

OPERATOR: ED WES. INC.

REPORT DATE 01/11/91

WORK COMPLIANCE FORM NO.

10.010

AIRCRAFT NO.: 362

MODEL: 1124A WESTWIND

OPER03

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050600+ 150/300/600 HR INSPECTION

| | | | | | |
|--------|-------------|--------------|----------|--------|--|
| 91011 | 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 | | 4873 | | | OK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1 |

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 29 YEAR 91 AIRCRAFT HOURS: 4978.5 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

| | | | |
|--------|--|--------------------|--------------------|
| | TECHNICIAN | INSPECTOR | MAN-HOURS |
| | | | HRS. THS |
| 100310 | CHECK AIRWORTHY DIRECTIVES...MM 5-20-00. | <u>[Signature]</u> | <u>[Signature]</u> |

NO TEXT AVAILABLE AT THIS TIME.

OPERATOR: ED-WES, INC.
 AIRCRAFT NO.: 359
 AIRCRAFT REG.: N368MD

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

WORK COMPLIANCE FORM NO. 10.020
 OPERC3
 050600+ 150/300/600 HR INSPECTION

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| 00-000 | DATE | HOURS | LANDINGS | CYCLES | |
| 29 29 | | 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: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

TECHNICIAN INSPECTOR MAN-HOURS
 HRS.THS

[Signature] [Signature]

100320 CHECK SERVICE BULLETINS...MM 5-20-00.....

NO TEXT AVAILABLE AT THIS TIME.

OPERATOR: ED-WEIS, INC.

REPORT DATE 01/11/91

WORK COMPLIANCE FORM NO. 10.030

AIRCRAFT NO.: 352

MODEL: 1104A WESTWIND

OPER03

AIRCRAFT REG.: N368MD

ISSUED 07-85 REV.

050600+ 150/300/600 HR INSPECTION

| 91011 | 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 | | 4873 | | | | OK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1 |

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 20 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3484

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

TECHNICIAN INSPECTOR MAN-HOURS
HRS.THS

[Signature] [Signature]

100330 CHECK SERVICE LETTERS...MM 5-20-00.....

NO TEXT AVAILABLE AT THIS TIME.

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

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

WORK COMPLIANCE FORM NO. 12.010
 OPER03
 050600+ 150/300/600 HR INSPECTION

| 91011 | WORK DUE AT | | * = APU HRS | |
|--------|-------------|-------|-------------|--------|
| 00-000 | DATE | HOURS | LANDINGS | CYCLES |
| 29 29 | | 4873 | | |

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

OK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 20 YEAR 91 AIRCRAFT HOURS: 4878-5 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

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

120150 CHECK PRE-FLIGHT COMPLETE...NM 5-30-00.....

NO TEXT AVAILABLE AT THIS TIME.

OPERATOR: ED-WEB, INC.

REPORT DATE 05/10/91

WORK COMPLIANCE FORM NO.

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

PAGE 1

91130

WORK DUE AT

* = APU HRS.

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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.

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AIRCRAFT REG.: N368MD

050600+ 150/300/600 HR INSPECTION

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| 29 29 | | 4873 | | CK CURRENT DUE LIST FOR DUE TIME CHGS |

050600+ 150/300/600 HR INSPECTION

| CODE NO. | WCF NO. CARD NO. | WORK DESCRIPTION REFERENCE | C/W DATE MO/ DAY/YR | C/W HOURS | C/W LANDINGS | ACTUAL MAN HOURS | TECHNICIAN | INSPECTOR | EST MH |
|----------|---------------------|--|------------------------|--------------|-----------------|---------------------|------------|-----------|-----------|
| 100310+ | 10.010 | CK AIRWORTHY DIRECTIVES MM 5-20-10 | / / | | | | | NR | ✓ |
| 100320+ | 10.020 | CK SERVICE BULLETINS MM 5-20-10 | / / | | | | | | ✓ |
| 100330+ | 10.030 | CK SERVICE LETTERS MM 5-20-10 | / / | | | | | | ✓ |
| 120150+ | 12.010 | CK PREFLIGHT COMPLETE MM 5-20-10 | / / | | | | | MS | ✓ |
| 210276+ | 21.030 | OP CK PRESS SWITCHES/VALV MM 21-00-00 | / / | | | | JWO | POK | ✓ |
| 210191+ | 21.040A 21- 2 | INS/CLN OUTFLOW NORM VLV MM 21-30-00 | / / | | | | DSB | POK | ✓ |
| 210201+ | 21.040A 21- 2 | INS/CLN OUTFLOW SAFE VLV MM 21-30-00 | / / | | | | DSB | POK | ✓ |
| 210671+ | 21.050A 21- 3 | INS/CLN/TST WATER SEP CON MM 21-70-00 | / / | | | | PH | POK | ✓ 1.0 |
| 210211 | 21.080 | REPL UPPER IN AIR FILT EL MM 21-30-00 | / / | | | | JWO | POK | ✓ PAT |
| 210221 | 21.080 | REPL LOWER IN AIR FILT EL MM 21-30-00 | / / | | | | JWO | POK | ✓ TIM |
| 210681 | 21.290A 21- 7 | CHG COOLING TURBINE OIL MM 12-10-10 | / / | | | | CP | POK | ✓ PAT |
| 210622+ | 21.420A | INSP 35D DUCT SENSOR MM5-20-05 | / / | | | | PH | POK | ✓ PAT |
| 210178 | 21.480 21-12 | CLN CBN AIR PR CNTLR FLTR MM 21-30-00 | / / | | | | JWO | POK | ✓ TIM |
| 210290+ | 21.490 | CK AC DUCTING AND TUBING WCF 21.490 | / / | | | | PMM | POK | ✓ PETE |
| 210102+ | 21.500 | VIS INSP L BLEED SW VALVE WCF 21.500 | / / | | | | PMM | POK | ✓ PETE |
| 210112+ | 21.500 | VIS INSP R BLEED SW VALVE WCF 21.500 | / / | | | | PMM | POK | ✓ PETE |
| 230218+ | 23.120 | CHECK S/D WICK RESISTANCE MM 23-60-00 | / / | | | | DSB | POK | ✓ |
| 240121+ | 24.010A 24- 1 | CK L START/GEN BR WEAR/TN MM 80-10-10 | / / | | | | PH | POK | ✓ |
| 240131+ | 24.010A 24- 1 | CK R START/GEN BR WEAR/TN MM 80-10-10 | / / | | | | PH | POK | ✓ |
| 240161+ | 24.020A 24- 2 | CK ELECTROLYTE LEFT BATT MM 12-10-06 | / / | | | | Jm | POK | ✓ 1.0 |
| 240176+ | 24.020A 24- 2 | CK ELECTROLYTE RIGHT BATT MM 12-10-06 | / / | | | | Jm | POK | ✓ 1.0 |
| 240166 | 24.020B | DEEP CYCLE LEFT BATTERY MM 12-10-06 | / / | | | | Jm | POK | ✓ 2.0 |
| 240181 | 24.020B | DEEP CYCLE RIGHT BATTERY MM 12-10-06 | / / | | | | Jm | POK | ✓ 2.0 |
| 240203+ | 24.070 | F/CK BATT TEMP/WARN SYS. MM 24-30-01 | / / | | | | POK | JWO | ✓ |

OPERATOR: ED-WES, INC.
 AIRCRAFT NO.: 368
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REPORT DATE 01/11/91
 MODEL: 1124A WESTWIND (CONTINUED)

WORK COMPLIANCE FORM NO.

OPER03

050600+ 150/300/600 HR INSPECTION

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

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| 29 29 | | 4873 | | |

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 |
|-----------|---------------------|--|------------------------|--------------|-----------------|---------------------|------------|-----------|-----------|
| 241653+ | 24.140 | RESIS CK CIRCUIT BREAKERS MM 24-50-00 | / / | | | | Pmm | POK | ✓ |
| 241655+ | 24.150 | INSP DIST BUS CIRC BREAKR MM 24-50-00 | / / | | | | POK | POK | ✓ |
| 241657+ | 24.160 | INSP/TST PRIOR BUS DIODES MM 24-50-00 | / / | | | | POK | POK | ✓ |
| 244010+ | 24.170 | CK AFT RELAY PANEL AC/DC WCF 24.170 | / / | | | | Pmm | POK | ✓ |
| 244015+ | 24.180 | CK HORZ STAB ACT RLY BOX WCF 24.180 | 6, 3, 91 | | | | POK | POK | ✓ |
| 240114+ | 24.190 | CK AC INV BLD CONTROL BOX WCF 24.190 | / / | | | | Pmm | POK | ✓ |
| 260186+ | 26.020 | OP CK FIRE PROTECTION SYS MM 26-00-00 | / / | | | | Pmm | POK | ✓ |
| 260174+ | 26.030 | INSPECT COCKPIT FIRE EXT MM 26-20-00 | 6, 5, 91 | | | | CP | POK | ✓ |
| 260184+ | 26.030 | INSPECT CABIN FIRE EXT MM 26-20-00 | 6, 5, 91 | | | | CP | POK | ✓ |
| 270140+ | 27.070 | CK ALL CONTROL FREEPLAY MM 27-10-00 | / / | | | | POK | POK | ✓ |
| 270158+ | 27.130 | INSP ROD TRIM TAB FREE PL MM 27-20-00 | 6, 3, 91 | | | | POK | POK | ✓ |
| 270193+ | 27.150A | INSP L ELEV SKIN SEPARATE MM 27-30-00 | 6, 4, 91 | | | | POK | POK | ✓ |
| 270203+ | 27.150A | INSP R ELEV SKIN SEPARATE MM 27-30-00 | 6, 4, 91 | | | | POK | POK | ✓ |
| 270213+ | 27.190 | LUB ELEVATOR ATTACH PTS MM 12-20-00 | 6, 4, 91 | | | | POK | POK | ✓ |
| 270238+ | 27.200A | INSPECT LEFT FLAP MM 27-50-00 | / / | | | | POK | POK | ✓ |
| 270243+ | 27.200A | INSPECT RIGHT FLAP MM 27-50-00 | / / | | | | POK | POK | ✓ |
| 270237+ | 27.200B | INSP L FLAP VANE MM 27-50-00 | / / | | | | POK | POK | ✓ |
| 270247+ | 27.200B | INSP R FLAP VANE MM 27-50-00 | / / | | | | POK | POK | ✓ |
| 270248+ | 27.200C | FUNCT CK FLP TIME EXD RLY MM 27-50-00 | / / | | | | POK | POK | ✓ |
| 270335+ | 27.280 | OP CK SP BRK/LIFT DUMP MM 27-60-00 | / / | | | | POK | POK | ✓ |
| W 270176 | 27.340 | LUBE RUDDER PEDAL ARMS MM 12-20-00 | / / | | | | POK | POK | ✓ |
| W 270179 | 27.350 | LUBE CONTROL COLUMNS MM 12-20-00 | / / | | | | POK | POK | ✓ |
| W 270346 | 27.360 | LUBE FLT CONT BELLCRANKS MM 12-20-00 | / / | | | | POK | POK | ✓ |
| W 270356 | 27.370 | LUBE GUSTLOCK SYSTEM MM 12-20-00 | / / | | | | POK | POK | ✓ |
| W 270351+ | 27.380 | INSP/LUBE PRESSURE SEALS WCF 27.380 | / / | | | | POK | POK | ✓ |

CONTINUED

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

REPORT DATE 01/11/91
 MODEL: 1124A WESTWIND (CONTINUED)

WORK COMPLIANCE FORM NO.

050600+ 150/300/600 HR INSPECTION

OPER03

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

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CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 3

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|--------------------|---------------------|-------------------------------|------------------------|--------------|-----------------|---------------------|------------|-----------|--------------------|
| 270271+ | 27.430 | ADJ/TEST FLAP COMPARATOR | / / | | | | DEB | JW | ✓ |
| | 27-13 | MM 27-50-00 | | | | | | | |
| <i>cpw</i> 270340+ | 27.440 | CK CBLE TNSN FLT/PAS CMPT | / / | | | | DEB | PK | ✓ |
| | 27-14 | MM 27-00-00 | | | | | | | |
| <i>cpw</i> 270341+ | 27.440 | CK CABLE TNSN AFT FUSE | / / | | | | Pmm | POK | ✓ |
| | 27-14 | MM 27-00-00 | | | | | | | |
| 270211+ | 27.500 | INSP SCISSORS ASSY | 6, 3, 91 | | | | N/A | N/A | FLIGHT ✓ |
| | 27-19 | SB1124-55-097 | | | | | | | |
| 281602+ | 28.090B | OP CK FUEL DUMP SYSTEM | / / | | | | | | |
| | MM 28-00-00 | | | | | | | | |
| 281150+ | 28.090C | CK OPERATION BOOST PUMPS | / / | | | | DEB | POK | ✓ |
| | MM 28-00-00 | | | | | | | | |
| 290106 | 29.010A | REPL HYD RES FILTER | / / | | | | Pmm | POK | ✓ |
| | 29- 1 | MM 29-10-00 | | | | | | | |
| 290116+ | 29.050A | INS/RPL RES AIR VENT FILT | / / | | | | Pmm | POK | ✓ |
| | 29- 3 | MM 29-10-00 | | | | | | | |
| 290131+ | 29.050B | INS/RPL RES AIR PRESS FLT | / / | | | | Pmm | POK | ✓ |
| | 29- 3 | MM 29-10-00 | | | | | | | |
| 290171 | 29.050C | REPL L HI PRES FILT ELEM | / / | | | | cpw | | ✓ |
| | 29- 3 | MM 29-10-00 | | | | | | | |
| 290206 | 29.050C | REPL R HI PRS FILT ELEM | / / | | | | cpw | | ✓ |
| | 29- 3 | MM 29-10-00 | | | | | | | |
| 290118 | 29.050D | CLN/CK HYD RES AIR PR VA | / / | | | | Pmm | POK | ✓ |
| | MM 29-10-00 | | | | | | | | |
| 290143+ | 29.120A | INS/LUB L HYD PUMP SPLINE | / / | | | | | | ENG SHOP 1.0 |
| | 29- 5 | MM 05-20-07 | | | | | | | |
| 290178+ | 29.120A | INS/LUB R HYD PUMP SPLINE | / / | | | | | | 1.0 |
| | 29- 5 | MM 05-20-07 | | | | | | | |
| 300102+ | 30.010 | INSP L DEICER CK VALVE | / / | | | | Pmm | POK | ✓ |
| | 30- 1 | MM 30-10-00 | | | | | | | |
| 300104+ | 30.010 | INSP R DEICER CK VALVE | / / | | | | Pmm | POK | ✓ |
| | 30- 1 | MM 30-10-00 | | | | | | | |
| 300133+ | 30.100 | FUNC CK PNEU DE-ICE BOOTS | / / | | | | JW | POK | ✓ |
| | 30- 1 | MM 30-10-00 | | | | | | | |
| 300147+ | 30.140 | CK VLTG DRDP PLTS WNDSLD | / / | | | | JW | POK | ✓ |
| () | 30- 5 | SB1124-30-036 II | | | | | | | |
| 300150+ | 30.140 | CK VLTG DRDP CPLTS WNDSLD | / / | | | | JW | POK | ✓ |
| () | 30- 5 | SB1124-30-036 II | | | | | | | |
| 910361 | 30.140 | SB 1124-30-036 PART II | / / | | | | | | |
| () | 30- 5 | SB 1124-30-036 | | | | | | | |
| 320201+ | 32.0101 | INSPECT NOSE GEAR (A) | / / | | | | PAT | POK | ✓ |
| | WCF 32.0101 | | | | | | | | |
| 320206+ | 32.0102 | INSPECT NOSE GEAR (B) | / / | | | | DEB | POK | ✓ |
| | WCF 32.0202 | | | | | | | | |
| 320691+ | 32.020 | INSP L MAIN GEAR/WELL (A) | / / | | | | Jm | POK | ✓ |
| | WCF 32.020 | | | | | | | | |
| 321191+ | 32.020 | INSP R MAIN GEAR/WELL (A) | / / | | | | Jm | POK | ✓ |
| | WCF 32.020 | | | | | | | | |
| 320106 | 32.030 | LUBE NOSE GEAR/DOORS | / / | | | | DEB | POK | ✓ |
| | 32- 1 | MM 12-20-00 | | | | | | | |

CONTINUED

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AIRCRAFT NO.: 366

MODEL: 1124A WESTWIND (CONTINUED)

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|----------|---------------------|--|------------------------|--------------|-----------------|---------------------|------------|-----------|-----------|
| 320606 | 32.030 32- 1 | LUBE LEFT MAIN GEAR MM 12-20-00 | / / | | | | Sm | POK JEFF | 1.5 |
| 321106 | 32.030 32- 1 | LUBE RIGHT MAIN GEAR MM 12-20-00 | / / | | | | Sm | POK JEFF | 1.5 |
| 320116 | 32.040 32- 1 | SERVICE NLG SHOCK STRUT MM 12-10-04 | / / | | | | SA | POK | 2.5 |
| 320636 | 32.040 32- 1 | SERVICE LMG SHOCK STRUT MM 12-10-04 | / / | | | | SA | POK | 2.0 |
| 321136 | 32.040 32- 1 | SERVICE RMG SHOCK STRUT MM 12-10-04 | / / | | | | SA | POK | 2.0 |
| 320156+ | 32.110A 32- 2 | INS/CL/LUB L NS WHL/BRGS MM 32-40-00 | / / | | | | SA | POK PAT | 1.5 |
| 320158+ | 32.110A 32- 2 | INS/CL/LUB R NS WHL/BRGS MM 32-40-00 | / / | | | | SA | POK PAT | 1.5 |
| 320676+ | 32.180A 32- 5 | INSP/LUBE LMG WHEEL BRGS MM 32-40-00 | / / | | | | SA | POK | 1.0 |
| 321176+ | 32.180A 32- 5 | INSP/LUBE RMG WHEEL BRGS MM 32-40-00 | / / | | | | SA | POK | 1.0 |
| 321616+ | 32.350A 32- 9 | CK LDG EMERG SYSTEM PSI MM 12-10-00 | / / | | | | PMM | POK JEFF | 1.5 |
| 322116+ | 32.390A 32-11 | INSP/CK L BRAKE LININGS MM 12-10-04 | / / | | | | Sm | POK JEFF | 1.0 |
| 322131+ | 32.390A 32-11 | INSP/CK R BRAKE LININGS MM 12-10-04 | / / | | | | Sm | POK | 1.0 |
| 322156+ | 32.410A 32-14 | INSP/CL L ANTI-SKID DET MM 5-20-04 | / / | | | | Cp | POK CRAIG | 1.0 |
| 322171+ | 32.410A 32-14 | INSP/CL R ANTI-SKID DET MM 5-20-00 | / / | | | | Cp | POK CRAIG | 1.0 |
| 322176+ | 32.420 | FUNCT CK ANTI-SKID DETECT MM 32-41-00 | / / | | | | SA | POK | 1.0 |
| 322174+ | 32.425 | OP CK ANTI-SKID LIGHTS MM 5-20-04 | / / | | | | POK | | 1.0 |
| 322191+ | 32.430 | OPER CK LANDING GEAR NORM MM 32-00-00 | / / | | | | DEB | POK | 1.0 |
| 322206+ | 32.440 | OP CK EMER GEAR EXT CABLE MM 5-20-00 | / / | | | | DEB | POK | 1.0 |
| 322211+ | 32.450 | OP CK EMER GEAR EXTENSION MM 32-30-00 | / / | | | | DEB | POK | 1.0 |
| 322201+ | 32.460 | CK LANDING GEAR FREE FALL | / / | | | | DEB | POK JEFF | 1.0 |
| 320678 | 32.550 | DYE PENETRANT L WHEEL AXL MM 5-20-04 | / / | | | | Sm | POK JEFF | 1.0 |
| 321178 | 32.550 | DYE PENETRANT R WHEEL AXL MM 5-20-04 | / / | | | | Sm | POK JEFF | 1.0 |
| 320607 | 32.570 32-16 | LUB L/H ACTUATOR BOLTS MM 12-20-00 | / / | | | | Sm | POK JEFF | 1.0 |
| 321107 | 32.570 32-16 | LUB R/H ACTUATOR BOLTS MM 12-20-00 | / / | | | | Sm | POK JEFF | 1.0 |
| 950941 | 32.570 32-16 | SL WW-2494 L/H SL WW-2494 | / / | | | | Sm | POK JEFF | 1.0 |

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 AIRCRAFT REG.: N368ND

REPORT DATE 01/11/91
 MODEL: 1124A WESTWIND (CONTINUED)

WORK COMPLIANCE FORM NO.

OPER03

050600+ 150/300/600 HR INSPECTION

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

| 91011 | WORK DUE AT | | * = APU HRS. | |
|-------|-------------|-------|--------------|--------|
| | DATE | HOURS | LANDINGS | CYCLES |
| 29 29 | | 4873 | | |

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 5

| 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 |
|----------|---------------------|--|------------------------|--------------|-----------------|---------------------|------------|-----------|------------|
| 950942 | 32.570 32-16 | SL WW-2494 R/H SL WW-2494 | ---/---/--- | --- | --- | --- | Jm | PDK | ✓ LEATH |
| 340121 | 34.060 34- 3 | DRAIN PITOT/STATIC SYSTEM MM 34-10-00 | ---/---/--- | --- | --- | --- | P.H | PDK | ✓ PAT |
| 350166+ | 35.070A | INSP/TST PILOTS OXY MASK MM 35-00-00 | ---/---/--- | --- | --- | --- | JR | PDK | ✓ |
| 350169+ | 35.070A | INSP/TST CO-PILOTS MASK MM 35-00-00 | ---/---/--- | --- | --- | --- | Jud | PDK | ✓ |
| 350243+ | 35.130 | CK OXY MASK DROP-OUT MM 35-00-00 | ---/---/--- | --- | --- | --- | | | ✓ |
| 520106+ | 52.010A 52- 1 | INS/LUB CABIN ENTR DOOR WCF 52.010A | ---/---/--- | --- | --- | --- | SZ | PDK | ✓ |
| 520116+ | 52.010B | OPER CK ENTRY DOOR MM 52-10-00 | ---/---/--- | --- | --- | --- | SZ | PDK | ✓ |
| 520141+ | 52.030A 52- 2 | INS/LUB L EMERG EXIT/SEAL | ---/---/--- | --- | --- | --- | SZ | PDK | ✓ |
| 520151+ | 52.030A 52- 2 | INS/LUB R EMERG EXIT/SEAL | ---/---/--- | --- | --- | --- | SZ | PDK | ✓ |
| 530101+ | 53.010 | INSP FUSELAGE (A) MM 5-20-02 | ---/---/--- | --- | --- | --- | DEB | PDK | ✓ PAT |
| 530116+ | 53.0201 | INSP NOSE COMPT (A) WCF 53.0201 | ---/---/--- | --- | --- | --- | | PDK | ✓ PAT |
| 530121+ | 53.0202 | INSP NOSE COMPT (B) WCF 53.0302 | ---/---/--- | --- | --- | --- | | PDK | ✓ |
| 530131+ | 53.0301 | INSP COCKPIT (A) WCF 53.0301 | ---/---/--- | --- | --- | --- | Jud | PDK | ✓ |
| 530136+ | 53.0302 53- 1 | INSP COCKPIT (B) WCF 53.0302 | ---/---/--- | --- | --- | --- | Jud | PDK | ✓ |
| 530141+ | 53.0303 53- 2 | INSP COCKPIT (C) WCF 53.0303 | ---/---/--- | --- | --- | --- | Jud | PDK | ✓ |
| 530146+ | 53.0401 | INSP CABIN (150HR) WCF 53.0401 | ---/---/--- | --- | --- | --- | SZ | PDK | ✓ |
| 530156+ | 53.0402 53- 3 | INSP CABIN (600HR) WCF 53.0402 | ---/---/--- | --- | --- | --- | SZ | PDK | ✓ |
| 530161+ | 53.0501 | INSP REAR COMPT (A) WCF 53.0501 | ---/---/--- | --- | --- | --- | Pmm | PDK | ✓ |
| 530166+ | 53.0502 | INSP REAR COMPT (B) WCF 53.0502 | ---/---/--- | --- | --- | --- | Pmm | PDK | ✓ |
| 530176+ | 53.060 | INSP AUX FUEL TANK STRUCT MM 5-20-09 | ---/---/--- | --- | --- | --- | CLW | | ✓ |
| 540101+ | 54.0101 54- 1 | INSP L ENG NAC/PYLON (A) WCF 54.0101 | ---/---/--- | --- | --- | --- | | | |
| 540121+ | 54.0101 54- 1 | INSP R ENG NAC/PYLON (A) WCF 54.0101 | ---/---/--- | --- | --- | --- | | | |
| 540106+ | 54.0102 54- 1 | INSP L ENG NAC/PYLON (B) WCF 54.0102 | ---/---/--- | --- | --- | --- | | | 3.0 |
| 540126+ | 54.0102 54- 1 | INSP R ENG NAC/PYLON (B) WCF 54.0102 | ---/---/--- | --- | --- | --- | | | 3.0 |
| 540111+ | 54.0103 54- 1 | INSP L ENG NAC/PYLON (C) WCF 54.0103 | ---/---/--- | --- | --- | --- | | | |

CONTINUED

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

REPORT DATE 01/11/91
 MODEL: 1124A WESTWIND (CONTINUED)

WORK COMPLIANCE FORM NO.

OPER03

050600+ 150/300/600 HR INSPECTION

| 91011 | WORK DUE AT | | | |
|-------|-------------|-------|----------|--------|
| | DATE | HOURS | LANDINGS | CYCLES |
| 29 29 | | 4873 | | |

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 6

| 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 |
|----------|---------------------|--|------------------------|--------------|-----------------|---------------------|------------|-----------|-----------|
| 540131+ | 54.0103 54- 1 | INSP R ENG NAC/PYLON (C) WCF 54.0103 | / / | | | | RW | DE | |
| 550101+ | 55.0101 55- 1 | INSPECT EMPENNAGE (A) WCF 55.0101 | 6 / / | | | | N/A | N/A | ✓ |
| 550106+ | 55.0102 55- 1 | INSPECT EMPENNAGE (B) WCF 55.0102 | 6, 4, 91 | | | | DSB | POK | ✓ |
| 560112+ | 56.030A 56- 2 | INSP PILOT SIDE WINDOW MM 56-10-03/04 | / / | | | | POK | JWD | ✓ |
| 560118+ | 56.030A 56- 2 | INSP COPILOT SIDE WINDOW MM 56-10-03/04 | / / | | | | POK | JWD | ✓ |
| 570101+ | 57.0101 57- 1 | INSPECT LEFT WING (A) WCF 57.0101 | / / | | | | DSB | POK | ✓ 1.5 |
| 570116+ | 57.0101 57- 1 | INSPECT RIGHT WING (A) WCF 57.0101 | / / | | | | DSB | POK | ✓ 1.5 |
| 570104+ | 57.0102 57- 1 | INSPECT LEFT WING (B) WCF 57.0102 | / / | | | | DSB | POK | ✓ |
| 570119+ | 57.0102 57- 1 | INSPECT RIGHT WING (B) WCF 57.0102 | / / | | | | DSB | POK | ✓ |
| 570106+ | 57.020 | INSP L AILERON BELLCRANK MM 5-20-03 | / / | | | | DSB | POK | ✓ |
| 570120+ | 57.020 | INSP R AILERON BELLCRANK MM 5-20-03 | / / | | | | DSB | POK | ✓ |
| 710106+ | 71.0201 71- 2 | INSPECT LEFT ENGINE A WCF 71.0201 | / / | | | | RW | DE | 1.0 |
| 713606+ | 71.0201 71- 2 | INSPECT RIGHT ENGINE A WCF 71.0201 | / / | | | | RW | DE | 1.0 |
| 710108+ | 71.0202 71- 2 | INSPECT LEFT ENGINE B WCF 71.0202 | / / | | | | RW | DE | |
| 713608+ | 71.0202 71- 2 | INSPECT RIGHT ENGINE B WCF 71.0202 | / / | | | | RW | DE | |
| 710606+ | 71.030 | INSP L FAN/ROTOR ASSY SM 72-00-00 | / / | | | | RW | DE | .5 |
| 714106+ | 71.030 | INSP R FAN/ROTOR ASSY SM 72-00-00 | / / | | | | CLW | | .5 |
| 730116+ | 73.140 73- 8 | INSP/REPL L FUEL FILTER SM 72-00-00 | / / | | | | RW | DE | |
| 732616+ | 73.140 73- 8 | INSP/REPL R FUEL FILTER SM 72-00-00 | / / | | | | RW | DE | |
| 740116+ | 74.010A 74- 1 | INSP L ENG 6 DCLK PLUG SM 72-00-00 | / / | | | | RW | DE | |
| 740126+ | 74.010A 74- 1 | INSP L ENG 7 DCLK PLUG SM 72-00-00 | / / | | | | RW | DE | |
| 740616+ | 74.010A 74- 1 | INSP R ENG 6 DCLK PLUG SM 72-00-00 | / / | | | | RW | DE | |
| 740626+ | 74.010A 74- 1 | INSP R ENG 7 DCLK PLUG SM 72-00-00 | / / | | | | RW | DE | |
| 740106+ | 74.030A 74- 2 | CK L/E IGN SERVICEABILITY SM 72-00-00 | / / | | | | RW | DE | 1.0 |
| 740606+ | 74.030A 74- 2 | CK R/E IGN SERVICEABILITY SM 72-00-00 | / / | | | | RW | DE | 1.0 |

CONTINUED

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

REPORT DATE 01/11/91
 MODEL: 1124A WESTWIND (CONTINUED)

WORK COMPLIANCE FORM NO.

OPER03

050600+ 150/300/600 HR INSPECTION

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

| 91011 | WORK DUE AT | | | |
|-------|-------------|-------|----------|--------|
| | DATE | HOURS | LANDINGS | CYCLES |
| 29 29 | | 4873 | | |

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 7

| 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 |
|----------|------------------|--|---------------------|-----------|--------------|------------------|--------------------|--------------------|--------|
| 780143 | 78.100 78-4 | LUBE L T/R ASSEMBLY MM 12-20-00 | ---/---/--- | --- | --- | --- | <i>[Signature]</i> | <i>[Signature]</i> | |
| 780643 | 78.100 78-4 | LUBE R T/R ASSEMBLY MM 12-20-00 | ---/---/--- | --- | --- | --- | <i>[Signature]</i> | <i>[Signature]</i> | |
| 780116+ | 78.110 78-5 | OPER CK L THRUST REVERSER MM 78-30-00 | ---/---/--- | --- | --- | --- | <i>[Signature]</i> | <i>[Signature]</i> | |
| 780616+ | 78.110 78-5 | OPER CK R THRUST REVERSER MM 78-30-00 | ---/---/--- | --- | --- | --- | <i>[Signature]</i> | <i>[Signature]</i> | |
| 790116+ | 79.100 | SDAP CHECK L ENGINE SM 72-00-00 | ---/---/--- | --- | --- | --- | <i>[Signature]</i> | <i>[Signature]</i> | 1.0 |
| 791616+ | 79.100 | SDAP CHECK R ENGINE SM 72-00-00 | ---/---/--- | --- | --- | --- | <i>[Signature]</i> | <i>[Signature]</i> | 1.0 |
| 790126+ | 79.120 | INSP L ENG CHIP DETECTOR SM 72-00-00 | ---/---/--- | --- | --- | --- | <i>[Signature]</i> | <i>[Signature]</i> | |
| 791626+ | 79.120 | INSP R ENG CHIP DETECTOR SM 72-00-00 | ---/---/--- | --- | --- | --- | <i>[Signature]</i> | <i>[Signature]</i> | |
| 950500 | 95.050 () 95-2 | SL WW-2450B INSP NAACL CWL SL WW-2450B | ---/---/--- | --- | --- | --- | <i>[Signature]</i> | <i>[Signature]</i> | |
| 950920 | 95.090 () | SL WW-2492 HYD HOSE INSP SL WW-2492 | ---/---/--- | --- | --- | --- | <i>[Signature]</i> | <i>[Signature]</i> | |

TOTAL ESTIMATED MAN-HOURS 52.0

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

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

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

050600+ 150/300/600 HR INSPECTION COMPLETED.

6120191 4878.5 3494
 MO/ DAY/YR AIRCRAFT HOURS LANDINGS HRS.THS SIGNATURE CERTIFICATE NUMBER
 KIND OF CERTIFICATE

OPERATOR: ED-WES, INC.
 AIRCRAFT NO.: 368
 AIRCRAFT REG.: N368ND

REPORT DATE 01/11/91
 MODEL: 1124A WESTWIND

WORK COMPLIANCE FORM NO. 21.030
 OPER03

ISSUED 07-88 REV. 03-90 050600+ 150/300/600 HR INSPECTION

| 91011 | WORK DUE AT | | | | * = APU HRS |
|--------|-------------|-------|----------|--------|-------------|
| 21-003 | DATE | HOURS | LANDINGS | CYCLES | |
| 29 29 | | 4873 | | | |

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

TECHNICIAN INSPECTOR MAN-HOURS
 HRS TIME

210276 OPERATIONAL CHECK PRESSURIZATION SWITCHES AND VALVES...MM 21-00-00.....

210276

OPERATIONAL CHECK PRESSURIZATION SWITCHES AND VALVES
 EQUIPMENT: JUMPER, EXTERNAL POWER SOURCE

1. VALVE OPERATIONAL CHECK (DURING ENGINE RUN-UP).
 - A. CLOSE CABIN DOOR AND COCKPIT WINDOW.
 - B. CLOSE ISOBARIC SHUTOFF VALVE AND OPEN MANUAL DUMP VALVE.
 - C. CHECK CABIN AIR OUTFLOW AND SAFETY VALVE.
 - D. START THE RH ENGINE.
 - E. SELECT BOTH ENGINES POSITION ON CABIN AIR SELECTOR AND WAIT 10 SECONDS.
 - F. PULL LH CABIN PRESS VALVE CIRCUIT BREAKER TO DEACTIVATE THE PRESSURE DUMP SOLENOIDS.
 - G. PRESSURIZE CABIN BY SLOWLY CLOSING MAN DUMP VALVE AND INCREASING ENGINE RPM AS NECESSARY UNTIL OUTFLOW AND/DR SAFETY VALVE OPEN.
 - H. RECORD PRESSURE AT WHICH FIRST VALVE RELEASES. (INSTALL SMALL PIECES OF PAPER ON THE OUTPORT OF CABIN AIR SAFETY VALVE AND CABIN AIR OUTFLOW VALVE TO SEE WHICH ONE ACTUATES FIRST).
 - I. PLUG STATIC PORT OF THE VALVE WHICH ACTUATES FIRST AND RECORD RELIEF PRESSURE OF THE SECOND VALVE. BOTH VALVES MUST RELIEVE BETWEEN 8.7 AND 9.0 PSID. IF NOT, REMOVE AND REPLACE FAULTY COMPONENT.
 - J. UNPLUG STATIC PORT.
 - K. DUMP SLOWLY CABIN PRESSURE.
 - L. BEFORE CONCLUDING TEST, VISUALLY CHECK THAT:
 - (1) HOSES AND PNEUMATIC LINES ARE IN GOOD CONDITION.
 - (2) OUTFLOW VALVES AND SAFETY VALVES ARE CLEAN AND FREE OF CONTAMINATION AND NICKS.
 - (3) ISOBARIC VALVE IS OPEN AND SAFETIED.
2. OPERATIONAL CHECK SWITCHES AS FOLLOWS:
 - A. CONNECT EXTERNAL POWER TO AIRCRAFT. REMOVE THE FORWARD AND AFT ACCESS PANELS IN MAIN BAGGAGE COMPARTMENT.
 - B. SWITCH ON INVERTER.
 - C. ENGAGE THE FOLLOWING CIRCUIT BREAKERS:

| | |
|----------------------------------|-----------------------------|
| RAM AIR | EMERGENCY AIR |
| PRESSURIZATION VALVES LEFT-HAND | CABIN TEMPERATURE AUTOMATIC |
| PRESSURIZATION VALVES RIGHT-HAND | CABIN TEMPERATURE MANUAL |
 - D. PLACE CABIN AIR SELECTOR SWITCH ON BOTH ENGINES POSITION. MAKE SURE THAT THE RAM AIR VALVE AND EMERGENCY PRESSURE SHUTOFF VALVE ARE IN CLOSED POSITION.
 - E. DEPRESS GROUND PRESSURE PUSH BUTTON. DISENGAGE PRESSURIZATION VALVES LEFT-HAND CIRCUIT BREAKER, THE GROUND PRESSURE DUMP SWITCH LIGHT EXTINGUISHES, DEPRESS GROUND PRESSURE DUMP SWITCH AND ENGAGE CIRCUIT BREAKER.
 - F. WITH ANTI-ICE, RIGHT-HAND ENGINE/NACELLE DISENGAGED AND RIGHT THROTTLE AT LESS THAN 50 PERCENT N1, CHECK THE OPENING AND CLOSING "CLICK" OF THE BY-PASS VALVE SOLENOID BY SWITCHING FROM RIGHT-HAND ENGINE TO EMER OR BOTH, ON CABIN AIR SELECTOR.
 - G. PUT CABIN SELECTOR SWITCH IN RAM POSITION. MAKE SURE THAT RAM AIR VALVE OPENS AND THAT EMERGENCY PRESSURE SHUTOFF VALVE CLOSES. (SEE VALVES POINTER POSITION.) MAKE SURE THAT RIGHT-HAND AND LEFT-HAND BLEED SWITCHING VALVES CLOSE (CLICKING SOUND).
 - H. DEPRESS GROUND PRESSURE PUSH BUTTON. MAKE SURE THAT GROUND PRESSURE SWITCH LIGHT ILLUMINATES.
 - I. CHECK THE OPENING AND CLOSING (LISTEN TO THE CLICKING) OF THE RIGHT BLEED SWITCHING VALVE, BY SELECTING LEFT-HAND ENGINE ON THE CABIN AIR SELECTOR SWITCH AND ENGAGE AND DISENGAGE RIGHT-HAND CABIN PRESS VALVE CIRCUIT BREAKER. CHECK ALTERNATIVELY THE OPENING AND CLOSING BY THE CLICKING SOUND OF THE LEFT BLEED SWITCHING VALVE AND SAFETY OUTFLOW PRESSURE DUMP SOLENOID BY SELECTING RIGHT-HAND ENGINE ON THE BLEED AIR SELECTOR SWITCH AND ENGAGING AND DISENGAGING LEFT-HAND PRESS VALVE CIRCUIT BREAKER RESPECTIVELY (LEFT-HAND OLED SWITCH MUST BE

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. 21.040A
 OPER03
 050600+ 150/300/600 HR INSPECTION

| 91011 | 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. |
|--------|-------------|-------------|----------|--------|--|
| 21-005 | DATE | HOURS | LANDINGS | CYCLES | |
| 29 29 | | 4873 | | | CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1 |

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 6 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: David E. Bulwell CERTIFICATE NUMBER: _____

INSPECTED BY: Paul D. Johnson KIND OF CERTIFICATE: _____

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

 210191, 210201

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

- INSPECT/CLEAN OUTFLOW VALVE (REFER TO ILLUSTRATION ON CARD 21-2)
 EQUIPMENT/CONSUMABLES: GASKET P/N 5783111-15, CLEANING SOLVENT PD-680, SAFETY WIRE
1. REMOVE CABIN FURNISHINGS AND INTERIOR FITTINGS AS REQUIRED TO GAIN ACCESS TO CABIN FLOOR ACCESS PANEL BETWEEN STATIONS 98.76 AND 117.18.
 2. REMOVE FLOOR ACCESS PANEL.
 3. REMOVE CLAMPS AND REMOVE AIR CONDITIONING DUCT ABOVE SAFETY VALVE.
 4. DISCONNECT AND CAP TUBING FROM SAFETY VALVE.
 5. REMOVE SCREWS SECURING EXTERIOR SAFETY VALVE FAIRING TO VALVE FROM LOWER FUSELAGE.
 6. REMOVE SAFETY WIRE AND ATTACHING BOLTS AND WITHDRAW VALVE, TAKING CARE NOT TO DAMAGE RUBBER DIAPHRAGM.
 7. COMPRESS THE POPPET VALVE BY PLACING EQUAL FORCE ON OPPOSITE SIDES OF VALVE TO EXPOSE THE VALVE LIP AND SEAT. CAREFULLY WIPE THESE TWO SURFACES WITH A CLEAN CLOTH MOISTENED IN PD-680 CLEANING SOLVENT.
 8. INSPECT SAFETY VALVE FOR CONDITION.
 9. ENSURE VALVES ARE FREE OF NICOTINE AND CONTAMINATION AND OPENINGS ARE CLEAN. THEN INSTALL NEW VALVE GASKET P/N 5783111-15 IN VALVE.
 10. INSTALL SAFETY VALVE AND SECURE WITH ATTACHING BOLTS. TORQUE BOLTS UNTIL GASKET IS COMPRESSED TO 25 PERCENT OF ORIGINAL THICKNESS. SAFETYWIRE ATTACHING BOLTS.
 11. INSTALL EXTERIOR OUTFLOW VALVE FAIRING ON LOWER FUSELAGE. SECURE WITH SCREWS.
 12. REMOVE CAPS AND CONNECT TUBING TO VALVE.
 13. INSTALL AIR CONDITIONING DUCT ABOVE SAFETY VALVE.
 14. PERFORM PRESSURIZATION SYSTEM CHECK, REFER TO WORK COMPLIANCE FORM 21.030.
 15. INSTALL FLOOR ACCESS PANEL AND CABIN FURNISHINGS AND INTERIOR.
 16. RECORD CLEANING/INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.

REPORT DATE 01/11/91

WORK COMPLIANCE FORM NO.

21.080

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER03

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050600+ 150/300/600 HR INSPECTION

91011

| WORK DUE AT | * = APU HRS. | | |
|-------------|--------------|----------|--------|
| DATE | HOURS | LANDINGS | CYCLES |
| 21-010 | | | |
| 29 29 | 4873 | | |

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

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

| | | | | |
|--------|---|--------------------|------------|-------|
| 210211 | REPLACE UPPER INLET AIR FILTER ELEMENT...MM 21-30-00..... | <u>P.H</u> | <u>POK</u> | _____ |
| 210221 | REPLACE LOWER INLET AIR FILTER ELEMENT...MM 21-30-00..... | <u>[Signature]</u> | <u>POK</u> | _____ |

210211, 210221

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

REPLACE INLET AIR FILTER ELEMENTS

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

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

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

WORK COMPLIANCE FORM NO. 21.290A
 OPER03

050600+ 150/300/600 HR INSPECTION

| 91011 | WORK DUE AT | | | | 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 | | 4873 | | | |

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 6 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: Craig Patton CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

TECHNICIAN INSPECTOR MAN-HOURS
 HRS.THS

CP ADK

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

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

- NOTE: 1. REFER TO SIL 1124-21-013 FOR ADDITIONAL ALTERNATE LUBRICANTS.
 OIL VOLUME: 122 C.C.
2. AT EACH ROUTINE INSPECTION PERIOD (150) HOURS, THE OIL SHOULD BE DRAINED THROUGH THE DRAIN PORT, ON THE BOTTOM OF THE TURBINE AND FRESH OIL ADDED TO THE TOP OF THE FILL PORT AS FOLLOWS:
- AIRCRAFT WITH SERVICE LETTER WW-2458 MODIFICATION ACCOMPLISHED, REMOVE PLUG AND PACKING (EITHER SIDE OF CASTING) AND ADD OIL TO THE TOP OF THE CASTING HOLE.
 - AIRCRAFT PRE-SERVICE LETTER WW-2458, REMOVE THE DIPSTICK. IF OIL LEVEL DOES NOT REACH THE LINE ON DIPSTICK, ADD OIL TO TOP OF FILL PORT. THE DIPSTICK IS ATTACHED TO THE HEX PLUG LOCATED ON THE RIGHT SIDE OF THE REFRIGERATION UNIT. REFER TO FIGURE 3.

NOTE: OIL VOLUME IS 122 C.C.

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

OPERATOR: ED-WES, INC.

REPORT DATE 01/11/91

WORK COMPLIANCE FORM NO.

21.420A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER03

AIRCRAFT REG.: N368MD

ISSUED 08-89 REV.

050600+ 150/300/600 HR INSPECTION

| 91011 | WORK DUE AT | * = APU HRS. | | |
|--------|-------------|--------------|----------|--------|
| 21-027 | DATE | HOURS | LANDINGS | CYCLES |
| 29 29 | | 4873 | | |

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: Pat Hofford CERTIFICATE NUMBER: _____

INSPECTED BY: Paul D. Fowler KIND OF CERTIFICATE: _____

| | | | |
|--|------------|------------|-----------|
| | TECHNICIAN | INSPECTOR | MAN-HOURS |
| | | | HRS.THS |
| | <u>PH</u> | <u>POK</u> | |

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

210622

INSPECT 35 DEGREE DUCT SENSOR

CONSUMABLES: AIR CONDITIONING FREDN SPRAY

1. INSPECT ELECTRICAL CONNECTION FOR CORROSION.
2. CLEAN AREA WITH FREDN 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 01/11/91
 MODEL: 1124A WESTWIND
 ISSUED 12-88 REV. 01-90

WORK COMPLIANCE FORM NO. 21.480
 OPER03
 050600+ 150/300/600 HR INSPECTION

| 91011 | WORK DUE AT | | * = APU HRS. | |
|--------|-------------|-------|--------------|--------|
| 21-045 | DATE | HOURS | LANDINGS | CYCLES |
| 29 29 | | 4873 | | |

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

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

[Signature] [Signature]

210178 CLEAN CABIN AIR PRESSURE CONTROLLER FILTER..MM 21-30-00.....

210178

R CLEAN CABIN AIR PRESSURE CONTROLLER FILTER (REFER TO ILLUSTRATION ON CARD 21-12)

CONSUMABLES: DRY CLEANING SOLVENT (FED SPEC) PD-680

1. REMOVE RETAINING RING, SCREEN, COPPER RIBBON AND SCREEN FROM FILTER HOUSING.
2. WASH BOTH SCREEN AND COPPER RIBBON IN DRY-CLEANING SOLVENT (FEDERAL SPECIFICATION PD-680). MAKE CERTAIN THAT ORIFICE IN FILTER HOUSING IS FREE OF FOREIGN MATERIAL.

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

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

NOTE: DO NOT OVERCOMPRESS COPPER RIBBON IN FILTER HOUSING.

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

OPERATOR: ED-WES, INC.

REPORT DATE 01/11/91

WORK COMPLIANCE FORM NO.

21.490

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER03

AIRCRAFT REG.: N368MD

ISSUED 08-90 REV.

050600+ 150/300/600 HR INSPECTION

| 91011 | WORK DUE AT | * = APU HRS. | | |
|--------|-------------|--------------|----------|--------|
| 21-046 | DATE | HOURS | LANDINGS | CYCLES |
| 29 29 | | 4873 | | |

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: Pete M. Morio CERTIFICATE NUMBER: _____

INSPECTED BY: Paul B. Johnson KIND OF CERTIFICATE: _____

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

R 210290 CHECK AIR CONDITIONING DUCTING AND TUBING..... PMM PK

210290

CHECK AIR CONDITIONING DUCTING AND TUBING

TEXT FROM MM 5-20-03/PHASE 2, B

1. CHECK AIR CONDITIONING, PRESSURIZATION, DUCTING AND TUBING FOR SECURITY AND CONDITION.
2. CHECK CLAMPS FOR SECURITY.
3. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

MECH INSP

PMM PK

OPERATOR: ED-WES, INC.

REPORT DATE 01/11/91

WORK COMPLIANCE FORM NO.

21.500

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER03

AIRCRAFT REG.: N368MD

ISSUED 08-90 REV.

050600+ 150/300/600 HR INSPECTION

| 91011 | WORK DUE AT | | * = APU HRS. | |
|--------|-------------|-------|--------------|--------|
| | DATE | HOURS | LANDINGS | CYCLES |
| 21-047 | | | | |
| 29 29 | | 4873 | | |

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

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: Peter M. Monaco CERTIFICATE NUMBER: _____

INSPECTED BY: Paul D. Fournier KIND OF CERTIFICATE: _____

| | TECHNICIAN | INSPECTOR | MAN-HOURS |
|--|-------------|------------|-----------|
| | | | HRS.THS |
| R 210102 VISUALLY INSPECT LEFT BLEED SWITCHING VALVE..... | <u>Pm m</u> | <u>POK</u> | |
| R 210112 VISUALLY INSPECT RIGHT BLEED SWITCHING VALVE..... | <u>Pm m</u> | <u>POK</u> | |

210102, 210112

VISUALLY INSPECT BLEED SWITCHING VALVE

1. VISUALLY INSPECT BLEED SWITCHING VALVE.

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

MECH INSP
POK

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. 21.050A
 OPER03
 050600+ 150/300/600 HR INSPECTION

| 91011 | 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. |
|--------|-------------|--------------|----------|--------|--|
| 21-007 | DATE | HOURS | LANDINGS | CYCLES | |
| 29 29 | | 4873 | | | CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1 |

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

TECHNICIAN INSPECTOR MAN-HOURS
 HRS.THS

210671 INSPECT/CLEAN/TEST WATER SEPEARATOR CONDENSER...MM 21-70-00..... P.H. POK

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, DECREASE 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 01/11/91
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 23.120
 OPER03
 050600+ 150/300/600 HR INSPECTION

| 91011 | 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. |
|--------|-------------|-------|--------------|--------|--|
| 23-012 | DATE | HOURS | LANDINGS | CYCLES | |
| 29 29 | | 4873 | | | CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1 |

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

 230218 CHECK STATIC DISCHARGE WICK RESISTANCE...MM 23-60-00.....

| | | |
|--------------------|--------------------|-----------|
| TECHNICIAN | INSPECTOR | MAN-HOURS |
| <u>[Signature]</u> | <u>[Signature]</u> | HRG.THS |

230218 CHECK STATIC DISCHARGE WICK RESISTANCE

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

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

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

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

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

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

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

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

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

OPERATOR: ED-WES, INC.

REPORT DATE 01/11/91

WORK COMPLIANCE FORM NO.

24.010A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER03

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050600+ 150/300/600 HR INSPECTION

| 91011 | 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. |
|--------|-------------|-------|-------------|--------|--|
| 24-002 | DATE | HOURS | LANDINGS | CYCLES | |
| 29 29 | | 4873 | | | |

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 11 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

| | TECHNICIAN | INSPECTOR | MAN-HOURS |
|--|--------------------|--------------------|-----------|
| | | R.G. INSP | HRS.THS |
| 240121 CHECK LEFT STARTER/GENERATOR BRUSH WEAR/TENSION...MM 80-10-00..... | <u>[Signature]</u> | <u>[Signature]</u> | |
| 240131 CHECK RIGHT STARTER/GENERATOR BRUSH WEAR/TENSION...MM 80-10-00..... | <u>[Signature]</u> | <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 01/11/91
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 24.020A
 OPERC 3
 050600+ 150/300/600 HR INSPECTION

| 91011 | WORK DUE AT | * = APU HRS. | | | RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING. |
|--------|-------------|--------------|----------|--------|--|
| 24-005 | DATE | HOURS | LANDINGS | CYCLES | |
| 29 29 | | 4873 | | | CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1 |

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

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

| | TECHNICIAN | INSPECTOR | MAN-HOURS |
|---|------------|------------|-----------|
| | | | HRS.THS |
| 240161 CHECK LEFT BATTERY ELECTROLYTE LEVEL...MM 12-10-06..... | <u>JM</u> | <u>POK</u> | |
| 240176 CHECK RIGHT BATTERY ELECTROLYTE LEVEL...MM 12-10-06..... | <u>JM</u> | <u>POK</u> | |

240161, 240176

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

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

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

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

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

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

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

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

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

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

OPERATOR: ED-WES, INC.

REPORT DATE 01/11/91

WORK COMPLIANCE FORM NO.

24.020A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

(CONTINUED)

OPER03

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050600+ 150/300/600 HR INSPECTION

91011

WORK DUE AT

* = APU HRS.

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

24-005

DATE

HOURS

LANDINGS

CYCLES

29 29

4873

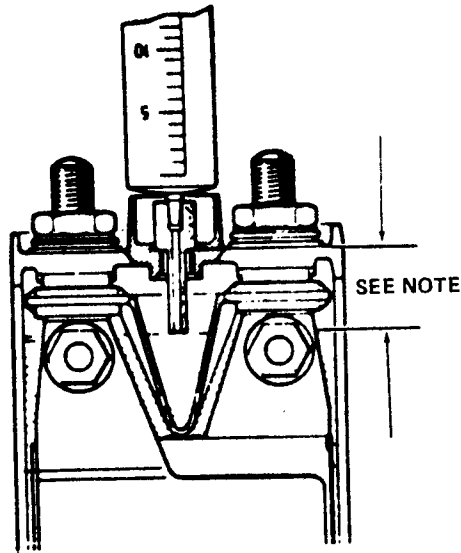
CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 2

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.

REPORT DATE 01/11/91

WORK COMPLIANCE FORM NO.

24.0208

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER03

AIRCRAFT REG.: NJ68MD

ISSUED 07-88 REV. 01-89

050600+ 150/300/600 HR INSPECTION

| 91011 | WORK DUE AT | * = APU HRS | | |
|--------|-------------|-------------|----------|--------|
| 24-016 | DATE | HOURS | LANDINGS | CYCLES |
| 29 29 | | 4873 | | |

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

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3194

TECHNICIAN SIGNATURE: Jeffrey D. Mediel CERTIFICATE NUMBER: _____

INSPECTED BY: Paul D. Fournier KIND OF CERTIFICATE: _____

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

| | | | |
|----------|---|-----------|-----------|
| R 240166 | DEEP CYCLE LEFT BATTERY...MM 12-10-06..... | <u>Jm</u> | <u>AK</u> |
| R 240181 | DEEP CYCLE RIGHT BATTERY...MM 12-10-06..... | <u>Jm</u> | <u>AK</u> |

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 TADRAN 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 1.55 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.
 AIRCRAFT NO.: 368
 AIRCRAFT REG.: N368MD

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

WORK COMPLIANCE FORM NO. 24.070
 OPER03
 050600+ 150/300/600 HR INSPECTION

| 91011 | WORK DUE AT | | | * - APU HRS |
|--------|-------------|-------|----------|-------------|
| 24-008 | DATE | HOURS | LANDINGS | CYCLES |
| 29 29 | | 4873 | | |

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

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

240203 FUNCTIONAL CHECK BATTERY TEMPERATURE AND WARNING SYSTEM...MM 24-30-01..... POK [Signature]

240203

FUNCTIONAL CHECK BATTERY TEMPERATURE AND WARNING SYSTEM

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

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

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

OPERATOR: ED-WES, INC.

REPORT DATE 01/11/91

WORK COMPLIANCE FORM NO.

24.140

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER03

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050600+ 150/300/600 HR INSPECTION

91011

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.

24-013

| DATE | HOURS | LANDINGS | CYCLES |
|-------|-------|----------|--------|
| 29 29 | 4873 | | |

29 29

4873

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91

AIRCRAFT HOURS: 4878

LANDINGS: 3494

TECHNICIAN SIGNATURE: Peter M. Monica

CERTIFICATE NUMBER: _____

INSPECTED BY: Paul D. Johnson

KIND OF CERTIFICATE: _____

| TECHNICIAN | INSPECTOR | MAN-HOURS |
|------------|------------|-----------|
| | | HRS.THS |
| <u>PMM</u> | <u>ADK</u> | |

241653 CHECK CIRCUIT BREAKER RESISTANCE/INSPECT BUS...MM 24-50-00, TR 24-1.....

241653

CHECK CIRCUIT BREAKERS RESISTANCE/INSPECT BUS

EQUIPMENT: DIGITAL OHMMETER

1. INSPECT CB1-4/CB2-4 TO ENSURE CONSTANT/PROPER VOLTAGE IS APPLIED TO THE GCU AND TO ENSURE PROPER GENERATOR FIELD EXCITATION AS FOLLOWS:

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

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

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

OPERATOR: ED-WES, INC.
 AIRCRAFT NO.: 362
 AIRCRAFT REG.: N368MD

REPORT DATE 01/11/91
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 03-90

WORK COMPLIANCE FORM NO. 24.150
 OPER03
 050600+ 150/300/600 HR INSPECTION

| 91011 | WORK DUE AT | * = APU HRS. | | |
|--------|-------------|--------------|----------|--------|
| 24-014 | DATE | HOURS | LANDINGS | CYCLES |
| 29 29 | | 4873 | | |

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: Peter M. Monico CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

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

PMM PK

241655 INSPECT DISTRIBUTION BUS CIRCUIT BREAKER...MM 24-30-00.....

241655

R INSPECT DISTRIBUTION BUS CIRCUIT BREAKER
 R EQUIPMENT/CONSUMABLES: LOAD BANK (100 AMP, 3,000 WATT DISSIPATION AND 70 AMP, 2,100 WATT DISSIPATION) CAPACITY,
 EXTERNAL POWER SOURCE

R

R WARNING: EXERCISE CAUTION IN USE OF ABOVE LOADS AS VERY HIGH TEMPERATURES MAY BE REACHED SHOULD THE BREAKERS FAIL TO
 R TRIP WITHIN THE SPECIFIED TIME LIMITS. ALLOW THE LOADS TO COOL BETWEEN BREAKER TESTS. THE LOADS WILL
 R CHANGE WITH TEMPERATURE AND THEREFORE MAY NOT TRIP THE BREAKERS WITHIN THE SPECIFIED TIME.

1. LOWER THE FORWARD OVERHEAD CIRCUIT BREAKER PANEL AND GAIN ACCESS TO BOTH AFT DC CONTACTOR BOXES.
2. BATTERY MASTER, INVERTER, AND AVIONICS MASTER SWITCHES OFF.
3. EXTERNAL POWER SWITCH OFF.
4. CONNECT EXTERNAL POWER UNIT. ALL AIRCRAFT SYSTEMS OFF.
- R 5. LOCATE THE 6 DISTRIBUTION BUS (35 AMP) CIRCUIT BREAKERS - 3 EACH LHS AND RHS.
- R 6. BOLT ONE END OF EACH LOAD RESISTOR TO A CLEAN AIR FRAME GROUND AT OVERHEAD STRUCTURE.
- R 7. REMOVE THE #10 AWG WIRE FROM THE LHS BREAKERS:
 R A. WIRE 1P1A10, 1P2A10, 1P3A10.

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

- R 8. CONNECT 100 AMP LOAD BANK TO WIRE 1P1A10 ABOVE WITH A BOLT TO PREVENT ARCING.
9. APPLY EXTERNAL POWER. AFT CONTACTOR BOX LHS CB1-1 MUST TRIP BETWEEN 20 AND 65 SECONDS.
 A. WHEN BREAKER TRIPS, THE LHS DISTRIBUTION BUS FEEDER OPEN ANNUNCIATOR MUST ILLUMINATE.
10. REMOVE EXTERNAL POWER WHEN 65 SECONDS HAVE ELAPSED.
 A. IF CB1-1 HAS NOT TRIPPED, OR HAS TRIPPED WITHOUT ILLUMINATING ANNUNCIATOR, REPLACE BREAKER P/N 6752-13-50.
 B. IF CB1-1 HAS TRIPPED PROPERLY, RESET IT.

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

11. REPEAT STEPS 8, 9 AND 10 ABOVE:
 R A. USING WIRE 1P2A10 AND CB1-2.
 R B. USING WIRE 1P3A10 AND CB1-3.
- R12. DISCONNECT 100 AMP LOAD.
- R13. PUSH IN DISTRIBUTION BUS TIE CIRCUIT BREAKER.
 R
- R14. CONNECT THE 70 AMP HEAD TO EACH LHS DISTRIBUTION BUS (35 AMP) BREAKER WITH A SCREW, ONE AT A TIME, OBSERVING
 R CAUTION AND NOTE ABOVE.
- R15. APPLY EXTERNAL POWER. THE OHP BREAKER MUST TRIP BETWEEN 21 TO 55 SECONDS.
 R
- R16. REMOVE EXTERNAL POWER AFTER 55 SECONDS.
 A. IF BREAKER HAS NOT TRIPPED, REPLACE WITH P/N MS14105-35.
 B. IF BREAKER HAS TRIPPED PROPERLY, RESET IT.

OPERATOR: ED-WES, INC.

REPORT DATE 01/11/91

WORK COMPLIANCE FORM NO.

24.1b0

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPERC3

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050600+ 150/300/600 HR INSPECTION

| 91011 | 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. |
|--------|-------------|-------|----------|--------|-------------|--|
| 24-015 | DATE | HOURS | LANDINGS | CYCLES | | |
| 29 29 | | 4873 | | | | CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1 |

WORK ACCOMPLISHED: DATE: MONTH 16 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

TECHNICIAN INSPECTOR MAN-HOURS
HRS.THS

241657 INSPECT/TEST PRIORITY BUS DIODES...MM 24-50-00..... POK [Signature]

241657

INSPECT/TEST PRIORITY BUS DIODE

EQUIPMENT: DIGITAL VOLTMETER, EXTERNAL POWER SOURCE

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

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

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

OPERATOR: ED-WES, INC.
 AIRCRAFT NO.: 368
 AIRCRAFT REG.: N368ND

REPORT DATE 01/11/91
 MODEL: 1124A WESTWIND
 ISSUED 08-90 REV.

WORK COMPLIANCE FORM NO. 24.170
 OPER03
 050600+ 150/300/600 HR INSPECTION

| 91011 | 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. |
|--------|-------------|-------|--------------|--------|--|
| 24-017 | DATE | HOURS | LANDINGS | CYCLES | |
| 29 29 | | 4873 | | | CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1 |

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: Peter M. Morris CERTIFICATE NUMBER: _____
 INSPECTED BY: Karl D. Farnum KIND OF CERTIFICATE: _____

 R 244010 CHECK AFT RELAY PANEL (AC/DC).....

| | | | |
|--|-------------|------------|-----------|
| | TECHNICIAN | INSPECTOR | MAN-HOURS |
| | | | HRS. THS |
| | <u>Pman</u> | <u>ADK</u> | |

- 244010
 CHECK AFT RELAY PANEL (AC/DC) MECH INSP
 TEXT FROM MM 5-20-05/PHASE 2, 8
 1. REMOVE COVER FROM AFT RELAY PANEL AND CHECK INSIDE FOR CLEANLINESS, SAFETY, CONDITION AND EVIDENCE OF OVERHEATING OF ELECTRICAL PARTS.
 2. 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 08-90 REV.

WORK COMPLIANCE FORM NO. 24.190
 OPERC3
 050600+ 150/300/600 HR INSPECTION

| 91011 | 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. |
|--------|-------------|-------|-------------|--------|--|
| 24-019 | DATE | HOURS | LANDINGS | CYCLES | |
| 29 29 | | 4873 | | | CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1 |

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4873 LANDINGS: 3494

TECHNICIAN SIGNATURE: Peter M. Morris CERTIFICATE NUMBER: _____

INSPECTED BY: Paul P. Jovan KIND OF CERTIFICATE: _____

 TECHNICIAN INSPECTOR MAN-HOURS
 HRS.THS

R 240114 CHECK AC INVERTER BLOWER CONTROL BOX..... PMM PK

240114
 CHECK AC INVERTER BLOWER CONTROL BOX MECH INSP

- TEXT FROM MM 5-20-05/PHASE 2, 8
1. REMOVE COVER FROM AC INVERTER BLOWER CONTROL BOX AND CHECK INSIDE FOR CLEANLINESS, SAFETY, CONDITION AND EVIDENCE OF OVERHEATING OF ELECTRICAL PARTS.
 2. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.
- PK

OPERATOR: ED-WES, INC.

REPORT DATE 01/11/91

WORK COMPLIANCE FORM NO.

24.180

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER03

AIRCRAFT REG.: N368MD

ISSUED 08-90 REV.

050600+ 150/300/600 HR INSPECTION

| 91011 | 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. |
|--------|-------------|-------|----------|--------|-------------|--|
| 24-018 | DATE | HOURS | LANDINGS | CYCLES | | |
| 29 29 | | 4873 | | | | CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1 |

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

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

 R 244015 CHECK HORIZONTAL STABILIZER ACTUATOR RELAY BOX.....

| | | |
|--------------------|--------------------|-----------|
| TECHNICIAN | INSPECTOR | MAN-HOURS |
| <u>[Signature]</u> | <u>[Signature]</u> | HRG.THS |

244015
 CHECK HORIZONTAL STABILIZER ACTUATOR RELAY BOX
 TEXT FROM MM 5-20-05/PHASE 2, 8

MECH INSP
[Signature]

1. REMOVE COVER FROM HORIZONTAL STABILIZER RELAY BOX AND CHECK INSIDE FOR CLEANLINESS, SAFETY, CONDITION AND EVIDENCE OF OVERHEATING OF ELECTRICAL PARTS.
2. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.

REPORT DATE 03/13/91

WORK COMPLIANCE FORM NO.

25.050

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: NJ68MD

ISSUED 07-88 REV.

PAGE 1

91072

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

04/23/91

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

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

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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

TECHNICIAN INSPECTOR MAN-HOURS
HRS. THS

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

NO TEXT AVAILABLE AT THIS TIME.

NOT FURNISHED BY CUSTOMER

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. 26.020
 OPER03
 050600+ 150/300/600 HR INSPECTION

| 91011 | 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. |
|--------|-------------|-------|-------------|--------|--|
| 26-002 | DATE | HOURS | LANDINGS | CYCLES | |
| 29 29 | | 4873 | | | CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1 |

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 5 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: Peter M. Morris CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

TECHNICIAN INSPECTOR MAN-HOURS
 HRS.THS

PM AK

260186 OPERATIONAL CHECK FIRE PROTECTION SYSTEM...MM 26-00-00.....

260186

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

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

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

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

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

OPERATOR: ED-WES, INC.

REPORT DATE 01/11/91

WORK COMPLIANCE FORM NO.

26.030

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER03

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 08-89

050600+ 150/300/600 HR INSPECTION

| | | | | |
|--------|-------------|-------------|----------|--------|
| 91011 | WORK DUE AT | * = APU HRS | | |
| 26-003 | DATE | HOURS | LANDINGS | CYCLES |
| 29 29 | | 4873 | | |

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 6 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

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

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

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

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

PART REMOVED: PART NUMBER SERIAL NUMBER:
PART INSTALLED: PART NUMBER SERIAL NUMBER:
TIME SINCE NEW: HRS LDGS MOS A TIME SINCE OVERHAUL: HRS LDGS A MOS
WARRANTY TIME REMAINING: HRS LDGS MOS MAN-HOURS: HRS TENTHS PRICE: \$

#260171 WEIGHT CHECK COCKPIT EXTINGUISHER...MM 26-20-00... CP POK
RECORD DATE OF WEIGHT CHECK 6/5/91
R 260172 DISCHARGE/OVERHAUL AND REFILL COCKPIT FIRE EXTINGUISHER...NO REF... N/A N/A
#260173 HYDROSTATIC TEST COCKPIT FIRE EXTINGUISHER...NO REF...
RECORD DATE OF HYDROSTATIC TEST
260174 INSPECT COCKPIT FIRE EXTINGUISHER...NO REF...
RECORD DATE OF INSPECTION HRS LDGS

260176 PART NAME: CABIN PORTABLE EXTINGUISHER TECHNICIAN: INSP:
REASON REMOVED: (CHECK ONE)
TIME A () FAIL B () WORN C () LOANER D () SCHED CONV E () MOD G () SERVICE K () ENG CHG L () TIRE CHG M () DAMAGED T ()
PART REMOVED: PART NUMBER SERIAL NUMBER:
PART INSTALLED: PART NUMBER SERIAL NUMBER:
TIME SINCE NEW: HRS LDGS MOS A TIME SINCE OVERHAUL: HRS LDGS A MOS
WARRANTY TIME REMAINING: HRS LDGS MOS MAN-HOURS: HRS TENTHS PRICE: \$

#260181 WEIGHT CHECK CABIN EXTINGUISHER...MM 26-20-00... SA POK
RECORD DATE OF WEIGHT CHECK 6/5/91
R 260182 DISCHARGE/OVERHAUL AND REFILL CABIN FIRE EXTINGUISHER...NO REF... N/A N/A
#260183 HYDROSTATIC TEST CABIN FIRE EXTINGUISHER...NO REF...
RECORD DATE OF HYDROSTATIC TEST
260184 INSPECT CABIN FIRE EXTINGUISHER...NO REF...
RECORD DATE OF INSPECTION 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.
 AIRCRAFT NO.: 368
 AIRCRAFT REG.: N368MD

REPORT DATE 01/11/91
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 08-90

WORK COMPLIANCE FORM NO. 27.070
 OPERG3
 050600+ 150/300/600 HR INSPECTION

| 91011 | 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. |
|--------|-------------|-------|-------------|--------|--|
| 27-007 | DATE | HOURS | LANDINGS | CYCLES | |
| 29 29 | | 4873 | | | CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1 |

WORK ACCOMPLISHED: DATE MONTH 6 DAY 3 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE David E. Bedwell CERTIFICATE NUMBER: _____

INSPECTED BY: Paul H. Fournier KIND OF CERTIFICATE: _____

 270140 CHECK AILERON CONTROL SYSTEM FREEPLAY...MM 27-10-00.....
 R

| | | |
|------------|-----------|-----------|
| TECHNICIAN | INSPECTOR | MAN-HOURS |
| <u>DEB</u> | <u>PH</u> | HRS.THS |

- 270140
 CHECK AILERON CONTROL FREE PLAY (REFER TO FIGURES 2, 3 AND 4 ON CARD 27-2)
 EQUIPMENT: TORQUE WRENCH, 3/16 INCH RIG PIN
1. REMOVE MAIN BAGGAGE COMPARTMENT FRONT PANEL.
 2. LOCK AILERON CONTROL PULLEY LOCATED ON REAR FUSELAGE BULKHEAD AT STATION 316.00 BY INSTALLING 3/16 INCH RIG PIN. (CHECK TO ENSURE THAT RIG PIN EXTENDS THROUGH ALL HOLES).
 3. CHECK ALL ATTACHING BOLTS BETWEEN AILERON CONTROL PULLEY AND AILERON FOR PROPER TORQUE.
 4. WITH AILERON TAB FIXED IN STREAMLINE POSITION (IN ORDER TO ELIMINATE TAB FREE PLAY) MEASURE AND RECORD THE NO LOAD FREE PLAY OF AILERON TRAILING EDGE AT WING STATION 156.8 LEFT AND RIGHT SIDE. REFER TO FIGURE 3.
 5. THE TOTAL FREE PLAY SHALL NOT EXCEED 0.050 INCH. IF NECESSARY REPLACE ROD-END BEARING ON PUSH-PULL ROD P/N 513020-501.

- NOTE:
1. AILERON FREE PLAY BELOW 0.030 INCH IS ACCEPTABLE.
 2. AILERON FREE PLAY BETWEEN 0.030 AND 0.050 INCH REQUIRES CHECKING FOR LOOSE BEARINGS AND/OR ATTACHING BOLTS AND TIGHTENING BOLTS AS REQUIRED TO REMOVE LOOSENESS.
 3. AILERON FREE PLAY ABOVE 0.050 INCH IS UNACCEPTABLE AND LOOSE OR WORN BEARINGS AND ATTACHING HARDWARE MUST BE REPLACED, AS REQUIRED. REFER TO FIGURE 2.
6. WITH SERVO, TRIM TABS AND AILERON IN THE STREAMLINED POSITION AND A FORCE OF 1.0 TO 1.25 POUNDS APPLIED ON THE TRAILING EDGE, THE TOTAL FREE PLAY ON THE SERVO TAB AT THE TRAILING EDGE SHALL NOT EXCEED .043 INCH AND ON THE TRIM TAB NO MORE THAN .085 INCH, MEASURED 5 INCHES FROM THE TAB OUTBOARD EDGE. REFER TO FIGURE 4.
 7. REMOVE RIG PIN, AND ENSURE FREE MOVEMENT OF AILERON AND TAB IN BOTH DIRECTIONS.
 8. INSTALL FRONT PANEL OF MAIN BAGGAGE COMPARTMENT.
 9. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

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

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

WORK COMPLIANCE FORM NO. 27.130
 OPER03
 050600+ 150/300/600 HR INSPECTION

| 91011 | WORK DUE AT | | | | * = APU HRS |
|--------|-------------|-------|----------|--------|-------------|
| 27-013 | DATE | HOURS | LANDINGS | CYCLES | |
| 29 29 | | 4873 | | | |

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 3 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

| | | |
|------------|------------|-----------|
| TECHNICIAN | INSPECTOR | MAN-HOURS |
| <u>ASB</u> | <u>ADK</u> | HRS.THS |

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

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

WORK COMPLIANCE FORM NO. 27.150A
 OPER03
 050600+ 150/300/600 HR INSPECTION

| 91011 | WORK DUE AT | * = APU HRS. | | |
|--------|-------------|--------------|----------|--------|
| 27-016 | DATE | HOURS | LANDINGS | CYCLES |
| 29 29 | | 4873 | | |

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3491

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

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

- 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.
- 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.
 - 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.

- LIMITS OF TOLERABLE SEPARATION BETWEEN SKIN AND HONEY-COMB CORE (FIGURES 1 AND 2):
 - LIMITS APPLY TO BOTH TOP AND BOTTOM SKINS INDIVIDUALLY.
 - ZONE A - LIMITS FOR AREA AROUND HINGE POINTS (FIGURES 1 AND 2).
 - ZONE B - LIMITS FOR REMAINING AREA (FIGURES 1 AND 2).
- 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.
- RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.

REPORT DATE 01/11/91

WORK COMPLIANCE FORM NO. 27.190

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER03

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 03-90

050600+ 150/300/400 HR INSPECTION

| 91011 | 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 | | |
| 27-020 | | | | | |
| 29 29 | | 4873 | | | |

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

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

TECHNICIAN SIGNATURE: N/A CERTIFICATE NUMBER: _____

INSPECTED BY: N/A KIND OF CERTIFICATE: _____

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

270213 LUBRICATE ELEVATOR ATTACH POINTS...MM 12-20-00... N/A N/A

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

R NOTE: THIS PROCEDURE IS NOT REQUIRED FOR AIRCRAFT WITH SERVICE BULLETIN 1124-55-021, PARA 2D INCORPORATED.

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

- NOTE:
1. USE ONLY CLEAN AND APPROVED LUBRICANTS. REMOVE ALL EXCESS OIL AND GREASE THAT TEND TO ACCUMULATE NEAR THE LUBRICATION FITTINGS AND AREAS.
 2. GREASE ALL FITTINGS BELOW THE CABIN FLOOR AND AT THE ELEVATOR PIVOT POINT ANY TIME THE FITTINGS ARE ACCESSIBLE AS A RESULT OF OTHER MAINTENANCE.
 3. BEFORE APPLYING LUBRICANTS, REMOVE ALL FOREIGN MATTER FROM JOINTS, FITTINGS, OR BEARING SURFACES.
 4. WHEN APPLYING LUBRICANTS, THROUGH PRESSURE TYPE FITTINGS, MAKE CERTAIN LUBRICANT HAS EMERGED FROM AROUND BUSHINGS, THEN WIPE OFF EXCESS.
 5. INVESTIGATE CAUSE IF ND GREASE HAS EMERGED FROM AROUND BUSHINGS.
 6. STANDARD ZERK FITTING AND SPECIAL FLUSH FITTING ARE BOTH USED THROUGHOUT THE AIRCRAFT.

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

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. 27.200A
 OPERO3
 050600+ 150/300/600 HR INSPECTION

| 91011 | 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. |
|--------|-------------|-------|----------|-------------|--|
| 27-022 | DATE | HOURS | LANDINGS | CYCLES | |
| 29 29 | | 4873 | | | CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1 |

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

| | TECHNICIAN | INSPECTOR | MAN-HOURS |
|--|--------------------|--------------------|-----------|
| | | | HRS.THS |
| 270238 INSPECT LEFT FLAP...MM 27-50-00..... | <u>[Signature]</u> | <u>[Signature]</u> | |
| NEXT INSPECTION DUE AT _____ 300 HOURS _____ 150 HOURS | | | |
| 270243 INSPECT RIGHT FLAP...MM 27-50-00..... | <u>[Signature]</u> | <u>[Signature]</u> | |
| NEXT INSPECTION DUE AT _____ 300 HOURS _____ 150 HOURS | | | |

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

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

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

OPERATOR: ED-WES, INC.

REPORT DATE 01/11/91

WORK COMPLIANCE FORM NO.

27.2008

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER03

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050600+ 150/300/600 HR INSPECTION

| 91011 | 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 | | 4873 | | | CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1 |

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: David S. Bedwell CERTIFICATE NUMBER: _____

INSPECTED BY: Paul D. Fournier KIND OF CERTIFICATE: _____

| | TECHNICIAN | INSPECTOR | MAN-HOURS |
|---|------------|-----------|-----------|
| | | | HRS.THS |
| 270237 INSPECT LEFT FLAP VANE...MM 27-50-00..... | <u>DB</u> | <u>PK</u> | |
| 270247 INSPECT RIGHT FLAP VANE...MM 27-50-00..... | <u>DB</u> | <u>PK</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.

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

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. 27.200C
 OPERC3
 050600+ 150/300/600 HR INSPECTION

| | | | | | |
|--------|-------------|-------------|----------|--------|--|
| 91011 | 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. |
| 27-024 | DATE | HOURS | LANDINGS | CYCLES | |
| 29 29 | | 4873 | | | CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1 |

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3194

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

 270248 FUNCTIONAL CHECK FLAP TIME EXCEED RELAY...MM 5-20-03.....

| | | |
|--------------------|--------------------|-----------|
| TECHNICIAN | INSPECTOR | MAN-HOURS |
| <u>[Signature]</u> | <u>[Signature]</u> | HRG.THS |

270248

FUNCTIONAL CHECK FLAP TIME EXCEED RELAY

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

NOTE: THE MOTOR WILL NOT RUN.

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

OPERATOR: ED-WES, INC.

REPORT DATE 01/11/91

WORK COMPLIANCE FORM NO.

27.280

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPERC3

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050600+ 150/300/600 HR INSPECTION

| 91011 | WORK DUE AT | * = APU HRS | | |
|--------|-------------|-------------|----------|--------|
| 27-032 | DATE | HOURS | LANDINGS | CYCLES |
| 29 29 | | 4873 | | |

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 10 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

TECHNICIAN INSPECTOR MAN-HOURS
HRS.THS

270335 OPERATIONAL CHECK SPEED BRAKES AND LIFT DUMPERS...MM 27-60-00..... [Signature] [Signature]

270335

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

OPERATIONAL CHECK SPEED BRAKES AND LIFT DUMPERS

EQUIPMENT/CONSUMABLES: HYDRAULIC PRESSURE SUPPLY, EXTERNAL ELECTRICAL POWER SOURCE, PROTRACTOR, COTTER PIN

1. PREPARE AIRCRAFT AS FOLLOWS:

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

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

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

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

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

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. 27.340
 OPER03
 050600+ 150/300/600 HR INSPECTION

| 91011 | WORK DUE AT | * = APU HRS | | |
|--------|-------------|-------------|----------|--------|
| 27-036 | DATE | HOURS | LANDINGS | CYCLES |
| 29 29 | | 4873 | | |

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE MONTH DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: *Donald E. Bedwell* CERTIFICATE NUMBER:

INSPECTED BY: *Paul D. Jensen* KIND OF CERTIFICATE:

| | | |
|------------|-----------|-----------|
| TECHNICIAN | INSPECTOR | MAN-HOURS |
| <i>DEB</i> | <i>PK</i> | HRS.THS |

270176 LUBRICATE RUDDER PEDAL ARMS...MM 12-20-00.....

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

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

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

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

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

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

WORK COMPLIANCE FORM NO. 27.350
 OPERD3
 050600+ 150/300/600 HR INSPECTION

| 91011 | WORK DUE AT | | | |
|--------|-------------|-------|----------|--------|
| 27-037 | DATE | HOURS | LANDINGS | CYCLES |
| 29 29 | | 4873 | | |

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

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

270179 LUBRICATE CONTROL COLUMNS...MM 12-20-00.....

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

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

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

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

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. 27.360
 OPER03
 050600+ 150/300/600 HR INSPECTION

| 91011 | WORK DUE AT | | | | * = APU HRS |
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| 27-038 | DATE | HOURS | LANDINGS | CYCLES | |
| 29 29 | | 4873 | | | |

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

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

270346 LUBRICATE FLIGHT CONTROL FORWARD/AFT BELLCRANKS...MM 12-20-00.....

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

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

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

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

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

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

WORK COMPLIANCE FORM NO. 27.370
 OPER03
 050600+ 150/300/600 HR INSPECTION

| 91011 | 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. |
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| 27-039 | DATE | HOURS | LANDINGS | CYCLES | |
| 29 29 | | 4873 | | | CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1 |

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: Daniel R. Bebell CERTIFICATE NUMBER: _____

INSPECTED BY: Paul D. Jovan KIND OF CERTIFICATE: _____

 270356 LUBRICATE GUST LOCK...MM 12-20-00.....

| | | |
|------------|-----------|-----------|
| TECHNICIAN | INSPECTOR | MAN-HOURS |
| <u>DRB</u> | <u>PK</u> | HRS. THS |

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

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

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

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

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. 27.380
 OPER03

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| 91011 | 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. |
| 27-040 | DATE | HOURS | LANDINGS | CYCLES | |
| 29 29 | | 4873 | | | |

050600+ 150/300/600 HR INSPECTION
 CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 1 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: Dan E. Bedell CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

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

270351 INSPECT/LUBRICATE PRESSURE SEALS...MM 12-20-00..... [Signature] [Signature]

270351
 INSPECT/LUBRICATE PRESSURE SEALS (REFER TO FIGURE 5 ON CARD 27-11)
 EQUIPMENT/CONSUMABLES: GREASE MIL-G-81322, SEAL P/N S0337-14, TWO RINGS P/N S171-16C, ONE RING P/N S11L-162C

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

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

1. REMOVE CABLE SEALS AS FOLLOWS:
 - A. REMOVE FLOOR CARPETING AND INTERIOR TO GAIN ACCESS TO REAR CABIN FLOOR PANEL.
 - B. REMOVE SCREWS SECURING REAR FLOOR PANEL. REMOVE PANEL.
 - C. BELOW CONTROL CABLES, REMOVE PULLEY GUARD PIN FROM PULLEY BRACKET ASSEMBLY ADJACENT TO REAR PRESSURE BULKHEAD, AT STATION 265.370.
 - D. REMOVE SCREWS, SECURING PULLEY BRACKET ASSEMBLY AT STATION 265.370, REMOVE PULLEY ASSEMBLY.
 - E. REMOVE ACCESS COVER FROM LOWER FUSELAGE TO GAIN ACCESS TO REAR SIDE OF REAR PRESSURE BULKHEAD.
 - F. REMOVE TWO RESTRAINING RINGS ON PRESSURIZED SIDE OF BULKHEAD AND ONE RESTRAINING RING ON UNPRESSURIZED SIDE OF BULKHEAD.
 - G. PULL SEAL OUT OF BULKHEAD FROM UNPRESSURIZED SIDE.
 - H. BEND SEAL OPEN AND REMOVE FROM CABLE.
2. CLEAN GREASE FROM INNER RACE.
3. SPREAD CABLE SEAL OPEN AND EXAMINE VISUALLY FOR DETERIORATION. SEALS REQUIRE REPLACEMENT IF EVIDENCE OF CRACKING OR CHECKING, ABNORMAL SOFTNESS OR SWELLING IS NOTED.
4. USE REPLACEMENT CABLE SEALS IF NECESSARY.
5. INSTALL CABLE SEALS AS FOLLOWS:

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

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

CAUTION: CARE SHOULD BE TAKEN TO INSTALL THE PROPER SIZE SEAL FOR THE BULKHEAD HOLE SIZE AND TO USE THE PROPER SIZE RESTRAINING RINGS. (SEAL P/N S0337-14, TWO RINGS P/N S11L-16C AND ONE RING P/N S11L-162C RINGS)

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. 27.430
 OPER03

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| 91011 | 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. |
| 27-045 | DATE | HOURS | LANDINGS | CYCLES | |
| 29 29 | | 4873 | | | 050600+ 150/300/600 HR INSPECTION |

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

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

270271 ADJUSTMENT/TEST FLAP COMPARTOR...MM 27-50-00.....

270271
 ADJUSTMENT/TEST FLAP COMPARTOR (REFER TO FIGURES 1, 2, 3, 4 AND 5 ON CARD 27-13)
 EQUIPMENT: DIGITAL OHMMETER, PROTRACTOR, FLAP POSITION INDICATOR P/N 6883739, TEST BOX AND HARNESS (FIGURE 1 FOR A/C 187-360, AND FIGURE 5 FOR A/C 307 AND SUBS), EXTERNAL POWER SOURCE

- NOTE: 1. FOR AIRCRAFT WITH ROTARY UNBALANCED POTENTIOMETERS ON AIRCRAFT 187 THROUGH 282 EXCEPT 239, REFER TO STEP A IF TEST BOX IS AVAILABLE. IF TEST BOX IS NOT AVAILABLE, REFER TO STEP B.
 2. FOR AIRCRAFT WITH LINEAR DISPLACEMENT POTENTIOMETERS ON AIRCRAFT 239, 283 AND SUBSEQUENT, REFER TO STEP C IF TEST BOX IS NOT AVAILABLE. IF TEST BOX IS AVAILABLE, REFER TO STEP D.

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

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

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

REPORT DATE 01/11/91
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 01-90

WORK COMPLIANCE FORM NO. 27.440
 OPERG3
 050600+ 150/300/600 HR INSPECTION

| 91011 | WORK DUE AT | | | * = APU HRS |
|--------|-------------|-------|----------|-------------|
| | DATE | HOURS | LANDINGS | CYCLES |
| 27-046 | | | | |
| 29 29 | | 4873 | | |

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: Peter M. Monaco CERTIFICATE NUMBER: _____
 INSPECTED BY: Karl D. Forcum KIND OF CERTIFICATE: _____

| | TECHNICIAN | INSPECTOR | MAN-HOURS |
|--|------------|------------|-----------|
| | | | HRS. THS |
| 270340 CHECK CABLE TENSION FLIGHT/PASSENGER COMPARTMENT...MM 27-00-00..... | <u>SZL</u> | <u>POK</u> | |
| 270341 CHECK CABLE TENSION AFT FUSELAGE...MM 27-00-00..... | <u>POK</u> | <u>POK</u> | |

270340, 270341

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO COMPLETE THIS TASK 27.T01 AND 27.T02.

- CABLE TENSION CHECK (REFER TO TABLES 1 AND 2 ON CARD 27-14)
- CHECK CABLE TENSION IN ACCORDANCE WITH TABLES 1 AND 2.
 - RECORD TENSION CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.
AIRCRAFT NO.: 368
AIRCRAFT REG.: N368ND

REPORT DATE 01/11/91
MODEL: 1124A WESTWIND
ISSUED 12-88 REV. 08-89

WORK COMPLIANCE FORM NO. 27.500
OPERG3
050600+ 150/300/600 HR INSPECTION

Table with columns: WORK DUE AT, DATE, HOURS, LANDINGS, CYCLES, RECORD TIME WORK ACCOMPLISHED FOR EACH TASK...

WORK ACCOMPLISHED: DATE: MONTH DAY YEAR AIRCRAFT HOURS: LANDINGS:
TECHNICIAN SIGNATURE: N/A CERTIFICATE NUMBER:
INSPECTED BY: KIND OF CERTIFICATE:

TECHNICIAN INSPECTOR MAN-HOURS
HRS.THS

270211 INSPECT SCISSORS ASSEMBLY...SB 1124-55-097.
R 910970 SB 1124-55-097

R 270211

- R INSPECT SCISSORS ASSEMBLY (REFER TO FIGURES 1 THROUGH 5 ON CARD 27-19)
R 1. REMOVE TAIL CONE AND EMPENNAGE FAIRINGS NECESSARY TO GAIN ACCESS TO THE SCISSORS ASSEMBLY.
R 2. WITHOUT SCISSOR REMOVAL, VISUALLY INSPECT FOR CRACKS AT THE FOLLOWING LOCATIONS:
R LOCATION
R A. FITTING, UPPER P/N 453513-501 1 (REFER TO FIGURE 1)
R B. FITTING, LOWER P/N 453514-503 2, 3 & 4 (REFER TO FIGURE 2)
R C. SCISSOR, UPPER P/N 453508-503, -505 5, 6 & 7 (REFER TO FIGURE 3)
R C. SCISSOR, LOWER P/N 453509-503 8, 9 & 10 (REFER TO FIGURE 4)
R 3. IF CRACKS ARE REVEALED, REMOVE THE SCISSOR ARMS BY REMOVING THE TWO BOLTS (P/N 453511-501) AND BOLT (P/N 453510-501).

R NOTE: 1. THE AIRCRAFT MAY REMAIN IN SERVICE. IF THE AIRCRAFT REMAINS IN SERVICE, INSPECTION OF THE HORIZONTAL STABILIZER AFT SPAR SPLICE FITTING P/N 453005-501 SHOULD BE CONTINUED ACCORDING TO SERVICE BULLETIN ND.1124-55-020.
R 2. FOR REINSTALLATION INSTRUCTIONS OF THE SCISSORS ASSEMBLY AND FOR PROCUREMENT OF REPLACEMENT PARTS, CONTACT ASTRA JET CORPORATION, WILMINGTON, DELAWARE.

R 4. INSPECT LOWER FITTING (P/N 453514-503) FOR LOOSE RIVETS OR GAPS BETWEEN FITTING AND HORIZONTAL STABILIZER SKIN (REFER TO FIGURE 5).

R NOTE: IF LOOSENESS AND/OR GAPS BETWEEN LOWER FITTING AND STABILIZER SKIN ARE FOUND, REMOVE THE SCISSORS ARMS BY REMOVING THE 2 BOLTS (P/N 453511-501) AND BOLT (P/N 453510-501).

R 5. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

SCISSORS PREVIOUSLY REMOVED
THIS CARD IS N/A
QSB

OPERATOR: ED-WES, INC.

REPORT DATE 01/11/91

WORK COMPLIANCE FORM NO.

28.090C

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER03

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050600+ 150/300/600 HR INSPECTION

91011

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.

28-011

DATE

HOURS

LANDINGS

CYCLES

29 29

4873

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91

AIRCRAFT HOURS: 4878

LANDINGS: 3494

TECHNICIAN SIGNATURE: Dennis E. Redbell

CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature]

KIND OF CERTIFICATE: _____

TECHNICIAN INSPECTOR MAN-HOURS
HRS. THS

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

281150

CHECK OPERATION BOOST PUMPS

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

OPERATOR: ED-WES, INC.

REPORT DATE 01/11/91

WORK COMPLIANCE FORM NO.

29.010A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER03

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050600+ 150/300/600 HR INSPECTION

| 91011 | 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 | |
| 29-002 | | | | | |
| 29 29 | | 4873 | | | CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1 |

WORK ACCOMPLISHED: DATE: MONTH Feb DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

INSPECTOR: [Signature] CERTIFICATE NUMBER: _____

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE: _____

INSPECTED BY: [Signature]

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

290106 REPLACE HYDRAULIC RESERVOIR FILTER...MM 29-10-00.....

290106

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

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

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

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

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

OPERATOR: ED-WES. INC.

REPORT DATE 01/11/91

WORK COMPLIANCE FORM NO.

29.050A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER03

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 03-90

050600+ 150/300/600 HR INSPECTION

| 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 | |
| 29-006 | | | | |
| 29-29 | | 4873 | | |

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

TECHNICIAN INSPECTOR MAN-HOURS
HRS.THS

[Signature] [Signature]

290116 INSPECT/REPLACE RESERVOIR AIR VENT FILTER...MM 29-10-10.....

290116

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

- INSPECTION/REPLACEMENT AIR VENT FILTER (REFER TO FIGURE 2 ON CARD 29-3)
- R EQUIPMENT/CONSUMABLES: FILTER UNIT - P/N 713036, ELEMENT - P/N 574096 OR 57738, EXTERNAL O-RINGS (2) P/N
R 50309-906, EXTERNAL BACKUPS (2) P/N 50311-906
1. REMOVE MAIN BAGGAGE COMPARTMENT REAR PANEL.
 2. RELEASE HYDRAULIC RESERVOIR AIR PRESSURE, AND MAIN HYDRAULIC SYSTEM PRESSURE.
 3. REMOVE AIR PRESSURE REGULATOR TO GAIN ACCESS TO AIR VENT FILTER. REFER TO WORK COMPLIANCE FORM 29.050.
 4. DISCONNECT AND CAP AIR LINES CONNECTED TO TEE FITTINGS AT TOP OF AIR VENT FILTER.
 5. DISCONNECT AND CAP DRAIN LINE AT BOTTOM OF AIR VENT FILTER.
 6. REMOVE NUT, BOLT, WASHER AND CLAMP SECURING AIR VENT FILTER AND REMOVE FILTER.
 7. REMOVE SAFETY WIRE AND DISASSEMBLE FILTER AS SHOWN IN FIGURE 2.
 8. INSPECT FILTER AND DETERMINE CAUSE OF CONTAMINATION.
 9. THOROUGHLY CLEAN AIR VENT FILTER HOUSING AND INSTALL NEW FILTER ELEMENT P/N 574069.
 10. REASSEMBLE FILTER AS SHOWN IN FIGURE 2. SAFETYWIRE THE VENT FILTER.
 11. INSTALL AIR VENT FILTER AND SECURE FILTER WITH CLAMP BOLT, WASHER AND NUT.
 12. REMOVE CAP AND CONNECT DRAIN LINE AT BOTTOM OF FILTER.
 13. REMOVE CAP AND CONNECT AIR LINES TO TEE FITTINGS AT TOP OF AIR VENT FILTER.
 14. INSTALL AIR PRESSURE REGULATOR. REFER TO WORK COMPLIANCE FORM 29.050.
 15. RECORD INSPECTION/REPLACEMENT COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.

REPORT DATE 01/11/91

WORK COMPLIANCE FORM NO.

29.050B

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER03

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050600+ 150/300/600 HR INSPECTION

| 91011 | WORK DUE AT | * = APU HRS | | |
|--------|-------------|-------------|----------|--------|
| 29-007 | DATE | HOURS | LANDINGS | CYCLES |
| 29 29 | | 4873 | | |

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 7 YEAR 91 AIRCRAFT HOURS: 1878 LANDINGS: 3494

INSPECTOR
TECHNICIAN SIGNATURE: Paul D. Korman CERTIFICATE NUMBER: _____

INSPECTED BY: Pat M. Morris KIND OF CERTIFICATE: _____

| | | | |
|--|------------|------------|-----------|
| | TECHNICIAN | INSPECTOR | MAN-HOURS |
| | | | HRS.THS |
| | <u>PKM</u> | <u>POK</u> | |

290131 INSPECT/REPLACE RESERVOIR AIR PRESSURE FILTER...MM 29-10-00.....

290131

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

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

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

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

OPERATOR: ED-WES, INC.

REPORT DATE 01/11/91

WORK COMPLIANCE FORM NO.

29.050C

AIRCRAFT NO.: 366

MODEL: 1124A WESTWIND

OPER03

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050600+ 150/300/600 HR INSPECTION

| 91011 | WORK DUE AT | | * = APU HRS | | RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING. |
|--------|-------------|-------|-------------|--------|--|
| 29-008 | DATE | HOURS | LANDINGS | CYCLES | |
| 29 29 | | 4873 | | | CK CURRENT DUE LIST FOR DUE TIME CHGS |

PAGE 1

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

TECHNICIAN SIGNATURE: Peter M. Morio CERTIFICATE NUMBER: _____

INSPECTED BY: Paul D. Kavan KIND OF CERTIFICATE: _____

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

| | | | | |
|--------|---|------------|------------|-------|
| 290171 | REPLACE LEFT HIGH PRESSURE HYDRAULIC FILTER ELEMENT...MM 29-10-10..... | <u>Pmm</u> | <u>PDK</u> | _____ |
| 290206 | REPLACE RIGHT HIGH PRESSURE HYDRAULIC FILTER ELEMENT...MM 29-10-10..... | <u>Pmm</u> | <u>PDK</u> | _____ |

290171, 290206

REPLACE HYDRAULIC HIGH-PRESSURE FILTER ELEMENT (REFER TO FIGURE 3 ON CARD 29-3)

CONSUMABLES: BACKUP RING P/N MS28783-1, O-RING P/N NAS1611-223, FILTER ELEMENT P/N 7509121

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

OPERATOR: ED-WES, INC.

REPORT DATE 01/11/91

WORK COMPLIANCE FORM NO.

29.0500

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER03

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 08-89

050600+ 150/300/600 HR INSPECTION

| | | | | | |
|--------|-------------|-------|--------------|--------|--|
| 91011 | WORK DUE AT | | * = APU HRS. | | RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING. |
| 29-009 | DATE | HOURS | LANDINGS | CYCLES | |
| 29 29 | | 4873 | | | |

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: Peter M. Monaco CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

TECHNICIAN INSPECTOR MAN-HOURS
HRS.THS

290118 CLEAN/CHECK HYDRAULIC RESERVOIR AIR PRESSURE CHECK VALVE...MM 5-20-00..... P.M. POK

290118

R NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 29.010, STEP 14.

CLEAN/CHECK HYDRAULIC RESERVOIR AIR PRESSURE CHECK VALVES

1. CLEAN HYDRAULIC RESERVOIR AIR PRESSURE CHECK VALVES, CHECK HYDRAULIC RESERVOIR FOR PRESSURIZATION. REFER TO WORK COMPLIANCE FORM 29.010, STEP 14.
2. RECORD CLEAN/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. 08-90

WORK COMPLIANCE FORM NO. 29.120A
 OPER03
 050600+ 150/300/600 HR INSPECTION

| 91011 | WORK DUE AT | | * = APU HRS. | |
|--------|-------------|-------|--------------|--------|
| 29-016 | DATE | HOURS | LANDINGS | CYCLES |
| 29 29 | | 4873 | | |

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH _____ DAY _____ YEAR _____ AIRCRAFT HOURS: 4873 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

| | TECHNICIAN | INSPECTOR | MAN-HOURS |
|---|--------------------|------------------------------------|-----------|
| 290143 INSPECTION/LUBRICATION LEFT HYDRAULIC PUMP SPLINES...SM 72-00-00..... | <u>[Signature]</u> | <u>[Signature]</u> R.G. INSR | HRS.THS |
| 290178 INSPECTION/LUBRICATION RIGHT HYDRAULIC PUMP SPLINES...SM 72-00-00..... | <u>[Signature]</u> | <u>[Signature]</u> R.G. INSR | |

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 ENSURE 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 COML.

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.
 AIRCRAFT NO.: 368
 AIRCRAFT REG.: N368MD

REPORT DATE 01/11/91
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 03-90

WORK COMPLIANCE FORM NO. 30.010
 OPER03
 050600+ 150/300/600 HR INSPECTION

| 91011 | WORK DUE AT | * = APU HRS | | |
|--------|-------------|-------------|----------|--------|
| 30-001 | DATE | HOURS | LANDINGS | CYCLES |
| 29 29 | | 4873 | | |

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

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

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

DUE > 300102 INSP L DEICER CK VALVE MM 30-10-00
 DUE > 300104 INSP R DEICER CK VALVE MM 30-10-00

 300101 PART NAME: LEFT DE-ICER CHECK VALVE 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

300102 INSPECT LEFT DE-ICER CHECK VALVE...MM 5-20-05... [Signature] [Signature]

300103 PART NAME: RIGHT DE-ICER CHECK VALVE 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

300104 INSPECT RIGHT DE-ICER CHECK VALVE...MM 5-20-05... [Signature] [Signature]

- 300101, 300103
 R DE-ICER CHECK VALVE - REMOVAL AND INSTALLATION (REFER TO FIGURE 1 ON CARD 30-1)
 CONSUMABLES: O-RING P/N 9-0310-916HT(2)
 R A REMOVAL (REFER TO FIGURE 1)
1. REMOVE FORWARD END OF REAR BAGGAGE COMPARTMENT ACCESS COVER TO GAIN ACCESS TO CHECK VALVE ASSEMBLY.
 2. DISCONNECT TWO ENGINE AIR LINES AND PRESSURE REGULATOR LINE FROM CHECK VALVE ASSEMBLY AND REMOVE CHECK VALVE ASSEMBLY.
 3. CAP ALL LINES AND DISCARD O-RINGS.
 4. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.
- R B INSTALLATION
1. BK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
 2. REMOVE CAPS FROM LINES AND INSTALL NEW O-RINGS P/N 9-0310-916HT(2).

CAUTION: CHECK THE O-RING SEAL ON THE FLOPPER DOOR TO ENSURE THAT THE CHECK VALVE IS FUNCTIONING PROPERLY.

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

REPORT DATE 01/11/91
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 03-90

WORK COMPLIANCE FORM NO. 30.100
 OPER03
 050400+ 150/300/400 HR INSPECTION

| 91011 | WORK DUE AT | | * = APU HRS. | |
|--------|-------------|-------|--------------|--------|
| 30-011 | DATE | HOURS | LANDINGS | CYCLES |
| 29 29 | | 4873 | | |

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

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

300133 FUNCTIONAL CHECK PNEUMATIC DE-ICER BOOTS...MM 30-10-00.....

300133

R FUNCTIONAL CHECK PNEUMATIC DE-ICER BOOTS (REFER TO FIGURE 2 ON CARD 30-1)

EQUIPMENT: EXTERNAL AIR PRESSURE SOURCE FILTERED AND REGULATED TO 30 + -1 PSIG

1. CONNECT AN EXTERNAL AIR PRESSURE SOURCE TO THE TEST CONNECTION LOCATED ON THE ENGINE BLEED AIR CHECK VALVE IN THE AFT FUSELAGE COMPARTMENT.
2. WITH THE TEST AIR SOURCE TURNED OFF, TURN ON AIRCRAFT DC POWER. THE SURFACE DE-ICING WARNING LIGHT SHOULD ILLUMINATE.
3. TURN ON THE TEST AIR SOURCE. THE SURFACE DE-ICING LIGHT SHOULD EXTINGUISH.
4. PRESS THE NORMAL SURFACE DE-ICE CONTROL SWITCH TO CONT AND LET THE SYSTEM CYCLE FOR 1.5 MINUTES.
5. THE WING BOOTS SHOULD INFLATE AS SOON AS THE AUTOMATIC CYCLE IS STARTED AND REMAIN INFLATED FOR 6 SECONDS WITH THE INFLATION OF THE EMPENNAGE BOOTS IMMEDIATELY FOLLOWING FOR A PERIOD OF 4 SECONDS.
6. THE SYSTEM SHOULD THEN DWELL FOR 50 SECONDS AND REPEAT THE INFLATION CYCLE ONE MORE TIME.
7. PRESS THE NORMAL SURFACE DE-ICE CONTROL SWITCH TO SINGLE FOR 0.5 SECONDS. THE WING AND EMPENNAGE BOOTS SHOULD INFLATE IN THE SAME INFLATION TIME AND SEQUENCE AS DESCRIBED IN STEP 5.
8. THE SYSTEM SHOULD CYCLE ONE TIME AND NOT REPEAT.
9. WAIT 1.5 MINUTES AND THEN OPERATE THE MANUAL OVERRIDE SWITCH BY DEPRESSING FIRST THE WING SIDE OF THE SWITCH FOR APPROXIMATELY 5 SECONDS. THE WING BOOTS SHOULD INFLATE. NEXT DEPRESS THE EMPENNAGE SIDE OF THE MANUAL OVERRIDE SWITCH FOR APPROXIMATELY 5 SECONDS. THE WING BOOTS SHOULD DEFLATE AND THE EMPENNAGE BOOTS SHOULD INFLATE.
10. INFLATION OF BOOTS INDICATE THAT THE SYSTEM CHECK VALVES ARE WORKING PROPERLY. INSPECT ALL SURFACE DE-ICE BOOTS AND THE STALL STRIPS FOR SIGNS OF DETACHMENT.
11. PRESS THE MANUAL SURFACE CONTROL SWITCH TO WING AND THEN TO TAIL:
 - A. THE DE-ICER BOOTS, CORRESPONDING TO THE DEPRESSED SWITCH POSITION, SHOULD INFLATE AND DEFLATE WHEN THE SWITCH IS RELEASED OR MOVED TO THE ALTERNATE OPERATING POSITION.
 - B. THE CHECK IN STEP A. DETERMINES THAT THE DISTRIBUTOR VALVE IS WORKING CORRECTLY AND THAT THE OVERRIDE ELECTRICAL CIRCUIT IS SATISFACTORY.
 - C. REMOVE TEST AIR SOURCE FROM TEST CONNECTION AND PLUG TEST CONNECTION.
12. RECORD FUNCTIONAL CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

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

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

WORK COMPLIANCE FORM NO. 30.140
 OPER03

91011 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 |
|--------|-------|----------|--------|
| 30-015 | | | |
| 29 29 | 4873 | | |

050600+ 150/300/600 HR INSPECTION

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

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

(300147) () INSPECT PILOT WINDSHIELD CYCLING CONTACTOR...MM 30-40-00..... POK [Signature] _____
 910361 SB 1124-30-036 PART II
 HAS P/N 7264-4654 WCC (MFG LEACH) BEEN INSTALLED? YES ___ NO ✓
 (300150) () INSPECT COPILOT WINDSHIELD CYCLING CONTACTOR...MM 30-40-00..... POK [Signature] _____
 910361 SB 1124-30-036 PART II
 HAS P/N 7264-4654 WCC (MFG LEACH) BEEN INSTALLED? YES ___ NO ✓

- 300147, 300150
 INSPECT WINDSHIELD CYCLING CONTACTOR (REFER TO ILLUSTRATION ON CARD 30-5)
 EQUIPMENT: EXTERNAL POWER FOR AIRCRAFT, DIGITAL VOLTMETER WITH A 1 VOLT SCALE, LEACH P/N 7264-4654 OR CUTLER HAMMER P/N 6041H-215 OR CUTLER HAMMER P/N 6041H-243
1. GAIN ACCESS TO BOTH DC CONTACTOR BOXES AND REMOVE THEIR COVERS. REFER TO ILLUSTRATION.
 2. VISUALLY INSPECT CONTACTOR WIRING FOR EVIDENCE OF OVERHEATING. WIRING THAT HAS BEEN OVERHEATED SHOULD BE REPLACED.
 3. APPLY EXTERNAL POWER TO THE AIRCRAFT AND SELECT BATTERY MASTER TO "OVERRIDE" TO OPERATE THE WINDSHIELD HEAT SYSTEM ON "HI" (TO CLOSE CONTACTOR).
 4. CONNECT A DIGITAL VOLTMETER ACROSS WINDSHIELD CYCLING CONTACTOR TERMINALS A1 AND A2. SET METER TO 1 VOLT SCALE.
 5. VOLTAGE DROP SHOULD NOT EXCEED 0.2 V DC. IF VOLTAGE DROP EXCEEDS 0.2 VOLTS, ERATIC READINGS ARE OBSERVED, OR CONTACTORS SHOW EVIDENCE OF EXCESSIVE HEATING, REPLACE THE CONTACTORS.
 6. REINSTALL DC CONTACTOR BOX COVERS AND RETURN AIRCRAFT TO SERVICE.
 7. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

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. 32.030
 OPER03
 050600+ 150/300/600 HR INSPECTION

| | | | | | |
|--------|-------------|-------|-------------|--------|--|
| 91011 | 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 | | 4873 | | | |

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: Stan Hansen CERTIFICATE NUMBER: _____

INSPECTED BY: Paul D. Forcum KIND OF CERTIFICATE: _____

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

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. 32.040
 OPERC3

050600+ 150/300/600 HR INSPECTION

| 91011 | 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 | | |
| 32-005 | | | | | |
| 29 29 | | 4873 | | | |

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

| | TECHNICIAN | INSPECTOR | MAN-HOURS |
|---|--------------------|--------------------|-----------|
| | | | HRS.THS |
| 320116 SERVICE NOSE LANDING GEAR SHOCK STRUT...MM 12-10-04..... | <u>[Signature]</u> | <u>[Signature]</u> | |
| 320636 SERVICE LEFT MAIN GEAR SHOCK STRUT...MM 12-10-04..... | <u>[Signature]</u> | <u>[Signature]</u> | |
| 321136 SERVICE RIGHT MAIN GEAR SHOCK STRUT...MM 12-10-04..... | <u>[Signature]</u> | <u>[Signature]</u> | |

320116, 320636, 321136

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 32.T01, 32.T02.

- SERVICE LANDING GEAR SHOCK STRUTS (NOSE/MAIN) (REFER TO FIGURES 4, 5, 6, 7 AND 8 ON CARD 32-1)
 CONSUMABLES: HYDRAULIC FLUID MIL-H-5606, COMPRESSED NITROGEN
- CHECK SHOCK STRUTS FOR LEAKAGE, CONDITION, PROPER SERVICE AND CORRECT INFLATION.
 - CLEAN SHOCK STRUT AND WIPE OFF DIRT AND DUST FROM STRUT PISTON USING CLEAN CLOTH DAMPENED WITH HYDRAULIC FLUID.
 - CHECK STRUT EXTENSION. REFER TO WORK COMPLIANCE FORM 32.T02.

WARNING: DO NOT REMOVE FILL OR DRAIN PLUGS BEFORE DEFLATING STRUT.

NOTE: ONLY CLEAN MIL-H-5606 HYDRAULIC FLUID SHALL BE USED TO FILL LANDING GEAR SHOCK STRUTS.

- JACK AIRCRAFT. REFER TO WORK COMPLIANCE FORM 32.T01.
- REMOVE VALVE CAP FROM NITROGEN VALVE BODY AT BOTTOM OF STRUT PISTON.
- ROTATE OUTER NUT ON NITROGEN VALVE BODY COUNTERCLOCKWISE SLOWLY TO DEFLATE STRUT.
- REMOVE HYDRAULIC FILL PLUG FROM UPPER END OF STRUT BODY.

CAUTION: NITROGEN MAY BE TRAPPED ON FLUID SIDE OF FLOATING PISTON. REMOVE PLUG SLOWLY.

- APPLY LOW-PRESSURE AIR TO HYDRAULIC FILL PLUG PORT, FULLY EXTENDING THE STRUT PISTON AND FLOATING PISTON WITHIN THE STRUT.
- CLOSE NITROGEN VALVE BODY NUT TO KEEP FLOATING PISTON FROM BEING DRAWN UP.
- WITH STRUT PISTON (SHINY PORTION OF STRUT) FULLY EXTENDED, FILL STRUT TO OVERFLOWING WITH MIL-H-5606 HYDRAULIC FLUID.
- INSTALL A DRAIN HOSE TO HYDRAULIC FILL PORT AND SLOWLY COMPRESS STRUT PISTON (SHINY PORTION OF STRUT). ALLOWING HYDRAULIC FLUID TO OVERFLOW INTO A CLEAN CONTAINER. THIS CAN BE DONE WITH A JACK, OR BY HAND IF THE WHEEL AND BRAKE ARE REMOVED.
- SLOWLY EXTEND THE STRUT PISTON (SHINY PORTION OF STRUT), ALLOWING FLUID TO BE DRAWN FROM THE CLEAN CONTAINER OF HYDRAULIC FLUID BACK INTO THE UPPER BODY. REPEAT UNTIL THE UPPER BODY IS FREE OF TRAPPED AIR BUBBLES IN THE FULLY COMPRESSED POSITION.
- EXTEND STRUT PISTON, AGAIN APPLY LOW-PRESSURE AIR TO HYDRAULIC FILL PLUG TO ENSURE THAT THE FLOATING PISTON IS STILL SEATED AT BOTTOM.
- AFTER LAST FILLING, COMPRESS PISTON UNTIL IT STOPS, FORCING OUT ALL EXCESS HYDRAULIC FLUID. TO PREVENT AIR FROM BEING DRAWN IN, REPLACE HYDRAULIC FILL PLUG BEFORE EXTENDING PISTON.
- OPEN NITROGEN VALVE BODY NUT AND ALLOW STRUT PISTON TO SLOWLY EXTEND. SOME AIR WILL BE DRAWN INTO THE STRUT PISTON.
- ATTACH HOSE FROM NITROGEN SOURCE AND INFLATE IN ACCORDANCE WITH FIGURES 6, 7 AND 8.
- TIGHTEN NUT ON NITROGEN FILLER VALVE BODY.
- DISCONNECT NITROGEN HOSE AND INSTALL VALVE CAP.
- CHECK NITROGEN VALVE FOR LEAKS USING SOAP AND WATER SOLUTION.

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

REPORT DATE 01/11/91
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 05-90

WORK COMPLIANCE FORM NO. 32.110A
 OPER03
 050600+ 150/300/600 HR INSPECTION

| 91011 | 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. |
|--------|-------------|-------|----------|--------------|--|
| 32-016 | DATE | HOURS | LANDINGS | CYCLES | |
| 29 29 | | 4873 | | | CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1 |

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

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> | <u>[Signature]</u> | |
| 320158 INSPECT/CLEAN/LUBE RIGHT NOSE WHEEL/BEARINGS...MM 32-40-00..... | <u>[Signature]</u> | <u>[Signature]</u> | |

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

- REMOVE NOSE WHEELS AS FOLLOWS:
 - JACK AIRCRAFT. REFER TO WDRK 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.

- DRAW A CHALK LINE ACROSS BOTH TIRES, SO THAT TIRES AND WHEELS CAN BE REINSTALLED IN THEIR ORIGINAL POSITION.
- 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.

- LOOSEN WHEEL DRIVE COMPRESSION BOLT, ON LEFT TORSION SHAFT DRIVE.
- 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.

- REMOVE LOCKING BOLT AND NUT SECURING AXLE NUT.
- REMOVE AXLE NUT, WASHER, OUTER BEARING SPACER, BEARING SEAL AND BEARING CONE FROM WHEEL.
- REMOVE NOSE WHEEL ASSEMBLY FROM AIRCRAFT.
 - 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.

- CHECK TIRES FOR WEAR, WEATHER CHECKING, OIL SATURATION, CUTS AND FLAT SPOTS, PROPER INFLATION, ETC.
- INSPECT WHEELS FOR CORROSION AND DAMAGE.
- CHECK AXLE FOR CORROSION (INTERNAL AND EXTERNAL) DAMAGE AND EVIDENCE OF IRREGULAR WEAR.
- 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
 COPYRIGHT 1991 CAMP SYSTEMS, INC. << CONTINUED >>

OPERATOR: ED-WES, INC.

REPORT DATE 01/11/91

WORK COMPLIANCE FORM NO.

32.180A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER03

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050600+ 150/300/600 HR INSPECTION

| 91011 | WORK DUE AT | * = APU HRS. | | |
|--------|-------------|--------------|----------|--------|
| 32-023 | DATE | HOURS | LANDINGS | CYCLES |
| 29 29 | | 4873 | | |

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

INSPECTED BY: Paul D. Kanum KIND OF CERTIFICATE: _____

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

320676 INSPECT/LUBE LEFT MAIN GEAR WHEEL BEARINGS...MM 32-40-00..... SM POK _____

321176 INSPECT/LUBE RIGHT MAIN GEAR WHEEL BEARINGS...MM 32-40-00..... SM POK _____

320676, 321176

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

INSPECT/LUBE MAIN WHEEL BEARINGS (REFER TO FIGURES 1 AND 2 ON CARD 32-5)

EQUIPMENT/CONSUMABLES: GREASE MIL-G-81322, DRY CLEANING SOLUTION, TORQUE WRENCH 0 TO 400 INCH-POUNDS, LOCKWIRE, NITROGEN SOURCE

1. REMOVE MAIN GEAR WHEELS AS FOLLOWS:

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

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

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

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

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

C. REMOVE VALVE CORE TO VENT TIRE.

D. REMOVE SCREWS SECURING FAIRING TO OUTBOARD SIDE OF WHEEL ASSEMBLY.

E. REMOVE SCREWS SECURING ANTI-SKID SPEED DETECTOR DRIVING CAP TO WHEEL.

F. REMOVE SAFETY WIRE AND REMOVE SAFETY SCREWS SECURING WHEEL NUT TO WHEEL AXLE.

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

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

2. WASH BEARING CONES IN FRESH CLEANING SOLUTION, ROTATE THE BEARING CAGE WHILE SUBMERGED IN SOLUTION. AIR DRY AND VISUALLY CHECK BEARING CUPS AND CONES FOR PITTING, CORROSION, CRACKS, UNEVEN WEAR AND OTHER SURFACE DEFECTS.

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

4. CHECK BEARING CUPS FOR LOOSENESS, EXCESSIVE WEAR, SCRATCHES, PITTING, CORROSION, AND EVIDENCE OF OVERHEATING. IF ANY DEFECTS EXIST, WORN CUPS MUST BE REPLACED.

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

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

REPORT DATE 01/11/91
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 08-90

WORK COMPLIANCE FORM NO. 32.350A
 OPER03
 050600+ 150/300/600 HR INSPECTION

| 91011 | 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. |
|--------|-------------|-------|--------------|--------|--|
| 32-044 | DATE | HOURS | LANDINGS | CYCLES | |
| 29 29 | | 4873 | | | |

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: Peter M. Monaco CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

 TECHNICIAN INSPECTOR MAN-HOURS
 HRS.THS

R 321616 CHECK LANDING GEAR EMERGENCY SYSTEM PRESSURE...12-10-04..... Pmm ADK

 321616

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

R CHECK LANDING GEAR EMERGENCY SYSTEM PRESSURE (REFER TO FIGURE 1 ON CARD 32-9)
 EQUIPMENT/CONSUMABLES: NITROGEN CHARGING SOURCE, EXTERNAL HYDRAULIC POWER SOURCE, SOAP AND WATER SOLUTION, OXYGEN,
 LEAK DETECTOR P/N MIL-L-25567 C (ASG), TYPE I

A SERVICING

R NOTE: IF EMERGENCY EXTENSION NITROGEN BOTTLE HAS BEEN DISCHARGED, SERVICE AIRCRAFT ON JACKS. REFER TO STEP B.

1. REMOVE CHARGING VALVE CAP. REFER TO FIGURE 1.
2. CONNECT LINE FROM NITROGEN CHARGING UNIT TO CHARGING VALVE.
3. TO OPEN THE CHARGING VALVE TURN THE VALVE LOCKNUT 2-1/2 TURNS COUNTERCLOCKWISE.
4. CHARGE CYLINDER IN ACCORDANCE WITH PRESSURE/TEMPERATURE TABLE.

LANDING GEAR EMERGENCY CYLINDER

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

PRESSURE TEMPERATURE TABLE

5. TIGHTEN NUT LOOSEMED IN STEP 3.
6. REMOVE CHARGING UNIT AND REPLACE CHARGING VALVE CAP.
7. TEST CHARGING VALVE FOR LEAKS, USING SOAP AND WATER SOLUTION.
8. RECORD SERVICING COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

B SERVICING (AFTER BOTTLE DISCHARGE)

1. JACK AIRCRAFT. REFER TO WORK COMPLIANCE FORM 32.T01.
2. REDUCE SYSTEM NITROGEN PRESSURE TO ZERO BY REMOVING THE CHARGING VALVE CAP AND TURNING THE CHARGING VALVE LOCKNUT 2-1/2 TURNS COUNTERCLOCKWISE.
3. INSERT A SCREWDRIVER THROUGH VALVE RELEASE AND LIFT UP CONTROL VALVE RELEASE LEVER AND RESET EMERGENCY EXTENSION CONTROL HANDLE. THIS WILL CAUSE THE NITROGEN PRESSURE TRAPPED BETWEEN THE ACTUATING CYLINDER AND THE EMERGENCY EXTENSION CONTROL VALVE TO VENT TO ATMOSPHERE.

WARNING: BLOCKAGE OF VENT LINE TO ATMOSPHERE MAY OCCUR IN THE EVENT THE CONTROL LEVER IS NOT FULLY RESET.

4. CONNECT LINE FROM NITROGEN CHARGING UNIT TO CHARGING VALVE.
5. CHARGE CYLINDER IN ACCORDANCE WITH PRESSURE/TEMPERATURE TABLE. REFER TO STEP A-4.
6. TIGHTEN NUT LOOSEMED IN STEP 2.
7. REMOVE CHARGING UNIT AND REPLACE CHARGING VALVE CAP.
8. TEST CHARGING VALVE FOR LEAKS, USING SOAP AND WATER SOLUTION OR AN OXYGEN LEAK DETECTOR P/N MIL-L-25567 C (ASG), TYPE I.
9. TURN HYDRAULIC GROUND POWER UNIT ON AND PRESSURIZE HYDRAULIC POWER SYSTEM TO 2000 PSI.
10. USING HYDRAULIC GROUND POWER UNIT, CYCLE LANDING GEAR TO ENSURE CORRECT OPERATION.
11. REMOVE AIRCRAFT FROM JACKS. REFER TO WORK COMPLIANCE FORM 32.T01.

OPERATOR: ED-WES, INC.

REPORT DATE 01/11/91

WORK COMPLIANCE FORM NO.

32.390A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER03

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050600+ 150/300/600 HR INSPECTION

91011

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.

32-050

DATE

HOURS

LANDINGS

CYCLES

29 29

4873

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91

AIRCRAFT HOURS: 4878

LANDINGS: 3494

TECHNICIAN SIGNATURE: Jerry D. Medel

CERTIFICATE NUMBER:

INSPECTED BY: Paul D. Korman

KIND OF CERTIFICATE:

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

322116 INSPECT/CHECK LEFT BRAKE LININGS...MM 12-10-04.....

JM

POK

322131 INSPECT/CHECK RIGHT BRAKE LININGS...MM 12-10-04.....

JM

POK

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.

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

REPORT DATE 01/11/91
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 05-90

WORK COMPLIANCE FORM NO. 32.410A
 OPERG3
 050600+ 150/300/600 HR INSPECTION

| 91011 | 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 | | 4873 | | | CM CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1 |

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: Craig Patton CERTIFICATE NUMBER: _____
 INSPECTED BY: Paul R. Jensen KIND OF CERTIFICATE: _____

| | TECHNICIAN | INSPECTOR | MAN-HOURS |
|--|------------|-----------|-----------|
| | CP | POK | HRS.THS |
| 322156 INSPECT/CLEAN LEFT ANTI-SKID DETECTOR...MM 5-20-04..... | CP | POK | |
| () 322176 FUNCTIONAL CHECK ANTI-SKID DETECTOR SYSTEM...REFER TO WRK COMPLIANCE FORM 32.420. | | | |
| 322171 INSPECT/CLEAN RIGHT ANTI-SKID DETECTOR...MM 5-20-04..... | CP | POK | |
| () 322176 FUNCTIONAL CHECK ANTI-SKID DETECTOR SYSTEM...REFER TO WRK 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 INDP LIGHTS ON ANNUNCIATOR PANEL OPERATE SIMULTANEOUSLY WITH INDP 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 01/11/91

WORK COMPLIANCE FORM NO.

32.420

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER03

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 05-90

050600+ 150/300/600 HR INSPECTION

| 91011 | WORK DUE AT | * = APU HRS | RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING. | |
|--------|-------------|-------------|--|--------|
| 32-054 | DATE | HOURS | LANDINGS | CYCLES |
| 29 29 | | 4873 | | |

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3194

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

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

322176 FUNCTIONAL CHECK ANTI-SKID DETECTOR SYSTEM...MM 32-41-00..... SA PK

322176

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

FUNCTIONAL CHECK ANTI-SKID DETECTOR SYSTEM

EQUIPMENT: EXTERNAL HYDRAULIC POWER SOURCE, 28 V DC EXTERNAL ELECTRICAL POWER SOURCE, HYDRAULIC PRESSURE GAUGES (0 TO 3000 PSI)

1. JACK AIRCRAFT. REFER TO WORK COMPLIANCE FORM 32.T01.
 2. CONNECT EXTERNAL HYDRAULIC POWER SOURCE TO AIRCRAFT. CHECK THAT PARKING BRAKE IS RELEASED.
 3. CONNECT 28 V DC EXTERNAL ELECTRICAL POWER SOURCE TO AIRCRAFT.
 4. ENGAGE ANTI-SKID CONTROL AND TEST CIRCUIT BREAKERS.
 5. RETRACT LANDING GEAR.
 6. PLACE ANTI-SKID CONTROL SWITCH TO OFF POSITION.
 7. PLACE INDICATOR TEST SWITCH TO IND LTS POSITION. ANTI-SKID LEFT INOPERATIVE AND RIGHT INOPERATIVE INDICATING LIGHTS SHOULD COME ON.
 8. PLACE INDICATOR TEST SWITCH TO OFF. LEFT INOPERATIVE AND RIGHT INOPERATIVE LIGHTS SHOULD GO OUT.
 9. EXTEND LANDING GEAR. LEFT INOPERATIVE AND RIGHT INOPERATIVE INDICATING LIGHTS SHOULD COME ON.
 10. PLACE ANTI-SKID CONTROL SWITCH TO ON. LEFT INOPERATIVE AND RIGHT INOPERATIVE INDICATING LIGHTS SHOULD GO OUT.
 11. REMOVE AIRCRAFT FROM JACKS. REFER TO WORK COMPLIANCE FORM 32.T01.
- R
- R12. DISENGAGE EMERGENCY HYDRAULIC PUMP CIRCUIT BREAKER AND DEplete EMERGENCY BRAKE SYSTEM PRESSURE.
 - R13. INSTALL 0-3000 PSI HYDRAULIC PRESSURE GAUGES TO LEFT AND RIGHT WHEEL BRAKE ASSEMBLIES.
 - R14. PLACE ANTI-SKID SWITCH TO OFF POSITION.
 - R15. WITH HYDRAULIC SYSTEM PRESSURIZED TO 2000 + OR -50 PSI, DEPRESS BOTH BRAKE PEDALS AND PULL PARKING BRAKE HANDLE.
 - R16. RELEASE BRAKE PEDALS, NOTE PRESSURE AT BRAKE ASSEMBLIES. (PRESSURE SHOULD BE 800-1800 PSI, DEPENDING ON FORCE APPLIED TO PEDALS).
 - R17. PLACE ANTI-SKID SWITCH TO ON POSITION. OBSERVE PRESSURE AT BRAKE ASSEMBLIES (SHOULD BE 0-100 PSI).
 - R18. PUSH IN PARKING BRAKE HANDLE, DEPRESS BOTH BRAKE PEDALS.
 - R19. 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).
 - R20. REMOVE PRESSURE GAUGES FROM WHEEL BRAKE ASSEMBLIES. BLEED BRAKES IF NECESSARY (REFER TO WORK COMPLIANCE FORM 32.400).
 - R21. INSTALL MAIN BAGGAGE COMPARTMENT FRONT AND REAR PANELS.
 - R22. REMOVE HYDRAULIC EXTERNAL POWER SOURCE FROM AIRCRAFT. REMOVE 28 VDC EXTERNAL ELECTRICAL POWER SOURCE FROM AIRCRAFT.
 - R23. SERVICE HYDRAULIC RESERVOIR.
 24. RECORD FUNCTIONAL TEST COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WEG, INC.

REPORT DATE 01/11/91

WORK COMPLIANCE FORM NO.

32.425

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER03

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050600+ 150/300/600 HR INSPECTION

| 91011 | WORK DUE AT | * = APU HRS | | |
|--------|-------------|-------------|----------|--------|
| 32-055 | DATE | HOURS | LANDINGS | CYCLES |
| 29 29 | | 4873 | | |

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

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

TECHNICIAN INSPECTOR MAN-HOURS
HRG.THS

322174 OPERATIONAL CHECK ANTI-SKID LIGHTS...MM 5-20-04... [Signature] [Signature]

322174

OPERATIONAL CHECK ANTI-SKID LIGHTS

1. CHECK ANTI-SKID SYSTEM AS FOLLOWS:

- A. ANTI-SKID CONTROL SWITCH - OFF (BOTH ANTI-SKID INOP LIGHTS ON).
- B. ANTI-SKID CONTROL SWITCH - ON (BOTH ANTI-SKID INOP LIGHTS OUT).

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

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. 32.430
 OPER03
 050600+ 150/300/600 HR INSPECTION

| 91011 | 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. |
|--------|-------------|-------|----------|--------------|--|
| 32-056 | DATE | HOURS | LANDINGS | CYCLES | |
| 29 29 | | 4873 | | | CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1 |

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494
 TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____
 INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

 322191 OPERATIONAL CHECK LANDING GEAR (NORMAL)...MM 32-00-00.....

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

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

OPERATIONAL CHECK LANDING GEAR (NORMAL)

EQUIPMENT: EXTERNAL HYDRAULIC POWER SUPPLY SOURCE, EXTERNAL ELECTRICAL SUPPLY SOURCE

1. JACK AIRCRAFT. REFER TO WORK COMPLIANCE FORM 32.T01. RELEASE NORMAL HYDRAULIC SYSTEM PRESSURE.
2. REMOVE NUTS AND WASHERS SECURING MAIN GEAR STRUT DOORS LINKAGES TO STRUT BODIES. DISCONNECT LINKAGES. DO NOT DISTURB RODS LENGTH ADJUSTMENT. STRUT DOORS MAY BE ALLOWED TO HANG FROM WING WHILE PERFORMING LANDING GEAR OPERATIONAL CHECK.
3. PARTIALLY RETRACT NOSE GEAR AND REMOVE NUTS, WASHERS AND BOLTS SECURING NOSE GEAR DOORS TO OPERATING RODS. DISCONNECT RODS, OPEN DOORS.
4. CONNECT EXTERNAL HYDRAULIC POWER SUPPLY AND PRESSURIZE THE HYDRAULIC SYSTEM.
5. CONNECT EXTERNAL ELECTRICAL POWER SUPPLY TO AIRCRAFT. CHECK THAT THE THREE GREEN GEAR INDICATING LIGHTS ARE ON.
6. FOR AIRCRAFT 1124 ALL S/N AND 1124A PRE S/N 385 EQUIPPED WITH GEAR WARNING HORN DISENGAGE SYSTEM, PERFORM CHECK AS FOLLOWS:

- NOTE: 1. THIS CHECK IS ONLY FOR AIRCRAFT EQUIPPED WITH GEAR HORN DISENGAGE SYSTEMS, WITHOUT ADDITIONAL AIRCRAFT SPEED AFFECTED RELAY.
 2. CHECK SHOULD BE PERFORMED AFTER FLAPS CONTROL LEVER REPLACEMENT, POWER LEVER SWITCHES ADJUSTMENT OR ANY WORK ON GEAR HORN ELECTRICAL SYSTEM.

- A. CONNECT EXTERNAL ELECTRICAL POWER SUPPLY TO AIRCRAFT.
 - B. ENGAGE GEAR POS AND FLAPS CONTR. CIRCUIT BREAKERS.
 - C. CHECK THAT LEFT, NOSE AND RIGHT GREEN LIGHTS COME ON WHEN TEST IS PRESSED.
 - D. CHECK THAT FLAPS CONTROL LEVER IS SET AT 0 DEGREES.
 - E. SET BOTH POWER LEVERS TO 18 DEGREES + OR -2 DEGREES OF THROTTLE ANGLE ABOVE IDLE OR BELOW APPROXIMATELY 75 PERCENT N2.
 - F. PRESS AND HOLD LIGHT AND HORN TEST PUSH BUTTON ON GEAR CONTROL PANEL. VERIFY THAT RED UNSAFE LIGHT IN GEAR HANDLE COMES ON AND WARNING HORN SOUNDS.
 - G. PRESS GEAR HORN OFF PUSH BUTTON ON CONTROL PEDESTAL. GEAR HORN OFF LIGHT WILL COME ON AND HORN SOUND WILL STOP.
 - H. SET BOTH POWER LEVERS AT LEAST 25 DEGREES ABOVE IDLE ANGLE. THE GEAR HORN OFF LIGHT SHOULD GO OUT.
 - I. MAINTAIN POWER LEVER SETTING AND MOVE FLAPS CONTROL TO 40 DEGREES. WARNING HORN SHOULD SOUND.
 - J. RELEASE LIGHT AND HORN TEST PUSH BUTTON. WARNING HORN SOUND SHOULD STOP AND RED UNSAFE LIGHT SHOULD GO OUT.
 - K. SET FLAPS CONTROL LEVER TO 0 DEGREES.
 - L. DISCONNECT EXTERNAL ELECTRICAL POWER SUPPLY.
7. FOR AIRCRAFT 1124A 385 AND SUBSEQUENT EQUIPPED WITH GEAR WARNING HORN DISENGAGE SYSTEM, PERFORM CHECK AS FOLLOWS:

- NOTE: 1. THIS CHECK IS APPLICABLE FOR AIRCRAFT EQUIPPED WITH GEAR HORN DISENGAGE SYSTEM AND ADDITIONAL, AIRCRAFT SPEED AFFECTED, RELAY.
 2. CHECK SHOULD BE PERFORMED AFTER FLAP CONTROL LEVER REPLACEMENT, POWER LEVER SWITCHES ADJUSTMENT OR ANY WORK ON GEAR HORN ELECTRICAL SYSTEM.

A. PERFORM CHECKS DETAILED IN PARAGRAPHS 4-A, THROUGH 4-J, OF THIS SECTION.

OPERATOR: ED-WES, INC.

REPORT DATE 01/11/91

WORK COMPLIANCE FORM NO.

32.440

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER03

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050600+ 150/300/600 HR INSPECTION

91011

WORK DUE AT

* = APU HRS

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

32-057

DATE

HOURS

LANDINGS

CYCLES

29 29

4873

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: David E. Bebbell CERTIFICATE NUMBER: _____

INSPECTED BY: Paul J. Foran KIND OF CERTIFICATE: _____

TECHNICIAN INSPECTOR MAN-HOURS

DBB PKK

HRS.THS

322206 OPERATIONAL CHECK EMERGENCY GEAR EXTENSION CABLE...MM 32-00-00.....

322206

OPERATIONAL CHECK EMERGENCY GEAR EXTENSION CABLE

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

OPERATOR: ED-WES, INC.

REPORT DATE 01/11/91

WORK COMPLIANCE FORM NO.

32.450

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER03

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050600+ 150/300/600 HR INSPECTION

91011

| WORK DUE AT | | * = APU HRS | |
|-------------|-------|-------------|--------|
| DATE | HOURS | LANDINGS | CYCLES |
| 32-058 | | | |
| 29 29 | 4873 | | |

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

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

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

32211 OPERATIONAL CHECK EMERGENCY GEAR EXTENSION...MM 32-00-00..... [Signature] [Signature]

32211

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 32.T01, 32.350A.

OPERATIONAL CHECK EMERGENCY GEAR EXTENSION

EQUIPMENT/CONSUMABLES: EXTERNAL HYDRAULIC SUPPLY SOURCE, EXTERNAL ELECTRICAL SUPPLY SOURCE, TORQUE WRENCH, COTTER PINS

1. JACK AIRCRAFT. REFER TO WORK COMPLIANCE FORM 32.T01. RELEASE NORMAL HYDRAULIC SYSTEM PRESSURE.
2. CONNECT EXTERNAL HYDRAULIC POWER SUPPLY AND PRESSURIZE HYDRAULIC SYSTEM.
3. CONNECT EXTERNAL ELECTRICAL POWER SUPPLY TO AIRCRAFT.

CAUTION: CLEAR AREA AROUND LANDING GEAR FROM OBJECTS AND PERSONNEL BEFORE OPERATING LANDING GEAR.

4. RETRACT LANDING GEAR TO UP AND LOCKED POSITION.
5. RELEASE MAIN HYDRAULIC SYSTEM PRESSURE.
6. CHECK NITROGEN BOTTLE PRESSURE TO BE 1800 PSI. CHARGE BOTTLE IF NECESSARY. REFER TO WORK COMPLIANCE FORM 32.350A.
7. PLACE LANDING GEAR CONTROL LEVER IN THE DOWN POSITION. AT THE SAME TIME STOP SLIGHTLY BY HAND THE NOSE AND MAIN LANDING GEARS A FEW INCHES BEFORE THE LOCKED DOWN POSITION.

CAUTION: BEFORE PERFORMING NEXT STEP, CLEAR LANDING GEAR AREA.

8. RELEASE AND PULL EMERGENCY GEAR EXTENSION HANDLE. GEARS SHOULD LOCK DOWN VIOLENTLY.
9. CHECK NITROGEN PRESSURE TO BE APPROXIMATELY 600 PSI WITH GEARS LOCKED DOWN AFTER THE EMERGENCY SYSTEM WAS OPERATED.
10. REMOVE MAIN BAGGAGE COMPARTMENT FRONT PANEL. INSERT A SCREWDRIVER THROUGH LANDING GEAR EMERGENCY EXTENSION VALVE RELEASE ACCESS HOLE. LIFT THE VALVE RELEASE LEVER AND RESET THE EMERGENCY EXTENSION CONTROL HANDLE IN THE FLIGHT COMPARTMENT.

NOTE: LANDING GEAR EMERGENCY HANDLE MUST BE FULLY RESET, OTHERWISE A BLOCKAGE OF EMERGENCY EXTENSION CONTROL VALVE VENT LINE MAY OCCUR. WHEN RESETTING HANDLE, NITROGEN TRAPPED IN LANDING GEAR EMERGENCY SYSTEM WILL VENT TO ATMOSPHERE.

11. RECHARGE EMERGENCY GEAR EXTENSION SYSTEM NITROGEN STORAGE BOTTLE.
12. PRESSURIZE MAIN HYDRAULIC SYSTEM AND CYCLE LANDING GEAR THREE TIMES TO ENSURE NOSE GEAR SYSTEM BLEEDING AND PROPER OPERATION OF LANDING GEAR.
13. RECONNECT MAIN GEAR STRUT DOORS LINKAGES TO MAIN STRUT BODIES. INSTALL WASHERS AND NUTS SECURING LINKAGES TO STRUT BODIES. TORQUE NUTS TO SPECIFIED TORQUE. SECURE WITH COTTER PINS.
14. RECONNECT NOSE GEAR DOORS TO ACTUATING RODS. SECURE WITH BOLTS, WASHERS AND NUTS.
15. DISCONNECT HYDRAULIC EXTERNAL POWER SUPPLY FROM AIRCRAFT AND RECONNECT LEFT SIDE ENGINE DRIVEN PUMP HOSES.

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

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

OPERATOR: ED-WES, INC.

REPORT DATE 01/11/91

WORK COMPLIANCE FORM NO.

32.460

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER03

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050600+ 150/300/600 HR INSPECTION

91011

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

4873

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

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

322201 CHECK LANDING GEAR FREE FALL...NO REF.....

NO TEXT AVAILABLE AT THIS TIME.

OPERATOR: ED-WEB, INC.

REPORT DATE 05/10/91

WORK COMPLIANCE FORM NO.

32.520

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368ND

ISSUED 12-88 REV. 03-91

PAGE 1

| | | | | | |
|--------|-------------|--------------|----------|--------|--|
| 91130 | 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. |
| 32-044 | DATE | HOURS | LANDINGS | CYCLES | |
| 29 29 | | 4934 | | | CHECK CURRENT DUE LIST FOR DUE TIME CHANGES |

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

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

| | TECHNICIAN | INSPECTOR | MAN-HOURS |
|---|--------------------|--------------------|-----------|
| | | | HRS. THIS |
| J20120 INSPECT NOSE GEAR OUTER STRUT-BODY FORGING...SB MM.24-28A..... | <u>[Signature]</u> | <u>[Signature]</u> | |
| R 900280 SB MM.24-28A | | | |
| <u>V FOR PREVIOUS COMP.</u> | | | |
| J20120 | | | |

R NOTE: THE FOLLOWING ADDITIONAL WCF(S) MAY BE REQUIRED TO PERFORM THIS TASK 32.T01, 32.040, 32.050.

INSPECT NOSE GEAR OUTER STRUT-BODY FORGING (REFER TO FIGURES 1 AND 2 ON CARD 32-15)
EQUIPMENT/CONSUMABLES: 10 POWER MAGNIFYING GLASS, .157 INCH ROTARY FILE, 400 GRIT PAPER, ALDOLINE 1201, PRIMER CAT-A-LAC NO.442-12-1A, WHITE POLYURETHANE CAT-A-LAC NO.643-3-23

NOTE: IT IS SUGGESTED THAT COMPLIANCE WITH THIS SERVICE BULLETIN BE COORDINATED WITH THE ACCOMPLISHMENT OF SERVICE LETTER NO.MM-2491.

- TURN OFF BATTERY AND ELECTRIC MASTER SWITCHES AND ENSURE THAT EXTERNAL POWER HAS BEEN DISCONNECTED. DEplete HYDRAULIC SYSTEM PRESSURE.
- JACK AIRCRAFT. REFER TO WORK COMPLIANCE FORM 32.T01.
- REMOVE AND DISASSEMBLY NOSE LANDING GEAR ASSEMBLY. REFER TO WORK COMPLIANCE FORM 32.050. DISASSEMBLY MAY BE LIMITED TO REMOVING OUTER STRUT BODY FORGING FROM OTHER COMPONENTS.
- CLEAN OUTER STRUT BODY AND STRIP PAINT FROM AREAS TO BE INSPECTED. REFER TO FIGURE 1.
- INSPECT THE FOLLOWING AREAS FOR CRACKS AND/OR CORROSION USING DYE PENETRANT OR FLUORESCENT INSPECTION METHOD AND A 10 POWER MAGNIFYING GLASS:

- AREA A - ROOTS OF LUG WHERE RETRACTION CYLINDER ATTACHED TO OUTER STRUT BODY.
- AREA B - THE AREA WHERE THE UPPER BEARING RETAINING NUT THREADS MEET THE THREADED HOLE FOR THE RETAINING NUT LOCK SCREW.
- AREA C - THE UPPER BEARING BORE SHOULDER AREA. THIS INSPECTION IS REQUIRED ON P/N ES12854-1 OR STRUTS MANUFACTURED FROM 7079-T6 ALUMINUM ALLOY ONLY.

R NOTE: THE OUTER STRUT BODY FORGING IS DISQUALIFIED FOR FURTHER FLIGHT IF A CRACK IS DETECTED IN ANY OF THE THREE AREAS UNLESS IT CAN BE BLENDED OUT IN ACCORDANCE WITH THE REMARK LIMITS OF STEP 6. CORROSION IN EXCESS OF THE LIMITS OF STEP 6 WILL ALSO DISQUALIFY THE OUTER STRUT BODY FOR FLIGHT.

- CRACKS OR CORROSION FOUND IN THE AFORE MENTIONED INSPECTION MAY BE BLENDED OUT WITH A .157 INCH DIAMETER ROTARY FILE AND THEN POLISHED WITH 400 GRIP PAPER AS LONG AS THEY DO NOT EXCEED THE FOLLOWING LIMITS.
 - CORROSION IN THE BEARING BORE SHOULDER MAY NOT EXCEED A DEPTH OF .039 INCHES.
 - CRACKS MAY NOT EXCEED .118 INCHES IN LENGTH AND .039 INCHES IN DEPTH.
 - TREAT ALL REMARKED AREAS WITH ALDOLINE 1201.
- REWORK OF AREAS A AND B MUST BE ACCOMPLISHED TO REMOVE CRACKS AND MAY ALSO BE ACCOMPLISHED TO RELIEVE STRESS THAT COULD CAUSE CRACKING IN THE FUTURE. REFERENCE FIGURE 2. (REWORK WILL NOT BE NECESSARY IF IT HAS ALREADY BEEN ACCOMPLISHED.)
- ACCOMPLISH REWORK TO AREA A AS FOLLOWS:
 - INCREASE DEPTH OF CUT AT LUG WHERE RETRACTION CYLINDER ATTACHES BY .098 INCH. ROOT CORNERS OF CUT SHOULD BE A RADIUS OF .098 + OR -.02 INCH. REFER TO FIGURE 2.

NOTE: IT MAY BE NECESSARY TO PENETRATE THE WEB PORTION OF THE STRUT WHILE ACCOMPLISHING THE ABOVE STEP. PENETRATION INTO THE WEB IS ALLOWED TO A MAXIMUM DEPTH OF .062 INCH.

OPERATOR: ED-WES, INC.

REPORT DATE 01/11/91

WORK COMPLIANCE FORM NO.

32.550

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER03

AIRCRAFT REG.: N368MD

ISSUED 12-88 REV.

050600+ 150/300/600 HR INSPECTION

91011

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.

32-067

DATE

HOURS

LANDINGS

CYCLES

29 29

4873

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

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

| | | | |
|--|----|-----|--|
| 320678 DYE PENETRANT LEFT WHEEL AXLE...MM 5-20-04..... | JM | POK | |
|--|----|-----|--|

| | | | |
|---|----|-----|--|
| 321178 DYE PENETRANT RIGHT WHEEL AXLE...MM 5-20-04..... | JM | POK | |
|---|----|-----|--|

320678, 321178

DYE PENETRANT WHEEL AXLE

1. CHECK AXLE FOR CRACKS USING DYE PENETRANT INSPECTION METHOD.
2. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.

REPORT DATE 01/11/91

WORK COMPLIANCE FORM NO.

32.570

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER03

AIRCRAFT REG.: N368MD

ISSUED 12-88 REV.

050600+ 150/300/600 HR INSPECTION

| | | | | | |
|--------|-------------|-------------|----------|--------|--|
| 91011 | 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. |
| 32-069 | DATE | HOURS | LANDINGS | CYCLES | |
| 29 29 | | 4873 | | | CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1 |

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

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

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

| | | | | |
|--------|--|----|-----|---|
| 320607 | LUBRICATE LEFT HAND ACTUATOR BOLTS...MM 12-20-00..... | Jm | POK | . |
| 950941 | (SL WW-2494) | | | |
| 321107 | LUBRICATE RIGHT HAND ACTUATOR BOLTS...MM 12-20-00..... | Jm | POK | . |
| 950942 | (SL WW-2494) | | | |

- 320607, 321107
 INSPECT/LUBRICATE MAIN LANDING GEAR ACTUATING BOLTS (SERVICE LETTER NO. WW-2494) (REFER TO FIGURE 1 ON CARD 32-16)
 CONSUMABLES: GREASE MIL-G-81322, MOLYKOTE 106 OR EVERLUBE 620
1. REMOVE BOLTS P/N NAS464P-6L20 THAT SECURE THE ACTUATING CYLINDERS TO UPPER SIDE BRACE ASSEMBLIES.
 2. CHECK UPPER SIDE BRACE ASSEMBLY HOLES FOR CORROSION.
 - A. CORRODED HOLES MAY BE CLEANED AND HAVE CADMIUM PLATING RENEWED BY BRUSH CADMIUM PROCESS.
 - B. NEW BUSHINGS P/N ED13185-1 MUST BE INSTALLED IF HOLES ARE BADLY CORRODED OR IF INSIDE DIAMETER IS INCREASED BY CLEANING OUT CORROSION.
 3. CHECK ACTUATING CYLINDER HOLES FOR CORROSION WHERE THEY ATTACH TO UPPER SIDE BRACE ASSEMBLY.
 - A. CORRODED HOLES MAY BE CLEANED AND HAVE FILM LUBRICATION RENEWED BY APPLYING MOLYKOTE 106 OR EVERLUBE 620.
 - B. NEW BUSHINGS P/N 4A105C11 MUST BE INSTALLED IF HOLES ARE BADLY CORRODED OR INSIDE DIAMETER IS INCREASED BY CLEANING OUT CORROSION.
 4. CORRODED BOLTS MUST BE REPLACED WITH NEW BOLTS P/N NAS6206-20D.
 - A. LUBRICATE BOLTS WITH GREASE MIL-G-81322 BEFORE INSTALLATION.
 - B. REATTACH ACTUATING CYLINDERS TO UPPER SIDE BRACE ASSEMBLIES. TIGHTEN ATTACH BOLT NUTS FINGER-TIGHT, THEN TURN TO NEXT CASTELLATION AND SAFETY WITH CUTTER PIN.
 5. RECORD INSPECTION 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. 34.060
 OPER03
 050600+ 150/300/600 HR INSPECTION

| 91011 | WORK DUE AT | | * = APU HRS | |
|--------|-------------|-------|-------------|--------|
| 34-005 | DATE | HOURS | LANDINGS | CYCLES |
| 29 29 | | 4873 | | |

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

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

340121 DRAIN PITOT/STATIC SYSTEM...MM 34-10-01..... [Signature] [Signature]

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

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

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

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

- B. TWO PITOT LINE DRAIN TRAPS ARE LOCATED FORWARD OF THE PRESSURE BULKHEAD AND INBOARD OF THE PITOT HEADS INSIDE THE NOSE COMPARTMENT AT FUSELAGE STATION 10.14. THEY ARE SITUATED ONE ON EACH SIDE OF THE AIRCRAFT. OTHER DRAIN TRAPS ARE LOCATED INSIDE THE COCKPIT, BEHIND AND JUST BELOW THE RUDDER PEDALS ON BOTH SIDES OF THE AIRCRAFT. ALL PITOT LINE WATER COLLECTORS SHOULD BE PERIODICALLY REMOVED AND DRAINED.

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

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

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

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

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

WORK COMPLIANCE FORM NO. 35.070A
 OPER03
 050600+ 150/300/600 HR INSPECTION

| 91011 | WORK DUE AT | | | * = APU HRS |
|--------|-------------|-------|----------|-------------|
| 35-007 | DATE | HOURS | LANDINGS | CYCLES |
| 29 29 | | 4873 | | |

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 10 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

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

350166 INSPECT/TEST PILOT'S OXYGEN MASK...MM 35-00-00..... POK [Signature] _____

350169 INSPECT/TEST COPILOT'S OXYGEN MASK...MM 35-00-00..... POK [Signature] _____

350166, 350169

INSPECT/TEST OXYGEN MASK

1. UNFOLD MASK.
2. CHECK FACE-PIECE FOR HOLES, CUTS, OR TEARS.
3. EXAMINE FRONT AND BACK VALVE HOUSINGS FOR CRACKS, BREAKS, AND DAMAGE TO VALVE SEATS.
4. CHECK ECONDMIZER BAG FOR TORN OR IMPERFECT SEAMS, HOLES, AND MILDEW (PASSENGER MASKS ONLY).
5. CHECK TUBING CLAMP FOR SECURITY OF INSTALLATION, CRACKS, AND DISTORTION.
6. CHECK TUBING FOR CRACKS AND KINKS.
7. CHECK HEAD STRAP FOR CORRODED OR DISTORTED CLIPS, ELASTICITY, CLEANLINESS, AND SECURITY OF INSTALLATION.
8. TESTING OF THE MASK REQUIRES SPECIAL EQUIPMENT. IT IS RECOMMENDED THAT ALL MASKS BE RETURNED TO AN APPROVED REPAIR AGENCY FOR TEST.
9. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

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. 35.130
 OPER03
 050600+ 150/300/600 HR INSPECTION

| 91011 | 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 | LANDINGS | CYCLES | |
| 35-010 | | | | | |
| 29 29 | | 4873 | | | |

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH _____ DAY _____ YEAR _____ AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

TECHNICIAN INSPECTOR MAN-HOURS
 HRS.THS

350243 CHECK PASSENGER OXYGEN MASK DRDP-OUT...MM 35-00-00..... POK MJS

350243

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

CHECK PASSENGER OXYGEN MASK DROP-OUT

EQUIPMENT/CONSUMABLES: SHERLOCK LEAK DETECTOR CG, SOURCE OF CLEAN DRY COMPRESSED AIR, TORQUE WRENCH 0 TO 100 INCH-POUNDS

1. DISCONNECT COPILOT OXYGEN MASK FROM THE OXYGEN MASK OUTLET ON THE RIGHT-HAND CONSOLE SIDE PANEL.
2. REMOVE COPILOT SEAT. REFER TO WORK COMPLIANCE FORM 25.010.
3. REMOVE RIGHT CONSOLE SIDE PANEL.
4. CONNECT EXTERNAL POWER.
5. OXYGEN MASKS DROP-OUT TEST:
 - A. FOR AIRCRAFT NOT EQUIPPED WITH SURGE VALVE, PRE SL WW-24104:
 - (1) CLOSE OXYGEN SYSTEM SHUTOFF VALVE.
 - (2) SET COPILOT OXYGEN SUPPLY VALVE TO ON AND REDUCE OXYGEN PRESSURE TO ZERO BY SETTING COPILOT OXYGEN FLOW VALVE TO TEST MARK (AIRCRAFT EQUIPPED WITH ERG MASKS, PRESS EMERGENCY KNOB LOCATED IN THE MASK REGULATOR).
 - (3) SET COPILOT OXYGEN SUPPLY SYSTEM VALVE TO OFF.
 - (4) DISCONNECT THE PASSENGER OXYGEN SUPPLY LINE FROM THE PRESSURE REDUCER REGULATOR OUTLET.
 - (5) CONNECT A REGULATED OXYGEN SUPPLY SOURCE (0 TO 50 PSIG) TO THE PASSENGER OXYGEN SUPPLY LINE.
 - (6) APPLY OXYGEN PRESSURE AND ENSURE THAT ALL PASSENGER MASKS FALL FROM THE STOWAGE COMPARTMENTS BETWEEN 15 AND 30 PSIG.
 - (7) REDUCE OXYGEN PRESSURE AND DISCONNECT THE OXYGEN SUPPLY SOURCE.
 - B. FOR AIRCRAFT EQUIPPED WITH SURGE VALVE, POST SL WW-24104:
 - (1) SLOWLY OPEN OXYGEN SYSTEM SHUTOFF VALVE.
 - (2) SET PASSENGER OXYGEN SUPPLY SWITCH TO ON. ALL MASKS MUST FALL FROM THE STORAGE COMPARTMENTS WITHIN 20 SECONDS AND PASS OXYGEN ON LIGHT COMES ON.

NOTE: THIS ACTION ACTUATES THE SURGE VALVE FOR 17 SECONDS AND FOR THIS OCCASION A 20 PSIG PRESSURE IS PRESENT IN THE PASSENGER SUPPLY LINE.

- (3) CLOSE OXYGEN SYSTEM SHUTOFF VALVE.
- (4) DISCONNECT THE PASSENGER OXYGEN SUPPLY LINE FROM THE PRESSURE REDUCER OUTLET TEE FITTING.
6. SLOWLY OPEN OXYGEN SYSTEM SHUTOFF VALVE. SYSTEM PRESSURE INDICATOR SHOULD READ 1800 TO 2000 PSIG.
7. SET PASSENGER OXYGEN SUPPLY SWITCH TO OFF.
8. ENSURE THAT BY-PASS VALVE IS IN OFF POSITION.
9. APPLY CG SHERLOCK LEAK DETECTOR ON PRESSURE REDUCER REGULATOR PASSENGER OXYGEN OUTLET AND ENSURE THAT THERE IS NO LEAKAGE.
10. SET PASSENGER OXYGEN SUPPLY SWITCH TO ON. ENSURE OXYGEN FLOW FROM THE PRESSURE REDUCER REGULATOR PASSENGER OXYGEN OUTLET AND PASS OXYGEN ON INDICATOR LIGHT IS ON.
11. SET PASSENGER OXYGEN SUPPLY SWITCH TO AUTO. ENSURE THERE IS NO OXYGEN FLOW FROM THE PRESSURE REDUCER REGULATOR PASSENGER OXYGEN OUTLET AND PASS OXYGEN ON INDICATOR LIGHT IS NOT ILLUMINATED.
12. PRESS PASS OXYGEN ON INDICATOR LIGHT AND ENSURE IT ILLUMINATES.
13. CONNECT A STATIC SYSTEM TESTER WITH CERTIFIED ALTIMETER TO ALTITUDE PRESSURE SWITCH ORIFICE.
14. SLOWLY APPLY THE VACUUM AND ENSURE THAT PASS OXYGEN ON INDICATOR LIGHT ILLUMINATES AT 13,500 (+ OR -500) FEET AND OXYGEN FLOWS FROM THE PRESSURE REDUCER REGULATOR PASSENGER OUTLET.

OPERATOR: ED-WES, INC.

REPORT DATE 01/11/91

WORK COMPLIANCE FORM NO. 35.130

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND (CONTINUED)

OPER03

AIRCRAFT REG.: N368ND

ISSUED 07-88 REV.

050600+ 150/300/600 HR INSPECTION

| | | | | | |
|--------|-------------|-------|--------------|--------|--|
| 91011 | 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. |
| 75-010 | DATE | HOURS | LANDINGS | CYCLES | |
| 9 29 | | 4873 | | | |

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 2

15. SLOWLY RELEASE THE VACUUM AND DISCONNECT THE TEST EQUIPMENT.
16. SET COPILOT OXYGEN SUPPLY VALVE TO ON AND ENSURE COPILOT SUPPLY PRESSURE INDICATOR GAUGE INDICATES 65 TO 95 PSIG. (NOT APPLICABLE TO AIRCRAFT EQUIPPED WITH CREW (EROS) OXYGEN REGULATOR MASKS).
17. SET COPILOT OXYGEN SUPPLY SWITCH TO OFF.
18. SET PASSENGER OXYGEN SUPPLY SWITCH TO OFF.
19. DISCONNECT EXTERNAL POWER.
20. ENSURE THERE IS NO OXYGEN FLOW FROM THE PRESSURE REDUCER REGULATOR PASSENGER OXYGEN OUTLET.
21. SET BY-PASS VALVE TO ON.
22. ENSURE OXYGEN FLOWS FROM THE PRESSURE REDUCER REGULATOR PASSENGER OXYGEN OUTLET.
23. SET BY-PASS VALVE TO OFF.

CAUTION: FAILURE TO HOLD REGULATOR FITTINGS FROM ROTATION WILL CAUSE INTERNAL LEAKS.

24. CONNECT THE PASSENGER OXYGEN SUPPLY LINE TO THE PRESSURE REDUCER REGULATOR OUTLET.

NOTE: PRESSURE REDUCER REGULATOR FITTINGS ARE TORQUED 60 TO 80 INCH-POUNDS ON ALUMINUM, AND 80 TO 100 INCH-POUNDS ON BRASS FITTINGS.

25. SET BY-PASS AND THERAPEUTIC OXYGEN VALVES TO ON.
26. APPLY CG SHERLOCK LEAK DETECTOR TO TUBING AND FITTINGS AND ENSURE THERE IS NO LEAKAGE.
27. CLOSE OXYGEN SYSTEM SHUTOFF VALVE.
28. RECORD POSITION OF POINTER ON THE OXYGEN CYLINDER PRESSURE INDICATOR GAUGE.
29. AFTER ONE HOUR CHECK THAT THE POSITION OF POINTER ON THE OXYGEN PRESSURE INDICATOR GAUGE HAS NOT CHANGED. PRESSURE DROP SHALL NOT EXCEED THE VALUES SPECIFIED IN TABLE 1.
30. SET BY-PASS AND THERAPEUTIC OXYGEN VALVES TO OFF.
31. INSTALL RH CONSOLE SIDE PANEL.
32. INSTALL COPILOT SEAT. REFER TO WORK COMPLIANCE FORM 25.010.
33. CONNECT COPILOT OXYGEN MASK TO OXYGEN MASK OUTLET ON THE RH CONSOLE SIDE PANEL.
34. STOW ALL PASSENGER OXYGEN MASKS.
35. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

TABLE 1

| INITIAL PRESSURE (PSIG) | ALLOWED PRESSURE DROP (PSIG) | | |
|----------------------------|------------------------------|-----------|-----------|
| | WITHIN 24 HOURS | WITHIN 8* | WITHIN 1* |
| 1800 | 300 | 100 | 20 |
| 1700 | 284 | 95 | 18.9 |
| 1600 | 267 | 89 | 17.8 |
| 1500 | 250 | 83 | 16.7 |
| 1400 | 234 | 78 | 15.6 |
| 1300 | 217 | 72 | 14.5 |
| 1200 | 200 | 67 | 13.3 |
| 1100 | 184 | 61 | 12.3 |
| 1000 | 167 | 56 | 11.1 |

*NOTE: ACTUAL LEAKAGE SHOULD BE MEASURED AFTER 24 HOURS. PRESSURE READINGS GIVEN AS *WITHIN 8 HOURS* AND *WITHIN 1 HOUR* ARE INTERIM FIGURES TO ALLOW AN ESTIMATE OF WHETHER OR NOT THE SYSTEM IS HOLDING PRESSURE AS REQUIRED PRIOR TO ACTUAL MEASUREMENT AFTER 24 HOURS.

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. 52.010A
 OPER03
 050600+ 150/300/600 HR INSPECTION

| 91011 52-002 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 | | |
| | | 4873 | | | CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1 |

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: Stan Hansen CERTIFICATE NUMBER: _____

INSPECTED BY: Paul D. Jensen KIND OF CERTIFICATE: _____

 520106 INSPECT/LUBRICATE CABIN ENTRANCE DOOR...MM 52-10-00.....

| TECHNICIAN | INSPECTOR | MAN-HOURS |
|------------|------------|-----------|
| <u>SA</u> | <u>POK</u> | _____ |
| | | HRS.THS |

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

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

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

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

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

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

WORK COMPLIANCE FORM NO. 52.010B
 OPERC3
 050600+ 150/300/600 HR INSPECTION

| 91011 | WORK DUE AT | | | * - APU HRS. | RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING. |
|--------|-------------|-------|----------|--------------|--|
| 52-003 | DATE | HOURS | LANDINGS | CYCLES | |
| 29 29 | | 4873 | | | CK CURRENT DUE LIST FOR DUE TIME CHGS |

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

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

 520116 OPERATIONAL CHECK CABIN ENTRANCE DOOR...MM 52-10-00.....

| | | |
|------------|-----------|------------|
| TECHNICIAN | INSPECTOR | MAN-HOURS |
| | | HRS.THS |
| | <u>AA</u> | <u>POK</u> |

520116

OPERATIONAL CHECK CABIN ENTRANCE DOOR

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

OPERATOR: ED-WES, INC.

REPORT DATE 01/11/91

WORK COMPLIANCE FORM NO.

52.030A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER03

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050600+ 150/300/600 HR INSPECTION

91011

WORK DUE AT

* = APU HRS

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

52-007

DATE

HOURS

LANDINGS

CYCLES

29 29

4873

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

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

520141 INSPECT/LUBRICATE LEFT EMERGENCY EXIT HATCH/SEAL...NO REF..... [Signature] POK _____

520151 INSPECT/LUBRICATE RIGHT EMERGENCY EXIT HATCH/SEAL...NO REF..... [Signature] POK _____

520141, 520151

INSPECT/LUBRICATE EMERGENCY EXIT HATCH/SEALS (REFER TO ILLUSTRATION ON CARD 52-2)

1. OPEN AND INSPECT EMERGENCY EXIT HATCH FOR GENERAL CONDITION AND SECURITY.
2. CLEAN AND LUBRICATE SEAL.
3. RECORD INSPECTION/LUBRICATION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES. INC.

REPORT DATE 10/11/90

WORK COMPLIANCE FORM NO.

53.090

AIRCRAFT NO.: 358

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N358MD

ISSUED 09-90 REV.

PAGE 1

90284

WORK DUE AT

* = APU HRS.

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

53-014

DATE

HOURS

LANDINGS

CYCLES

29 29

4800

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

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

| TECHNICIAN | INSPECTOR | MAN-HOURS HRS. THS |
|------------|-----------|-----------------------|
| <u>POK</u> | <u>JW</u> | |

530210 INSPECT FUSELAGE SKINS FLIGHT COMPARTMENT SIDE WINDOW.....

530210
INSPECT FUSELAGE SKINS FLIGHT COMPARTMENT SIDE WINDOW (FOR CAMP OPERATORS REFER TO ILLUSTRATION ON CARD 53-5. FOR SCAMP OPERATORS REFER TO MM 5-40-00) MECH INSP
TEXT FROM MM 5-40-01

1. INSPECT FUSELAGE SKINS FLIGHT COMPARTMENT SIDE WINDOW AS FOLLOWS:
A. DYE PENETRANT INSPECT LEFT SIDE OF FUSELAGE OPENING, AFT CORNER SMALL RADIUS OF PILOT SUPPLEMENTARY RUNWAY OBSERVATION WINDOW FOR CRACKS. SMOOTH OUT ANY CORNER SKIN EDGE DAMAGES. CP

NOTE: CRACK DEVELOPS IN AFT CORNER SMALL RADIUS OF CURVATURE.

B. INSPECT INNER REINFORCEMENT STEEL STRAP (Z PROFILE) OF PILOT SUPPLEMENTARY RUNWAY OBSERVATION WINDOW USING DYE PENETRANT PROCEDURE.

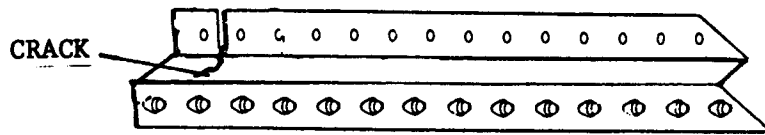
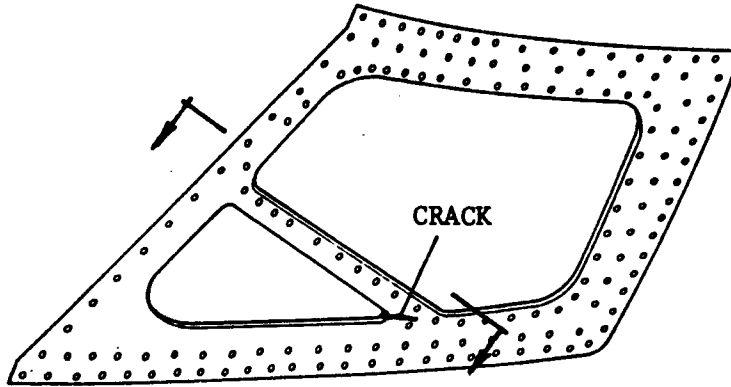
NOTE: CRACK DEVELOPS IN THE SMALL BENT RELIEF RADIUS, STEEL 4130, T=.063 INCH.

C. BOTH STEPS A. AND B. COMPLETED.

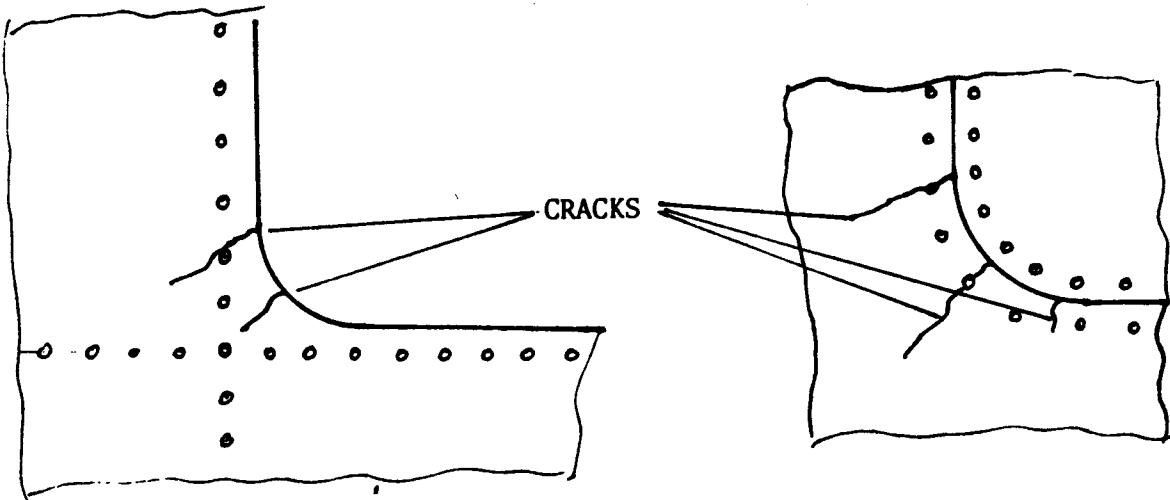
2. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

POK

| | |
|-------|------|
| ISS'D | 9-90 |
| REV'D | |



DETAIL A PILOT OBSERVATION WINDOW



DETAIL B EMERGENCY EXIT CORNER

DETAIL C CABIN WINDOW

Skin Inspection

1124

53-5

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

REPORT DATE 01/11/91
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 08-90

WORK COMPLIANCE FORM NO. 55.0102
 OPER03
 050600+ 150/300/600 HR INSPECTION

| 91011 | WORK DUE AT | * = APU HRS | | |
|--------|-------------|-------------|----------|--------|
| 55-002 | DATE | HOURS | LANDINGS | CYCLES |
| 29 29 | | 4873 | | |

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 4 YEAR 91 AIRCRAFT HOURS: 4873 LANDINGS: 3194

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

| | TECHNICIAN | INSPECTOR | MAN-HOURS |
|------------------------------|--------------------|--------------------|-----------|
| | | | HRS.THS |
| 550106 INSPECT EMPENNAGE (B) | <u>[Signature]</u> | <u>[Signature]</u> | |
| 550101 INSPECT EMPENNAGE (A) | | | |

550106 INSPECT EMPENNAGE (B) (FOR CAMP OPERATORS, REFER TO ILLUSTRATION ON CARD 55-1. FOR SCAMP OPERATORS, REFER TO MAINTENANCE MANUAL)

- R TEXT FROM MM 5-20-06/PHASE 5, 11
1. INSPECT RUDDER HINGE POINTS, CHECK ALL BEARINGS FOR LOOSENESS, ROUGHNESS, SAFETY AND GENERAL CONDITION.
 2. INSPECT RUDDER HINGE POINTS, BONDING JUMPERS FOR CONDITION, FRAYING AND SECURITY.
 3. INSPECT RUDDER ATTACH POINTS FOR SECURITY, CRACKS AND GENERAL CONDITION.
 4. CHECK STOP PADS AND STOP BOLTS FOR CONDITION AND SECURITY.
 5. INSPECT RUDDER TRIM TAB ACTUATOR(S) ATTACH POINTS FOR SECURITY AND GENERAL CONDITION.
 6. INSPECT TAIL SKID FOR SECURITY AND GENERAL CONDITION.
 7. INSPECT FRAME STATION 540.00 AND BALLAST AND JACK ADAPTER MOUNTING (IF INSTALLED) FOR CONDITION, DAMAGE AND CORRECT INSTALLATION.
 8. INSPECT TAIL CONE AND LIGHT FOR CONDITION AND SECURITY.
 9. CHECK STATIC DISCHARGE WICKS FOR CONDITION AND SECURITY.
 10. INSPECT ELEVATOR HINGE POINTS FWD AND AFT, CHECK ALL BEARINGS FOR LOOSENESS, ROUGHNESS, SAFETY AND GENERAL CONDITION.
 11. INSPECT ELEVATOR HINGE POINTS, BONDING JUMPERS FOR CONDITION, FRAYING AND SECURITY.
 12. INSPECT ELEVATOR TORQUE TUBE FOR CONDITION AND SECURITY OF ATTACH POINTS.
 13. INSPECT UNIVERSAL JOINTS AND TAPER PINS FOR LOOSENESS AND GENERAL CONDITION.
 14. CHECK ELEVATOR TRAVEL STOP BOLTS AND STOP PADS FOR SECURITY AND CONDITION.
 15. INSPECT HORIZONTAL TRIM RELAYS FOR SECURITY, ELECTRICAL CONNECTIONS AND CONDITION.
 16. INSPECT HORIZONTAL STABILIZER TRIM ACTUATOR ATTACH POINTS AND ELECTRICAL CONNECTIONS.
 17. ENSURE DRAIN HOLES IN BOTTOM OF HORIZONTAL STABILIZER TRIM ACTUATOR ARE CLEAR OF GREASE OR FOREIGN MATTER. (IF WATER PRESENT, UNIT MUST BE RESEALED.)
 18. INSPECT HORIZONTAL STABILIZER FOR STRUCTURE, CONDITION AND SECURITY.
 19. INSPECT HORIZONTAL STABILIZER ATTACH POINTS FWD. AND AFT, UPPER AND LOWER SCISSOR FITTING ATTACH POINTS FOR LOOSENESS, CONDITION AND SECURITY.
 20. INSPECT VERTICAL STABILIZER FOR STRUCTURE CONDITION, ATTACH POINTS AND SECURITY.
 21. INSPECT ELEVATOR AND RUDDER TORQUE TRANSFER TUBES ATTACH POINTS FOR FREENESS OF BEARING AND SAFETY.
 22. INSPECT AUTOPILOT SERVOS FOR SECURITY, PNEUMATIC PLUMBING, STRUCTURE, CONDITION.
 23. INSPECT FUSELAGE ABOVE BAGGAGE COMPARTMENTS FOR ELECTRICAL BUNDLES, PNEUMATIC PLUMBING, STRUCTURE, CONDITION.
 24. INSPECT LONG RANGE NAVIGATION SYSTEM FOR SECURITY OF MOUNTINGS, WIRE BUNDLES FOR DAMAGE AND SECURITY.
 25. INSPECT ELECTRONIC FUEL COMPUTERS FOR SECURITY IN MOUNTING, WIRE BUNDLES FOR DAMAGE AND SECURITY. AIR FILTER FOR CLEANLINESS OR OBSTRUCTIONS.
 26. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

[Handwritten checkmarks and signatures on the right margin]

OPERATOR: ED-WES, INC.

REPORT DATE 01/11/91

WORK COMPLIANCE FORM NO.

57.020

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER03

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050600+ 150/300/600 HR INSPECTION

91011

WORK DUE AT

* = APU HRS.

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

57-002

DATE

HOURS

LANDINGS

CYCLES

29 29

4873

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE MONTH 6 DAY 7 YEAR 91

AIRCRAFT HOURS: 4878

LANDINGS: 3494

TECHNICIAN SIGNATURE: Don E. Bebell

CERTIFICATE NUMBER: _____

INSPECTED BY: Paul D. Korum

KIND OF CERTIFICATE: _____

570106 INSPECT LEFT AILERON BELLCRANK...MM 5-20-03.....

570120 INSPECT RIGHT AILERON BELLCRANK...MM 5-20-03.....

| TECHNICIAN | INSPECTOR | MAN-HOURS |
|------------|-----------|-----------|
| | | HRS.THS |
| <u>DEB</u> | <u>PK</u> | |
| <u>PKB</u> | <u>PK</u> | |

570106, 570120

INSPECT AILERON BELLCRANK

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

OPERATOR: ED-WES, INC.

REPORT DATE 01/11/91

WORK COMPLIANCE FORM NO.

53.0202

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER03

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 08-90

050600+ 150/300/600 HR INSPECTION

91011

WORK DUE AT

* = APU HRS.

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

53-003

DATE

HOURS

LANDINGS

CYCLES

29 29

4873

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER:

INSPECTED BY: [Signature] KIND OF CERTIFICATE:

TECHNICIAN INSPECTOR MAN-HOURS HRS.THS

530121 INSPECT NOSE COMPARTMENT (B)

530116 INSPECT NOSE COMPARTMENT (A)

530121

INSPECT NOSE COMPARTMENT (B)

R TEXT FROM MM 5-20-01, 5-20-05/PHASE 1, 7

- 1. INSPECT PITDT LINES FOR CHAFING AND DAMAGE.
2. INSPECT ELECTRICAL COMPONENTS, WIRE BUNDLES, WINDSHIELD RESISTORS AND TERMINAL STRIPS FOR DAMAGE, SECURITY AND LOOSE CONNECTIONS.
3. INSPECT STRUCTURE FOR CONDITION AND SECURITY.
4. INSPECT AC INVERTERS, COOLING, ELECTRICAL CONNECTIONS AND FAN FOR SECURITY, CLEANLINESS AND GENERAL CONDITION.
5. CHECK BATTERIES FOR ANY EVIDENCE OF CORROSION OR PHYSICAL DAMAGE. CHECK VENT LINES FOR OBSTRUCTION AND SECURITY OF INSTALLATION.
6. CHECK BATTERY QUICK DISCONNECTS FOR CORROSION AND GENERAL CONDITION.
7. INSPECT OXYGEN BOTTLE FOR SECURITY IN MOUNTS AND GENERAL CONDITION.
8. INSPECT OXYGEN LINES FOR CHAFING, ROUTING AND GENERAL CONDITION.
9. INSPECT AVIONIC COMPONENTS, ELECTRICAL CONNECTIONS AND SHOCK-MOUNTS FOR SECURITY.
10. FOR AIRCRAFT EQUIPPED WITH COLLINS WXR 300 WEATHER RADAR, CHECK THE CRYSTAL DESICCANT BOTTLE INSTALLED IN THE NOSE COMPARTMENT AS FOLLOWS:
A. CHECK DESICCANT BOTTLE CRYSTAL COLOR AGAINST COLOR COMPARISON CHART AFFIXED TO BOTTLE.
B. SHOULD CRYSTAL COLOR INDICATE NEED FOR REPLACEMENT REPLACE WITH A DESICCANT REFILL.
C. STEPS A. AND B. COMPLIED WITH.
11. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

MECH INSP

[Handwritten signature and initials in margin]

OPERATOR: ED-WES, INC.

REPORT DATE 01/11/91

WORK COMPLIANCE FORM NO.

53.0303

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER 3

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 08-90

050600+ 150/300/600 HR INSPECTION

| | | | | | |
|--------|-------------|-------|--------------|--------|--|
| 91011 | WORK DUE AT | | * = APU HRS. | | RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING. |
| 53-006 | DATE | HOURS | LANDINGS | CYCLES | |
| 29 29 | | 4873 | | | |

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4873 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

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

530141 INSPECT COCKPIT (C)

530131 INSPECT COCKPIT (A)

530136 INSPECT COCKPIT (B)

530141

INSPECT COCKPIT (C) (FOR CAMP OPERATORS, REFER TO ILLUSTRATION ON CARD 53-2. FOR SCAMP OPERATORS, REFER TO MAINTENANCE MANUAL).

R TEXT FROM MM 5-20-02/PHASE 8

1. INSPECT COCKPIT FOR CLEANLINESS.
2. INSPECT INTERIOR SIDE OF WINDSHIELDS AND WINDOWS FOR DELAMINATION, SCRATCHES, CRACKS AND GENERAL CONDITION.
3. INSPECT PILOT'S OPENABLE WINDOW SEAL AND LATCH FOR CONDITION.
4. INSPECT DESSICANT CRYSTALS FOR MOISTURE CONTENT. RENEW OR REACTIVATE DESICANT CRYSTALS AS NECESSARY. IF MOISTURE NOTED, PERFORM VENT AND STATIC LINE PRESSURE CHECK (DO NOT EXCEED 2.0 PSI).
5. INSPECT INSTRUMENT PANEL FOR GENERAL CONDITION.
6. INSPECT INSTRUMENT HOSES, LINES, ELECTRICAL WIRE BUNDLES AND CONNECTIONS FOR ROUTING, SECURITY AND GENERAL CONDITION.
7. INSPECT CONTROL PEDESTAL INDICATORS, CONTROLS, SWITCHES AND ELECTRICAL CONNECTIONS FOR CONDITION.
8. INSPECT THROTTLE AND REVERSER CONTROLS FOR EASE OF OPERATION.
9. CHECK ALL INTERNAL AND EXTERNAL LIGHTS, INCLUDING PRESS-TO-TEST (IN COCKPIT) LIGHTS.
10. CHECK CONTROL COLUMN INTERCONNECT CABLES AND FLIGHT CONTROL TRANSITION CABLES FOR CONDITION AND SECURITY.
11. CHECK GENERAL CONDITION OF PRESSURIZATION/OXYGEN SYSTEM.
12. VISUALLY CHECK THAT PRESSURIZATION SYSTEM HOSES, LINES AND FITTINGS ARE IN GOOD CONDITION.
13. VISUALLY CHECK THAT PRESSURIZATION SYSTEM ISOBARIC VALVE IS SAFETIED IN OPEN POSITION.
14. INSPECT CREW SEATS FOR CONDITION.
15. INSPECT CREW SEATBELTS FOR CONDITION.
16. INSPECT ALL ACCESSIBLE CABLES FOR WEAR, FRAYING, CHAFING, CORROSION AND HAVING PROPER LUBRICATION AND TENSION.
17. INSPECT RUDDER PEDALS, LINKAGE AND BELLCRANK FOR SECURITY, FREEDOM OF OPERATION AND GENERAL CONDITION.
18. INSPECT BRAKE VALVE LINKAGES AND BELLCRANK FOR SECURITY, FREEDOM OF OPERATION AND GENERAL CONDITION.
19. REMOVE THE COVERS FROM THE FORWARD RELAY BOX (BELOW COPILOT SEAT) AND THE FIRE CONTROL BOX (BELOW PILOT SEAT) AND CHECK INSIDE FOR CLEANLINESS, SAFETY AND CONDITION OF ELECTRICAL PARTS.
20. INSPECT OVERHEAD ELECTRICAL PANELS, ELECTRICAL BUNDLES, CONNECTIONS FOR DAMAGE, TIGHTNESS AND GENERAL CONDITION.

MECH INSP

[Signature] [Signature]

[Signature] [Signature]

[Signature] [Signature]

[Signature] [Signature]

[Signature] [Signature]

[Signature] [Signature]

[Signature] [Signature]

[Signature] [Signature]

[Signature] [Signature]

[Signature] [Signature]

[Signature] [Signature]

[Signature] [Signature]

[Signature] [Signature]

[Signature] [Signature]

CAUTION: ENSURE ADEQUATE CLEARANCE BETWEEN ELECTRICAL CONNECTIONS AND FRAME WHEN REINSTALLING PANEL.

21. CHECK TERMINAL CONTACT ASSEMBLIES FOR ARCING (WINDSHIELD).

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

[Signature] [Signature]

OPERATOR: ED-WES, INC.

REPORT DATE 01/11/91

WORK COMPLIANCE FORM NO. 55.040

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 01-89

PAGE 1

| 91011 | WORK DUE AT | | | * = APU HRS. |
|--------|-------------|-------|----------|--------------|
| 55-005 | DATE | HOURS | LANDINGS | CYCLES |
| 29 29 | | 4878 | | |

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 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

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

| | TECHNICIAN | INSPECTOR | MAN-HOURS |
|---|--------------------|--------------------|-----------|
| | | | HRS.THS |
| 550656 CHECK STABILIZER AFT SPAR SPLICE-HINGE FITTING OUTBOARD LUGS FOR CRACKS..... | <u>[Signature]</u> | <u>[Signature]</u> | |
| 910200 SERVICE BULLETIN 1124-55-020 REVISION 2 | | | |
| 990131 AD 89-12-08 HORIZONTAL STABILIZER AFT SPAR SPLICE FITTING. | | | |
| SUPERSEDES: AD 86-14-02 | | | |

- 550656
CHECK STABILIZER AFT SPAR SPLICE HINGE (REFER TO ILLUSTRATION ON CARD 55-4)
EQUIPMENT/CONSUMABLES: BRIGHT LIGHT, 10X MAGNIFYING GLASS
- R 1. REMOVE TAIL CONE, AND EMPENNAGE FAIRINGS TO GAIN ACCESS TO THE HORIZONTAL STABILIZER HINGE ASSEMBLY.
 - R 2. INSPECT OUTBOARD LUGS FOR CRACKS WITH BRIGHT LIGHT AND A 10X MAGNIFYING GLASS, FOR BROKEN LUGS. REFER TO ILLUSTRATION.
 - R 3. IF A DISCREPANCY IS FOUND, REFER TO SERVICE BULLETIN NO.1124-55-021 R3 FOR REPLACEMENT OR REPAIR OF THE HORIZONTAL STABILIZER SPAR SPLICE.
 - R
 - 4. ADDITIONAL INFORMATION MAY BE OBTAINED BY CONTACTING:
IAI INTERNATIONAL, INC.
P.O. BOX 10086
WILMINGTON, DE 19850
U.S.A.
TELEPHONE: (302) 322-7240
TELEX: 704034
 - 5. REPLACE EMPENNAGE FAIRINGS, RECONNECT TAIL LIGHT AND REPLACE TAIL CONE.
 - 6. 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. 08-90

WORK COMPLIANCE FORM NO. 53.0402
 OPER03
 050600+ 150/300/600 HR INSPECTION

| 91011 | WORK DUE AT | * = APU HRS. | | | RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING. |
|--------|-------------|--------------|----------|--------|--|
| 53-009 | DATE | HOURS | LANDINGS | CYCLES | |
| 29 29 | | 4873 | | | |

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

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

530156 INSPECT CABIN (600 HOUR).....
 530146 INSPECT CABIN (150 HOUR)

530156

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 27.440.

INSPECT CABIN (600 HOUR) (FOR CAMP OPERATORS, REFER TO ILLUSTRATION ON CARD 53-3. FOR SCAMP OPERATORS, REFER TO MAINTENANCE MANUAL). MECH INSP

R TEXT FROM MM 5-20-02/PHASE 8

1. REMOVE FLIGHT AND CABIN COMPARTMENT SEATS, DIVAN, SEAT TRACKS AND CARPET AS NECESSARY TO THOROUGHLY INSPECT UNDER FLOOR FOR CORROSION, DAMAGE, WEAR, SECURITY AND CLEANLINESS.
2. CHECK ENGINE CONTROL LINKAGE AND TELEFLEX CABLE FOR CONDITION, PROPER ROUTING AND SECURITY OF CLAMPS.
3. INSPECT PRESSURIZATION AND AIR CONDITION COMPONENTS UNDER CABIN FLOOR FOR SECURITY AND GENERAL CONDITION.
4. INSPECT PASSENGER COMPARTMENT FOR CLEANLINESS, SECURITY AND GENERAL CONDITION.
5. REMOVE THE COVER FROM THE AFT RELAY PANEL, AND CHECK INSIDE FOR CLEANLINESS, SAFETY, CONDITION AND EVIDENCE OF OVERHEATING OF ELECTRICAL PARTS.
6. INSPECT EMERGENCY LIGHT FOR OPERATION SECURITY, CLEANLINESS AND CONNECTIONS. CHECK BATTERY CHARGE. (REFER TO MM 12-10-06).

[Handwritten notes and signatures on the right margin]

NOTE: WHENEVER THE EMERGENCY LIGHTS HAVE BEEN OPERATED FROM THE EMERGENCY BATTERY FOR MORE THAN ONE HOUR, CHECK BATTERY CHARGE.

7. INSPECT REFRESHMENT BAR ICE CHEST, GALLEY COAT CLOSET, CABINETS, TABLES ETC. FOR EASE OF OPERATION AND LOCKING.
8. INSPECT SEATS AND SEAT BELTS FOR SECURITY AND GENERAL CONDITION.
9. CHECK CABIN OXYGEN SYSTEM FOR GENERAL CONDITION.
10. CHECK READING LIGHT FOR OPERATION AND GENERAL CONDITION.
11. CHECK VENTILATING AIR CONSOLE FOR CLEANLINESS AND GENERAL CONDITION.
12. INSPECT WINDOWS FOR DELAMINATION, SCRATCHES, CRACKS, AND LEAKAGE.
13. CHECK INTERIOR LIGHTS FOR OPERATION, CLEANLINESS AND GENERAL CONDITION.
14. CHECK EMERGENCY EXIT FOR SECURITY AND GENERAL CONDITION. CHECK RELEASE MECHANISM (PULL RELEASE HANDLE, BUT NOT NECESSARY TO REMOVE EXIT FROM AIRCRAFT). REMOVE EXIT, INSPECT SEAL AND CHECK OPERATION OF GAME TABLES FOR CLEARANCES.
15. CHECK CERTIFICATES.
16. INSPECT AVIONICS COMPONENTS FOR SECURITY, CLEANLINESS AND SECURE CONNECTIONS.
17. INSPECT LAVATORY AND BAGGAGE COMPARTMENT FOR SECURITY AND GENERAL CONDITION.
18. INSPECT LAVATORY DOOR FOR CONDITION AND OPERATION.
19. CHECK PLUMBING FOR PROPER ROUTING, CONDITION AND LEAKS.
20. INSPECT STRUCTURE UNDER FLOOR BELOW GALLEY AND LAVATORY TOILET INSTALLATION FOR FLUID LEAKAGE CORROSION, GENERAL CONDITION AND CLEANLINESS.
21. INSPECT CONTROL COLUMN INTERCONNECT CABLE AND FLIGHT CONTROL TRANSITION CABLES BETWEEN FUSELAGE STATION 153 AND STATION 269 FOR CONDITION, SECURITY AND CORRECT TENSION. FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE FORM 27.440. FOR SCAMP OPERATORS, REFER TO MM 27-00-00, TABLE 2.
22. CHECK FLIGHT CONTROL, CABLES, PULLEYS, BRACKETS, GUARDS, BELLCRANKS, AND PUSH-PULL RODS FOR CONDITION, OPERATION AND SECURITY OF ATTACHMENT.

[Handwritten notes and signatures on the right margin]

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

REPORT DATE 01/11/91
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 08-90

WORK COMPLIANCE FORM NO. 53.0502
 OPER03
 050600+ 150/300/600 HR INSPECTION

| 91011 53-011 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 | LANDINGS | CYCLES | |
| | | 4873 | | | CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1 |

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: Peter M. Morris CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

| | TECHNICIAN | INSPECTOR | MAN-HOURS HRS.THS |
|-------------------------------------|--------------------|--------------------|----------------------|
| 530166 INSPECT REAR COMPARTMENT (B) | <u>[Signature]</u> | <u>[Signature]</u> | |
| 530161 INSPECT REAR COMPARTMENT (A) | | | |
| 530166 | | | |

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

INSPECT REAR COMPARTMENT (B)

R TEXT FROM MM 5-20-05/PHASE 5, 11

- INSPECT FUSELAGE FUEL TANK AREA FOR GENERAL CONDITION AND LEAKAGE.
- INSPECT FUEL SUPPLY LINES FOR CONDITION (OUTSIDE THE FUSELAGE).
- INSPECT FUEL BOOST PUMP AREA AND PRESSURE REFUELING POINT AREA FOR GENERAL CONDITION.
- INSPECT FUEL SHUTOFF VALVES, CYCLE AND DN, FOR GENERAL CONDITION AND LEAKAGE.
- INSPECT AC AND DC ELECTRICAL COMPONENTS FOR SECURITY IN MOUNTS AND GENERAL CONDITION.
- REMOVE THE COVERS FROM THE LEFT-HAND AND RIGHT-HAND DC CONTACTOR BOXES AND FLAP CONTACTOR BOX, AND CHECK INSIDE FOR CLEANLINESS, SAFETY, CONDITION AND EVIDENCE OF OVERHEATING OF ELECTRICAL PARTS.
- CHECK REFRIGERATION UNIT MOUNTING FOR CONDITION AND SECURITY.
- CHECK HYDRAULIC SYSTEM COMPONENTS, FLUID CARRYING LINES AND FITTINGS FOR CHAFING, LEAKAGE, SECURITY, AND GENERAL CONDITION.

| MECH | INSP |
|--------------------|--------------------|
| <u>[Signature]</u> | <u>[Signature]</u> |
| <u>[Signature]</u> | <u>[Signature]</u> |
| <u>[Signature]</u> | <u>[Signature]</u> |
| <u>[Signature]</u> | <u>[Signature]</u> |
| <u>[Signature]</u> | <u>[Signature]</u> |
| <u>[Signature]</u> | <u>[Signature]</u> |
| <u>[Signature]</u> | <u>[Signature]</u> |

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

- CHECK LIFT DUMPER AND SPEED BRAKE SELECTOR VALVES FOR LEAKAGE AND CONDITION AND ELECTRICAL CONNECTIONS FOR SECURITY.
- INSPECT HYDRAULIC POWER PANEL FOR LEAKAGE AND CONDITION.
- CHECK HYDRAULIC HIGH-PRESSURE FILTERS. CHECK RED POP-OUT BUTTON. IF BUTTON IS OUT (EXTENDED), THE FILTER IS CLOGGED; FILTER ELEMENT MUST BE REPLACED AND APPLICABLE PUMP CHECKED. FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE FORM 29.050C. FOR SCAMP OPERATORS, REFER TO MAINTENANCE MANUAL.
- CHECK HYDRAULIC EMERGENCY BRAKE SYSTEM ACCUMULATOR DRY NITROGEN CHARGE. REFER TO TABLE.

| MECH | INSP |
|--------------------|--------------------|
| <u>[Signature]</u> | <u>[Signature]</u> |
| <u>[Signature]</u> | <u>[Signature]</u> |
| <u>[Signature]</u> | <u>[Signature]</u> |
| <u>[Signature]</u> | <u>[Signature]</u> |

| | |
|--------------------------------|-----------------|
| -20 DEGREES TO + 30 DEGREES F | 170 + OR -5 PSI |
| +30 DEGREES TO + 80 DEGREES F | 180 + OR -5 PSI |
| +80 DEGREES TO + 130 DEGREES F | 190 + OR -5 PSI |

TEXT FROM MM 5-20-05

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

| MECH | INSP |
|--------------------|--------------------|
| <u>[Signature]</u> | <u>[Signature]</u> |

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

R TEXT FROM MM 5-20-05

- INSPECT ANTI-SKID CONTROL VALVES FOR LEAKAGE AND ELECTRICAL CONNECTIONS FOR CONDITION AND SECURITY OF ATTACHMENT.
- INSPECT HOSES, LINES AND ELECTRICAL BUNDLES ENTERING FUSELAGE FROM ENGINE NACELLE FOR DAMAGE, CHAFING

| MECH | INSP |
|--------------------|--------------------|
| <u>[Signature]</u> | <u>[Signature]</u> |

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. 53.0&0
 OPER03
 050600+ 150/300/600 HR INSPECTION

| 91011 | WORK DUE AT | | * = APU HRS | | RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING. |
|--------|-------------|-------|-------------|--------|--|
| 53-012 | DATE | HOURS | LANDINGS | CYCLES | |
| 29 29 | | 4873 | | | |

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: Pete M. M... CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

TECHNICIAN INSPECTOR MAN-HOURS
 HRS.THS

Pmm [Signature]

530176 INSPECT AUXILIARY FUEL TANK STRUCTURE...MM 5-20-09.....

530176

INSPECT AUXILIARY FUEL TANK STRUCTURE

1. GAIN ACCESS TO AUXILIARY FUEL TANK STRUCTURE BY REMOVING THE INBOARD SIDEWALL.
2. VISUALLY INSPECT THE FOLLOWING FOR CRACKS, CORROSION, SECURITY OF ATTACHMENT, AND GENERAL CONDITION:
 - A. WALL ATTACHMENT POINTS.
 - B. WALL TWO-PART ATTACHMENT PINS AND HINGE.
 - C. INBOARD SIDEWALL SUPPORTING STRUCTURE.
 - D. ATTACHMENT POINTS ON SUPPORTING STRUCTURE.
3. INSTALL INBOARD SIDEWALL REMOVED IN STEP 1.
4. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

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

REPORT DATE 01/11/91
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 08-90

WORK COMPLIANCE FORM NO. 54.0103
 OPER03
 050600+ 150/300/600 HR INSPECTION

| 91011 | WORK DUE AT | | * = APU HRS. | | RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING. |
|--------|-------------|-------|--------------|--------|--|
| 54-003 | DATE | HOURS | LANDINGS | CYCLES | |
| 29 29 | | 4873 | | | CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1 |

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 11 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3794

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

| | TECHNICIAN | INSPECTOR | MAN-HOURS |
|---|-------------|-----------|-----------|
| | | | HRS.THS |
| 540111 INSPECT LEFT ENGINE NACELLE/PYLON (C) | [Signature] | R.G. INSP | |
| 540101 INSPECT LEFT ENGINE NACELLE/PYLON (A) | | | |
| 540106 INSPECT LEFT ENGINE NACELLE/PYLON (B) | | | |
| 540131 INSPECT RIGHT ENGINE NACELLE/PYLON (C) | [Signature] | R.G. INSP | |
| 540121 INSPECT RIGHT ENGINE NACELLE/PYLON (A) | | | |
| 540126 INSPECT RIGHT ENGINE NACELLE/PYLON (B) | | | |

540111, 540131
 INSPECT ENGINE NACELLE/PYLON (C) (FOR CAMP OPERATORS, REFER TO ILLUSTRATION ON CARD 54-1. FOR SCAMP OPERATORS, REFER TO MAINTENANCE MANUAL)

R TEXT FROM MM 5-20-05/5-20-08/PHASE 12
 1. INSPECT PYLON ENGINE MOUNT BEAMS AND ATTACH POINTS FOR CRACKS, SECURITY AND GENERAL CONDITION.

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

- INSPECT THRUST REVERSER MECHANICAL SYSTEM INCLUDING THROTTLE RETARDER FEEDBACK CONTROL AND ACTUATOR LINKAGE FOR CHAFING, DISTORTION, SECURITY AND EVIDENCE OF WORN BUSHINGS.
- INSPECT THRUST REVERSER FOR GENERAL CONDITION, CLEANLINESS, FOREIGN OBJECT DAMAGE, FLUID ACCUMULATION AND LOOSE OR WORKING FASTENERS.
- INSPECT THRUST REVERSER ACTUATOR MOUNTING AND STOP BOLTS FOR SECURITY AND SAFETYWIRE.
- INSPECT THRUST REVERSER DOOR HINGES, BOLTS, LATCH HOOKS, HOLES, FAIRINGS FOR DENTS, DISTORTION, CRACKS, CORROSION, LOOSE OR MISSING RIVETS, EXCESSIVE WEAR, CONDITION, SECURITY AND CLEANLINESS.
- INSPECT THRUST REVERSER HYDRAULIC SYSTEM INCLUDING ACTUATORS AND HYDRAULIC LINES, QUICK DISCONNECTS FOR EVIDENCE OF LEAKS, CRACKS, DENTS, CLEARANCE, CONDITION AND SECURITY.
- INSPECT THRUST REVERSER ELECTRICAL SYSTEM FOR CRACKED OR BURNED INSULATION, LOOSE CONNECTIONS AND FRAYED WIRES.
- INSPECT THRUST REVERSER ELECTRICAL COMPONENTS FOR DETERIORATION AND BROKEN OR BENT PINS, SECURITY AND CLEARANCE.
- INSPECT THRUST REVERSER OUTER COWL PANELS FOR DENTS, DISTORTION, CRACKS, CORROSION, LOOSE OR MISSING RIVETS, AND CLEANLINESS.
- INSPECT THRUST REVERSER INNER DUCT STRUCTURE FOR CRACKS, STRUCTURAL DAMAGE, LOOSE OR MISSING RIVETS, CORROSION, DISTORTION OR HOT SPOTS.
- INSPECT THRUST REVERSER STANG SUPPORT FOR STRUCTURAL DAMAGE, CORROSION AND LOOSE OR MISSING RIVETS.
- REINSTALL ACCESS COVER AND STANG COVERS. REMOVE GROUND DEPLOY LOCKS AND RESTORE TO NORMAL POSITION.
- RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

MECH INSPECTION

[Multiple circular stamps with 'R.G. INSP' and checkmarks]

OPERATOR: ED-WES, INC. REPORT DATE 01/11/91 WORK COMPLIANCE FORM NO. 56.030A
 AIRCRAFT NO.: 368 MODEL: 1124A WESTWIND OPER03
 AIRCRAFT REG.: N368MD ISSUED 08-89 REV. 050600+ 150/300/600 HR INSPECTION

| | | | | | |
|--------|-------------|-------|-------------|--------|--|
| 91011 | 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. |
| 56-004 | DATE | HOURS | LANDINGS | CYCLES | |
| 29 29 | | 4873 | | | |

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WRK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

| | TECHNICIAN | INSPECTOR | MAN-HOURS |
|---|--------------------|--------------------|-----------|
| | | | HRG.THS |
| 560112 INSPECT PILOT SIDE WINDOW...MM 56-10-03..... | <u>[Signature]</u> | <u>[Signature]</u> | |
| 560118 INSPECT COPILOT SIDE WINDOW...MM 56-10-03..... | <u>[Signature]</u> | <u>[Signature]</u> | |

560112, 560118

INSPECT SIDE WINDOW (REFER TO FIGURE 2 ON CARD 56-2)

EQUIPMENT/CONSUMABLES: LIGHT SOURCE, WINDOW INSPECTION PRISM, AWR P-17 OR WINDOW INSPECTION PRISM SK-3201, PURE GLYCERINE

1. USING THE INSPECTION PRISM AS IN FIGURE 2, INSPECT FLANGE, RADIUS OF FLANGE AND AROUND ALL WINDOW ATTACHMENT FASTENERS FOR EVIDENCE OF CRACKS IN THE FLANGE AREA OF WINDOW.

NOTE: CRACKS WILL HAVE A MILKY OR OPAQUE APPEARANCE.

2. IF A CRACK IS DETECTED BY PRISM INSPECTION, REMOVE INTERIOR PANELS AS NECESSARY FOR MORE DETAILED INSPECTION OF WINDOW.

3. WINDOWS FOUND TO BE CRACKED MUST BE REPLACED.

4. THOROUGHLY CLEAN WINDOW.

5. APPLY AN EVEN COATING OF GLYCERINE ON WINDOW IN AREA TO BE INSPECTED.

6. PLACE PRISM ON WINDOW AND PRESS DOWN UNTIL GLYCERINE FORMS A SMOOTH, CLEAR VIEWING AREA.

7. USING A LIGHT SOURCE, INSPECT FLANGE, RADIUS OF FLANGE AND AROUND ALL FASTENERS BY LOOKING INTO THE TAPERED END OF PRISM.

CAUTION: DO NOT SLIDE PRISM ON WINDOW.

NOTE: IT MAY BE NECESSARY TO SHADE THE WINDOW FOR BETTER VIEWING.

8. AFTER INSPECTION, REMOVE GLYCERINE BY WASHING WITH WARM WATER AND MILD SOAP.

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

OPERATOR: ED-WES, INC.

REPORT DATE 01/11/91

WORK COMPLIANCE FORM NO.

57.0102

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER 3

AIRCRAFT REG.: N368MD

ISSUED 08-89 REV. 08-90

050600+ 150/300/600 HR INSPECTION

| | | | | |
|--------|-------------|-------------|----------|--------|
| 91011 | WORK DUE AT | * = APU HRS | | |
| 57-004 | DATE | HOURS | LANDINGS | CYCLES |
| 29 29 | | 4873 | | |

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

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature]

CERTIFICATE NUMBER:

INSPECTED BY: [Signature]

KIND OF CERTIFICATE:

| | TECHNICIAN | INSPECTOR | MAN-HOURS HRS.THS |
|-------------------------------|-------------|-------------|----------------------|
| 570104 INSPECT LEFT WING (B) | [Signature] | [Signature] | |
| 570101 INSPECT LEFT WING (A) | | | |
| R | | | |
| 570119 INSPECT RIGHT WING (B) | [Signature] | [Signature] | |
| 570116 INSPECT RIGHT WING (A) | | | |
| R | | | |

570104, 570119

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

ITEM 1 - INSPECT WINGS (B) (FOR CAMP OPERATORS, REFER TO ILLUSTRATION ON CARD 57-1. FOR SCAMP OPERATORS, REFER TO MAINTENANCE MANUAL)

MECH INSP

CONSUMABLES: LP-3 OR EQUIVALENT

R TEXT FROM MM 5-20-03/PHASE 6, 12

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

- INSPECT WING FLAPS FOR SECURITY, CRACKS, LOOSE RIVETS AND CONDITION OF SKIN.
- INSPECT ATTACH POINTS, HINGES AND BEARINGS FOR GENERAL CONDITION, SECURITY AND CRACKS.
- INSPECT ATTACH POINTS, BONDING JUMPERS FOR CONDITION FRAYING AND SECURITY.
- INSPECT FLEXIBLE DRIVE SHAFTS FOR COUPLING NUTS SECURITY, ROUTING AND STRUCTURE CLEARANCE. FOR CAMP OPERATORS REFER TO WORK COMPLIANCE FORM 27.230A. FOR SCAMP OPERATORS, REFER TO MM 27-50-00.
- INSPECT FLAP ACTUATING JACKS, ATTACH POINTS, ELECTRICAL CONNECTIONS, RIGGING AND MICROSWITCH SLIDERS FOR SECURITY AND GENERAL CONDITION.
- INSPECT FLAP POSITION TRANSMITTER POTENTIOMETER, ATTACH POINTS AND ELECTRICAL CONNECTIONS FOR SECURITY AND CONDITION.
- CHECK FLAP VANE SEGMENTS CONDITION FOR FAILED OR LOOSE FASTENERS AND SECURITY OF ATTACH PLATE. FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE FORM 27.200B. FOR SCAMP OPERATORS, REFER TO MM 27-50-00.
- INSPECT AILERON FOR SECURITY AND CONDITION.
- INSPECT AILERON SKIN FOR CONDITION AND LOOSE RIVETS.
- INSPECT TORQUE TRANSFER TUBES FOR SECURITY OF ATTACHMENT AND SAFETY.
- CHECK AILERON TRIM TABS TO ACTUATOR ATTACH POINTS AND ELECTRICAL CONNECTIONS FOR SECURITY AND CONDITION.
- INSPECT AILERON HINGE POINTS, CHECK ALL BEARINGS FOR LOOSENESS, ROUGHNESS, SAFETY AND GENERAL CONDITION.
- INSPECT AILERON HINGE POINTS, BONDING JUMPERS FOR CONDITION, FRAYING AND SECURITY.
- LUBRICATE PUSH-PULL TUBE ROLLER GUIDES (ROLLER AND TUBE) WITH LPS-3 OR EQUIVALENT.
- LUBRICATE TRIM TAB AND SERVO TAB HINGES FROM INSIDE WITH LPS-3 OR EQUIVALENT.
- CHECK NON-ICING FUEL VENT FOR OBSTRUCTIONS AND FUEL LEAKAGE.
- INSPECT TIP TANK AND WING FILLET FOR CONDITION, SECURITY AND FUEL LEAKS.
- INSPECT TIP TANK NAVIGATION LIGHT LENS FOR CRACKS, SECURITY AND CONDITION. (POSITION AND STROBE.)
- INSPECT LANDING LIGHT LENS AND LIGHT FOR SECURITY AND CONDITION.
- CHECK DRAIN HOLES FOR OBSTRUCTIONS.
- PERFORM STATIC DISCHARGE WICK RESISTANCE CHECK. (AILERONS AND TIP TANKS) (REFER TO WORK COMPLIANCE FORM 23.120).
- INSPECT LOWER SURFACE OF WING SKIN FOR CRACKS, SCRATCHES, LOOSE RIVETS, AND VORTEX GENERATORS FOR SECURITY AND CONDITION.
- CHECK CONDITION OF LEADING EDGE PNEUMATIC DE-ICER BOOT.

[Handwritten checkmarks and signatures in the right margin, including a large signature at the bottom right.]



REPAIRABLE

W/O# **Date**

N# **A/C S/N**

Nomenclature:

.....

P/N

S/N

Squawk:

.....

Signed:

AERO AIR, INC.

FAA CERTIFICATED

REPAIR STATION NO. GFER232E

2050 N.E. 25th Ave., Hillsboro, OR

NOT
DUE AT
THIS TIME.

DD.

TURBINE WAS INSTALLED
NEW 7-22-86, AND HAS
1457 TOTAL CYC AT
THIS TIME 6-12-91.
(LIFE LIMITED TO 3000 CYC)

OPERATOR: ED-WES, INC.

REPORT DATE 01/11/91

WORK COMPLIANCE FORM NO.

71.030

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER03

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 08-89

050600+ 150/300/600 HR INSPECTION

| | | | | | |
|--------|-------------|-------------|----------|--------|--|
| 91011 | WORK DUE AT | * = APU HRS | | | RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING. |
| 71-003 | DATE | HOURS | LANDINGS | CYCLES | |
| 29 29 | | 4873 | | | OK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1 |

WORK ACCOMPLISHED: DATE: MONTH 1 DAY 11 YEAR 91 AIRCRAFT HOURS: 4873.5 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

| | TECHNICIAN | INSPECTOR | MAN-HOURS |
|--|--------------------|--------------------|-----------|
| | | | HRS. THIS |
| 710606 INSPECT LEFT FAN ROTOR ASSEMBLY...SM 72-00-00..... | <u>[Signature]</u> | <u>[Signature]</u> | |
| 714106 INSPECT RIGHT FAN ROTOR ASSEMBLY...SM 72-00-00..... | | | |
| 710606, 714106 | | | |

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 71.040.

INSPECT FAN ROTOR ASSEMBLY

EQUIPMENT/CONSUMABLES: BORESCOPE MODEL NPF-3 (WITH COLD LIGHT SUPPLY) OR (MODEL ILK TYPE H150E) (IF REQUIRED),
 PACKING P/N 58990-006, PLUG P/N 3071769-1 OR P/N 3072336-1, TORQUE WRENCH CAPABLE OF 50
 INCH-POUNDS

- CHECK FAN BLADES FOR FOREIGN OBJECT DAMAGE, EROSION, NICKS, CRACKS OR DISTORTION WHICH MAY AFFECT BALANCE OR BLADE SECURITY. ROTATE FAN ROTOR ASSEMBLY AND CHECK ALL FAN ROTOR ASSEMBLY BLADES.

- NOTE: 1. PRESENCE OF OIL, DIRT, SALT, OR OTHER CONTAMINATION ON FAN BLADES INDICATES NEED TO PERFORM COMPRESSOR LIQUID CLEANING PROCEDURE. REFER TO WORK COMPLIANCE FORM 71.040.
- IF INSPECTION REQUIREMENTS OF STEP 1 ARE NOT MET, REPAIR OR REPLACE BLADES OF FAN ROTOR ASSEMBLY IN ACCORDANCE WITH LMM 72-70-03. IF FOREIGN OBJECT DAMAGE IS EVIDENT ON ANY FAN BLADES, PROCEED TO STEPS 2 THROUGH 8. IF NO DAMAGE IS PRESENT, PROCEED TO STEP 8.

- REMOVE BORESCOPE INSPECTION PLUG AND PACKING AT 12 O'CLOCK POSITION ON ENGINE SUPPORT HOUSING.
- INSERT BORESCOPE INTO BORE TO OBSERVE FORWARD SIDE OF BLADES ON FIRST-STAGE COMPRESSOR ROTOR ASSEMBLY. DIAMETER OF BORESCOPE OPTIC TUBE TO BE USED IS 3/16 INCH MAXIMUM. OPTIC TUBE LENGTH SHALL BE 12 INCH MINIMUM.
- ROTATE FAN ROTOR ASSEMBLY TO ENABLE BORESCOPE INSPECTION OF ALL BLADES ON LOW-PRESSURE FIRST-STAGE COMPRESSOR ROTOR ASSEMBLY. EVIDENCE OF CRACKS, NICKS OR DISTORTION NOT ACCEPTABLE.
- BLADES NOT MEETING THE INSPECTION REQUIREMENTS OF STEP 4 SHALL BE REPAIRED IN ACCORDANCE WITH LMM 72-30-04, APPROVED REPAIRS.
- REMOVE BORESCOPE.
- INSTALL PACKING P/N 58990-006 ON END OF PLUG AND INSTALL PLUG. TIGHTEN PLUG TO A TORQUE OF 20 INCH-POUNDS.
- RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.

REPORT DATE 01/11/91

WORK COMPLIANCE FORM NO.

71.0202

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER03

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 08-90

050603+ 150/300/600 HR INSPECTION

| 91011 | WORK DUE AT | | | * = APU HRS. | | RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING. | |
|--------|-------------|-------|----------|--------------|--|--|--|
| 71-002 | DATE | HOURS | LANDINGS | CYCLES | | | |
| 29 29 | | 4873 | | | | CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1 | |

WRK ACCOMPLISHED: DATE: MONTH 6 DAY 11 YEAR 91 AIRCRAFT HOURS: 4873 LANDINGS: 3494

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

- ✓ 710108 - INSPECT LEFT ENGINE (B).....
- ✓ 710106 - INSPECT LEFT ENGINE (A).....
- ✓ 713608 - INSPECT RIGHT ENGINE (B).....
- ✓ 713606 - INSPECT RIGHT ENGINE (A).....

TECHNICIAN _____ INSPECTOR R.G. INSP. MAN-HOURS _____
 HRS.THS _____

 710108, 713608

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 73.140, 79.120, 79.100, 79.110
 INSPECT ENGINE (B) (FOR CAMP OPERATORS, REFER TO ILLUSTRATION ON CARD 71-2. FOR SCAMP OPERATORS, REFER TO MAINTENANCE MANUAL)
 R TEXT FROM ENGINE SM 72-00-00/MM 5-20-07/PHASE 6, 12

NOTE: THE FOLLOWING GENERAL INSPECTIONS SHALL BE PERFORMED DURING ANY ENGINE MAINTENANCE, AS APPLICABLE, FOR THE LEVEL OF MAINTENANCE BEING PERFORMED.

1. VISUALLY INSPECT ALL ACCESSIBLE WELDED, BRAZED OR SOLDERED ASSEMBLIES FOR SECURITY OF JOINTS.
2. INSPECT ALL ACCESSIBLE TUBES AS FOLLOWS:
 - A. VISUALLY INSPECT TUBES FOR KINKS, CRACKS, EXCESSIVE WEAR, SIGNS OF CORROSION OR OTHER DAMAGE. INSPECT ALL FITTINGS FOR BROKEN THREADS, DETERIORATION AND CLEANLINESS.
 - B. INSPECT FOR CRACKED OR GALLED TUBE FLARES AND SLEEVES. DENTS OR KINKS SHALL NOT REDUCE INSIDE DIAMETER AREA OF TUBE MORE THAN 20 PERCENT ON LOW-PRESSURE TUBES (FUNCTIONALLY TESTED AT LESS THAN 1000 PSI), SUCH AS OIL SCAVENGE LINES AND NOT MORE THAN 15 PERCENT ON HIGH-PRESSURE TUBES (FUNCTIONALLY TESTED AT 1000 PSI OR GREATER), SUCH AS FUEL LINES. ANY SHARP EDGES AT A CHAFED AREA SHALL BE BLENDED TO A SMOOTH CONTOUR. SHARP DENTS ARE UNACCEPTABLE. CHAFING IS ACCEPTABLE PROVIDED TUBE WALL THICKNESS IS NOT REDUCED BY 20 PERCENT FOR LOW-PRESSURE TUBES OR 15 PERCENT FOR HIGH-PRESSURE TUBES. SLEEVING MAY BE INSTALLED ON TUBES AT AREAS OF NOTED CHAFING DURING TUBE INSTALLATION.
 - C. REFER TO LIGHT MAINTENANCE MANUAL INSTRUCTIONS FOR PERFORMING A VIBRATION CHECK ANY TIME EVIDENCE INDICATES POSSIBLE EXCESSIVE ENGINE VIBRATION (CRACKED BRACKETS, CRACKED OR LEAKING PLUMBING LINES, ETC.).
 - D. ALL STEPS A. THROUGH C. COMPLETED.
3. CHECK FOR FUEL AND OIL LEAKS. FUEL PUMP DRAIN LEAKAGE ACCEPTABLE IF LEAKAGE RATE DOES NOT EXCEED 30 DROPS PER HOUR (ONE DROP EVERY TWO MINUTES).
4. CHECK DRAINS AND VENTS FOR RESTRICTIONS.
5. CHECK FAN INLET FOR FOREIGN MATERIAL, OBSTRUCTIONS, OR DAMAGE.
6. CHECK INLET PRESSURE AND TEMPERATURE SENSOR FOR SECURITY AND EVIDENCE OF DAMAGE OR CLOGGING.

NOTE: IF OIL LEVEL HAS INCREASED SINCE LAST CHECK, OR IF THE ODOR OF FUEL IS DETECTED IN THE OIL, TEST FOR PRESENCE OF FUEL IN OIL.

7. CHECK OIL LEVEL.
8. CHECK SECURITY OF IGNITION WIRING AND CONNECTIONS.
9. CHECK FOR OIL SEAL LEAKAGE AROUND STARTER/GENERATOR MOUNT, AIRCRAFT ACCESSORY MOUNT AND FUEL PUMP MOUNT.
10. CHECK EXHAUST OUTLET FOR DAMAGED TURBINE BLADES AND TAIL PIPE FOR CONTAMINATION OR DAMAGE.
11. CHECK INDICATOR PIN ON FUEL FILTER BY-PASS INDICATOR VALVE OF FUEL PUMP. IF INDICATOR PIN IS ACTUATED (EXTENDED), REMOVE AND INSPECT FUEL FILTER ELEMENT. (FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE

OPERATOR: ED-WES, INC.

REPORT DATE 01/11/91

WORK COMPLIANCE FORM NO.

74.010A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPERG3

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050600+ 150/300/600 HR INSPECTION

| 91011 | WORK DUE AT | * = APU HRS. | | | RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING. |
|--------|-------------|--------------|----------|--------|--|
| 74-002 | DATE | HOURS | LANDINGS | CYCLES | |
| 29 29 | | 4873 | | | CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1 |

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 14 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

| TECHNICIAN | INSPECTOR | MAN-HOURS |
|------------|--|-----------|
| | | HRS.THS |
| 740116 | INSPECT LEFT ENGINE 6 O'CLOCK IGNITER PLUG...ENG SM 72-00-00..... | |
| 740126 | INSPECT LEFT ENGINE 7 O'CLOCK IGNITER PLUG...ENG SM 72-00-00..... | |
| 740616 | INSPECT RIGHT ENGINE 6 O'CLDCK IGNITER PLUG...ENG SM 72-00-00..... | |
| 740626 | INSPECT RIGHT ENGINE 7 O'CLDCK IGNITER PLUG...ENC SM 72-00-00..... | |

TECHNICIAN INSPECTOR MAN-HOURS HRS.THS

[Signature] [Signature]

R.G. INSP. R.G. INSP.

740116, 740126, 740616, 740626

INSPECT ENGINE IGNITER PLUG (REFER TO FIGURES 1, 2, 3, 4 AND 4 ON CARD 74-1)
EQUIPMENT/CONSUMABLES: COMPOUND FEL-PRO C-5A, GASKET P/N 362-509-9002, TORQUE WRENCH CAPABLE OF 150 INCH-POUNDS

- REMOVE IGNITER PLUG AS FOLLOWS:
- WARNING: ELECTRICAL DISCHARGE AT IGNITER PLUGS IS DANGEROUS. DO NOT COME IN CONTACT WITH IGNITER PLUG SPARK GAP WHEN IGNITER PLUGS ARE CONNECTED TO IGNITION UNIT. AT CONCLUSION OF CHECK, REMOVE STATIC CHARGE FROM IGNITER PLUGS BY SHORTING ACROSS SPARK GAP. USE SHIELDED JUMPER WIRE OR WELL INSULATED TOOL WHEN SHORTING SPARK GAP. CONDUCT TEST IN AN AREA FREE OF FLAMMABLE FLUIDS OR VAPORS.

- SHUT OFF ELECTRICAL SUPPLY TO ENGINE.
- REMOVE DOOR (115) FROM BOTTOM PANEL. REFER TO FIGURE 4.
- REMOVE BOLTS (65, 110, 120) AND REMOVE IGNITER PLUGS (70, 125) AND GASKETS (75, 130).
- DISCONNECT IGNITER LEAD TERMINALS FROM IGNITER PLUGS (70, 125).

- VISUALLY INSPECT IGNITER LEADS FOR FRAYED SHIELDING, BURNED WIRE INSULATION OR BRAIDED COVERING AND CONDITION OF TERMINALS AND SILICONE GROMMETS. NO DAMAGE IS ALLOWED.

NOTE: OVERHEATING OF IGNITER LEAD TERMINALS MAY BE CAUSED BY HOT GAS LEAKAGE, EITHER AROUND IGNITER PLUG GASKET OR THROUGH IGNITER PLUG INSULATOR. IF EVIDENCE OF OVERHEATING OR ARCING EXISTS REPLACE IGNITER PLUG AND GASKET ASSOCIATED WITH DAMAGED IGNITER LEAD AND REPAIR OR REPLACE DAMAGED IGNITER LEAD.

- INSPECT IGNITER LEAD TERMINALS FOR DEFORMATION CRACKS, CHIPPING, OR EVIDENCE OF ARCING. NO DAMAGE IS ALLOWED. REFER TO FIGURE 1.
- REPLACE OR REPAIR IGNITER LEAD OR LEAD TERMINALS IF INSPECTION REQUIREMENTS ARE NOT MET. REFER TO LMM 74-00-01, FOR APPROVED REPAIRS.
- VISUALLY INSPECT IGNITER PLUG FOR BROKEN OR MISSING PARTS. IF IGNITER PLUG IS BROKEN OR PARTS MISSING, REPLACE PLUG.

NOTE: AN INTERNAL RATTLE MAY BE EVIDENT WHEN IGNITER PLUG IS SHAKEN. THIS IS NORMAL AND IS NOT CAUSE FOR REJECTING IGNITER PLUG.

- VISUALLY INSPECT CENTER ELECTRODE AND OUTER SHELL FOR EROSION. IF ELECTRODE IS ERODED 0.030 OR MORE BELOW END OF CERAMIC INSULATOR AS SHOWN IN FIGURE 2, REPLACE PLUG. UNIFORM EROSION ON ELECTRODE AND OUTER SHELL IS ACCEPTABLE. EROSION OF OUTER SHELL IN SPARK GAP AREA SHALL NOT EXCEED 0.330 INCH DIAMETER AT INSULATOR SURFACE.
- VISUALLY INSPECT CERAMIC INSULATOR FOR CRACKS OR CHIPPED AREA AS SHOWN IN FIGURE 2. ENSURE NORMAL CERAMIC INSULATOR EROSION IS NOT MISINTERPRETED AS CRACKING. REPLACE IGNITER PLUG IF CERAMIC INSULATOR IS DAMAGED.
- VISUALLY INSPECT OUTER SHELL FOR BURNED OR FLOWED METAL AS SHOWN IN FIGURE 2. REPLACE PLUG IF METAL IS BURNED OR FLOWED.
- VISUALLY INSPECT GROMMET MATING FLANGE OF IGNITER PLUG FOR GROOVING. IF GROOVED ON ONE SIDE 0.030 INCH DEEP OR MORE, REPLACE PLUG.
- VISUALLY INSPECT FOR CLOGGED ANNULAR PASSAGE BETWEEN INSULATOR AND OUTER SHELL. IF CLOGGED, CLEAN BY ABRASIVE BLASTING IN ACCORDANCE WITH LMM 72-00-00, OR REPLACE PLUG.

OPERATOR: ED-WES, INC.

REPORT DATE 01/11/91

WORK COMPLIANCE FORM NO.

74.030A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER03

AIRCRAFT REG.: N368MD

ISSUED 01-89 REV. 03-90

050600+ 150/300/600 HR INSPECTION

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

| 91011 | WORK DUE AT | * = APU HRS. | | |
|--------|-------------|--------------|----------|--------|
| 74-004 | DATE | HOURS | LANDINGS | CYCLES |
| 29 29 | | 4873 | | |

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 11 YEAR 91 AIRCRAFT HOURS: 4873 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

TECHNICIAN INSPECTOR MAN-HOURS
HRS.THS

740106 SERVICEABILITY CHECK LEFT ENGINE IGNITION...ENG SM 72-00-00.....
740606 SERVICEABILITY CHECK RIGHT ENGINE IGNITION...ENG SM 72-00-00.....



740106, 740606
SERVICEABILITY CHECK ENGINE IGNITER PRE SB 74-3003

NOTE: PRE SB 74-3003 REFER TO STEP A.
R POST SB 74-3003 REFER TO STEP B.

A SERVICEABILITY CHECK ENGINE IGNITION (PRE SB 74-3003) (REFER TO ILLUSTRATION ON CARD 74-2)
1. SHUT OFF ELECTRICAL SUPPLY TO ENGINE.

CAUTION: BENDING IGNITER LEADS WHEN DISCONNECTING FROM IGNITION UNIT WILL CAUSE DAMAGE TO INTERNAL INSULATION OF IGNITER LEADS. TO AVOID BENDING IGNITER LEADS, REMOVE IGNITION UNIT MOUNTING BOLTS BEFORE DISCONNECTING IGNITER LEADS FROM IGNITION UNIT.

2. REMOVE BOLTS (5) AND WASHERS (10, 15). DISCONNECT IGNITER LEAD (25, OR 27, AS APPLICABLE) FROM CONNECTOR ON IGNITION UNIT (30). WHEN IGNITER LEADS WITH RESTRAINING CABLES ARE USED, REMOVE NUTS (35) AND BOLTS (40) SECURING IGNITER LEAD RESTRAINING CABLES.

WARNING: ENSURE GOOD ELECTRICAL CONNECTIONS ARE MADE WHEN PERFORMING THE FOLLOWING STEPS. IF IGNITION UNIT IS NOT BOLTED TO ENGINE, OR IF FABRICATED GROUND LEAD IS NOT SECURELY CONNECTED, ELECTRICAL ARCING WILL CAUSE A FIRE HAZARD. POOR CONNECTIONS WITH FABRICATED GROUND MAY DAMAGE CONNECTOR ON IGNITION UNIT.

3. REINSTALL AND TIGHTEN ONE MOUNTING BOLT (5) TO PROVIDE GOOD ELECTRICAL GROUND FOR IGNITION UNIT (30).
4. SHORT INTERNAL HIGH VOLTAGE SOCKET OF CONNECTOR (FOR IGNITER LEAD) 25 OR 27 AS APPLICABLE ON IGNITION UNIT TO GROUND. GROUND CONNECTION MAY BE ACCOMPLISHED BY FABRICATING A GROUND LEAD TERMINATED WITH A TERMINAL P/N 10-40560 (AMPHENOL CORP, SUBSIDIARY OF ALLIED CORP., BENDIX CONNECTOR OPERATIONS, 40-60 DELAWARE ST., SIDNEY, N.Y. 13838) FOR CONNECTION TO IGNITION UNIT. TERMINAL CONTAINED IN IGNITER LEAD PARTS KIT P/N 3070873-1 MAY BE USED IN LIEU OF TERMINAL P/N 10-40560.
5. PERFORM NORMAL ENGINE START IN ACCORDANCE WITH AIRCRAFT FLIGHT MANUAL AND/OR APPROPRIATE AIRCRAFT DOCUMENT. IF UNABLE TO START ENGINE, IGNITER PLUG AT 6 O'CLOCK POSITION ON PLENUM CASE IS NOT FIRING PROPERLY. TEST AND TROUBLESHOOT IGNITION SYSTEM, AND REPLACE DEFECTIVE PARTS AS REQUIRED IN ACCORDANCE WITH LHM 74-00-01.
6. PERFORM NORMAL ENGINE SHUT DOWN IN ACCORDANCE WITH AIRCRAFT FLIGHT MANUAL AND/OR APPROPRIATE AIRCRAFT DOCUMENT, AND SHUTOFF ELECTRICAL SUPPLY TO ENGINE.
7. REMOVE BOLT (5) AND DISCONNECT GROUND LEAD CONNECTED IN STEP 3, FROM IGNITION UNIT (30).
8. RECONNECT IGNITER LEAD (25 OR 27, AS APPLICABLE) TO IGNITION UNIT, AND TIGHTEN CONNECTOR OF IGNITER LEAD (25 OR 27 AS APPLICABLE) FINGER-TIGHT.
9. DISCONNECT IGNITER LEAD (20 OR 22, AS APPLICABLE) FROM IGNITION UNIT. SHORT INTERNAL HIGH VOLTAGE SOCKET OF CONNECTOR (FOR IGNITER LEAD 20 OR 22, AS APPLICABLE) ON IGNITION UNIT TO GROUND WITH GROUND LEAD FABRICATED IN STEP 4.
10. REINSTALL AND TIGHTEN ONE BOLT (5) FOR IGNITION UNIT TO PROVIDE GOOD ELECTRICAL GROUND FOR IGNITION UNIT.
11. TIGHTEN IGNITER LEAD (25 OR 27, AS APPLICABLE) TO TORQUE OF 150 INCH-POUNDS.
12. PERFORM NORMAL ENGINE START IN ACCORDANCE WITH AIRCRAFT FLIGHT MANUAL AND/OR APPROPRIATE AIRCRAFT DOCUMENT. IF UNABLE TO START ENGINE, IGNITER PLUG AT 7 O'CLOCK POSITION ON PLENUM CASE IS NOT FIRING PROPERLY. TEST AND TROUBLESHOOT IGNITION SYSTEM, AND REPLACE DEFECTIVE PARTS AS REQUIRED IN ACCORDANCE WITH LHM 74-00-01.
13. PERFORM NORMAL ENGINE SHUT DOWN IN ACCORDANCE WITH AIRCRAFT FLIGHT MANUAL AND/OR APPROPRIATE AIRCRAFT DOCUMENT,

OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO. 73.140

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. |
| 73-013 | DATE | HOURS | LANDINGS | CYCLES | |
| 29 29 | | | | | |

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878.5 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

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

730116 INSPECT/REPLACE LEFT ENGINE FUEL FILTER...SM 72-00-00.....
 732616 INSPECT/REPLACE RIGHT ENGINE FUEL FILTER...SM 72-00-00.....

 730116, 732616
 INSPECT/REPLACE ENGINE FUEL FILTER (REFER TO ILLUSTRATION ON CARD 73-8)

NOTE: COMPLY WITH SERVICE BULLETIN NO.73-3019, IF APPLICABLE.

EQUIPMENT/CONSUMABLES: PACKING P/N S9413-212, PACKING P/N S9412-032, COMPOUND LIQUI-MOLY NV OR EQUIVALENT, FILTER P/N 897513-1 OR P/N AC6091F8417 (POST SERVICE BULLETIN NO.73-3053), FILTER P/N 865791-4 (PRE-SB 73-3053), TORQUE WRENCH 0 TO 40 INCH-POUNDS

NOTE: THE FOLLOWING MAINTENANCE PRACTICES DO NOT REQUIRE THE REMOVAL OF THE FUEL PUMP.

1. USING WRENCH ON SQUARE FITTING OF FILTER BOWL COVER (5), UNSCREW AND REMOVE FILTER BOWL COVER. REMOVE AND DISCARD PACKING (10).
2. REMOVE FUEL FILTER ELEMENT (15) FROM FILTER CAVITY OF FUEL PUMP. DISCARD FUEL FILTER ELEMENT (15) AND PACKING (20).
3. INSPECT FILTER BOWL COVER (5) FOR STRIPPED OR DAMAGED THREADS, AND ANY OBVIOUS DAMAGE. REPLACE FILTER BOWL COVER WITH STRIPPED OR DAMAGED THREADS OR ANY OBVIOUS DAMAGE.
4. INSTALL NEW PACKINGS (10, 20) ON FUEL FILTER ELEMENT (15) AND FILTER BOWL COVER (5).

NOTE: ENSURE PACKINGS (20) IS PROPERLY POSITIONED IN FUEL FILTER ELEMENT (15).

5. INSTALL FUEL FILTER ELEMENT (15) IN FILTER CAVITY OF FUEL PUMP.
6. COAT THREADS OF FILTER BOWL COVER (5) WITH LIGHT COAT OF LUBRICATING COMPOUND (LIQUI-MOLY, GRADE NV). INSTALL FILTER BOWL COVER (5), TIGHTEN TO TORQUE VALUE OF 40 INCH-POUNDS AND LOCKWIRE.
7. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

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. 73.140
 OPER03
 050600+ 150/300/600 HR INSPECTION

| 91011 | 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. |
|--------|-------------|--------------|----------|--------|--|
| 73-013 | DATE | HOURS | LANDINGS | CYCLES | |
| 29 29 | | 4873 | | | CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1 |

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 11 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

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

| | TECHNICIAN | INSPECTOR | MAN-HOURS |
|---|-------------|-----------|-----------|
| | | R.G. | HRS. THS |
| 730116- INSPECT/REPLACE LEFT ENGINE FUEL FILTER...SM 72-00-00..... | [Signature] | INSP | |
| 732616- INSPECT/REPLACE RIGHT ENGINE FUEL FILTER...SM 72-00-00..... | [Signature] | INSP | |

730116, 732616
 INSPECT/REPLACE ENGINE FUEL FILTER (REFER TO ILLUSTRATION ON CARD 73-8114 BY AW
 NOTE: COMPLY WITH SERVICE BULLETIN NO.73-3019, IF APPLICABLE. Filters are 897513-1

EQUIPMENT/CONSUMABLES: PACKING P/N 59413-212, PACKING P/N 59412-032, COMPOUND LIQUI-MOLY NV OR EQUIVALENT, FILTER P/N 897513-1 DR P/N AC6091F8417 (POST SERVICE BULLETIN NO.73-3053), FILTER P/N 865791-4 (PRE-SB 73-3053), TORQUE WRENCH 0 TO 40 INCH-POUNDS

- NOTE: THE FOLLOWING MAINTENANCE PRACTICES DO NOT REQUIRE THE REMOVAL OF THE FUEL PUMP.
1. USING WRENCH ON SQUARE FITTING OF FILTER BOWL COVER (5), UNSCREW AND REMOVE FILTER BOWL COVER. REMOVE AND DISCARD PACKING (10).
 2. REMOVE FUEL FILTER ELEMENT (15) FROM FILTER CAVITY OF FUEL PUMP. DISCARD FUEL FILTER ELEMENT (15) AND PACKING (20).
 3. INSPECT FILTER BOWL COVER (5) FOR STRIPPED OR DAMAGED THREADS, AND ANY OBVIOUS DAMAGE. REPLACE FILTER BOWL COVER WITH STRIPPED OR DAMAGED THREADS OR ANY OBVIOUS DAMAGE.
 4. INSTALL NEW PACKINGS (10, 20) ON FUEL FILTER ELEMENT (15) AND FILTER BOWL COVER (5).
- NOTE: ENSURE PACKINGS (20) IS PROPERLY POSITIONED IN FUEL FILTER ELEMENT (15).
5. INSTALL FUEL FILTER ELEMENT (15) IN FILTER CAVITY OF FUEL PUMP.
 6. COAT THREADS OF FILTER BOWL COVER (5) WITH LIGHT COAT OF LUBRICATING COMPOUND (LIQUI-MOLY, GRADE NV). INSTALL FILTER BOWL COVER (5), TIGHTEN TO TORQUE VALUE OF 40 INCH-POUNDS AND LOCKWIRE.
 7. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.

REPORT DATE 01/11/91

WORK COMPLIANCE FORM NO. 73.140

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

PAGE 1

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| 91011 | 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. |
| 73-013 | DATE | HOURS | LANDINGS | CYCLES | |
| 29 29 | | 4878 | | | |

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 11 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

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

| | | | | |
|--------|--|-------------------------------|----------------------------|----------------------|
| 732616 | INSPECT/REPLACE RIGHT ENGINE FUEL FILTER... SM 72-00-00..... | TECHNICIAN <u>[Signature]</u> | INSPECTOR <u>R.G. INSP</u> | MAN-HOURS HRS.THS |
|--------|--|-------------------------------|----------------------------|----------------------|

730116, 732616
INSPECT/REPLACE ENGINE FUEL FILTER (REFER TO ILLUSTRATION ON CARD 73-8116)

*N/A BY [Signature]
Filters are 897513-1*

NOTE: COMPLY WITH SERVICE BULLETIN NO.73-3019, IF APPLICABLE.

EQUIPMENT/CONSUMABLES: PACKING P/N 59413-212, PACKING P/N 59412-032, COMPOUND LIQUI-MOLY NV OR EQUIVALENT, FILTER P/N 897513-1 OR P/N AC6091F8417 (POST SERVICE BULLETIN NO.73-3053), FILTER P/N 865791-4 (PRE-SB 73-3053), TORQUE WRENCH 0 TO 40 INCH-POUNDS

NOTE: THE FOLLOWING MAINTENANCE PRACTICES DO NOT REQUIRE THE REMOVAL OF THE FUEL PUMP.

1. USING WRENCH ON SQUARE FITTING OF FILTER BOWL COVER (5), UNSCREW AND REMOVE FILTER BOWL COVER. REMOVE AND DISCARD PACKING (10).
2. REMOVE FUEL FILTER ELEMENT (15) FROM FILTER CAVITY OF FUEL PUMP. DISCARD FUEL FILTER ELEMENT (15) AND PACKING (20).
3. INSPECT FILTER BOWL COVER (5) FOR STRIPPED OR DAMAGED THREADS, AND ANY OBVIOUS DAMAGE. REPLACE FILTER BOWL COVER WITH STRIPPED OR DAMAGED THREADS OR ANY OBVIOUS DAMAGE.
4. INSTALL NEW PACKINGS (10, 20) ON FUEL FILTER ELEMENT (15) AND FILTER BOWL COVER (5).

NOTE: ENSURE PACKINGS (20) IS PROPERLY POSITIONED IN FUEL FILTER ELEMENT (15).

5. INSTALL FUEL FILTER ELEMENT (15) IN FILTER CAVITY OF FUEL PUMP.
6. COAT THREADS OF FILTER BOWL COVER (5) WITH LIGHT COAT OF LUBRICATING COMPOUND (LIQUI-MOLY, GRADE NV). INSTALL FILTER BOWL COVER (5), TIGHTEN TO TORQUE VALUE OF 40 INCH-POUNDS AND LOCKWIRE.
7. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.

REPORT DATE 01/11/91

WORK COMPLIANCE FORM NO.

78.100

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER03

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050600+ 150/300/600 HR INSPECTION

91011

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.

78-011

DATE

HOURS

LANDINGS

CYCLES

29 29

4873

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 11 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

| TECHNICIAN | INSPECTOR | MAN-HOURS |
|------------|-----------|-----------|
| | R.G. | HRS.THS |

780143 LUBRICATE LEFT THRUST REVERSER ASSEMBLY...MM 12-20-00.....

780643 LUBRICATE RIGHT THRUST REVERSER ASSEMBLY...MM 12-20-00.....

780143, 780643

LUBRICATE THRUST REVERSER ASSEMBLY (REFER TO FIGURES 1 AND 2 ON CARD 78-4)

CONSUMABLES: GREASE MIL-G-23827, LIGHT CONSISTENCY GREASE DOW CORNING DC33, HIGH-TEMPERATURE LUBRICANT/ANTI-SEIZE COMPOUND FEL-PRO C-5A (MIL-A-907) OR EASE OFF 990 (MIL-T-5544)

- FOR LUBRICATION OF THE THRUST REVERSER RETARDER CABLE, APPLY MEDIUM COAT OF GREASE MIL-G-23827 TO A FORWARD 8.1 INCHES OF COMBINATION CABLE THAT INTERMESHES WITH CONTROL BDX. APPLY LIGHT COAT OF LIGHT CONSISTENCY GREASE DOW CORNING DC33 TO REMAINING PORTION OF COMBINATION CABLE. REFER TO FIGURE 1.
- FOR LUBRICATION OF THE THRUST REVERSER, APPLY HIGH-TEMPERATURE LUBRICANT/ANTI-SEIZE COMPOUND FEL-PRO C-5A (MIL-A-907) OR EASE-OFF 990 (MIL-T-5544) IN THE AREAS NOTED IN FIGURE 2.
- RECORD LUBRICATION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.

REPORT DATE 01/11/91

WORK COMPLIANCE FORM NO. 78.100

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

PAGE 1


| 91011 | 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. |
|--------|-------------|-------|-------------|--------|--|
| 78-011 | DATE | HOURS | LANDINGS | CYCLES | |
| 29 29 | | 4873 | | | CHECK CURRENT DUE LIST FOR DUE TIME CHANGES |

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 11 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: _____ KIND OF CERTIFICATE: _____

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

780143 LUBRICATE LEFT THRUST REVERSER ASSEMBLY...MM 12-20-00..... [Signature] 

- 780143, 780643
 LUBRICATE THRUST REVERSER ASSEMBLY (REFER TO FIGURES 1 AND 2 ON CARD 78-4)
 CONSUMABLES: GREASE MIL-G-23827, LIGHT CONSISTENCY GREASE DOW CORNING DC33, HIGH-TEMPERATURE LUBRICANT/ANTI-SEIZE COMPOUND FEL-PRO C-5A (MIL-A-907) OR EASE OFF 990 (MIL-T-5544)
- FOR LUBRICATION OF THE THRUST REVERSER RETARDER CABLE, APPLY MEDIUM COAT OF GREASE MIL-G-23827 TO A FORWARD 8.1 INCHES OF COMBINATION CABLE THAT INTERMESHES WITH CONTROL BDX. APPLY LIGHT COAT OF LIGHT CONSISTENCY GREASE DOW CORNING DC33 TO REMAINING PORTION OF COMBINATION CABLE. REFER TO FIGURE 1.
 - FOR LUBRICATION OF THE THRUST REVERSER, APPLY HIGH-TEMPERATURE LUBRICANT/ANTI-SEIZE COMPOUND FEL-PRO C-5A (MIL-A-907) OR EASE-OFF 990 (MIL-T-5544) IN THE AREAS NOTED IN FIGURE 2.
 - RECORD LUBRICATION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WEST, INC.

WORK COMPLIANCE FORM NO. 78.100

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

PAGE 1

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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. |
| 78-011 | DATE | HOURS | LANDINGS | CYCLES | |
| 29 29 | | | | | |

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 16 DAY 7 YEAR 91 AIRCRAFT HOURS: 4872.5 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

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

780143 LUBRICATE LEFT THRUST REVERSER ASSEMBLY...MM 12-20-00..... [Signature] [Signature] _____

780643 LUBRICATE RIGHT THRUST REVERSER ASSEMBLY...MM 12-20-00..... [Signature] [Signature] _____

780143, 780643

LUBRICATE THRUST REVERSER ASSEMBLY (REFER TO FIGURES 1 AND 2 ON CARD 78-4)

CONSUMABLES: GREASE MIL-G-23827, LIGHT CONSISTENCY GREASE DOW CORNING DC33, HIGH-TEMPERATURE LUBRICANT/ANTI-SEIZE COMPOUND FEL-PRO C-5A (MIL-A-907) OR EASE OFF 990 (MIL-T-5544)

- FOR LUBRICATION OF THE THRUST REVERSER RETARDER CABLE, APPLY MEDIUM COAT OF GREASE MIL-G-23827 TO A FORWARD 8.1 INCHES OF COMBINATION CABLE THAT INTERMESHES WITH CONTROL BOX. APPLY LIGHT COAT OF LIGHT CONSISTENCY GREASE DOW CORNING DC33 TO REMAINING PORTION OF COMBINATION CABLE. REFER TO FIGURE 1.
- FOR LUBRICATION OF THE THRUST REVERSER, APPLY HIGH-TEMPERATURE LUBRICANT/ANTI-SEIZE COMPOUND FEL-PRO C-5A (MIL-A-907) OR EASE-OFF 990 (MIL-T-5544) IN THE AREAS NOTED IN FIGURE 2.
- RECORD LUBRICATION 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. 78.110
 OPER03
 050600+ 150/300/600 HR INSPECTION

| 91011 | WORK DUE AT | * = APU HRS | | |
|--------|-------------|-------------|----------|--------|
| 78-012 | DATE | HOURS | LANDINGS | CYCLES |
| 29 29 | | 4873 | | |

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 14 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

| | TECHNICIAN | INSPECTOR | MAN-HOURS |
|---|--------------------|--------------------|-----------|
| | | | HRS.THS |
| 780116 OPERATIONAL CHECK LEFT THRUST REVERSER...MM 78-30-00..... | <u>[Signature]</u> | <u>[Signature]</u> | |
| 780616 OPERATIONAL CHECK RIGHT THRUST REVERSER...MM 78-30-00..... | <u>[Signature]</u> | <u>[Signature]</u> | |

780116, 780616

OPERATIONAL CHECK THRUST REVERSER (REFER TO ILLUSTRATION ON CARD 78-5)

EQUIPMENT: HYDRAULIC POWER UNIT 0 TO 3000 PSI 7 GPM, SKYDROL 500A OR 500B HYDRAULIC FLUID, CONNECTORS AEROGUIP P/N 340046-6 AND P/N 340046-8, ELECTRICAL POWER SOURCE - 28 V DC 10A MINIMUM

NOTE: THIS OPERATIONAL CHECK FOLLOWS REPLACEMENT OF A MAJOR COMPONENT OF THE THRUST REVERSER OR DURING A MAJOR MAINTENANCE CHECK ("C" CHECK).

CAUTION: PERSONNEL MUST REMAIN CLEAR OF BOTH THRUST REVERSERS DURING ALL TESTS.

- IF NECESSARY, SERVICE HYDRAULIC SYSTEM IN ACCORDANCE WITH CHAPTER 12.
- CONNECT EXTERNAL ELECTRICAL POWER SUPPLY TO AIRCRAFT IN ACCORDANCE WITH CHAPTER 12.
- CONNECT EXTERNAL HYDRAULIC PRESSURE SOURCE IN ACCORDANCE WITH CHAPTER 12 AND PRESSURIZE HYDRAULIC SYSTEM.
- DEPLOY AND STOW THE LEFT-HAND THRUST REVERSER AND CHECK THAT THE DURATION IS LESS THAN 1-1/2 SECONDS FOR STOWING AND 1.7 + OR -0.3 SECONDS FOR DEPLOYMENT.
- REPEAT STEP 4 FOR RIGHT-HAND THRUST REVERSER.
- SHUT OFF THE EXTERNAL HYDRAULIC PRESSURE SOURCE.
- REDUCE MAIN HYDRAULIC PRESSURE TO ZERO USING BRAKES WHILE THE PRESSURE IN THE THRUST REVERSER REMAINS 2000 PSI.
- AFTER 1.5 HOURS, CHECK THAT THE PRESSURE IS NOT LESS THAN 1800 PSI AND OPERATE THRUST REVERSERS. ONE COMPLETE CYCLE OF BOTH RIGHT-HAND AND LEFT-HAND THRUST REVERSERS MUST BE ACHIEVED.
- OPEN EXTERNAL HYDRAULIC PRESSURE SOURCE, SLOWLY RAISE HYDRAULIC PRESSURE SYSTEM AND CHECK THAT THE THRUST REVERSER HYDRAULIC PRESSURE LOW WARNING LIGHT EXTINGUISHES AT 1575 + OR -75 PSI.
- REDUCE THRUST REVERSER PRESSURE SLOWLY USING THE RELEASE VALVE. CHECK THAT THE HYDRAULIC PRESSURE LOW WARNING LIGHT ILLUMINATES AT 1400 + OR -75 PSI.
- PRESSURIZE HYDRAULIC SYSTEM TO 2000 PSI.
- PLACE LEFT-HAND THRUST REVERSER SWITCH IN THE ON POSITION. CHECK THAT THE LEFT-HAND ARM LIGHT ILLUMINATES.
- RAISE THE LEFT-HAND PIGGY-BACK THROTTLE LEVER TO THE DEPLOY DETENT. OBSERVE THAT THE LEFT-HAND UNSAFE LIGHT FIRST ILLUMINATES, THEN EXTINGUISHES AND REVERSE THRUST LIGHT ILLUMINATES.
- VISUALLY CONFIRM DEPLOYMENT OF LEFT-HAND THRUST REVERSER. SHAKE THROTTLE AND PIGGY-BACK TO ENSURE THAT THERE IS NO MICROSWITCH CHATTERING.

CAUTION: DO NOT HOLD CONTROL SWITCH IN DEPLOY POSITION MORE THAN 1 MINUTE. DO NOT REPEAT CYCLE MORE THAN THREE TIMES IN A 15 MINUTE PERIOD TO AVOID OVERHEATING OF LATCH SOLENOID.

- STOW THE LEFT-HAND PIGGY-BACK THROTTLE. OBSERVE THE REVERSER THRUST LIGHT EXTINGUISHES, UNSAFE LIGHT ILLUMINATES, THEN EXTINGUISHES. VISUALLY CONFIRM STOWING OF THE LEFT-HAND THRUST REVERSER.
- REPEAT STEP 13.
- PLACE THE LEFT-HAND THRUST REVERSER SWITCH TO THE OFF POSITION. OBSERVE THE ARM LIGHT EXTINGUISHES, REVERSE THRUST LIGHT EXTINGUISHES. UNSAFE LIGHT ILLUMINATES. VISUALLY CONFIRM STOWING OF THE LEFT-HAND THRUST REVERSER.
- PLACE THE LEFT-HAND PIGGY-BACK THROTTLE IN THE STOW POSITION. OBSERVE THE UNSAFE LIGHT EXTINGUISHES.
- REPEAT STEPS 12 THROUGH 18 FOR THE RIGHT-HAND THRUST REVERSER.
- PLACE THE LEFT-HAND THRUST REVERSER SWITCH TO THE ON POSITION. OBSERVE THE LEFT-HAND ARM LIGHT ILLUMINATES.
- RAISE LEFT-HAND PIGGY-BACK THROTTLE TO DEPLOY DETENT. OBSERVE THE UNSAFE LIGHT ILLUMINATES FIRST AND THEN EXTINGUISHES. REVERSE THRUST LIGHT ILLUMINATES. CONFIRM THAT PIGGY-BACK IS FREE TO BE ADVANCED BEYOND THE DETENT

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

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

WORK COMPLIANCE FORM NO. 78.110
 OPER03
 050600+ 150/300/600 HR INSPECTION

| 91011 78-012 29 29 | WORK DUE AT | | * = APU HRS | |
|--------------------------|-------------|-------|-------------|--------|
| | DATE | HOURS | LANDINGS | CYCLES |
| | | 4873 | | |

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

ONLY AFTER REVERSE THRUST LIGHT ILLUMINATES.

22. RETURN PIGGY-BACK TO STOW. VISUALLY CONFIRM STOWING OF THE LEFT-HAND THRUST REVERSER.

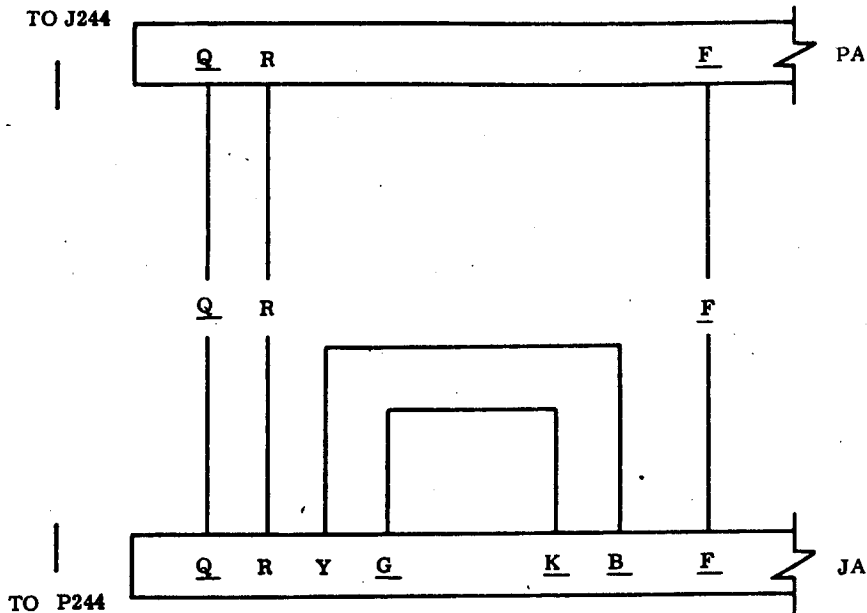
NOTE: THE FOLLOWING STEP APPLIES TO AIRCRAFT 154, 181, 187 TO 201, 203, 204, 205, 207 PRE S.L. WW-2419.

- 23. DISCONNECT NOSE LANDING GEAR GROUND CONTACT SWITCH ACTUATING ARM AND POSITION SWITCH IN AIR POSITION.
- 24. CHECK LEFT-HAND ARM LIGHT EXTINGUISHES.
- 25. RAISE THE LEFT-HAND PIGGY-BACK THROTTLE TO THE DEPLOY DETENT. OBSERVE LEFT-HAND UNSAFE LIGHT ILLUMINATES. MOVE LEFT-HAND PIGGY-BACK THROTTLE TO STOW, UNSAFE LIGHT SHALL EXTINGUISH.
- 26. POSITION NOSE LANDING GEAR GROUND CONTACT SWITCH TO GROUND POSITION. MOVE LEFT-HAND REVERSE THRUST SWITCH TO OFF POSITION.
- 27. REPEAT STEPS 20 THROUGH 26 FOR RIGHT-HAND THRUST REVERSER.
- 28. CONNECT NOSE LANDING GEAR GROUND CONTACT SWITCH ACTUATING ARM.
- 29. DISENGAGE LEFT-HAND THRUST REVERSER POWER CIRCUIT BREAKER.
- 30. RAISE THE LEFT-HAND PIGGY-BACK THROTTLE TO DEPLOY DETENT. OBSERVE LEFT-HAND UNSAFE LIGHT ILLUMINATES. VISUALLY CONFIRM THAT LEFT-HAND THRUST REVERSER LATCH IS LOCKED AND THAT THERE IS NO MOVEMENT OF THRUST REVERSER DOORS.
- 31. CONFIRM THAT PIGGY-BACK CANNOT BE MOVED BEYOND THE DETENT.
- 32. PLACE LEFT-HAND PIGGY-BACK IN STOW POSITION AND ENGAGE LEFT-HAND THRUST REVERSER POWER CIRCUIT BREAKER.
- 33. REPEAT STEPS 29 THROUGH 32 FOR RIGHT-HAND THRUST REVERSER.
- 34. PLACE LEFT-HAND THRUST REVERSER SWITCH TO ON POSITION AND RAISE LEFT-HAND PIGGY-BACK TO DEPLOY POSITION. VISUALLY CONFIRM DEPLOYMENT AND THEN RAISE PIGGY-BACK THROTTLE TO MAXIMUM REVERSE POWER POSITION.

NOTE: MAXIMUM REVERSE THRUST MAY BE USED AT FIELD ELEVATION TO 5000 FEET MAXIMUM. NORMAL REVERSE N1 SETTING IS 75 PERCENT RPM AT SEA LEVEL STANDARD DAY, IT IS MODULATED BY ELECTRONIC FUEL CONTROL COMPUTER ACCORDING TO OUTSIDE AIR TEMPERATURE AND ALTITUDE TO MAXIMUM 80 PERCENT N1 RPM. AT FIELD ELEVATION ABOVE 5000 FEET REVERSE THRUST IS LIMITED TO 73 PERCENT N1 RPM MAXIMUM.

- 35. PLACE LEFT-HAND THRUST REVERSER SWITCH TO OFF POSITION. THE THRUST REVERSER SHOULD STOW AND AT THE SAME TIME THE PIGGY-BACK THROTTLE WILL BE AUTOMATICALLY PULLED DOWN TO DEPLOY POSITION.
- 36. RETURN PIGGY-BACK THROTTLE TO STOW POSITION.
- 37. REPEAT STEPS 34 THROUGH 36 FOR RIGHT-HAND THRUST REVERSER.
- 38. REMOVE ONE OF THE SIDE COVERS IN THE PEDESTAL AND DISCONNECT PLUG P244. CONNECT A TEST HARNESS BETWEEN PLUG P244 AND RECEPTACLE J244. REFER TO ILLUSTRATION.
- 39. PUSH LEFT-HAND MAIN POWER LEVER FORWARD TO MAXIMUM POWER POSITION.
- 40. PLACE THRUST REVERSER SWITCH TO ON AND OBSERVE THAT THE THRUST REVERSER DOORS DEPLOY AND THAT THE MAIN THROTTLE JUMPS BACK. CHECK THAT THE POWER LEVER ANGLE READS 40 DEGREES + OR -2 DEGREES ON THE ENGINE FUEL CONTROL UNIT.
- 41. PLACE THRUST REVERSER SWITCH TO OFF POSITION.
- 42. REPEAT STEPS 38 THROUGH 41 FOR RIGHT-HAND THRUST REVERSER.
- 43. REMOVE TEST HARNESS AND CONNECT PLUG P244 TO RECEPTACLE J244. INSTALL SIDE COVER OF THE PEDESTAL.
- 44. CYCLE LEFT-HAND AND RIGHT-HAND THRUST REVERSERS IN THE NORMAL MANNER. OBSERVE PROPER INDICATION AND OPERATION OF THE LIGHTS AND DOORS. PLACE THRUST REVERSER SWITCHES TO OFF POSITION.
- 45. RECORD OPERATIONAL CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

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| ISS'D | 7-88 |
| REV'D | |



ALL WIRES TO BE 20 #

PA MS 3126E20-41S

JA MS 3120E20-41P

Test Harness

1124

78-5



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

REPORT DATE 01/11/91
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 01-89

WORK COMPLIANCE FORM NO. 79.100
 OPER03
 050600+ 150/300/600 HR INSPECTION

| 91011 | WORK DUE AT | * - APU HRS | | |
|--------|-------------|-------------|----------|--------|
| 79-008 | DATE | HOURS | LANDINGS | CYCLES |
| 29 29 | | 4873 | | |

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 11 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

| | | |
|------------|-----------|-----------|
| TECHNICIAN | INSPECTOR | MAN-HOURS |
| | R.G. | HRS.THS |
| | INSP. | |

| | | | |
|---|--------------------|--------------------|-------|
| (790116) () SOAP CHECK LEFT ENGINE...ENG SM 72-00-00..... | <u>[Signature]</u> | <u>[Signature]</u> | _____ |
| RECORD FREQUENCY OF NEXT SOAP CHECK HOURS _____ | | | |
| (791616) () SOAP CHECK RIGHT ENGINE...ENG SM 72-00-00..... | <u>[Signature]</u> | <u>[Signature]</u> | _____ |
| RECORD FREQUENCY OF NEXT SOAP CHECK HOURS _____ | | | |

790116, 791616
 SOAP CHECK ENGINE

CONSUMABLES: SAMPLING KIT P/N 294199-1

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

CAUTION: WHEN TAKING OIL SAMPLE FROM ENGINE FOR SOAP CHECK, ENSURE ALL EQUIPMENT USED IS CLEAN AND NOT CONTAMINATED TO PREVENT OBTAINING FALSE INDICATION OF OIL CONTAMINATION.

NOTE: 1. WHENEVER LEAKAGE OF FUEL INTO THE OIL SYSTEM IS SUSPECTED (ODOR OF FUEL DETECTED IN OIL OR OIL LEVEL INCREASING), PERFORM FUEL-IN-OIL INSPECTION.
 2. WEAR OF INTERNAL ENGINE PARTS IS NOT ALWAYS DETECTED BY SPECTROMETRIC ANALYSIS OF THE OIL SAMPLE ALONE. THEREFORE, IT IS ALSO VERY IMPORTANT TO INSPECT THE OIL FILTER FOR TRAPPED METALLIC PARTICLES THAT CAN PROVIDE IMPORTANT INFORMATION AS TO THE SOURCE OF SUCH MATERIAL.

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

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

NOTE: A LIST OF GARRETT AUTHORIZED LABORATORIES FOR OIL ANALYSIS IS GIVEN IN S1L (SERVICE INFORMATION LETTER) F731-34.

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

OPERATOR: ED-WES, INC.

REPORT DATE 01/11/91

WORK COMPLIANCE FORM NO. 79.120

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER03

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050600+ 150/300/600 HR INSPECTION

| 91011 79-010 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 | LANDINGS | CYCLES | |
| | | 4873 | | | CK CURRENT DUE LIST FOR DUE TIME CHGS |

* = APU HRS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH _____ DAY _____ YEAR _____ AIRCRAFT HOURS: 4873 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

| | TECHNICIAN | INSPECTOR | MAN-HOURS HRS.THS |
|--|--------------------|--------------------|----------------------|
| 790126 INSPECT LEFT ENGINE CHIP DETECTOR...ENG SM 72-00-00..... | <u>[Signature]</u> | <u>[Signature]</u> | |
| 791626 INSPECT RIGHT ENGINE CHIP DETECTOR...ENG SM 72-00-00..... | <u>[Signature]</u> | <u>[Signature]</u> | |
| 790126, 791626 | | | |



NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 79.100, 79.110.

INSPECT ENGINE CHIP DETECTOR

EQUIPMENT/CONSUMABLES: PACKING P/N 59413-557, PACKING P/N 59413-012, TORQUE WRENCH 0 TO 40 INCH-POUNDS, PACKING P/N 59413-236, TRICHLORDTRIFLUOROETHANE SOLVENT (MS 180 FREDN)

1. REMOVE MAGNETIC PLUG.
2. HOLD CHECK VALVE HOUSING WITH WRENCH, USE SECOND WRENCH TO REMOVE MAGNETIC PLUG. DISCARD PACKING.
3. CHECK MAGNETIC PLUG FOR METAL PARTICLES.
4. IF METAL PARTICLES ARE EVIDENT, PERFORM THE FOLLOWING PROCEDURES.
 - A. RESET PIN ON OIL FILTER BY-PASS VALVE IF EXTENDED.
 - B. REMOVE, INSPECT AND REPLACE OIL FILTER. REFER TO WORK COMPLIANCE FORM 79.100
 - C. PERFORM SOAP CHECK. REFER TO WORK COMPLIANCE FORM 79.110.
 - D. INSPECT TRANSFER GEARBOX FOR METAL PARTICLES IN ACCORDANCE WITH THE FOLLOWING PROCEDURES.
 - (1) REMOVE NUTS, WASHER AND COVER.
 - (2) REMOVE AND DISCARD PACKING.
 - (3) CHECK BEVEL GEAR TEETH. THERE SHALL BE NO ABNORMAL WEAR PATTERN, EXCESSIVE WEAR, OR CHIPPED OR BROKEN TEETH. REPLACE TRANSFER GEARBOX IF REQUIREMENTS ARE NOT MET.
 - (4) CHECK INTERIOR OF TRANSFER GEARBOX FOR METAL PARTICLES. IF METAL PARTICLES ARE PRESENT, CHECK FOR SOURCE AND REPAIR.
 - (5) INSTALL NEW PACKING P/N 59413-236 ON COVER.
 - (6) INSTALL COVER AND SECURE WITH WASHERS AND NUTS.
 - (7) TORQUE NUTS TO 30 INCH-POUNDS.
5. IF METAL PARTICLES ARE EVIDENT ON MAGNETIC PLUG ONLY, NONE IN OIL FILTER OR TRANSFER GEARBOX, PERFORM THE FOLLOWING PROCEDURES.
 - A. CLEAN MAGNETIC PLUG, AND REINSTALL MAGNETIC PLUG. (REFER TO STEPS 6 AND 7.)
 - B. RUN ENGINE THROUGHOUT FULL POWER RANGE IN ACCORDANCE WITH AIRCRAFT FLIGHT MANUAL AND/OR APPROPRIATE AIRCRAFT DOCUMENT FOR 15 MINUTES. (IN COLD WEATHER OPERATION, RUN ENGINE MORE THAN 15 MINUTES IF REQUIRED TO OBTAIN MINIMUM OIL TEMPERATURE OF 4 DEGREES C (40 DEGREES F). DETERMINE IF ENGINE IS ACCEPTABLE FOR CONTINUED OPERATION (RUN DID NOT PRODUCE RECURRANCE OF INITIAL INDICATION) BY REPEATING MAGNETIC PLUG, OIL FILTER BY-PASS INDICATOR VALVE, SOAP AND TRANSFER GEARBOX INSPECTIONS.
 - C. UPON REACHING THREE TO FIVE HOURS OF ENGINE OPERATION FOLLOWING ENGINE RUN AND CHECKS IN PREVIOUS STEP, REPEAT MAGNETIC PLUG, OIL FILTER BY-PASS INDICATOR VALVE, SOAP, AND TRANSFER GEARBOX INSPECTIONS.
6. INSTALL NEW PACKING P/N 59413-012 ON MAGNETIC PLUG.
7. INSTALL MAGNETIC PLUG IN CHECK VALVE HOUSING. HOLD CHECK VALVE HOUSING WITH WRENCH, AND USING A SECOND WRENCH, TORQUE MAGNETIC PLUG TO 20 INCH-POUNDS AND LOCKWIRE.
8. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

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

REPORT DATE 01/11/91
 MODEL: 1124A WESTWIND

WORK COMPLIANCE FORM NO. 95.050
 OPER03

050600+ 150/300/600 HR INSPECTION

| 91011 | WORK DUE AT | | | * = APU HRS. | RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING. |
|--------|-------------|-------|----------|--------------|--|
| 95-006 | DATE | HOURS | LANDINGS | CYCLES | |
| 29 29 | | 4873 | | | |

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 11 YEAR 91 AIRCRAFT HOURS: 4873 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

TECHNICIAN INSPECTOR MAN-HOURS
 R.G. INSP. HRS. THS

(950500) () INSPECT NACELLE COWLS...SL NO. WW-2450B.....

950500
 INSPECT NACELLE COWLS (REFER TO ILLUSTRATION ON CARD 95-2)

R EQUIPMENT/CDNSUMABLES: BORESCOPE MODEL BF, TYPE 3C3 WITH A COLD LIGHT POWER MODEL LK4 OR EQUIVALENT (OLYMPUS CORP. OF AMERICA) HUCK MODEL 200 RIVET GUN, OR EQUIVALENT, DEBURRING TOOL, GAC P/N 3491-1963-114 OR EQUIVALENT

NOTE: THE FOLLOWING PROCEDURES SHALL BE ACCOMPLISHED ON BOTH NACELLES.

1. TURN OFF ELECTRICAL POWER, DISCONNECT AIRCRAFT BATTERIES.
2. WITH INLET IN PLACE, INSPECT ANTI-ICING AIR PASSAGE RIVETS IN AREA DEFINED IN ILLUSTRATION.

NOTE: A DARK MARK OR STAIN ORIGINATING FROM THE RIVET HEAD WILL INDICATE EITHER A LOOSE RIVET, OR A RIVET WHOSE HEAD PROTRUDES ABOVE OR BELOW THE SURFACE. DO NOT CLEAR STREAKS UNTIL ALL SUSPECT RIVETS HAVE BEEN CHECKED AS OUTLINED BELOW.

3. PERFORM THE FOLLOWING CHECKS IN SEQUENCE: IF A RIVET IS DETERMINED TO BE LOOSE, USING TECHNIQUES OF A. AND/OR B. BELOW, MARK FOR REFERENCE WITH GREASE PENCIL AND PROCEED TO NEXT STEP.
 - A. PRESS RIVET WITH THUMBNAIL OR TOOL SUCH AS AWL TO DETERMINE IF THERE IS ANY RELATIVE MOTION OR ROTATION BETWEEN RIVET AND SKIN. IF LOOSENESS IS IN DOUBT PROCEED TO NEXT STEP.
 - B. DIRECT FLASHLIGHT ON RIVET HEAD AND APPLY DOWNWARD FORCE WITH A DULL AWL, FIRST AT CENTER OF RIVET HEAD AND THEN AT A MINIMUM OF THREE POINTS NEAR PERIPHERY. OBSERVE FOR ANY RIVET MOTION.
4. IF NO LOOSE OR MISSING RIVETS ARE FOUND, RETURN THE AIRCRAFT TO SERVICE.
5. IF LOOSE AND/OR MISSING RIVETS ARE FOUND ON NACELLE INLET P/N F10A5B20201-X, CONTINUE TO STEP 7.

NOTE: DO NOT ATTEMPT TO REPLACE LOOSE OR MISSING RIVETS.

6. IF LOOSE AND/OR MISSING RIVETS ARE FOUND IN THE LEADING EDGE ON NACELLE INLETS P/N F10A5B50201-X OR P/N F10A5RDB50201-X, REFER TO GRUMMAN AEROSPACE MAINTENANCE BULLETIN (GAC-002-084, DATED 5-7-84) FOR LIMITATIONS AND REPAIR PROCEDURES. IF LOOSE AND/OR MISSING RIVETS ARE FOUND ON THE ABOVE ASSEMBLIES IN AREAS OTHER THAN THE LEADING EDGE, CONTACT AN IAII TECHNICAL REPRESENTATIVE.

NOTE: GRUMMAN AEROSPACE MAINTENANCE BULLETIN IS ATTACHED TO S.L.WW-2450B.

7. CHECK THE MID-FRAME FOR CRACKS, UTILIZING THE BORESCOPE SPECIFIED OR AN EQUIVALENT BY INSERTING THE BORESCOPE THROUGH THE VENTS. THE PATH OF EACH INSERTION IS SHOWN BY THE HEAVY DASHED LINES AS NOTED ON ILLUSTRATION. RECORD ANY CRACKS OBSERVED.

NOTE: TO INSPECT FLANGE FOR CRACKS, INSERT BORESCOPE THROUGH LIGHTENING HOLE. CHECK FLANGE FOR CRACKS BETWEEN RIVETS AND FROM RIVETS AFT TO FLANGE BEND RADIUS. REFER TO TABLE FOR NACELLE INLET COWL DISPOSITION.

TABLE

| CONDITION | LOOSE RIVETS | FRAME CRACKED | DISPOSITION |
|-----------|--------------|---------------|---|
| 1 | NO | --- | NO FURTHER ACTION REQUIRED. RETURN AIRCRAFT TO SERVICE. REINSPECT AT 150 HOURS. |
| 2 | YES | NO | A. IF TWELVE (12) OR MORE DEFECTIVE RIVETS ARE FOUND IN ONE FRAME OR IF SIX (6) OR MORE |

OPERATOR: ED-WES, INC.

REPORT DATE 01/11/91

WORK COMPLIANCE FORM NO.

96. UP D1

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

PAGE 1

AIRCRAFT REG.: N368MD

| | | | | | |
|--------|-------------|-------|----------|--------------|--|
| 91011 | 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 | | |
| 90-001 | | | | | |
| 29 29 | | 4881 | | | CHECK CURRENT DUE LIST FOR DUE TIME CHANGES |

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

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

| | TECHNICIAN | INSPECTOR | MAN-HOURS |
|---|-------------|------------|-----------|
| | | | HRS.THS |
| 960078 SIL 1124-21-078 35 DEGREE TEMP SENSOR...SIL 1124-21-078..... | <u>A.H.</u> | <u>POK</u> | |

REASON: TO REDUCE THE EFFECTS OF DISSIMILAR METAL CORROSION ON THE CONTACTS OF TEMP SENSOR CONNECTOR, P/J116 AND ENSURE A MORE POSITIVE ELECTRICAL CONNECTION.

EFFECTIVITY: MODEL 1124/1124A WESTWIND, ALL SERIAL NUMBERS.

NOTE: RECOMMEND THE INSPECTION AND PACKING PROCEDURE BE ACCOMPLISHED AT EVERY 150 HOUR INSPECTION INTERVAL.

REFER TO APPLICABLE SERVICE BULLETIN FOR PROCEDURE.

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO.

97.UPD1

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

PAGE 1

| 90164 90-001 29 29 | WORK DUE AT | | * = APU HRS | |
|--------------------------|-------------|-------|-------------|--------|
| | DATE | HOURS | LANDINGS | CYCLES |
| | | 25 | | |

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

** NEW REQUIREMENT ** ADDED TO REPORT ON 06/08/90

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 11 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

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

977040 RECENT PROBLEMS WITH INDICATED LOW ITT TEMPERATURE HAVE INDICATED A PROBLEM WITH THERMOCOUPLE LEADS. PART NUMBERS 3074175-1 AND 3073950-1/-2/-7/-15 GARRETT RECOMMENDS THAT THIS SERVICE BULLETIN BE ACCOMPLISHED WITHIN 25 ENGINE OPERATING HOURS AFTER RECEIPT OF THIS BULLETIN ON THERMOCOUPLE LEAD ASSEMBLIES LISTED IN TABLE 1 OF TFE731-A77-3020.

RIGHT ENIGNE: C/W _____ N/A By Spw MD DA YR _____

REFER TO APPLICABLE SERVICE BULLETIN FOR PROCEDURE.

OPERATOR: ED-MES, INC.

WORK COMPLIANCE FORM NO. 97.UPD1

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N360MD

PAGE 1

| | | | | | |
|--------|-------------|--------------|----------|--------|--|
| 91043 | 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. |
| 97-001 | DATE | HOURS | LANDINGS | CYCLES | |
| 29 29 | | | 25 | | |

** NEW REQUIREMENT ** ADDED TO REPORT ON 02/08/91

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

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

INSPECTED BY: N/A by S/M KIND OF CERTIFICATE: _____

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

972847 TFE731-A72-3424 REMOVE AND REPLACE FAN ROTOR DISC LEFT HAND.....

REASON: PROBLEM: A PORTION OF A FAN DISC RIM SEPARATED WHICH RESULTED IN RELEASE OF THE ENGINE SECTION FORWARD OF THE LP COMPRESSOR.

ACTION: DISCS MANUFACTURED FROM THE SAME MATERIAL HEAT CODE SHALL BE REMOVED AND RETURNED TO GED FOR INSPECTION AND EVALUATION AS SPECIFIED IN THIS BULLETIN. REFER TO TABLE I FOR SERIAL NUMBER LISTING OF DISCS.

NOTE: FOR ENGINE SERIAL NUMBERS PRIOR TO P77648.

COMPLIANCE: GARRETT RECOMMENDS THIS SERVICE BULLETIN ACCOMPLISHED ON FAN ROTOR DISCS LISTED IN TABLE I WITHIN 25 CYCLES AFTER RECEIPT OF THIS SERVICE BULLETIN.

NO TEXT AVAILABLE AT THIS TIME

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

WORK COMPLIANCE FORM NO. **97.UPD1**

AIRCRAFT NO.: **368**

MODEL: **1124A WESTWIND**

AIRCRAFT REG.: **N368PD**

PAGE **1**

| 91043 97-001 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 | |
| | | | 25 | | ** NEW REQUIREMENT ** ADDED TO REPORT ON 02/08/91 |

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

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: _____

INSPECTED BY: *NTA by SM* KIND OF CERTIFICATE: _____

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

| | TECHNICIAN | INSPECTOR | MAN-HOURS |
|---|------------|-----------|-----------|
| | | | HRG.THS |
| 972848 (1FE731-A72-3424) REMOVE AND REPLACE FAN ROTOR DISC RIGHT HAND..... | | | |

REASON: PROBLEM: A PORTION OF A FAN DISC RIM SEPARATED WHICH RESULTED IN RELEASE OF THE ENGINE SECTION FORWARD OF THE LP COMPRESSOR.

ACTION: DISCS MANUFACTURED FROM THE SAME MATERIAL HEAT CODE SHALL BE REMOVED AND RETURNED TO GED FOR INSPECTION AND EVALUATION AS SPECIFIED IN THIS BULLETIN. REFER TO TABLE I FOR SERIAL NUMBER LISTING OF DISCS.

NOTE: FOR ENGINE SERIAL NUMBERS PRIOR TO P77648.

COMPLIANCE: GARRETT RECOMMENDS THIS SERVICE BULLETIN ACCOMPLISHED ON FAN ROTOR DISCS LISTED IN TABLE I WITHIN 25 CYCLES AFTER RECEIPT OF THIS SERVICE BULLETIN.

NO TEXT AVAILABLE AT THIS TIME

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 97,UPD1

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

PAGE 1

AIRCRAFT REG.: N368MD

| 90164 | WORK DUE AT | * = APU HRS. | | | RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING. |
|--------|-------------|--------------|----------|--------|--|
| 90-001 | DATE | HOURS | LANDINGS | CYCLES | |
| 29 29 | | 25 | | | ** NEW REQUIREMENT ** ADDED TO REPORT ON 06/08/90 |

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 11 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

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

977039 RECENT PROBLEMS WITH INDICATED LOW ITT TEMPERATURE HAVE INDICATED A PROBLEM WITH THERMOCOUPLE LEADS. PART NUMBERS 3074175-1 AND 3073950-1/-2/-7/-15 GARRETT RECOMMENDS THAT THIS SERVICE BULLETIN BE ACCOMPLISHED WITHIN 25 ENGINE OPERATING HOURS AFTER RECEIPT OF THIS BULLETIN ON THERMOCOUPLE LEAD ASSEMBLIES LISTED IN TABLE 1 OF TFE731-A77-3020.

LEFT ENIGNE: C/W _____ N/A AW MA BY SIN MO DA YR _____

REFER TO APPLICABLE SERVICE BULLETIN FOR PROCEDURE.

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO.

99.UPD1

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

PAGE 1

| | | | | | |
|--------|---------------|--------------|----------|--------|--|
| 91130 | WORK DUE NEXT | * = APU HRS. | | | RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING. |
| 99-001 | DATE | HOURS | LANDINGS | CYCLES | |
| 29 29 | | | 50 | | |

**** NEW REQUIREMENT ** ADDED TO REPORT ON 05/06/91**

WORK ACCOMPLISHED: DATE: MONTH 06 DAY 06 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3464

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: 544628175

INSPECTED BY: [Signature] KIND OF CERTIFICATE: 119 IAL

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

991030 INSPECT RIGHT ENGINE FAN ROTOR DISC...AD 91-08-13... [Signature]

- INDICATE DISPOSITION:
- INITIAL INSPECTION IS DEFERRED UNTIL _____ AIRFRAME LANDINGS
 - FLUORESCENT PENETRANT INSPECTION ACCOMPLISHED (RE-INSPECTION DUE IN 200 CYCLES)
 - EDDY CURRENT INSPECTION ACCOMPLISHED (RE-INSPECTION DUE BY NEXT MPI OR IN 1300 CYCLES, WHICHEVER OCCURS FIRST.)
 - DIRECTIVE IS NOT APPLICABLE DUE TO PART NUMBER OF DISC INSTALLED

REFER TO APPLICABLE AIRWORTHINESS DIRECTIVE FOR PROCEDURE.

OPERATOR: ED-WEB, INC.

WORK COMPLIANCE FORM NO. 99.UPD1

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368ND

PAGE 1

| | | | | | |
|--------|---------------|--------------|----------|--------|--|
| 91130 | WORK DUE NEXT | * = APU HRS. | | | RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING. |
| 99-001 | DATE | HOURS | LANDINGS | CYCLES | |
| 29 29 | | | 50 | | |

** NEW REQUIREMENT ** ADDED TO REPORT ON 05/06/91

WORK ACCOMPLISHED: DATE: MONTH 06 DAY 06 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: 54462875

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

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

991020 INSPECT LEFT ENGINE FAN ROTOR DISC...AD 91-08-13..... [Signature]

- INDICATE DISPOSITION:
- _____ INITIAL INSPECTION IS DEFERRED UNTIL _____ AIRFRAME LANDINGS
 - _____ FLUORESCENT PENETRANT INSPECTION ACCOMPLISHED (RE-INSPECTION DUE IN 200 CYCLES)
 - EDDY CURRENT INSPECTION ACCOMPLISHED (RE-INSPECTION DUE BY NEXT MPI OR IN 1300 CYCLES, WHICHEVER OCCURS FIRST.
 - _____ DIRECTIVE IS NOT APPLICABLE DUE TO PART NUMBER OF DISC INSTALLED

REFER TO APPLICABLE AIRWORTHINESS DIRECTIVE FOR PROCEDURE.

OPERATOR: ED-WES, INC.

REPORT DATE 06/13/90

WORK COMPLIANCE FORM NO. 99-UPD1

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

PAGE 1

| 90164 | 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 | | |
| 99-001 | | | | | | |
| 29 29 | | 20 | | | | CHECK CURRENT DUE LIST FOR DUE TIME CHANGES |

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878.5 LANDINGS: 3994

TECHNICIAN SIGNATURE: Craig Palko CERTIFICATE NUMBER: _____

INSPECTED BY: Bill J. Johnson KIND OF CERTIFICATE: _____

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

| | TECHNICIAN | INSPECTOR | MAN-HOURS HRS. THS |
|--|------------|-----------|-----------------------|
| 990986 AD 90-10-04 RIGHT HAND AILERON CONTROL ROD..... | <u>CP</u> | <u>PK</u> | |
| 910101 SB 1124-27-100 REVISION I | | | |

REASON: TO DETECT CORROSION IN THE AILERON CONTROL ROD ASSEMBLY, ACCOMPLISH THE FOLLOWING:

COMPLIANCE: WITHIN 20 HOURS TIME-IN-SERVICE AFTER THE EFFECTIVE DATE OF THIS AD, AND THEREAFTER AT INTERVALS NOT TO EXCEED 150 HOURS TIME-IN-SERVICE, PERFORM A DETAILED VISUAL INSPECTION TO DETECT EVIDENCE OF CORROSION, SUCH AS PITS, AND/OR BLISTERS UNDER THE PAINT, ON THE LOWER EXTERIOR SURFACE OF THE AILERON TORQUE TRANSFER TUBES, IN ACCORDANCE WITH WESTWIND ASTRA SERVICE BULLETINS 1124-27-100, REVISION I.

REFER TO APPLICABLE AIRWORTHINESS DIRECTIVE FOR PROCEDURE.

OPERATOR: ED-WES, INC.

REPORT DATE 06/13/90

WORK COMPLIANCE FORM NO.

99. UPD1

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

PAGE 1

AIRCRAFT REG.: N368MD

| 90164 | 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. |
|--------|-------------|-------|----------|--------------|--|
| 99-001 | DATE | HOURS | LANDINGS | CYCLES | |
| 29 29 | | 20 | | | CHECK CURRENT DUE LIST FOR DUE TIME CHANGES |

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 7 YEAR 91 AIRCRAFT HOURS: 4878.5 LANDINGS: 3494

TECHNICIAN SIGNATURE: Craig Patten CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

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

| | TECHNICIAN | INSPECTOR | MAN-HOURS |
|---|------------|-----------|-----------|
| | | | HRS. THS |
| 990985 AD 90-10-04 LEFT HAND AILERON CONTROL ROD..... | <u>CP</u> | <u>AK</u> | |
| 910100 SB 1124-27-100 REVISION I | | | |

REASON: TO DETECT CORROSION IN THE AILERON CONTROL ROD ASSEMBLY, ACCOMPLISH THE FOLLOWING:

COMPLIANCE: WITHIN 20 HOURS TIME-IN-SERVICE AFTER THE EFFECTIVE DATE OF THIS AD, AND THEREAFTER AT INTERVALS NOT TO EXCEED 150 HOURS TIME-IN-SERVICE, PERFORM A DETAILED VISUAL INSPECTION TO DETECT EVIDENCE OF CORROSION, SUCH AS PITS, AND/OR FLAKES UNDER THE PAINT, ON THE LOWER EXTERIOR SURFACE OF THE AILERON TORQUE TRANSFER TUBES, IN ACCORDANCE WITH WESTWIND ASTRA SERVICE BULLETINS 1124-27-100, REVISION I.

***** REFER TO APPLICABLE AIRWORTHINESS DIRECTIVE FOR PROCEDURE. *****

OPERATOR: ED-WES, INC.

REPORT DATE 01/11/91

WORK COMPLIANCE FORM NO.

99.UPD1

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

AIRCRAFT REG.: N368MD

PAGE 1

| 91011 | 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 | LANDINGS | CYCLES | |
| 99-001 | | | | | CHECK CURRENT DUE LIST FOR DUE TIME CHANGES |
| 29 29 | | 25 | | | |

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 11 YEAR 91 AIRCRAFT HOURS: 4878 LANDINGS: 3494

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE: _____

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

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

| | | | |
|--------|---|--|--|
| 991011 | REPLACE RIGHT ENGINE FAULTY THERMOCOUPLE LEAD ASSEMBLY AD 90-24-06..... | | |
| 977040 | SB TFE731-A77-3020. | | |

INITIAL ONE: _____ AIRWORTHINESS DIRECTIVE ACCOMPLISHED AS SB731-A77-3020 ON ___/___/___.

_____ AIRWORTHINESS DIRECTIVE NOT ACCOMPLISHED.

AD 90-24-06 NOT APPLICABLE. A/A BY JN

REFER TO APPLICABLE AIRWORTHINESS DIRECTIVE FOR PROCEDURE.

OPERATOR: ED-WES, INC.

REPORT DATE 10/10/91

WORK COMPLIANCE FORM NO.

850000

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

PAGE 1

AIRCRAFT REG.: N368MD

91283

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-CST

DATE

HOURS

LANDINGS

CYCLES

29 29

11/29/91

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 14 YEAR 91 AIRCRAFT HOURS: _____ LANDINGS: _____

TECHNICIAN SIGNATURE: _____ CERTIFICATE NUMBER: 1778830

INSPECTED BY: _____ KIND OF CERTIFICATE: CFII

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

TECHNICIAN INSPECTOR MAN-HOURS
HRS. THS

850000 CFI CERT. JEFF ATCHISON.....NO REF..... JAL

FORM ADDED BY CUSTOMER REQUEST. REFER TO APPROPRIATE MANUAL FOR PROCEDURE(S).

CFI CERT RENEWAL ACCOMPLISHED 11-14-91

BY DONALD C. PAUL NM-FSDO-05