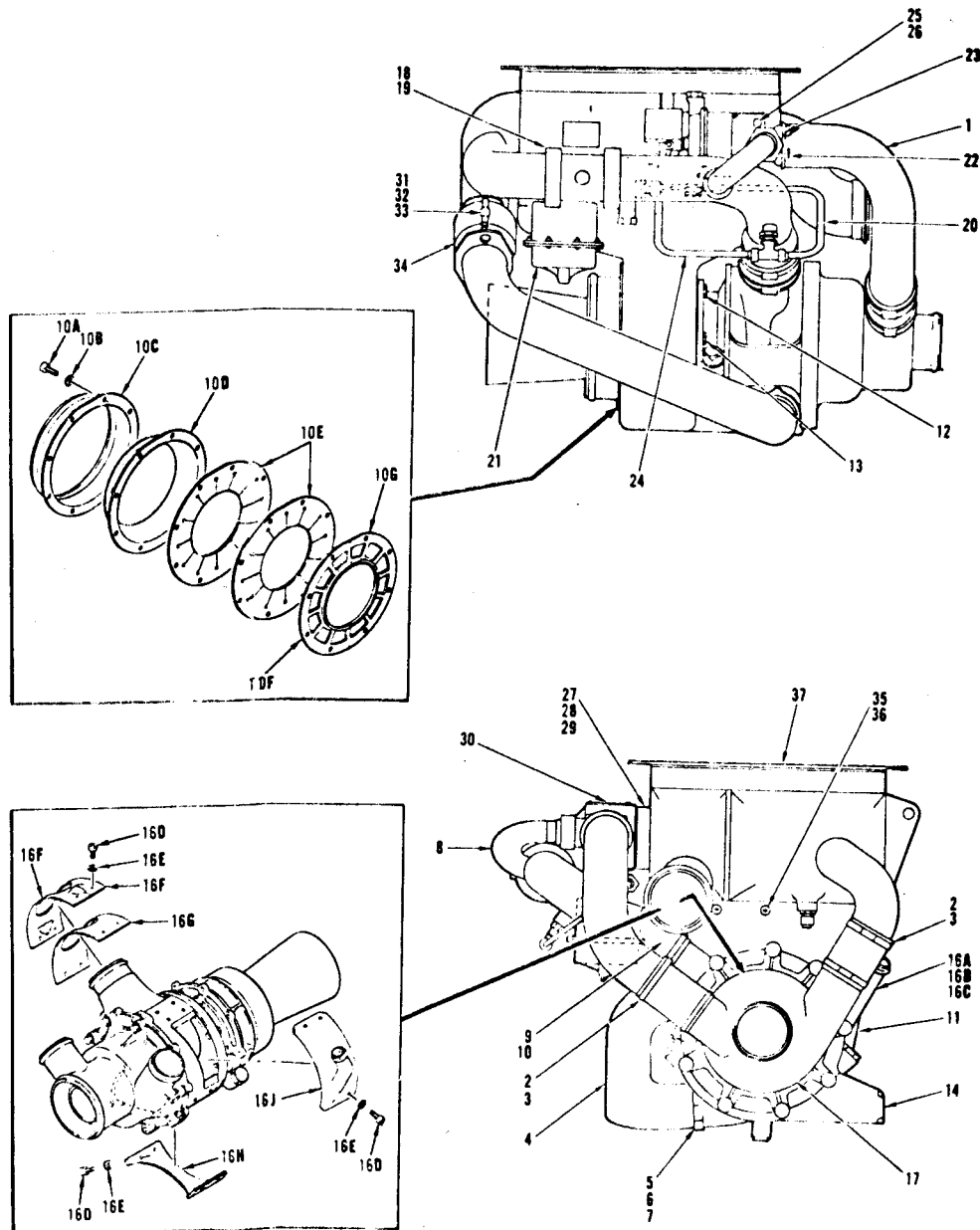
ISS'D	7-88
REV'D	



### Air Conditioning Servicing

Figure 3

ISS'D	7-88
REV'D	



Aircraft Refrigeration Unit

Figure 4

OPERATOR: ED-WES, INC.

REPORT DATE 09/16/91

WORK COMPLIANCE FORM NO.

21.420A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER01

AIRCRAFT REG.: N368MD

ISSUED 08-89 REV.

030150+ 150 HR INSPECTION

91259

WORK DUE AT	* = APU HRS.		
DATE	HOURS	LANDINGS	CYCLES
21-027			
29 29	5028		

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 Jan DAY 22 YEAR 92 AIRCRAFT HOURS: 5020.8 LANDINGS: 3654

TECHNICIAN SIGNATURE: Martin Coledge CERTIFICATE NUMBER: \_\_\_\_\_

INSPECTED BY: [Signature] KIND OF CERTIFICATE: \_\_\_\_\_

\*\*\*\*\*

TECHNICIAN	INSPECTOR	MAN-HOURS
		HR5. THS

210622 INSPECT 35 DEGREE DUCT SENSOR...MM 5-20-05..... MC \_\_\_\_\_

\*\*\*\*\*

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.  
 AIRCRAFT NO.: 368  
 AIRCRAFT REG.: N368MD

REPORT DATE 09/16/91  
 MODEL: 1124A WESTWIND  
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 24.010A  
 CARD NO: 24- 1 OPER01  
 050150+ 150 HR INSPECTION

91259  
 24-002  
 29 29

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES
	5028		

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 1 DAY 23 YEAR 92 AIRCRAFT HOURS: 5020.8 LANDINGS: 31654

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: \_\_\_\_\_

INSPECTED BY: [Signature] KIND OF CERTIFICATE: \_\_\_\_\_

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS. THS
240121 CHECK LEFT STARTER/GENERATOR BRUSH WEAR/TENSION...MM 80-10-00.....	<u>[Signature]</u>		
240131 CHECK RIGHT STARTER/GENERATOR BRUSH WEAR/TENSION...MM 80-10-00.....	<u>[Signature]</u>		

240121, 240131  
 CHECK GENERATOR BRUSH WEAR/TENSION (REFER TO ILLUSTRATION ON 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.

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

REPORT DATE 09/16/91  
 MODEL: 1124A WESTWIND (CONTINUED)  
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 24.010A  
 CARD NO: 24- 1 OPER01  
 050150+ 150 HR INSPECTION

91259  
 24-002  
 29 29

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
	5028		

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 2

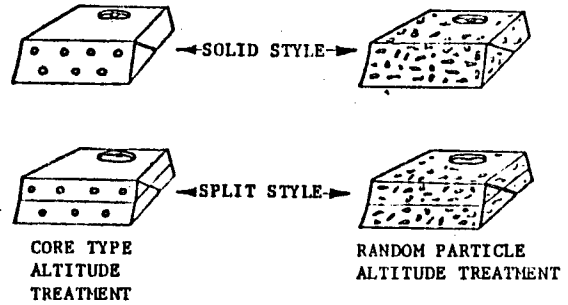
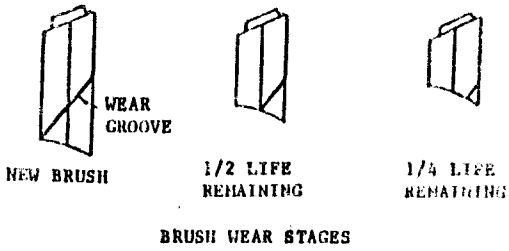
- E. EVALUATE THE REMAINING LIFE OF EACH BRUSH ACCORDING TO ILLUSTRATION.
- F. IF IT IS ESTIMATED THAT ANY ONE BRUSH WILL BE COMPLETELY WORN OUT BEFORE THE NEXT INSPECTION OR OVERHAUL, THEN ALL BRUSHES SHOULD BE REPLACED.

- 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.

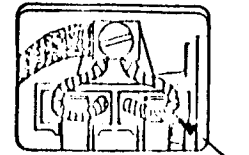
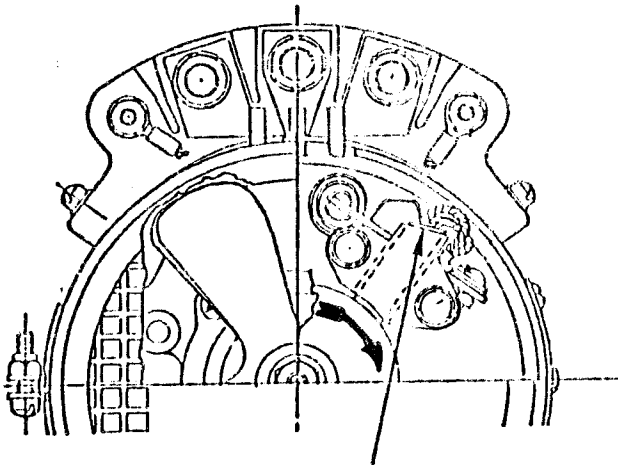
NOTE: IF NEW BRUSHES HAVE BEEN INSTALLED, IT IS NOT NECESSARY TO CONDUCT SEATING OR RUN-IN OPERATIONS DUE TO THE ABILITY OF THE "INSTANT FILMING" BRUSHES TO CARRY FULL STARTING AND GENERATING CURRENTS WITHOUT SUCH RUN-IN. IF THE SPECIFIED BRUSH IS NOT OF ONE OF THESE TYPES, THE UNIT MUST BE RETURNED 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 DUNCES. TAKE AN AVERAGE OF SEVERAL READINGS. IF SPRING TENSION IS NOT WITHIN THIS RANGE, REPLACE THE SPRING.
  - K. CLOSE ENGINE COML.
3. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

ISS'D	7-88
REV'D	



NOTE: Instant filming brushes which do not have cores or visible particles are identified by marking I/F, in addition to any grade numbers and date code letters.



LAY BRUSH LEADS OVER BRUSH SPRING CLIPS

Brush must be installed with top bevel as shown for the clockwise armature rotation indicated. (For reverse rotation units, top bevel will be opposite to that shown.)

### Starter/Generator Brush Wear Check

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

REPORT DATE 09/16/91  
 MODEL: 1124A WESTWIND  
 ISSUED 07-88 REV. 07-91

WORK COMPLIANCE FORM NO. 24.020A  
 CARD NO: 24- 2 OPER01  
 050150+ 130 HR INSPECTION

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

91259	WORK DUE AT	* = APU HRS.	LANDINGS	CYCLES
24-003	DATE	HOURS		
29 29		5028		

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH \_\_\_\_\_ DAY \_\_\_\_\_ YEAR \_\_\_\_\_ AIRCRAFT HOURS: \_\_\_\_\_ LANDINGS: \_\_\_\_\_

TECHNICIAN SIGNATURE: \_\_\_\_\_ CERTIFICATE NUMBER: \_\_\_\_\_

INSPECTED BY: *[Signature]* KIND OF CERTIFICATE: \_\_\_\_\_

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRS. THIS
240161 CHECK LEFT BATTERY ELECTROLYTE LEVEL...MM 12-10-06.....		<i>[Signature]</i>	
240176 CHECK RIGHT BATTERY ELECTROLYTE LEVEL...MM 12-10-06.....		<i>[Signature]</i>	
240161, 240176			

R NOTE: THE FOLLOWING ADDITIONAL WCF(S) MAY BE 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.

R 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 ABOVE PLATES 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.
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.

OPERATOR: **ED-WES, INC.**REPORT DATE **09/16/91**

WORK COMPLIANCE FORM NO.

**24.020A**AIRCRAFT NO.: **368**MODEL: **1124A WESTWIND (CONTINUED)**CARD NO: **24- 2****OPER01**AIRCRAFT REG.: **N368MD**ISSUED **07-88** REV. **07-91****050150+ 150 HR INSPECTION****91259**  
**24-005**  
**29 29**

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
	<b>5028</b>		

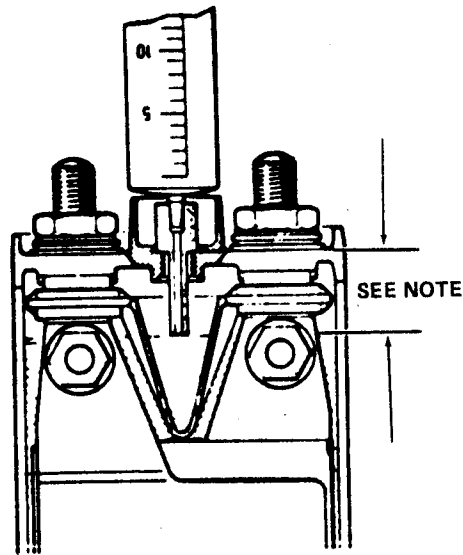
RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.

**CK CURRENT DUE LIST FOR DUE TIME CHGS****PAGE 2**

- 17. CLOSE FRONT PANEL IN MAIN BAGGAGE COMPARTMENT.
- 18. RECORD DEEP CYCLE COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

ISS'D	7-88
REV'D	

POSITION OF SYRINGE  
IN CELL VENT SEAT



NOTE: The proper liquid level is just above the tops of the plates on the plastic insert (1/4" immediately after charge or 1/8" after standing 3 hours).

### Electrolyte Level Check

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

REPORT DATE 09/16/91  
 MODEL: 1124A WESTWIND  
 ISSUED 07-88 REV. 01-89

WORK COMPLIANCE FORM NO. 24.020B  
 OPER01

050150+ 150 HR INSPECTION

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

91259	WORK DUE AT	* = APU HRS.	LANDINGS	CYCLES
24-016	DATE	HOURS		
29 29		5028		

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH \_\_\_\_\_ DAY \_\_\_\_\_ YEAR \_\_\_\_\_ AIRCRAFT HOURS: \_\_\_\_\_ LANDINGS: \_\_\_\_\_

TECHNICIAN SIGNATURE: \_\_\_\_\_ CERTIFICATE NUMBER: \_\_\_\_\_

INSPECTED BY: *[Signature]* KIND OF CERTIFICATE: \_\_\_\_\_

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRS. THS
R 240166 DEEP CYCLE LEFT BATTERY...MM 12-10-06.....		<i>[Signature]</i>	
R 240181 DEEP CYCLE RIGHT BATTERY...MM 12-10-06.....		<i>[Signature]</i>	

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 19. (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 1.35 VOLTS THEN DECREASES BELOW 1.50 VOLTS. MARK ANY CELL WHICH IS IN EXCESS OF 1.75 VOLTS. REMOVE MARKED CELLS

OPERATOR: ED-WES, INC.

REPORT DATE 09/16/91

WORK COMPLIANCE FORM NO.

24.020B

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND (CONTINUED)

OPER01

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 01-89

050150+ 130 HR INSPECTION

91259

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.

24-016

DATE

HOURS

LANDINGS

CYCLES

29 29

5028

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 2

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.  
 AIRCRAFT NO.: 368  
 AIRCRAFT REG.: N368MD

REPORT DATE 09/16/91  
 MODEL: 1124A WESTWIND  
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 24.070  
 OPER01

030150+ 150 HR INSPECTION

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

91259 24-008 29 29	WORK DUE AT			
	DATE	HOURS	LANDINGS	CYCLES
		5028		

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 1 DAY 22 YEAR 92 AIRCRAFT HOURS: 5020.8 LANDINGS: 3054

TECHNICIAN SIGNATURE: S. J. Byrd CERTIFICATE NUMBER: \_\_\_\_\_  
 INSPECTED BY: F. O. Denny KIND OF CERTIFICATE: \_\_\_\_\_

\*\*\*\*\*  
 240203 FUNCTIONAL CHECK BATTERY TEMPERATURE AND WARNING SYSTEM...MM 24-30-01..... ETB  
 \*\*\*\*\*

TECHNICIAN	INSPECTOR	MAN-HOURS
		HRS. THS

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.
AIRCRAFT NO.: 368
AIRCRAFT REG.: N368MD

REPORT DATE 09/16/91
MODEL: 1124A WESTWIND
ISSUED 07-88 REV. 08-89

WORK COMPLIANCE FORM NO. 26.030
CARD NO: 26- 2 OPER01
050150+ 150 HR INSPECTION

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

Table with columns: WORK DUE AT, DATE, HOURS, LANDINGS, CYCLES. Row 1: 26-003, 29 29, 5028.

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 1 DAY 22 YEAR 92 AIRCRAFT HOURS: 5020.8 LANDINGS: 3654

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: 542-07-9527

INSPECTED BY: [Signature] KIND OF CERTIFICATE:

ONLY THE FOLLOWING WORK IS DUE IN OPER01 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
R 260172 DISCHARGE/OVERHAUL AND REFILL COCKPIT FIRE EXTINGUISHER...NO REF...
#260173 HYDROSTATIC TEST COCKPIT FIRE EXTINGUISHER...NO REF...
RECORD DATE OF HYDORSTATIC TEST
260174 INSPECT COCKPIT FIRE EXTINGUISHER...NO REF...
RECORD DATE OF INSPECTION 1/22/92 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 \*1/28/92
R 260182 DISCHARGE/OVERHAUL AND REFILL CABIN FIRE EXINGUISHER...NO REF...
#260183 HYDROSTATIC TEST CABIN FIRE EXTINGUISHER...NO REF...
RECORD DATE OF HYDORSTATIC TEST
260184 INSPECT CABIN FIRE EXTINGUISHER...NO REF...
RECORD DATE OF INSPECTION 1/24/92 HRS LDGS

260166, 260176
R COCKPIT/CABIN PORTABLE FIRE EXTINGUISHER - REMOVAL AND INSTALLATION, WEIGHT CHECK, DISCHARGE/OVERHAUL AND REFILL, HYDROSTATIC TEST, INSPECTION (REFER TO FIGURES 1 AND 2 ON CARD 26-2)

OPERATOR: ED-WES, INC.

REPORT DATE 07/16/91

WORK COMPLIANCE FORM NO.

26.030

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND (CONTINUED)

CARD NO: 26- 2

OPER01

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 08-89

050150+ 150 HR INSPECTION

91259

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
26-003			
29 29	5028		

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 2

**A REMOVAL (REFER TO FIGURES 1 AND 2)**

1. GAIN ACCESS TO FIRE EXTINGUISHER. ONE IS LOCATED IN THE COCKPIT AFT OF THE PILOT SEAT, AND THE OTHER IS LOCATED IN THE CABIN ON THE RIGHT-HAND AFT WALL BEHIND THE SEAT.
2. DISENGAGE QUICK-RELEASE STRAP AND REMOVE EXTINGUISHER FROM MOUNTING BRACKET.
3. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

**B INSTALLATION**

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.
- R 2. WEIGH UNIT AND RECORD WEIGHT ON MAINTENANCE TAG.
- R 3. REPLACE OR RECHARGE IF THE WEIGHT FALLS BELOW THE LIMIT SPECIFIED ON THE EXTINGUISHER LABEL.
4. INSTALL FIRE BOTTLE. REFER TO STEP B.
5. RECORD DATE OF WEIGHT CHECK IN SPACE PROVIDED ON PAGE 1.

R 260172, 260182

**D DISCHARGE/OVERHAUL AND REFILL FIRE EXTINGUISHER**

- R 1. CARRY OUT INSPECTION IN ACCORDANCE WITH MANUFACTURER'S MAINTENANCE INSTRUCTIONS.
- R 2. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

260173, 260183

**E 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

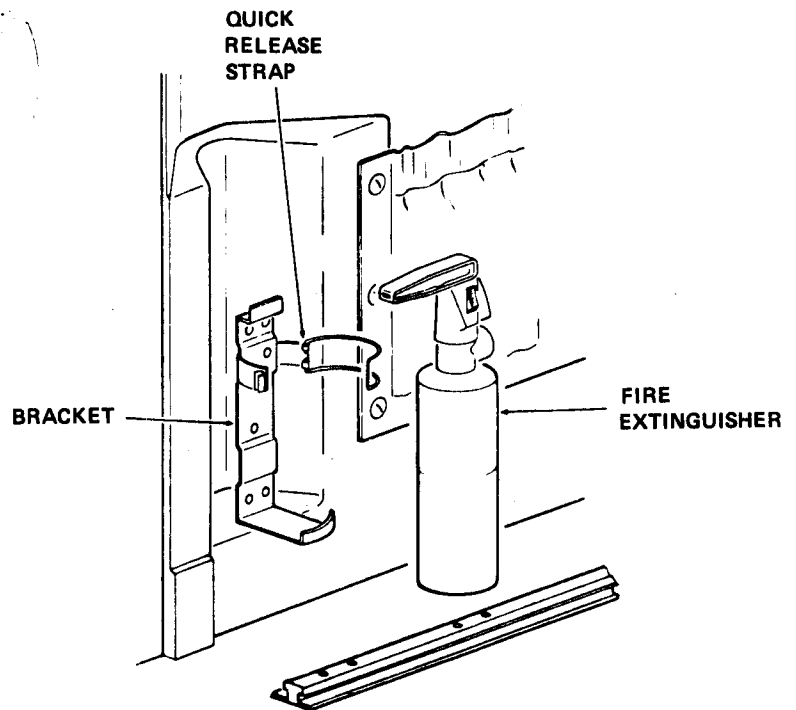
**F INSPECTION OF FIRE EXTINGUISHER**

1. REMOVE FIRE EXTINGUISHER. REFER TO STEP A.
- R 2. CHECK PRESSURE GAUGE. PRESSURE SHOULD BE IN THE GREEN BAND.
- R 3. CHECK THAT NOZZLE IS NOT OBSTRUCTED.
- R 4. CHECK THAT LOCKING MECHANISM IS INTACT.
- R 5. CHECK FOR PHYSICAL DAMAGE OR CORROSION.
6. INSTALL FIRE EXTINGUISHER. REFER TO STEP B.
7. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

ISS'D	7-88
REV'D	

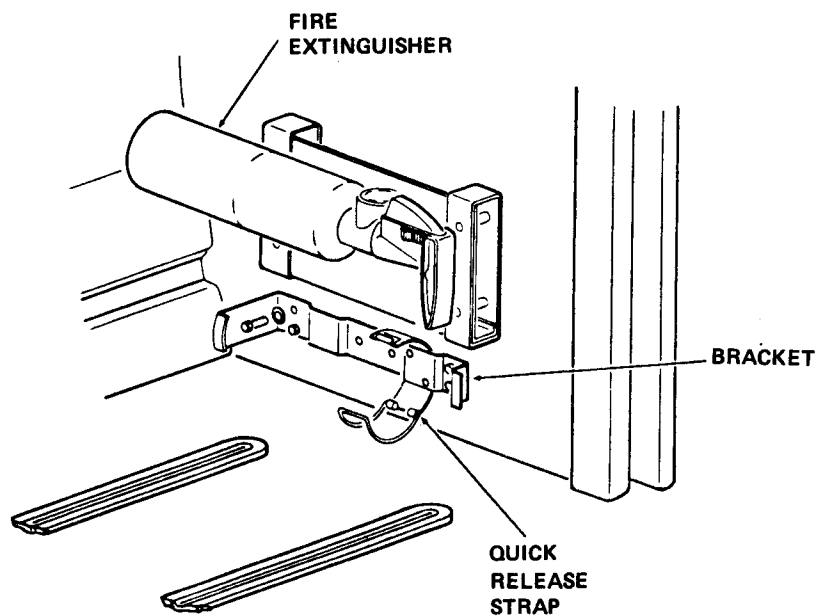
Cockpit Portable Hand  
Operated Fire Extinguisher

Figure 1



Cabin Portable Hand  
Operated Fire Extinguisher

Figure 2



1124

26-2

OPERATOR: ED-WES, INC.

REPORT DATE 09/16/91

WORK COMPLIANCE FORM NO.

27.130

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER01

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050150+ 150 HR INSPECTION

91259 27-013 29 29	WORK DUE AT				* = APU HRS
	DATE	HOURS	LANDINGS	CYCLES	
		5028			

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 1 DAY 21 YEAR 92 AIRCRAFT HOURS: 5020.8 LANDINGS: 3654

TECHNICIAN SIGNATURE: Mike Williams CERTIFICATE NUMBER: \_\_\_\_\_

INSPECTED BY: J. Donnell KIND OF CERTIFICATE: \_\_\_\_\_

\*\*\*\*\*

TECHNICIAN	INSPECTOR	MAN-HOURS
		HRS. THS

270158 INSPECT RUDDER TRIM TAB FREEPLAY...MM 27-20-00..... MW \_\_\_\_\_

\*\*\*\*\*

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 TRAVEL AND LEAVE SWITCH DEPRESSED FOR FIVE SECONDS MINIMUM TO ENSURE BOTH ACTUATORS ARE AT THE STOPS AND COMPENSATED. RETURN TAB TO CENTER POSITION.

- CHECK THAT THE FREEPLAY OF THE RUDDER TRIM TAB MEASURED FROM EACH OF ITS EXTREME POSITIONS DOES NOT EXCEED 1/8 INCH.
- CHECK THAT FREEPLAY OF TRIM TAB HINGE MEASURED FROM VERTICAL STABILIZER HINGE TO TRAILING EDGE OF TAB DOES NOT EXCEED 0.197 INCH.
- 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.

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

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

REPORT DATE 09/16/91  
 MODEL: 1124A WESTWIND  
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 27.150A  
 CARD NO: 27- 3 OPER01  
 050150+ 150 HR INSPECTION

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

91259 27-016 29 29	WORK DUE AT			
	DATE	HOURS	LANDINGS	CYCLES
		5028		

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 1 DAY 21 YEAR 92 AIRCRAFT HOURS: 5020.8 LANDINGS: 3434

TECHNICIAN SIGNATURE: Mike Williams CERTIFICATE NUMBER: \_\_\_\_\_

INSPECTED BY: J. O. Dwyer KIND OF CERTIFICATE: \_\_\_\_\_

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS. THS
270193 INSPECT LEFT ELEVATOR SKIN SEPARATION...MM 27-30-00.....		<u>MW</u>	
270203 INSPECT RIGHT ELEVATOR SKIN SEPARATION...MM 27-30-00.....		<u>MW</u>	

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

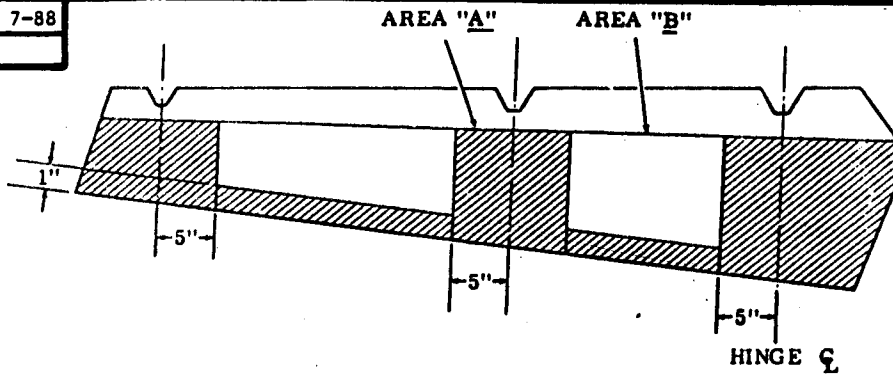
NOTE: THE PURPOSE OF THIS INSPECTION IS TO DETERMINE IF ANY SEPARATION OF UPPER AND LOWER SKIN AND HONEY-COMB CORE HAS OCCURED AND IF SO WHETHER THE LOCATION AND EXTENT OF SEPARATION ARE WITHIN SAFE LIMITS FOR CONTINUED OPERATION.

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.

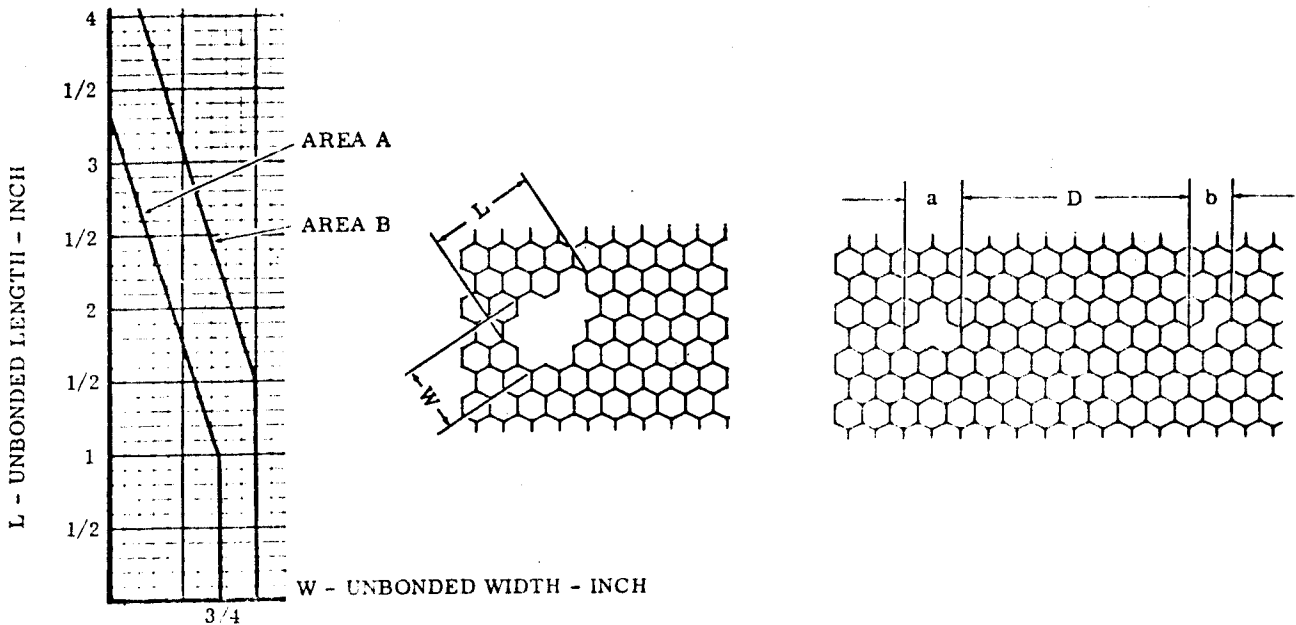
ISS'D	7-88
REV'D	



PLAN VIEW OF L. H. ELEVATOR (R. H. OPPOSITE)

- "A" - Limits for area around hinge points
- "B" - Limits for the remaining area

Left Hand Elevator  
Figure 1

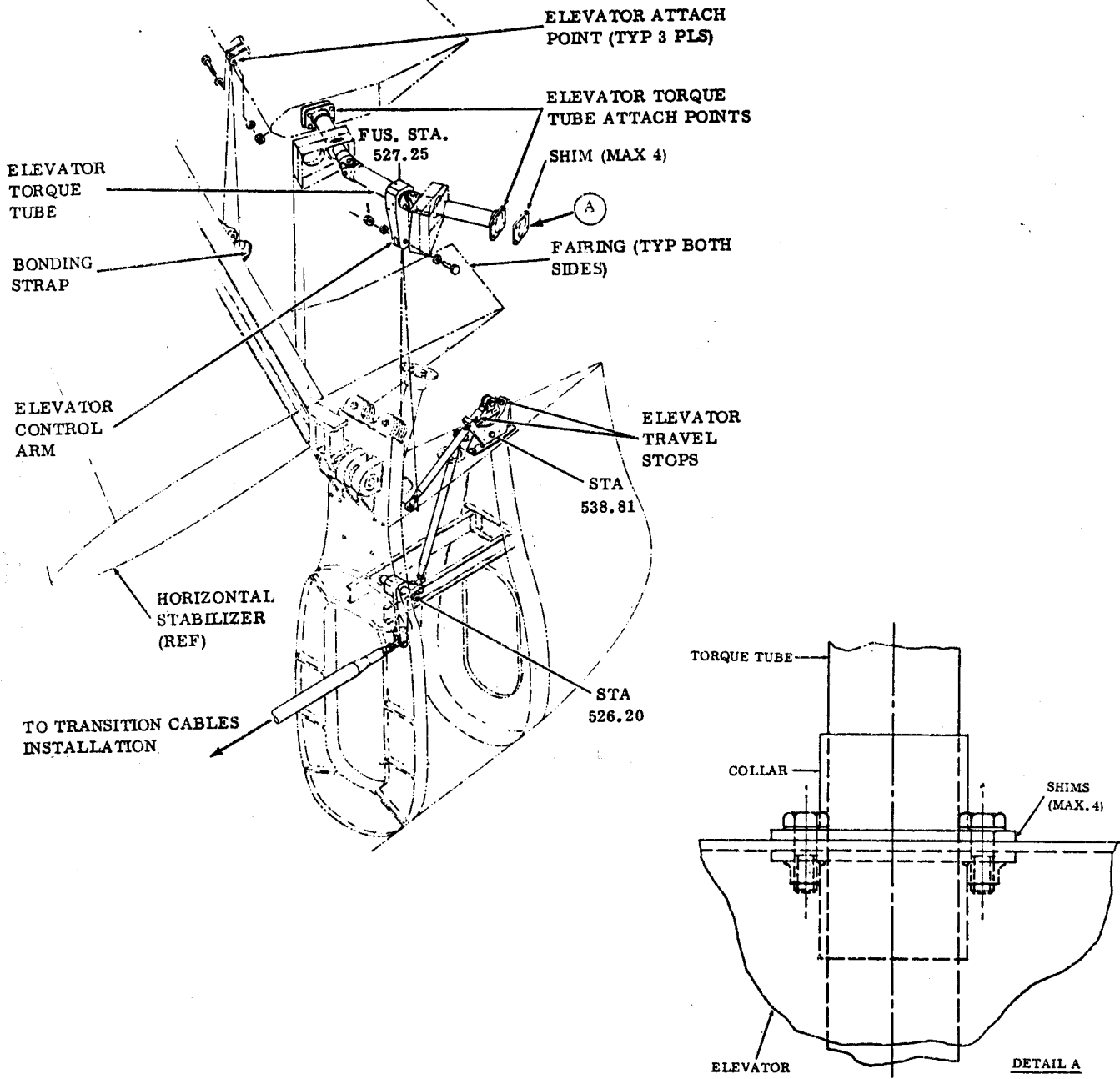


- W - Is the maximum projected unbonded width measured across the void in the narrow direction as shown in the figure.
- L - Is the projected unbonded length measured perpendicular to W.
- D - The minimum distance between voids, shall not be less than four times the maximum dimension (a) of the largest void.
- A - Limits for area around hinge points (Figure 1)
- B - Limits for the remaining area (Figure 1)

NOTE:  $D = 4a$   
 $a > b$

Acceptable Bonding Limits  
Figure 2

ISS'D	7-88
REV'D	



Elevator Torque Tube Installation  
Figure 3



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

REPORT DATE 09/16/91  
 MODEL: 1124A WESTWIND  
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 27.200B  
 CARD NO: 27- 6 OPER01  
 050150+ 150 HR INSPECTION

91259

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES
27-023	5028		
29 29			

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 1 DAY 21 YEAR 92 AIRCRAFT HOURS: 6020.8 LANDINGS: 3654

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: \_\_\_\_\_

INSPECTED BY: [Signature] KIND OF CERTIFICATE: \_\_\_\_\_

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
270237 INSPECT LEFT FLAP VANE...MM 27-50-00.....	<u>[Signature]</u>		
270247 INSPECT RIGHT FLAP VANE...MM 27-50-00.....	<u>[Signature]</u>		

\*\*\*\*\*  
 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 30 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 NECESSARY) INSERT HOLE TO 0.65 INCH DIAMETER, 0.76 INCH DEEP. A 0.365 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

OPERATOR: ED-WES, INC.

REPORT DATE 09/16/91

WORK COMPLIANCE FORM NO.

27.200B

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

(CONTINUED)

CARD NO: 27- 6

OPER01

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050150+ 150 HR INSPECTION

91259

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.

27-023

DATE

HOURS

LANDINGS

CYCLES

29 29

5028

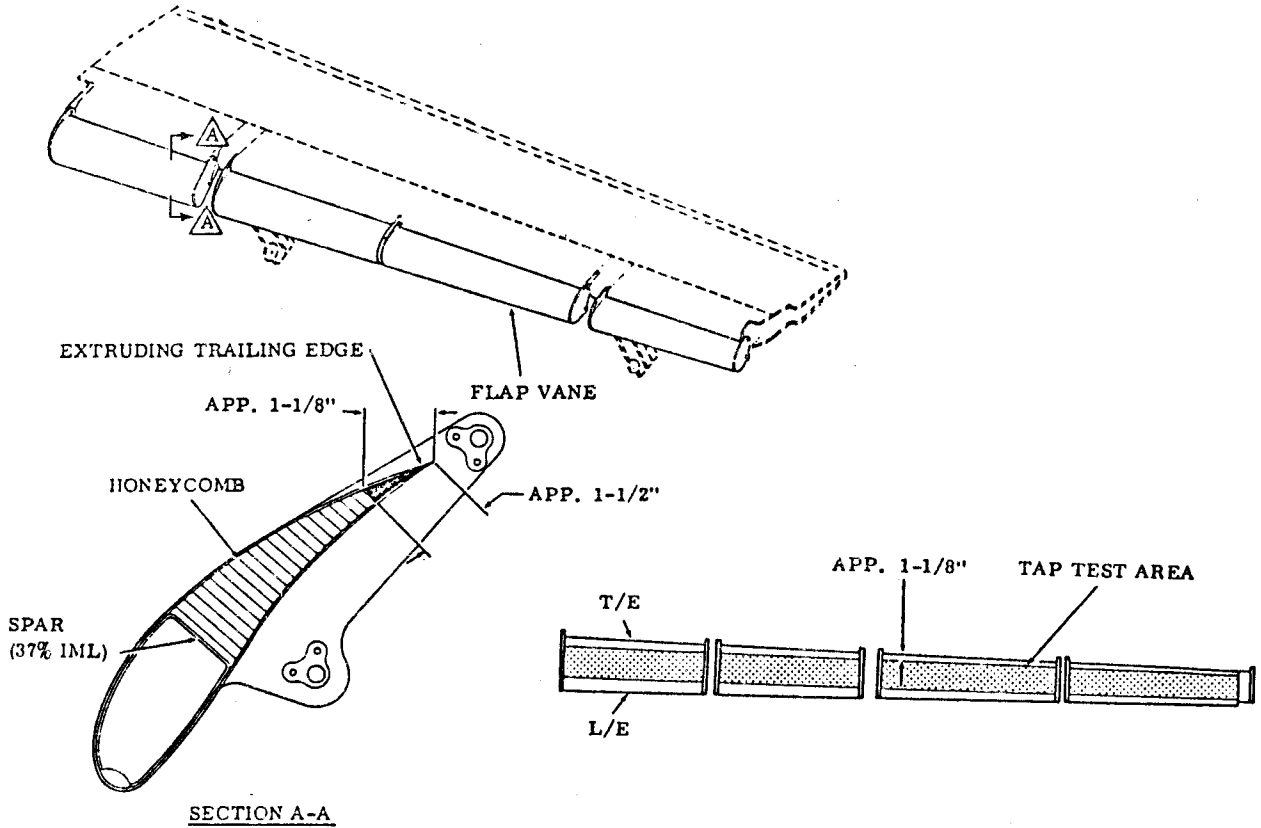
CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 2

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.

ISS'D	7-88
REV'D	

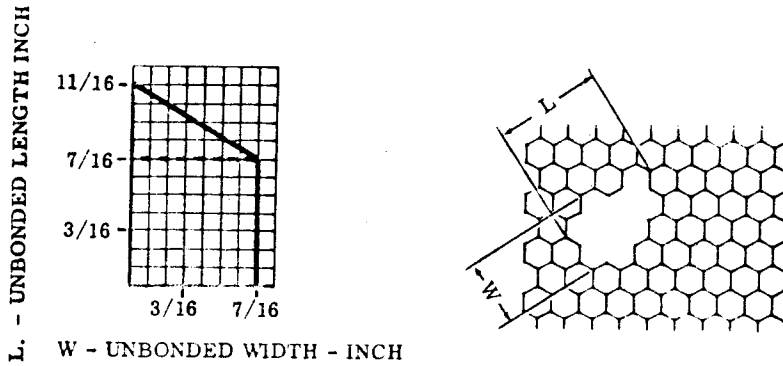


Flap Vane Tap Test Area  
Figure 1

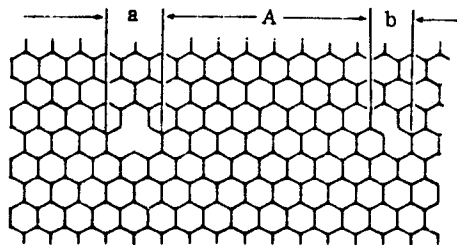
1124

27-6

ISS'D	7-88
REV'D	



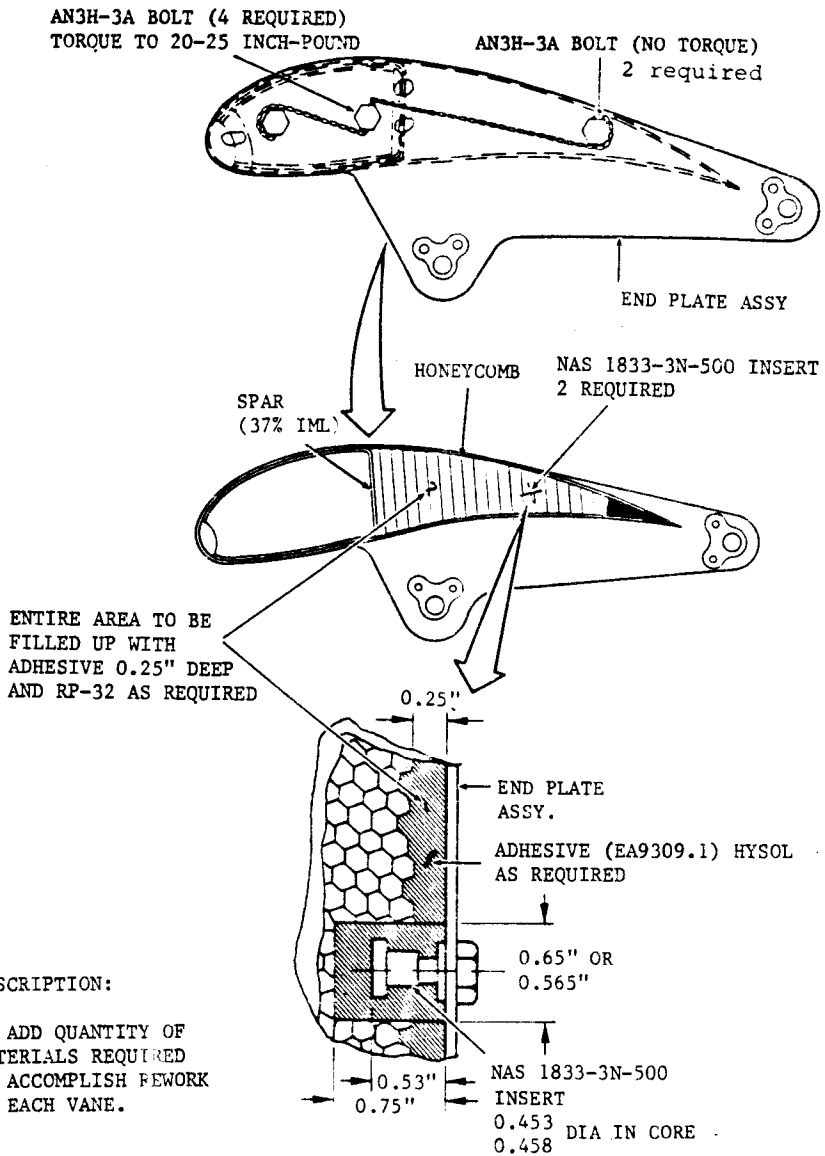
- W - The maximum projected unbonded width, measured above the void in the "narrow" direction as shown above.
- L - The projected unbonded length, measured perpendicular to W.
- A - The minimum distance between voids shall not be less than 4 times the maximum dimension of largest void a.



NOTE  
a b  
A = 4a

Acceptable Bondng Limits  
Figure 2

ISS'D	7-88
REV'D	



**DESCRIPTION:**

TO ADD QUANTITY OF MATERIALS REQUIRED TO ACCOMPLISH REWORK OF EACH VANE.

**Vane Assembly Insert Rework**

**Figure 3**

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

REPORT DATE 09/16/91  
 MODEL: 1124A WESTWIND  
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 27.280  
 OPER01

050150+ 150 HR INSPECTION

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

91259  
 27-032  
 29 29

WORK DUE AT	DATE	HOURS	* = APU HRS LANDINGS	CYCLES
		5028		

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 1 DAY 23 YEAR 92 AIRCRAFT HOURS: 3020.8 LANDINGS: 3654

TECHNICIAN SIGNATURE: EYB CERTIFICATE NUMBER: \_\_\_\_\_

INSPECTED BY: Loomis KIND OF CERTIFICATE: \_\_\_\_\_

\*\*\*\*\*

TECHNICIAN	INSPECTOR	MAN-HOURS
		HRS.THS

270335 OPERATIONAL CHECK SPEED BRAKES AND LIFT DUMPERS...MM 27-60-00..... EYB \_\_\_\_\_

\*\*\*\*\*

270335

NOTE: THE FOLLOWING ADDITIONAL MCF(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.

OPERATOR: **ED-WES, INC.**

REPORT DATE **09/16/91**

WORK COMPLIANCE FORM NO.

**27.280**

AIRCRAFT NO.: **368**

MODEL: **1124A WESTWIND (CONTINUED)**

**OPER01**

AIRCRAFT REG.: **N368MD**

ISSUED **07-88** REV.

**050150+ 150 HR INSPECTION**

**91259**

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**

**5028**

**CK CURRENT DUE LIST FOR DUE TIME CHGS**

**PAGE 2**

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.  
 AIRCRAFT NO.: 368  
 AIRCRAFT REG.: N368MD

REPORT DATE 09/16/91  
 MODEL: 1124A WESTWIND  
 ISSUED 07-91 REV.

WORK COMPLIANCE FORM NO. 27.510  
 OPER01

050150+ 150 HR INSPECTION

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

91259  
 27-050  
 29 29

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES
	5028		

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 1 DAY 21 YEAR 92 AIRCRAFT HOURS: 5020.8 LANDINGS: 3654

TECHNICIAN SIGNATURE: Patrick M. Moffitt CERTIFICATE NUMBER: \_\_\_\_\_

INSPECTED BY: L. O'Donnell KIND OF CERTIFICATE: \_\_\_\_\_

\*\*\*\*\*

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS. THS
270240 INSPECT LEFT FLAP HINGE/BEARING (150 HR)...MM 27-50-00.....	<u>PH</u>	<u>Two</u>	.....
270242 INSPECT RIGHT FLAP HINGE/BEARING (150 HR)...MM 27-50-00.....	<u>PH</u>	<u>Two</u>	.....
*****			
270240, 270242			

NOTE: THE FOLLOWING ADDITIONAL WCF(S) MAY BE REQUIRED TO PERFORM THIS TASK 27.200.

INSPECT FLAP HINGE/BEARING (150 HR)

1. REMOVE WING FLAPS. REFER TO WORK COMPLIANCE FORM 27.200.
2. IF BEARING(S) APPEAR TO BE "FROZEN" 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 10 INCH-POUNDS OR LESS TORQUE. IF INITIAL TORQUE IS HIGH, LUBRICATE BEARING WITH WD-40 OR EQUIVALENT, ROTATE BEARING AND OSCILLATE AT THE SAME TIME AS THIS IS A SELF-ALIGNING SPHERICAL BEARING. IF THIS FREES BEARING TO OPERATE SMOOTHLY WITHIN THE TORQUE LIMIT, BEARING MAY BE CONTINUED IN SERVICE.
3. INSPECT FLAP HINGES FOR CRACKS, CORROSION OR LOOSENESS.
4. 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.
5. REPLACE ANY DEFECTIVE OR DAMAGED PART AS REQUIRED AND REINSTALL WING FLAPS.
6. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.



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

REPORT DATE 09/16/91  
 MODEL: 1124A WESTWIND

WORK COMPLIANCE FORM NO. 28.090C  
 OPER01

ISSUED 07-88 REV. 050150+ 150 HR INSPECTION

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

91259 28-011 29 29	WORK DUE AT			
	DATE	HOURS	LANDINGS	CYCLES
		5028		

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 1 DAY 22 YEAR 92 AIRCRAFT HOURS: 5020.8 LANDINGS: 3694

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: \_\_\_\_\_

INSPECTED BY: [Signature] KIND OF CERTIFICATE: \_\_\_\_\_

\*\*\*\*\*  
 281150 CHECK OPERATION FUEL BOOST PUMPS...MM 28-00-00.....  
 \*\*\*\*\*

TECHNICIAN	INSPECTOR	MAN-HOURS
		HR5. THS

[Signature]

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.  
 AIRCRAFT NO.: 368  
 AIRCRAFT REG.: N368MD

REPORT DATE 09/16/91  
 MODEL: 1124A WESTWIND  
 ISSUED 07-88 REV. 08-90

WORK COMPLIANCE FORM NO. 29.120A  
 CARD NO: 29- 5 OPERQ1  
 050150+ 130 HR INSPECTION

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

91259	WORK DUE AT	* = APU HRS		
29-016	DATE	HOURS	LANDINGS	CYCLES
29 29		5028		

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 1 DAY 23 YEAR 92 AIRCRAFT HOURS: 5020.8 LANDINGS: 3654

TECHNICIAN SIGNATURE: EJ Best CERTIFICATE NUMBER: \_\_\_\_\_

INSPECTED BY: Pmm KIND OF CERTIFICATE: \_\_\_\_\_

		TECHNICIAN	INSPECTOR	MAN-HOURS
				HRS.THS
290143	INSPECTION/LUBRICATION LEFT HYDRAULIC PUMP SPLINES...SM 72-00-00.....	<u>EJ B</u>		
R				
290178	INSPECTION/LUBRICATION RIGHT HYDRAULIC PUMP SPLINES...SM 72-00-00.....	<u>Pmm</u>		
R				

\*\*\*\*\*  
 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 ENABLE 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))

OPERATOR: ED-WES, INC.

REPORT DATE 09/16/91

WORK COMPLIANCE FORM NO.

29.120A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND (CONTINUED)

CARD NO: 29- 5

OPER01

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 08-90

050150+ 150 HR INSPECTION

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

91259

WORK DUE AT

\* = APU HRS

DATE

HOURS

LANDINGS

CYCLES

29-016

29 29

5028

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 2

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:

R A. REMOVE DRIVE COUPLING (P/N 7102-7) FROM BOTH PUMPS BY REMOVING SNAP RING.

R B. CLEAN GREASE FROM DRIVE COUPLING, PUMP AND ENGINE FEMALE SPLINE.

R C. INSPECT DRIVE COUPLING SPLINES FOR EXCESSIVE WEAR.

R D. REMOVE AND DISCARD O-RING FROM COUPLING, INSTALL NEW O-RING (P/N 6270-012).

R E. LUBRICATE ENGINE PUMP FEMALE SPLINE WITH MOBIL 28 GREASE OR EQUIVALENT.

R NOTE: EXCESSIVE APPLICATION OF GREASE MAY MAKE IT VERY DIFFICULT TO INSERT COUPLING INTO PUMP AND ENGINE.

R F. INSTALL DRIVE COUPLING IN PUMP AND RETAIN WITH SNAP RING.

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.

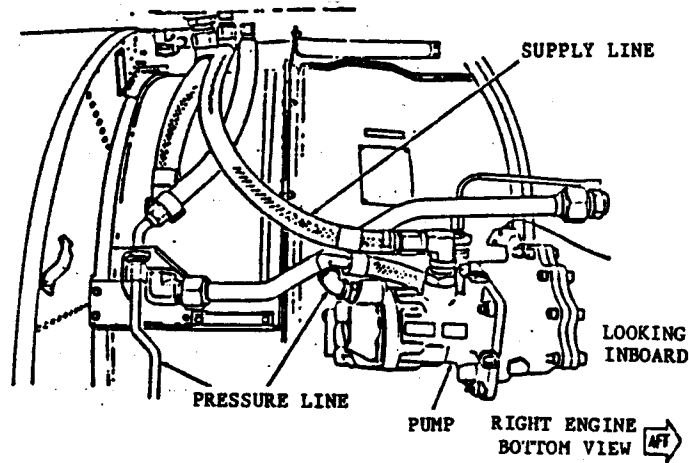
F. RELEASE HYDRAULIC PRESSURE AND CHECK HYDRAULIC FLUID LEVEL IN THE RESERVOIR.

30. CHECK FOR EXTERNAL LEAKS.

31. CLOSE ENGINE SIDE COWL.

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

ISS'D	7-88
REV'D	8-90

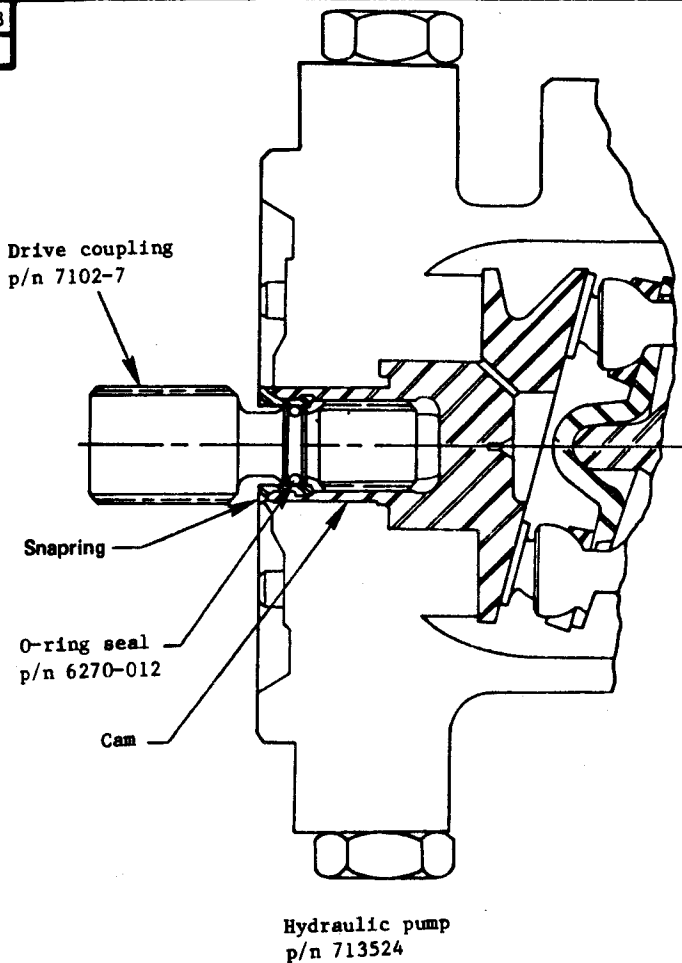


Engine Driven Hydraulic Pump  
Figure 1

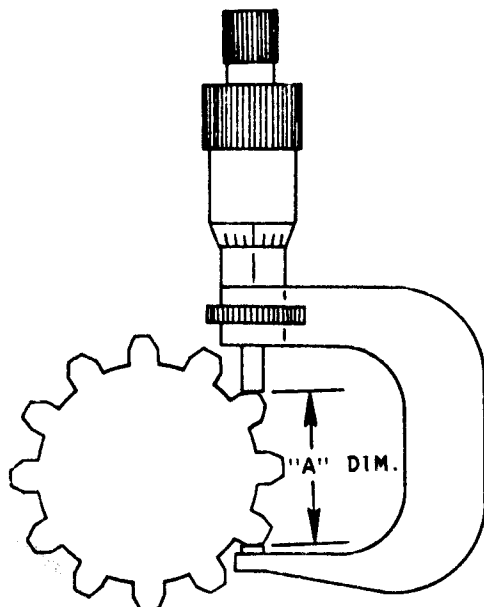
1124

29-5

ISS'D	7-88
REV'D	8-90



**Hydraulic Pump Drive Detail**  
**Figure 2**



NO. OF SPLINE TEETH	MEASUREMENT ACROSS NUMBER OF TEETH	DIM "A" MIN
10	2	.135
11	2	.174
12	3	.348
16	3	.358
21	4	.420
24	4	.511

**Spline Wear Inspection**  
**Figure 3**

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

REPORT DATE 09/16/91  
 MODEL: 1124A WESTWIND  
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 30.140  
 CARD NO: 30- 5 OPER01  
 050150+ 150 HR INSPECTION

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

91259 30-015 29 29	WORK DUE AT			
	DATE	HOURS	LANDINGS	CYCLES
		5028		

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH Jan DAY 21 YEAR 92 AIRCRAFT HOURS: 5020.8 LANDINGS: 3654

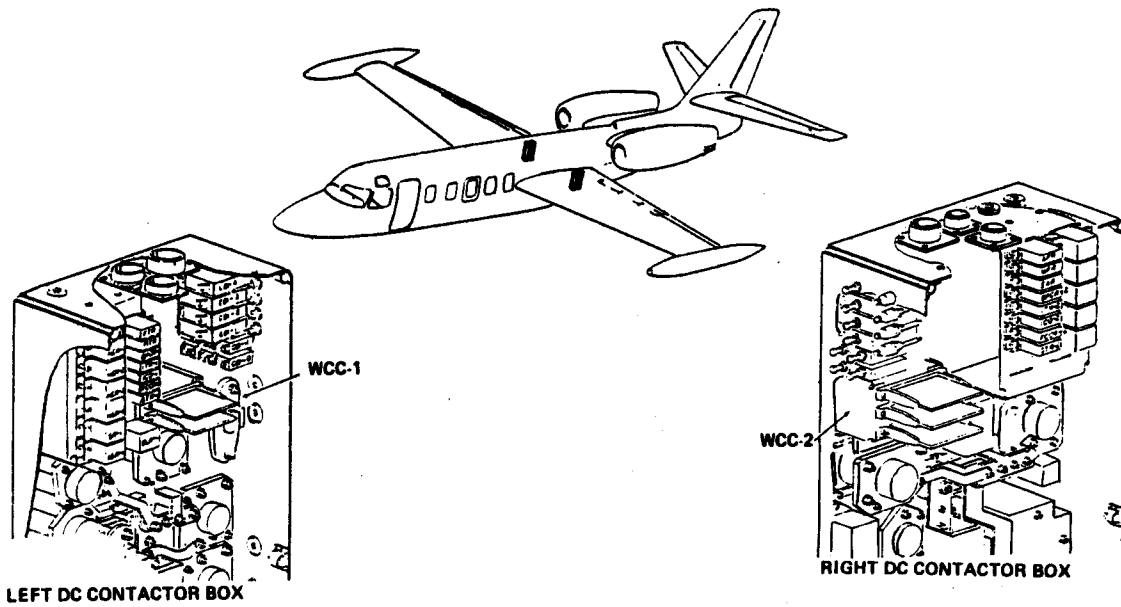
TECHNICIAN SIGNATURE: Marvin Loolidge CERTIFICATE NUMBER: \_\_\_\_\_

INSPECTED BY: L O Druay KIND OF CERTIFICATE: \_\_\_\_\_

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS. THS
(300150) ( ) INSPECT COPILOT WINDSHIELD CYCLING CONTACTOR...MM 30-40-00.....	MC		
910361 SB 1124-30-036 PART II			
HAS P/N 7264-4634 MCC (MFG LEACH) BEEN INSTALLED? YES ___ NO ___			
(300147) ( ) INSPECT PILOT WINDSHIELD CYCLING CONTACTOR...MM 30-40-00.....	MC		
910361 SB 1124-30-036 PART II			
HAS P/N 7264-4634 MCC (MFG LEACH) BEEN INSTALLED? YES ___ NO ___			

- \*\*\*\*\*
- 300147, 300150
- INSPECT WINDSHIELD CYCLING CONTACTOR (REFER TO ILLUSTRATION ON CARD 30-3)
- EQUIPMENT: EXTERNAL POWER FOR AIRCRAFT, DIGITAL VOLTMETER WITH A 1 VOLT SCALE, LEACH P/N 7264-4634 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.

ISS'D	7-88
REV'D	



### Windshield Cycling Contactor

1124

30-5

OPERATOR: ED-WES, INC.

REPORT DATE 09/16/91

WORK COMPLIANCE FORM NO.

32.0101

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER01

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 07-91

050150+ 150 HR INSPECTION

91259

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES
	5028		

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

32-001

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 1 DAY 22 YEAR 92 AIRCRAFT HOURS: \_\_\_\_\_ LANDINGS: \_\_\_\_\_

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: \_\_\_\_\_

INSPECTED BY: T.O.D. KIND OF CERTIFICATE: \_\_\_\_\_

TECHNICIAN	INSPECTOR	MAN-HOURS
		HRS. THS

320201 INSPECT NOSE GEAR (A).....

320201

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

INSPECT NOSE GEAR (A)

MECH INSP

R TEXT FROM MM 3-20-01

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

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



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

REPORT DATE 07/16/91
MODEL: 1124A WESTWIND
ISSUED 07-88 REV. 07-91

WORK COMPLIANCE FORM NO. 32.020
OPER01

050150+ 150 HR INSPECTION

Table with columns: WORK DUE AT, DATE, HOURS, LANDINGS, CYCLES. Row 1: 91259, 32-003, 29 29, 3028.

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 Jun DAY 27 YEAR 92 AIRCRAFT HOURS: LANDINGS:

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER:

INSPECTED BY: [Signature] KIND OF CERTIFICATE:

Table with columns: TECHNICIAN, INSPECTOR, MAN-HOURS. Rows for 320691 and 321191.

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

MAIN LANDING GEAR/WELL INSPECTION (A)
R 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, FRAYING AND LEAKS.
11. INSTALL MAIN GEAR WHEELS. REFER TO WORK COMPLIANCE FORMS 32.180/32.190.
12. REMOVE AIRCRAFT FROM JACKS. REFER TO WORK COMPLIANCE FORM 32.T01.
13. CHECK DRIVE CLIP AND CAP FOR SECURITY AND GENERAL CONDITION.
14. MAIN LANDING GEAR - CHECK FOR GENERAL CONDITION, CRACKS, SECURITY OF ATTACHMENT AND LEAKAGE.
15. 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.
17. INSPECT SCISSORS, DRAG LINK, UPPER SIDE BRACE, LUGS AND FITTINGS, RETRACT CYLINDERS AND ATTACHING POINTS FOR SECURITY, CONDITION AND FREEDOM OF MOVEMENT.
18. INSPECT JURY BRACE AND TRUNNION RETAINING BOLTS FOR TIGHTNESS, CRACKS, SECURITY OF ATTACHMENT AND GENERAL CONDITION.
19. INSPECT MICROSWITCHES, ELECTRICAL CONNECTIONS AND WIRE HARNESSSES 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.

Table with columns: MECH, INSP. Rows for each inspection item with handwritten initials.

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

REPORT DATE 09/16/91  
 MODEL: 1124A WESTWIND  
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 32.030  
 CARD NO: 32- 1 OPER01  
 030150+ 150 HR INSPECTION

91259	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.
32-004	DATE	HOURS	LANDINGS	CYCLES	
29 29		5028			

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 1 DAY 23 YEAR 92 AIRCRAFT HOURS: 5020.8 LANDINGS: 3654

TECHNICIAN SIGNATURE: Patrick M. Hylbert CERTIFICATE NUMBER: \_\_\_\_\_

INSPECTED BY: J. O'Donnell KIND OF CERTIFICATE: \_\_\_\_\_

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRS. THS
320106 LUBE NOSE LANDING GEAR/DOORS...MM 12-12-00.....	<u>PH</u>		
320606 LUBE LEFT MAIN GEAR...MM 12-12-00.....	<u>PH</u>		
321106 LUBE RIGHT MAIN GEAR...MM 12-12-00.....	<u>MC</u>		

\*\*\*\*\*  
 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.

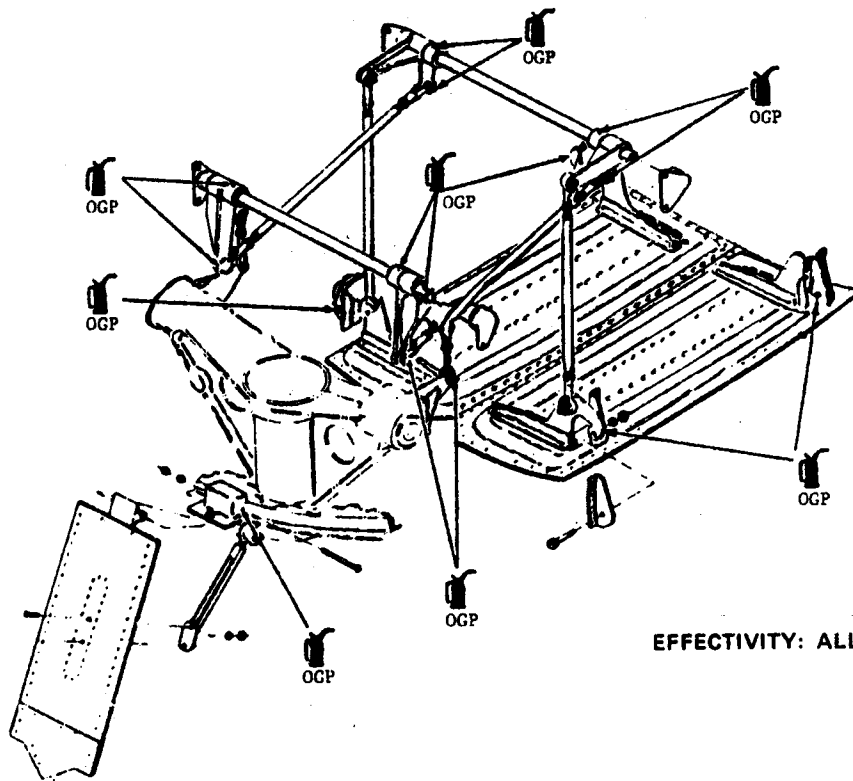
CAUTION: WEAR GOGGLES AND HEAVY DUTY RUBBER GLOVES WHEN USING HIGH-PRESSURE GREASE GUNS.

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.

ISS'D	7-88
REV'D	7-91

TYPE OF LUBRICANTS		
SYMBOL	MILITARY SPECIFICATION	TYPE OF LUBRICANT
GHT	MIL-G-81322	Grease, Wide Temperature Range
OGP	MIL-L-7870A	Oil, Low Temperature Range

APPLICATION SYMBOLS	
Oil Can	Grease Gun
	



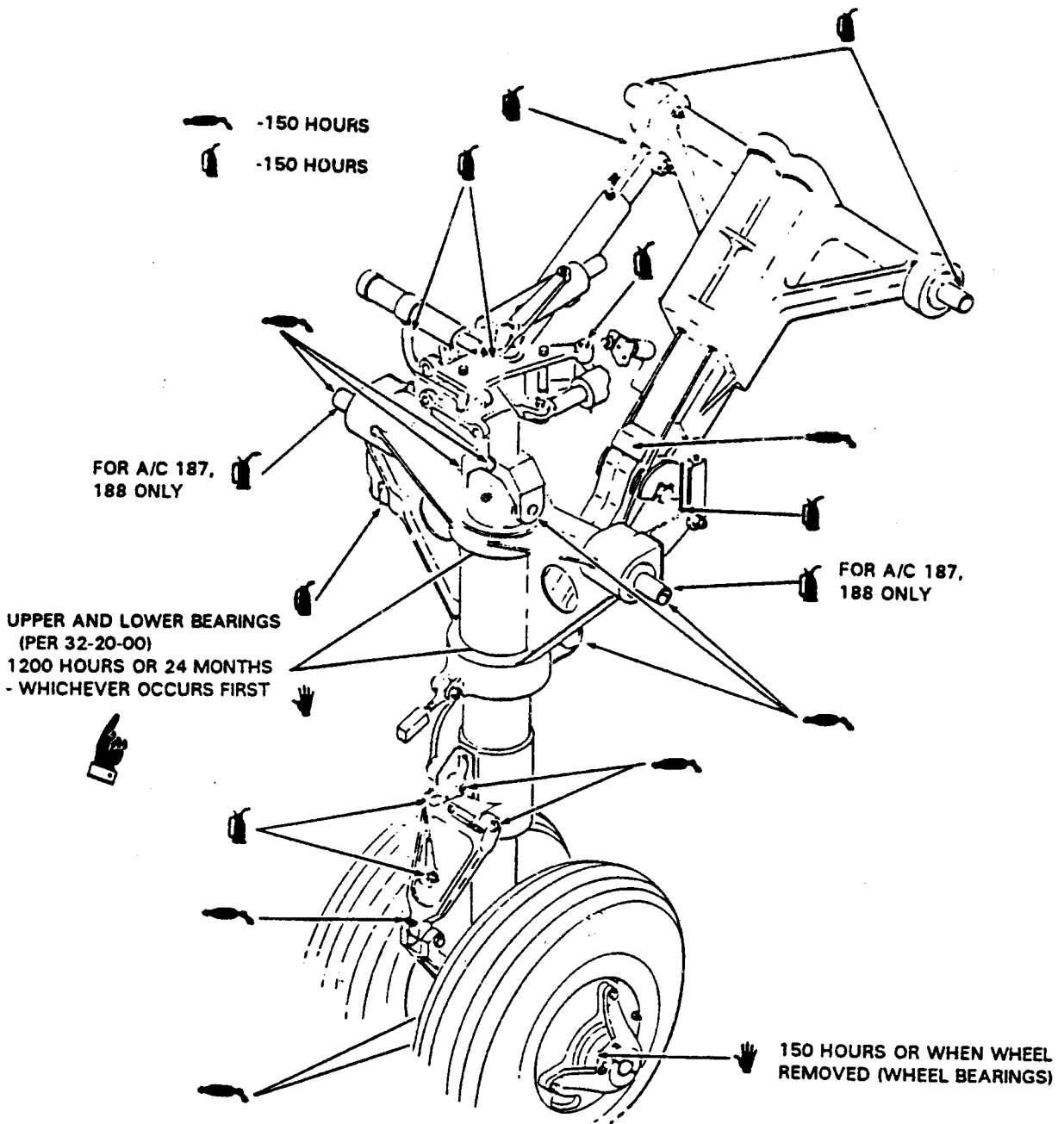
Nose Landing Gear/Door Lubrication

Figure 1

1124

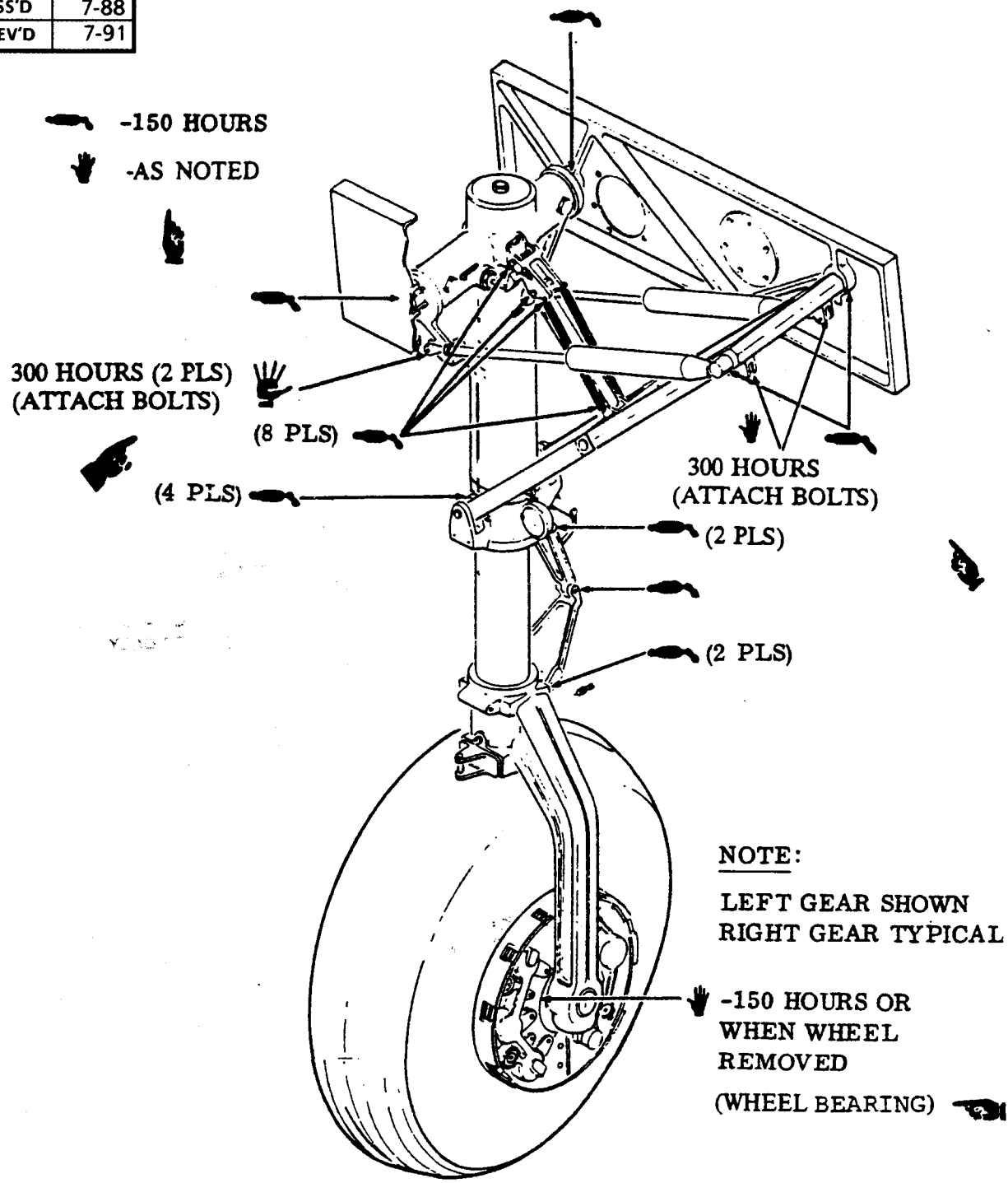
32-1

ISS'D	7-88
REV'D	7-91



**Nose Gear Lubrication**  
**Figure 2**

ISS'D	7-88
REV'D	7-91

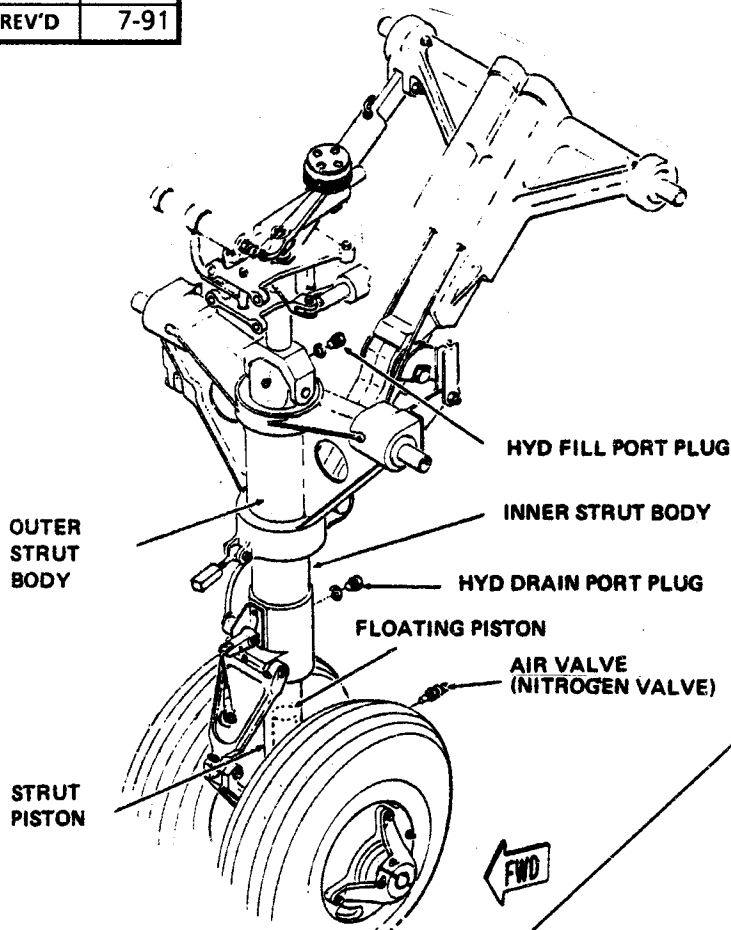


**NOTE:**  
LEFT GEAR SHOWN  
RIGHT GEAR TYPICAL

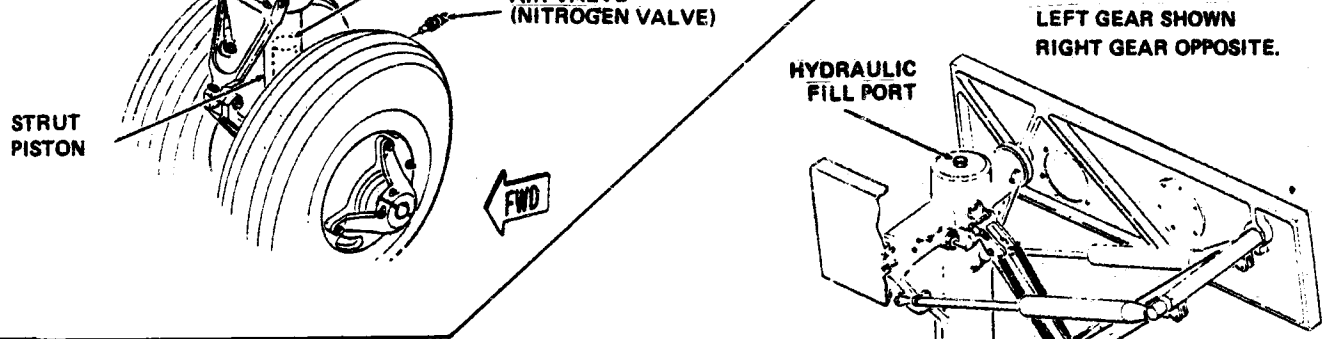
**-150 HOURS OR  
WHEN WHEEL  
REMOVED  
(WHEEL BEARING)**

**Main Gear Lubrication**  
**Figure 3**

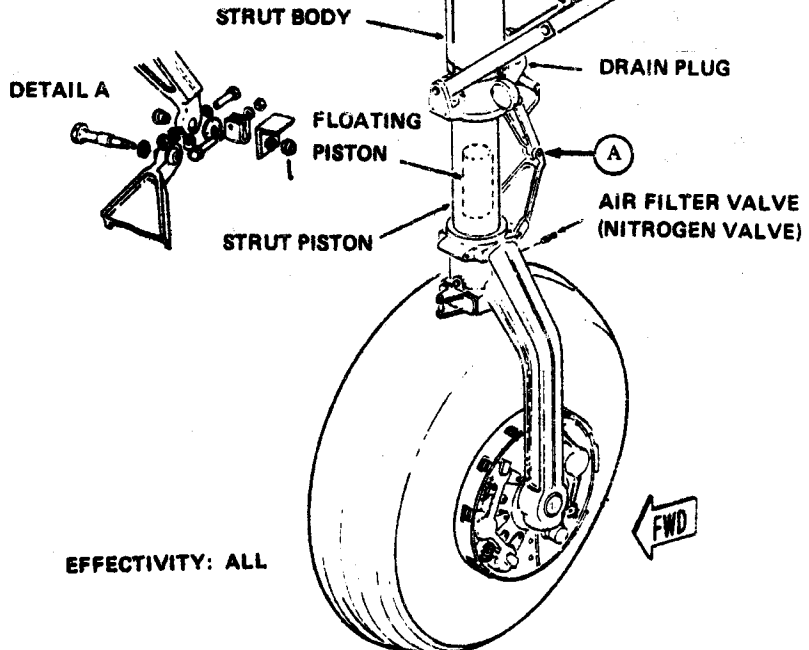
ISS'D	7-88
REV'D	7-91



Nose Gear Filling Location  
Figure 4

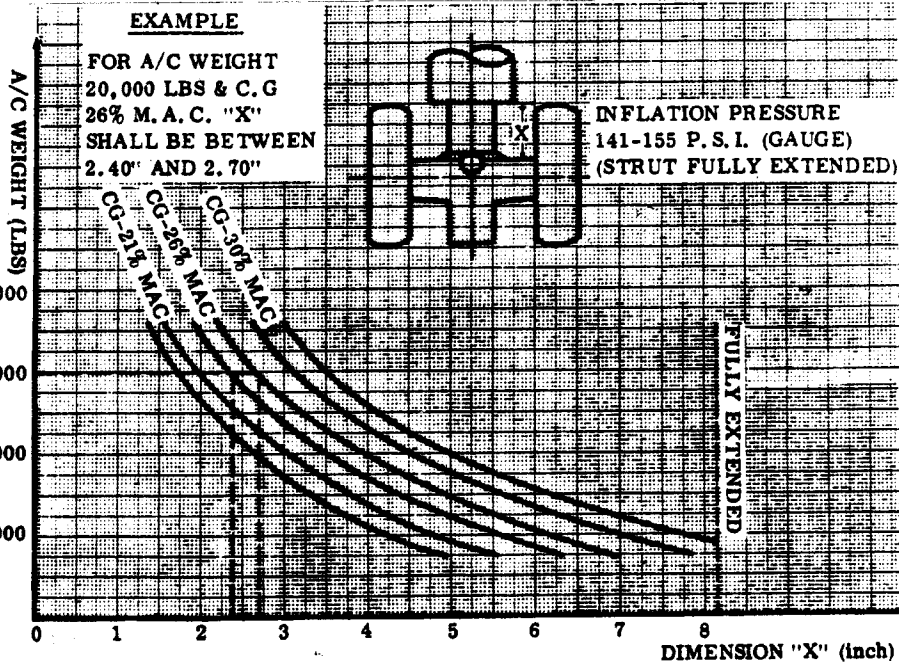
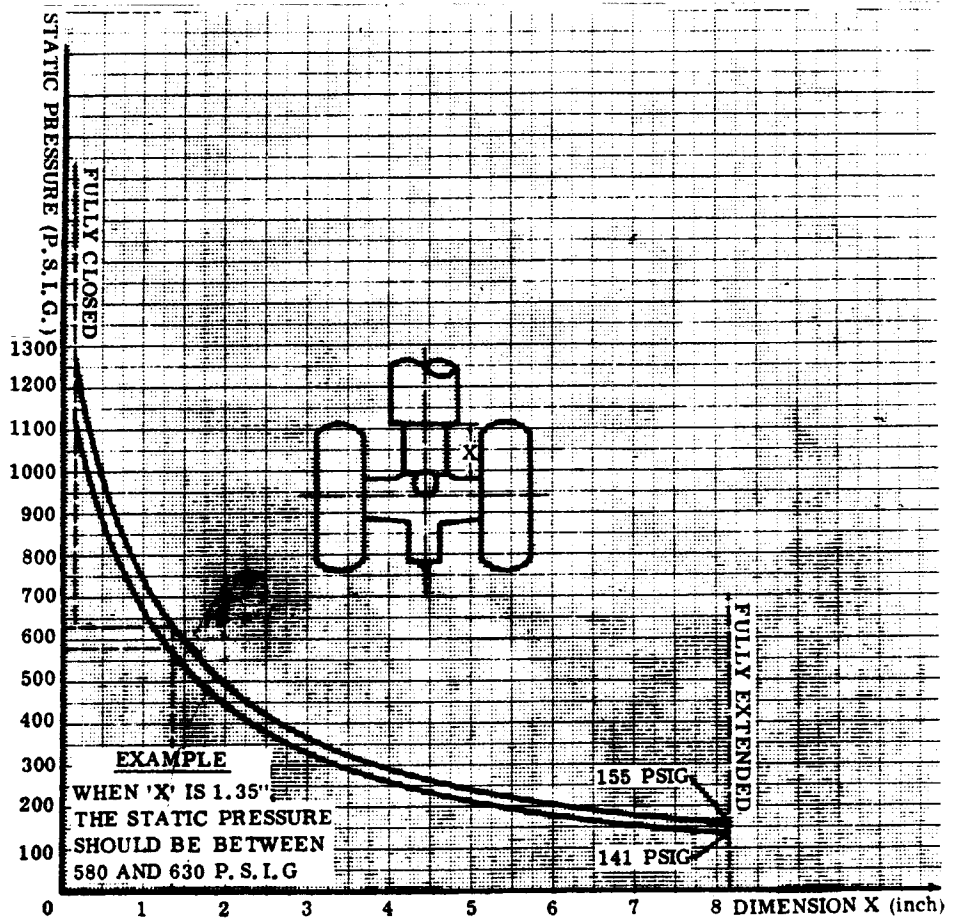


Main Gear Filling Location  
Figure 5



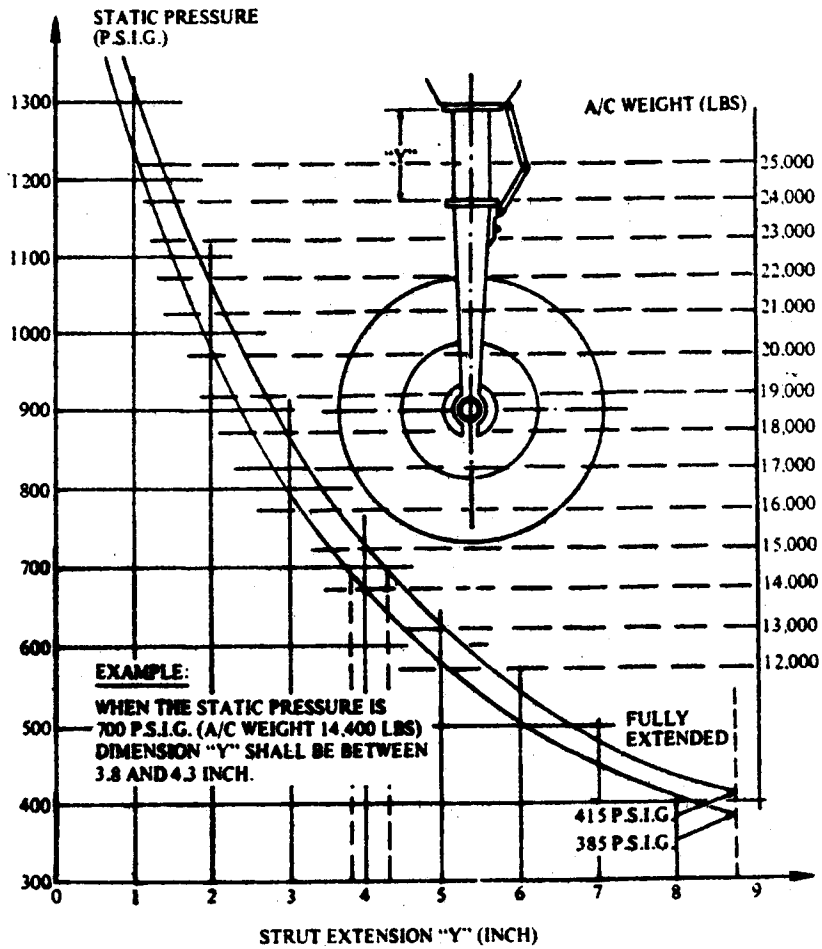
ISS'D	7-88
REV'D	7-91

**Nose Landing Gear  
Static Inflation Curves  
Figure 6**



**Nose Landing Gear  
Static Extension Curves  
Figure 7**

ISS'D	7-88
REV'D	7-91



**Main Gear Static Inflation Curve**  
**Figure 8**



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

REPORT DATE 09/16/91  
 MODEL: 1124A WESTWIND  
 ISSUED 07-88 REV. 05-90

WORK COMPLIANCE FORM NO. 32.110A  
 CARD NO: 32- 2 OPER01  
 050150+ 150 HR INSPECTION

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

91259	WORK DUE AT		* = APU HRS.
32-016	DATE	HOURS	LANDINGS
29 29		5028	

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 1 DAY 23 YEAR 92 AIRCRAFT HOURS: 5020.8 LANDINGS: 3654

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: \_\_\_\_\_

INSPECTED BY: [Signature] KIND OF CERTIFICATE: \_\_\_\_\_

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
320156 INSPECT/CLEAN/LUBE LEFT NOSE WHEEL/BEARINGS...MM 32-40-00.....	<u>[Signature]</u>		
320158 INSPECT/CLEAN/LUBE RIGHT NOSE WHEEL/BEARINGS...MM 32-40-00.....	<u>[Signature]</u>		
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

I. 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

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

REPORT DATE 09/16/91  
 MODEL: 1124A WESTWIND (CONTINUED)  
 ISSUED 07-88 REV. 05-90

WORK COMPLIANCE FORM NO. 32.110A  
 CARD NO: 32- 2 OPER01  
 050150+ 150 HR INSPECTION

91259  
 32-016  
 29 29

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES
	5028		

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 2

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 DAMAGE DEFINED IN GOODYEAR COMPONENT MAINTENANCE MANUAL AP-307. 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-307 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-307.
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.

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

REPORT DATE 09/16/91  
 MODEL: 1124A WESTWIND (CONTINUED)  
 ISSUED 07-88 REV. 05-90

WORK COMPLIANCE FORM NO. 32.110A  
 CARD NO: 32- 2 OPER01  
 050150+ 150 HR INSPECTION

91259  
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 29 29

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES
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CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 3

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, DECREASE 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 80310-336R 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) CHECK THAT ALL PARTS AND THREADS ARE CLEAN, PACK THREADS AND BEARINGS WITH AEROSHELL 22, MIL-G-81322

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 AIRCRAFT NO.: 368  
 AIRCRAFT REG.: N368MD

REPORT DATE 09/16/91  
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WORK COMPLIANCE FORM NO. 32.110A  
 CARD NO: 32- 2 OPER01

ISSUED 07-88 REV. 05-90 050150+ 150 HR INSPECTION

91259  
 32-016  
 29 29

WORK DUE AT			
DATE	HOURS	LANDINGS	CYCLES
	3028		

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 4

- R GREASE.
- R (2) INSTALL INNER BEARING SPACER, INNER BEARING SEAL AND INNER BEARING CONE 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.

- R (5) INSTALL ROTATING WHEEL ASSEMBLY, TORQUE AXLE NUT TO 120 IN-LBS, LOOSEN TO ZERO TORQUE, FINAL TORQUE TO A MINIMUM OF 20 IN-LBS AND CONTINUE TO LOCATE NEXT SAFETY HOLE CASTELLATION, IF NECESSARY.

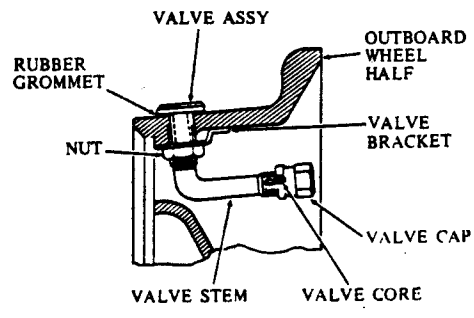
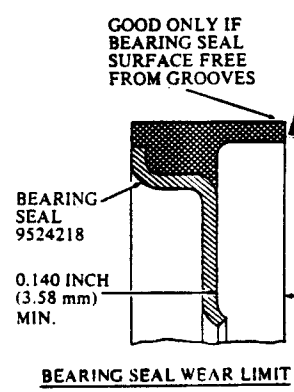
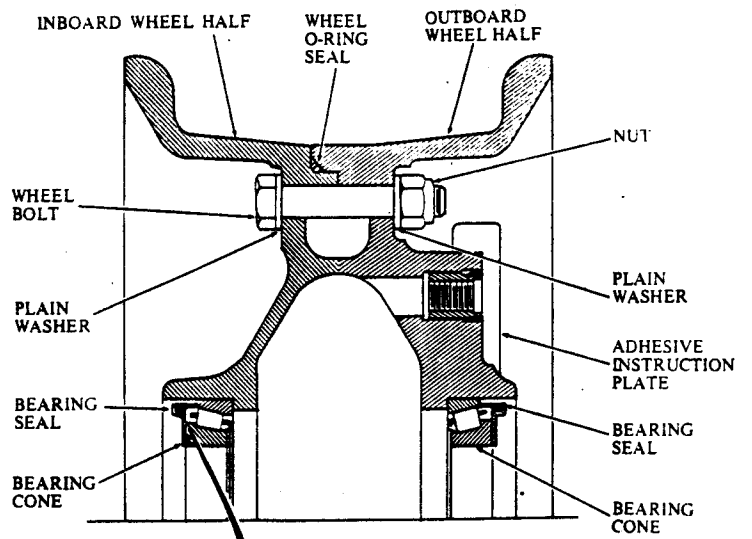
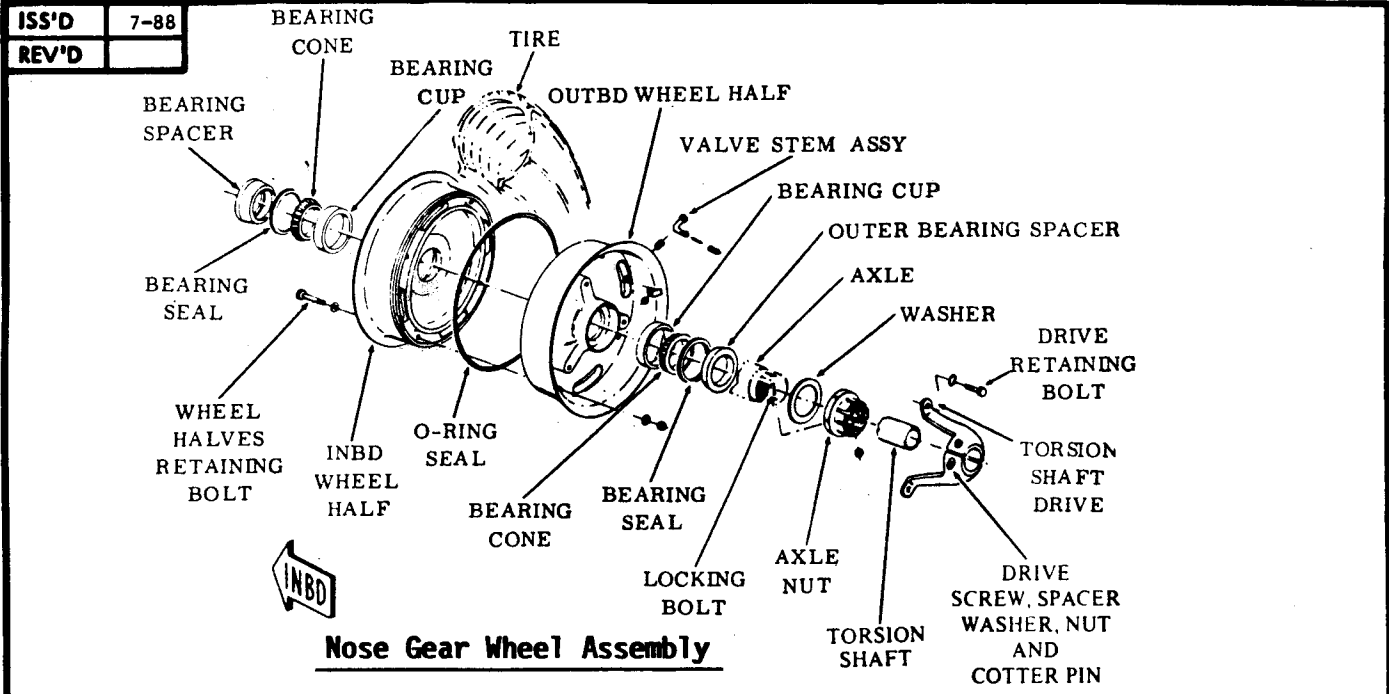
R CAUTION: ENSURE THAT WHEEL GREASE SEAL P/N 9524218 REMAINS STATIONARY WITH THE NUT, WASHERS, AND SPACERS.

- (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 35 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.



**Nose Gear Wheel Assembly (Cont'd)**

EFFECTIVITY: ALL

1124

32-2

OPERATOR: ED-WES, INC.

REPORT DATE 09/16/91

WORK COMPLIANCE FORM NO. 32.180A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 32-3 OPER01

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050150+ 150 HR INSPECTION

91259

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
32-023			
29 29	5028		

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 Jan DAY 22 YEAR 92 AIRCRAFT HOURS: 5020.8 LANDINGS: 3664

TECHNICIAN SIGNATURE: RH Martin CERTIFICATE NUMBER: \_\_\_\_\_

INSPECTED BY: J. D. Priddy KIND OF CERTIFICATE: \_\_\_\_\_

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS. THS
320676 INSPECT/LUBE LEFT MAIN GEAR WHEEL BEARINGS...MM 32-40-00.....	<u>file</u>		
321176 INSPECT/LUBE RIGHT MAIN GEAR WHEEL BEARINGS...MM 32-40-00.....	<u>file</u>		
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.

- 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.
- REPACK BEARINGS WITH GREASE MIL-G-81322, IMMEDIATELY AFTER INSPECTION TO PREVENT CORROSION. STORE IN CLEAN CLOSED CONTAINER.
- 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.

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

REPORT DATE 09/16/91  
 MODEL: 1124A WESTWIND (CONTINUED)  
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 32.180A  
 CARD NO: 32- 5 OPER01  
 050150+ 150 HR INSPECTION

91259  
 32-023  
 29 29

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES
	5028		

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 CHGB PAGE 2

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.

1. 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
23,300 POUNDS	154 PSI	147 PSI
24,150 POUNDS	159 PSI	152 PSI

OPERATOR: ED-WES, INC.

REPORT DATE 09/16/91

WORK COMPLIANCE FORM NO.

32.180A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

(CONTINUED)

CARD NO: 32- 5

OPER01

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050150+ 150 HR INSPECTION

91259

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

5028

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 3

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.

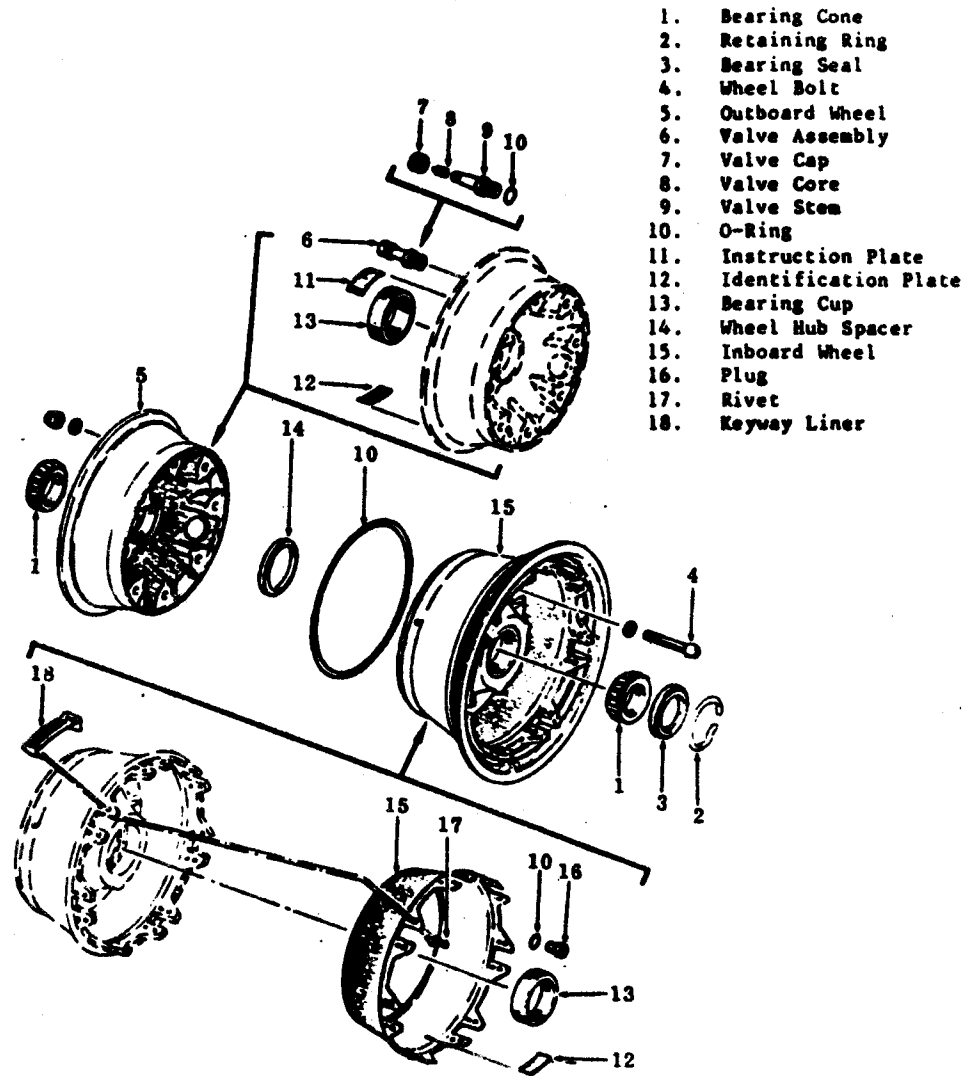
K. LOWER THE AIRCRAFT AND REMOVE JACK.

L. INSTALL FAIRING ON INBOARD WHEEL HALF AND SECURE WITH EIGHT SCREWS.

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



ISS'D	7-88
REV'D	



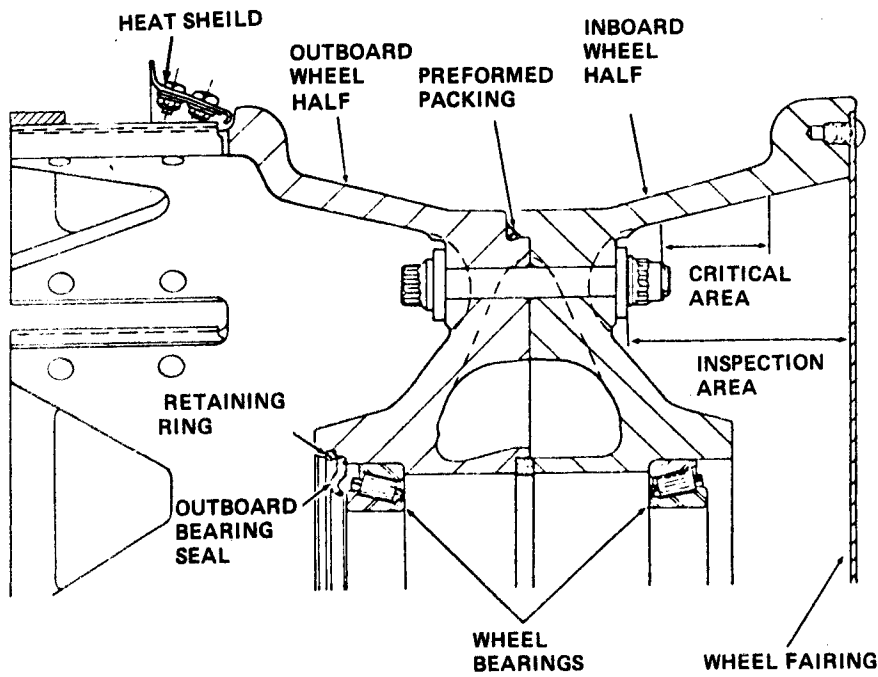
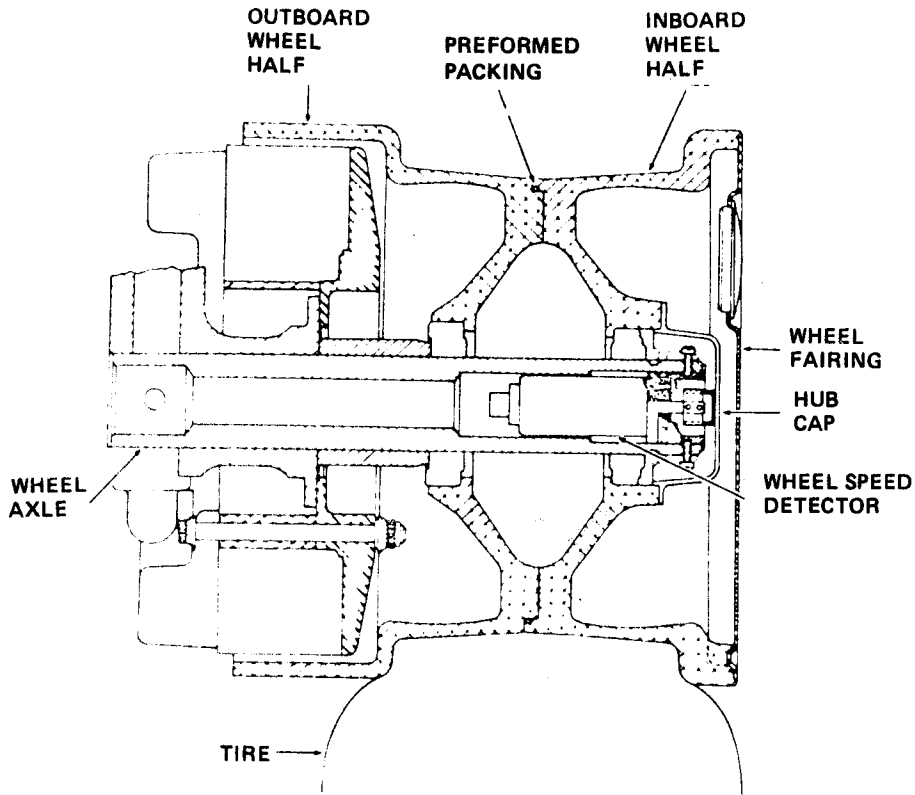
- 1. Bearing Cone
- 2. Retaining Ring
- 3. Bearing Seal
- 4. Wheel Bolt
- 5. Outboard Wheel
- 6. Valve Assembly
- 7. Valve Cap
- 8. Valve Core
- 9. Valve Stem
- 10. O-Ring
- 11. Instruction Plate
- 12. Identification Plate
- 13. Bearing Cup
- 14. Wheel Hub Spacer
- 15. Inboard Wheel
- 16. Plug
- 17. Rivet
- 18. Keyway Liner

Main Wheel Assembly  
Figure 1

1124

32-5

ISS'D	7-88
REV'D	



Main Wheel (Cutaway View)

Figure 2

OPERATOR: **ED-WES, INC.**

REPORT DATE **09/16/91**

WORK COMPLIANCE FORM NO.

**32.390A**

AIRCRAFT NO.: **J68**

MODEL: **1124A WESTWIND**

CARD NO: **32-11**

**OPER01**

AIRCRAFT REG.: **N368MD**

ISSUED **07-88** REV.

**050130+ 130 HR INSPECTION**

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

**91259**  
**32-050**  
**29 29**

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES
	<b>3028</b>		

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE **1**

WORK ACCOMPLISHED: DATE: MONTH **01** DAY **22** YEAR **92** AIRCRAFT HOURS: **5020.8** LANDINGS: **2604**

TECHNICIAN SIGNATURE: *P. Hoffert* CERTIFICATE NUMBER: \_\_\_\_\_

INSPECTED BY: *J. Conroy* KIND OF CERTIFICATE: \_\_\_\_\_

\*\*\*\*\*

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRS. THS

322116 INSPECT/CHECK LEFT BRAKE LININGS...MM 12-10-04..... *P.H.* \_\_\_\_\_

322131 INSPECT/CHECK RIGHT BRAKE LININGS...MM 12-10-04..... *P.H.* \_\_\_\_\_

\*\*\*\*\*

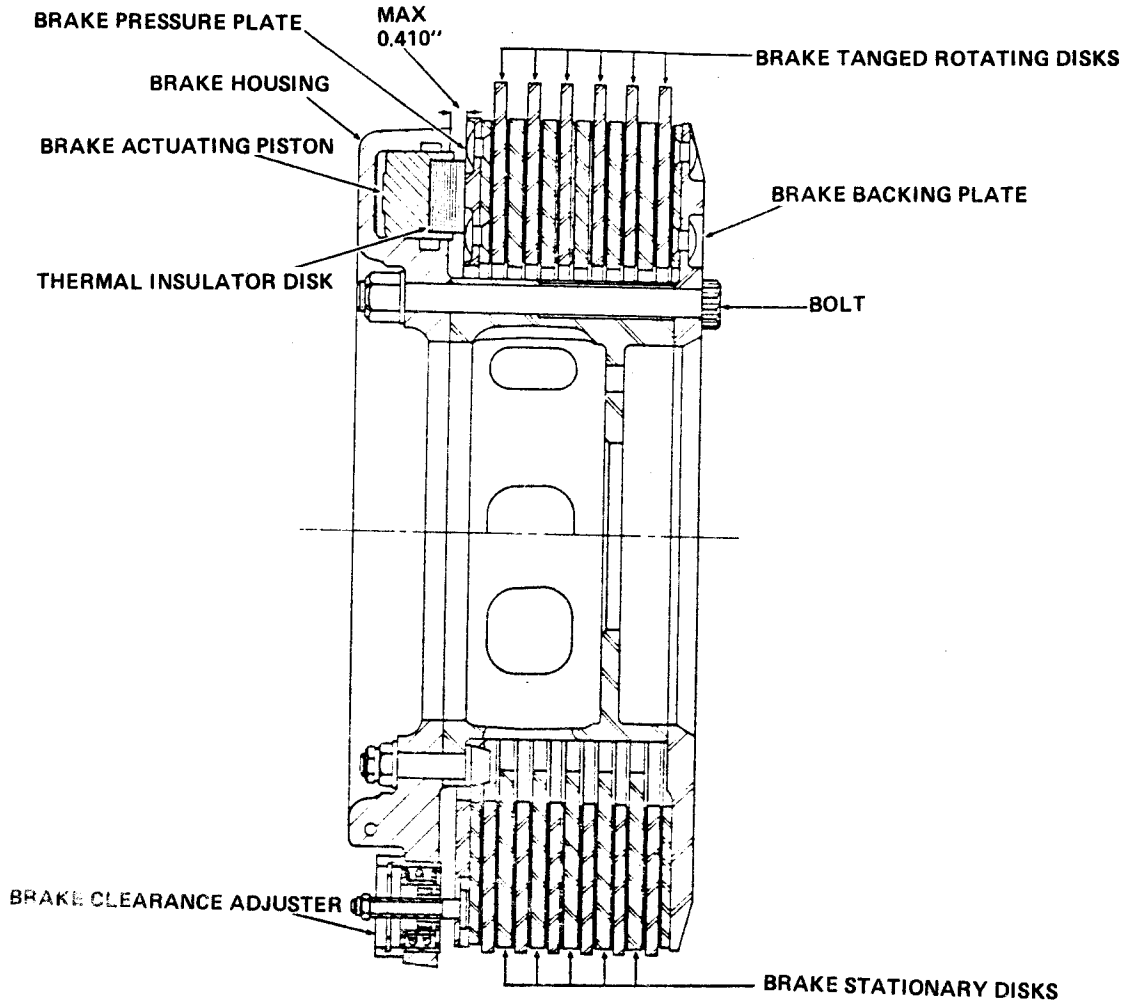
322116, 322131

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.

ISS'D	7-88
REV'D	



Brake Unit (Cutaway View)

1124

32-11

OPERATOR: ED-WES, INC.

REPORT DATE 09/16/91

WORK COMPLIANCE FORM NO.

32.410A

AIRCRAFT NO.: 362

MODEL: 1124A WESTWIND

CARD NO: 32-14

OPER01

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 05-90

050150+ 150 HR INSPECTION

91259

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.

32-053

DATE

HOURS

LANDINGS

CYCLES

29 29

5028

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH Jan DAY 22 YEAR 92 AIRCRAFT HOURS: 5020.8 LANDINGS: 31054

TECHNICIAN SIGNATURE: R/H Martin CERTIFICATE NUMBER: \_\_\_\_\_

INSPECTED BY: G O Dorell KIND OF CERTIFICATE: \_\_\_\_\_

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS. THS
322156 INSPECT/CLEAN LEFT ANTI-SKID DETECTOR...MM 5-20-04.....	<u>PH</u>	<u>[Signature]</u>	
( ) 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.....	<u>MC</u>	<u>[Signature]</u>	
( ) 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 WITH DOW CORNING 4 COMPOUND (MIL-S-8660B, AMENDMENT 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

OPERATOR: ED-WES, INC.

REPORT DATE 09/16/91

WORK COMPLIANCE FORM NO.

32.410A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND (CONTINUED)

CARD NO: 32-14

OPER01

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 05-90

050150+ 150 HR INSPECTION

91259

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
32-053			
29 29	5028		

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 2

DETECTOR. THE LEFT INOPERATIVE LIGHT SHOULD COME ON.

R

- (13) RECONNECT ELECTRICAL CONNECTOR (P-205) TO LEFT WHEEL SPEED DETECTOR. LEFT INOPERATIVE LIGHT SHOULD GO OUT.
- (14) INSTALL LEFT ANTI-SKID WHEEL SPEED DETECTOR. DO NOT INSTALL HUB CAP AND WHEEL FAIRING.
- (15) REMOVE MAIN BAGGAGE COMPARTMENT FRONT PANEL. REMOVE LEFT HAND ANTI-SKID CONTROL VALVE ELECTRICAL CONNECTOR (P-207). LEFT INOPERATIVE LIGHT SHOULD COME ON.

R

- (16) REINSTALL ELECTRICAL CONNECTOR (P-207) TO LEFT-HAND CONTROL VALVE.

R

- (17) REPEAT STEPS 11 TO 16 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.

R

- (18) LOCKWIRE ELECTRICAL CONNECTORS. INSTALL MAIN BAGGAGE COMPARTMENT FRONT PANEL.

R

- (19) DISENGAGE EMERGENCY HYDRAULIC PUMP CIRCUIT BREAKER AND DEplete EMERGENCY BRAKE PRESSURE.

R

- (20) INSTALL 0-3000 PSI HYDRAULIC PRESSURE GAUGES TO LEFT AND RIGHT WHEEL BRAKE ASSEMBLIES.

R

- (21) PLACE ANTI-SKID SWITCH TO OFF POSITION.

R

- (22) WITH HYDRAULIC SYSTEM PRESSURIZED TO 200 + OR -50 PSI, DEPRESS BOTH BRAKE PEDALS AND PULL PARKING BRAKE HANDLE.

R

- (23) RELEASE BRAKE PEDALS, NOTE PRESSURE AT BRAKE ASSEMBLIES. (PRESSURE SHOULD BE 800-1800 PSI, DEPENDING ON FORCE APPLIED TO PEDALS).

R

- (24) PLACE ANTI-SKID SWITCH TO ON POSITION. OBSERVE PRESSURE AT BRAKE ASSEMBLIES (SHOULD BE 0-100 PSI).

R

- (25) PUSH IN PARKING BRAKE HANDLE, DEPRESS BOTH BRAKE PEDALS.

R

- (26) OPERATE ANTI-SKID SWITCH TO OFF AND ON POSITIONS SEVERAL TIMES. CHECK PRESSURE AT BRAKE ASSEMBLIES (DROPS APPROXIMATELY 200 PSI WITH ANTI-SKID SWITCH ON).

R

- (27) PLACE ANTI-SKID SWITCH TO ON POSITION.

R

- (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 R INOP INDICATING LIGHT SHOULD COME ON IMMEDIATELY. LEFT HAND BRAKE PRESSURE SHOULD NOT CHANGE.

R

- (29) ABRUPTLY STOP LEFT HAND WHEEL SPEED DETECTOR. R INOP 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 L INOP SHOULD COME ON IMMEDIATELY, AND THEN EXTINGUISH, AND THE LEFT HAND BRAKE PRESSURE SHOULD INCREASE TO THE NOTED PRESSURE.

R

- (30) REPEAT STEPS (28) AND (29) ON THE RIGHT HAND WHEEL SPEED DETECTOR, CHANGE NOMENCLATURE FOR RIGHT AND LEFT RESPECTIVELY. RELEASE PEDALS.

R

F. INSTALL HUB CAPS AND SECURE WITH BOLTS AND WASHERS. INSTALL WHEEL FAIRINGS AND SECURE WITH SCREWS.

R

G. REMOVE PRESSURE GAUGES FROM WHEEL BRAKE ASSEMBLIES. BLEED BRAKES IF NECESSARY, (REFER TO WORK COMPLIANCE FORM 32.400).

R

5. INSTALL MAIN BAGGAGE COMPARTMENT FRONT AND REAR PANELS.

R

6. REMOVE HYDRAULIC EXTERNAL POWER SOURCE FROM AIRCRAFT. REMOVE 28 VDC EXTERNAL ELECTRICAL POWER SOURCE FROM AIRCRAFT.

R

7. SERVICE HYDRAULIC RESERVOIR.

R

8. CHECK DETECTOR DRIVE YOKE FOR PROPER CONDITION.

R

9. INSTALL HUB CAP AND SECURE WITH BOLTS AND WASHERS.

NOTE: MAKE SURE THAT CAP ENGAGES PROPERLY WITH DETECTOR DRIVE YOKE.

10. INSTALL WHEEL HUB FAIRING.

11. RECORD INSPECTION/CLEANING COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.

REPORT DATE 08/12/91

WORK COMPLIANCE FORM NO.

230000

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

PAGE 1

91224

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.

XX-XXX

DATE

HOURS

LANDINGS

CYCLES

29 29

10/11/91

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 09 YEAR 91 AIRCRAFT HOURS: 4933.0 LANDINGS: 3459

TECHNICIAN SIGNATURE: \_\_\_\_\_ CERTIFICATE NUMBER: C.R.S.

INSPECTED BY: \_\_\_\_\_ KIND OF CERTIFICATE: AWKD298C

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

(230000) ( ) INSTALL COCKPIT VOICE RECORDER...FAR 91.609 (D).....

TECHNICIAN INSPECTOR MAN-HOURS

HRS. THS

NOTE: IF YOUR AIRCRAFT IS CURRENTLY EQUIPPED WITH AN APPROVED COCKPIT VOICE RECORDER, PLEASE INDICATE THE DATE THAT FAR 91.609 (D) WAS SIGNED OFF IN THE LOGBOOK.

IF A COCKPIT VOICE RECORDER IS INSTALLED OR REPLACED AS A RESULT OF THIS FAR, PLEASE RECORD THE APPLICABLE INFORMATION ON WORK COMPLIANCE FORM 23.010.

\*\*\*\*\*

FORM/TEXT CURRENTLY UNDER REVIEW.

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 23.050

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

PAGE 1

90150	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.
23-005	DATE	HOURS	LANDINGS	CYCLES	
29 29					

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 01 DAY 11 YEAR 91 AIRCRAFT HOURS: 4790.5 LANDINGS: 3393

TECHNICIAN SIGNATURE: J. S. ORTLIEB CERTIFICATE NUMBER: 565550463

INSPECTED BY: \_\_\_\_\_ KIND OF CERTIFICATE: AIP

\*\*\*\*\*  
 230121 PART NAME: VHF NO.1 TRANSCEIVER MM 23-20-00  
 REASON REMOVED: (CHECK ONE) TECHNICIAN: \_\_\_\_\_ INSP: \_\_\_\_\_  
 TIME A ( ) FAIL B ( ) WORN C ( ) LOANER D ( ) SCHED CONV E ( ) MOD G ( ) SERVICE K ( ) ENG CHG L ( ) TIRE CHG M ( ) DAMAGED T ( )

PART REMOVED: PART NUMBER \_\_\_\_\_ SERIAL NUMBER: \_\_\_\_\_

PART INSTALLED: PART NUMBER \_\_\_\_\_ SERIAL NUMBER: \_\_\_\_\_

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

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

\*\*\*\*\*  
 230126 PART NAME: VHF NO.2 TRANSCEIVER MM 23-20-00  
 REASON REMOVED: (CHECK ONE) TECHNICIAN: \_\_\_\_\_ INSP: \_\_\_\_\_  
 TIME A ( ) FAIL B ( ) WORN C ( ) LOANER D ( ) SCHED CONV E ( ) MOD G ( ) SERVICE K ( ) ENG CHG L ( ) TIRE CHG M ( ) DAMAGED T ( )

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

PART INSTALLED: PART NUMBER 622-1879-002 SERIAL NUMBER: 14109

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

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

\*\*\*\*\*

230121, 230126

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

CONSUMABLES: SAFETY WIRE

A REMOVAL (REFER TO FIGURE 6)

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

B INSTALLATION

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



OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 23.050

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

PAGE 1

90177	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.
23-005	DATE	HOURS	LANDINGS	CYCLES	
29 29					

WORK ACCOMPLISHED: DATE: MONTH 01 DAY 16 YEAR 91 AIRCRAFT HOURS: 4794 LANDINGS: 3400

TECHNICIAN SIGNATURE: J.S. ORTLIEB CERTIFICATE NUMBER: 505550463

INSPECTED BY: \_\_\_\_\_ KIND OF CERTIFICATE: A & P

\*\*\*\*\*  
 230121 PART NAME: VHF NO.1 TRANSCEIVER MM 23-20-00  
 REASON REMOVED: (CHECK ONE) TECHNICIAN: \_\_\_\_\_ INSP: \_\_\_\_\_  
 TIME A ( ) FAIL B ( ) WRN 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: \$ \_\_\_\_\_

\*\*\*\*\*  
 230126 PART NAME: VHF NO.2 TRANSCEIVER MM 23-20-00  
 REASON REMOVED: (CHECK ONE) TECHNICIAN: \_\_\_\_\_ INSP: \_\_\_\_\_  
 TIME A ( ) FAIL B ( ) WRN C ( ) LOANER D ( ) SCHED CONV E MOD G ( ) SERVICE K ( ) ENG CHG L ( ) TIRE CHG M ( ) DAMAGED T ( )

PART REMOVED: PART NUMBER 622-1879-002 SERIAL NUMBER: 14109

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

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

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

\*\*\*\*\*

230121, 230126  
 VHF TRANSCEIVER - REMOVAL AND INSTALLATION (REFER TO FIGURE 6 ON CARD 23-1)

CONSUMABLES: SAFETY WIRE

A REMOVAL (REFER TO FIGURE 6)

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

B INSTALLATION

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

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 23.050

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

PAGE 1

91065

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.

23-005

DATE

HOURS

LANDINGS

CYCLES

29 29

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 5 DAY 28 YEAR 91 AIRCRAFT HOURS: 4877 LANDINGS: 3493

TECHNICIAN SIGNATURE: J.S. ORTNER CERTIFICATE NUMBER: APJESJ0463

INSPECTED BY: KIND OF CERTIFICATE: A2P

230121 PART NAME: VHF NO.1 TRANSCEIVER MM 23-20-00 REASON REMOVED: (CHECK ONE) TECHNICIAN: INSP: TIME A ( ) FAIL B ( ) WORN C ( ) LOANER D ( ) SCHED CONV E ( ) MOD G ( ) SERVICE K ( ) ENG CHG L ( ) TIRE CHG M ( ) DAMAGED T ( )

PART REMOVED: PART NUMBER SERIAL NUMBER

PART INSTALLED: PART NUMBER SERIAL NUMBER

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

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

230126 PART NAME: VHF NO.2 TRANSCEIVER MM 23-20-00 REASON REMOVED: (CHECK ONE) TECHNICIAN: INSP: TIME A ( ) FAIL B (X) WORN C ( ) LOANER D ( ) SCHED CONV E ( ) MOD G ( ) SERVICE K ( ) ENG CHG L ( ) TIRE CHG M ( ) DAMAGED T ( )

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

PART INSTALLED: PART NUMBER 622-1879-002 SERIAL NUMBER: 16718

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

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

230121, 230126

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

CONSUMABLES: SAFETY WIRE

A REMOVAL (REFER TO FIGURE 6)

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

B INSTALLATION

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

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 23.050

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

PAGE 1

91119	WORK DUE AT				RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
	DATE	HOURS	* = APU HRS LANDINGS	CYCLES	
29 29					UNSCHEDULED

COMPONENT UPDATE:

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 24 YEAR 91 AIRCRAFT HOURS: 4879.7 LANDINGS: 3495

TECHNICIAN SIGNATURE: J. S. ORTLIEB CERTIFICATE NUMBER: 565-55-0463

INSPECTED BY: KIND OF CERTIFICATE: AIP

CODE: 230121 PART NAME: UHF #2 Transceiver

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

PART REMOVED: PART NUMBER 622-1879-002 SERIAL NUMBER: 16718

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

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

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

REMARKS:

SERVICE/INSPECTION UPDATE:

WORK ACCOMPLISHED: DATE: MONTH DAY YEAR AIRCRAFT HOURS: LANDINGS:

TECHNICIAN SIGNATURE: CERTIFICATE NUMBER:

INSPECTED BY: KIND OF CERTIFICATE:

CODE	JOB DESCRIPTION	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS

REMARKS:

OPERATOR: ED-WEB, INC.

REPORT DATE 12/12/90

WORK COMPLIANCE FORM NO.

25.050

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

PAGE 1

90346  
00-000  
29 29

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES
01/22/91			

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

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 01 DAY 07 YEAR 91 AIRCRAFT HOURS: 4788.8 LANDINGS: 3391

TECHNICIAN SIGNATURE: J. S. ORTLIEB CERTIFICATE NUMBER: 565550463

INSPECTED BY: \_\_\_\_\_ KIND OF CERTIFICATE: AIP

\*\*\*\*\*

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

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRS. THS
250156 INSPECT LIFE PRESERVER...NO REF.....			
250162 INSPECT FIRST AID KIT...NO REF.....		<u>ISO</u>	

\*\*\*\*\*

NO TEXT AVAILABLE AT THIS TIME.

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO.

25.030

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

PAGE 1

90040  
00-000  
29 29

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK... FOR YOUR RECORDS. RETURN CARBON COPY TO DESIGN UNIT.

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 1 DAY 10 YEAR 91 AIRCRAFT HOURS: 4790.5 LANDINGS: 3393

TECHNICIAN SIGNATURE: \_\_\_\_\_ CERTIFICATE NUMBER: \_\_\_\_\_

INSPECTED BY: \_\_\_\_\_ KIND OF CERTIFICATE: \_\_\_\_\_

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

\*\*\*\*\*

250156 INSPECT LIFE PRESERVER...NO REF..... ✓

250161 INSPECT LIFE RAFT...NO REF.....

250162 INSPECT FIRST AID KIT...NO REF.....

\*\*\*\*\*

NO TEXT AVAILABLE AT THIS TIME.

Life Vest were inspected on 1/10/91  
 by J. F. McRae's Aircraft, repair station  
 #4177. See yellow tags dated 1/10/91.  
 Signed off by MAC 3

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 25.050

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

PAGE 1

91065  
00-000  
29 29

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 8 YEAR 91 AIRCRAFT HOURS: 4843 LANDINGS: 3455

TECHNICIAN SIGNATURE: \_\_\_\_\_ CERTIFICATE NUMBER: \_\_\_\_\_

INSPECTED BY: \_\_\_\_\_ KIND OF CERTIFICATE: \_\_\_\_\_

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
--	------------	-----------	----------------------

250156	INSPECT LIFE PRESERVER...NO REF.....	_____	_____	_____
250161	INSPECT LIFE RAFT...NO REF.....	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	_____
250162	INSPECT FIRST AID KIT...NO REF.....	_____	_____	_____

\*\*\*\*\*

NO TEXT AVAILABLE AT THIS TIME.

This life Raft was inspected 4/8/91  
 by J.F. McRae Aero-craft inc.  
 FAA Repair Station 4177  
 See yellow tag dated 4/18/91

OPERATOR: ED-WES, INC.

REPORT DATE 11/12/91

WORK COMPLIANCE FORM NO.

25.050

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

PAGE 1

91316

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

01/07/92

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 12 DAY 13 YEAR 91

AIRCRAFT HOURS: 4998.8 LANDINGS: 3627

TECHNICIAN SIGNATURE: J S DORTCH

CERTIFICATE NUMBER: 565150463

INSPECTED BY: \_\_\_\_\_ KIND OF CERTIFICATE: A 1/2 P

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

TECHNICIAN	INSPECTOR	MAN-HOURS
		HRS. THS

250162 INSPECT FIRST AID KIT...NO REF.....JSC

NO TEXT AVAILABLE AT THIS TIME.

**SERVICEABLE PART**

*Bellone Enterprises, Inc.*

FAA Approved Repair Station No. QK3R792L

**ACCESSORY**

**20138 STATE ROAD**

**CERRITOS, CA 90701**

**(213) 860-6706 • FAX (213) 860-1606**

**PART NAME FIRE EXTINGUISHER**

**PART NO. 32700004**

**SERIAL NO. 02447C1**

REPAIRED

RECHARGED

HYDROSTATIC TESTED & RECHARGED

WEIGHT, LEAK & PRESSURE TESTED

OVERHAULED & CERTIFIED (OHC)

The Aircraft and/or component identified above was repaired and inspected in accordance with Current Federal Aviation Regulations and was found Airworthy for return to service.

Pertinent details of the repair are on file at this Agency under

**WORK ORDER NO. 11014**

**Date 12-26-91**

**SIGNED J. Blum**

**AUTHORIZED SIGNATURE**



F.A.A. Certification # QK3R792L  
Dept. of Transportation # B528  
F.A.A. A.D.P. # D-WP-20044-5

**CBellone Enterprises, Inc.**  
20138 State Road • Cerritos, CA 90701  
(310) 860-6706 • FAX (310) 860-1606

P.O. # A. PETERSON  
Units Received \_\_\_\_\_  
This P.O. 1 Page 1 of 1  
Date 12-26-91

### INSPECTION AND TEAR DOWN REPORT

CUSTOMER McBAIL AVIATION  
ADDRESS CONCORD, CA.

Quantity	Part Number	Serial Number
<u>1</u>	<u>32700004</u>	<u>02447C1</u>
MFG: <input type="checkbox"/> KIDDE <input type="checkbox"/> HTL <input type="checkbox"/> APCO <input type="checkbox"/> OTHER _____		

Description		Reason For Return	
Fire Extinguisher	<input checked="" type="checkbox"/>	Overhaul	<input checked="" type="checkbox"/>
O2 Reservoir	<input type="checkbox"/>	Hydrostatic Test	<input type="checkbox"/>
Pneumatic Reservoir	<input type="checkbox"/>	Recharge	<input type="checkbox"/>
Portable Fire Extinguisher	<input type="checkbox"/>	Repair	<input type="checkbox"/>
Portable O <sup>2</sup> Unit	<input type="checkbox"/>	Weight & Leak Test	<input type="checkbox"/>
Other _____	<input type="checkbox"/>	Other (specify)	<input type="checkbox"/>

#### INITIAL INSPECTION

Date of Manufacture 10-80 Full   
 Last Overhaul or Hydro 10-80 Empty   
 Cartridge Date(s) 11-86/11-88 Fired   
 Capacity 125 C1  
 DOT ICC Rating 1945-700 Test Press. 2400  
 Received with: 2 Valves 2 Cartridges  
 ATA CARTON: Yes  No

#### SCOPE OF WORK

Overhaul - IAW MFG. Specs.  
 Repair - IAW MFG. Specs.  
 Recharge - WT. & Leak Test  
 Hydrostatic Test & Re-certify  
 Inspect Interior  
 Refinish Exterior  
 Bench Check  
 Scrap / B.E.R.  
 Continuity Test  
 Comments: ROUTINE O/M

#### MATERIALS

Agent / Wt. HALON 1301 4.00 LBS  
 Pressure Media / Wt. 600 N<sup>2</sup>  
 PSI @ 70° F 600

QTY.	PART NUMBER	DESCRIPTION
<u>2</u>	<u>13083-5</u>	<u>CARTRIDGE</u>
<u>1</u>		<u>ANTI RECOIL CAP</u>
<u>1</u>	<u>13024</u>	<u>SEAL</u>
<u>1</u>	<u>13051</u>	<u>SEAL</u>
<u>1</u>	<u>13026</u>	<u>SEAL</u>
<u>2</u>	<u>13024</u>	<u>SEAL</u>

CARTRIDGE LOT : ESD914003-012 (BOTH)



#### SHOP FINDINGS

TEST DUE  
RETURN UNIT WITH COLOR  
CODED OUTLET AS REC'D

TSO
<u>00 : 00</u>

Approved For Return To Service Yes  No

Manual Number 26 20 200  
 Revision / Date \_\_\_\_\_  
 Drawing \_\_\_\_\_

Technician: Blair Stamp:  Date: 26 DEC 91  
 Inspected By: Blair Stamp:  Date: 26 DEC 91

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

REPORT DATE 08/12/91  
 MODEL: 1124A WESTWIND  
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 26.010  
 CARD NO: 26- 1  
 PAGE 1

91224	WORK DUE AT			* = APU HRS.	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
26-001	DATE	HOURS	LANDINGS	CYCLES	
29 29	10/06/91				

WORK ACCOMPLISHED: DATE: MONTH 12 DAY 28 YEAR 91 AIRCRAFT HOURS: 5008 LANDINGS: 3641

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE: AIP

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

DUE > 260121 INSP/HYDRO TST L FIRE EXT MM 5-10-00  
 \*\*\*\*\*  
 260111 PART NAME: LEFT FIRE EXTINGUISHER MM 26-20-00  
 REASON REMOVED: (CHECK ONE) TECHNICIAN: [Signature] INSP: [Signature]  
 TIME A ( ) FAIL B ( ) WORN C ( ) LOANER D ( ) SCHED CONV E ( ) MOD G ( ) SERVICE K ( ) ENG CHG L ( ) TIRE CWG M ( ) DAMAGED T ( )

PART REMOVED: PART NUMBER \_\_\_\_\_ SERIAL NUMBER: \_\_\_\_\_

PART INSTALLED: PART NUMBER \_\_\_\_\_ SERIAL NUMBER: \_\_\_\_\_

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

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

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
#260146 REPLACE LEFT FIRE EXTINGUISHER NO.1 CARTRIDGE...MM 26-20-00.....			
RECORD DATE CARTRIDGE INSTALLED ___/___/___			
#260148 RECORD DATE STAMPED ON NEW CARTRIDGE ___/___/___			
#260151 REPLACE LEFT FIRE EXTINGUISHER NO.2 CARTRIDGE...MM 26-20-00.....			
RECORD DATE CARTRIDGE INSTALLED ___/___/___			
#260153 RECORD DATE STAMPED ON NEW CARTRIDGE ___/___/___			
#260116 WEIGHT CHECK LEFT FIRE EXTINGUISHER...NO REF.....			
RECORD DATE OF WEIGHT CHECK ___/___/___			
#(260121) ( ) INSPECTION/HYDROSTATIC TEST LEFT FIRE EXTINGUISHER...MM 5-10-00.....	<u>[Signature]</u>	<u>[Signature]</u>	
RECORD DATE OF HYDROSTATIC TEST <u>12/28/91</u>			

260111, 260126  
 FIRE EXTINGUISHER - REMOVAL AND INSTALLATION, REPLACE CARTRIDGE, WEIGHT CHECK, INSPECT/HYDROSTATIC TEST (REFER TO FIGURES 1, 2, 3 AND 4 ON CARD 26-1)  
 A REMOVAL (REFER TO FIGURE 1)

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

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

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

INSTRUMENT

PUMP

W. O. NO.

5634

PART NO.

2070C01

SER. NO.

157

CUSTOMER

GARRETT

DATE

2-7-90

P. O. NO.

30-32010P2

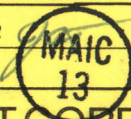
MFG.

INTERTECHNIQUE

TECHNICIAN

J Hensch

INSPECTOR



REMARKS

OVERHAULED

MIDWAY AIRCRAFT INSTRUMENT CORPORATION

100 RISER ROAD

LITTLE FERRY, N.J. 07643

(201) 440-4800

FAA NO. 3559

**SERVICEABLE**

TSO - Time  
11-17-91  
4953 HR  
3582 COP

THE APPLIANCE IDENTIFIED ABOVE HAS BEEN CHECKED IN ACCORDANCE WITH THE CURRENT REGULATIONS OF THE FEDERAL AVIATION AGENCY AND IS APPROVED FOR SERVICE

THE APPLIANCE IDENTIFIED ABOVE HAS BEEN REPAIRED AND INSPECTED IN ACCORDANCE WITH THE CURRENT REGULATIONS OF THE FEDERAL AVIATION AGENCY AND IS APPROVED FOR RETURN TO SERVICE

\_\_\_\_\_  
AUTHORIZED SIGNATURE

\_\_\_\_\_  
AUTHORIZED SIGNATURE

**inent details of the repair are on file at this agency under Order Number and Date appearing on other side of this tag.**

<b>MIDWAY</b> AIRCRAFT INSTRUMENT CORPORATION FAA NO. 3559 CLASS 1-2-3-4	<input checked="" type="checkbox"/> O	<input type="checkbox"/> R	<input type="checkbox"/> F
	5634		
27/90			
303201082			
100 RISER ROAD, LITTLE FERRY, NJ 07643			

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 28.010

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

PAGE 1

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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.

28-001

DATE

HOURS

LANDINGS

CYCLES

29 29

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 17 YEAR 91 AIRCRAFT HOURS: 4953 LANDINGS: 3582

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE: AIP

\*\*\*\*\*  
 280121 PART NAME: LEFT MAIN BOOST PUMP MM 28-20-00  
 REASON REMOVED: (CHECK ONE) TECHNICIAN: [Signature] INSP: [Signature]  
 TIME A ( ) FAIL B  WORN C ( ) LOANER D ( ) SCHED CONV E ( ) MOD G ( ) SERVICE K ( ) ENG CHG L ( ) TIRE CHG H ( ) DAMAGED T ( )

PART REMOVED: PART NUMBER 2070C01 SERIAL NUMBER: T1222

PART INSTALLED: PART NUMBER 2070C01 SERIAL NUMBER: 157

TIME SINCE NEW: HRS \_\_\_\_\_ LDGS \_\_\_\_\_ MOS \_\_\_\_\_ TIME SINCE OVERHAUL: HRS 0 LDGS \_\_\_\_\_ MOS \_\_\_\_\_

WARRANTY TIME REMAINING: HRS \_\_\_\_\_ LDGS \_\_\_\_\_ MOS \_\_\_\_\_ MAN-HOURS: HRS \_\_\_\_\_ TENTHS \_\_\_\_\_ PRICE: \$ \_\_\_\_\_  
 SIGNOFF ANY WORK ACCOMPLISHED BELOW. TECHNICIAN INSPECTOR MAN-HOURS  
 HRS.THS

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

\*\*\*\*\*  
 280126 PART NAME: LEFT ALTERNATE BOOST PUMP MM 28-20-00  
 REASON REMOVED: (CHECK ONE) TECHNICIAN: \_\_\_\_\_ INSP: \_\_\_\_\_  
 TIME A ( ) FAIL B ( ) WORN C ( ) LOANER D ( ) SCHED CONV E ( ) MOD G ( ) SERVICE K ( ) ENG CHG L ( ) TIRE CHG H ( ) DAMAGED T ( )

PART REMOVED: PART NUMBER \_\_\_\_\_ SERIAL NUMBER: \_\_\_\_\_

PART INSTALLED: PART NUMBER \_\_\_\_\_ SERIAL NUMBER: \_\_\_\_\_

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

WARRANTY TIME REMAINING: HRS \_\_\_\_\_ LDGS \_\_\_\_\_ MOS \_\_\_\_\_ MAN-HOURS: HRS \_\_\_\_\_ TENTHS \_\_\_\_\_ PRICE: \$ \_\_\_\_\_  
 SIGNOFF ANY WORK ACCOMPLISHED BELOW. TECHNICIAN INSPECTOR MAN-HOURS  
 HRS.THS

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

280121, 280126, 280131, 280136

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

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

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

EQUIPMENT/CONSUMABLES: AS APPLICABLE: GASKET P/N 2653080-501, SEAL P/N 2653066, GASKET P/N 5653054, O-RING (2 EACH) P/N M629513-215, GASKET P/N 4653743-1, TORQUE WRENCH 0 TO 70 INCH-POUNDS, GASKET P/N 4653743-501, SEAL WASHERS P/N MAS1598-4R

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

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

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

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 28.010

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

(CONTINUED)

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

PAGE 2

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WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES
28-001			
29 29			

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

UNSCHEDULED

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

NOTE: REFERENCE WIRING DIAGRAM MANUAL.

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

**B INSTALLATION**

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

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

2. REMOVE PROTECTIVE COVERS FROM TANK OPENINGS, FUEL LINE AND BOOST PUMPS.
3. INSERT BOOST PUMP ELECTRICAL LEADS THROUGH NEW GASKET P/N 265-3080-501 AND SUMP FLANGE. POSITION PUMPS AND GASKET IN SUMP, ALIGN GASKET, AND INSTALL BOLTS SECURING BOOST PUMPS TO SUMPS.
4. INSTALL SUMP SCREEN AND BAFFLE, AND SECURE WITH BOLTS, WASHERS AND CLAMPS.
5. INSTALL SUMP COVER AND SEAL P/N 2653066. SECURE WITH BOLTS AND WASHERS.
6. PLACE NEW GASKET P/N 3653034 ON SUMP FLANGE AND INSERT SUMP CAREFULLY INTO FUEL TANK. INSTALL BOLTS SECURING SUMP TO TANK.
7. INSTALL BOLTS, WASHERS AND NUT ATTACHING SUMP SUPPORTS (4 PLACES) TO AIRCRAFT STRUCTURE.
8. INSIDE FUEL TANK, INSTALL FLEXIBLE HOSE SECTIONS OF TRANSFER LINE AND FUSELAGE JET PUMP MOTIVE FLOW LINE TO SUMP TUBE. SECURE LINES WITH CLAMPS. CHECK THAT JET PUMP DISCHARGE LINE TO SUMP IS PROPERLY SEATED INSIDE SUMP.
9. INSTALL TANK SIDE COVER AND SECURE WITH BOLTS AND WASHERS. REFER TO WORK COMPLIANCE FORM 28.T02.
10. SECURE NUTS ATTACHING SUMP DRAIN LINE AND PUMP SEAL DRAIN LINE.
11. UNCAP ENGINE FUEL SUPPLY LINE, AND SECURE LINE TO SUMP ADAPTER, ON REAR SIDE OF SUMP. TIGHTEN NUT TO SPECIFIED TORQUE.
12. CONNECT BOOST PUMP ELECTRICAL LEADS QUICK DISCONNECTS.

NOTE: REFERENCE WIRING DIAGRAM MANUAL.

13. REFUEL TANK. REFER TO WORK COMPLIANCE FORM 28.T01.
  14. CHECK FOR EXTERNAL LEAKS AT SUMP, FUEL TANK SIDE COVER AND DRAIN LINES.
  15. OPERATE MAIN AND ALTERNATE BOOST PUMPS AND CHECK FOR PROPER OPERATION AND LEAKS AT THE ENGINE SUPPLY LINE FROM PUMP.
  16. CONNECT VAPOR BOOT COVER SUPPLY LINE CONNECTION.
  17. INSTALL SUMP ACCESS PANEL TO LOWER SIDE OF FUSELAGE, AND ACCESS PANEL TO TANK SIDE COVER. SECURE WITH SCREWS.
- C REMOVAL (REFER TO FIGURE 2)(FOR AIRCRAFT S/N 152, 174, 181, 185, 186, 226, 228, 230, 231, 235 AND SUBSEQUENT INCLUDING AIRCRAFT POST SERVICE LETTER HW-2434)

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 28.010

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

(CONTINUED)

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

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WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
28-001			
29 29			

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

UNSCHEDULED

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

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

**D INSTALLATION**

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

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

- (2) ALTERNATE BOOST PUMP LEAR SIEGLER (P/N 4653009-513). MOUNT THE PUMP ON ADAPTER (P/N 4653725-1) WITH GASKET (P/N 3653753-1) AND SECURE WITH FOUR BOLTS (P/N AN 4H5A) AND WASHERS (P/N AN 960-416L). INSERT PUMP ELECTRICAL LEADS THROUGH GASKET AND ADAPTER FLANGE. ENSURE BOOST PUMP AND GASKET SEAL DRAIN HOLES ALIGN WITH HOLES IN SUMP FLANGE. TORQUE MOUNTING BOLTS 50 TO 70 INCH-POUNDS AND SAFETY.
- (3) INSERT TRANSFER TUBE (P/N 3653736-3) WITH TWO O-RINGS (P/N MS29513-215) IN BOOST PUMP RECEPTACLE, PLACE GASKET P/N 4653743-501 ON ADAPTER FLANGE AND CAREFULLY INSERT BOOST PUMP INTO SUMP LOWER CASING AND SECURE WITH 12 BOLTS (P/N AN 4H5A) BOLTS AND SEAL WASHERS (P/N NAB1598-4R). TORQUE 50 TO 70 INCH-POUNDS AND SAFETY.
- B. FOR AIRCRAFT 152, 174, 181, 185, 186, 226, 228, 230, 231, 235 AND SUBSEQUENT (REFER TO FIGURE 3, DETAIL B): MAIN AND ALTERNATE BOOST PUMP INTERTECHNIQUE (P/N 565372-7-400). INSTALL WITH NEW GASKET P/N 4653743-1. ENSURE THAT TRANSFER TUBE AND O-RINGS ARE INSTALLED PROPERLY. SECURE WITH WASHERS AND BOLTS. TORQUE 50 TO 70 INCH-POUNDS AND SAFETY.
5. INSTALL PUMP SEAL DRAIN TUBE ASSEMBLY.
6. LOOSEN SCREW (RED HEAD) SECURING FEED CHECK VALVE LEVER AND MOVE LEVER ON THE SUMP CASING TO THE UPPER HOLE (OPEN POSITION). SECURE AND SAFETYWIRE BOLT TO HANDLE.

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

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

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

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

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 28.010

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

(CONTINUED)

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

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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.

28-001

DATE	HOURS	LANDINGS	CYCLES

29 29

UNSCHEDULED

9. CHECK FOR EXTERNAL LEAKS.

10. INSTALL BOOST PUMP ACCESS PANEL.

-----  
280123, 280128, 280133, 280138

E CHECK BRUSH WEAR

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



REMOVED  
SP T-75Y  
4817 HRS  
2-26-91  
3425  
LDS

88700

09 / . N . 1 / 60

T. A. T. Aero Equipment Industries Ltd.



ת. א. ת. תעשיות אווירי תעופה בע"מ

# SERVICEABLE TAG

# ת ג ש מ י ש

Description FUEL PUMP תאור

Cust. No. \_\_\_\_\_ מס' לקוח Cat. No. 2070C01 מס' קט'

Qt. 1EA כמות Ser. No. T-1222 מס' סדורי

P. Order No. \_\_\_\_\_ מס' הזמנה Work Date 5-90 תאריך ייצור

Limit of Guarantee גבול אחריות

Remarks & Serv. Lim. הערות והגבלות שמישות

AMD B III

NEW ITEM  
00:00 HOURS

Sign. & Stamp

חתימת וחותמת

Insp. Name

KANER ARIE

שם חמקור

Date

07 JUN 1990

תאריך



**TAT**  
Aero Equipment Ind. LTD

Assy. No 2070001 AMEAD B

PL P Rev. 0

Descr. FUEL PUMP

ATP 207056 Rev. C

4n T-1222 service tag No 88700

MRB forms No

insp. name

sig.

date

KANER ARIE

[Signature]

07 JUN 1990

Sheet

6

Of

6

TEST RECORD **TR**

No	Para. in ATP	Description of test	Requirements	Actual result	Signature		Date												
					operat.	inspect.													
1	5.1	EXAMINATION OF PRODUCT	FINISH & WORKMANSHIP, MARKING WIRE-LOCKING.	O.K.	[Signature]	[Signature]	5.6.90												
2	5.2	WEIGHT	3.87 KG MAX	3.59	[Signature]	[Signature]	5.6.90												
3	6.	RUN-UP	15 MINUTES AT 26,5 ± 0.25 VDC, FLOW 3000 L/HR	O.K.	[Signature]	[Signature]	22.5.90												
4	7	STARTING VOLTAGE	LESS THEN 18 VDC.	3.5	[Signature]	[Signature]	22.5.90												
5	8.1.1	PERFORMANCE	AT 28 ± 0.25 VDC. ZERO FLOW	1.54	[Signature]	[Signature]	22.5.90												
	8.1.2		OUTLET PRESSURE 1.9 BAR MAX.																
6	8.2	PERFORMANCE	AT 26.5 ± 0.25 VDC.	18.3	[Signature]	[Signature]	22.5.90												
			<table border="1"> <thead> <tr> <th>FLOW (L/H)</th> <th>OUTLET PRESSURE (BAR)</th> <th>CURRENT (A)</th> </tr> </thead> <tbody> <tr> <td>0</td> <td>1.7 MAX.</td> <td>19.5 MAX.</td> </tr> <tr> <td>3000</td> <td>1.3 MIN. - (B)</td> <td>21 MAX.</td> </tr> <tr> <td>6000</td> <td>1.05 MIN. - (B)</td> <td>23 MAX.</td> </tr> </tbody> </table>					FLOW (L/H)	OUTLET PRESSURE (BAR)	CURRENT (A)	0	1.7 MAX.	19.5 MAX.	3000	1.3 MIN. - (B)	21 MAX.	6000	1.05 MIN. - (B)	23 MAX.
			FLOW (L/H)					OUTLET PRESSURE (BAR)	CURRENT (A)										
			0					1.7 MAX.	19.5 MAX.										
3000	1.3 MIN. - (B)	21 MAX.																	
6000	1.05 MIN. - (B)	23 MAX.																	
PRESS	CURRENT																		
1.43 BAR	19.7 A	[Signature]																	
1.32 BAR	19.3 A	[Signature]																	
1.09 BAR	20.7 A	[Signature]																	
7	9.2	DRYRUN	5 MINUTES AT 27 VDC - CURRENT LESS THEN 13 A.	8.0	[Signature]	[Signature]	22.5.90												
8	10	LEAKAGE, DYNAMIC SEAL	7 MINUTES AT 29 VDC & ZERO FLOW - LEAKAGE FROM DRAIN PORT 2 DROPS/MINUTE MAX.	O.K.	[Signature]	[Signature]	22.5.90												
9	11	LEAKAGE, STATIC SEAL	10 MINUTES AT 2 BARS INLET PRESS. - LEAKAGE FROM DRAIN PORT 2 DROPS/MINUTE MAX. FOR LAST 3 MINUTES.	O.K.	[Signature]	[Signature]	22.5.90												

Revision	0.1.	B	C
Date	15.9.77	20.11.78	22.6.83
Author	A. ZAIDMAN	A. ZAIDMAN	[Signature]
Approval	[Signature]	[Signature]	[Signature]

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 28.010

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

PAGE 1

91016	WORK DUE AT	* = APU HRS			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
28-001	DATE	HOURS	LANDINGS	CYCLES	
29 29					UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 2 DAY 26 YEAR 91 AIRCRAFT HOURS: 4817 LANDINGS: 3425

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE: AP

280121 PART NAME: LEFT MAIN BOOST PUMP MM 28-20-00  
 REASON REMOVED: (CHECK ONE) TECHNICIAN: [Signature] INSP: [Signature]  
 TIME A ( ) FAIL B ( ) WORN X LOANER D ( ) SCHED CONV E ( ) MOD G ( ) SERVICE K ( ) ENG CHG L ( ) TIRE CHG M ( ) DAMAGED T ( )

PART REMOVED: PART NUMBER 2070C01 SERIAL NUMBER: T-758

PART INSTALLED: PART NUMBER 2070C01 SERIAL NUMBER: T-1222

TIME SINCE NEW: HRS 0 LDGS \_\_\_\_\_ MOS \_\_\_\_\_ TIME SINCE OVERHAUL: HRS \_\_\_\_\_ LDGS \_\_\_\_\_ MOS \_\_\_\_\_

WARRANTY TIME REMAINING: HRS \_\_\_\_\_ LDGS \_\_\_\_\_ MOS \_\_\_\_\_ MAN-HOURS: HRS \_\_\_\_\_ TENTHS \_\_\_\_\_ PRICE: \$ \_\_\_\_\_  
SIGNOFF ANY WORK ACCOMPLISHED BELOW. TECHNICIAN INSPECTOR MAN-HOURS HRS.THS

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

280126 PART NAME: LEFT ALTERNATE BOOST PUMP MM 28-20-00  
 REASON REMOVED: (CHECK ONE) TECHNICIAN: \_\_\_\_\_ INSP: \_\_\_\_\_  
 TIME A ( ) FAIL B ( ) WORN C ( ) LOANER D ( ) SCHED CONV E ( ) MOD G ( ) SERVICE K ( ) ENG CHG L ( ) TIRE CHG M ( ) DAMAGED T ( )

PART REMOVED: PART NUMBER \_\_\_\_\_ SERIAL NUMBER: \_\_\_\_\_

PART INSTALLED: PART NUMBER \_\_\_\_\_ SERIAL NUMBER: \_\_\_\_\_

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

WARRANTY TIME REMAINING: HRS \_\_\_\_\_ LDGS \_\_\_\_\_ MOS \_\_\_\_\_ MAN-HOURS: HRS \_\_\_\_\_ TENTHS \_\_\_\_\_ PRICE: \$ \_\_\_\_\_  
SIGNOFF ANY WORK ACCOMPLISHED BELOW. TECHNICIAN INSPECTOR MAN-HOURS HRS.THS

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

280121, 280126, 280131, 280136

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

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

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

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

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

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

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 28.010

AIRCRAFT NO.: 369

MODEL: 1124A WESTWIND

(CONTINUED)

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

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91016	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING
28-001	DATE	HOURS	LANDINGS	CYCLES	
29 29					UNSCHEDULED

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

NOTE: REFERENCE WIRING DIAGRAM MANUAL.

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

**B: INSTALLATION**

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

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

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

NOTE: REFERENCE WIRING DIAGRAM MANUAL.

13. REFUEL TANK. REFER TO WORK COMPLIANCE FORM 28.T01.
  14. CHECK FOR EXTERNAL LEAKS AT SUMP, FUEL TANK SIDE COVER AND DRAIN LINES.
  15. OPERATE MAIN AND ALTERNATE BOOST PUMPS AND CHECK FOR PROPER OPERATION AND LEAKS AT THE ENGINE SUPPLY LINE FROM PUMP.
  16. CONNECT VAPOR BOOT COVER SUPPLY LINE CONNECTION.
  17. INSTALL SUMP ACCESS PANEL TO LOWER SIDE OF FUSELAGE, AND ACCESS PANEL TO TANK SIDE COVER. SECURE WITH SCREWS.
- C REMOVAL (REFER TO FIGURE 2)(FOR AIRCRAFT S/N 152, 174, 181, 185, 186, 226, 228, 230, 231, 235 AND SUBSEQUENT INCLUDING AIRCRAFT POST SERVICE LETTER WW-2434)

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 28.010

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

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AIRCRAFT REG.: N368MD

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28-001  
29 29

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

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

UNSCHEДУLED

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

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

**D INSTALLATION**

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

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

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

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

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

- NOTE:
1. REFERENCE WIRING DIAGRAM MANUAL.
  2. INTERTECHNIQUE BOOST PUMP INSTALLATIONS ARE EQUIPPED WITH NOISE SUPPRESSION FILTERS. FILTERS ARE LOCATED ON A PUMP-MOUNTED BRACKET, A TERMINAL BOARD LOCATED IN THE FUEL BOOST PUMP BAY AT STATION Y -306.95 (AIRCRAFT POST SERVICE LETTER WW-2434) OR A TERMINAL BOARD LOCATED IN THE FUEL SUMP BAY AT STATION Y -280.00.
  3. FORTHCOMING SERVICE BULLETIN NO.1124-28-987 REMOVES THESE NOISE SUPPRESSION FILTERS.

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

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 28.010

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

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AIRCRAFT REG.: N368MD

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91016	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	
28-001					
29 29					UNSCHEDULED

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

280123, 280128, 280133, 280138

E CHECK BRUSH WEAR

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

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 28.020

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MODEL: 1124A WESTWIND

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90334	WORK DUE AT	* = APU HRS			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
28-001	DATE	HOURS	LANDINGS	CYCLES	
29 29					UNSCHEДУLED

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 13 YEAR 91 AIRCRAFT HOURS: 4844 LANDINGS: 3457

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: 560267740  
INSPECTED BY: [Signature] KIND OF CERTIFICATE: ATP

\*\*\*\*\*  
280131 PART NAME: RIGHT MAIN BOOST PUMP MM 28-20-00  
REASON REMOVED: (CHECK ONE) TECHNICIAN: [Signature] INSP: [Signature]  
TIME A ( ) FAIL B (X) WORN C ( ) LOANER D ( ) SCHED CONV E ( ) MOD G ( ) SERVICE K ( ) ENG CHG L ( ) TIRE CHG M ( ) DAMAGED T ( )

PART REMOVED: PART NUMBER 2070C01 SERIAL NUMBER: T-80P

PART INSTALLED: PART NUMBER 2070C01 T3 SERIAL NUMBER: T-100

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

WARRANTY TIME REMAINING: HRS LDGS MOS MAN-HOURS: HRS TENTHS PRICE: \$  
SIGNOFF ANY WORK ACCOMPLISHED BELOW. TECHNICIAN INSPECTOR MAN-HOURS HRS.THS

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

\*\*\*\*\*  
280136 PART NAME: RIGHT ALTERNATE BOOST PUMP MM 28-20-00  
REASON REMOVED: (CHECK ONE) TECHNICIAN: INSP:  
TIME A ( ) FAIL B ( ) WORN C ( ) LOANER D ( ) SCHED CONV E ( ) MOD G ( ) SERVICE K ( ) ENG CHG L ( ) TIRE CHG M ( ) DAMAGED T ( )

PART REMOVED: PART NUMBER SERIAL NUMBER:

PART INSTALLED: PART NUMBER SERIAL NUMBER:

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

WARRANTY TIME REMAINING: HRS LDGS MOS MAN-HOURS: HRS TENTHS PRICE: \$  
SIGNOFF ANY WORK ACCOMPLISHED BELOW. TECHNICIAN INSPECTOR MAN-HOURS HRS.THS

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

\*\*\*\*\*  
280121, 280126, 280131, 280136

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

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

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

EQUIPMENT/CONSUMABLES: AS APPLICABLE: GASKET P/N 2653080-501, SEAL P/N 2653066, GASKET P/N 5653054, O-RING (2 EACH) P/N M529513-215, GASKET P/N 4653743-1, TORQUE WRENCH 0 TO 70 INCH-POUNDS, GASKET P/N 4653743-501, SEAL WASHERS P/N NAS1598-4R

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

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

1. CHECK THAT FUEL INTERCONNECT VALVES ARE CLOSED.  
2. DEFUEL APPROPRIATE TANK. REFER TO WORK COMPLIANCE FORM 28.T01. REMOVE ELECTRICAL POWER FROM AIRCRAFT.  
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OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 28.020

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

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90334 28-001 29 29	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
	DATE	HOURS	LANDINGS	CYCLES	
					UNSCHEДУED

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

NOTE: REFERENCE WIRING DIAGRAM MANUAL.

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

**B INSTALLATION**

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

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

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

NOTE: REFERENCE WIRING DIAGRAM MANUAL.

13. REFUEL TANK. REFER TO WORK COMPLIANCE FORM 28.T01.
  14. CHECK FOR EXTERNAL LEAKS AT SUMP, FUEL TANK SIDE COVER AND DRAIN LINES.
  15. OPERATE MAIN AND ALTERNATE BOOST PUMPS AND CHECK FOR PROPER OPERATION AND LEAKS AT THE ENGINE SUPPLY LINE FROM PUMP.
  16. CONNECT VAPOR BOOT COVER SUPPLY LINE CONNECTION.
  17. INSTALL SUMP ACCESS PANEL TO LOWER SIDE OF FUSELAGE, AND ACCESS PANEL TO TANK SIDE COVER. SECURE WITH SCREWS.
- C REMOVAL (REFER TO FIGURE 2) (FOR AIRCRAFT S/N 152, 174, 181, 185, 186, 226, 228, 230, 231, 235 AND SUBSEQUENT INCLUDING AIRCRAFT POST SERVICE LETTER WW-2434)



OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 28.020

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

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AIRCRAFT REG.: N368MD

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90334	WORK DUE AT				RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
28-001	DATE	HOURS	* = APU HRS		
29 29					UNSCHEDULED

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

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

**D INSTALLATION**

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

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

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

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

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

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

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

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 28.020

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

(CONTINUED)

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

PAGE 4

90334	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
28-001	DATE	HOURS	LANDINGS	CYCLES	
29 29					UNSCHEDULED

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

280123, 280128, 280133, 280138

E CHECK BRUSH WEAR

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

OPERATOR: ED-WES, INC.

REPORT DATE 05/10/91

WORK COMPLIANCE FORM NO.

28.090A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

PAGE 1

91130  
28-009  
29 29

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
	4934		

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

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 20 YEAR 91 AIRCRAFT HOURS: 4878.5 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: IT65510403

INSPECTED BY: \_\_\_\_\_ KIND OF CERTIFICATE: A3P

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

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRS. THIS

281603 FUNCTIONAL CHECK FUEL DUMP SYSTEM...MM 28-00-00.....20.....

**281603 FUNCTIONAL CHECK FUEL DUMP SYSTEM**

1. PLACE TRANSFER SWITCH IN CLOSED POSITION. LEFT-HAND AND RIGHT-HAND IN TRANSIT LIGHTS (AMBER) SHOULD REMAIN EXTINGUISHED.
2. PLACE SUITABLE CONTAINERS UNDER TIP TANK DUMP OPENINGS.
3. PRESS L DUMP AND R DUMP PUSH BUTTON. THE L DUMP AND R DUMP LIGHTS SHOULD COME ON. START THE AIRCRAFT STOP WATCH.
4. CONTINUE DUMPING FOR TWO MINUTES. THEN PRESS L DUMP AND R DUMP SWITCHES TO OFF. L DUMP AND R DUMP PUSH BUTTON LIGHTS SHOULD GO OUT.
5. CHECK THAT MINIMUM QUANTITY OF 800 POUNDS; (400 POUNDS FROM EACH SIDE) WAS DUMPED.
6. PLACE LEFT AND RIGHT BOOST PUMP SWITCHES IN ALTERNATE POSITION. LEFT AND RIGHT ALT BOOST PUMP ON LIGHTS SHOULD ILLUMINATE. PLACE LEFT-HAND AND RIGHT-HAND SHUTOFF SWITCHES IN OPEN POSITION. WATCH IN TRANS (BLUE) LIGHT ILLUMINATE AND EXTINGUISH. FUEL PRESS LOW WARNING LIGHT SHOULD EXTINGUISH.
7. PLACE BOOST PUMP SWITCHES IN MAIN. LEFT-HAND AND RIGHT-HAND ALT BOOST PUMP ON LIGHTS SHOULD EXTINGUISH. FUEL PRESS LOW LIGHT SHOULD REMAIN EXTINGUISHED.
8. AT SAME TIME, PRESS L DUMP AND R DUMP TO ON POSITION, AND TRANSFER SWITCH TO AUTO POSITION. START AIRCRAFT STOP WATCH. CHECK IN TRANS LIGHTS INDICATE VALVES IN TRANSIT. L DUMP AND R DUMP PUSH BUTTON LIGHTS COME ON.
9. DUMP A QUANTITY OF 800 POUNDS; (400 POUNDS FROM EACH SIDE). TIME REQUIRED TO DUMP 800 POUNDS SHOULD NOT EXCEED ONE MINUTE AND TWELVE SECONDS.
10. PRESS L DUMP AND R DUMP PUSH BUTTON SWITCHES IN OFF POSITION. DUMP VALVES INDICATING LIGHTS SHOULD GO OUT.
11. FUEL PRESS LOW WARNING LIGHTS COME ON.
12. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

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

REPORT DATE 01/11/91  
 MODEL: 1124A WESTWIND  
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 28.090B  
 OPER03  
 050600+ 150/300/600 HR INSPECTION

91011 28-010 29 29	WORK DUE AT			* = APU HRS	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
	DATE	HOURS	CYCLES		
		4873			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 20 YEAR 91 AIRCRAFT HOURS: 4878.5 LANDINGS: 3494  
 TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: J6XJ0463  
 INSPECTED BY: \_\_\_\_\_ KIND OF CERTIFICATE: AIP

\*\*\*\*\*  
 281602 OPERATIONAL CHECK FUEL DUMP SYSTEM...MM 5-20-03.....  
 \*\*\*\*\*  
 281602

TECHNICIAN INSPECTOR MAN-HOURS  
 HRS.THS

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

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

# SERVICEABLE PARTS TAG

KaiserAir, Inc.

CRS # COZR942C

Oakland International Airport  Oakland, CA 94614  415-569-9622

9/89

Part Number

5002806-2

Description

MLL WHL ASSEMBLY

Work Order Number

91185-201

Serial Number/Quantity

MAR 89-471

1ea

Time Since (N)ew/(O)verhaul

( 0 )

0/Hrs

0/Cyc

Authorized Signature/Date

C. Lottman

8-9-91

( ) Repair

( ) Modify

() Overhaul

( ) Tested

( ) NDT Only

This component has been repaired or overhauled and inspected in accordance with the current manufacturer's procedures and the federal aviation regulations and was found air-worthy with respect to the work performed and is approved for return to service. Pertinent details of work accomplished are on file at this station.

LEFT MAIN.

11/25/91 ACT: 4973.5

KA-25 YELLOW

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO.

32.180

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 32- 5

AIRCRAFT REG.: NJ68ND

ISSUED 07-88 REV. 08-89

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91266

WORK DUE AT

\* = APU HRS

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

32-022

DATE

HOURS

LANDINGS

CYCLES

29 29

UNSCCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 25 YEAR 91 AIRCRAFT HOURS: 49745 LANDINGS: 3599TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: PLK3011INSPECTED BY: [Signature] KIND OF CERTIFICATE: PLK3011

\*\*\*\*\*

320671 PART NAME: LEFT MAIN GEAR WHEEL MM 32-40-00

REASON REMOVED: (CHECK ONE) TECHNICIAN: \_\_\_\_\_ INSP: \_\_\_\_\_

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

PART REMOVED: PART NUMBER 5002806-2 SERIAL NUMBER: APR 80 477 1357PART INSTALLED: PART NUMBER 5002806-2 SERIAL NUMBER: MAR 89 -971

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

320676 INSPECT/LUBE LEFT MAIN GEAR WHEEL BEARINGS...MM 32-40-00..... AS

320686 REPLACE LEFT MAIN WHEEL BOLTS...NO REF..... N/A

R 320678 DYE PENETRANT LEFT WHEEL AXLE...REFER TO WORK COMPLIANCE FORM 32.550 - N/A

R 322156 INSPECT/CLEAN LEFT ANTI-SKID DETECTOR...REFER TO WORK COMPLIANCE FORM 32.410A - N/A

R 320691 INSPECT LEFT MAIN GEAR/WELL...REFER TO WORK COMPLIANCE FORM 32.020 - N/A

R 322174 OPERATIONAL CHECK ANTI-SKID LIGHTS...REFER TO WORK COMPLIANCE FORM 32.425 - N/A

\*\*\*\*\*

320681 PART NAME: LEFT MAIN GEAR TIRE 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 ( ) 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: \$ \_\_\_\_\_

\*\*\*\*\*

320671, 321171

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 32.701, 32.410.

ITEM 1 - MAIN LANDING GEAR WHEEL - REMOVAL AND INSTALLATION, INSPECT/LUBE WHEEL BEARINGS, REPLACE WHEEL BOLTS (REFER TO FIGURES 1 AND 2 ON CARD 32-5)

EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 TO 400 INCH-POUNDS, GREASE MIL-G-81322, LOCKWIRE, NITROGEN SOURCE A REMOVAL (REFER TO FIGURES 1 AND 2)

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

1. JACK AIRCRAFT. REFER TO WORK COMPLIANCE FORM 32.701.

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 32.180

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND (CONTINUED)

CARD NO: 32- 5

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 08-89

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	DATE	HOURS	LANDINGS	CYCLES	
					UNSCHEDULED

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

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

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

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

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

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

**B INSTALLATION**

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

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

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

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

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

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

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

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

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

OPERATOR: ED-WEB, INC.

WORK COMPLIANCE FORM NO. 32.180

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND (CONTINUED)

CARD NO: 32- 5

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 08-89

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	DATE	HOURS	* = APU HRS LANDINGS	CYCLES	
					UNSCHEDULED

**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.

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

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

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

11. INSTALL VALVE CAP ON VALVE ASSEMBLY.

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

12. LOWER THE AIRCRAFT AND REMOVE JACK.

13. INSTALL FAIRING ON INBOARD WHEEL HALF AND SECURE WITH EIGHT SCREWS.

320676, 321176

**C INSPECT/LUBE MAIN WHEEL BEARINGS**

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

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

320686, 321186

**D REPLACE MAIN WHEEL BOLTS (REFER TO FIGURE 1)**

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

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

320681, 321181

**ITEM 2 - MAIN GEAR TIRE - REMOVAL AND INSTALLATION**

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

**A REMOVAL (REFER TO FIGURE 2)**

1. REMOVE WHEEL. REFER TO ITEM 1.



OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 32.180

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND (CONTINUED)

CARD NO: 32- 5

AIRCRAFT REG.: NJ68MD

ISSUED 07-88 REV. 08-89

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	DATE	HOURS	LANDINGS	CYCLES	
					UNSCHEDULED

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

**2. REMOVE HEAT SHIELD AS FOLLOWS:**

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

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

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

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

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

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

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

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

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

**B INSTALLATION**

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

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

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

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

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

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

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

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

NOTE: MAKE CERTAIN THAT TIRE IS FREE OF FOREIGN MATERIAL AND THAT BEADS ARE CLEAN AND FREE OF SHIPPING AND  
 COPYRIGHT 1991 CAMP SYSTEMS, INC. << CONTINUED >>

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 32.180

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND (CONTINUED)

CARD NO: 32- 5

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 08-89

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91266 32-022 29 29	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
	DATE	HOURS	LANDINGS	CYCLES	

UNSCHEDULED

**HANDLING DAMAGE.**

- POSITION TIRE ON INBOARD WHEEL HALF. CHECK FOR WORD TUBELESS ON TIRE SIDEWALL AND WITH BRANDED RED BALANCE DOT ON SIDEWALL UP AND CENTERED BETWEEN TWO BOLTHOLES, ADJACENT TO THE VALVE STEM. INSPECT THE TIRE INTERIOR FOR FOREIGN OBJECTS, LOOSE BALANCE PATCHES, ETC.
- POSITION OUTBOARD WHEEL HALF IN TIRE. ALIGN HUB WITH SPACER AND ALIGN BOLTHOLES AND COOLING HOLES IN OUTBOARD WHEEL HALF WITH THOSE IN INBOARD WHEEL HALF. POSITION TIRE SO THAT RED BALANCE DOT IS AT VALVE.

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

- LUBRICATE BOLT AND NUT THREADS AND BEARING SURFACES OF BOLTS, WASHERS AND NUTS WITH ANTISEIZE COMPOUND, SPECIFICATION MIL-T-3544.
- INSTALL LUBRICATED DOUBLE COUNTERSUNK WASHER ON EACH BOLT, WASHER AGAINST BOLTHEAD. COMPRESS WHEEL HALVES AND INSTALL TWO BOLTS 180 DEGREES APART. INSTALL DOUBLE COUNTERSUNK WASHER AND A NUT ON EACH BOLT.
- DRAW NUTS UP EVENLY UNTIL WHEEL HALVES SEAT. INSTALL REMAINING BOLTS, WASHERS AND NUTS.

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

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

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

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

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

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

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

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

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

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

- INSTALL WHEEL. REFER TO ITEM 1.

# SERVICEABLE PARTS TAG

KaiserAir, Inc.

CRS # COZR942C

Oakland International Airport  Oakland, CA 94614  415-569-9622

9/89

Part Number

5002906-2

Description

MK WHC Assy

Work Order Number

1433-01

Serial Number/Quantity

1357 (1ea)

Time Since (N)ew/(O)verhaul

( 0 )

0/Hrs

0/Cyc

Authorized Signature/Date

C. [Signature]

1-3-90

( ) Repair

( ) Modify

Overhaul

( ) Tested

( ) NDT Only

This component has been repaired or overhauled and inspected in accordance with the current manufacturer's procedures and the federal aviation regulations and was found air-worthy with respect to the work performed and is approved for return to service. Pertinent details of work accomplished are on file at this station.

7-23-91

4900 HRS

3523 CDS

KA-25 YELLOW

# KAISERAIR, INC.

HANGAR 7  
OAKLAND INTERNATIONAL AIRPORT  
OAKLAND, CA 94614

## TEARDOWN/INSPECTION REPORT

KAISERAIR, INC.  
P.O. BOX 2626/AIRPORT STATION  
OAKLAND, CA 94614-2626

TELEPHONE: (415) 569-9622  
TELEX: 497-3439 KATS UT  
FAX: (415) 635-3173  
CRS # COZR942C

PART NUMBER <i>5002906-2</i>	SERIAL NUMBER <i>1357</i>	DESCRIPTION <i>MLG WHL ASSEMBLY</i>	WORK ORDER NUMBER <i>2433</i>	ITEM NUMBER <i>01</i>
---------------------------------	------------------------------	--	----------------------------------	--------------------------

UNIT RECEIVED FOR: <input type="checkbox"/> MODIFICATION <input type="checkbox"/> REPAIR <input type="checkbox"/> TESTING ONLY <input checked="" type="checkbox"/> OVERHAUL <input type="checkbox"/> INVESTIGATION <input type="checkbox"/> CERT. FOR REMAINDER OF LIFE <input type="checkbox"/> N. D. T. <input type="checkbox"/> WARRANTY <input type="checkbox"/> CUSTOMER OK TO MOD. <input type="checkbox"/> PRE-TEST <input type="checkbox"/> MODIFIED <input type="checkbox"/> REPAIR & TESTED <input type="checkbox"/> O/H & TESTED <input type="checkbox"/> CERT. TO ZERO HRS. <input type="checkbox"/> OTHER (Specify) _____	INITIAL INSPECTION: <input checked="" type="checkbox"/> NO EXTERNAL DEFECTS NOTED <input type="checkbox"/> UNIT LEAKING <input type="checkbox"/> INCOMPLETE/MISSING PARTS
--	--

UNIT STATUS: <input checked="" type="checkbox"/> NO DEFECTS NOTED <input checked="" type="checkbox"/> REPLACED ALL NECESSARY PARTS <input type="checkbox"/> UNIT CONTAMINATED <input type="checkbox"/> NO PARTS REQUIRED <input checked="" type="checkbox"/> RESEALED UNIT <input type="checkbox"/> UNIT SETTING OUT OF ADJUSTMENT <input type="checkbox"/> CANNOT CONFIRM <input type="checkbox"/> ASSY WORK BEYOND LIMITS <input type="checkbox"/> OTHER (Specify) _____	MODIFICATIONS ACCOMPLISHED <table border="1"> <thead> <tr> <th>MOD NUMBER</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td><i>NO MODS</i></td> <td><i>INCORPORATED</i></td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </tbody> </table>	MOD NUMBER	DESCRIPTION	<i>NO MODS</i>	<i>INCORPORATED</i>				
MOD NUMBER	DESCRIPTION								
<i>NO MODS</i>	<i>INCORPORATED</i>								

QTY	PART NUMBER	DESCRIPTION	QTY	PART NUMBER	DESCRIPTION	QTY	PART NUMBER	DESCRIPTION
<i>100</i>	<i>26-30</i>	<i>PKK</i>						
<i>300</i>	<i>9524796</i>	<i>PKK</i>						

<b>WORK PROGRESSION</b> DISASSEMBLED <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> CLEANED <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> INSPECTED/CHECKED <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> REPAIRED <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> ASSEMBLED <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> FINAL TEST <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<b>WORK ACCOMPLISHED</b> <i>OVERHAULED. ABOVE WHL ASSEMBLY INCL NOT ALL TIE BOLTS, WHL PENS SEAT AREAS, ALL OTHER AREAS D.P.I. - REPAINT TO CUSTOMER COLOR &amp; MPK SPECS</i>
--	---

The above unit has been assembled and tested and is ready for return to service.

The above unit has been inspected and tested and is ok for return to service.

Tech   *VT*   Date   *1-3-90*  

Insp   *LL#*   Date   *1-3-90*

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 32.180

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 08-89

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32-022	DATE	HOURS	LANDINGS	CYCLES	
29 29					

WORK ACCOMPLISHED: DATE: MONTH 7 DAY 23 YEAR 91 AIRCRAFT HOURS: 4900 LANDINGS: 3523

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE: AIP

\*\*\*\*\*

320671 PART NAME: LEFT MAIN GEAR WHEEL MM 32-40-00

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

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

PART REMOVED: PART NUMBER 5002806-2 SERIAL NUMBER: APR 80-471

PART INSTALLED: PART NUMBER 5002806-2 SERIAL NUMBER: 1357

TIME SINCE NEW: HRS \_\_\_\_\_ LDGS \_\_\_\_\_ MOS \_\_\_\_\_ TIME SINCE OVERHAUL: HRS 0 LDGS \_\_\_\_\_ MOS \_\_\_\_\_

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

SIGNOFF ANY WORK ACCOMPLISHED BELOW.

- 320676 INSPECT/LUBE LEFT MAIN GEAR WHEEL BEARINGS...MM 32-40-00.....
- 320686 REPLACE LEFT MAIN WHEEL BOLTS...NO REF.....
- R 320678 DYE PENETRANT LEFT WHEEL AXLE...REFER TO WORK COMPLIANCE FORM 32.550
- R 322156 INSPECT/CLEAN LEFT ANTI-SKID DETECTOR...REFER TO WORK COMPLIANCE FORM 32.410A
- R 320691 INSPECT LEFT MAIN GEAR/WELL...REFER TO WORK COMPLIANCE FORM 32.020
- R 322174 OPERATIONAL CHECK ANTI-SKID LIGHTS...REFER TO WORK COMPLIANCE FORM 32.425

\*\*\*\*\*

320681 PART NAME: LEFT MAIN GEAR TIRE MM 32-40-00

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

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

PART REMOVED: PART NUMBER 249K 83-3 SERIAL NUMBER: 00900732

PART INSTALLED: PART NUMBER 249K 83-3 SERIAL NUMBER: 00961162

TIME SINCE NEW: HRS 0 LDGS \_\_\_\_\_ MOS \_\_\_\_\_ TIME SINCE OVERHAUL: HRS \_\_\_\_\_ LDGS \_\_\_\_\_ MOS \_\_\_\_\_

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

\*\*\*\*\*  
320671, 321171

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

ITEM 1 - MAIN LANDING GEAR WHEEL - REMOVAL AND INSTALLATION, INSPECT/LUBE WHEEL BEARINGS, REPLACE WHEEL BOLTS (REFER TO FIGURES 1 AND 2 ON CARD 32-5)

EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 TO 400 INCH-POUNDS, GREASE MIL-G-81322, LOCKWIRE, NITROGEN SOURCE A REMOVAL (REFER TO FIGURES 1 AND 2)

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

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

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 32.180

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

(CONTINUED)

AIRCRAFT REG.: N368MD

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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.

32-022

DATE

HOURS

LANDINGS

CYCLES

29 29

UNSCHEDULED

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

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

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

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

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

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

**B INSTALLATION**

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

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

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

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

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

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

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

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

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

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 32.180

AIRCRAFT NO.: 368

MODEL: 11244 WESTWIND

(CONTINUED)

AIRCRAFT REG.: N368MD

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	DATE	HOURS	* = APU HRS LANDINGS	CYCLES	
					UNSCHEDULED

**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.

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

**NOTE:** 1. INFLATION GAS IS NITROGEN.

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

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

11. INSTALL VALVE CAP ON VALVE ASSEMBLY.

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

12. LOWER THE AIRCRAFT AND REMOVE JACK.

13. INSTALL FAIRING ON INBOARD WHEEL HALF AND SECURE WITH EIGHT SCREWS.

320676, 321176

**C INSPECT/LUBE MAIN WHEEL BEARINGS**

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

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

320686, 321186

**D REPLACE MAIN WHEEL BOLTS (REFER TO FIGURE 1)**

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

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

320681, 321181

**ITEM 2 - MAIN GEAR TIRE - REMOVAL AND INSTALLATION**

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

**A REMOVAL (REFER TO FIGURE 2)**

1. REMOVE WHEEL. REFER TO ITEM 1.

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 32.180

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

(CONTINUED)

AIRCRAFT REG.: N368MD

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32-022			
29 29			

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

UNSCHEDULED

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

2. REMOVE HEAT SHIELD AS FOLLOWS:

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

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

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

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

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

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

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

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

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

B INSTALLATION

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

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

2. PLACE INBOARD WHEEL HALF ON WORK SURFACE WITH THE FLANGE DOWN.

3. INSTALL HEAT SHIELD SUB-ASSEMBLY ON INBOARD WHEEL HALF.

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

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

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

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

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

5. PLACE SPACER IN HUB OF INBOARD WHEEL HALF.

NOTE: MAKE CERTAIN THAT TIRE IS FREE OF FOREIGN MATERIAL AND THAT BEADS ARE CLEAN AND FREE OF SHIPPING AND  
 COPYRIGHT 1990 CAMP SYSTEMS, INC. << CONTINUED >>



OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 32.180

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

(CONTINUED)

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 08-89

PAGE 5

90323 32-022 29 29	WORK DUE AT				RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
	DATE	HOURS	* = APU HRS LANDINGS	CYCLES	

UNSCHEDULED

**HANDLING DAMAGE.**

6. POSITION TIRE ON INBOARD WHEEL HALF. CHECK FOR WORD TUBELESS ON TIRE SIDEWALL AND WITH BRANDED RED BALANCE DOT ON SIDEWALL UP AND CENTERED BETWEEN TWO BOLTHOLES, ADJACENT TO THE VALVE STEM. INSPECT THE TIRE INTERIOR FOR FOREIGN OBJECTS, LOOSE BALANCE PATCHES, ETC.
7. POSITION OUTBOARD WHEEL HALF IN TIRE. ALIGN HUB WITH SPACER AND ALIGN BOLTHOLES AND COOLING HOLES IN OUTBOARD WHEEL HALF WITH THOSE IN INBOARD WHEEL HALF. POSITION TIRE SO THAT RED BALANCE DOT IS AT VALVE.

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

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

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

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

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

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

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

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

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

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

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

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

17. INSTALL WHEEL. REFER TO ITEM 1.

12-12-91  
4998 HAS  
3627 LOS



LEFT SIDE

# MAINTENANCE RELEASE FORM



A RYDER SYSTEM Company

6528 South Lavergne Avenue  
Bedford Park, Illinois 60638

1124  
AIRCRAFT TYPE

Brake Ass.  
APPLIANCE

ABS  
MANUFACTURER

5002805-3  
ASSEMBLY NO.

125427  
SERIAL NUMBER

## SERVICE PERFORMED

Major Overhaul  (See Other Below)

REMARKS: \_\_\_\_\_

THE AIRCRAFT APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION ADMINISTRATION, CURRENT MANUFACTURERS OR APPROVED AIR CARRIERS REPAIR AND INSPECTION INSTRUCTIONS AND IS APPROVED FOR RETURN TO SERVICE.

PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER WORK ORDER NUMBER:

07UW 01298

DATE: 8-30-91

SIGNED: P. Dotarski

FAA APPROVED REPAIR STATION No. LV5R029N

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 32,390

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

PAGE 1

91119	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.
32-049	DATE	HOURS	LANDINGS	CYCLES	
29 29					UNSCHEDULED

WRK ACCOMPLISHED: DATE: MONTH 12 DAY 12 YEAR 91 AIRCRAFT HOURS: 4998 LANDINGS: 3627

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: 560762240

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

322113 PART NAME: LEFT MAIN GEAR BRAKE UNIT MM 32-40-00  
 REASON REMOVED: (CHECK ONE) TECHNICIAN: [Signature] INSP: [Signature]  
 TIME A ( ) FAIL B (X) WORN C ( ) LOANER D ( ) SCHED CONV E ( ) MOD G ( ) SERVICE K ( ) ENG CHG L ( ) TIRE CHG M ( ) DAMAGED T ( )

PART REMOVED: PART NUMBER 5002905-3 SERIAL NUMBER: 82-334

PART INSTALLED: PART NUMBER 5002905-3 SERIAL NUMBER: 125427

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

322116 INSPECT/CHECK LEFT BRAKE LININGS...MM 12-10-04.....

322128 PART NAME: RIGHT MAIN GEAR BRAKE UNIT 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 ( ) 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: \$

322113, 322128

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

MAIN GEAR BRAKE UNIT - REMOVAL AND INSTALLATION, INSPECT/CHECK (REFER TO ILLUSTRATION ON CARD 32-11)  
 EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 TO 144 INCH-POUNDS, GREASE MIL-G-81322, O-RING P/N 9510672 (AS REQUIRED),  
 BOLT P/N NAS6705U8 (AS REQUIRED)

A REMOVAL

1. JACK MAIN WHEEL. REFER TO WORK COMPLIANCE FORM 32.T01.
2. REMOVE MAIN WHEEL. REFER TO WORK COMPLIANCE FORM 32.180, 32.190.

NOTE: RELEASE PARKING BRAKES.

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

B INSTALLATION

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

NOTE: NEW BOLTS P/N NAS6705U8, POST SERVICE LETTER ND.WW-24103, MUST BE INSPECTED AT EACH BRAKE OVERHAUL USING DYE CHECK FOR ZYGLO INSPECTION METHOD. ANY BOLTS EXHIBITING CRACKS, STRIPPED OR CROSSED THREADS OR ANY  
 COPYRIGHT 1991 CAMP SYSTEMS, INC. << CONTINUED >>

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 32.390

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

(CONTINUED)

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

PAGE 2

91119 32-049 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	
					UNSCCHEDULED

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

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

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

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

322116, 322131

C INSPECT/CHECK BRAKE LININGS (REFER TO ILLUSTRATION)

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

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 32.390

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

PAGE 1

90334	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.
32-049	DATE	HOURS	LANDINGS	CYCLES	
29 29					

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 13 YEAR 91 AIRCRAFT HOURS: 4844 LANDINGS: 3457

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: 560767740

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

322113 PART NAME: LEFT MAIN GEAR BRAKE UNIT 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 \_\_\_\_\_ SERIAL NUMBER: \_\_\_\_\_

PART INSTALLED: PART NUMBER \_\_\_\_\_ SERIAL NUMBER: \_\_\_\_\_

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

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

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

322116 INSPECT/CHECK LEFT BRAKE LININGS...MM 12-10-04.....

322128 PART NAME: RIGHT MAIN GEAR BRAKE UNIT MM 32-40-00  
 REASON REMOVED: (CHECK ONE) TECHNICIAN: [Signature] INSP: [Signature]  
 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 5002805-3 SERIAL NUMBER: R 10392-7

PART INSTALLED: PART NUMBER 5002805-3 SERIAL NUMBER: SEP 81-162

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

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

322113, 322128

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

MAIN GEAR BRAKE UNIT - REMOVAL AND INSTALLATION, INSPECT/CHECK (REFER TO ILLUSTRATION ON CARD 32-11)  
 EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 TO 144 INCH-POUNDS, GREASE MIL-G-81322, O-RING P/N 9510672 (AS REQUIRED),  
 BOLT P/N NAS6705U8 (AS REQUIRED)

A REMOVAL

1. JACK MAIN WHEEL. REFER TO WORK COMPLIANCE FORM 32.T01.
2. REMOVE MAIN WHEEL. REFER TO WORK COMPLIANCE FORM 32.180, 32.190.

NOTE: RELEASE PARKING BRAKES.

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

B INSTALLATION

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

NOTE: NEW BOLTS P/N NAS6705U8, POST SERVICE LETTER NO.WW-24103, MUST BE INSPECTED AT EACH BRAKE OVERHAUL USING DYE CHECK FOR ZYGLO INSPECTION METHOD. ANY BOLTS EXHIBITING CRACKS, STRIPPED OR CROSSED THREADS OR ANY  
 COPYRIGHT 1990 CAMP SYSTEMS, INC. << CONTINUED >>

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 32.390

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

(CONTINUED)

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

PAGE 2

90334	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		
32-049						
29 29						UNSCHEDULED

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

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

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

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

322116, 322131

C INSPECT/CHECK BRAKE LININGS (REFER TO ILLUSTRATION)

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

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 33.100A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 33- 4

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 07-91

PAGE 1

91353  
33-010  
29 29

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

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 12 DAY 14 YEAR 91 AIRCRAFT HOURS: 499.8 LANDINGS: 3627

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: 580767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE: ATP

TECHNICIAN INSPECTOR MAN-HOURS  
HRS. THS

330228 CHARGE EMERGENCY LIGHT BATTERY...MM 12-10-06.....

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

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

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

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 33.100A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 33- 4

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 07-91

PAGE 1

91248

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
33-010			
29 29			

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 6 DAY 19 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: 50767240

INSPECTED BY: [Signature] KIND OF CERTIFICATE: AIP

TECHNICIAN INSPECTOR MAN-HOURS  
HRS. THS

330228 CHARGE EMERGENCY LIGHT BATTERY...MM 12-10-06.....

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

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

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



OPERATOR: ED-WES, INC.

REPORT DATE 08/13/90

WORK COMPLIANCE FORM NO.

33.100A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

PAGE 1

90225	WORK DUE AT			* = APU HRS	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
33-010	DATE	HOURS	LANDINGS	CYCLES	
29 29	10/11/90	4797			

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 19 YEAR 91 AIRCRAFT HOURS: 4845 LANDINGS: 3460

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE: A+D

\*\*\*\*\*

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

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRS.THS
330228 CHARGE EMERGENCY LIGHT BATTERY...MM 12-10-06.....	<u>[Signature]</u>	<u>[Signature]</u>	
330228 CHARGE EMERGENCY LIGHT BATTERY (REFER TO ILLUSTRATION ON CARD 33-4)			

NOTE: 1. CHARGING ONLY PERTAINS TO AIRCRAFT WITH NICKEL-CADMIUM BATTERY INSTALLED.  
 2. THE NICKEL-CADMIUM BATTERY MUST BE RECHARGED, AT INTERVAL SPECIFIED IN CHAPTER 5-20-02, PARAGRAPH 2, 0 (1), AND WHENEVER THE EMERGENCY LIGHTS HAVE BEEN OPERATED FROM THE BATTERY MORE THAN ONE HOUR.

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

DUNCAN  
AVIATION



# Maintenance Release

Lincoln Airport 402.475.2611 Accessory Class 1,2 & 3  
P.O. Box 81887 Fax: 402.475.5541 Propeller Limited  
Lincoln Telex: 48.4365 Radio Class 1,2 & 3  
Nebraska 68501 CRS#JGVR194F Instrument Class 1,2,3,4

This Aircraft Appliance/Component was repaired and inspected in accordance with current Federal Aviation regulations and was found airworthy for return for service. Pertinent details on the repair are on file at this agency under W/O numbers below.

Work Order # 3944N Date 9-30-91

O/H  Repaired  F/T

Removed Serviceable  Shelf Life Expiration N/A

Date Weighed N/A

Unit HSI

Manufacturer COLLINS

Part Number 622-4176-004

Model HSI-85

Serial Number 871

Customer ED-WES, INC.

N Number N/A S/N N/A

Tech. Steven Joe

Inspected By Philip A. Bobaty

TSN N/A TSO N/A

CSN N/A CSO N/A

See Other Side for Further Information

## Description of Services Performed

TROUBLESHOT AND  
REPLACED COMPASS  
CARD MOTOR (B-70).  
CLEANED AND RE-  
LUBED GEARTRAIN.  
CLEANED METER  
STOPS. ALIGNED  
SYNCHROS. CALI-  
BRATED. F/T TO  
MANUFACTURERS  
SPECS. PER  
COLLINS MANUAL  
#523-0769522-00311A

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO.

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

PAGE 1

91119

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

29 29

COMPONENT UPDATE:

34:110 343101

WORK ACCOMPLISHED: DATE: MONTH

10

DAY

2

YEAR

91

AIRCRAFT HOURS: 4931

LANDINGS: 3454

TECHNICIAN SIGNATURE:

*[Signature]*

CERTIFICATE NUMBER:

500767740

INSPECTED BY:

*[Signature]*

KIND OF CERTIFICATE:

A+P

CODE: 343101

PART NAME:

GYRO HSI PILOTS

REASON REMOVED: (CHECK ONE)

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

PART REMOVED: PART NUMBER

622-4176-004

SERIAL NUMBER:

853

PART INSTALLED: PART NUMBER

622-4176-004

SERIAL NUMBER:

871

TIME SINCE NEW: HRS

LDGS

MDS

TIME SINCE OVERHAUL: HRS

LDGS

MDS

WARRANTY TIME REMAINING: HRS

LDGS

MDS

6

MAN-HOURS: HRS

TENTHS

PRICE: \$

REMARKS:

SERVICE/INSPECTION UPDATE:

WORK ACCOMPLISHED: DATE: MONTH

DAY

YEAR

AIRCRAFT HOURS:

LANDINGS:

TECHNICIAN SIGNATURE:

CERTIFICATE NUMBER:

INSPECTED BY:

KIND OF CERTIFICATE:

CODE

JOB DESCRIPTION

TECHNICIAN

INSPECTOR

MAN-HOURS

HRS.THS

REMARKS:



Rockwell International  
Collins Division

**SERVICE TESTED  
O.K.**

Type No. HSP-85

Part No. 622-4176-004

**REPAIRED**  Serial No. 853

MCN No. 123WA

**OVERHAULED**  Date 123WA

Final Insp.  Final Test 

Customer Acceptance

**EXCHANGE EQUIPMENT WARRANTY RECORD**

**IMPORTANT Warranty Provisions**  
**Applicable Only If Equipment Is Registered**

Complete all information requested below and return this tag to insure initiation or continuation of warranty.

EQUIPMENT TYPE <u>HSP-85</u>		PART NUMBER <u>622-4176-004</u>		S/N <u>853</u>		AIRCRAFT TYPE	
REGISTRATION		WARRANTY EXP. DATE		INSTALLED DATE		WARRANTY CERT. #	
CUSTOMER (COMPANY)				ST. ADDRESS			
CITY		STATE		ZIP			
COMMENTS:							

**FOR COLLINS AVIONICS USE ONLY**

EQUIPMENT TYPE		PART NUMBER		RETURNED S/N			
DATE RETURNED		WCN #		START DATE		MFG. MODEL CODE	STATE CODE

This appliance was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at this agency under work order no. 106873

Date MAR 20 1991

Signed Lawrence E. Wolff for  
(Signature of Authorized Individual)

**Collins** **FAA CRS #NZ2R049L**

(Agency Name) (Certificate No.)  
2051 Airport Road Wichita, Ks. 67209  
(Address)

**FROM**

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

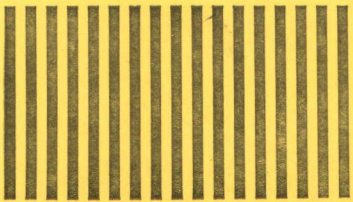


**BUSINESS REPLY MAIL**

**No Postage Necessary if Mailed in United States**

**Postage Will be Paid by:**

**Collins General Aviation Avionics Division  
Exchange Pool Coordinator 108-275  
ROCKWELL INTERNATIONAL  
CEDAR RAPIDS, IOWA 52498**



First Class  
Permit No. 236  
Cedar Rapids,  
Iowa

OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO. 34.110

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

PAGE 1

88349	WORK DUE AT	* = APU HRS			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
34-014	DATE	HOURS	LANDINGS	CYCLES	
29 29					

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 9 DAY 24 YEAR 91 AIRCRAFT HOURS: 4929 LANDINGS: 3452

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: 580767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE: AIP

343101 PART NAME: NO.1 DIRECTIONAL GYRO MM 34-20-08  
 REASON REMOVED: (CHECK ONE) TECHNICIAN: [Signature] INSP: [Signature]  
 TIME A ( ) FAIL B ( ) WORN C ( ) LOANER D ( ) SCHED CONV E ( ) MOD G ( ) SERVICE K ( ) ENG CHG L ( ) TIRE CHG M ( ) DAMAGED T ( )

PART REMOVED: PART NUMBER 2587193-43 SERIAL NUMBER: 81075206

PART INSTALLED: PART NUMBER 622-4176-004 SERIAL NUMBER: 853

TIME SINCE NEW: HRS \_\_\_\_\_ LDGS \_\_\_\_\_ MOS \_\_\_\_\_ TIME SINCE OVERHAUL: HRS 0 LDGS \_\_\_\_\_ MOS \_\_\_\_\_

WARRANTY TIME REMAINING: HRS \_\_\_\_\_ LDGS \_\_\_\_\_ MOS 6 MAN-HOURS: HRS \_\_\_\_\_ TENTHS \_\_\_\_\_ PRICE: \$ \_\_\_\_\_  
 SIGNOFF ANY WORK ACCOMPLISHED BELOW. TECHNICIAN INSPECTOR MAN-HOURS  
 HRS.THS

343106 BENCH CHECK NO.1 DIRECTIONAL GYRO...VENDOR MM.....

343146 PART NAME: NO.2 DIRECTIONAL GYRO MM 34-20-08  
 REASON REMOVED: (CHECK ONE) TECHNICIAN: \_\_\_\_\_ INSP: \_\_\_\_\_  
 TIME A ( ) FAIL B ( ) WORN C ( ) LOANER D ( ) SCHED CONV E ( ) MOD G ( ) SERVICE K ( ) ENG CHG L ( ) TIRE CHG M ( ) DAMAGED T ( )

PART REMOVED: PART NUMBER \_\_\_\_\_ SERIAL NUMBER: \_\_\_\_\_

PART INSTALLED: PART NUMBER \_\_\_\_\_ SERIAL NUMBER: \_\_\_\_\_

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

WARRANTY TIME REMAINING: HRS \_\_\_\_\_ LDGS \_\_\_\_\_ MOS \_\_\_\_\_ MAN-HOURS: HRS \_\_\_\_\_ TENTHS \_\_\_\_\_ PRICE: \$ \_\_\_\_\_  
 SIGNOFF ANY WORK ACCOMPLISHED BELOW. TECHNICIAN INSPECTOR MAN-HOURS  
 HRS.THS

343151 BENCH CHECK NO.2 DIRECTIONAL GYRO...VENDOR MM.....

343101, 343146

DIRECTIONAL GYRO - REMOVAL AND INSTALLATION, BENCH CHECK (REFER TO ILLUSTRATION ON CARD 34-5)  
 A REMOVAL (REFER TO ILLUSTRATION)

1. OPEN COMPASS 1 CIRCUIT BREAKER AND TAG WITH WARNING SIGN TO READ:

WARNING: DO NOT CLOSE CIRCUIT BREAKER - MAINTENANCE IN PROGRESS.

2. REMOVE THE INTERIOR FURNISHING AT THE AFT LEFT SIDE OF THE CABIN FOR AIRCRAFT S/N 187-189, 191 AND 197. FOR SUBSEQUENT AIRCRAFT THE GYROS ARE LOCATED IN THE NOSE BAY.

3. DISCONNECT THE ELECTRICAL CONNECTOR.

CAUTION: DO NOT MOVE GYRO WHILE THE ROTOR IS STILL IN MOTION.

4. REMOVE MOUNTING SCREWS AND REMOVE THE GYRO SYNCHRONIZER ASSEMBLY.

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

B INSTALLATION

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

2. PLACE THE GYRO SYNCHRONIZER IN POSITION AND SECURE WITH SCREWS.

3. CONNECT ELECTRICAL CONNECTOR.

OPERATOR: **ED-WEST, INC.**

WORK COMPLIANCE FORM NO. **34.110**

AIRCRAFT NO.: **368**

MODEL: **1124A WESTWIND**

(CONTINUED)

AIRCRAFT REG.: **N368MD**

ISSUED **07-88** REV.

PAGE **2**

<b>88349</b>	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.
<b>34-014</b>	DATE	HOURS	LANDINGS	CYCLES	
<b>29 29</b>					

**UNSCHEDULED**

- 4. PLACE INTERIOR FURNISHINGS.
- 5. REMOVE WARNING TAG AND CLOSE COMPASS 1 CIRCUIT BREAKER.

-----  
**343106, 343151**

**C BENCH CHECK**

- 1. REMOVE GYRD. REFER TO STEP A.
- 2. BENCH CHECK GYRD IN ACCORDANCE WITH VENDOR'S MAINTENANCE INSTRUCTIONS.
- 3. INSTALL GYRD. REFER TO STEP B.
- 4. RECORD BENCH CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.



OPERATOR: ED-WES, INC.

REPORT DATE 08/12/91

WORK COMPLIANCE FORM NO.

34.050

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

PAGE 1

91224

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.

34-004

DATE

HOURS

LANDINGS

CYCLES

29 29

09/25/91

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 9 DAY 25 YEAR 91 AIRCRAFT HOURS: 49 29 LANDINGS: 3554

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: SF8087K

INSPECTED BY: [Signature] KIND OF CERTIFICATE: 560767740 AD

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

340146 LEAK CHECK LEFT STATIC SYSTEM...MM 34-10-01.....	[Signature]	[Signature]	
340151 LEAK CHECK RIGHT STATIC SYSTEM...MM 34-10-01.....	[Signature]	[Signature]	

340146, 340151  
LEAK CHECK STATIC SYSTEM  
EQUIPMENT: ALTIMETER

1. APPLY ELECTRICAL POWER TO THE AIRCRAFT.
2. MAKE SURE THAT ON 1124 MODEL WITH ELECTRICAL ALTIMETER AND ON ALL 1124A MODEL AIRCRAFT ALL CIRCUIT BREAKERS RELATED TO THE CORRESPONDING INSTRUMENTS ARE CLOSED.
3. THE OUTLETS OF THE STATIC PORTS SHALL BE SEALED AND A STANDARD ALTIMETER SHALL BE INSTALLED ON ONE SIDE OF THE STATIC LINE. A VACUUM SOURCE SUFFICIENT TO PROVIDE AN INDICATION OF 20,000 FEET (13.745 INCH HG) ON THE ALTIMETER, SHALL BE APPLIED TO THE SYSTEM. FREEZE THE VACUUM.
4. READ THE ALTITUDE FOR ONE MINUTE AFTER THE VACUUM WAS CUT OFF. THERE SHOULD NOT BE AN ALTITUDE DROP OF MORE THAN 100 FEET.

CAUTION: RELEASE VACUUM SLOWLY TO AVOID DAMAGE TO INSTRUMENTS.

5. RECORD TEST COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

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

REPORT DATE 08/12/91  
 MODEL: 1124A WESTWIND  
 ISSUED 07-88 REV. 03-91

WORK COMPLIANCE FORM NO. 34.070

PAGE 1

91224	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.
34-006	DATE	HOURS	LANDINGS	CYCLES	
29 29	09/25/91				CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 9 DAY 25 YEAR 91 AIRCRAFT HOURS: 49 29 LANDINGS: 3554

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: SPR081K

INSPECTED BY: [Signature] KIND OF CERTIFICATE: 560962740 AP

\*\*\*\*\*

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

DUE > 341106 CAL PILOTS ALT FAR 91.411 FAR 91.411

\*\*\*\*\*

341101 PART NAME: PILOTS ALTIMETER MM 34-10-03

REASON REMOVED: (CHECK ONE) TECHNICIAN: \_\_\_\_\_ INSP: \_\_\_\_\_

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

PART REMOVED: PART NUMBER \_\_\_\_\_ SERIAL NUMBER: \_\_\_\_\_

PART INSTALLED: PART NUMBER 62239575 003 SERIAL NUMBER: 1323

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.

DATE C/W MO/DAY/YR	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
9 25 91	[Signature]	[Signature]	
9 25 91	[Signature]	[Signature]	

#341106 CALIBRATE PILOT'S ALTIMETER...FAR 91.411  
 RECORD DATE OF CALIBRATION.....

(340146) ( ) LEAK CHECK LEFT STATIC SYSTEM

R REFER TO WORK COMPLIANCE FORM 34.050.....

- NOTE: 1. FOLLOWING INSTALLATION OR MAINTENANCE ON THE AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM OF THE ATC TRANSPONDER WHERE DATA CORRESPONDENCE ERROR COULD BE INTRODUCED, THE INTEGRATED SYSTEM MUST BE TESTED, INSPECTED, AND FOUND TO COMPLY WITH PARAGRAPH (C), APPENDIX E, OF PART 43.
2. EXCEPT FOR THE USE OF SYSTEM DRAIN AND ALTERNATE STATIC PRESSURE VALVES, FOLLOWING ANY OPENING AND CLOSING OF THE STATIC PRESSURE SYSTEM, THAT SYSTEM MUST BE TESTED AND INSPECTED AND FOUND TO COMPLY WITH PARAGRAPH (A), APPENDICES E AND F, OF PART 43.
3. IF THE AIR DATA COMPUTER FOR THE PILOT'S ALTIMETER SYSTEM IS TO BE CALIBRATED AT THIS TIME, REFER TO WORK COMPLIANCE FORM 34.480.

\*\*\*\*\*  
 341101, 341111, 341121

R NOTE: THE FOLLOWING ADDITIONAL WCF(S) MAY BE REQUIRED TO PERFORM THIS TASK 34.050.

ALTIMETER - REMOVAL AND INSTALLATION, CALIBRATION

A REMOVAL

1. DISENGAGE LEFT-HAND ALTIMETER CIRCUIT BREAKER ON INSTRUMENT BUS NO.1 (26 V AC) AND TAG WITH WARNING SIGN THAT READS AS FOLLOWS:

WARNING: DO NOT CLOSE CIRCUIT BREAKER - MAINTENANCE IS IN PROGRESS.

2. REMOVE ELECTRICAL CONNECTORS.
3. DISCONNECT THE STATIC LINES FROM THE TEE FITTING.
4. LOOSEN THE CLAMP SCREW AND REMOVE THE ALTIMETER FROM THE PANEL.
5. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

B INSTALLATION

1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
2. INSTALL TEE IN ALTIMETER; ALIGN TEE TO STATIC LINES.
3. INSTALL ALTIMETER BY CLAMPING UNIT SECURELY TO THE PANEL.
4. CONNECT STATIC LINES TO TEE FITTING.

OPERATOR: ED-WES, INC.

REPORT DATE 08/12/91

WORK COMPLIANCE FORM NO. 34.070

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND (CONTINUED)

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 03-91

PAGE 2

91224	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.
34-006	DATE	HOURS	LANDINGS	CYCLES	
29 29	09/25/91				CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

5. CONNECT ELECTRICAL CONNECTORS.
6. REMOVE WARNING TAG AND CLOSE LEFT-HAND ALTIMETER CIRCUIT BREAKER.
7. PERFORM PITOT AND STATIC CHECK. REFER TO WORK COMPLIANCE FORM 34.050 AND PARAGRAPH (A) APPENDIX E OF PART 43 IF APPLICABLE.
8. PERFORM AN INTEGRATION TEST IN ACCORDANCE WITH PARAGRAPH (C) APPENDIX E OF PART 43.

341106, 341116, 341126

C CALIBRATE ALTIMETER (FAR 91.411)

1. REMOVE ALTIMETER FROM AIRCRAFT. REFER TO STEP A.
2. CALIBRATE ALTIMETER IN ACCORDANCE WITH FAR PART 43, APPENDIX E AND PART 91, SECTION 91.411.

R NOTE: REFER TO FAR 91.36 AND AC43-6 FOR ENCODING ALTIMETER TEST IF ENCODING ALTIMETER IS INSTALLED IN AIRCRAFT IN ADDITION TO REGULAR FLIGHT ALTIMETER.

3. INSTALL ALTIMETER IN AIRCRAFT. REFER TO STEP B.
4. RECORD CALIBRATION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.

REPORT DATE 08/12/91

WORK COMPLIANCE FORM NO.

34.071

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

ISSUED 08-90 REV.

PAGE 1

91224	WORK DUE AT	* = APU HRS		
34-006	DATE	HOURS	LANDINGS	CYCLES
29 29	09/25/91			

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

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 9 DAY 25 YEAR 91 AIRCRAFT HOURS: 4929 LANDINGS: 3554

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: SPQR081K

INSPECTED BY: [Signature] KIND OF CERTIFICATE: 560267740AD

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

DUE > 341116 CAL CPLTS ALT FAR 91.411 FAR 91.411

341111 PART NAME: COPILOTS ALTIMETER NO REF

REASON REMOVED: (CHECK ONE)

TECHNICIAN: INSP:

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

PART REMOVED: PART NUMBER SERIAL NUMBER:

PART INSTALLED: PART NUMBER SERIAL NUMBER:

TIME SINCE NEW: HRS LDGS NOS TIME SINCE OVERHAUL: HRS LDGS NOS

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

SIGNOFF ANY WORK ACCOMPLISHED BELOW.

DATE C/W TECHNICIAN INSPECTOR MAN-HOURS MO/DAY/YR HRS.THS

R#341116 CALIBRATE COPILOT'S ALTIMETER...FAR 91.411

RECORD DATE OF CALIBRATION... 9/25/91 [Signature]

R(340151) ( ) LEAK CHECK RIGHT STATIC SYSTEM...REFER TO WORK COMPLIANCE FORM 34.050

- R NOTE: 1. FOLLOWING INSTALLATION OR MAINTENANCE ON THE AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM OF THE ATC TRANSPONDER WHERE DATA CORRESPONDENCE ERROR COULD BE INTRODUCED, THE INTEGRATED SYSTEM MUST BE TESTED, INSPECTED, AND FOUND TO COMPLY WITH PARAGRAPH (C), APPENDIX E, OF PART 43.
- R 2. EXCEPT FOR THE USE OF SYSTEM DRAIN AND ALTERNATE STATIC PRESSURE VALVES, FOLLOWING ANY OPENING AND CLOSING OF THE STATIC PRESSURE SYSTEM, THAT SYSTEM MUST BE TESTED AND INSPECTED AND FOUND TO COMPLY WITH PARAGRAPH (A), APPENDICES E AND F, OF PART 43.
- R 3. IF THE AIR DATA COMPUTER FOR THE PILOT'S ALTIMETER SYSTEM IS TO BE CALIBRATED AT THIS TIME, REFER TO WORK COMPLIANCE FORM 34.480.

341101, 341111, 341121

R NOTE: THE FOLLOWING ADDITIONAL WCF(S) MAY BE REQUIRED TO PERFORM THIS TASK 34.050.

ALTIMETER - REMOVAL AND INSTALLATION, CALIBRATION

A REMOVAL

1. DISENGAGE LEFT-HAND ALTIMETER CIRCUIT BREAKER ON INSTRUMENT BUS NO.1 (26 V AC) AND TAG WITH WARNING SIGN THAT READS AS FOLLOWS:

WARNING: DO NOT CLOSE CIRCUIT BREAKER - MAINTENANCE IS IN PROGRESS.

2. REMOVE ELECTRICAL CONNECTORS.
3. DISCONNECT THE STATIC LINES FROM THE TEE FITTING.
4. LOOSEN THE CLAMP SCREW AND REMOVE THE ALTIMETER FROM THE PANEL.
5. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

B INSTALLATION

1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
2. INSTALL TEE IN ALTIMETER; ALIGN TEE TO STATIC LINES.
3. INSTALL ALTIMETER BY CLAMPING UNIT SECURELY TO THE PANEL.
4. CONNECT STATIC LINES TO TEE FITTING.
5. CONNECT ELECTRICAL CONNECTORS.

OPERATOR: ED-WES, INC.

REPORT DATE 08/12/91

WORK COMPLIANCE FORM NO.

34.071

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND (CONTINUED)

AIRCRAFT REG.: N368MD

ISSUED 08-90 REV.

PAGE 2

91224

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.

34-006

DATE

HOURS

LANDINGS

CYCLES

29 29

09/25/91

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

6. REMOVE WARNING TAG AND CLOSE LEFT-HAND ALTIMETER CIRCUIT BREAKER.
7. PERFORM PITOT AND STATIC CHECK. REFER TO WORK COMPLIANCE FORM 34.050 AND PARAGRAPH (A) APPENDIX E OF PART 43 IF APPLICABLE.
8. PERFORM AN INTEGRATION TEST IN ACCORDANCE WITH PARAGRAPH (C) APPENDIX E OF PART 43.

-----  
341106, 341116, 341126

C CALIBRATE ALTIMETER (FAR 91.411)

1. REMOVE ALTIMETER FROM AIRCRAFT. REFER TO STEP A.
2. CALIBRATE ALTIMETER IN ACCORDANCE WITH FAR PART 43, APPENDIX E AND PART 91, SECTION 91.411.

R NOTE: REFER TO FAR 91.36 AND AC43-6 FOR ENCODING ALTIMETER TEST IF ENCODING ALTIMETER IS INSTALLED IN AIRCRAFT IN ADDITION TO REGULAR FLIGHT ALTIMETER.

3. INSTALL ALTIMETER IN AIRCRAFT. REFER TO STEP B.
4. RECORD CALIBRATION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.

REPORT DATE 08/12/91

WORK COMPLIANCE FORM NO.

34.320

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 34-10

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 08-90

PAGE 1

91224

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.

34-035

DATE

HOURS

LANDINGS

CYCLES

29 29

09/25/91

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 9 DAY 25 YEAR 91 AIRCRAFT HOURS: 4929 LANDINGS: 3554

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: SP0R081K

INSPECTED BY: [Signature] KIND OF CERTIFICATE: 560767740AP

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

DUE > 346111 TEST NO.1 ATC TRANSPONDER FAR 91.413
DUE > 346126 TEST NO.2 ATC TRANSPONDER FAR 91.413

346101 PART NAME: NO.1 ATC TRANSPONDER MM 34-50-06
REASON REMOVED: (CHECK ONE) TECHNICIAN: INSP:
TIME A ( ) FAIL B ( ) WORN C ( ) LOANER D ( ) SCHED CONV E ( ) MOD G ( ) SERVICE K ( ) ENG CHG L ( ) TIRE CHG M ( ) DAMAGED T ( )

PART REMOVED: PART NUMBER SERIAL NUMBER:

PART INSTALLED: PART NUMBER SERIAL NUMBER:

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

WARRANTY TIME REMAINING: HRS LDGS MOS MAN-HOURS: HRS TENTHS PRICE: \$
SIGNOFF ANY WORK ACCOMPLISHED BELOW. DATE C/W TECHNICIAN INSPECTOR MAN-HOURS
MO/DAY/YR HRS.THS

R#346111 TEST NO.1 ATC TRANSPONDER...FAR 91.413
RECORD TEST COMPLIED WITH... 9/25/91 [Signature]

R NOTE: FOLLOWING ANY INSTALLATION OR MAINTENANCE ON AN ATC TRANSPONDER WHERE DATA CORRESPONDENCE ERROR COULD BE
R INTRODUCED, THE INTEGRATED SYSTEM MUST BE TESTED, INSPECTED, AND FOUND TO COMPLY WITH PARAGRAPH (C), APPENDIX
R E, OF PART 43.

346116 PART NAME: NO.2 ATC TRANSPONDER MM 34-50-06
REASON REMOVED: (CHECK ONE) TECHNICIAN: INSP:
TIME A ( ) FAIL B ( ) WORN C ( ) LOANER D ( ) SCHED CONV E ( ) MOD G ( ) SERVICE K ( ) ENG CHG L ( ) TIRE CHG M ( ) DAMAGED T ( )

PART REMOVED: PART NUMBER SERIAL NUMBER:

PART INSTALLED: PART NUMBER SERIAL NUMBER:

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

WARRANTY TIME REMAINING: HRS LDGS MOS MAN-HOURS: HRS TENTHS PRICE: \$
SIGNOFF ANY WORK ACCOMPLISHED BELOW. DATE C/W TECHNICIAN INSPECTOR MAN-HOURS
MO/DAY/YR HRS.THS

R#346126 TEST NO.2 ATC TRANSPONDER...FAR 91.413
RECORD TEST COMPLIED WITH... 9/25/91 [Signature]

R NOTE: FOLLOWING ANY INSTALLATION OR MAINTENANCE ON AN ATC TRANSPONDER WHERE DATA CORRESPONDENCE ERROR COULD BE
R INTRODUCED, THE INTEGRATED SYSTEM MUST BE TESTED, INSPECTED, AND FOUND TO COMPLY WITH PARAGRAPH (C), APPENDIX
R E, OF PART 43.

346101, 346116
ATC TRANSPONDER - REMOVAL AND INSTALLATION, TEST, BENCH CHECK (REFER TO ILLUSTRATION ON CARD 34-10)
A REMOVAL (REFER TO ILLUSTRATION)
1. OPEN ATC-1 AND ATC-2 CIRCUIT BREAKERS AND TAG WITH WARNING SIGNS.

OPERATOR: ED-WES, INC.

REPORT DATE 08/12/91

WORK COMPLIANCE FORM NO.

34.320

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND (CONTINUED)

CARD NO: 34-10

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 08-90

PAGE 2

91224  
34-035  
29 29

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
09/25/91			

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

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

**WARNING: DO NOT CLOSE CIRCUIT BREAKERS, MAINTENANCE IS IN PROGRESS.**

2. DISCONNECT ELECTRICAL AND COAX CONNECTORS.
3. LOOSEN MOUNTING KNOB.
4. LIFT RECEIVER/TRANSMITTER FROM MOUNT.
5. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

**B INSTALLATION**

1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
2. PLACE RECEIVER/TRANSMITTER ON MOUNT.
3. TIGHTEN MOUNTING KNOB.
4. SAFETYWIRE THE MOUNTING KNOB.
5. CONNECT ELECTRICAL AND COAX CONNECTORS.
6. REMOVE WARNING TAGS AND CLOSE ATC-1 AND ATC-2 CIRCUIT BREAKERS.

**NOTE: REMOVAL/INSTALLATION PROCEDURE IS APPLICABLE FOR THE TWO TRANSPONDERS.**

-----  
346126, 346106

**R C TEST (FAR91.413)**

1. REMOVE ATC TRANSPONDER. REFER TO STEP A.
- R 2. TEST TRANSPONDER IN ACCORDANCE WITH FAR 91.413.
3. INSTALL TRANSPONDER. REFER TO STEP D.
4. RECORD TEST COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

-----  
346106, 346121

**D BENCH CHECK**

1. REMOVE ATC TRANSPONDER. REFER TO STEP A.
2. BENCH CHECK TRANSPONDER IN ACCORDANCE WITH VENDOR'S MAINTENANCE PRACTICES.
3. INSTALL TRANSPONDER. REFER TO STEP B.
4. RECORD BENCH CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

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

REPORT DATE 08/12/91  
 MODEL: 1124A WESTWIND  
 ISSUED 07-88 REV. 08-90

WORK COMPLIANCE FORM NO. 34.480  
 CARD NO: 34-15  
 PAGE 1

91224	WORK DUE AT * = APU HRS			
34-045	DATE	HOURS	LANDINGS	CYCLES
29 29	09/25/91			

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

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 9 DAY 25 YEAR 91 AIRCRAFT HOURS: 4929 LANDINGS: 3554

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: SP&R081K

INSPECTED BY: [Signature] KIND OF CERTIFICATE: 560969240 AP

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

DUE > 343672 CALIB NO.1 AIR DATA CMPTR FAR 91.411

343671 PART NAME: NO.1 AIR DATA COMPUTER MM 22-20-00

REASON REMOVED: (CHECK ONE) TECHNICIAN: \_\_\_\_\_ INSP: \_\_\_\_\_

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

PART REMOVED: PART NUMBER \_\_\_\_\_ SERIAL NUMBER: \_\_\_\_\_

PART INSTALLED: PART NUMBER 6225206 014 SERIAL NUMBER: 1080

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.

DATE C/W TECHNICIAN INSPECTOR MAN-HOURS  
 MO/DAY/YR HRS.THS

R#343672 CALIBRATE NO.1 AIR DATA COMPUTER...FAR 91.411

RECORD DATE OF CALIBRATION..... 9/25/91 [Signature]

R(340146) ( ) LEAK CHECK LEFT STATIC SYSTEM...REFER TO WORK COMPLIANCE FORM 34.050

- R NOTE: 1. FOLLOWING INSTALLATION OR MAINTENANCE ON THE AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM OF THE ATC TRANSPONDER WHERE DATA CORRESPONDENCE ERROR COULD BE INTRODUCED, THE INTEGRATED SYSTEM MUST BE TESTED, INSPECTED, AND FOUND TO COMPLY WITH PARAGRAPH (C), APPENDIX E, OF PART 43.
- R 2. EXCEPT FOR THE USE OF SYSTEM DRAIN AND ALTERNATE STATIC PRESSURE VALVES, FOLLOWING ANY OPENING AND CLOSING OF THE STATIC PRESSURE SYSTEM, THAT SYSTEM MUST BE TESTED AND INSPECTED AND FOUND TO COMPLY WITH PARAGRAPH (A), APPENDICES E AND F, OF PART 43.

343671, 343673

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 34.040, 34.050.

AIR DATA COMPUTER - REMOVAL AND INSTALLATION, CALIBRATION (REFER TO ILLUSTRATION ON CARD 34-15)  
 A REMOVAL (REFER TO ILLUSTRATION)

1. REMOVE STATIC AND PITOT CONNECTIONS FROM FRONT OF AIR DATA COMPUTER.
2. CAP LINES AND UNIT CONNECTORS.
3. LOOSEN KNURLED KNOBS.
4. GENTLY PULL OUT AIR DATA COMPUTER FROM MOUNTING RACK.
5. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

B INSTALLATION

1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
2. POSITION ADC IN FRONT OF MOUNTING RACK.
3. CAREFULLY SLIDE ADC BACK UNTIL REAR CONNECTOR MATES WITH MOUNT CONNECTOR, PRESS ADC BACK UNTIL REAR CONNECTOR IS FIRMLY ENGAGED WITH MOUNTING RACK.
4. TIGHTEN TWO KNURLED KNOB ON FRONT OF THE ADC.
5. UNCAP LINES AND UNIT CONNECTORS.
6. INSTALL STATIC AND PITOT CONNECTIONS.
7. PERFORM PITOT AND STATIC SYSTEM LEAK TEST. REFER TO WORK COMPLIANCE FORMS 34.040 AND 34.050.

343672, 343675

C CALIBRATE AIR DATA COMPUTER



OPERATOR: ED-WES, INC.

REPORT DATE 08/12/91

WORK COMPLIANCE FORM NO.

34.480

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND (CONTINUED)

CARD NO: 34-15

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 08-90

PAGE 2

91224

WORK DUE AT

\* = APU HRS.

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

34-045

DATE

HOURS

LANDINGS

CYCLES

29 29

09/25/91

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

NO TEXT AVAILABLE AT THIS TIME.

OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO.

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368ND

PAGE 1

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

\*\*\*\*\*

COMPONENT UPDATE: R 344616

WORK ACCOMPLISHED: DATE: MONTH 12 DAY 14 YEAR 91 AIRCRAFT HOURS: 4998 LANDINGS: 3627

TECHNICIAN SIGNATURE: *[Signature]* CERTIFICATE NUMBER: 560267740

INSPECTED BY: *[Signature]* KIND OF CERTIFICATE: ATP

CODE: 34.370 PART NAME: EMER PWR SUPPLY

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 NOS TIME SINCE OVERHAUL: HRS LDGS NOS

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

REMARKS: EMERGENCY POWER SUPPLY INSPECTION AND CYCLE *[Signature]* 560267740 ATP

\*\*\*\*\*

SERVICE/INSPECTION UPDATE:

WORK ACCOMPLISHED: DATE: MONTH DAY YEAR AIRCRAFT HOURS: LANDINGS:

TECHNICIAN SIGNATURE: CERTIFICATE NUMBER:

INSPECTED BY: KIND OF CERTIFICATE:

CODE	JOB DESCRIPTION	TECHNICIAN	INSPECTOR	MAN-HOURS HRS. THS

REMARKS:

\*\*\*\*\*

OPERATOR: ED-WES, INC.

REPORT DATE 06/13/91

WORK COMPLIANCE FORM NO. 34.370

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368ND

ISSUED 07-88 REV. 01-90

PAGE 1

91164	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.
34-039	DATE	HOURS	LANDINGS	CYCLES	
29 29	07/19/91	4995			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 19 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: 560767240  
 INSPECTED BY: [Signature] KIND OF CERTIFICATE: ATP

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

DUE > 344616 INSP EMER PWR SUPPLY BATT VMM SL-80 SL-80  
 \*\*\*\*\*  
 344611 PART NAME: ( ) EMERGENCY POWER SUPPLY BATTERY/STAND-BY ATTITUDE GYRO MM 34-20-09  
 REASON REMOVED: (CHECK ONE) TECHNICIAN: \_\_\_\_\_ INSP: \_\_\_\_\_  
 TIME A ( ) FAIL B ( ) WORN C ( ) LOANER D ( ) SCHED CONV E ( ) MOD G ( ) SERVICE K ( ) ENG CHG L ( ) TIRE CHG M ( ) DAMAGED T ( )

PART REMOVED: PART NUMBER \_\_\_\_\_ SERIAL NUMBER: \_\_\_\_\_

PART INSTALLED: PART NUMBER \_\_\_\_\_ SERIAL NUMBER: \_\_\_\_\_

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

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

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRS.THS
R (344616) ( ) INSP EMER POWER SUPPLY BATTERY/STAND-BY ATTITUDE GYRO..SL-80/SL-80C..	<u>[Signature]</u>	<u>[Signature]</u>	_____
R 344621 DEEP CYCLE EMERGENCY POWER SUPPLY SYSTEM (PS 823 ONLY)...SL-80.....	_____	_____	_____
R 344618 TEST EMERGENCY BATTERY/STAND-BY ATTITUDE GYRO (PS-835 ONLY)...JET SL-80C...	_____	_____	_____
*****			
344611			

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 34.T01, 34.T02.

EMERGENCY POWER SUPPLY BATTERY/STAND-BY ATTITUDE GYRO - REMOVAL AND INSTALLATION, DEEP CYCLE, TEST (REFER TO FIGURES 1, 2, 3, 4 AND 5 ON CARD 34-12)  
 A REMOVAL (REFER TO FIGURE 5)

NOTE: FOR MODEL PS-823 EMERGENCY POWER SUPPLY.

1. REMOVE ELECTRICAL POWER FROM AIRCRAFT.
2. REMOVE SAFETY WIRE FROM KNURLED KNOB TO MOUNT AND LOOSEN KNOB.
3. REMOVE EMERGENCY POWER SUPPLY UNIT FROM MOUNTING RACK BY PULLING GENTLY.
4. RECORD PART NUMBER, SERIAL NUMBER, AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

**B INSTALLATION**

NOTE: FOR MODEL PS-823 EMERGENCY POWER SUPPLY.

1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
2. POSITION EMERGENCY POWER SUPPLY IN FRONT OF MOUNTING RACK.
3. CAREFULLY SLIDE EMERGENCY POWER SUPPLY BACK UNTIL REAR CONNECTOR MATES WITH MOUNT CONNECTOR. ENSURE THAT PINS ARE PROPERLY ALIGNED, THEN FIRMLY PRESS POWER SUPPLY BACK UNTIL REAR CONNECTOR IS FIRMLY ENGAGED WITH MOUNTING RACK CONNECTOR.
4. LIFT KNURLED KNOB ONTO SECURING HOOK IN FRONT OF POWER SUPPLY AND TIGHTEN KNOB.
5. SAFETY WIRE KNURLED KNOB.
6. CONNECT ELECTRICAL POWER TO AIRCRAFT.

OPERATOR: ED-WES, INC.

REPORT DATE 08/13/90

WORK COMPLIANCE FORM NO.

34.370

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 01-90

PAGE 1

90225	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.
34-039	DATE	HOURS	LANDINGS	CYCLES		
29 29	10/11/90	4797			CHECK CURRENT DUE LIST FOR DUE TIME CHANGES	

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 19 YEAR 91 AIRCRAFT HOURS: 4845 LANDINGS: 3460

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE: A+D

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

DUE > 344616 INSP EMER PWR SUPPLY BATT VMM SL-80 SL-86  
 344611 PART NAME: ( ) EMERGENCY POWER SUPPLY BATTERY/STAND-BY ATTITUDE GYRO MM 34-20-09  
 REASON REMOVED: (CHECK ONE) TECHNICIAN: \_\_\_\_\_ INSP: \_\_\_\_\_  
 TIME A ( ) FAIL B ( ) WORN C ( ) LOANER D ( ) SCHED CONV E ( ) MOD G ( ) SERVICE K ( ) ENG CHG L ( ) TIRE CHG M ( ) DAMAGED T ( )

PART REMOVED: PART NUMBER \_\_\_\_\_ SERIAL NUMBER: \_\_\_\_\_

PART INSTALLED: PART NUMBER \_\_\_\_\_ SERIAL NUMBER: \_\_\_\_\_

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

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

	TECHNICIAN	INSPECTOR	MAN-HOURS
	HRS.	HRS.	HRS.
R (344616) ( ) INSP EMER POWER SUPPLY BATTERY/STAND-BY ATTITUDE GYRO..SL-80/SL-80C..	<u>[Signature]</u>	<u>[Signature]</u>	
R 344621 DEEP CYCLE EMERGENCY POWER SUPPLY SYSTEM (PS 823 ONLY)...SL-80.....			
R 344618 TEST EMERGENCY BATTERY/STAND-BY ATTITUDE GYRO (PS-835 ONLY)...JET SL-80C..			

344611

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 34.T01, 34.T02.

EMERGENCY POWER SUPPLY BATTERY/STAND-BY ATTITUDE GYRO - REMOVAL AND INSTALLATION, DEEP CYCLE, TEST (REFER TO FIGURES 1, 2, 3, 4 AND 5 ON CARD 34-12)  
 A REMOVAL (REFER TO FIGURE 5)

NOTE: FOR MODEL PS-823 EMERGENCY POWER SUPPLY.

1. REMOVE ELECTRICAL POWER FROM AIRCRAFT.
2. REMOVE SAFETY WIRE FROM KNURLED KNOB TO MOUNT AND LOOSEN KNOB.
3. REMOVE EMERGENCY POWER SUPPLY UNIT FROM MOUNTING RACK BY PULLING GENTLY.
4. RECORD PART NUMBER, SERIAL NUMBER, AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

B INSTALLATION

NOTE: FOR MODEL PS-823 EMERGENCY POWER SUPPLY.

1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
2. POSITION EMERGENCY POWER SUPPLY IN FRONT OF MOUNTING RACK.
3. CAREFULLY SLIDE EMERGENCY POWER SUPPLY BACK UNTIL REAR CONNECTOR MATES WITH MOUNT CONNECTOR. ENSURE THAT PINS ARE PROPERLY ALIGNED, THEN FIRMLY PRESS POWER SUPPLY BACK UNTIL REAR CONNECTOR IS FIRMLY ENGAGED WITH MOUNTING RACK CONNECTOR.
4. LIFT KNURLED KNOB ONTO SECURING HOOK IN FRONT OF POWER SUPPLY AND TIGHTEN KNOB.
5. SAFETYWIRE KNURLED KNOB.
6. CONNECT ELECTRICAL POWER TO AIRCRAFT.

344616

C INSPECT EMERGENCY POWER SUPPLY BATTERY/STAND-BY ATTITUDE GYRO (REFER TO FIGURES 1, 2 AND 3)

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 34.430

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

PAGE 1

90334

WORK DUE AT

\* = APU HRS.

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

00-000

DATE

HOURS

LANDINGS

CYCLES

29 29

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 03 DAY 25 YEAR 91 AIRCRAFT HOURS: 4829.6 LANDINGS: 3441

TECHNICIAN SIGNATURE: J.S. ORTLIEB CERTIFICATE NUMBER: S65550463

INSPECTED BY: KIND OF CERTIFICATE: AIP

342801 PART NAME: NO.1 GYRO ATTITUDE INDICATOR NO REF REASON REMOVED: (CHECK ONE) TECHNICIAN: INSP: TIME A ( ) FAIL B (X) WORN C ( ) LOANER D ( ) SCHED CONV E ( ) MOD G ( ) SERVICE K ( ) ENG CHG L ( ) TIRE CHG M ( ) DAMAGED T ( )

PART REMOVED: PART NUMBER 4020531-170 SERIAL NUMBER: 6020225

PART INSTALLED: PART NUMBER 4020531-170 SERIAL NUMBER: 80110830

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

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

342811 PART NAME: NO.2 GYRO ATTITUDE INDICATOR NO REF REASON REMOVED: (CHECK ONE) TECHNICIAN: INSP: TIME A ( ) FAIL B ( ) WORN C ( ) LOANER D ( ) SCHED CONV E ( ) MOD G ( ) SERVICE K ( ) ENG CHG L ( ) TIRE CHG M ( ) DAMAGED T ( )

PART REMOVED: PART NUMBER SERIAL NUMBER:

PART INSTALLED: PART NUMBER SERIAL NUMBER:

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

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

NO TEXT AVAILABLE AT THIS TIME.

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO.

34.430

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

PAGE 1

91065  
00-000  
29 29

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

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 19 YEAR 91 AIRCRAFT HOURS: 4827.4 LANDINGS: 3439

TECHNICIAN SIGNATURE: Jane S. O'Neil CERTIFICATE NUMBER: JK5550463

INSPECTED BY: \_\_\_\_\_ KIND OF CERTIFICATE: A3P

\*\*\*\*\*

342801 PART NAME: NO.1 GYRO ATTITUDE INDICATOR NO REF

REASON REMOVED: (CHECK ONE) TECHNICIAN: \_\_\_\_\_ INSP: \_\_\_\_\_

TIME A ( ) FAIL B ( ) WORN C ( ) LOANER D ( ) SCHED CONV E ( ) MOD G ( ) SERVICE K ( ) ENG CHG L ( ) TIRE CHG N ( ) 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: \$ \_\_\_\_\_

\*\*\*\*\*

342811 PART NAME: NO.2 GYRO ATTITUDE INDICATOR NO REF

REASON REMOVED: (CHECK ONE) TECHNICIAN: \_\_\_\_\_ INSP: \_\_\_\_\_

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

PART REMOVED: PART NUMBER 4020531-170 SERIAL NUMBER: 81080928

PART INSTALLED: PART NUMBER 4020531-170 SERIAL NUMBER: 6020225

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

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

NO TEXT AVAILABLE AT THIS TIME.



Rockwell International  
Collins Division

**SERVICE TESTED  
O.K.**

Type No.

CT130

Part No.

622-4524-079

REPAIRED

Serial No.

7863

MCN No.

OVERHAULED

Date

141WI

Final Insp.

Final Test



Customer Acceptance

074-8257-600 (REV 10-85)

**EXCHANGE EQUIPMENT WARRANTY RECORD**  
**IMPORTANT Warranty Provisions**  
**Applicable Only If Equipment Is Registered**

Complete all information requested below and return this tag to insure initiation or continuation of warranty.

EQUIPMENT TYPE		PART NUMBER		S/N	AIRCRAFT TYPE
CT130		622-4524-079		7863	
REGISTRATION	WARRANTY EXP. DATE	INSTALLED DATE		WARRANTY CERT. #	
CUSTOMER (COMPANY)		ST. ADDRESS			
CITY		STATE		ZIP	
COMMENTS:					

**FOR COLLINS AVIONICS USE ONLY**

EQUIPMENT TYPE		PART NUMBER		RETURNED S/N	
DATE RETURNED		WCN #	START DATE	MFG. MODEL CODE	STATE CODE

This appliance was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at this agency under work order no. 376932

Date JUL 08 1991

Signed [Signature] for  
(Signature of Authorized Individual)

**Collins** FAA CRS #NZ2R049L

(Agency Name) (Certificate No.)

2051 Airport Road Wichita, Ks. 67209  
(Address)

**FROM**

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

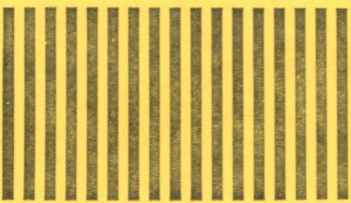


**BUSINESS REPLY MAIL**

**No Postage Necessary if Mailed in United States**

**Postage Will be Paid by:**

**Collins General Aviation Avionics Division  
Exchange Pool Coordinator 108-275  
ROCKWELL INTERNATIONAL  
CEDAR RAPIDS, IOWA 52498**



First Class  
Permit No. 236  
Cedar Rapids,  
Iowa



Ship To:	Bill To:	Customer:
COLLINS AVIONICS SERVICE CENTER 2051 AIRPORT ROAD WICHITA, KANSAS 67209	RENTAL/EXCHANGE POOL - DIANN FIRST COLLINS GENERAL AVIATION DIVISION 400 COLLINS ROAD N.E. CEDAR RAPIDS, IOWA 52498	RENTAL/EXCHANGE POOL - DIANN FIRST COLLINS GENERAL AVIATION DIVISION 400 COLLINS ROAD N.E. CEDAR RAPIDS, IOWA 52498

Equipment Type: CTL30	Customer P.O. : JOHNSON & JOHNSON	A/C Type:
Part Number : 622-4524-079	Contract Number:	A/C S/N:
Serial Number : 7863	Collins Service Order Number: 376932	Position:
Description : CTL NAV BK 5 C/W VOL	Customer Reject Paper Number: 93829	A/C Tail No: 500J

SERVICE DATA:

Customer Complaint/Instructions:

FAILED AFTER RENTAL EXCHANGE, SHIPPED FROM ATL 5-6-91. UNIT SWITCHES TO 177.0 BY ITSELF AT TIMES. BRING UP TO EXCHANGE POOL SPECS. EXCHANGE RETURN.

Description of What Was Wrong With The Equipment:

INTERMITTENT POWER SUPPLY & A3.

Complaint Verified: YES

Description of The Service Work Performed:

REPLACED POWER SUPPLY, A6, & PROCESSOR CARD A3. FINAL TESTED OKAY.  
MEETS EXCHANGE POOL SPECIFICATIONS.

Service Bulletins Installed This Return:

NONE

Service Bulletins Previously Installed:

1,2,4-6

Tested By Employee #: 43384

Tested Per: 523-0769247-00311R

This Article Certified Airworthy By: H. C. MOORE, JR.

FAA Repairman Certificate Number: 2336308

Preliminary Inspection Performed: 05/22/91 By: 43384

Hidden Damage Inspection Performed: N/A By:

RECEIPT INFORMATION:

Date Received By Collins: 05/16/91  
Receiving Location: NICHITA  
Delivered By : UPS BLUE  
Waybill Number : 24449355384  
Prepaid/Collect : PREPAID  
Insured : NO

Serviced By:

COLLINS AVIONICS SERVICE CENTER  
2051 AIRPORT ROAD  
NICHITA, KANSAS 67209-1949  
FAA REPAIR STATION CERT. #NZ2R049L  
TELEX 437697

SHIPPING INFORMATION:

Date Shipped : 07/08/91  
Shipped By : H/C TO R/E ROOM  
Waybill Number :  
Prepaid/Collect : N/A  
Insured : NO

For Questions Regarding This  
Service Work, Please Contact:  
DAN WHITE (316)946-4808

THIS IS NOT A BILL -  
THIS SERVICE WORK IS COVERED BY WARRANTY

Collins Avionics Service Centers are in compliance with the FAA Anti-Drug Program for personnel engaged in specified aviation activities, under the Regional Airline Association, Aviation Associates Anti-Drug Consortium, FAA approved plan E-EA0011-U ID-CE-0117.

DEFECTIVE/FAILED PARTS REPLACED:

Part Number	Description	Ckt Symbol
638-7606-003	CIRCUIT CARD ASSY	P/S CARD
601-5889-006	CIRCUIT CARD	A3
634-0044-004	KNOB	KNOB

CUSTOMER NOTES:

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO.

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

PAGE 1

89313

WORK DUE AT

\* = APU HRS

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

DATE

HOURS

LANDINGS

CYCLES

29 29

UNSCHEDULED

\*\*\*\*\*

COMPONENT UPDATE:

WORK ACCOMPLISHED: DATE: MONTH 1 DAY 14 YEAR 92 AIRCRAFT HOURS: 5012 LANDINGS: 3648

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: 500767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE: ATP

CODE: 346201 PART NAME: CONTROLLER, NAV 2

REASON REMOVED: (CHECK ONE)

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

PART REMOVED: PART NUMBER 622-4524-079 SERIAL NUMBER: 7871

PART INSTALLED: PART NUMBER 622-4524-079 SERIAL NUMBER: 7863

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

WARRANTY TIME REMAINING: HRS LDGS MOS 6 MAN-HOURS: HRS TENTHS PRICE: \$

REMARKS:

\*\*\*\*\*

SERVICE/INSPECTION UPDATE:

WORK ACCOMPLISHED: DATE: MONTH DAY YEAR AIRCRAFT HOURS: LANDINGS:

TECHNICIAN SIGNATURE: CERTIFICATE NUMBER:

INSPECTED BY: KIND OF CERTIFICATE:

CODE JOB DESCRIPTION TECHNICIAN INSPECTOR MAN-HOURS HRS.THS

REMARKS:

\*\*\*\*\*

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO.

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

PAGE 1

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

COMPONENT UPDATE:

WORK ACCOMPLISHED: DATE: MONTH 1 DAY 14 YEAR 92 AIRCRAFT HOURS: 5012 LANDINGS: 3648

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE: ATP

CODE: 346251 PART NAME: CONTROLLER NAV 1

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

PART REMOVED: PART NUMBER 622-4524-079 SERIAL NUMBER: 7871

PART INSTALLED: PART NUMBER 622-4524-079 SERIAL NUMBER: 7898

TIME SINCE NEW: HRS 5012 LDGS 3648 MOS TIME SINCE OVERHAUL: HRS LDGS MOS

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

REMARKS: SWAPPED #1 + #2 NAV CONTROLLERS FOR TROUBLESHOOTING

SERVICE/INSPECTION UPDATE:

WORK ACCOMPLISHED: DATE: MONTH 1 DAY 14 YEAR 92 AIRCRAFT HOURS: 5012 LANDINGS: 3648

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE: ATP

CODE	JOB DESCRIPTION	TECHNICIAN	INSPECTOR	MAN-HOURS
				HRS.THS
346261	NAV 2 CONTROLLER			

REMARKS: PART REMOVED 622-4524-079 SN 7898 PART INSTALLED 622-4524-079 SN 7871

TIME SINCE NEW 5012 HOURS 3648 LANDING  
INSTALLED 2-11-82

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 34.480

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 08-90

PAGE 1

90235 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.

Table with columns: DATE, HOURS, LANDINGS, CYCLES. Includes handwritten entry 34-045 and 29 29.

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 9 DAY 25 YEAR 91 AIRCRAFT HOURS: 4929 LANDINGS: 3432

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE: ATP

343671 PART NAME: NO.1 AIR DATA COMPUTER MM 22-20-00 REASON REMOVED: (CHECK ONE) TECHNICIAN: [Signature] INSP: [Signature]

PART REMOVED: PART NUMBER 622-5465-214 SERIAL NUMBER: 1080

PART INSTALLED: PART NUMBER 622-5465-214 SERIAL NUMBER: 1080

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. DATE C/W TECHNICIAN INSPECTOR MAN-HOURS

ADC COMPUTER LISTED IN CAMP MANUAL WAS NOT IN RECORD DATE OF CALIBRATION...

R(340146) ( ) LEAK CHECK LEFT STATIC SYSTEM...REFER TO WORK COMPLIANCE FORM 34.050

R NOTE: 1. FOLLOWING INSTALLATION OR MAINTENANCE ON THE AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM OF THE ATC TRANSDUCER WHERE DATA CORRESPONDENCE ERROR COULD BE INTRODUCED, THE INTEGRATED SYSTEM MUST BE TESTED, INSPECTED, AND FOUND TO COMPLY WITH PARAGRAPH (C), APPENDIX E, OF PART 43.

343673 PART NAME: NO.2 AIR DATA COMPUTER MM 22-20-00

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

PART REMOVED: PART NUMBER SERIAL NUMBER:

PART INSTALLED: PART NUMBER SERIAL NUMBER:

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

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

SIGNOFF ANY WORK ACCOMPLISHED BELOW. DATE C/W TECHNICIAN INSPECTOR MAN-HOURS

R0343675 CALIBRATE NO.2 AIR DATA COMPUTER...FAR 91.411 RECORD DATE OF CALIBRATION...

R(340151) ( ) LEAK CHECK RIGHT STATIC SYSTEM...REFER TO WORK COMPLIANCE FORM 34.050

R NOTE: 1. FOLLOWING INSTALLATION OR MAINTENANCE ON THE AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM OF THE ATC TRANSDUCER WHERE DATA CORRESPONDENCE ERROR COULD BE INTRODUCED, THE INTEGRATED SYSTEM MUST BE TESTED, INSPECTED, AND FOUND TO COMPLY WITH PARAGRAPH (C), APPENDIX E, OF PART 43.

343671, 343673 [Signature] AP560767740

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 34.040, 34.050.

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 34.480

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

(CONTINUED)

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 08-90

PAGE 2

90235

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES
34-045			
29 29			

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

UNSCHEDULED

**AIR DATA COMPUTER - REMOVAL AND INSTALLATION, CALIBRATION (REFER TO ILLUSTRATION ON CARD 34-15)**

**A REMOVAL (REFER TO ILLUSTRATION)**

1. REMOVE STATIC AND PITOT CONNECTIONS FROM FRONT OF AIR DATA COMPUTER.
2. CAP LINES AND UNIT CONNECTORS.
3. LOOSEN KNURLED KNOBS.
4. GENTLY PULL OUT AIR DATA COMPUTER FROM MOUNTING RACK.
5. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

**B INSTALLATION**

1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
2. POSITION ADC IN FRONT OF MOUNTING RACK.
3. CAREFULLY SLIDE ADC BACK UNTIL REAR CONNECTOR MATES WITH MOUNT CONNECTOR, PRESS ADC BACK UNTIL REAR CONNECTOR IS FIRMLY ENGAGED WITH MOUNTING RACK.
4. TIGHTEN TWO KNURLED KNOB ON FRONT OF THE ADC.
5. UNCAP LINES AND UNIT CONNECTORS.
6. INSTALL STATIC AND PITOT CONNECTIONS.
7. PERFORM PITOT AND STATIC SYSTEM LEAK TEST. REFER TO WORK COMPLIANCE FORMS 34.040 AND 34.050.

343672, 343675

**C CALIBRATE AIR DATA COMPUTER**

NO TEXT AVAILABLE AT THIS TIME.

OPERATOR: ED-WES, INC.

REPORT DATE 08/12/91

WORK COMPLIANCE FORM NO.

78.130

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 78- 6

AIRCRAFT REG.: N368MD

PAGE 1

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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.

78-014

DATE

HOURS

LANDINGS

CYCLES

29 29

5000

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 8 DAY 20 YEAR 91 AIRCRAFT HOURS: 4906.4 LANDINGS: 3534

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: AWKD 298C

INSPECTED BY: [Signature] KIND OF CERTIFICATE: C.R.S

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

TECHNICIAN INSPECTOR MAN-HOURS

780148 INSPECT LEFT THRUST REVERSER...GRUMMAN PMINSP-L84-01..... [Signature] [Signature] \_\_\_\_\_

780648 INSPECT RIGHT THRUST REVERSER...GRUMMAN PMINSP-L84-01..... [Signature] [Signature] \_\_\_\_\_

780148, 780648

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 78.110.

INSPECT THRUST REVERSER (REFER TO FIGURES 1 THROUGH 9 ON CARD 78-6)

EQUIPMENT/CONSUMABLES: DYE PENETRANT PER MIL-I-68668B OR EQUIVALENT

CAUTION: CARE MUST BE TAKEN WHEN PLACING THE AFT COWL ON A PALLET FOR INSPECTION. THE THROTTLE RETARDER TUBE EXTENDS THROUGH THE FORWARD BULKHEAD BEYOND THE MOUNTING FLANGE AND CAN BE DAMAGED WHEN THE COWL IS PLACED IN A STANDING POSITION. TO PREVENT THIS, THE COWL SHOULD BE SUPPORTED ON BLOCKS TO PROVIDE CLEARANCE FOR THE RETARDER TUBE.

RIGGING OF THRUST REVERSER OPERATING COMPONENTS SHALL BE ACCOMPLISHED WHENEVER ANY OF THE FOLLOWING COMPONENTS ARE ADJUSTED REPLACED: DOORS, PUSHRODS, IDLERS, ACTUATORS, DOOR STOPS. ACTUATOR/F10A-5-SCH203-1/-3 (FIGURE 2, ITEM 127). ACTUATOR WILL LOCK IN EXTENDED POSITION AND MUST BE RETRACTED HYDRAULICALLY. DO NOT ROTATE PISTON WHILE IN EXTENDED POSITION TO AVOID DAMAGING SWITCH. PISTON ROD-END ALIGNMENT WITH ACTUATOR HOUSING MUST BE MAINTAINED DURING ACTUATION.

1. REMOVE THE THRUST REVERSER DOORS. TAG UPPER AND LOWER DOORS AND HARDWARE PRIOR TO INSPECTION. RECORD

	PART NO.	S/N		S/N
LOWER DOOR		1508	Lower	1574
UPPER DOOR		1572	Upper	1571

NOTE: WHEN DISCONNECTING THROTTLE RETARDER FEEDBACK ASSEMBLY FROM LOWER DOOR, BE CAREFUL NOT TO ROTATE ROD-END SO THAT FEEDBACK ASSEMBLY RIGGING IS NOT DISTURBED.

2. VISUALLY INSPECT THE INNER AND OUTER SKINS FOR CRACKS, CORROSION, DISTORTION, LOOSE OR MISSING RIVETS, AND OBVIOUS DAMAGE. REPAIR OR REPLACE DISCREPANT ITEMS AS NECESSARY.

3. VISUALLY INSPECT THE HINGE ASSEMBLIES FOR CRACKS, CORROSION, DISTORTION, LOOSE OR CRACKED BUSHINGS AND BEARINGS, AND OBVIOUS DAME. IF DOUBT EXISTS, DYE-PENETRANT PER MIL-I-6866B OR EQUIVALENT. IF USED, BEARINGS SHOULD BE PROTECTED, AND DYE-PENETRANT CAREFULLY BRUSH-APPLIED, FOLLOWED BY THOROUGH CLEANING OF HINGE ASSEMBLY. REPAIR OR REPLACE DISCREPANT ITEMS AS NECESSARY.

4. INSPECT THRUST REVERSER DOORS AND ATTACHING HARDWARE FOR DAMAGE AND WEAR PER TABLE 1 OF ALLOWABLE WEAR DATA.

5. STANG AREA INSPECTION (FIGURE 2).

A. WITH STANG COVERS REMOVED (FIGURE 2, ITEM 68) INSPECT THE STRUCTURE FOR CRACKS, CORROSION, DISTORTION, LOOSE OR MISSING RIVETS, LOOSE HARDWARE AND OBVIOUS DAMAGE. REPAIR OR REPLACE AS NECESSARY.

B. INSPECT ELECTRICAL HARNESSSES FOR CHAFING, WEAR, BURN INDICATIONS, OR OTHER DAMAGE. REPAIR OR REPLACE AS NECESSARY.

C. INSPECT HYDRAULIC LINES FOR CHAFING, LEAKAGE OR OTHER DAMAGE. REPAIR OR REPLACE AS NECESSARY.

6. ACTUATOR INSPECTION (FIGURE 2, ITEM 127), F10A-5-SCH203-(X)

A. RECORD PART NUMBER AND SERIAL NUMBER. P/N \_\_\_\_\_ S/N \_\_\_\_\_

B. WITH THE ACTUATOR REMOVED, VISUALLY INSPECT FOR LEAKAGE AROUND THE GLAND NUT (ITEM 4, FIGURE 3) AND THE SWITCH HOUSING (ITEM 32, FIGURE 3).

C. VISUALLY INSPECT THE ACTUATOR FOR CRACKS OR OTHER STRUCTURAL DAMAGE. WHERE NECESSARY, DYE-PENETRANT INSPECT

OPERATOR: ED-WES, INC.

REPORT DATE 08/12/91

WORK COMPLIANCE FORM NO.

78.130

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND (CONTINUED)

CARD NO: 78- 6

AIRCRAFT REG.: N368MD

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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.

78-014

DATE

HOURS

LANDINGS

CYCLES

29 29

3000

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

- (MIL-L-6866B OR EQUIVALENT) SHOULD BE USED TAKING CARE TO PROTECT THE SWITCH, GLAND, PISTON, AND BEARINGS.
- D. VISUALLY INSPECT THE ACTUATOR PISTON (ITEM 11, FIGURE 3) FOR OBVIOUS WEAR/SCORING. THE PISTON CAN BE EXTENDED, PROVIDING THAT THE SHAFT/HOUSING ALIGNMENT IS MAINTAINED AND THE SHAFT IS NOT ROTATED. REFER TO CAUTIONS. REPAIR OR REPLACE AS NECESSARY.
- E. INSPECT ACTUATOR INSTALLATION HARDWARE/BEARINGS PER TABLE 2 OF ALLOWABLE WEAR DATA:
- 7. PUSH ROD ASSEMBLY F10A-5-C20001-3 AND ATTACHING HARDWARE INSPECTION (FIGURE 5):
  - A. WITH THE PUSH ROD (FIGURE 5, ITEM 11) REMOVED, INSPECT FOR LOOSE RIVETS (FIGURE 5, ITEMS 80/120) AND/OR LOOSE TERMINAL ENDS (FIGURE 5, ITEMS 100/140).
  - B. VISUALLY INSPECT PUSH ROD ASSEMBLY FOR CRACKS, CORROSION, DISTORTION, AND OBVIOUS DAMAGE.
  - C. INSPECT ADJUSTABLE ROD-END ASSEMBLY FOR DAMAGED THREADS, ROD-END BEARINGS FOR BINDING AND OVERALL CONDITIONS.
  - D. INSPECT ATTACHING HARDWARE AND BEARINGS FOR WEAR PER TABLE 3 OF ALLOWABLE WEAR DATA.
- 8. IDLER ASSEMBLY F10A-5-C20600-3 (FIGURE 2, ITEM 136) AND ATTACHING HARDWARE INSPECTION:
  - A. WITH THE IDLER ASSEMBLY (FIGURE 2, ITEM 136) REMOVED, VISUALLY INSPECT FOR CRACKS, CORROSION, DISTORTION, AND OBVIOUS DAMAGE. DYE-PENETRANT PER MIL-I-6866B OR EQUIVALENT WHERE NECESSARY.
  - B. INSPECT BUSHINGS, BEARINGS, AND HARDWARE FOR WEAR PER TABLE 4 OF ALLOWABLE WEAR DATA.
- 9. IDLER ATTACHMENT FITTINGS AND BUSHING (FIGURE 2, ITEMS 216, 217) INSPECTION:
  - A. VISUALLY INSPECT THE IDLER FITTINGS FOR CRACKS, CORROSION, DISTORTION AND OTHER OBVIOUS DAMAGE. DYE-PENETRANT PER MIL-I-6866B OR EQUIVALENT WHERE NECESSARY.
  - B. INSPECT THE FITTINGS AND BUSHINGS PER TABLE 5 OF ALLOWABLE WEAR DATA.
- 10. SECONDARY LOCK SOLENOID, F10A-5-SCAV200-1 AND LATCH, F10A-5-C20500-15 (FIGURE 7, 8 AND 9) INSPECTION. IT IS NOT NECESSARY TO ELECTRICALLY DISCONNECT THE SOLENOID TO PERFORM THIS INSPECTION.
  - A. VISUALLY INSPECT ALL LEADS FOR CRACKED, BURNED, OR OTHERWISE DETERIORATED INSULATION.
  - B. VISUALLY INSPECT SHAFT FOR CRACKS, DISTORTION AND EVIDENCE OF WEAR.
  - C. VISUALLY INSPECT CASE FOR CRACKS, DENTS AND BURN SPOTS. PARTICULAR CARE SHOULD BE TAKEN TO INSPECT FOR CRACKS AROUND THE MOUNTING LUGS.
  - D. INSPECT PUSH ROD/LATCH CLEVIS TO THE DIMENSIONS NOTED IN FIGURE 8.
  - E. INSPECT THE PUSH ROD AND PLUNGER THREADS FOR WEAR (FIGURE 8).
  - F. VISUALLY INSPECT THE LATCH, F10A-5-C20500-15 FOR WEAR, DISTORTION, CRACKS OR OTHER ANOMALY.
  - G. INSPECT ALL LATCH WEAR POINTS PER FIGURE 9. RECORD FINDINGS ON TABLE 6.
- 11. STANG HINGE FITTING ASSEMBLY, F10A-5-B20600-1, -15 INSPECTION (FIGURE 6).
  - A. VISUALLY INSPECT FITTING ASSEMBLY FOR CRACKS, CORROSION, DISTORTION, AND OBVIOUS DAMAGE. DYE-PENETRANT PER MIL-I-6866B OR EQUIVALENT MAY BE USED WHERE REQUIRED.
  - B. VISUALLY INSPECT BUSHINGS FOR LOOSENESS AND CRACKS.
  - C. INSPECT BUSHINGS FOR WEAR PER FOLLOWING TABLE OF ALLOWABLE WEAR DATA.
- 12. AFT COWL, F10A-5-B20202 - INSPECTION:
  - A. INSPECT THE OUTER COWL PANELS FOR DENTS, CORROSION, DISTORTION, CRACKS, AND LOOSE OR MISSING RIVETS.
  - B. INSPECT THE INNER DUCT STRUCTURE FOR CRACKS, CORROSION, STRUCTURAL DAMAGE, LOOSE OR MISSING RIVETS, DISTORTION, AND HOT SPOTS.
  - C. INSPECT THE STANG (SUPPORT) STRUCTURE FOR STRUCTURAL DAMAGE, CORROSION, AND LOOSE OR MISSING RIVETS.
  - D. INSPECT THE ELECTRICAL WIRING FOR LOOSE CONNECTIONS AND SECURITY OF INSTALLATION.
  - E. REPAIR OR REPLACE AS NECESSARY.
- 13. UPON COMPLETION OF THE 3000 HOUR INSPECTION, THE THRUST REVERSER SHOULD BE REASSEMBLED, INSTALLED ON THE AIRCRAFT, RERIGGED AND RETESTED PER THE APPLICABLE IAI MAINTENANCE MANUAL. REFER TO WORK COMPLIANCE FORM 78.110.

ITEM/PART NO.	DIMENSION	LOWER	UPPER
QTY. PER ASSY	IN INCHES	DOOR	DOOR

BUSHING, F10A-5-B20500-15	ID	.3143	
QTY (1) (FIG. 1, ITEM 90)		.3126	
CASTINGS F10A-5-B20601-3, 4	ID	.4380	
AT PUSHROD AND RETARDER PICKUPS		.4370	

INSPECT ATTACHING HARDWARE FOR DAMAGE TO THREADS AND WEAR PER TABLE OF ALLOWABLE WEAR DATA (REFER TO FIG. 2)

(2)

(1)



OPERATOR: ED-WES, INC.

REPORT DATE 08/12/91

WORK COMPLIANCE FORM NO.

78.130

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND (CONTINUED)

CARD NO: 78- 6

AIRCRAFT REG.: N368MD

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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.

78-014

DATE

HOURS

LANDINGS

CYCLES

29 29

5000

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

BOLT, GB511DA5-15 OD .3120  
 QTY (3) (FIG. 2, ITEM 113) .3115  
 VISIBLE THREAD WEAR IS CAUSE FOR REPLACEMENT.

.3120 .3120  
~~.3120~~

BUSHING, F10A-5-B20501-11 ID .3135  
 QTY (2) (FIG. 2, ITEM 114) .3125

OD .4367  
 .4365

.3127 .3127  
~~.4366~~

BOLT, GB511BG6-16A OD .3745  
 QTY (4) (FIG.2, ITEM 143) .3733  
 VISIBLE THREAD WEAR IS CAUSE FOR REPLACEMENT.

INBD .3734 INBD .3734  
 OUTBD .3734 OUTBD .3734

NOTE: GB511BG6-16A REPLACES GB511DA6-16 FOR ALL SPARES AND REPLACEMENTS.

BUSHING SLEEVE, F10A-5-B20501-29 ID .3750  
 QTY (3) PER DOOR (FIG.2, ITEM 144) .4997  
 OD .4995

INBD INBD  
 OD .4997 OD .4997  
 LENGTH .3050 .3050

OD .4997  
 .4995  
 LENGTH .3050  
 .3000

OUTBD (1)  
 ID .3750 ID .3750  
 OD .4997 OD .4997  
 LENGTH .3050 .3050  
 OUTBD (2)

NOTE: QTY (1) INBOARD BUSHING  
 QTY (2) OUTBOARD BUSHING

INBD .3750 INBD .3750  
 OD .4997 OD .4997  
 LENGTH .3050 .3050

BEARING ASSY, F10A-5B20502 .3750  
 GB520DN6 ID .3745  
 QTY (2) (FIG.1, ITEM 100)

INBD .3745 INBD .3745  
 OUTBD .3745 OUTBD .3745

NOTE: BEARING ASSEMBLY GB520DN6 REPLACES F10A-5-B20502-1 FOR ALL SPARES AND REPLACEMENTS.

NOTE: REPLACE LOOSE OR SLOPPY BEARINGS. ALLOWABLE BEARING PLAY:

RADIAL - .0005 - .002  
 AXIAL - .0015 - .006  
 REPAIR OR REPLACE ALL DISCREPANT ITEMS AS NECESSARY.

TABLE 1

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

REPORT DATE 08/12/91  
 MODEL: 1124A WESTWIND (CONTINUED)

WORK COMPLIANCE FORM NO. 78.130  
 CARD NO: 78- 6

91224  
 78-014  
 29 29

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES
	5000		

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

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

ITEM/PART NO. QTY. PER ASSY	DIMENSION IN INCHES	LOWER DOOR	UPPER DOOR
BUSHING, SHOULDERED/F10A-5-B20500-27 QTY. (2) (FIG.3, ITEM 101)	.4385 ID .4375	<u>.4375</u>	<u>.4375</u>
BUSHING, SLEEVE/F10A-5-B20501-19 QTY. (1) (FIG.3, ITEM 102)	.4385 ID .4375	<u>.4375</u>	
	OD .5617 .5615	<u>.5617</u>	
	LENGTH .270 .265	<u>.266</u>	
BOLT, GB5118G7-15A QTY. (2) (FIG.3, ITEM 100)	.4367 OD .4358	IDLER FIXED PIVOT	<u>.4358</u> <u>.4358</u>

VISIBLE THREAD WEAR IS CAUSE FOR REPLACEMENT.

ROD-END BEARING 12111164-23 QTY. (1) (FIG.3, ITEM 1)	.4370/.4375	<u>.4370</u>	
BEARING MS21232-7 QTY. (1) (FIG.3, ITEM 29)	.4370/4375	<u>.4370</u>	

NOTE: REPLACE LOOSE BEARINGS.

REPAIR OR REPLACE DISCREPANT ITEMS AS NECESSARY.

TABLE 2

TABLE OF ALLOWABLE WEAR DATA

ITEM/PART NO. QTY. PER ASSY	DIMENSION IN INCHES	LOWER DOOR FIXED END	UPPER DOOR FIXED END
BEARING ASSY., GB520DN5 QTY.(2) (FIG.5, ITEMS 90, 150)	.3125 ID .3120	ADJ END <u>.3120</u>	ADJ END <u>.3120</u>
BUSHING, SLEEVE, F10A-5-B20501-25 QTY (1) (FIG.5, ITEM 10)	.3135 ID .3125 OD .4367 .4365	<u>.3125</u> <u>.4367</u>	
BUSHING SLEEVE, F10A-B20501-11 QTY.(1) (FIG.5, ITEM 20)	.3135 ID .3125 OD .4367 .4365	<u>.3125</u> <u>.4367</u>	
BOLT, GB5118G5-15A	.3117	FIXED	FIXED

OPERATOR: ED-WES, INC.  
 AIRCRAFT NO.: 368  
 AIRCRAFT REG.: N368ND

REPORT DATE 08/12/91  
 MODEL: 1124A WESTWIND (CONTINUED)

WORK COMPLIANCE FORM NO. 78.130  
 CARD NO: 78- 6

91224 78-014 29 29	WORK DUE AT		* = APU HRS.	
	DATE	HOURS	LANDINGS	CYCLES
		5000		

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

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

QTY.(4) (FIG.5, ITEM 1)

.3108

END .3117 END .3117

REPAIR OR REPLACE ALL DISCREPANT ITEMS AS NECESSARY

ADJ .3117 ADJ .3117  
 END .3117 END .3117

TABLE 3

ITEM/PART NO. QTY. PER ASSY	DIMENSION IN INCHES
BUSHING, SHOULDERED/F10A-5-B20500-23 QTY.(2) (FIG.4, ITEM 10)	ID .3145 .3135
BUSHING, SHOULDERED/F10A-5-B20500-29 QTY.(1) (FIG.4, ITEM 20)	ID .4395 .4385
BEARING ASSY/GB520DN4 QTY.(2) (FIG.4, ITEM 30)	ID .2500 .2495
CASTING HOLES/F10A-5-C20600-(3) (FIG.2, ITEM 11) AS NOTED.	ID .4380
	ID .4370
	ID .5630
	ID .5620
BOLT, NAS 1304-14D QTY.(1) (FIG.2, ITEM 128)	OD .2495 .2485
	OD .2495 .2485
BUSHING, F10A-5-B20501-27 QTY.(3) (FIG.2, ITEM 130)	ID .251
	OD .250
	OD .3747
	OD .3745
LENGTH	.317 .312

UPPER .3136  
 LOWER .3136

.4391

UPPER .2496  
 LOWER .2496

UPPER .4387

MID .5629

LOWER .4383

.2470

.2470

ID	OD	LENGTH
UPPER <u>.251</u>	<u>.371</u>	<u>.315</u>
LOWER (UP) <u>.251</u>	<u>.371</u>	<u>.314</u>
LOWER (DN) <u>.251</u>	<u>.371</u>	<u>.314</u>

REPAIR OR REPLACE ALL DISCREPANT ITEMS AS NECESSARY.

TABLE 4

TABLE OF ALLOWABLE WEAR DATA

ITEM/PART NO. QTY. PER ASSY	DIMENSION IN INCHES
BUSHING, F10A 5-B20500-21 QTY.(1) (FIG.2, ITEM 131)	ID .2500 .2510

.2520

UPPER FITTING, F10A-5-B20603 ID .375

UPPER FLANGE .375

OPERATOR: ED-WES, INC.

REPORT DATE 08/12/91

WORK COMPLIANCE FORM NO.

78.130

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND (CONTINUED)

CARD NO: 78- 6

AIRCRAFT REG.: N368MD

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91224  
78-014  
29 29

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES
	5000		

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

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

QTY.(1), (FIG.2, ITEM 216) .376

LOWER FITTING, F10A-5-B20604 OD .375

QTY.(1) (FIG.2, ITEM 217) .376

UPPER FLANGE .382  
LOWER FLANGE .385

TABLE 5

TABLE OF ALLOWABLE WEAR DATA

ITEM/PART NO. QTY. PER ASSY		DIMENSION IN INCHES
F10A-5-C20500-15	ID	.3750 .3760
QTY.(1) (FIG.9)	SLOT	.3760 .313 .315

.385  
.318

VERIFY - 15 CONFIGURATION BY PRESENCE OF TWO (2) .19 HOLES.  
REPAIR OR REPLACE AS NECESSARY.

TABLE 6

TABLE OF ALLOWABLE WEAR DATA

ITEM/PART NO. QTY. PER ASSY		DIMENSION IN INCHES
BUSHING, SHOULDERED, F10A-B20500-19		.3770
QTY.(2) (FIG.6, ITEM 10)	ID	.3760
CASTING, F10A-5-B20600-1		.501
QTY.(1), (FIG.6, ITEM 20)	ID	.500
CASTING, F10A-5-B20600-15		.501
QTY.(1) (FIG.6, ITEM 1)	ID	.500

INBD STANG:  
LWR INBD FLG .376  
UPR INBD FLG .377

INBD STANG:  
LWR OUTBD FLG .501  
UPR OUTBD FLG .501

OUTBD STANG:  
LWR INBD FLG .501 .510  
UPR INBD FLG .501 .510  
LWR OUTBD FLG .504  
UPR OUTBD FLG .506

REPAIR OR REPLACE AS NECESSARY

TABLE 7

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO.

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

PAGE 1

90107

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.

29 29

UNSCHEDULED

\*\*\*\*\*

COMPONENT UPDATE:

WORK ACCOMPLISHED: DATE: MONTH Apr DAY 8 YEAR '91 AIRCRAFT HOURS: 4842.1 LANDINGS: 3455

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: 560767740

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

CODE: 24 0126 PART NAME: R/H Starter/Gen

REASON REMOVED: (CHECK ONE)

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

PART REMOVED: PART NUMBER \_\_\_\_\_ SERIAL NUMBER: \_\_\_\_\_

PART INSTALLED: PART NUMBER 23065-018-1 SERIAL NUMBER: 3268

TIME SINCE NEW: HRS \_\_\_\_\_ LDGS \_\_\_\_\_ MOS \_\_\_\_\_ TIME SINCE OVERHAUL: HRS 613 LDGS \_\_\_\_\_ MOS \_\_\_\_\_

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

REMARKS: O/H due 5229 TTAC

\*\*\*\*\*

SERVICE/INSPECTION UPDATE:

WORK ACCOMPLISHED: DATE: MONTH \_\_\_\_\_ DAY \_\_\_\_\_ YEAR \_\_\_\_\_ AIRCRAFT HOURS: \_\_\_\_\_ LANDINGS: \_\_\_\_\_

TECHNICIAN SIGNATURE: \_\_\_\_\_ CERTIFICATE NUMBER: \_\_\_\_\_

INSPECTED BY: \_\_\_\_\_ KIND OF CERTIFICATE: \_\_\_\_\_

CODE	JOB DESCRIPTION	TECHNICIAN	INSPECTOR	MAN-HOURS HRS. TMS

REMARKS: \_\_\_\_\_

\*\*\*\*\*

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO.

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

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89313

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

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

UNSCHEDULED

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COMPONENT UPDATE:

WORK ACCOMPLISHED: DATE: MONTH Apr DAY 8 YEAR '91 AIRCRAFT HOURS: 4842.1 LANDINGS: 3455

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: 560767740

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

CODE: 24 0116 PART NAME: L/H Starter/Gen

REASON REMOVED: (CHECK ONE)  
TIME A ( ) FAIL B ( ) WORN C ( ) LOANER D ( ) SCHED CONV EX MOD G ( ) SERVICE K ( ) ENG CHG L ( ) TIRE CHG M ( ) DAMAGED T ( )

PART REMOVED: PART NUMBER \_\_\_\_\_ SERIAL NUMBER: \_\_\_\_\_

PART INSTALLED: PART NUMBER 23065-018-1 SERIAL NUMBER: 2258

TIME SINCE NEW: HRS \_\_\_\_\_ LDGS \_\_\_\_\_ MOS \_\_\_\_\_ TIME SINCE OVERHAUL: HRS 264 LDGS \_\_\_\_\_ MOS \_\_\_\_\_

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

REMARKS: O/H due 5578 TTAC

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SERVICE/INSPECTION UPDATE:

WORK ACCOMPLISHED: DATE: MONTH \_\_\_\_\_ DAY \_\_\_\_\_ YEAR \_\_\_\_\_ AIRCRAFT HOURS: \_\_\_\_\_ LANDINGS: \_\_\_\_\_

TECHNICIAN SIGNATURE: \_\_\_\_\_ CERTIFICATE NUMBER: \_\_\_\_\_

INSPECTED BY: \_\_\_\_\_ KIND OF CERTIFICATE: \_\_\_\_\_

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

REMARKS: \_\_\_\_\_

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OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO.

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

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

\*\*\*\*\*

COMPONENT UPDATE: R 991040

WORK ACCOMPLISHED: DATE: MONTH 12 DAY 24 YEAR 91 AIRCRAFT HOURS: 5008 LANDINGS: 3641

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: 500767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE: A/P

CODE: R 991040 PART NAME: AD 91-13-08

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 NOS TIME SINCE OVERHAUL: HRS LDGS NOS

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

REMARKS: INSTALLED PLACARD c/w AD 91-13-08

\*\*\*\*\*

SERVICE/INSPECTION UPDATE:

WORK ACCOMPLISHED: DATE: MONTH DAY YEAR AIRCRAFT HOURS: LANDINGS:

TECHNICIAN SIGNATURE: CERTIFICATE NUMBER:

INSPECTED BY: KIND OF CERTIFICATE:

CODE	JOB DESCRIPTION	TECHNICIAN	INSPECTOR	MAN-HOURS HRS. THS

REMARKS:

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