

A.T.A. SPEC. 100

AIRCRAFT SYSTEMS

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ED-WES, INC.
AVIATION DEPT.
1450 SALLY RIDE DR.
CONCORD, CA 94520
Telephone 510-685-9523

November 9, 1992

Jim Christ
CAMP Systems

Jim:

I have completed a "C" check on Westwind 368 at 5170 hours and 3802 cycles. Please switch our inspection program over to the fifty hour phase system.

Thank you,



Arnold L. Peterson

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

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND

WORK COMPLIANCE FORM NO.

OPER03
 050600+ 150/300/600 HR INSPECTION

92226	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
	DATE	HOURS	LANDINGS	CYCLES	
29 29					

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 5-20-00	11.1.192	5170	3802				
100320+	10.020	CK SERVICE BULLETINS MM 5-20-00	11.1.192	5170	3802				
100330+	10.030	CK SERVICE LETTERS MM 5-20-00	11.1.192	5170	3802				
120150+	12.010	PREFLIGHT CHECK MM 5-20-10	11.1.192	5170	3802				
210276+	21.030	DP CK PRESS SWITCHES/VALV MM 21-00-00	11.1.192	5170	3802				
210191+	21.040A	INS/CLN OUTFLOW NORM VLV MM 21-30-00	11.1.192	5170	3802				
210201+	21.040A	INS/CLN OUTFLOW SAFE VLV MM 21-30-00	11.1.192	5170	3802				
210671+	21.050A	INS/CLN/TST WATER SCP CON MM 21-70-00	11.1.192	5170	3802				1.
210211	21.080	REPL UPPER IN AIR FILT EL MM 21-30-00	11.1.192	5170	3802				
210221	21.080	REPL LOWER IN AIR FILT EL MM 21-30-00	11.1.192	5170	3802				
210681	21.290A	CHG COOLING TURBINE OIL MM 12-10-10	11.1.192	5170	3802				
210622+	21.420A	INSP JSD DUCT SENSOR MM 5-20-05	10.30.192	5170	3802				
960078	21.420A	SIL1124-21-078 REVISION 1 SIL1124-21-078R1	11.1.192	5170	3802				
210178	21.480	CLN CBN AIR PR CNTLR FLTR MM 21-30-00	11.1.192	5170	3802				
210290+	21.490	CK AC DUCTING AND TUBING WCF 21.490	10.30.192	5170	3802				
210102+	21.500	VIS INSP L BLEED SW VALVE WCF 21.500	10.30.192	5170	3802				
210112+	21.500	VIS INSP R BLEED SW VALVE WCF 21.500	10.30.192	5170	3802				
230218+	23.120	CHECK S/D WICK RESISTANCE MM 23-60-00	11.1.192	5170	3802				
240121+	24.010A	CK L START/GEN BR WEAR/TN MM 80-10-10	11.1.192	5170	3802				
240131+	24.010A	CK R START/GEN BR WEAR/TN MM 80-10-10	11.1.192	5170	3802				
240161+	24.020A	CK ELECTROLYTE LEFT BATT MM 12-10-06	11.1.192	5170	3802				1.
240176+	24.020A	CK ELECTROLYTE RIGHT BATT MM 12-10-06	11.1.192	5170	3802				1.
240166	24.020B	DEEP CYCLE LEFT BATTERY MM 12-10-06	11.1.192	5170	3802				2.
240181	24.020B	DEEP CYCLE RIGHT BATTERY MM 12-10-06	11.1.192	5170	3802				2.

CONTINUED

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240203+	24.070	F/CK BATT TEMP/WARN SYS. MM 24-30-01	11.1.92	5170	3802				
241653+	24.140	RESIS CK CIRCUIT BREAKERS MM 24-50-00	11.1.92	5170	3802				
241655+	24.150	INSP DIST BUS CIRC BREAKR MM 24-50-00	11.1.92	5170	3802				
241657+	24.160	INSP/TST PRIOR BUS DIODES MM 24-50-00	10.30.92	5170	3802				
244010+	24.170	CK AFT RELAY PANEL AC/DC WCF 24.170	10.30.92	5170	3802				
244015+	24.180	CK HORZ STAB ACT RLY BOX WCF 24.180	10.30.92	5170	3802				
240114+	24.190	CK AC INV BLD CONTROL BOX WCF 24.190	10.30.92	5170	3802				
260186+	26.020	DP CK FIRE PROTECTION SYS MM 26-00-00	11.1.92	5170	3802				
260174+	26.030	INSPECT COCKPIT FIRE EXT MM 26-20-00	11.1.92	5170	3802				
260184+	26.030	INSPECT CABIN FIRE EXT MM 26-20-00	11.1.92	5170	3802				
270140+	27.070	CK AIL CONTROL FREEPLAY MM 27-10-00	10.28.92	5170	3802				
270158+	27.130	INSP RUD TRIM TAB FREE PL MM 27-20-00	10.28.92	5170	3802				
270193+	27.150A	INSP L ELEV SKIN SEPARATE MM 27-30-00	10.28.92	5170	3802				
270203+	27.150A	INSP R ELEV SKIN SEPARATE MM 27-30-00	10.28.92	5170	3802				
270238+	27.200A	INSPECT LEFT FLAP MM 27-50-00	10.28.92	5170	3802				
270243+	27.200A	INSPECT RIGHT FLAP MM 27-50-00	10.28.92	5170	3802				
270237+	27.200B	INSP L FLAP VANE MM 27-50-00	10.28.92	5170	3802				
270247+	27.200B	INSP R FLAP VANE MM 27-50-00	10.28.92	5170	3802				
270248+	27.200C	FUNCT CK FLP TIME EXD RLY MM 27-50-00	10.28.92	5170	3802				
270335+	27.280	OP CK SP BRK/LIFT DUMP MM 27-60-00	10.28.92	5170	3802				
270176	27.340	LUBE RUDDER PEDAL ARMS MM 12-20-00	11.1.92	5170	3802				
270179	27.350	LUBE CONTROL COLUMNS MM 12-20-00	11.1.92	5170	3802				
270346	27.360	LUBE FLT CONT BELLCRANKS MM 12-20-00	11.1.92	5170	3802				
270356	27.370	LUBE GUSTLOCK SYSTEM MM 12-20-00	11.1.92	5170	3802				
270351+	27.380	INSP/LUBE PRESSURE SEALS WCF 27.380	11.1.92	5170	3802				

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270271+	27.430	ADJ/TEST FLAP COMPARATOR	11.1.92	5170	3802				
	27-13	MM 27-50-00							
270340+	27.440	CK CBLE TNSN FLT/PAS CMPT	11.1.92	5170	3802				
	27-14	MM 27-00-00							
270341+	27.440	CK CABLE TNSN AFT FUSE	11.1.92	5170	3802				
	27-14	MM 27-00-00							
270240+	27.510	INS L FLAP HING/BRG 150HR	10.28.92	5170	3802				
		MM 27-50-00							
270242+	27.510	INS R FLAP HING/BRG 150HR	10.28.92	5170	3802				
		MM 27-50-00							
270244+	27.520	INS L FLAP HING/BRG 600HR	10.28.92	5170	3802				
		MM 27-50-00							
270245+	27.520	INS R FLAP HING/BRG 600HR	10.28.92	5170	3802				
		MM 27-50-00							
281150+	28.010A	CK OPERATION BOOST PUMPS	11.1.92	5170	3802				
		MM 28-00-00							
281602+	28.090B	OP CK FUEL DUMP SYSTEM	11.1.92	5170	3802				
		MM 28-00-00							
290106	29.010A	REPL HYD RES FILTER	11.1.92	5170	3802				
	29-1	MM 29-10-00							
290116+	29.050A	INS/RPL RES AIR VENT FILT	10.30.92	5170	3802				
	29-3	MM 29-10-00							
290131+	29.050B	INS/RPL RES AIR PRESS FLT	11.1.92	5170	3802				
	29-3	MM 29-10-00							
290171	29.050C	REPL L HI PRES FILT ELEM	11.1.92	5170	3802				
	29-3	MM 29-10-00							
290206	29.050C	REPL R HI PRES FILT ELEM	11.1.92	5170	3802				
	29-3	MM 29-10-00							
290118	29.050D	CLN/CK HYD RES AIR PR VA	11.1.92	5170	3802				
		MM 29-10-00							
290143+	29.120A	INS/LUB L HYD PUMP SPLINE	11.1.92	5170	3802				1.
	29-5	MM 05-20-07							
290178+	29.120A	INS/LUB R HYD PUMP SPLINE	11.1.92	5170	3802				1.
	29-5	MM 05-20-07							
300102+	30.010	INSP L DEICER CK VALVE	11.1.92	5170	3802				
	30-1	MM 30-10-00							
300104+	30.010	INSP R DEICER CK VALVE	11.1.92	5170	3802				
	30-1	MM 30-10-00							
300133+	30.100	FUNC CK PNEU DE-ICE BOOTS	11.1.92	5170	3802				
	30-1	MM 30-10-00							
300147+	30.140	CK VLTG DROP PLTS WNDSD	11.1.92	5170	3802				
()	30-5	MM 30-40-00							
300150+	30.140	CK VLTG DROP CPLTS WNDSD	11.1.92	5170	3802				
()	30-5	MM 30-40-00							
910361	30.140	SB 1124-30-036 PART II	11.1.92	5170	3802				
()	30-5	SB 1124-30-036							
320201+	32.0101	INSPECT NOSE GEAR (A)	11.1.92	5170	3802				1.
		WCF 32.0101							
320206+	32.0102	INSPECT NOSE GEAR (B)	10.26.92	5170	3802				
		WCF 32.0202							

CONTINUED

OPERATOR: ED-WES, INC.
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 AIRCRAFT REG.: N368ND

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320691+	32.020	INSP L MAIN GEAR/WELL (A) WCF 32.020	11.1.92	5170	3802				1.5
321191+	32.020	INSP R MAIN GEAR/WELL (A) WCF 32.020	11.1.92	5170	3802				1.5
320106	32.030 32-1	LUBE NOSE GEAR/DOORS MM 12-20-00	10.26.92	5170	3802				.5
320606	32.030 32-1	LUBE LEFT MAIN GEAR MM 12-20-00	10.26.92	5170	3802				.5
321106	32.030 32-1	LUBE RIGHT MAIN GEAR MM 12-20-00	10.26.92	5170	3802				.5
320116	32.040 32-1	SERVICE NLG SHOCK STRUT MM 12-10-04	11.1.92	5170	3802				2.5
320636	32.040 32-1	SERVICE LMG SHOCK STRUT MM 12-10-04	11.1.92	5170	3802				2.0
321136	32.040 32-1	SERVICE RMG SHOCK STRUT MM 12-10-04	11.1.92	5170	3802				2.0
320156+	32.110A 32-2	INS/CL/LUB L NS WHL/BRCS MM 32-40-00	10.26.92	5170	3802				1.5
320158+	32.110A 32-2	INS/CL/LUB R NS WHL/BRCS MM 32-40-00	10.26.92						1.5
320676+	32.180A 32-5	INSP/LUBE LMG WHEEL BRCS MM 32-40-00	10.26.92						1.0
321176+	32.180A 32-5	INSP/LUBE RMG WHEEL BRCS MM 32-40-00	10.26.92						1.0
321616+	32.350A 32-9	CK LDG EMERG SYSTEM PSI MM 12-10-00	10.27.92						1.0
322116+	32.390A 32-11	INSP/CK L BRAKE LININGS MM 12-10-04	10.27.92						1.0
322131+	32.390A 32-11	INSP/CK R BRAKE LININGS MM 12-10-04	10.27.92						1.0
322156+	32.410A 32-14	INSP/CL L ANTI-SKID DET MM 5-20-04	10.26.92						1.0
322171+	32.410A 32-14	INSP/CL R ANTI-SKID DET MM 5-20-00	10.26.92						1.0
322176+	32.420	FUNCT CK ANTI-SKID DETECT MM 32-41-00	10.27.92						1.0
322174+	32.425	DP CK ANTI-SKID LIGHTS MM 5-20-04	10.27.92						.5
322191+	32.430	OPER CK LANDING GEAR NORM MM 32-00-00	10.27.92						1.0
322206+	32.440	DP CK EMER GEAR EXT CABLE MM 5-20-00	10.26.92						1.0
322211+	32.450	DP CK EMER GEAR EXTENSION MM 32-30-00	10.27.92						1.0
322201+	32.460	CK LANDING GEAR FREE FALL	10.27.92						1.0
320678	32.550	DYE PENETRANT L WHEEL AXL MM 5-20-04	10.26.92						1.0
321178	32.550	DYE PENETRANT R WHEEL AXL MM 5-20-04	10.26.92						1.0

CONTINUED

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WORK COMPLIANCE FORM NO.

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND (CONTINUED)

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AIRCRAFT REG.: N368MD

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PAGE 5

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320607	32.570 32-16	LUB L/H ACTUATOR BOLTS WCF 32.570	11.1.92	5120	3802				
321107	32.570 32-16	LUB R/H ACTUATOR BOLTS WCF 32.570	11.1.92						
950941	32.570 32-16	SL WW-2494 L/H SL WW-2494	11.1.92						
950942	32.570 32-16	SL WW-2494 R/H SL WW-2494	11.1.92						
340121	34.060 34- 3	DRAIN PITOT/STATIC SYSTEM MM 34-10-00	11.1.92						1.5
350166+	35.070A MM 35-00-00	CK PILOTS OXYGEN MASK MM 35-00-00	11.1.92						
350169+	35.070A MM 35-00-00	CK CO-PILOTS OXYGEN MASK MM 35-00-00	11.1.92						
350243+	35.130 MM 35-00-00	CK OXY MASK DROP-OUT MM 35-00-00	11.1.92						
520106+	52.010A 52- 1	INS/LUB CABIN ENTR DOOR WCF 52.010A	11.1.92						
520116+	52.010B MM 52-10-00	OPER CK ENTRY DOOR MM 52-10-00	11.1.92						
520141+	52.030A 52- 2	INS/LUB L EMERG EXIT/SEAL 52- 2	11.1.92						
520151+	52.030A 52- 2	INS/LUB R EMERG EXIT/SEAL 52- 2	11.1.92						
530101+	53.010 MM 5-20-02	INSP FUSELAGE (A) MM 5-20-02	11.1.92						
530116+	53.0201 WCF 53.0201	INSP NOSE COMPT (A) WCF 53.0201	11.1.92						
530121+	53.0202 WCF 53.0302	INSP NOSE COMPT (B) WCF 53.0302	11.1.92						
530131+	53.0301 WCF 53.0301	INSP COCKPIT (A) WCF 53.0301	11.1.92						
530136+	53.0302 53- 1	INSP COCKPIT (B) WCF 53.0302	11.1.92						
530141+	53.0303 53- 2	INSP COCKPIT (C) WCF 53.0303	11.1.92						
530146+	53.0401 WCF 53.0401	INSP CABIN (150HR) WCF 53.0401	11.1.92						
530156+	53.0402 53- 3	INSP CABIN (600HR) WCF 53.0402	11.1.92						
530161+	53.0501 WCF 53.0501	INSP REAR COMPT (A) WCF 53.0501	11.1.92						
530166+	53.0502 WCF 53.0502	INSP REAR COMPT (B) WCF 53.0502	10.30.92	5170	3802				
530176+	53.060 MM 5-20-09	INSP AUX FUEL TANK STRUCT MM 5-20-09	10.30.92	5170	3802				
540101+	54.0101 54- 1	INSP L ENG NAC/PYLON (A) WCF 54.0101	11.1.92	5176	3802				
540121+	54.0101 54- 1	INSP R ENG NAC/PYLON (A) WCF 54.0101	11.1.92	5170	3802				

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540106+	54.0102 54- 1	INSP L ENG NAC/PYLON (B) WCF 54.0102	11.1.92	5170 5170	3802		Rm	[Signature]	3.0
540126+	54.0102 54- 1	INSP R ENG NAC/PYLON (B) WCF 54.0102	11.1.92	5170	3802		Rm	[Signature]	3.0
540111+	54.0103 54- 1	INSP L ENG NAC/PYLON (C) WCF 54.0103	11.1.92	5170	3802		Rm	[Signature]	
540131+	54.0103 54- 1	INSP R ENG NAC/PYLON (C) WCF 54.0103	11.1.92	5170	3802		Rm	[Signature]	
550101+	55.0101 55- 1	INSPECT EMPENNAGE (A) WCF 55.0101	10.29.92	5170	3802		[Signature]	[Signature]	
550106+	55.0102 55- 1	INSPECT EMPENNAGE (B) WCF 55.0102	10.29.92	5170	3802		SO	[Signature]	
910200	55.040 55- 4	SB 1124-55-020 REV 2 SB 1124-55-020	10.29.92	5170	3802		SO	[Signature]	
560112+	56.030A 56- 2	INSP PILOT SIDE WINDOW MM 56-10-03/04	11.1.92	5170	3802		[Signature]	[Signature]	
560118+	56.030A 56- 2	INSP COPILOT SIDE WINDOW MM 56-10-03/04	11.1.92	5170	3802		[Signature]	[Signature]	
570101+	57.0101 57- 1	INSPECT LEFT WING (A) WCF 57.0101	10.29.92	5170	3802		SO	[Signature]	1.5
570116+	57.0101 57- 1	INSPECT RIGHT WING (A) WCF 57.0101	10.29.92	5170	3802		SO	[Signature]	1.5
570104+	57.0102 57- 1	INSPECT LEFT WING (B) WCF 57.0102	10.29.92	5170	3802		SO	[Signature]	
570119+	57.0102 57- 1	INSPECT RIGHT WING (B) WCF 57.0102	10.29.92	5170	3802		SO	[Signature]	
570106+	57.020	INSP L AILERON BELLCRANK MM 5-20-03	10.29.92	5170	3802		SO	[Signature]	
570120+	57.020	INSP R AILERON BELLCRANK MM 5-20-03	10.29.92	5170	3802		SO	[Signature]	
710106+	71.0201 71- 2	INSPECT LEFT ENGINE A WCF 71.0201	11.1.92	5170	3802		[Signature]	[Signature]	1.0
713606+	71.0201 71- 2	INSPECT RIGHT ENGINE A WCF 71.0201	11.1.92	5170	3802		[Signature]	[Signature]	1.0
710108+	71.0202 71- 2	INSPECT LEFT ENGINE B WCF 71.0202	11.1.92	5170	3802		[Signature]	[Signature]	
713608+	71.0202 71- 2	INSPECT RIGHT ENGINE B WCF 71.0202	11.1.92	5170	3802		[Signature]	[Signature]	
710606+	71.030	INSP L FAN/ROTOR ASSY LHM 72-00-00	11.1.92	5170	3802		Rm	[Signature]	.5
714106+	71.030	INSP R FAN/ROTOR ASSY LHM 72-00-00	11.1.92	5170	3802		Rm	[Signature]	.5
730116+	73.140 73- 8	INSP/REPL L FUEL FILTER SM 72-00-00	11.1.92	5170	3802		Rm	[Signature]	
732616+	73.140 73- 8	INSP/REPL R FUEL FILTER SM 72-00-00	11.1.92	5170	3802		Rm	[Signature]	
740606+	74.010A	CK R/E IGN SERVICEABILITY LHM 72-00-00	11.1.92	5170	3802		Rm	[Signature]	1.0
740616+	74.020 74- 1	INSP R ENG 6 DCLK PLUG LHM 74-00-01	11.1.92	5170	3802		Rm	[Signature]	

CONTINUED

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

REPORT DATE **08/13/92**
 MODEL: **1124A WESTWIND (CONTINUED)**

WORK COMPLIANCE FORM NO.

050600+ 150/300/600 HR INSPECTION

OPER03

92226

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 29

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
740626+	74.020	INSP R ENG 7 OCLK PLUG	11.1.92	5170	3802		Rus	[Signature]	
	74- 1	LMM 74-00-01							
780143	78.100	LUBE L T/R ASSEMBLY	11.1.92				[Signature]	[Signature]	
	78- 4	MM 12-20-00							
780643	78.100	LUBE R T/R ASSEMBLY	11.1.92				[Signature]	[Signature]	
	78- 4	MM 12-20-00							
780116+	78.110	OPER CK L THRUST REVERSER	11.1.92				[Signature]	[Signature]	
	78- 5	MM 78-30-00							
780616+	78.110	OPER CK R THRUST REVERSER	11.1.92				[Signature]	[Signature]	
	78- 5	MM 78-30-00							
790116+	79.100	SDAP CHECK L ENGINE	11.1.92				[Signature]	[Signature]	1.0
		SM 72-00-00							
791616+	79.100	SDAP CHECK R ENGINE	11.1.92				[Signature]	[Signature]	1.0
		SM 72-00-00							
790126+	79.120	INSP L ENG CHIP DETECTOR	11.1.92				[Signature]	[Signature]	
		SM 72-00-00							
791626+	79.120	INSP R ENG CHIP DETECTOR	11.1.92				[Signature]	[Signature]	
		SM 72-00-00							
950500	95.050	SL WW-2450B INSP NAEL CWL	11.1.92				[Signature]	[Signature]	
()	95- 2	SL WW-2450B							
950920	95.090	SL WW-2492 HYD HOSE INSP	10.29.92	5170	3802		SO	[Signature]	
()		SL WW-2492							
990985	990985	AD90-10-04 L/H AIL ROD	10.29.92	N/A	AD Suppl. by	92-12-02	SO	[Signature]	
		AD 90-10-04							
990986	990986	AD90-10-04 R/H AIL ROD	10.29.92	N/A	AD Suppl. by	92-12-02	SO	[Signature]	
		AD 90-10-04							

TOTAL ESTIMATED MAN-HOURS 51.0

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.

11.1.92 5170 3802
 MO/ DAY/YR AIRCRAFT HOURS LANDINGS HRS.THS
 [Signature] 560267740
 SIGNATURE CERTIFICATE NUMBER
 [Signature]
 KIND OF CERTIFICATE

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

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

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 10.010
 OPER03
 050600+ 150/300/600 HR INSPECTION

92226
 00-000
 29 29

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

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

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 1 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3902

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: A+P

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

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

NO MANUFACTURER TEXT ISSUED.

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

REPORT DATE 08/13/92
MODEL: 1124A WESTWIND
ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 10.020
OPER03
050600+ 150/300/600 HR INSPECTION

92226
00-000
29 29

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

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

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 1 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AIP

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

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

NO MANUFACTURER TEXT ISSUED.

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

REPORT DATE 08/13/92
MODEL: 1124A WESTWIND
ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 10.030
OPER03
050600+ 150/300/600 HR INSPECTION

92226
00-000
29 29

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

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

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 1 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560757740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: A+P

TECHNICIAN INSPECTOR MAN-HOURS
HRS. THS

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

NO MANUFACTURER TEXT ISSUED.

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

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 07-91

WORK COMPLIANCE FORM NO. 21.290A
 CARD NO: 21- 7 OPER03
 050600+ 150/300/600 HR INSPECTION

92226
 21-030
 29 29

WORK DUE AT				* = APU HRS
DATE	HOURS	LANDINGS	CYCLES	

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

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 31 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560762240 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560262240 AP

TECHNICIAN INSPECTOR MAN-HOURS
 HRS. THS

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

210681
 CHANGE COOLING TURBINE OIL (REFER TO FIGURE 3 ON CARD 21-7)
 CONSUMABLES: LUBRICANT (MIL-L-23699)

1. THE OIL SHOULD BE DRAINED THROUGH THE DRAIN PORT, ON THE BOTTOM OF THE TURBINE, AND FRESH OIL ADDED TO THE TOP OF THE FILL PORT.

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

MANUFACTURER	MANUFACTURERS DESIGNATION
AMERICAN OIL & SUPPLY CO.	PA TURBINE LUBRICANT 6423, 6700, 3889, 3893, C-3788 OR 9598
BRAY OIL CO.	BRAYCO 899, 89G OR 899M
BURMAH- CASTROL CORP.	CASTROL 5000
EMERY IND., INC.	ENGARD SYNTHESIZED TURBINE LUBRICANT (2952) OR (2949)
EXXON CO.	EXXON/ESSO TURBO OIL 2380
HATCO CHEMICAL CORP.	HATCOL 3211, 3611, 1639 OR 1680
MOBIL OIL CORP.	MOBIL JET OIL II, MOBIL RM-139A, RM-147A, RM-247A, RM-246A, RM-249A, RM-254A OR RM-270A
NYCO INTERNATIONAL	NYCO 599A OR 599B
NYCO S.A.	TURBDNYCOIL 599
PVO INTERNATIONAL INC.	STD-5700
ROYCAL LUBRICANTS CO., INC.	ROYCO 899, 899B (D-759-3), 899C(D-758), 899HC, 899E-L, 899R-1 OR 899E-2
SHELL OIL CO.	AEROSHELL TURBINE OIL 500
SHELL INTN'L PETROLEUM CO., LTD.	AEROSHELL TURBINE OIL 500
STAUFFER CHEMICAL CO.	STAUFFER JET II 9624 OR STAUFFER STL E-7306

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

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 29.050B
 CARD NO: 29- 3 OPER03
 050600+ 150/300/600 HR INSPECTION

92226
 29-007
 29 29

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES

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

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 31 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

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

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.
 AIRCRAFT NO.: 368
 AIRCRAFT REG.: N368MD

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 07-91

WORK COMPLIANCE FORM NO. 71.0202
 CARD NO: 71- 2 OPER03
 050600+ 150/300/600 HR INSPECTION

92226	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					

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 1 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3902

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
710108 INSPECT LEFT ENGINE (B).....	<u>[Signature]</u>	<u>[Signature]</u>	
710106 INSPECT LEFT ENGINE (A)	<u>[Signature]</u>	<u>[Signature]</u>	
713608 INSPECT RIGHT ENGINE (B).....	<u>[Signature]</u>	<u>[Signature]</u>	
713606 INSPECT RIGHT ENGINE (A)			

R NOTE: THE FOLLOWING ADDITIONAL WCF(S) MAY BE REQUIRED TO PERFORM THIS TASK 73.140, 79.120, 79.100, 79.110

INSPECT ENGINE (B) (FOR CAMP OPERATORS, REFER TO ILLUSTRATION ON CARD 71-2. FOR SCAMP OPERATORS, REFER TO MAINTENANCE MANUAL) MECH INSP

R TEXT FROM ENGINE SM 72-00-00/MM 5-20-07

NOTE: THE FOLLOWING GENERAL INSPECTIONS SHALL BE PERFORMED DURING ANY ENGINE MAINTENANCE, AS APPLICABLE, FOR THE LEVEL OF MAINTENANCE BEING PERFORMED.

1. VISUALLY INSPECT ALL ACCESSIBLE WELDED, BRAZED OR SOLDERED ASSEMBLIES FOR SECURITY OF JOINTS.
2. INSPECT ALL ACCESSIBLE TUBES AS FOLLOWS:
 - R A. VISUALLY INSPECT TUBES FOR KINKS, CRACKS, LEAKS, EXCESSIVE WEAR, SIGNS OF CORROSION OR OTHER DAMAGE. INSPECT ALL FITTINGS FOR BROKEN THREADS, DETERIORATION AND CLEANLINESS.
 - B. INSPECT FOR CRACKED OR CALLED 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.

[Signature]
[Signature]
[Signature]
[Signature]
[Signature]

NOTE: IF OIL LEVEL HAS INCREASED SINCE LAST CHECK, OR IF THE ODOOR 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

[Signature]
[Signature]
[Signature]

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

REPORT DATE **08/13/92**
 MODEL: **1124A WESTWIND (CONTINUED)**
 ISSUED **07-88** REV. **07-91**

WORK COMPLIANCE FORM NO. **71.0202**
 CARD NO: **71- 2** OPER03
050600+ 150/300/600 HR INSPECTION

92226
 71-002
 29 29

WORK DUE AT		* = APU HRS		
DATE	HOURS	LANDINGS	CYCLES	

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

FORM 73.140. FOR SCAMP OPERATORS, REFER TO MAINTENANCE MANUAL).

- A. IF FUEL FILTER ELEMENT IS CONTAMINATED (PLUGGED UP), CLEAN FILTER CAVITY, INSTALL CLEAN FILTER ELEMENT (FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE 73.140. FOR SCAMP OPERATORS, REFER TO MAINTENANCE MANUAL) AND PERFORM FUEL MANIFOLD ASSEMBLY PRESSURE CHECK.
 - B. IF FUEL FILTER ELEMENT IS NOT CONTAMINATED (PLUGGED UP), INSTALL CLEAN ELEMENT.
 - C. BOTH STEPS A. AND B. COMPLETED.
 - 12. CHECK INDICATOR PIN ON OIL FILTER BY-PASS INDICATOR VALVE AS FOLLOWS: (REFER TO ILLUSTRATION) (CAMP ONLY).
 - A. IF PIN IS EXTENDED, RESET PIN, AND PERFORM THE FOLLOWING PROCEDURES.
 - (1) CHECK MAGNETIC PLUG OF CHIP DETECTOR. (FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE 79.120. FOR SCAMP OPERATORS, REFER TO SM 72-00-00), CHIP DETECTOR INSPECTION.
 - (2) REMOVE, INSPECT AND REPLACE OIL FILTER. (FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE FORM 79.110. FOR SCAMP OPERATORS, REFER TO SM 72-00-00), OIL FILTER INSPECTION.
 - (3) PERFORM SOAP CHECK, AND FORWARD OIL SAMPLE AND REMOVED OIL FILTER TO APPROVED SOAP LABORATORY. (FOR CAMP OPERATORS, REFER TO WORK COMPLIANCE FORM 79.100. FOR SCAMP OPERATORS, REFER TO SM 72-00-00), SPECTROMETRIC OIL ANALYSIS PROGRAM (SOAP) CHECK.
 - (4) INSPECT INTERIOR OF TRANSFER GEARBOX FOR METAL PARTICLES.
 - B. STEP A. COMPLETED.
 - 13. VISUALLY CHECK BRACKETS AND SUPPORTS FOR DAMAGE THAT WOULD IMPAIR FUNCTION OR ASSEMBLY. REFER TO LIGHT MAINTENANCE MANUAL INSTRUCTIONS FOR PERFORMING A VIBRATION CHECK ANY TIME EVIDENCE INDICATES POSSIBLE EXCESSIVE ENGINE VIBRATION (CRACKED BRACKET OR SUPPORTS).
 - 14. INSPECT P2 T2 SENSOR FOR SECURITY AND CONDITION.
 - 15. INSPECT COMBUSTION STRUCTURE AND SKIN FOR DENTS, CRACKS, FIT AND GENERAL CONDITION.
 - 16. INSPECT DOORS AND LATCHES FOR DENTS, CRACKS, FIT, GENERAL CONDITION AND OPERATION.
 - 17. INSPECT FIRE DETECTOR ELEMENT FOR CHAFING, KINKS, SECURITY AND GENERAL CONDITION.
 - 18. INSPECT LOW-PRESSURE BLEED DUCT FOR LEAKS, CRACKS, FIT AND GENERAL CONDITION.
 - 19. INSPECT HIGH-PRESSURE BLEED DUCT FOR LEAKS, CRACKS, FIT AND GENERAL CONDITION.
- NOTE: INSPECT MANIFOLD ASSEMBLY DURING ENGINE PERIODIC INSPECTION OR WHENEVER THE AFTER BODY IS REMOVED.
- R20. INSPECT THE STARTER-GENERATOR, ELECTRICAL LEADS AND COOLING DUCT FOR INSTALLATION, LEAKS, CLAMPING, SECURITY AND SAFETY.
 - R21. INSPECT FUEL LINES FOR LEAKS, CLAMPING AND SECURITY, FUEL FLOW TRANSMITTER FOR INSTALLATION, SECURITY AND SAFETY, AND PRESSURE SWITCH FOR INSTALLATION, SECURITY AND SAFETY.
 - R22. INSPECT HYDRAULIC LINES FOR LEAKS, CLAMPING AND SECURITY, ATTENUATOR FOR INSTALLATION, SECURITY AND R SAFETY, HYDRAULIC PUMP FOR INSTALLATION, LEAKS, SECURITY AND SAFETY, AND QUICK-DISCONNECTS FOR INSTALLATION, SECURITY AND SAFETY. *4/24 per...?*
 - 23. INSPECT HYDRAULIC PUMP. REMOVE DRIVE SPLINE, INSPECT AND LUBRICATE. REFER TO MM 29-10-00, INSPECTION/CHECK.
 - R24. INSPECT OIL PRESSURE LINES FOR LEAKS, CLAMPING AND SECURITY, PRESSURE TRANSMITTER FOR SECURITY, INSTALLATION AND SAFETY, AND LOW-PRESSURE SWITCH FOR SECURITY, INBTALLATION AND SECURITY.
 - 25. INSPECT ELECTRICAL WIRING AND CONNECTIONS, FOR SECURITY, ATTACHMENT AND SAFETY.
 - 26. INSPECT ENGINE MOUNT AND ATTACHMENT FOR SECURITY AND GENERAL CONDITION.
 - 27. VISUALLY INSPECT JET TAIL PIPE NOZZLES FOR DENTS, CRACKS, BULGES AND GENERAL CONDITION.
 - 28. CHECK ENGINE THROTTLE SYSTEM FOR FREEDOM OF MOVEMENT, CONTROL CABLE ROUTING, SECURITY OF CLAMPS, CLEARANCE AND GENERAL CONDITION.
 - 29. CHECK PYLONS AND FIREWALLS FOR CRACKS, CONDITION OF FIREWALL SEALANT, SECURITY OF HYDRAULIC, FUEL, ELECTRICAL CONNECTIONS AND MECHANICAL FEED THROUGH.
 - 30. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

Handwritten signatures and initials on the right side of the page, including a large signature at the top right and multiple smaller initials and signatures below it.

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

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 07-91

WORK COMPLIANCE FORM NO. 32.020
 OPER03
 050600+ 150/300/600 HR INSPECTION

92226	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.
32-003	DATE	HOURS	LANDINGS	CYCLES	
29 29					

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 1 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3902

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767270
 INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: A+D

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS. THS
320691 INSPECT LEFT MAIN GEAR/WELL (A).....	<u>[Signature]</u>	<u>[Signature]</u>	
321191 INSPECT RIGHT MAIN GEAR/WELL (A).....	<u>[Signature]</u>	<u>[Signature]</u>	
320691, 321191			

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

MAIN LANDING GEAR/WELL INSPECTION (A)
 R TEXT FROM MM 5-20-04

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

MECH INSP
[Handwritten initials and marks]

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

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 24.010A
 CARD NO: 24- 1 OPER03
 050600+ 150/300/600 HR INSPECTION

92226
 24-002
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WORK DUE AT		* APU HRS	
DATE	HOURS	LANDINGS	CYCLES

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

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 30 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 56076740 AP

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

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

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 03-90

WORK COMPLIANCE FORM NO. 30.010
 CARD NO: 30- 1 OPER03
 050600+ 150/300/600 HR INSPECTION

92226	WORK DUE AT	* = APU HRS			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
30-001	DATE	HOURS	LANDINGS	CYCLES	
29 29					

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 31 YEAR 92 AIRCRAFT HOURS: 57.70 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP
 INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

 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: _____

INSTALLED TSN: HRS _____ LDGS _____ MOS _____ INSTALLED TSO: 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...NM 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: _____

INSTALLED TSN: HRS _____ LDGS _____ MOS _____ INSTALLED TSO: 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...NM 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 8-0310-916HT(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. OK 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 8-0310-916HT(2).

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

3. CONNECT LINES TO CHECK VALVE ASSEMBLY.
4. CLOSE FORWARD END OF REAR BAGGAGE COMPARTMENT ACCESS COVER.

300102 300104

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

REPORT DATE **08/13/92**
 MODEL: **1124A WESTWIND**

WORK COMPLIANCE FORM NO. **29.050D**
 OPER03

ISSUED **07-88** REV. **08-89**

050600+ 150/300/600 HR INSPECTION

92226
 29-009
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WORK DUE AT		* = APU HRS		
DATE	HOURS	LANDINGS	CYCLES	

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

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 31 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

TECHNICIAN INSPECTOR MAN-HOURS
 HRS. THS

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

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 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 21.050A
 CARD NO: 21- 3 OPER03
 050600+ 150/300/600 HR INSPECTION

92226
 21-007
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WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES

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

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 30 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767790 AFP

*****	TECHNICIAN	INSPECTOR	MAN-HOURS
*****			HRS.THS
210671 INSPECT/CLEAN/TEST WATER SEPEARATOR CONDENSER...MM 21-70-00.....	<u>WS</u>	<u>[Signature]</u>	
210671			

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

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

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

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

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

11. REMOVE CHAIN ASSEMBLY AND CAREFULLY REMOVE CONDENSER SUPPORT.

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

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

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

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

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

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 12-88 REV. 06-92

WORK COMPLIANCE FORM NO. 32.570
 CARD NO: 32-16 OPER03
 050600+ 150/300/600 HR INSPECTION

92226
 32-069
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WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES

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

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 27 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AWKD2980
 INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

	TECHNICIAN	INSPECTOR	MAN-HOURS	
			FWD	AFT
R 32067 LUBRICATE LEFT HAND ACTUATOR BOLTS...MM 5-20-04/SL WW-2494.....	<u>[Signature]</u>	<u>[Signature]</u>		
R 950941 (SL WW-2494) REVISION 2 <u>c/w 6-20-91</u>				
R 321107 LUBRICATE RIGHT HAND ACTUATOR BOLTS...MM 5-20-04/SL WW-2494.....	<u>[Signature]</u>	<u>[Signature]</u>		
R 950942 (SL WW-2494) REVISION 2 <u>c/w 6-20-91</u>				

R NOTE: THE FOLLOWING ADDITIONAL WCF(S) MAY BE REQUIRED TO PERFORM THIS TASK 32.T01, 32.T03, 32.230.

- INSPECT/LUBRICATE MAIN LANDING GEAR ACTUATING BOLTS (SERVICE LETTER NO. WW-2494) (REFER TO FIGURE 1 ON CARD 32-16)
- R EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 - 900 INCH-POUNDS, GREASE MIL-G-81322, MOLYKOTE 106 OR EVERLUBE 620, LPS-2 OR WD-40, BOLTS (P/N NAS6206-20D) 4 EACH, BOLTS (P/N NAS6210-38) 4 EACH, BUSHINGS (P/N ED13185-1) 8 EACH, BUSHINGS (P/N 4A105C11) 4 EACH
- R 1. TURN OFF BATTERY AND ELECTRIC MASTER SWITCHES AND ASSURE EXTERNAL POWER IS NOT CONNECTED TO AIRCRAFT.
 - R 2. DEplete MAIN HYDRAULIC SYSTEM PRESSURE.
 - R 3. JACK AIRCRAFT (REFER TO WORK COMPLIANCE FORM 32.T01).
 - R 4. REMOVE AND DISCARD BOLTS P/N NAS464-10LA-38 (UNPLATED) FROM INBOARD END OF ACTUATING CYLINDER TO MLG UPPER STRUT BODY LUGS IN FOUR PLACES (2 ON EACH MLG). SEE FIGURE 1.
 - R 5. IF BOLTS WERE DIFFICULT TO REMOVE, CHECK FOR EVIDENCE OF CORROSION IN THE MLG UPPER STRUT BODY LUG HOLES. CLEAN OUT CORROSION AS REQUIRED AND ASSURE THAT HOLE DOES NOT EXCEED 0.626 INCH DIAMETER.
 - R 6. WITH BOLTS REMOVED AT UPPER STRUT BODY LUGS CHECK THAT ACTUATING CYLINDERS WILL ROTATE FREELY ON THE OUTBOARD BOLT WHERE IT ATTACHES TO THE UPPER SIDE BRACE. SEE FIGURE 1.
 - R 7. THE FOLLOWING STEPS MAY BE ACCOMPLISHED IF FRICTION IS DISCOVERED IN STEP 6:
 - R A. LUBRICATE BOLTS AND PIVOT AREAS WITH LPS-2 OR WD-40 AND REMOVE BOLTS P/N NAS464P6-L20 THAT SECURE ACTUATING CYLINDERS TO UPPER SIDE BRACE ASSEMBLIES.
 - R B. CHECK UPPER SIDE BRACE ASSEMBLY HOLES FOR CORROSION.
 - R (1) CORRODED HOLES MAY BE CLEANED AND HAVE CADMIUM PLATING RENEWED BY BRUSH CADMIUM PROCESS.
 - R (2) NEW BUSHINGS P/N ED13185-1 MUST BE INSTALLED IF HOLES ARE BADLY CORRODED OR I.D. IS INCREASED BY CLEANING OUT CORROSION.
 - R C. CHECK ACTUATING CYLINDER HOLES FOR CORROSION WHERE THEY ATTACH TO UPPER SIDE BRACE ASSEMBLY.
 - R (1) CORRODED HOLES MAY BE CLEANED AND HAVE FILM LUBRICATION RENEWED BY APPLYING MOLYKOTE 106 OR EVERLUBE 620.
 - R (2) NEW BUSHINGS P/N 4A105C11 MUST BE INSTALLED IF HOLES ARE BADLY CORRODED OR I.D. IS INCREASED BY CLEANING OUT CORROSION.
 - R D. CORRODED BOLTS MUST BE REPLACED WITH NEW BOLTS P/N NAS6206-20D.
 - R (1) LUBRICATE BOLTS WITH MIL-G-81322 GREASE BEFORE INSTALLATION.
 - R (2) REATTACH ACTUATING CYLINDERS TO UPPER SIDE BRACE ASSEMBLIES. TIGHTEN ATTACH BOLT NUTS FINGER TIGHT, THEN TURN TO NEXT CASTELLATION AND SAFETY WITH COTTER PIN.
 - R 8. CHECK ACTUATING CYLINDER ROD ENDS P/N NS21242-C-10K WHERE THEY ATTACH TO THE MLG UPPER STRUT BODY LUGS, FOR CONDITION.
 - R A. REPLACE DEFECTIVE ROD ENDS.
 - R B. IF ROD END IS BEING REPLACED ACCOMPLISH PRELOAD ADJUSTMENT (REFER TO WORK COMPLIANCE FORM 32.230).
 - R 9. REATTACH ACTUATING CYLINDER INBOARD END TO MLG UPPER STRUT LUG AS FOLLOWS:
 - R A. REPLACE BOLTS REMOVED IN STEP 4 WITH NEW CADMIUM PLATED BOLTS P/N NAS6210-38. COAT BOLTS AND MLG UPPER STRUT BODY LUG HOLES WITH MIL-G-81322 BEFORE REASSEMBLY.
 - R B. SECURE ACTUATORS WITH NEW BOLTS, WASHERS AND NUTS. TORQUE ALUMINUM NUTS (MS20364D1018) AND/OR STEEL NUTS (MS21245-10) TO 270-300 IN LBS.
 - R 10. ACCOMPLISH GEAR RETRACTION. (REFER TO WORK COMPLIANCE FORM 32.T03).

OPERATOR: ED-WES, INC.
 AIRCRAFT NO.: 368
 AIRCRAFT REG.: NJ68MD

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 03-90

WORK COMPLIANCE FORM NO. 29.050A
 CARD NO: 29- 3 OPER03
 050600+ 150/300/600 HR INSPECTION

92226
 29-006
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WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES

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

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 30 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AWPD 299K

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

TECHNICIAN INSPECTOR MAN-HOURS
 HRS. THS

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 90309-906, EXTERNAL BACKUPS (2) P/N 90311-906

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

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND

WORK COMPLIANCE FORM NO. 24.190
 OPER03

ISSUED 08-90 REV. 07-91 050600+ 150/300/600 HR INSPECTION

92226
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WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES

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

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 30 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AW12D 298C

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

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

240114 CHECK AC INVERTER BLOWER CONTROL BOX.....

240114

CHECK AC INVERTER BLOWER CONTROL BOX

MECH INSP

R TEXT FROM MM 5-20-05

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.

[Signature] [Signature]

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

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 03-91

WORK COMPLIANCE FORM NO. 26.020
 CARD NO: 26- 1 OPER03
 050600+ 150/300/600 HR INSPECTION

92226
 26-002
 29 29

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES

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

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 1 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP
 INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

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

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

 260186

- R NOTE: 1. FOR AIRCRAFT NOT IN COMPLIANCE WITH SERVICE BULLETIN NO.1124-26-022, REVISION 2, REFER TO ITEM 1.
 R 2. FOR AIRCRAFT IN COMPLIANCE WITH SERVICE BULLETIN NO.1124-26-022, REVISION 2, REFER TO ITEM 2.

R ITEM 1 - OPERATIONAL CHECK FIRE PROTECTION SYSTEM (AIRCRAFT NOT IN COMPLIANCE WITH SERVICE BULLETIN NO.1124-26-022, REVISION 2) (REFER TO TABLE 1, FIGURE 2, 3 AND 4 ON CARD 26-1)
 R 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.

R A CHECK (WITH 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.
- R 10. DEPRESS LH 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.
- R 12. DEPRESS LEFT-HAND FULL/EMPTY PUSH BUTTON. LH FULL LIGHT SHOULD EXTINGUISH, LH EMPTY LIGHT SHOULD ILLUMINATE AND LEFT CARTRIDGE SIMULATING LIGHT ON FEST TESTER SHOULD ILLUMINATE. RH FULL LIGHT SHOULD REMAIN ILLUMINATED.
- R 13. DEPRESS RH FULL/EMPTY PUSH BUTTON, RH FULL LIGHT SHOULD EXTINGUISH, RIGHT-HAND EMPTY LIGHT SHOULD ILLUMINATE AND RIGHT CARTRIDGE SIMULATING LIGHT ON FEST TESTER SHOULD ILLUMINATE.
- R 14. DEPRESS LEFT FIRE PUSH BUTTON. ALL LIGHTS SHOULD GO OUT, AND SYSTEM SHOULD RETURN TO INITIAL STARTING POSITION.

OPERATOR: ED-WES, INC.

REPORT DATE 08/13/92

WORK COMPLIANCE FORM NO.

24.160

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER03

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050600+ 150/300/600 HR INSPECTION

92226

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES
24-015			
29 29			

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

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 30 YEAR 92 AIRCRAFT HOURS 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AWKD 298

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560707240AD

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

241657 INSPECT/TEST PRIORITY BUS DIODES...MM 24-50-00.....

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 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 08-90 REV. 07-91

WORK COMPLIANCE FORM NO. 24.170
 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.

92226
 24-017
 29 29

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 29 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AWKD298C

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

TECHNICIAN INSPECTOR MAN-HOURS
 HRS. THS

[Signature] [Signature]

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

244010 CHECK AFT RELAY PANEL (AC/DC) MECH INSP

R TEXT FROM MM 5-20-05

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 08/13/92
MODEL: 1124A WESTWIND
ISSUED 08-90 REV. 07-91

WORK COMPLIANCE FORM NO. 24.180
OPER03
050600+ 150/300/600 HR INSPECTION

92226
24-018
29 29

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES

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

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 30 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AWID298

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 5607677240 AP

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

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

244015 CHECK HORIZONTAL STABILIZER ACTUATOR RELAY BOX

R TEXT FROM MM 5-20-05

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.

MECH INSP

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

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 08-89 REV. 06-92

WORK COMPLIANCE FORM NO. 21.420A
 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.

92226	WORK DUE AT		* = APU HRS
21-027	DATE	HOURS	LANDINGS
29 29			CYCLES

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 30 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AWKD 2980

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767790 ADP

TECHNICIAN INSPECTOR MAN-HOURS
 HRS. THS

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

R 960078 SIL 1124-21-078 REVISION 1 35 DEGREE TEMP SENSOR...SIL 1124-21-078

R REASON: TO REDUCE THE EFFECTS OF DISSIMILAR METAL CORROSION ON THE
 R CONTACTS OF TEMP SENSOR CONNECTOR, P/J116 AND ENSURE A MORE
 R POSITIVE ELECTRICAL CONNECTION.

R EFFECTIVITY: MODEL 1124/1124A WESTWIND, ALL SERIAL NUMBERS.

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

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

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 30.140
 CARD NO: 30- 5 OPER03
 050600+ 150/300/600 HR INSPECTION

92226
 30-015
 29 29

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

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

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 30 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560267740 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560267740 AP

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

(300147) () INSPECT PILOT WINDSHIELD CYCLING CONTACTOR...MM 30-40-00.....
 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.....
 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

- GAIN ACCESS TO BOTH DC CONTACTOR BOXES AND REMOVE THEIR COVERS. REFER TO ILLUSTRATION.
- VISUALLY INSPECT CONTACTOR WIRING FOR EVIDENCE OF OVERHEATING. WIRING THAT HAS BEEN OVERHEATED SHOULD BE REPLACED.
- APPLY EXTERNAL POWER TO THE AIRCRAFT AND SELECT BATTERY MASTER TO "OVERRIDE" TO OPERATE THE WINDSHIELD HEAT SYSTEM ON "HI" (TO CLOSE CONTACTOR).
- CONNECT A DIGITAL VOLTMETER ACROSS WINDSHIELD CYCLING CONTACTOR TERMINALS A1 AND A2. SET METER TO 1 VOLT SCALE.
- 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.
- REINSTALL DC CONTACTOR BOX COVERS AND RETURN AIRCRAFT TO SERVICE.
- RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

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

REPORT DATE **08/13/92**
 MODEL: **1124A WESTWIND**
 ISSUED **07-88** REV.

WORK COMPLIANCE FORM NO. **24.140**
 OPER03
050600+ 150/300/600 HR INSPECTION

92226
 24 013
 29 29

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

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

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 30 YEAR 92 AIRCRAFT HOURS: 5120 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

TECHNICIAN INSPECTOR MAN-HOURS
 HRS. THS

[Signature] [Signature]

 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-WEB, INC.**
 AIRCRAFT NO.: **368**
 AIRCRAFT REG.: **N368MD**

REPORT DATE **08/13/92**
 MODEL: **1124A WESTWIND**
 ISSUED **08-90** REV.

WORK COMPLIANCE FORM NO. **21.490**
 OPER03
050600+ 150/300/600 HR INSPECTION

92226 21-046 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	

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 30 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AWKD 298C

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 APP

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

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

- 210290
 CHECK AIR CONDITIONING DUCTING AND TUBING
 TEXT FROM MM 5-20-05/PHASE 2, 8
 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
---	<u>[Signature]</u>
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OPERATOR: **ED-WEB, INC.**
 AIRCRAFT NO.: **368**
 AIRCRAFT REG.: **N368MD**

REPORT DATE **08/13/92**
 MODEL: **1124A WESTWIND**
 ISSUED **08-90** REV.

WORK COMPLIANCE FORM NO. **21.500**
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.

92226	WORK DUE AT	* = APU HRS.		
21-047	DATE	HOURS	LANDINGS	CYCLES
29 29				

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 30 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 382

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AWKD 299C

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

TECHNICIAN	INSPECTOR	MAN-HOURS
		HRS. THS

R 210102 VISUALLY INSPECT LEFT BLEED SWITCHING VALVE..... [Signature] [Signature]

R 210112 VISUALLY INSPECT RIGHT BLEED SWITCHING VALVE..... [Signature] [Signature]

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 [Signature] INSP [Signature]

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

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 07-91

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

92226	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.
53-011	DATE	HOURS	LANDINGS	CYCLES	
29 29					

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 30 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AWKD2982

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

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

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

INSPECT REAR COMPARTMENT (B)

R TEXT FROM MM 5-20-05

1. INSPECT FUSELAGE FUEL TANK AREA FOR GENERAL CONDITION AND LEAKAGE.
2. INSPECT FUEL SUPPLY LINES FOR CONDITION (OUTSIDE THE FUSELAGE).
3. INSPECT FUEL BOOST PUMP AREA AND PRESSURE REFUELING POINT AREA FOR GENERAL CONDITION.
- R 4. INSPECT FUEL SHUTOFF VALVES, CYCLE OFF AND ON, FOR GENERAL CONDITION AND LEAKAGE.
5. INSPECT AC AND DC ELECTRICAL COMPONENTS FOR SECURITY IN MOUNTS AND GENERAL CONDITION.
6. 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.
7. CHECK REFRIGERATION UNIT MOUNTING FOR CONDITION AND SECURITY.
8. CHECK HYDRAULIC SYSTEM COMPONENTS, FLUID CARRYING LINES AND FITTINGS FOR CHAFING, LEAKAGE, SECURITY, AND GENERAL CONDITION.

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<u>50</u>	<u>[Signature]</u>
<u>50</u>	<u>[Signature]</u>
<u>50</u>	<u>[Signature]</u>
<u>50</u>	<u>[Signature]</u>
<u>50</u>	<u>[Signature]</u>
<u>50</u>	<u>[Signature]</u>
<u>50</u>	<u>[Signature]</u>
<u>50</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.

9. CHECK LIFT DUMPER AND SPEED BRAKE SELECTOR VALVES FOR LEAKAGE AND CONDITION AND ELECTRICAL CONNECTIONS FOR SECURITY.
10. INSPECT HYDRAULIC POWER PANEL FOR LEAKAGE AND CONDITION.
11. 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.
12. CHECK HYDRAULIC EMERGENCY BRAKE SYSTEM ACCUMULATOR DRY NITROGEN CHARGE. REFER TO TABLE.

<u>50</u>	<u>[Signature]</u>
<u>50</u>	<u>[Signature]</u>
<u>50</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

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

<u>50</u>	<u>[Signature]</u>
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-20 DEGREES TO + 30 DEGREES F	750 + OR -40 PSI
+30 DEGREES TO + 80 DEGREES F	825 + OR -40 PSI
+80 DEGREES TO + 130 DEGREES F	900 + OR -40 PSI

TEXT FROM MM 5-20-05

- R14. INSPECT ANTI-SKID CONTROL VALVE FOR LEAKAGE AND ELECTRICAL CONNECTIONS FOR CONDITION AND SECURITY OF ATTACHMENT.
- R15. INSPECT HOSES, LINES AND ELECTRICAL BUNDLES ENTERING FUSELAGE FROM ENGINE NACELLES FOR DAMAGE, CHAFING,

<u>50</u>	<u>[Signature]</u>
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OPERATOR: **ED-WEB, INC.**
 AIRCRAFT NO.: **368**
 AIRCRAFT REG.: **N368MD**

REPORT DATE **08/13/92**
 MODEL: **1124A WESTWIND (CONTINUED)**
 ISSUED **07-88** REV. **07-91**

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

92226
53-011
29 29

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

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

LEAKS AND SECURITY.

16. CHECK PYLON-ENGINE MOUNT BEAMS ATTACH POINTS.
17. INSPECT PNEUMATIC DE-ICING EQUIPMENT AND ELECTRICAL CONNECTIONS FOR SECURITY AND CONDITION.
18. INSPECT ELECTRICAL BUNDLES AND TERMINAL STRIPS FOR DAMAGE, SECURITY AND LOOSE CONNECTIONS.
19. INSPECT AIR EJECTOR FOR OBSTRUCTIONS AND CONDITION.
20. CHECK AILERON, ELEVATOR AND RUDDER TRANSITION CABLE BELLCRANKS FOR SECURITY AND GENERAL CONDITION.
21. INSPECT FLIGHT CONTROL CABLES FOR CONDITION.
22. CHECK CABLE SWAGES FOR SECURE LOCK AND CONDITION.
23. INSPECT TORQUE TRANSFER TUBES AND ATTACH POINTS FOR FREENESS OF BEARINGS, SAFETY AND GENERAL CONDITION.
24. INSPECT AUTOPILOT SERVOS FOR SECURITY AND GENERAL CONDITION.
25. CHECK ABOVE WING AFT OF FUSELAGE STATION 316, ELECTRICAL BUNDLES AND STRUCTURE FOR GENERAL CONDITION.
26. INSPECT TELEFLEX THROTTLE CABLES - PUSH-PULL POWER CONTROL, FOR FRAYING, SAFETY AND GENERAL CONDITION.
27. VISUALLY INSPECT BLEED SWITCHING VALVE.
28. INSPECT AUXILIARY TANK AREA FOR LEAKAGE AND GENERAL CONDITION.
29. INSPECT FLAP PRIME MOVER AND FLEX SHAFTS FOR GENERAL CONDITION AND SECURITY.
30. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

[Handwritten signature and notes on the right margin]

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

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 53.060
 OPER03
 050600+ 150/300/600 HR INSPECTION

92226 53-012 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		

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 30 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AWKD 298C

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767240 AP

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

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

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.: N368ND

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 52.030A
 CARD NO: 52- 2 OPER03
 050600+ 150/300/600 HR INSPECTION

92226
 52-007
 29 29

WORK DUE AT		* = APU HRS		
DATE	HOURS	LANDINGS	CYCLES	

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

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 29 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRS. THS
520141 INSPECT/LUBRICATE LEFT EMERGENCY EXIT HATCH/SEAL...NO REF.....	<u>[Signature]</u>	<u>[Signature]</u>	
520151 INSPECT/LUBRICATE RIGHT EMERGENCY EXIT HATCH/SEAL...NO REF.....	<u>[Signature]</u>	<u>[Signature]</u>	

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.
 AIRCRAFT NO.: 368
 AIRCRAFT REG.: N368MD

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 07-91

WORK COMPLIANCE FORM NO. 53.0303
 CARD NO: 53- 2 OPER03
 050600+ 150/300/600 HR INSPECTION

92226	WORK DUE AT		* = APU HRS.	
53-006	DATE	HOURS	LANDINGS	CYCLES
29 29				

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

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 29 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767240 AP
 INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AP580767240

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS. THS
530141 INSPECT COCKPIT (C).....	<u>[Signature]</u>	<u>[Signature]</u>	
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

- 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 ACCESSIBLE INSTRUMENTS HOSES, LINES, ELECTRICAL WIRE BUNDLES AND CONNECTIONS FOR 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.
- R12. VISUALLY CHECK THAT ACCESSIBLE PRESSURIZATION SYSTEM HOSES AND LINES ARE IN GOOD CONDITION.
- 13. VISUALLY CHECK THAT PRESSURIZATION SYSTEM ISOBARIC VALVE IS SAFETIED IN OPEN POSITION.
- R14. INSPECT CREW SEATS AND MOUNTINGS 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
<u>[Signature]</u>	<u>[Signature]</u>
<u>[Signature]</u>	<u>[Signature]</u>
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<u>[Signature]</u>	<u>[Signature]</u>

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.

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

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 07-91

WORK COMPLIANCE FORM NO. 53.010
 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.

92226 53-001 29 29	WORK DUE AT			
	DATE	HOURS	LANDINGS	CYCLES

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 29 YEAR 92 AIRCRAFT HOURS: ~~580~~ ⁵⁷⁷⁰ LANDINGS: 3102

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

TECHNICIAN INSPECTOR MAN-HOURS
 HRS. THS

[Signature] [Signature]

530101 INSPECT FUSELAGE (A).....

530101
 INSPECT FUSELAGE (A)
 TEXT FROM MM 5-20-02

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

MECH INSP
[Signature] [Signature]
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[Signature] [Signature]
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[Signature] [Signature]
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OPERATOR: ED-WES, INC.
 AIRCRAFT NO.: 368
 AIRCRAFT REG.: N368MD

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 29.010A
 CARD NO: 29- 1 OPER03
 050600+ 150/300/600 HR INSPECTION

92226	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.
29-002	DATE	HOURS	LANDINGS	CYCLES	
29 29					

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 29 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: APJ70267240

TECHNICIAN INSPECTOR MAN-HOURS
 HRS. THS

W.S. [Signature]

290106 REPLACE HYDRAULIC RESERVOIR FILTER...NM 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 80309-264, 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 CAPB 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 30 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.
AIRCRAFT NO.: 368
AIRCRAFT REG.: N368MD

REPORT DATE 08/13/92
MODEL: 1124A WESTWIND
ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 52.0108
OPER03
050600+ 150/300/600 HR INSPECTION

92226
52-003
29 29

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

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

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 29 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

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

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

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.
 AIRCRAFT NO.: 368
 AIRCRAFT REG.: N368MD

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 29.050C
 CARD NO: 29- 3 OPER03
 050600+ 150/300/600 HR INSPECTION

92226
 29-008
 29 29

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES

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

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 29 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767790 AP

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRS. THS
290171 REPLACE LEFT HIGH PRESSURE HYDRAULIC FILTER ELEMENT...MM 29-10-10.....	<u>US</u>	<u>[Signature]</u>	
290206 REPLACE RIGHT HIGH PRESSURE HYDRAULIC FILTER ELEMENT...MM 29-10-10.....	<u>US</u>	<u>[Signature]</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 SAFETYWIRE.
 9. REMOVE CATCH PAN.
 10. PERFORM MAIN HYDRAULIC SYSTEM CHECK AS FOLLOWS:
 - A. START LEFT-HAND ENGINE. HYDRAULIC PRESSURE SHOULD BE 2000 + OR -50 PSI.
 - B. WITH ENGINE AT IDLE POWER, PLACE LIFT DUMPER CONTROL SWITCH TO ON AND OFF POSITIONS FOR 5 OPERATING CYCLES DURING 10 SECONDS. AFTER A RECOVERY PERIOD OF 10 SECONDS, CHECK THAT PUMP PRESSURE IS 1800 PSI MINIMUM. CHECK FOR LIFT DUMPER CYCLE TIME OF 2 SECONDS MAXIMUM. SHUT DOWN LEFT-HAND ENGINE.
 - C. REPEAT STEPS A. AND B. FOR RIGHT ENGINE.
 - D. CHECK HIGH PRESSURE FILTERS POP-OUT BUTTONS.
 - E. RELEASE HYDRAULIC PRESSURE AND CHECK HYDRAULIC FLUID LEVEL IN THE RESERVOIR.
 11. CHECK FOR HYDRAULIC LEAKS.
 12. INSTALL REAR BAGGAGE COMPARTMENT FRONT PANEL.
 13. RECORD FILTER REPLACEMENT COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.

REPORT DATE 08/13/92

WORK COMPLIANCE FORM NO.

52.010A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 52- 1

OPER03

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050600+ 150/300/600 HR INSPECTION

92226

WORK DUE AT

* = APU HRS

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

52-002

DATE

HOURS

LANDINGS

CYCLES

29 29

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 29 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 5802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

TECHNICIAN INSPECTOR MAN-HOURS
HRS. THS

520106 INSPECT/LUBRICATE CABIN ENTRANCE DOOR...MM 52-10-00..... W [Signature] _____

520106

INSPECT/LUBRICATE CABIN ENTRANCE DOOR (REFER TO FIGURE 2 ON CARD 52-1)

CONSUMABLES: SILICONE LUBRICANT, LUBRICATING OIL MIL-L-7820A

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

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

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

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

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 27.370
 CARD NO: 27-11 OPER03
 050600+ 150/300/600 HR INSPECTION

92226 27-039 29 29	WORK DUE AT				* = APU HRS.	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
	DATE	HOURS	LANDINGS	CYCLES		

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 29 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS. THS
270356 LUBRICATE GUST LOCK...MM 12-20-00.....	<u>[Signature]</u>	<u>[Signature]</u>	

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.

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

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

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 27.350
 CARD NO: 27-11 OPER03
 050600+ 150/300/600 HR INSPECTION

92226
 27-037
 29 29

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

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

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 29 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

TECHNICIAN INSPECTOR MAN-HOURS
 HRS. THS

270179 LUBRICATE CONTROL COLUMNS...MM 12-20-00..... WS [Signature]

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 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 79.120
 OPER03

050600+ 150/300/600 HR INSPECTION

92226
 79-010
 29 29

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

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

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 08 DAY 13 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3002
 TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AP 520.60.0922
 INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560267740 AP

TECHNICIAN INSPECTOR MAN-HOURS
 HRS. THS

790126 INSPECT LEFT ENGINE CHIP DETECTOR...ENG SM 72-00-00.....
 791626 INSPECT RIGHT ENGINE CHIP DETECTOR...ENG SM 72-00-00.....
 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 89413-357, PACKING P/N 89413-012, TORQUE WRENCH 0 TO 40 INCH-POUNDS, PACKING P/N 89413-236, TRICHLOROTRIFLUOROETHANE 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 89413-236 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 89413-012 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 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 73.140
 CARD NO: 73- 8 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.

92226	WORK DUE AT		* = APU HRS	
73-013	DATE	HOURS	LANDINGS	CYCLES
29 29				

WORK ACCOMPLISHED: DATE: MONTH 8 DAY 13 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: ASP 520.60.0934

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRS. THS
730116 INSPECT/REPLACE LEFT ENGINE FUEL FILTER...BM 72-00-00.....	<u>[Signature]</u>	<u>[Signature]</u>	
732616 INSPECT/REPLACE RIGHT ENGINE FUEL FILTER...BM 72-00-00.....	<u>[Signature]</u>	<u>[Signature]</u>	

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 59413-212, PACKING P/N 59412-032, COMPOUND LIQUI-MOLY NV OR EQUIVALENT, FILTER P/N 897513-1 OR P/N AC6091F8417 (PDST 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 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 03-91

WORK COMPLIANCE FORM NO. 74.010A
 OPER03
 050600+ 150/300/600 HR INSPECTION

92226
 74-004
 29 29

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES

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

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 14 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: APP 520 60 0932

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

TECHNICIAN INSPECTOR MAN-HOURS
 HRS. THS

R 740606 SERVICEABILITY CHECK RIGHT ENGINE IGNITION...LHM 72-00-00.....
 R IS GARRET SB TFE 731-74-3006 COMPLIED WITH? YES NO

[Signature] [Signature]

740106, 740606

R NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 74.010, 74.020.

R SERVICEABILITY CHECK ENGINE IGNITION

NOTE: PRE SB 74-3003 REFER TO STEP A.
 POST SB 74-3003 REFER TO STEP B.

R A SERVICEABILITY CHECK ENGINE IGNITION (PRE SB 74-3003)

R 1. REMOVE MOUNTING BOLTS SECURING IGNITION UNIT AND DISCONNECT LONGER IGNITER LEAD AT FORWARD IGNITER LEAD CONNECTOR ON IGNITION UNIT. (REFER TO WORK COMPLIANCE FORM 74.010 OR 74.020).

R 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 LEAD MAY DAMAGE CONNECTOR ON IGNITION UNIT.

- R 2. REINSTALL AND TIGHTEN ONE MOUNTING BOLT FOR IGNITION UNIT TO PROVIDE GOOD ELECTRICAL GROUND FOR IGNITION UNIT.
- R 3. SHORT INTERNAL HIGH VOLTAGE SOCKET OF CONNECTOR (FOR DISCONNECTED IGNITER LEAD) ON IGNITION UNIT TO GROUND. GROUND CONNECTION MAY BE ACCOMPLISHED BY FABRICATING A GROUND LEAD TERMINATED WITH A 10-40560 TERMINAL (AMPHENDL CORP., SUBSIDIARY OF ALLIED CORP., BENDIX CONNECTOR OPNS, 40-60 DELAWARE ST., SIDNEY, NY 13838) FOR CONNECTION TO IGNITION UNIT. TERMINAL (INSULATOR) CONTAINED IN 3070873-3 IGNITER LEAD PARTS KIT MAY BE USED IN LIEU OF 10-40560 TERMINAL.
- R 4. 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. REPLACE DEFECTIVE PARTS AS REQUIRED.
- R 5. PERFORM NORMAL ENGINE SHUTDOWN IN ACCORDANCE WITH AIRCRAFT FLIGHT MANUAL AND/OR APPROPRIATE AIRCRAFT DOCUMENT. REMOVE MOUNTING BOLT FOR IGNITION UNIT. REMOVE SHORT CONNECTED IN STEP 3 AND RECONNECT IGNITER LEAD. (REFER TO WORK COMPLIANCE FORM 74.010 OR 74.020).
- R 6. DISCONNECT SHORTER IGNITER LEAD AT AFT IGNITER LEAD CONNECTOR ON IGNITION UNIT. SHORT INTERNAL HIGH VOLTAGE SOCKET OF CONNECTOR (FOR DISCONNECTED IGNITER LEAD) TO GROUND WITH LEAD FABRICATED IN STEP 3.
- R 7. REINSTALL AND TIGHTEN ONE MOUNTING BOLT FOR IGNITION UNIT TO PROVIDE GOOD ELECTRICAL GROUND FOR IGNITION UNIT.
- R 8. 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. REPLACE DEFECTIVE PARTS AS REQUIRED.
- R 9. PERFORM NORMAL ENGINE SHUTDOWN IN ACCORDANCE WITH AIRCRAFT FLIGHT MANUAL AND/OR APPROPRIATE AIRCRAFT DOCUMENT. REMOVE MOUNTING BOLT FOR IGNITION UNIT. RESTORE NORMAL CONNECTIONS.
- R 10. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

R B SERVICEABILITY CHECK ENGINE IGNITION (POST SB 74-3003)

- R 1. TURN ON IGNITION SWITCH AND LISTEN FOR TWO DISTINCT AND OUT OF SEQUENCE AUDIBLE INDICATIONS (SNAPS) OF SPARKING. SYSTEM MAY BE SYNCHRONOUS FOR UP TO 30 SECONDS.
- R 2. IF ONLY ONE AUDIBLE INDICATION (SNAP) IS HEARD AFTER 30 SECONDS, REFER TO TROUBLE SHOOTING PROCEDURES TFE 731 LHM.

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

REPORT DATE 08/13/92
MODEL: 1124A WESTWIND
ISSUED 07-88 REV. 06-92

WORK COMPLIANCE FORM NO. 74.020
CARD NO: 74- 1 OPER03
050600+ 150/300/600 HR INSPECTION

Table with columns: WORK DUE AT (DATE, HOURS), * = APU HRS. (LANDINGS, CYCLES), RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 11 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: APP 520600432

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

740611 PART NAME: () RIGHT ENGINE 6 O'CLOCK IGNITER PLUG
REASON REMOVED: (CHECK ONE)
TIME A () FAIL B () WORN C (X) LOANER D () SCHED CONV E () MOD G () SERVICE K () ENG CHG L () TIRE CHG M () DAMAGED T ()

PART REMOVED: PART NUMBER SERIAL NUMBER:

PART INSTALLED: PART NUMBER 307 0967-1E SERIAL NUMBER:

INSTALLED TSN: HRS LDGS NOS INSTALLED TSO: HRS LDGS NOS

WARRANTY TIME REMAINING: HRS LDGS NOS MAN-HOURS: HRS TENTHS PRICE: \$
SIGNOFF ANY WORK ACCOMPLISHED BELOW.

IS GARRET SB TFE 731-74-3006 COMPLIED WITH? YES NO
740606 SERVICEABILITY CHECK RIGHT ENGINE IGNITION...LMM 72-00-00
740616 INSPECT RIGHT ENGINE 6 O'CLOCK IGNITER PLUG...LMM 74-00-01

740621 PART NAME: () RIGHT ENGINE 7 O'CLOCK IGNITER PLUG
REASON REMOVED: (CHECK ONE)

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

PART REMOVED: PART NUMBER SERIAL NUMBER:

PART INSTALLED: PART NUMBER 307 0967-1E SERIAL NUMBER:

INSTALLED TSN: HRS LDGS NOS INSTALLED TSO: HRS LDGS NOS

WARRANTY TIME REMAINING: HRS LDGS NOS MAN-HOURS: HRS TENTHS PRICE: \$
SIGNOFF ANY WORK ACCOMPLISHED BELOW.

IS GARRET SB TFE 731-74-3006 COMPLIED WITH? YES NO
740606 SERVICEABILITY CHECK RIGHT ENGINE IGNITION...LMM 72-00-00
740616 INSPECT RIGHT ENGINE 6 O'CLOCK IGNITER PLUG...LMM 74-00-01

740101, 740111, 740121, 740601, 740611, 740621

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 79.060.

IGNITION UNIT AND IGNITER PLUGS - REMOVAL AND INSTALLATION, INSPECT IGNITER PLUGS, SERVICEABILITY CHECK ENGINE
EQUIPMENT/CONSUMABLES: COMPOUND FEL-PRO C-5A, DU PONT TEFLON DRY LUBRICANT, TORQUE WRENCH CAPABLE OF 70 INCH-POUNDS

- 1. ENSURE IGNITION SYSTEM IS DE-ENERGIZED.
2. REMOVE BOTTOM PANEL.
3. REMOVE SERVICE TUBE CLAMPS.
4. DISCONNECT WIRING HARNESS ELECTRICAL CONNECTOR FROM IGNITION UNIT.

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.

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

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 27.360
 CARD NO: 27-11 OPER03
 050600+ 150/300/600 HR INSPECTION

92226
 27-038
 29 29

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

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

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 29 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 580767240 AD

TECHNICIAN INSPECTOR MAN-HOURS
 HRS. THS

270346 LUBRICATE FLIGHT CONTROL FORWARD/AFT BELLCRANKS...MM 12-20-00..... WS [Signature]

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 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 08-89 REV. 07-91

WORK COMPLIANCE FORM NO. 57.0102
 CARD NO: 57- 1 OPER03
 050600+ 150/300/600 HR INSPECTION

92226	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.
57-004	DATE	HOURS	LANDINGS	CYCLES	
29 29					

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 29 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AJKD298C
 INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AD

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

570104, 570119			

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

R CONSUMABLES: LPS-3 OR EQUIVALENT
 R TEXT FROM MM 5-20-03
 R

1. INSPECT WING FLAPS FOR SECURITY, CRACKS, LOOSE RIVETS AND CONDITION OF SKIN.
2. INSPECT ATTACH POINTS, HINGES AND BEARINGS FOR GENERAL CONDITION, SECURITY AND CRACKS.
- R 3. INSPECT ATTACH POINTS, BONDING JUMPERS FOR CONDITION, FRAYING AND SECURITY.
4. 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.
5. INSPECT FLAP ACTUATING JACKS, ATTACH POINTS, ELECTRICAL CONNECTIONS, RIGGING AND MICROSWITCH SLIDERS FOR SECURITY AND GENERAL CONDITION.
6. INSPECT FLAP POSITION TRANSMITTER POTENTIOMETER, ATTACH POINTS AND ELECTRICAL CONNECTIONS FOR SECURITY AND CONDITION.
7. 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.
8. INSPECT AILERON FOR SECURITY AND CONDITION.
9. INSPECT AILERON SKIN FOR CONDITION AND LOOSE RIVETS.
10. INSPECT TORQUE TRANSFER TUBES FOR SECURITY OF ATTACHMENT AND SAFETY.
11. CHECK AILERON TRIM TABS TO ACTUATOR ATTACH POINTS AND ELECTRICAL CONNECTIONS FOR SECURITY AND CONDITION.
12. INSPECT AILERON HINGE POINTS, CHECK ALL BEARINGS FOR LOOSENESS, ROUGHNESS, SAFETY AND GENERAL CONDITION.
13. INSPECT AILERON HINGE POINTS, BONDING JUMPERS FOR CONDITION, FRAYING AND SECURITY.
14. LUBRICATE PUSH-PULL TUBE ROLLER GUIDES (ROLLER AND TUBE) WITH LPS-3 OR EQUIVALENT.
15. LUBRICATE TRIM TAB AND SERVO TAB HINGES FROM INSIDE WITH LPS-3 OR EQUIVALENT.
16. CHECK NON-ICING FUEL VENT FOR OBSTRUCTIONS AND FUEL LEAKAGE.
17. INSPECT TIP TANK AND WING FILLET FOR CONDITION, SECURITY AND FUEL LEAKS.
18. INSPECT TIP TANK NAVIGATION LIGHT LENS FOR CRACKS, SECURITY AND CONDITION. (POSITION AND STROBE.)
19. INSPECT LANDING LIGHT LENS AND LIGHT FOR SECURITY AND CONDITION.
- R 20. CHECK DRAIN HOLES FOR CLEANLINESS.
21. PERFORM STATIC DISCHARGE WICK RESISTANCE CHECK. (AILERONS AND TIP TANKS) (REFER TO WORK COMPLIANCE FORM 23.120).
22. INSPECT LOWER SURFACE OF WING SKIN FOR CRACKS, SCRATCHES, LOOSE RIVETS, AND VORTEX GENERATORS FOR SECURITY AND CONDITION.
23. CHECK CONDITION OF LEADING EDGE PNEUMATIC DE-ICER BOOT.
24. CHECK FUEL TANK DRAINS FOR CONDITION AND LEAKAGE.
25. INSPECT WING SKIN FOR CRACKS, SCRATCHES, LOOSE RIVETS, FUEL LEAKAGE AND GENERAL CONDITION.
26. CHECK ALL PLUMBING ATTACHED ALONG WING REAR SPAR FOR PROPER ROUTING SECURITY, CONDITION AND LEAKS.

MECH INSP
 [Handwritten initials and marks in columns next to the list items]

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

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND (CONTINUED)
 ISSUED 08-89 REV. 07-91

WORK COMPLIANCE FORM NO. 57.0102
 OPER03
 CARD NO: 57- 1
 050600+ 150/300/600 HR INSPECTION

92226
 57-004
 29 29

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES

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

PAGE 2

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

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

R

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

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 07-91

WORK COMPLIANCE FORM NO. 53.0202
 OPER03
 050600+ 150/300/600 HR INSPECTION

92226	WORK DUE AT DATE	HOURS	APU HRS	CYCLES	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
53-003					
29 29					

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 14 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

TECHNICIAN INSPECTOR MAN-HOURS
 HRS. THS

[Signature] [Signature]

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

1. INSPECT PITDT LINES FOR CHAFING AND DAMAGE.
2. INSPECT ELECTRICAL COMPONENTS, WIRE BUNDLES, WINDSHIELD RESISTORS AND TERMINAL STRIPS FOR DAMAGE, SECURITY AND LOBE 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
<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>

[Signature] [Signature]

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

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 03-90

WORK COMPLIANCE FORM NO. 30.100
 CARD NO: 30- 1 OPER03
 050600+ 150/300/600 HR INSPECTION

92226 30-011 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	

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 30 YEAR 92 AIRCRAFT HOURS: 5720 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

TECHNICIAN INSPECTOR MAN-HOURS
 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 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 07-91

WORK COMPLIANCE FORM NO. 57.020
 OPER03
 050600+ 150/300/600 HR INSPECTION

92226
 57-002
 29 29

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

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

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 29 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AW-127 298K

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

TECHNICIAN	INSPECTOR	MAN-HOURS
HRS.	HRS.	T.HS

570106	INSPECT LEFT AILERON BELLCRANK...MM 5-20-03.....	<u>[Signature]</u>	<u>[Signature]</u>	
570120	INSPECT RIGHT AILERON BELLCRANK...MM 5-20-03.....	<u>[Signature]</u>	<u>[Signature]</u>	

570106, 570120
 INSPECT AILERON BELLCRANK

- R 1. INSPECT AILERON BELLCRANK TRAVEL STOPS AND ATTACH POINTS FOR SAFETY, GENERAL CONDITION AND SECURITY. ENSURE THAT TRAVEL STOPS MAKE CONTACT IN BOTH DIRECTIONS OF FULL TRAVEL.
- R 2. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

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

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND

WORK COMPLIANCE FORM NO. 95.090
 OPER03
 050600+ 150/300/600 HR INSPECTION

92226
 95-001
 29 29

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES

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

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 29 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AWR D298C

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560267740 AP

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

950920 SERVICE LETTER WW-2492 HYDRAULIC HOSE INSPECTION...SL WW-2492.....

REASON: REMIND PERSONNEL OF THE LEAK INSPECTION REQUIREMENTS FOR ALL HYDRAULIC SYSTEM HOSES AND TO PAY SPECIAL ATTENTION TO THOSE THAT CONTAIN A RUBBER LINER MATERIAL (COLOR CODED BY A GREEN EXTERNAL APPEARANCE).

INSTRUCTIONS: ROUTINE INSPECTION SHOULD BE PERFORMED OF ALL HYDRAULIC SYSTEM FLEXIBLE HOSES FOR LEAKAGE OR DETERIORATION IN ACCORDANCE WITH THE REQUIREMENTS OF CHAPTER 5 OR 50 HOUR PHASE INSPECTION PROGRAM. MATERIALS USED IN TEFLON LINED HOSES ARE MORE RESISTANT TO WEAR AND DETERIORATION THAN THE RUBBER LINER HOSES. EITHER TYPE HOSE MAY BE USED OR REPLACEMENT OF DEFECTIVE HOSES, HOWEVER, THE TEFLON LINED HOSES SHOULD PROVIDE EXTENDED SERVICE LIFE.

REFER TO APPLICABLE SERVICE LETTER FOR PROCEDURE.

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

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 02-92

WORK COMPLIANCE FORM NO. 28.010A
 OPER03
 050600+ 150/300/600 HR INSPECTION

92226	WORK DUE AT	* = APU HRS.		
28-011	DATE	HOURS	LANDINGS	CYCLES
29 29				

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

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 1 YEAR 92 AIRCRAFT HOURS 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

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

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

281150

- R CHECK OPERATION OF FUEL BOOST PUMPS
- R 1. PLACE L SHUTOFF AND R SHUTOFF SWITCHES IN CLOSE POSITION. OBSERVE IN TRAN LIGHTS INDICATING CLOSING.
 - R 2. PLACE BOTH LEFT AND RIGHT BOOST PUMP SWITCHES IN MAIN POSITION. OBSERVE FUEL PRESS LOW WARNING LIGHTS REMAIN ON AND ALT BOOST PUMP ON LIGHTS COME ON.
 - R 3. PLACE BOTH L SHUTOFF AND R SHUTOFF SWITCHES IN OPEN POSITION. OBSERVE IN TRAN LIGHT INDICATING OPENING AND FUEL PRESS LOW LIGHTS GO OUT.
 - R 4. PULL BOTH LEFT AND RIGHT ALT BOOST PUMP CIRCUIT BREAKERS. OBSERVE ALT BOOST PUMP ON LIGHTS GO OUT AND FUEL PRESS LOW LIGHTS REMAIN OUT.
 - R 5. PLACE BOTH LEFT AND BOOST PUMP SWITCHES IN OFF POSITION. OBSERVE FUEL PRESS LOW LIGHTS COME ON.
 6. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

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

REPORT DATE 08/13/92
MODEL: 1124A WESTWIND
ISSUED 07-88 REV. 01-92

WORK COMPLIANCE FORM NO. 26.030
CARD NO: 26- 2 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.

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

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 29 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560267740 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560267740 AP

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:

INSTALLED TSN: HRS LDGS MOS INSTALLED TSO: HRS LDGS MOS

WARRANTY TIME REMAINING: HRS LOGS MOS MAN-HOURS: HRS TENTHS PRICE: \$
SIGNOFF ANY WORK ACCOMPLISHED BELOW.

Table with columns: NO/DAY/YR, TECHNICIAN, INSPECTOR, MAN-HOURS. Rows for 260171, 260172, 260173, 260174 (circled).

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:

INSTALLED TSN: HRS LDGS MOS INSTALLED TSO: HRS LDGS MOS

WARRANTY TIME REMAINING: HRS LOGS MOS MAN-HOURS: HRS TENTHS PRICE: \$
SIGNOFF ANY WORK ACCOMPLISHED BELOW.

Table with columns: NO/DAY/YR, TECHNICIAN, INSPECTOR, MAN-HOURS. Rows for 260181, 260182, 260183, 260184 (circled).

260166, 260176
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)

- A REMOVAL (REFER TO FIGURES 1 AND 2)
1. GAIN ACCESS TO FIRE EXTINGUISHER. ONE IS LOCATED IN THE COCKPIT AFT OF THE PILOT SEAT, AND THE OTHER IS LOCATED IN THE CABIN ON THE RIGHT-HAND AFT WALL BEHIND THE SEAT.
2. DISENGAGE QUICK-RELEASE STRAP AND REMOVE EXTINGUISHER FROM MOUNTING BRACKET.

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

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 34.060
 CARD NO: 34- 3 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.

92226	WORK DUE AT	* = APU HRS		
34-005	DATE	HOURS	LANDINGS	CYCLES
29 29				

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 1 YEAR 92 AIRCRAFT HOURS: 5770 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

TECHNICIAN INSPECTOR MAN-HOURS
 HRS. THS

[Signature] [Signature]

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

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 BEAT. 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-WEB, INC.
 AIRCRAFT NO.: 368
 AIRCRAFT REG.: N368MD

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 12-88 REV. 01-90

WORK COMPLIANCE FORM NO. 21.480
 CARD NO: 21-12 OPER03
 050600+ 150/300/600 HR INSPECTION

92226
 21-045
 29 29

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

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

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 29 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

TECHNICIAN INSPECTOR MAN-HOURS
 HRS. THS

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 DRIFICE 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.
 AIRCRAFT NO.: 368
 AIRCRAFT REG.: N368ND

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 08-90

WORK COMPLIANCE FORM NO. 29.120A
 CARD NO: 29- 5 OPER03
 050600+ 150/300/600 HR INSPECTION

92226
 29-016
 29 29

WORK DUE AT		* -- APU HRS	
DATE	HOURS	LANDINGS	CYCLES

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

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 31 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 580267740AP

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

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 COWL.

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

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

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

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

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

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

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 07-91

WORK COMPLIANCE FORM NO. 21.080
 OPER03
 050600+ 150/300/600 HR INSPECTION

92226
 21-010
 29 29

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES

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

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 22 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3902

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560762240AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560762240AP

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS. THS
210211 REPLACE UPPER INLET AIR FILTER ELEMENT...MM 21-30-00.....	<u>[Signature]</u>	<u>[Signature]</u>	
210221 REPLACE LOWER INLET AIR FILTER ELEMENT...MM 21-30-00.....	<u>[Signature]</u>	<u>[Signature]</u>	

210211, 210221

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

- REPLACE INLET AIR FILTER ELEMENTS
- R 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.
 - R 2. REMOVE FILTER ELEMENT CARTRIDGE FROM RUBBER BOOT FILTER HOUSING.
 - R 3. INSPECT FILTER ELEMENT CARTRIDGE.
 - R 4. INSTALL SERVICEABLE FILTER ELEMENT CARTRIDGE IN RUBBER BOOT FILTER HOUSING.
 5. INSTALL PILOT'S SEAT. REFER TO WORK COMPLIANCE FORM 25.010.
 6. RECORD REPLACEMENT COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

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

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-91 REV. 06-92

WORK COMPLIANCE FORM NO. 27.510
 OPER03
 050600+ 150/300/600 HR INSPECTION

92226	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.
27-051	DATE	HOURS	LANDINGS	CYCLES	
29 29					

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 28 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AWKD298C

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

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

R 270240, 270242

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

- R INSPECT FLAP HINGE/BEARING (600 HR)
- R 1. REMOVE WING FLAP HINGE FAIRINGS SO THAT BEARING(S) ACTION MAY BE OBSERVED.
- R 2. CLOSELY OBSERVE BEARING(S) WHILE FLAPS ARE OPERATED AND NOTE WHETHER BEARING INNER RACE ROTATES WITH FLAP HINGE. THIS CHECKS FOR "FROZEN" BEARING.
- R 3. USING FLASHLIGHT, INSPECT OUTER RIM OF HINGE FOR CRACKS, AS VISIBLE FROM BOTTOM PART OF HINGE THROUGHOUT TOTAL FLAP TRAVEL RANGE.
- R 4. FULLY EXTEND FLAPS AND CHECK FOR ANY UNUSUAL LOOSENESS IN FLAP HINGE BEARINGS BY GRASPING TRAILING EDGE OF FLAPS AND SHAKING UP AND DOWN, THEN GRASP FLAP HINGE (NOT WING HINGE) AND SHAKE SIDEWAYS TO ESTABLISH IF THERE IS LOOSENESS BETWEEN BEARING(S) OUTER RIM AND HINGE.
- R 5. IF EACH OF THESE CHECKS ARE SATISFACTORY, INSTALL WING FLAP HINGE FAIRINGS. THE HINGE AND BEARING(S) ARE CONSIDERED AIRWORTHY, SUBJECT TO REINSPECTION AT THE NEXT SCHEDULED INSPECTION.
- R 6. IF DISCREPANCY IS FOUND PROCEED AS FOLLOWS:
 - R A. REMOVE WING FLAPS. REFER TO WORK COMPLIANCE FORM 27.200.
 - R B. IF BEARING(S) APPEAR TO BE "FROZEN" INSTALL A BOLT AND NUT IN BEARING INNER RACE AND CHECK TORQUE REQUIRED TO ROTATE INNER RACE. AN INSTALLED BEARING IS CONSIDERED SATISFACTORY IF THE INNER RACE WILL ROTATE AT 10 INCH-POUNDS OR LESS TORQUE. IF INITIAL TORQUE IS HIGH, LUBRICATE BEARING WITH WD-40 OR EQUIVALENT, ROTATE BEARING AND OSCILLATE AT THE SAME TIME AS THIS IS A SELF-ALIGNING SPHERICAL BEARING. IF THIS FREES BEARING TO OPERATE SMOOTHLY WITHIN THE TORQUE LIMIT, BEARING MAY BE CONTINUED IN SERVICE.
- R 7. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

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

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-91 REV. 06-92

WORK COMPLIANCE FORM NO. 27.520
 OPER03
 050600+ 150/300/600 HR INSPECTION

92226 27-050 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	

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 28 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AWKD298C
 INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767240 AP

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS. THS
270244 INSPECT LEFT FLAP HINGE/BEARING (600 HR)...MM 27-50-00.....	<u>[Signature]</u>	<u>[Signature]</u>	
270245 INSPECT RIGHT FLAP HINGE/BEARING (600 HR)...MM 27-50-00.....	<u>[Signature]</u>	<u>[Signature]</u>	

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

- R INSPECT FLAP HINGE/BEARING (150 HR)
- R 1. REMOVE WING FLAPS. REFER TO WORK COMPLIANCE FORM 27.200.
- R 2. IF BEARING(S) APPEAR TO BE "FROZEN" INSTALL A BOLT AND NUT IN BEARING INNER RACE AND CHECK TORQUE REQUIRED TO ROTATE INNER RACE. AN INSTALLED BEARING IS CONSIDERED SATISFACTORY IF THE INNER RACE WILL ROTATE AT 10 INCH-POUNDS OR LESS TORQUE. IF INITIAL TORQUE IS HIGH, LUBRICATE BEARING WITH WD-40 OR EQUIVALENT, ROTATE BEARING AND OSCILLATE AT THE SAME TIME AS THIS IS A SELF-ALIGNING SPHERICAL BEARING. IF THIS FREES BEARING TO OPERATE SMOOTHLY WITHIN THE TORQUE LIMIT, BEARING MAY BE CONTINUED IN SERVICE.
- R 3. INSPECT FLAP HINGES FOR CRACKS, CORROSION OR LOOSENESS.
- R 4. INSPECT HINGE BEARINGS FOR FREE AND PROPER MOVEMENT AND FOR EXCESSIVE PLAY BETWEEN INNER RACE (SPHERICAL BALL) AND OUTER RACE AND BETWEEN OUTER RACE AND HINGE RECEPTACLE.
- R 5. REPLACE ANY DEFECTIVE OR DAMAGED PART AS REQUIRED AND REINSTALL WING FLAPS.
- R 6. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

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

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND

WORK COMPLIANCE FORM NO. 95.050
 CARD NO: 95- 2 OPER03
 050600+ 150/300/600 HR INSPECTION

92226
 95-006
 29 24

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES

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

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 1 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: APP 520 60.043L
 INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767240AP

TECHNICIAN [Signature] INSPECTOR [Signature] MAN-HOURS
 HRS.THS

(950500) () INSPECT NACELLE COWLS...SL NO. WW-2450B.....

950500

INSPECT NACELLE COWLS (REFER TO ILLUSTRATION ON CARD 95-2)

R EQUIPMENT/CONSUMABLES: 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

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 AIRCRAFT NO.: 368
 AIRCRAFT REG.: N368MD

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 07-91

WORK COMPLIANCE FORM NO. 54.0103
 CARD NO: 54- 1 OPER03
 050600+ 150/300/600 HR INSPECTION

92226 54-003 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	

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 11 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3902

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: HAP 520 60 0432

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767240AP

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS. THS
540111 INSPECT LEFT ENGINE NACELLE/PYLON (C).....	<u>[Signature]</u>	<u>[Signature]</u>	
540101 INSPECT LEFT ENGINE NACELLE/PYLON (A)			
540106 INSPECT LEFT ENGINE NACELLE/PYLON (B)			
540131 INSPECT RIGHT ENGINE NACELLE/PYLON (C).....	<u>[Signature]</u>	<u>[Signature]</u>	
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) MECH INSP

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

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

2. INSPECT THRUST REVERSER MECHANICAL SYSTEM INCLUDING THROTTLE RETARDER FEEDBACK CONTROL AND ACTUATOR LINKAGE FOR CHAFING, DISTORTION, SECURITY AND EVIDENCE OF WORN BUSHINGS. [Signature]
- R 3. INSPECT THRUST REVERSER FOR GENERAL CONDITION, CRACKS, CLEANLINESS, FOREIGN OBJECT DAMAGE, FLUID ACCUMULATION AND LOOSE OR WORKING FASTENERS. [Signature]
4. INSPECT THRUST REVERSER ACTUATOR MOUNTING AND STOP BOLTS FOR SECURITY AND SAFETYWIRE. [Signature]
5. 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. [Signature]
6. INSPECT THRUST REVERSER HYDRAULIC SYSTEM INCLUDING ACTUATORS AND HYDRAULIC LINES, QUICK DISCONNECTS FOR EVIDENCE OF LEAKS, CRACKS, DENTS, CLEARANCE, CONDITION AND SECURITY. [Signature]
7. INSPECT THRUST REVERSER ELECTRICAL SYSTEM FOR CRACKED OR BURNED INSULATION, LOOSE CONNECTIONS AND FRAYED WIRES. [Signature]
8. INSPECT THRUST REVERSER ELECTRICAL COMPONENTS FOR DETERIORATION AND BROKEN OR BENT PINS, SECURITY AND CLEARANCE. [Signature]
9. INSPECT THRUST REVERSER OUTER COMB PANELS FOR DENTS, DISTORTION, CRACKS, CORROSION, LOOSE OR MISSING RIVETS, AND CLEANLINESS. [Signature]
10. INSPECT THRUST REVERSER INNER DUCT STRUCTURE FOR CRACKS, STRUCTURAL DAMAGE, LOOSE OR MISSING RIVETS, CORROSION, DISTORTION OR HOT SPOTS. [Signature]
10. INSPECT THRUST REVERSER STANG SUPPORT FOR STRUCTURAL DAMAGE, CORROSION AND LOOSE OR MISSING RIVETS. [Signature]
12. REINSTALL ACCESS COVER AND STANG COVERS. REMOVE GROUND DEPLOY LOCKS AND RESTORE TO NORMAL POSITION. [Signature]
13. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.
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 AIRCRAFT REG.: N368MD

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
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WORK COMPLIANCE FORM NO. 78.110
 CARD NO: 78- 5 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.

92226	WORK DUE AT	* - APU HRS.		
78-012	DATE	HOURS	LANDINGS	CYCLES
29 29				

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 31 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3102

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AP 520.60.043
 INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560262240

	TECHNICIAN	INSPECTOR	MAN-HOURS
	HRS.	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 REVERBER (REFER TO ILLUSTRATION ON CARD 78-5)
 EQUIPMENT: HYDRAULIC POWER UNIT 0 TO 3000 PBI 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 REVERBERS 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 REVERBERS. ONE COMPLETE CYCLE OF BOTH RIGHT-HAND AND LEFT-HAND THRUST REVERBERS 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.**
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 AIRCRAFT REG.: **N368MD**

REPORT DATE **08/13/92**
 MODEL: **1124A WESTWIND**
 ISSUED **07-88** REV.

WORK COMPLIANCE FORM NO. **78.100**
 CARD NO: **78- 4** 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.

92226 78-011 29 29	WORK DUE AT			
	DATE	HOURS	LANDINGS	CYCLES

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 11 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AP 520600932

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 580267240 AA

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRB.THS
780143 LUBRICATE LEFT THRUST REVERSER ASSEMBLY...MM 12-20-00.....	<u>[Signature]</u>	<u>[Signature]</u>	
780643 LUBRICATE RIGHT THRUST REVERSER ASSEMBLY...MM 12-20-00.....	<u>[Signature]</u>	<u>[Signature]</u>	

- 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 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 23.120
 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.

92226 23-012 29 29	WORK DUE AT			
	DATE	HOURS	LANDINGS	CYCLES

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 1 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3102

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AP 520.60.0932

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

 TECHNICIAN INSPECTOR MAN-HOURS
 HRS. THS
[Signature] [Signature]

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

230218 CHECK STATIC DISCHARGE WICK RESISTANCE

EQUIPMENT: DIGITAL OR BRIDGE TYPE OHMMETER AND LOW CURRENT MEGOHMMETER

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

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

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

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

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

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

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

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

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

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

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 01-89

WORK COMPLIANCE FORM NO. 79.100
 OPER03
 050600+ 150/300/600 HR INSPECTION

92226	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
79-008	DATE	HOURS	LANDINGS	CYCLES	
29 29					

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 24 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP
 INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740

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

 790116, 791616
 SOAP CHECK ENGINE
 CONSUMABLES: SAMPLING KIT P/N 294199-1
 1. POSITION DRIP PAN UNDER ENGINE TO CATCH ANY SPILLED OIL.

CAUTION: WHEN TAKING OIL SAMPLE FROM ENGINE FOR SOAP CHECK, ENSURE ALL EQUIPMENT USED IS CLEAN AND NOT 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.

- 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.
- REMOVE OIL FILTER FROM ENGINE.
- VISUALLY INSPECT OIL FILTER. IF AN ABNORMAL NUMBER OF TRAPPED PARTICLES IS EVIDENT, CONTACT A GARRETT FIELD SERVICE ENGINEER FOR GUIDANCE AND FURTHER INSTRUCTIONS.
- PLACE OIL FILTER IN CONTAINER SUPPLIED IN SAMPLING KIT.
- INSTALL REPLACEMENT OIL FILTER ON ENGINE.

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

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

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

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

REPORT DATE 08/13/92
MODEL: 1124A WESTWIND
ISSUED 07-88 REV. 07-91

WORK COMPLIANCE FORM NO. 12.010
CARD NO: 12-1 OPER03
050600+ 150/300/600 HR INSPECTION

92226
12-001
29 29

Table with columns: WORK DUE AT, DATE, HOURS, * = APU HRS., LANDINGS, CYCLES

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

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 24 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740 AD
INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AD

TECHNICIAN INSPECTOR MAN-HOURS
HRS. THS

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

R 120150
R PRE-FLIGHT CHECK (REFER TO ILLUSTRATION ON CARD 12-1)
R 1. PERFORM PRE-FLIGHT CHECK AS FOLLOWS:

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

- A. LEFT SIDE, FORWARD
(1) WING INSPECTION LIGHT - CHECKED
(2) WINDOWS (INTACT AND CLEAN) - CHECKED
(3) EMERGENCY EXIT - SECURED
(4) STATIC SOURCES - CLEAR AND COVER STOWED
(5) ENTRANCE DOOR - CHECK CONDITION
(6) STATIC DRAIN - DRAIN AND CHECK CLOSED
(7) WINDSHIELD AND WIPER BLADE - CHECKED
(8) PITOT TUBE - CLEAR AND COVER STOWED
B. NOSE AREA
(1) NOSE COMPARTMENT VENTILATION INTAKE - CLEAR
(2) LEFT NOSE COMPARTMENT ACCESS COVER - SECURED
(3) RADDOME - CHECK CONDITION
(4) NOSE GEAR STRUT EXTENSION - 1.5 INCHES MINIMUM
(5) NOSE GEAR SCISSOR - PIN IN PLACE AND LOCKED
(6) NOSEWHEELS AND TIRES - CHECKED
(7) OXYGEN DISCHARGE INDICATOR (GREEN) - CHECKED
(8) NOSE COMPARTMENT VENTILATION OUTLET - CLEAR
(9) OXYGEN ACCESS DOOR - SECURED
(10) RIGHT NOSE COMPARTMENT ACCESS COVER - SECURED
C. RIGHT SIDE, FORWARD
(1) PITOT TUBE - CLEAR AND COVER STOWED
(2) WINDSHIELD AND WIPER BLADE - CHECKED
(3) ADA PROBE - CLEAR AND ROTATES FREELY
(4) STATIC DRAINS (3) - DRAIN AND CHECK CLOSED
(5) OUTFLOW VALVES (2) - CHECKED
(6) WINDOWS - INTACT AND CLEAN
(7) EMERGENCY EXIT - SECURED
(8) STATIC SOURCES - CLEAN AND COVER STOWED
(9) WING INSPECTION LIGHT - CHECKED
D. RIGHT WING AREA
(1) FUSELAGE FUEL SUMP DRAIN - DRAIN

[Vertical column of handwritten checkmarks and initials]

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

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

OPERATOR: ED-WES, INC.
 AIRCRAFT NO.: 368
 AIRCRAFT REG.: NJ68MD

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND (CONTINUED)
 ISSUED 07-88 REV. 07-91

WORK COMPLIANCE FORM NO. 12.010
 CARD NO: 12- 1 OPER03
 050600+ 150/300/600 HR INSPECTION

92226
 12-001
 29 29

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

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

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

NOTE: IF WATER IS FOUND, WING AND TIP TANK SHOULD BE CHECKED

- R (2) FUEL FILLER DOOR - SECURED
- R (3) SPEED BRAKE, BRAKE DOOR SPRINGS AND LIFT DUMPERS - CHECK CONDITION
- R (4) FLAP, AILERON, TAB AND STATIC DISCHARGERS - CHECKED

OPERATOR: ED-WES, INC.

REPORT DATE 08/13/92

WORK COMPLIANCE FORM NO.

12.010

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND (CONTINUED)

CARD NO: 12- 1

OPER03

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 07-91

050600+ 150/300/600 HR INSPECTION

92226

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.

12-001

DATE

HOURS

LANDINGS

CYCLES

29 29

PAGE 3

- R (5) TIP TANK, - CHECK (LANDING, STROBE, POSITION LIGHTS, DRAINS, DUMP
- R OUTLET, STATIC DISCHARGERS AND VORTEX GENERATOR)
- R (6) TIP TANK FUELING VALVE - CLOSED (UP)
- R (7) WING FUEL VENTS - CLEAR
- R (8) WING DEICER BOOT AND STALL STRIP - CHECK CONDITION
- R (9) WHEEL WELL - CHECK CONDITION
- R (10) TIRE AND SHOCK STRUT FOR PROPER INFLATION (12-10-04) - CHECKED
- R STRUT EXTENSION - 1.5 INCHES MINIMUM
- R (11) JURY BRACE SPRINGS, WHEEL, TIRE, BRAKE PLATES, TAXI LIGHT, UPLOCK -
- R CONDITION AND FREEDOM
- R (12) WING FUELING VALVE (IF INSTALLED) - CLOSED (UP)
- R I. COCKPIT
- R (1) CHECK THE FOLLOWING DOCUMENTS:
- R (A) REGISTRATIONS, AIRWORTHINESS AND RADIO CERTIFICATES - CHECK
- R (B) FLIGHT LOG (INSPECTION TIME) - CHECK
- R (C) FLIGHT MANUAL, WEIGHT AND BALANCE - CHECK
- R (D) PILOT'S CHECKLIST - CHECK
- R (2) ALL CIRCUIT BREAKERS - CHECK
- R (3) BATTERY VOLTAGE: LEFT 27 1/4 RIGHT 27
- R (4) ALL COCKPIT, EXTERIOR AND PASSENGER LIGHT - CHECK
- R (5) FUEL QUANTITY:
- R LEFT 620 RIGHT 840 TOTAL 1340
- R (6) FIRE WARNING SYSTEM - CHECK
- R (7) PORTABLE FIRE EXTINGUISHER CHARGED AND SECURED
- R (8) COCKPIT - CLEAN, NEATLY SET
- R (9) OXYGEN PRESSURE ON PASSENGER PANEL GAUGE, 1800 TO 2000 PSI
- R (10) RUDDER TRIM CHECK:
- R (A) FULL NOSE LEFT
- R (B) FULL NOSE RIGHT; HOLD FOR FIVE SECONDS MINIMUM
- R (C) RETURN TO CENTER
- R J. PASSENGER COMPARTMENT
- R (1) PASSENGER BRIEFING CARDS - CHECK
- R (2) PORTABLE FIRE EXTINGUISHER - CHARGED AND SECURED
- R (3) FIRST AID KIT - CHECKED AND SECURED
- R (4) GALLEY, LAVATORY, DRINKING WATER - CHECKED
- R (5) LIFE JACKETS AND RAFT (OVER WATER FLIGHT) - CHECKED
- R 2. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

[Vertical scribbles and handwritten marks on the right side of the page]

12-27-93

OPERATOR: ED-WES, INC.

REPORT DATE 08/13/92

WORK COMPLIANCE FORM NO.

21.030

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER03

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 07-91

050600+ 150/300/600 HR INSPECTION

92226 21-003 29 29	WORK DUE AT				* = APU HRS	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
	DATE	HOURS	LANDINGS	CYCLES		

PAGE 1

WRK ACCOMPLISHED: DATE: MONTH 10 DAY 24 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

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

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/OR 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. SLOWLY DUMP CABIN PRESSURE BY SLOWLY OPENING THE MAN DUMP VALVE.
 - 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 OPEN.
2. AIR FLOW CHECKS (WITH ENGINE(S) RUNNING)
 - A. START THE RIGHT ENGINE.
 - B. TURN THE RIGHT DC GENERATOR AND BOTH INVERTERS ON.
 - C. ENSURE THAT RH ENG/NACELLE ANTI-ICE PUSHBUTTON IS DISENGAGED.
 - D. SELECT R ENG ON THE CABIN AIR SELECTOR SWITCH.
 - E. PLACE THE AUTO-MANUAL TEMPERATURE CONTROL SWITCH ON THE ECS CONTROL PANEL TO MAN AND HOLD THE HOT/COLD SWITCH TO COLD FOR AT LEAST 11 SECONDS.
 - F. CHECK THAT COLD AIR IS EVIDENT AT THE GASPER OUTLETS WITHIN ONE MINUTE.
 - G. ADVANCE THE RIGHT ENGINE THROTTLE AND NOTICE THAT THE AIR FLOW INTO THE CABIN INCREASES UNTIL APPROXIMATELY 52 PERCENT N1 THEN THE AIR FLOW DROPS SIGNIFICANTLY. THIS INDICATES THAT THE GROUND BYPASS VALVE CLOSED.
 - H. REDUCE THE RIGHT ENGINE RPM UNTIL THE GROUND BYPASS VALVE OPENS AGAIN.
 - I. HOLD THE HOT/COLD SWITCH IN HOT AT LEAST 11 SECONDS.
 - J. CHECK THAT HOT AIR IS EVIDENT AT THE NORMAL OUTLETS WITHIN ONE MINUTE. SELECT COLD AS SOON AS IT HAS BEEN ESTABLISHED THAT HOT AIR IS FLOWING TO AVOID OVER TEMPERATURE IN THE AIR DUCT.
 - K. PLACE THE AUTO-MANUAL TEMPERATURE CONTROL SWITCH ON THE ECS CONTROL PANEL TO AUTO AND ROTATE THE TEMPERATURE SELECTOR TO HOT OR COLD.
 - L. CHECK THAT HOT OR COLD AIR (DEPENDING ON SELECTION) IS EVIDENT WITHIN ONE MINUTE.
3. OPERATIONAL CHECK SWITCHES AS FOLLOWS:
 - A. CONNECT EXTERNAL POWER TO AIRCRAFT. REMOVE THE FORWARD AND AFT ACCEBS PANELS IN MAIN BAGGAGE COMPARTMENT.
 - B. SWITCH ON INVERTERS.
 - C. ENGAGE THE FOLLOWING CIRCUIT BREAKERS:

RAM AIR	EMERGENCY AIR
PRESSURIZATION VALVES LEFT-HAND	CABIN TEMPERATURE AUTOMATIC

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

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 07-91

WORK COMPLIANCE FORM NO. 21.040A
 CARD NO: 21- 2 OPER03
 050600+ 150/300/600 HR INSPECTION

92226
 21-005
 29 29

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES

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

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 25 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3902

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740 AD

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AD

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

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

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

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

REPORT DATE 08/13/92
MODEL: 1124A WESTWIND
ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 27.340
CARD NO: 27-11 OPER03
050600+ 150/300/600 HR INSPECTION

92226	WORK DUE AT		* = APU HRS.	
27-036	DATE	HOURS	LANDINGS	CYCLES
29 29				

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

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 29 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

TECHNICIAN	INSPECTOR	MAN-HOURS
<u>U.S.</u>	<u>[Signature]</u>	
		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.

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

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

REPORT DATE **08/13/92**
MODEL: **1124A WESTWIND**

WORK COMPLIANCE FORM NO. **990985**
OPER03
050600+ 150/300/600 HR INSPECTION

92226
99-001
29 29

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

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

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 1 YEAR 92 AIRCRAFT HOURS: 57.70 LANDINGS: 3802

TECHNICIAN SIGNATURE: _____ KIND OF CERTIFICATE & NO: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

TECHNICIAN INSPECTOR MAN-HOURS
HRS. THS

990985 AD 90-10-04 INSPECT LEFT HAND AILERON CONTROL ROD.....

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 1.

REFER TO APPLICABLE AIRWORTHINESS DIRECTIVE FOR PROCEDURE.

*N/A A.D. Superseded by A.D. 92-12-02
Compliance of A.D. 92-12-02 Satisfied
by Previous Replacement of Control Rod
with P/N 513506-503 RE*

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

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND

WORK COMPLIANCE FORM NO. 990986
 OPER03
 050600+ 150/300/600 HR INSPECTION

92226
 99-001
 29 29

WORK DUE AT		* - APU HRS	
DATE	HOURS	LANDINGS	CYCLES

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

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 1 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3102

TECHNICIAN SIGNATURE: _____ KIND OF CERTIFICATE & NO: _____
 INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560262740AD

TECHNICIAN INSPECTOR MAN-HOURS
 HRS. THS

990986 AD 90-10-04 INSPECT RIGHT HAND AILERON CONTROL ROD.....

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.

N/A, A.D. Superseded by A.D. 92-12-02
 Compliance of A.D. 92-12-02 Satisfied
 by Previous Replacement of Control Rod
 with P/N 513506-503 RE.

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

REPORT DATE 08/13/92
MODEL: 1124A WESTWIND
ISSUED 07-88 REV. 01-90

WORK COMPLIANCE FORM NO. 27.440
CARD NO: 27-14 OPER03
050600+ 150/300/600 HR INSPECTION

92226
27-046
29 29

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

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

WRK ACCOMPLISHED: DATE: MONTH 11 DAY 1 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3102

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

TECHNICIAN	INSPECTOR	MAN-HOURS
		HRS. THS

270340	CHECK CABLE TENSION FLIGHT/PASSENGER COMPARTMENT...MM 27-00-00.....	<u>[Signature]</u>	<u>[Signature]</u>	
270341	CHECK CABLE TENSION AFT FUSELAGE...MM 27-00-00.....			

270340, 270341

R 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.: NJ68MD

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 27.380
 CARD NO: 27-11 OPER03
 050600+ 150/300/600 HR INSPECTION

92226	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					

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 27 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 56076 7740 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 56076 7740 AP

TECHNICIAN INSPECTOR MAN-HOURS
 HRS. THS

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

270351
 INSPECT/LUBRICATE PRESSURE SEALS (REFER TO FIGURE 5 ON CARD 27-11)
 EQUIPMENT/CONSUMABLES: GREASE MIL-G-81322, SEAL P/N 90337-14, TWO RINGS P/N 5171-16C, ONE RING P/N SLL-162C

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

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

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

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

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

CAUTION: CARE SHOULD BE TAKEN TO INSTALL THE PROPER SIZE SEAL FOR THE BULKHEAD HOLE SIZE AND TO USE THE PROPER SIZE RESTRAINING RINGS. (SEAL P/N 90337-14, 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 **08/13/92**
 MODEL: **1124A WESTWIND**
 ISSUED **07-88** REV. **07-91**

WORK COMPLIANCE FORM NO. **53.0402**
 CARD NO: **53- 3** OPER03
050600+ 150/300/600 HR INSPECTION

92226	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					

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 27 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560267740AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560267740AP

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRS. THS
530156 INSPECT CABIN (600 HOUR)	[Signature]	[Signature]	
530146 INSPECT CABIN (150 HOUR)			
530156			

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

- 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 AND ENSURE THAT ALL UNDER FLOOR DRAIN PATHS ARE CLEAR OF DEBRIS AND SEALANT.
- CHECK ENGINE CONTROL LINKAGE AND TELEFLEX CABLE FOR CONDITION, PROPER ROUTING AND SECURITY OF CLAMPS.
- INSPECT PRESSURIZATION AND AIR CONDITION COMPONENTS UNDER CABIN FLOOR FOR SECURITY AND GENERAL CONDITION.
- INSPECT PASSENGER COMPARTMENT FOR CLEANLINESS, SECURITY AND GENERAL CONDITION.
- REMOVE THE COVER FROM THE AFT RELAY PANEL, AND CHECK INSIDE FOR CLEANLINESS, SAFETY, CONDITION AND EVIDENCE OF OVERHEATING OF ELECTRICAL PARTS.
- INSPECT EMERGENCY LIGHT FOR OPERATION SECURITY, CLEANLINESS AND CONNECTIONS. CHECK BATTERY CHARGE. (REFER TO MM 12-10-06).

[Vertical list of handwritten initials/signatures]

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

- INSPECT REFRESHMENT BAR ICE CHEST, GALLEY COAT CLOSET, CABINETS, TABLES ETC. FOR EASE OF OPERATION AND LOCKING.
- INSPECT SEATS AND SEAT BELTS FOR SECURITY AND GENERAL CONDITION.
- CHECK CABIN OXYGEN SYSTEM FOR GENERAL CONDITION.
- CHECK READING LIGHT FOR OPERATION AND GENERAL CONDITION.
- CHECK VENTILATING AIR CONSOLE FOR CLEANLINESS AND GENERAL CONDITION.
- INSPECT WINDOWS FOR DELAMINATION, SCRATCHES AND CRACKS.
- CHECK INTERIOR LIGHTS FOR OPERATION, CLEANLINESS AND GENERAL CONDITION.
- 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.
- CHECK CERTIFICATES.
- INSPECT AVIONICS COMPONENTS FOR SECURITY, CLEANLINESS AND SECURE CONNECTIONS.
- INSPECT LAVATORY AND BAGGAGE COMPARTMENT FOR SECURITY AND GENERAL CONDITION.
- INSPECT LAVATORY DOOR FOR CONDITION AND OPERATION.
- CHECK PLUMBING FOR PROPER ROUTING, CONDITION AND LEAKS.
- INSPECT STRUCTURE UNDER FLOOR BELOW GALLEY AND LAVATORY TOILET INSTALLATION FOR FLUID LEAKAGE CORROSION, GENERAL CONDITION AND CLEANLINESS.
- 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.
- CHECK FLIGHT CONTROL, CABLES, PULLEYS, BRACKETS, GUARDS, BELLCRANKS, AND PUSH-PULL RODS FOR CONDITION,

[Vertical list of handwritten initials/signatures]

OPERATOR: **ED-WES, INC.**REPORT DATE **08/13/92**

WORK COMPLIANCE FORM NO.

53.0402AIRCRAFT NO.: **368**MODEL: **1124A WESTWIND (CONTINUED)**CARD NO: **53- 3****OPER03**AIRCRAFT REG.: **N368MD**ISSUED **07-88** REV. **07-91****050600+ 150/300/600 HR INSPECTION****92226**

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 29PAGE **2****OPERATION AND SECURITY OF ATTACHMENT.****23. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.**

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

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 27.150A
 CARD NO: 27-3 OPER03
 050600+ 150/300/600 HR INSPECTION

92226	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.
27-016	DATE	HOURS	LANDINGS	CYCLES	
29 29					

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 28 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AWKP 298C

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRS. THS
270193 INSPECT LEFT ELEVATOR SKIN SEPARATION...MM 27-30-00.....	<u>50</u>	<u>[Signature]</u>	
270203 INSPECT RIGHT ELEVATOR SKIN SEPARATION...MM 27-30-00.....	<u>50</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.

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

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

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

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

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

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

92226
 27-013
 29 29

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

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

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 28 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AWKT2984

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767240AP

TECHNICIAN [Signature] INSPECTOR [Signature] MAN-HOURS
 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-WEB, INC.
 AIRCRAFT NO.: 368
 AIRCRAFT REG.: N368MD

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 08-90

WORK COMPLIANCE FORM NO. 27.070
 CARD NO: 27- 2 OPER03
 050600+ 150/300/600 HR INSPECTION

92226	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				

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 26 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AWK02982

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560262240A

TECHNICIAN INSPECTOR MAN-HOURS
 HRS. THS

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

R

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 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 27.280
 OPER03
 050600+ 150/300/600 HR INSPECTION

92226	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	
27-032					
29 29					

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 28 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AWK0295C
 INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767240 AP

*****	TECHNICIAN	INSPECTOR	MAN-HOURS
*****			HRS.THS
270335 OPERATIONAL CHECK SPEED BRAKES AND LIFT DUMPERS...MM 27-60-00.....	<u>[Signature]</u>	<u>[Signature]</u>	
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 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 27.200C
 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.

92226	WORK DUE AT	* - APU HRS		
27-024	DATE	HOURS	LANDINGS	CYCLES
29 29				

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 28 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AWK P 298C

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560262740AP

TECHNICIAN INSPECTOR MAN-HOURS
 HRS. THS

[Signature] [Signature]

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

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.**
 AIRCRAFT NO.: **368**
 AIRCRAFT REG.: **N368MD**

REPORT DATE **08/13/92**
 MODEL: **1124A WESTWIND**
 ISSUED **07-88** REV.

WORK COMPLIANCE FORM NO. **27.200A**
 CARD NO: **27- 6** 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.

92226	WORK DUE AT	* - APU HRS		
27-022	DATE	HOURS	LANDINGS	CYCLES
29 29				

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 28 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AWKD298C

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AD

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

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

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

1. VISUALLY INSPECT FLAP VANE SEGMENTS FOR LOCAL BULGING OR LOOSENESS OF SKINS. EVIDENCE OF SEPARATION MAY BE VERIFIED IF THE SKIN MOVES UNDER LIGHT FINGER PRESSURE.
2. IF A FLAP VANE APPEARS SOUND UPON VISUAL INSPECTION, CARRY OUT THE FOLLOWING TAP TEST BOTH UPPER AND LOWER SURFACES AS SHOWN IN FIGURE 1. TAP TESTING IS TO BE PERFORMED BY LIGHTLY TAPPING THE SKIN WITH A FIFTY CENT COIN OR EQUIVALENT AND COMPARING THE SOUND AT ADJACENT LOCATIONS. SEPARATION BETWEEN SKIN AND HONEY-COMB CORE CAN READILY BE IDENTIFIED BY A HOLLOW SOUND PRODUCED BY TAPING AS COMPARED TO THE RESPONSE AT SOLIDLY BONDED AREAS. TAPPING SHOULD BE DONE ALONG LINES PARALLEL TO THE TRAILING EDGE, AT INTERVALS OF 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 DISCLOSES SEPARATED AREAS WHICH DO NOT EXCEED THE LIMITATIONS GIVEN IN FIGURE 2, THE VANE MAY CONTINUE IN SERVICE UNTIL THE NEXT 150 HOUR INSPECTION. MAP OUT AND RECORD THE EXTENT AND LOCATION OF THE SEPARATION EACH TIME THIS INSPECTION IS CARRIED OUT.
 - C. ANY TIME THE TAP TEST DISCLOSES SEPARATED AREA WHICH EXCEEDS THE LIMITS GIVEN IN FIGURE 2, THE VANE SEGMENT IS CONSIDERED TO BE NOT AIRWORTHY AND MUST BE REPLACED OR REMOVED FOR REPAIR.
 - D. RECORD NEXT INSPECTION DUE AT IN SPACE PROVIDED ON PAGE 1.
4. MAKE APPROPRIATE ENTRY IN PERMANENT MAINTENANCE RECORDS AS FOLLOWS: MAINTENANCE MANUAL 27-50-00 ENTITLED FLIGHT CONTROL - SEPARATION OF SKIN FROM HONEY-COMB, ACCOMPLISH (DATA) AT (AIRCRAFT HOURS) (RECORD CONDITION PER EXAMPLES, AS APPLICABLE) ENTER IN LOG BOOK MARKED UP MAP-COPY OF FIGURE 1.
5. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

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

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
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WORK COMPLIANCE FORM NO. 27.2008
 CARD NO: 27- 6 OPER03
 050600+ 150/300/600 HR INSPECTION

92226
 27-023
 29 29

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

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

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 28 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AWKD 298L

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AD

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

270237 INSPECT LEFT FLAP VANE...MM 27-50-00.....
 270247 INSPECT RIGHT FLAP VANE...MM 27-50-00.....

270237, 270247
 INSPECT FLAP VANE (REFER TO FIGURE 3 ON CARD 27-6)
 EQUIPMENT/CONSUMABLES: BOLTS P/N AN3H-3A (6 PER VANE), TORQUE WRENCH 0 TO 70 INCH-POUNDS, INSERT P/N NAS1833-3N-500, ADHESIVE (HYSOL) EA9309-1 WITH 20 TO 25 PERCENT MILLED GLASS FIBERS RP-32, LIQUID SOAP OR ANY OTHER RELEASE AGENT, METHYLETHYLKETONE, AND SAFETY WIRE, .032.

1. ACCOMPLISH THE FOLLOWING VISUAL INSPECTION.
 - A. VISUALLY INSPECT EACH FLAP VANE SEGMENT WHERE IT ATTACHES TO THE END-PLATES FOR BLACK STREAKS INDICATING MOVEMENT OR SEPARATION BETWEEN END-PLATE AND VANE.
 - B. CHECK FOR LOOSE BOLTS WHERE END-PLATES ATTACH TO VANE SEGMENTS.
 - C. APPLY UP AND DOWN PRESSURE TO THE TRAILING EDGE OF EACH VANE SEGMENT NEAR END-PLATES AND WATCH FOR MOVEMENT BETWEEN THE VANE AND END-PLATES.
2. IF A DEFECT IS SUSPECTED AFTER COMPLETION OF STEP 1, ACCOMPLISH THE FOLLOWING:
 - A. REMOVE FLAP VANE SEGMENT. TAKE NOTE OF SPACER WASHERS AND POSITION, RETAIN FOR REINSTALLATION. MARK AN OUTLINE ON THE END-PLATE OF THE FLAP VANE AS A GUIDE FOR REINSTALLATION.
 - B. REMOVE ALL THREE (3) ATTACHMENT BOLTS FROM THE AFFECTED END-PLATE AND REMOVE END-PLATE FROM VANE.
 - C. CHECK THE THREADED INSERT AT TRAILING EDGE OF VANE FOR MOVEMENT.
 - D. VISUALLY INSPECT LEADING EDGE STRUCTURE FORWARD FOR VANE SPAR AND ATTACHMENTS FOR LOOSE RIVETS OR CRACKS AROUND FORWARD END-PLATE ATTACHMENT BOLTS. CRACKS IN THE STRUCTURE WILL REQUIRE REPLACEMENT OF THE ENTIRE FLAP VANE ASSEMBLY. LOOSE RIVETS SHOULD BE REPLACED.
3. IF NO DEFECTS ARE FOUND IN STEP 2, REINSTALL END-PLATES WITH NEW BOLTS P/N AN3H-3A. TORQUE THE TWO FORWARD BOLTS 20 TO 25 INCH-POUNDS AND TIGHTEN THE BOLT P/N AN3H-3A TO A SNUG FIT (NO TORQUE). SAFETY ALL THREE BOLTS. REINSTALL VANE ASSEMBLY USING EXISTING WASHERS TO PREVENT SIDE LOADING OF VANE END-PLATES. CHECK FOR ANY CLEARANCE BETWEEN THE VANE END-PLATE AND THE FLAP ATTACHMENT FITTING. WITH PREVIOUSLY REMOVED WASHERS BACK IN PLACE THERE SHOULD BE NO END-CLEARANCE. ATTACH THE VANE FIRMLY TO THE FLAP BRACKET AT ONE END. SHOULD THERE BE CLEARANCE OR A GAP AT THE OPPOSITE END, AN APPROPRIATE (SHIM-TYPE) WASHER SHOULD BE INSTALLED TO PREVENT ANY TENSION ON THE END-PLATES. TORQUE VANE MOUNT BOLTS 50 TO 70 INCH-POUNDS. IF A DEFECT IS FOUND TO EXIST, DO NOT REINSTALL END-PLATE AND PROCEED TO STEP 4.
4. IF THE THREADED INSERT NEAR THE TRAILING EDGE OF THE VANE IS FOUND TO BE LOOSE, THE FOLLOWING REPAIR MAY BE ACCOMPLISHED:
 - A. WITH THE END-PLATE REMOVED FROM THE FLAP VANE REMOVE EXISTING EPOXY ADHESIVE AND LOOSE INSERT. ENLARGE (IF 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 08/13/92
 MODEL: 1124A WESTWIND
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WORK COMPLIANCE FORM NO. 32.040
 CARD NO: 32- 1 OPER03
 050600+ 150/300/600 HR INSPECTION

92226
 32-005
 29 29

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES

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

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 1 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3902

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AP 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AP 560767740

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

R NOTE: THE FOLLOWING ADDITIONAL WCF(S) MAY BE 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 HYDRAULIC FLUID UNDER LOW PRESSURE (5-10 PSI) TO HYDRAULIC FILL PLUG PORT, FULLY EXTENDING THE STRUT PISTON AND FLOATING PISTON WITHIN THE STRUT. AFTER STRUT HAS FULLY EXTENDED, INCREASE HYDRAULIC PRESSURE TO APPROXIMATELY 100 PSI TO ENSURE FLOATING PISTON HAS BOTTOMED OUT.
- 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 HYDRAULIC PRESSURE 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 08/13/92
 MODEL: 1124A WESTWIND
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WORK COMPLIANCE FORM NO. 35.130
 OPER03
 050600+ 150/300/600 HR INSPECTION

92226 35-010 29 29	WORK DUE AT				* = APU HRS	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
	DATE	HOURS	LANDINGS	CYCLES		

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 20 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AP560767740

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

350243 CHECK PASSENGER OXYGEN MASK DROP-OUT...MM 35-00-00.....

 350243

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

CHECK PASSENGER OXYGEN MASK DROP-OUT
 EQUIPMENT/CONSUMABLES: SHERLOCK LEAK DETECTOR CG, SOURCE OF CLEAN DRY COMPRESSED AIR, TORQUE WRENCH 0 TO 100 INCH-POUNDS

1. DISCONNECT COPILOT OXYGEN MASK FROM THE OXYGEN MASK OUTLET ON THE RIGHT-HAND CONSOLE SIDE PANEL.
 2. REMOVE COPILOT SEAT. REFER TO WORK COMPLIANCE FORM 25.010.
 3. REMOVE RIGHT CONSOLE SIDE PANEL.
 4. CONNECT EXTERNAL POWER.
 5. OXYGEN MASKS DROP-OUT TEST:
 - A. FOR AIRCRAFT NOT EQUIPPED WITH SURGE VALVE, PRE SL WW-24104:
 - (1) CLOSE OXYGEN SYSTEM SHUTOFF VALVE.
 - (2) SET COPILOT OXYGEN SUPPLY VALVE TO ON AND REDUCE OXYGEN PRESSURE TO ZERO BY SETTING COPILOT OXYGEN FLOW VALVE TO TEST MARK (AIRCRAFT EQUIPPED WITH EROS MASKS, PRESS EMERGENCY KNOB LOCATED IN THE MASK REGULATOR).
 - (3) SET COPILOT OXYGEN SUPPLY SYSTEM VALVE TO OFF.
 - (4) DISCONNECT THE PASSENGER OXYGEN SUPPLY LINE FROM THE PRESSURE REDUCER REGULATOR OUTLET.
 - (5) CONNECT A REGULATED OXYGEN SUPPLY SOURCE (0 TO 50 PSIG) TO THE PASSENGER OXYGEN SUPPLY LINE.
 - (6) APPLY OXYGEN PRESSURE AND ENSURE THAT ALL PASSENGER MASKS FALL FROM THE STOWAGE COMPARTMENTS BETWEEN 15 AND 30 PSIG.
 - (7) REDUCE OXYGEN PRESSURE AND DISCONNECT THE OXYGEN SUPPLY SOURCE.
 - B. FOR AIRCRAFT EQUIPPED WITH SURGE VALVE, POST SL WW-24104:
 - (1) SLOWLY OPEN OXYGEN SYSTEM SHUTOFF VALVE.
 - (2) SET PASSENGER OXYGEN SUPPLY SWITCH TO ON. ALL MASKS MUST FALL FROM THE STORAGE COMPARTMENTS WITHIN 20 SECONDS AND PASS OXYGEN ON LIGHT COMES ON.
- NOTE: THIS ACTION ACTUATES THE SURGE VALVE FOR 17 SECONDS AND FOR THIS OCCASION A 20 PSIG PRESSURE IS PRESENT IN THE PASSENGER SUPPLY LINE.
- (3) CLOSE OXYGEN SYSTEM SHUTOFF VALVE.
 - (4) DISCONNECT THE PASSENGER OXYGEN SUPPLY LINE FROM THE PRESSURE REDUCER OUTLET TEE FITTING.
 6. SLOWLY OPEN OXYGEN SYSTEM SHUTOFF VALVE. SYSTEM PRESSURE INDICATOR SHOULD READ 1800 TO 2000 PSIG.
 7. SET PASSENGER OXYGEN SUPPLY SWITCH TO OFF.
 8. ENSURE THAT BY-PASS VALVE IS IN OFF POSITION.
 9. APPLY CG SHERLOCK LEAK DETECTOR ON PRESSURE REDUCER REGULATOR PASSENGER OXYGEN OUTLET AND ENSURE THAT THERE IS NO LEAKAGE.
 10. SET PASSENGER OXYGEN SUPPLY SWITCH TO ON. ENSURE OXYGEN FLOW FROM THE PRESSURE REDUCER REGULATOR PASSENGER OXYGEN OUTLET AND PASS OXYGEN ON INDICATOR LIGHT IS ON.
 11. SET PASSENGER OXYGEN SUPPLY SWITCH TO AUTO. ENSURE THERE IS NO OXYGEN FLOW FROM THE PRESSURE REDUCER REGULATOR PASSENGER OXYGEN OUTLET AND PASS OXYGEN ON INDICATOR LIGHT IS NOT ILLUMINATED.
 12. PRESS PASS OXYGEN ON INDICATOR LIGHT AND ENSURE IT ILLUMINATES.
 13. CONNECT A STATIC SYSTEM TESTER WITH CERTIFIED ALTIMETER TO ALTITUDE PRESSURE SWITCH ORIFICE.
 14. SLOWLY APPLY THE VACUUM AND ENSURE THAT PASS OXYGEN ON INDICATOR LIGHT ILLUMINATES AT 13,500 (+ OR -500) FEET AND OXYGEN FLOWS FROM THE PRESSURE REDUCER REGULATOR PASSENGER OUTLET.

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

REPORT DATE **08/13/92**
 MODEL: **1124A WESTWIND**
 ISSUED **07-88** REV. **03-91**

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

92226	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.
35-007	DATE	HOURS	LANDINGS	CYCLES	
29 29					

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 27 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767240AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AP560767140

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRS. THS
R 350166 CHECK PILOT'S OXYGEN MASK...MM 35-00-00.....	[Signature]	[Signature]	
R 350169 CHECK COPILLOT'S OXYGEN MASK...MM 35-00-00.....	[Signature]	[Signature]	

- *****
- 350166, 350169
- R CHECK 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.
- R
4. CHECK TUBING CLAMP FOR SECURITY OF INSTALLATION, CRACKS, AND DISTORTION.
 5. CHECK TUBING FOR CRACKS AND KINKS.
 6. CHECK HEAD STRAP FOR CORRODED OR DISTORTED CLIPS, ELASTICITY, CLEANLINESS, AND SECURITY OF INSTALLATION.
- R
- R NOTE: THE FOLLOWING APPLIES TO EROS MASKS ONLY.
- R 7. OPEN OXYGEN SUPPLY SHUTOFF VALVE.
 - R 8. REMOVE MASK-REGULATOR FROM STORAGE CUP, DEPRESS HARNESS INFLATION CONTROL (RED EARS). HARNESS SHOULD INFLATE.
 - R 9. PLACE THE MASK-REGULATOR ON THE HEAD PER NORMAL OPERATION.
 - R 10. CHECK FOR OXYGEN DEMAND FLOW BY BREATHING WITH THE REGULATOR IN "N" (DILUTION) AND THEN IN 100% POSITION.
 - R 11. ROTATE EMERGENCY KNOB IN THE DIRECTION OF ARROW AND CHECK FOR CONSTANT FLOW. TAKE A FEW BREATHS. BREATHING SHOULD BE FREE AND UNRESTRICTED. RETURN KNOB TO NORMAL POSITION.
 - R 12. TEST THE MICROPHONE USING NORMAL OPERATING PROCEDURES.
 - R 13. MOMENTARILY PRESS TO TEST EMERGENCY KNOB AND OBSERVE FOR FREE AND UNRESTRICTED CONSTANT FLOW.
 - R 14. STOW MASK-REGULATOR IN STORAGE CUP. MAKE SURE THE HARNESS IS PROPERLY POSITIONED BEHIND THE FACE-PIECE AND THE MASK-REGULATOR IS FULLY SEATED WITHIN THE STORAGE CUP.
 - R 15. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

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

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 32.030
 CARD NO: 32- 1 OPER03
 050600+ 150/300/600 HR INSPECTION

92226
 32-004
 29 29

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

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

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 20 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AWKT 2992

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AD

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS. THS
320106 LUBE NOSE LANDING GEAR/DOORS...MM 12-12-00.....	<u>[Signature]</u>	<u>[Signature]</u>	
320606 LUBE LEFT MAIN GEAR...MM 12-12-00.....	<u>[Signature]</u>	<u>[Signature]</u>	
321106 LUBE RIGHT MAIN GEAR...MM 12-12-00.....	<u>[Signature]</u>	<u>[Signature]</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.
- LUBRICATE LANDING GEAR AND GEAR DOORS WITH TYPE LUBRICANT AND METHOD OF APPLICATION INDICATED IN FIGURES 1, 2 AND 3.
 - RECORD LUBRICATION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

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

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 07-91

WORK COMPLIANCE FORM NO. 32.0102
 OPER03
 050600+ 150/300/600 HR INSPECTION

92226
 32-002
 29 29

WORK DUE AT	* = APU HRS		
DATE	HOURS	LANDINGS	CYCLES

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

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 26 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: _____ KIND OF CERTIFICATE & NO: AWRDP298C

INSPECTED BY: _____ KIND OF CERTIFICATE & NO: 560287240H

TECHNICIAN INSPECTOR MAN-HOURS
 HRS. THS

[Handwritten initials]

- 32026 INSPECT NOSE GEAR (B)
- 32021 INSPECT NOSE GEAR (A)

32026

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

INSPECT NOSE GEAR (B)

R TEXT FROM MM 5-20-01

1. INSPECT STRUT FOR CONDITION, CRACKS, AND SECURITY OF ATTACHMENT.
2. INSPECT SCISSORS AND BUSHINGS FOR WEAR (0.005 INCH MAXIMUM CLEARANCE BETWEEN BUSHING AT KNEE JOINT).
3. INSPECT DRAG BRACE UPPER AND LOWER LUGS AND FITTINGS FOR CRACKS, CONDITIONS AND SECURITY.
4. INSPECT RETRACT CYLINDER AND ATTACH POINTS FOR SECURITY OF ATTACHMENT AND LEAKAGE.
5. INSPECT BUNGEE CABLES FOR GENERAL CONDITION AND SECURITY.
6. INSPECT TRUNNION FITTINGS FOR DAMAGE AND CONDITION.
7. INSPECT ELECTRICAL BUNDLES, MICROSWITCHES, WIRING AND CONNECTIONS FOR SECURITY, GENERAL CONDITION AND CLEANLINESS.
8. INSPECT NOSE STEERING CYLINDERS FOR CONDITION, LEAKAGE AND SECURITY OF ATTACH POINTS.

MECH INSP
[Handwritten checkmarks and initials in columns]

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

9. INSPECT NOSE GEAR STEERING LINKAGE AND UNIVERSAL JOINT FOR FREEDOM OF MOVEMENT AND GENERAL CONDITION.
10. INSPECT NOSE GEAR STEERING CONTROL VALVE FOR LEAKAGE, SECURITY AND GENERAL CONDITION.
11. CHECK NOSE STEERING CABLE AND PULLEYS FOR WEAR AND CONDITION (INSPECT CABLES CLOSELY FOR FRAYING IN AREA OF STEERING CONTROL VALVE PULLEYS).
12. CHECK CONTROL SYSTEM CABLE TENSION. IF CABLE TENSION IS LESS THAN 19 POUNDS, REFER TO STEERING SYSTEM RIGGING, WORK COMPLIANCE FORM 32.150.
13. INSPECT GEAR UPLOCK ASSEMBLY FOR SECURITY AND CONDITION.
14. INSPECT GEAR SELECTOR VALVE FOR LEAKS AND GENERAL CONDITION (LOCATED AFT UPPER RIGHT-HAND CORNER).
15. CHECK ALL HYDRAULIC LINES FOR CHAFING, LEAKS AND DAMAGE.
16. INSPECT ELECTRICAL BUNDLES, MICROSWITCHES, WIRES AND CONNECTIONS FOR SECURITY, GENERAL CONDITION AND CLEANLINESS.
17. INSPECT STRUCTURE FOR DAMAGE AND GENERAL CONDITION.
18. INSPECT NOSE GEAR DOORS, ACTUATING RODS AND ROD-ENDS FOR CONDITION, CRACKS AND SECURITY.
19. INSPECT POWER BRAKE VALVE AND PARKING BRAKE LINKAGE FOR SECURITY, LEAKAGE AND GENERAL CONDITION (ACCESS TO THE POWER BRAKE VALVE MAY BE GAINED THROUGH THE INSPECTION COVER ON THE INSIDE LEFT OF NOSE GEAR WHEEL WELL).
20. CHECK AXLE FOR CRACKS. USE DYE PENETRANT INSPECTION METHOD.
21. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

[Handwritten checkmarks and initials in columns]

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

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 02-92

WORK COMPLIANCE FORM NO. 32.110A
 CARD NO: 32-2 OPER03
 050600+ 150/300/600 HR INSPECTION

42226
 32-016
 29 29

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

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

WRK ACCOMPLISHED: DATE: MONTH 10 DAY 26 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AWKD2994

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRB.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>	
320156, 320158			

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

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

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

1. REMOVE NOSE WHEELS AS FOLLOWS:

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

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

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

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

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

NOTE: THIS IS SUFFICIENT TO REMOVE LEFT WHEEL. TO REMOVE RIGHT WHEEL PROCEED AS FOLLOWS:

A. CUT SAFETY WIRE ON RIGHT WHEEL HUB AND REMOVE THREE BOLTS THAT ATTACH SHAFT ASSEMBLY. PULL OUT SHAFT ASSEMBLY WITH DRIVE.

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

(1) REMOVE BEARING CONE, BEARING SEAL AND BEARING SPACER FROM WHEEL ASSEMBLY.

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

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

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

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

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 32.180A
 CARD NO: 32- 5 OPER03
 050600+ 150/300/600 HR INSPECTION

92226
 32-023
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WORK DUE AT	* = APU HRS		
DATE	HOURS	LANDINGS	CYCLES

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

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 26 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 302

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AWKD298C

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AD

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

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

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

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

1. REMOVE MAIN GEAR WHEELS AS FOLLOWS:

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

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

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

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

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

C. REMOVE VALVE CORE TO VENT TIRE.

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

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

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

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

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

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 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 08-90

WORK COMPLIANCE FORM NO. 32.350A
 CARD NO: 32- 9 OPER03
 050600+ 150/300/600 HR INSPECTION

92226
 32-044
 29 29

WORK DUE AT		* - APU HRS	
DATE	HOURS	LANDINGS	CYCLES

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

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 29 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AWKD 298C

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 500767740AP

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRS. THS
R 321616 CHECK LANDING GEAR EMERGENCY SYSTEM PRESSURE...12-10-04.....	<u>[Signature]</u>	<u>[Signature]</u>	
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 LOOSENED 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 LOOSENED 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 08/13/92

WORK COMPLIANCE FORM NO.

32.390A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 32-11

OPER03

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050600+ 150/300/600 HR INSPECTION

92226

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

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 26 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AWRD 298C

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560707740AP

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRS. THS
322116 INSPECT/CHECK LEFT BRAKE LININGS...MM 12-10-04.....	<u>[Signature]</u>	<u>[Signature]</u>	.....
322131 INSPECT/CHECK RIGHT BRAKE LININGS...MM 12-10-04.....	<u>[Signature]</u>	<u>[Signature]</u>	.....

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.

L/H side .200
R/H side .250

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

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 05-90

WORK COMPLIANCE FORM NO. 32.410A
 CARD NO: 32-14 OPER03
 050600+ 150/300/600 HR INSPECTION

92226	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					

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 26 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AsKD 298C

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560707740AP

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

322156, 322171			

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

INSPECT/CLEAN ANTI-SKID DETECTOR (REFER TO ILLUSTRATION ON CARD 32-14)

EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 TO 25 INCH-POUNDS, LOCKWIRE, EXTERNAL HYDRAULIC POWER SOURCE, 28 V DC EXTERNAL ELECTRICAL POWER SOURCE, HYDRAULIC PRESSURE GAUGES (0 TO 3000 PSI), DOW CORNING 4 COMPOUND (MIL-8-8600B, 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-8-8660B, AMENDMENT 3).
4. INSTALL ANTI-SKID DETECTOR AS FOLLOWS:
 - A. CONNECT ELECTRICAL CONNECTOR TO DETECTOR.
 - B. INSERT DETECTOR INTO WHEEL AXLE.
 - C. INSTALL SCREWS, SECURING DETECTOR TO AXLE AND LOCKWIRE.
 - D. WITH ALLEN WRENCH TIGHTEN HOLD-DOWN SCREWS. TORQUE SCREWS 20 TO 25 INCH-POUNDS.
 - E. PERFORM ANTI-SKID OPERATIONAL CHECK AS FOLLOWS:

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

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

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

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 05-90

WORK COMPLIANCE FORM NO. 32.420
 OPER03
 050600+ 150/300/600 HR INSPECTION

92226	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					

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 27 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AWL0298C

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 580767740AD

TECHNICIAN INSPECTOR MAN-HOURS
 HRS. THS

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

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

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 32.425
 OPER03
 050600+ 150/300/600 HR INSPECTION

92226
 32-055
 29 29

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES

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

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 27 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AWKD 298C

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

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

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

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

REPORT DATE 08/13/92
MODEL: 1124A WESTWIND
ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 32.430
OPER03
050600+ 150/300/600 HR INSPECTION

92226	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					

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 27 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AWKD298

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AD

TECHNICIAN INSPECTOR MAN-HOURS
HRS. THIS

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

322191

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

OPERATIONAL CHECK LANDING GEAR (NORMAL)

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

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

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

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

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

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

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

REPORT DATE **08/13/92**
 MODEL: **1124A WESTWIND**
 ISSUED **07-88** REV. **07-91**

WORK COMPLIANCE FORM NO. **32.440**
 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.

92226	WORK DUE AT	* = APU HRS			
32-057	DATE	HOURS	LANDINGS	CYCLES	
29 29					

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 26 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AUKD 298C

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560707740A

TECHNICIAN INSPECTOR MAN-HOURS
 HRS. THS

[Signature] [Signature]

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

322206

OPERATIONAL CHECK EMERGENCY GEAR EXTENSION CABLE

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

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

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 32.450
 OPER03
 050600+ 150/300/600 HR INSPECTION

92226
 32-058
 29 29

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

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

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 27 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AWKD 295C

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

TECHNICIAN INSPECTOR MAN-HOURS
 HRS.THS

32211 OPERATIONAL CHECK EMERGENCY GEAR EXTENSION...MM 32-00-00.....

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.
AIRCRAFT NO.: 368
AIRCRAFT REG.: N368ND

REPORT DATE 08/13/92
MODEL: 1124A WESTWIND
ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 32.460
OPER03
050600+ 150/300/600 HR INSPECTION

92226
00-000
29 29

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES

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

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 26 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AWKD 298C

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 500767740 AP

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

32201 CHECK LANDING GEAR FREE FALL...NO REF.....

NO MANUFACTURER TEXT ISSUED.

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

REPORT DATE **08/13/92**

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

92226

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

PAGE **1**

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 26 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AWR0278C

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

TECHNICIAN INSPECTOR MAN-HOURS
HRS. THS

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

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

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.**
 AIRCRAFT NO.: **368**
 AIRCRAFT REG.: **N368MD**

REPORT DATE **08/13/92**
 MODEL: **1124A WESTWIND**
 ISSUED **07-88** REV. **03-91**

WORK COMPLIANCE FORM NO. **71.030**
OPER03
050600+ 150/300/600 HR INSPECTION

92226	WORK DUE AT		* - APU HRS.
71-003	DATE	HOURS	LANDINGS
29 29			CYCLES

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

WORK ACCOMPLISHED: DATE: MONTH 8 DAY 13 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3902

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AP 520.60.0432

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRS. THS
R 710606 INSPECT LEFT FAN ROTOR ASSEMBLY...LMM 72-00-00.....	<u>[Signature]</u>	<u>[Signature]</u>	
R 714106 INSPECT RIGHT FAN ROTOR ASSEMBLY...LMM 72-00-00.....	<u>[Signature]</u>	<u>[Signature]</u>	

710606, 714106

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

INSPECT FAN ROTOR ASSEMBLY

R

R NOTE: 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.

1. CHECK FAN BLADES FOR FOREIGN OBJECT DAMAGE, EROSION, NICKS, CRACKS OR DISTORTION WHICH MAY AFFECT BALANCE OR BLADE SECURITY. ROTATE FAN ROTOR ASSEMBLY AND CHECK ALL FAN ROTOR ASSEMBLY BLADES.
2. IF INSPECTION REQUIREMENTS OF STEP 1 ARE NOT MET, REPAIR OR REPLACE BLADES OF FAN ROTOR ASSEMBLY IN ACCORDANCE WITH LMM 72-70-03.
3. IF FOREIGN OBJECT DAMAGE IS EVIDENT ON ANY FAN BLADES, PERFORM BORESCOPE INSPECTION ON FIRST STAGE LOW PRESSURE COMPRESSOR ROTOR ASSEMBLY BLADES IN ACCORDANCE WITH 72-30-04 MAINTENANCE PRACTICES IN THE LMM.
4. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

R

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

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 27.430
 CARD NO: 27-13 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.

92226	WORK DUE AT	* = APU HRS		
27-045	DATE	HOURS	LANDINGS	CYCLES
29 29				

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 31 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740
 INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: ADP

TECHNICIAN INSPECTOR MAN-HOURS
 HRS. THS

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

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

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

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

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

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

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 03-90

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

72226	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.
24-014	DATE	HOURS	LANDINGS	CYCLES	
29 29					

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 31 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560707740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AP

TECHNICIAN	INSPECTOR	MAN-HOURS
		HRS. THS

241655 INSPECT DISTRIBUTION BUS CIRCUIT BREAKER...MM 24-50-00.....

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 WARNING: EXERCISE CAUTION IN USE OF ABOVE LOADS AS VERY HIGH TEMPERATURES MAY BE REACHED SHOULD THE BREAKERS FAIL TO TRIP WITHIN THE SPECIFIED TIME LIMITS. ALLOW THE LOADS TO COOL BETWEEN BREAKER TESTS. THE LOADS WILL 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.
- R14. CONNECT THE 70 AMP HEAD TO EACH LHS DISTRIBUTION BUS (35 AMP) BREAKER WITH A SCREW, ONE AT A TIME, OBSERVING CAUTION AND NOTE ABOVE.
- R15. APPLY EXTERNAL POWER. THE OHP BREAKER MUST TRIP BETWEEN 21 TO 55 SECONDS.
- R16. REMOVE EXTERNAL POWER AFTER 55 SECONDS.
 - A. IF BREAKER HAS NOT TRIPPED, REPLACE WITH P/N MB14105-35.
 - B. IF BREAKER HAS TRIPPED PROPERLY, RESET IT.

OPERATOR: ED-WES, INC.

REPORT DATE 08/13/92

WORK COMPLIANCE FORM NO.

28.090B

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER03

AIRCRAFT REG.: N368ND

ISSUED 07-88 REV.

050600+ 150/300/600 HR INSPECTION

92226

WORK DUE AT

* = APU HRS.

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

28-010

DATE

HOURS

LANDINGS

CYCLES

29 29

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 1 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AP

TECHNICIAN	INSPECTOR	MAN-HOURS
		HRS. THS

<u>[Signature]</u>	<u>[Signature]</u>	
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281602 OPERATIONAL CHECK FUEL DUMP SYSTEM...MM 5-20-03.....

281602

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

CHECK FUEL DUMP SYSTEM OPERATION

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

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

REPORT DATE 08/13/92
 MODEL: 1124A WESTWIND
 ISSUED 08-89 REV.

WORK COMPLIANCE FORM NO. 56.030A
 CARD NO: 56- 2 OPER03
 050600+ 150/300/600 HR INSPECTION

92226
 56-004
 29 29

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES

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

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 10 DAY 31 YEAR 92 AIRCRAFT HOURS: 5170 LANDINGS: 3802

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AIP

TECHNICIAN	INSPECTOR	MAN-HOURS
HRS.	HRS.	THS

560112 INSPECT PILOT SIDE WINDOW...MM 56-10-03.....
 560118 INSPECT COPILOT SIDE WINDOW...MM 56-10-03.....

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-WEB, INC.

REPORT DATE 11/13/92

WORK COMPLIANCE FORM NO.

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER01

AIRCRAFT REG.: N368MD

050010+ PHASE 1 INSPECTION

92318

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES
29 29	5220		

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

050010+ PHASE 1 INSPECTION

CODE NO.	MCF 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
055010+	05.010	PHASE 1-AREA TEXT PHASE 1	2, 8, 193	5216	3864				
240161+	24.020A 24- 2	CK ELECTROLYTE LEFT BATT NM 12-10-06	2, 8, 193	5216	3864				1.0
240176+	24.020A 24- 2	CK ELECTROLYTE RIGHT BATT NM 12-10-06	2, 8, 193	5218	3864				1.0
240166	24.020B	DEEP CYCLE LEFT BATTERY NM 12-10-06	2, 8, 193	5216	3864				2.0
240181	24.020B	DEEP CYCLE RIGHT BATTERY NM 12-10-06	2, 8, 193	5216	3864				2.0
270335+	27.280	OP CK SP BRK/LIFT DUMP NM 27-60-00	2, 8, 193	5216	3864				
320106	32.030 32- 1	LUBE NOSE GEAR/DOORS NM 12-20-00	2, 8, 193	5216	3864				.5
320606	32.030 32- 1	LUBE LEFT MAIN GEAR NM 12-20-00	2, 8, 193	5216	3864				.5
321106	32.030 32- 1	LUBE RIGHT MAIN GEAR NM 12-20-00	2, 8, 93	5216	3864				.5
320156+	32.110A 32- 2	INS/CL/LUB L NS WHL/BRGS NM 32-40-00	2, 8, 193	5216	3864				1.5
320158+	32.110A 32- 2	INS/CL/LUB R NS WHL/BRGS NM 32-40-00	2, 8, 193	5216	3864				1.5
320676+	32.180A 32- 5	INSP/LUBE LMG WHEEL BRGS NM 32-40-00	2, 8, 193	5216	3864				1.0
321176+	32.180A 32- 5	INSP/LUBE RMG WHEEL BRGS NM 32-40-00	2, 8, 193	5216	3864				1.0
322116+	32.390A 32-11	INSP/CK L BRAKE LININGS NM 12-10-04	2, 8, 193	5216	3864				1.0
322131+	32.390A 32-11	INSP/CK R BRAKE LININGS NM 12-10-04	2, 8, 193	5216	3864				1.0
322156+	32.410A 32-14	INSP/CL L ANTI-SKID DET NM 5-20-04	2, 8, 193	5216	3864				1.0
322171+	32.410A 32-14	INSP/CL R ANTI-SKID DET NM 5-20-00	2, 8, 193	5216	3864				1.0
322176+	32.420	FUNCT CK ANTI-SKID DETECT NM 32-41-00	2, 8, 193	5216	3864				1.0
322174+	32.425	OP CK ANTI-SKID LIGHTS NM 5-20-04	2, 8, 193	5216	3864				.5
322191+	32.430	OPER CK LANDING GEAR NORM NM 32-00-00	2, 8, 193	5216	3864				
322206+	32.440	OP CK EMER GEAR EXT CABLE NM 5-20-00	2, 8, 193	5216	3864				1.0
322211+	32.450	OP CK EMER GEAR EXTENSION NM 32-30-00	2, 8, 193	5216	3864				
322201+	32.460	CK LANDING GEAR FREE FALL	2, 8, 193	5216	3864				
320678	32.550	DYE PENETRANT L WHEEL AXL NM 5-20-04	2, 8, 193	5216	3864				

CONTINUED

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

REPORT DATE 11/13/92
 MODEL: 1124A WESTWIND (CONTINUED)

WORK COMPLIANCE FORM NO.

OPER01
 050010+ PHASE 1 INSPECTION

92318	WORK DUE AT			* = APU HRS	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
	DATE	HOURS	LANDINGS	CYCLES	
29 29		5220			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
321178	32.550	DYE PENETRANT R WHEEL AXL MM 5-20-04	2, 8, 193	5216	3864				
340121	34.060 34- 3	DRAIN PITOT/STATIC SYSTEM MM 34-10-00	2, 8, 193	5216	3864				1.5
950920 ()	95.090	BL MW-2492 HYD HOSE INSP BL MW-2492	2, 8, 193	5216	3864				
TOTAL ESTIMATED MAN-HOURS									20.5

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

ED-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. _____

050010+ PHASE 1 INSPECTION COMPLETED.

2, 8, 193	5216	3864			56076740
MO/ DAY/YR	AIRCRAFT HOURS	LANDINGS	HRS.THS	SIGNATURE	CERTIFICATE NUMBER
					KIND OF CERTIFICATE

OPERATOR: ED-WEB, INC.

REPORT DATE 11/13/92

WORK COMPLIANCE FORM NO.

05.010

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER01

AIRCRAFT REG.: N368MD

ISSUED 07-91 REV.

050010+ PHASE 1 INSPECTION

92318

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.

05-010

DATE

HOURS

LANDINGS

CYCLES

29 29

5220

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 2 DAY 8 YEAR 93 AIRCRAFT HOURS: 5216 LANDINGS: 3084

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560707740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: ATP

TECHNICIAN INSPECTOR MAN-HOURS HRS.THS

055010 PHASE 1-AREA TEXT - NOSE TO FORWARD BULKHEAD, MAIN LANDING GEAR, AFT FUSELAGE.....

055010 PHASE 1 - AREA TEXT - NOSE TO FORWARD BULKHEAD, MAIN LANDING GEAR, AFT FUSELAGE TEXT FROM 50 HOUR PHASE 1 INSPECTION

1. GENERAL

NOTE: IGNITION, STARTER, FUEL CONTROLLER, GEAR POSITION, FLAP CONTROL, THRUST REVERSER, ICE PROTECTION, EMERGENCY HYDRAULIC PUMP, FIRE EXTINGUISHER, PROBE HEAT, AOA AND PITOT HEAT CIRCUIT BREAKERS SHOULD BE PULLED PRIOR TO START OF INSPECTION.

RECORD ALL PILOT SQUAWKS AND INSPECTION DISCREPANCIES ON THE APPROPRIATE AIRCRAFT FORM.

- A. CHECK THAT A PREFLIGHT CHECK HAS BEEN MADE.
B. CHECK THAT ALL APPLICABLE FAA AIRWORTHINESS DIRECTIVES ARE COMPLIED WITH.
C. REVIEW MANUFACTURER'S SERVICE DATA FOR APPLICABILITY.
D. CHECK THAT ALL AIRCRAFT DOCUMENTS ARE CURRENT AND IN ORDER BEFORE RELEASE OF AIRCRAFT.
E. CHECK REPLACEMENT AND OVERHAUL SCHEDULE FOR APPLICABILITY.
F. CHECK CALENDER/SPECIAL INSPECTION ITEMS FOR APPLICABILITY.
G. ALL STEPS A. THROUGH F. COMPLIED WITH.

2. NOSE TO FORWARD BULKHEAD

- A. JACK AIRCRAFT IN ACCORDANCE WITH CHAPTER 7-10-00, PARAGRAPH 1.C.

NOTE: BEFORE JACKING AIRCRAFT DEACTIVATE THE FOLLOWING:

- (1) STANDBY ATTITUDE GYRO.
(A) FOR AIRCRAFT 152, 154, 161, 167 THRU 244, 246 AND 247, PULL OUT EMERGENCY POWER SUPPLY UNIT.
(B) FOR AIRCRAFT 245, 248 AND SUBS, DISENGAGE STANDBY ATTITUDE GYRO CIRCUIT BREAKER, LOCATED ON THE FWD RELAY BOX UNDER COPILOT SEAT.
(2) PITOT AND STATIC HEAT.
(A) FOR AIRCRAFT 295 AND SUBS, 1124/1124A MODELS, DISENGAGE LH AND RH PITOT STATIC HEAT CIRCUIT BREAKERS LOCATED ON OVERHEAT PANEL.
(3) ANGLE OF ATTACK (AOA) HEAT.
(A) FOR AIRCRAFT 295 AND SUBS, 1124A MODEL ONLY, DISENGAGE AOA CIRCUIT BREAKER LOCATED ON THE OVERHEAT CIRCUIT BREAKER PANEL.

B. NOSE LANDING GEAR.

CAUTION: CHECK 1124/1124A MAINTENANCE MANUAL AS A GUIDE - CHAPTER 12-10-04 TIRE SERVICING AND CHAPTER 32-40-00 NOSE LANDING GEAR TIRE CHANGE.

- (1) REMOVE NOSE GEAR WHEELS (MATCH MARK WHEEL AND TIRE ASSOYS, LEFT TO RIGHT BEFORE REMOVAL).
(2) CHECK TIRES - WEAR, WEATHER CHECKING, OIL SATURATION, CUTS, FLAT SPOTS, PROPER INFLATION, ETC.
(3) CHECK WHEELS - CORROSION, DAMAGE.
(4) WHEEL AXLE.
(A) CHECK AXLE FOR CORROSION (INTERNAL AND EXTERNAL), DAMAGE AND EVIDENCE OF IRREGULAR WEAR.
(B) CHECK AXLE FOR CRACKS - USE PENETRANT INSPECTION METHOD.

OPERATOR: ED-WES, INC.

REPORT DATE 11/13/92

WORK COMPLIANCE FORM NO.

05.010

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND (CONTINUED)

OPER01

AIRCRAFT REG.: N368MD

ISSUED 07-91 REV.

050010+ PHASE 1 INSPECTION

92318

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.

05-010

DATE

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29 29

5220

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 2

C. CHECK FOLLOWING ITEMS FOR GENERAL CONDITION, CRACKS, CORROSION, SECURITY OF ATTACHMENT AND LEAKAGE.

- (1) SCISSORS AND BUSHINGS - WEAR (0.005 IN. MAX. CLEARANCE BETWEEN BUSHING AT KNEE-JOINT).
- (2) DRAG BRACE UPPER AND LOWER LUGS AND FITTINGS.
- (3) BUNGEE CABLES.
- (4) RETRACT CYLINDER AND ATTACH POINTS.
- (5) TRUNNION FITTINGS.
- (6) NOSE STEERING CYLINDERS - ATTACH POINTS.
- (7) NOSE GEAR CENTERING SPRING - ATTACHING POINTS.

[Handwritten initials and checkmarks in columns]

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

- (8) NOSE STEERING LINKAGE - UNIVERSAL JOINTS.
- (9) NOSE STEERING CONTROL VALVE.
- (10) NOSE STEERING CONTROL AND PULLEYS.
 - (A) INSPECT CONTROL SYSTEM FOR WEAR, FRAYING, STRAND BREAKAGE AND SECURITY (INSPECT CABLES CLOSELY FOR FRAYING IN THE AREA OF THE STEERING CONTROL VALVE PULLEYS).
 - (B) CHECK CONTROL SYSTEM CABLE TENSION. IF CABLE TENSION IS LESS THAN 19 POUNDS, REFER TO 32-50-00, MAINTENANCE PRACTICES, PARAGRAPH 3., STEERING SYSTEM RIGGING.
- (11) GEAR UPLOCK ASSEMBLY.
- (12) GEAR SELECTOR VALVE - LEAKS (AFT UPPER RIGHT HAND CORNER).
- (13) ALL HYDRAULIC LINES, CHAFING, LEAKS AND DAMAGE.
- (14) ELECTRICAL BUNDLES, MICROSWITCHES, WIRING AND CONNECTIONS.
- (15) STRUCTURE.
- (16) DOOR ACTUATING RODS AND ROD ENDS.

[Handwritten initials and checkmarks in columns]

LH MECH INSP RH MECH INSP

- (17) POWER BRAKE VALVE AND PARKING BRAKE LINKAGE - LEAKS (ACCESS TO THE POWER BRAKE VALVE MAY BE GAINED THROUGH INSPECTION COVER ON INSIDE LEFT OF NOSE GEAR WHEEL WELL).

[Handwritten initials and checkmarks]

D. CHECK FOLLOWING ITEMS FOR CONDITION - IN AND AROUND NOSE COMPARTMENT ABOVE NOSE WHEEL WELL.

- (1) PITOT LINES - CHAFING, DAMAGE.
- (2) ELECTRICAL COMPONENTS, WIRE BUNDLES, WINDSHIELD RESISTORS AND TERMINAL STRIPS - DAMAGE, SECURITY AND LOOSE CONNECTIONS.
- (3) ALL STRUCTURES.
- (4) OXYGEN LINES AND BOTTLE. SEE 3-10-00 FOR SERVICE LIFE.
- (5) AVIONICS COMPARTMENTS - ELECTRICAL CONNECTIONS, SHOCK MOUNTS SECURITY.
- (6) AC INVERTERS AND COOLING FAN - SECURITY, CLEANLINESS. ELECTRICAL CONNECTIONS (FWD OR AFT INSTALL).
- (7) FOR AIRCRAFT EQUIPPED WITH COLLINS WXR 300 WEATHER RADAR, CHECK THE CRYSTAL DESICCANT BOTTLE INSTALLED IN THE NOSE COMPARTMENT. REFERENCE CHAPTER 34-40-04, ADJUSTMENT/TEST, PARAGRAPH F., DESICCANT CHECK.

[Handwritten initials and checkmarks in columns]

NOTE: ENSURE ALL OTHER SERVICES AND INSPECTION CHECKS REQUIRED WITH AIRCRAFT ON JACKS ARE COMPLETED BEFORE AIRCRAFT IS LOWERED OFF JACKS.

LH MECH INSP RH MECH INSP

3. MAIN LANDING GEAR.

NOTE: STEPS 3.A THRU 3.C MAY BE PERFORMED AT TIRE CHANGE BUT NOT TO EXCEED 150 HOURS INTERVALS.

A. REMOVE MAIN GEAR WHEELS - CHECK.

NOTE: REFERENCE 1124/1124A MAINTENANCE MANUAL, CHAPTER 12-10-04, PARAGRAPH 4. TIRE SERVICING AND CHAPTER 32-40-00, PARAGRAPH 1. MAIN LANDING GEAR WHEELS TIRE

OPERATOR: ED-WES, INC.

REPORT DATE 11/13/92

WORK COMPLIANCE FORM NO.

05.010

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

(CONTINUED)

OPER01

AIRCRAFT REG.: N368MD

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92318

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CHANGE.

- (1) TIRES - WEAR, WEATHER CHECKING, OIL SATURATION, CUTS, FLAT SPOTS, PROPER INFLATION, ETC.
- (2) WHEEL - CORROSION, DAMAGE, OVERHEAT INDICATION, WHEEL HALF RETAINING BOLT LOOSENESS.
- (3) DRIVE KEYS - LOOSENESS, WEAR.
- (4) BLOW-OUT PLUG DAMAGE AND LEAKAGE.
- (5) WHEEL AXLE

(A) CHECK AXLES FOR CORROSION (INTERNAL AND EXTERNAL), DAMAGE AND EVIDENCE OF IRREGULAR WEAR.

B. BRAKE ASSEMBLY.

- (1) BRAKE MOUNTING FLANGE FOR CRACKS.
- (2) BRAKE DISCS - WEAR, CRACKS.
- (3) BRAKE HOUSING - LEAKS.
- (4) BRAKE LINES - CHAFING, FRAYED, LEAKS.

C. REINSTALLATION

- (1) REINSTALL MAIN GEAR WHEELS.
- (2) CHECK SECURITY OF DRIVE CLIP AND CAP.

D. MAIN LANDING GEAR CHECK - FOR GENERAL CONDITION, CRACKS, SECURITY OF ATTACHMENT AND LEAKAGE.

- (1) MAIN BODY - TRUNNION AND CYLINDRICAL LENGTH FORGING PARTING PLANE AND ROOTS OF LUGS.
- (2) FORK.
- (3) SCISSORS.
- (4) UPPER SIDE BRACE AND DRAG LINKS, LUGS AND FITTINGS.
- (5) RETRACT CYLINDERS AND ATTACHING POINTS.
- (6) JURY BRACE.
- (7) TRUNNION RETAINING BOLTS - TIGHTNESS.
- (8) MICROSWITCHES.
- (9) ELECTRICAL CONNECTIONS AND WIRE HARNESSSES.
- (10) SEALING COMPOUND AROUND MAIN WHEEL AXLE PLUG BUTTON GROMMET AND ANTI-SKID CONDUIT UPPER FLARED END.

E. WHEEL WELL - CHECK - GENERAL CONDITION AND SECURITY.

- (1) UPLOCK ASSEMBLY - LEAKS.
- (2) ALL FLUID CARRYING LINES - CHAFING DAMAGE AND LEAKAGE.
- (3) ELECTRICAL CONNECTIONS, WIRE BUNDLES.
- (4) STRUCTURE - PAINT CONDITION AND CORROSION.
- (5) MAIN GEAR DOORS AND LINKAGE.
- (6) FUEL VENT LINES AND CLAMPS.
- (7) MICROSWITCHES UPLOCK AND DOWNLOCK.

F. LUBRICATE GEAR ASSEMBLY AND LINKAGES IN ACCORDANCE WITH MAINTENANCE MANUAL, CHAPTER 12-20-00, LUBRICATION CHART.

G. STANDBY ATTITUDE GYRO - JUST BEFORE LOWERING AIRCRAFT FROM JACKS, REACTIVATE AND CHECK OPERATION OF THE GYRO.

- NOTE: 1. FOR AIRCRAFT S/N 152, 154, 181, 187 THRU 244, 246 AND 247, REINSTALL P8-823 EMERGENCY POWER SUPPLY UNIT TO REACTIVATE STANDBY HORIZON."
 2. FOR AIRCRAFT S/N 245, 284 AND SUBS, ENGAGE STANDBY ATTITUDE GYRO CIRCUIT BREAKER LOCATED ON THE FORWARD RELAY BOX UNDER COPILOT'S SEAT.

[Handwritten signatures and initials in columns]

H. LOWER AIRCRAFT OFF JACKS IN ACCORDANCE WITH CHAPTER 7-10-00.

NOTE: AFTER LOWERING AIRCRAFT FROM JACKS, REACTIVATE THE ITEMS LISTED BELOW.

- (1) PITOT AND STATIC HEAT FOR AIRCRAFT S/N 295 AND SUBS, 1124/1124A MODELS, ENGAGE LH AND RH

OPERATOR: ED-WES, INC.

REPORT DATE 11/13/92

WORK COMPLIANCE FORM NO.

05.010

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

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OPER01

AIRCRAFT REG.: N368MD

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PITOT STATIC HEAT CIRCUIT BREAKERS LOCATED ON OVERHEAD PANEL.

(2) ANGLE OF ATTACK (AOA) HEAT FOR AIRCRAFT S/N 295 AND SUBB, 1124A MODEL ONLY, ENGAGE AOA CIRCUIT BREAKER LOCATED ON OVERHEAD PANEL.

4. AFT FUSELAGE (STA. 270.00 TO STA. 452.00)

A. ELECTRICAL SYSTEM COMPONENTS AC AND DC.

(1) BATTERIES.

(A) CHECK FOR ANY EVIDENCE OF CORROSION OR PHYSICAL DAMAGE.

(B) CHECK VENT LINES FOR OBSTRUCTION AND SECURITY OF INSTALLATION.

(C) CHECK BATTERY QUICK DISCONNECTS FOR CORROSION AND GENERAL CONDITION.

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

[Handwritten initials]

[Handwritten initials]

OPERATOR: ED-WES, INC.

REPORT DATE 11/13/92

WORK COMPLIANCE FORM NO.

27.280

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER01

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050010+ PHASE 1 INSPECTION

92318
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PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 2 DAY 8 YEAR 93 AIRCRAFT HOURS: 5216 LANDINGS: 3864

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AP

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

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

270333

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-WEB, INC.

REPORT DATE 11/13/92

WORK COMPLIANCE FORM NO.

27.280

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

(CONTINUED)

OPER01

AIRCRAFT REG.: N368MD

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050010+ PHASE 1 INSPECTION

92318

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

OPERATOR: ED-WEB, INC.

REPORT DATE 11/13/92

WORK COMPLIANCE FORM NO.

32.030

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 32- 1

OPER01

AIRCRAFT REG.: N368MD

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32-004	DATE	HOURS	LANDINGS	CYCLES	
29 29		5220			

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PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 2 DAY 8 YEAR 93 AIRCRAFT HOURS: 5216 LANDINGS: 3864

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AIP

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
320106 LUBE NOSE LANDING GEAR/DOORS...MM 12-12-00.....	<u>[Signature]</u>	<u>[Signature]</u>	.....
320606 LUBE LEFT MAIN GEAR...MM 12-12-00.....	<u>[Signature]</u>	<u>[Signature]</u>	.....
321106 LUBE RIGHT MAIN GEAR...MM 12-12-00.....	<u>[Signature]</u>	<u>[Signature]</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.: NJ68MD

REPORT DATE 11/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 02-92

WORK COMPLIANCE FORM NO. 32.110A
 CARD NO: 32- 2 OPER01
 050010+ PHASE 1 INSPECTION

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32-016	DATE	HOURS	LANDINGS	CYCLES	
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WORK ACCOMPLISHED: DATE: MONTH 2 DAY 8 YEAR 93 AIRCRAFT HOURS: 5216 LANDINGS: 3864

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AP

	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>	
320156, 320158			

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

INSPECT/CLEAN/LUBE NOSE WHEEL/BEARINGS (REFER TO ILLUSTRATION ON CARD 32-2)
 EQUIPMENT/CONSUMABLES: GREASE MIL-G-81322, CLEANING SOLVENT, TORQUE WRENCH 0 TO 250 INCH-POUNDS, DENATURED ALCOHOL, ANTI-SEIZE COMPOUND

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

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

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

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

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

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

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

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

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

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

REPORT DATE 11/13/92

WORK COMPLIANCE FORM NO.

32.110A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND (CONTINUED)

CARD NO: 32- 2

OPER01

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 02-92

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THE WHEEL HALVES INVITES CORROSION, WHICH IF UNATTENDED WILL LEAD EVENTUALLY TO FATIGUE CRACKS AND WHEEL FAILURE.

WARNING: WHEN USING CLEANING SOLVENTS, OBSERVE NORMAL FIRE AND HEALTH PRECAUTIONS FOR THE PARTICULAR SOLVENT BEING USED. DRY CLEANING SOLVENTS ARE TOXIC AND VOLATILE. USE ONLY IN WELL VENTILATED AREAS. AVOID PHYSICAL CONTACT WITH SOLVENT AND DO NOT INHALE VAPOR.

R

6. STRIP PAINT AS NECESSARY TO INSPECT WHEEL HALVES.
7. CLEAN ALL METAL PARTS IN DRY CLEANING SOLUTION, FEDERAL SPECIFICATION PD-680, OR THE EQUIVALENT. USE A SOFT BRISTLE BRUSH TO REMOVE HARDENED GREASE OR DIRT.

CAUTION: DO NOT SPIN BEARING CONES WITH COMPRESSED AIR WHILE DRYING.

8. DRY ALL METAL PARTS THOROUGHLY, USING DRY FILTERED COMPRESSED AIR.
9. VAPOR DECREASE BEARING CONES AND VISUALLY CHECK ROLLER SURFACES FOR NICKS, SCRATCHES, RUST, CORROSION, SPALLING, GALLING, FLAT SPOTS, PITTING, HEAT DISCOLORATION, AND WEAR. CHECK BEARING RETAINER FOR DENTS OR DISTORTION, AND FOR WEAR OF SIDES, CORNERS AND END OF ROLLER POCKETS. REPLACE BEARING CONES HAVING ANY DEFECTS.
10. CHECK BEARING CUPS FOR LOOSENESS, GALLING, EXCESSIVE WEAR, SCRATCHES, PITTING, CORROSION, AND EVIDENCE OF OVERHEATING. IF ANY DEFECTS EXIST, REPLACE BEARING CUP. CHECK BEARING SPACER FOR GALLING AND GENERAL CONDITION.
11. IMMEDIATELY AFTER DRYING, PACK BEARING CONES AND COAT BEARING CUPS IN WHEEL HALVES WITH CLEAN BEARING GREASE, SPECIFICATION MIL-G-81322.
12. CLEAN ALL RUBBER PARTS IN ISOPROPYL ALCOHOL AND DRY WITH A CLEAN, SOFT CLOTH.

CAUTION: DO NOT USE DRY CLEANING SOLVENTS RECOMMENDED FOR METAL PARTS TO CLEAN RUBBER PARTS.

13. CHECK BEARING SEALS FOR CUTS, NICKS, DISTORTION, AND OTHER DAMAGE, CHECK FOR SECURITY OF RUBBER-TO-METAL BOND AND FOR DAMAGE OR DISTORTION TO METAL BASE. REPLACE SEALS HAVING ANY OF THESE DEFECTS. CHECK BEARING SEAL FOR WEAR BY MEASURING THE TIP-TO-FACE DISTANCE AS SHOWN IN ILLUSTRATION, REPLACE SEALS WORN BELOW THE MINIMUM DIMENSION.

R

14. INSTALL NOSE GEAR TIRE AS FOLLOWS:

NOTE:

1. IT IS RECOMMENDED THAT A NEW WHEEL SEAL AND VALVE GROMMET BE INSTALLED AT EACH OVERHAUL. IF IT IS NECESSARY TO REUSE OLD SEAL AND GROMMET, CHECK FOR CUTS, PERMANENT SET, AND OTHER DAMAGE. DO NOT USE DAMAGED SEALS OR GROMMETS WITH PERMANENT SET.
2. CUTS ON SEALS OFTEN INDICATE THE PRESENCE OF BURRS OR OTHER DAMAGE THAT MAY CAUSE RECURRENT PACKING DAMAGE.

A. INSTALL VALVE STEM AS FOLLOWS:

- (1) PLACE GROMMET ON VALVE STEM.
- (2) POSITION VALVE STEM AND GROMMET IN WHEEL.
- (3) INSTALL SPACER ON VALVE STEM.
- (4) SCREW HEX NUT ON VALVE STEM AND TIGHTEN NUT.

B. CHECK TIRE FOR WORD 'TUBELESS AND 210 M.P.H.' ON SIDEWALL.

C. INSPECT TIRE TO ENSURE IT IS FREE OF FOREIGN MATERIAL AND THAT BEAD AREAS ARE CLEAN.

D. VISUALLY INSPECT TIRE BEADS FOR DAMAGE.

E. WIPE WHEEL FLANGE BEAD BEAT AND WHEEL MATING SURFACE AREA WITH A CLEAN CLOTH DAMPENED WITH ISOPROPYL ALCOHOL.

F. INSPECT WHEEL FOR PROPER SEALING AND SECURITY OF VALVE STEM LOCKING NUT.

G. CLEAN WHEEL O-RING SEAL P/N 50310-336R WITH ISOPROPYL ALCOHOL AND LUBRICATE LIGHTLY WITH MIL-G-81322 GREASE.

H. INSTALL WHEEL O-RING SEAL ON WHEEL HALF.

CAUTION: SEAL SHOULD BE EQUALIZED ON WHEEL AND NOT TWISTED. USED SEALS SHOULD BE REINSTALLED AS NEAR AS

OPERATOR: ED-WES, INC.

REPORT DATE 11/13/92

WORK COMPLIANCE FORM NO.

32.110A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND (CONTINUED)

CARD NO: 32- 2

OPER01

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 02-92

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POSSIBLE TO THE ORIGINAL POSITION.

- I. PLACE TIRE ON OUTBOARD WHEEL HALF WITH RED BALANCE DOT AT VALVE STEM.
- J. POSITION INBOARD WHEEL HALF IN TIRE AND INSTALL WHEEL HALF RETAINING BOLTS AS FOLLOWS:
 - (1) LUBRICATE THREADS OF WHEEL HALF RETAINING BOLTS AND BEARING SURFACES OF NUTS, BOLTHEADS AND WASHERS WITH ANTI-SEIZE COMPOUND, SPECIFICATION MIL-T-5544.
 - (2) COMPRESS WHEEL SECTION TO ALLOW INSTALLATION OF TWO BOLTS AND NUTS 180 DEGREES APART. TIGHTEN BOLTS EVENLY UNTIL WHEEL HALVES SEAT THEN INSTALL REMAINING WHEEL HALF RETAINING BOLTS, WASHERS AND NUTS.

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

- (3) TIGHTEN WHEEL-HALF RETAINING BOLTS IN EQUAL INCREMENTS OF APPROXIMATELY 20 INCH-POUNDS TO A FINAL TORQUE VALUE OF 120 INCH-POUNDS, USING A CRISSCROSS PATTERN TO ENSURE EVEN TORQUE.

WARNING: PLACE WHEEL IN AN INFLATION CAGE FOR INITIAL INFLATION. DO NOT INFLATE TIRE IN EXCESS OF FULL OPERATION PRESSURE TO SEAT THE BEADS. REDUCE TIRE PRESSURE TO RECOMMENDED STORAGE PRESSURE OF 20 PSI UNTIL WHEEL/TIRE ASSEMBLY IS READY FOR TESTING. WHEEL FAILURE MAY OCCUR, CAUSING INJURY TO PERSONNEL OR DAMAGE TO EQUIPMENT IF TIRE IS INFLATED FROM ANY HIGH PRESSURE SOURCE. TIRE AND WHEEL ASSEMBLIES MUST BE SERVICED WITH INFLATION EQUIPMENT THAT HAS BEEN SPECIFICALLY DESIGNED FOR THIS OPERATION.

- K. INSTALL VALVE CORE INTO VALVE STEM, INFLATE TIRE WITH JUST ENOUGH AIR TO SEAT BEADS. DO NOT OVER INFLATE.

- L. AFTER BEADS ARE PROPERLY SEATED, INFLATE TIRE TO 55 PSI. LEAVE FOR 5 TO 10 MINUTES. REDUCE TO STORAGE PRESSURE OF 20 PSI. REMOVE WHEEL ASSEMBLY FROM CAGE. INSTALL VALVE CAP ON VALVE STEM.

- M. INSTALL WHEEL AS FOLLOWS:

- (1) CHECK THAT ALL PARTS AND THREADS ARE CLEAN, PACK THREADS AND BEARINGS WITH AEROSHELL 22, MIL-G-81322 GREASE.
- (2) INSTALL INNER BEARING SPACER, INNER BEARING SEAL AND INNER BEARING CONE ON AXLE.

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

- (3) SLIDE WHEEL ASSEMBLY INTO POSITION ON AXLE ENSURING THAT INNER BEARING CONE AND INNER BEARING SEAL REMAIN IN POSITION.
- (4) INSTALL OUTER BEARING CONE, OUTER BEARING SEAL, OUTER BEARING SPACER, WASHER AND AXLE NUT.

CAUTION: ENSURE THAT WHEEL GREASE SEAL DOES NOT SPIN IN WHEEL AND THAT THE RUBBER OF THE SEAL IS NOT STUCK TO THE AXLE SPACER.

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

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

- (6) INSTALL AXLE NUT LOCK BOLT AND SELF-LOCKING NUT.
- (7) INSTALL WHEELS SO THAT MARKS MATCH PREVIOUSLY DRAWN ON TIRES ALIGN. REFER TO ITEM 1, STEP A.
- (8) INSERT TORSION SHAFT TO WHEEL AXLE FROM THE RIGHT SIDE. INSTALL TORSION SHAFT DRIVE ON LEFT WHEEL AND SECURE WITH SIX RETAINING BOLTS AND WASHERS. SAFETYWIRE. INSTALL WHEEL DRIVE COMPRESSION BOLT, SPACER, WASHER AND NUT. TORQUE NUT TO 120 INCH-POUND MINIMUM, CONTINUE TO NEXT LOCKING HOLE, SECURE WITH NEXT COTTER PIN.
- (9) INFLATE NOSE WHEEL TIRE TO 55 PSI.

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

OPERATOR: ED-WES, INC.

REPORT DATE 11/13/92

WORK COMPLIANCE FORM NO.

32.110A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND (CONTINUED)

CARD NO: 32- 2

OPER01

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 02-92

050010+ PHASE 1 INSPECTION

92318

WORK DUE AT

* = APU HRS

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(10) REMOVE AIRCRAFT FROM JACKS. REFER TO WORK COMPLIANCE FORM 32.T01.

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

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

REPORT DATE 11/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 32.180A
 CARD NO: 32- 5 OPER01
 050010+ PHASE 1 INSPECTION

92318	WORK DUE AT	* = APU HRS		
32-023	DATE	HOURS	LANDINGS	CYCLES
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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 2 DAY 8 YEAR 93 AIRCRAFT HOURS: 5218 LANDINGS: 3864

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: A+P

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

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

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

1. REMOVE MAIN GEAR WHEELS AS FOLLOWS:

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

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

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

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

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

C. REMOVE VALVE CORE TO VENT TIRE.

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

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

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

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

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

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.

REPORT DATE 11/13/92

WORK COMPLIANCE FORM NO.

32.180A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

(CONTINUED)

CARD NO: 32- 5

OPER01

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050010+ PHASE 1 INSPECTION

92318

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* = APU HRS

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PAGE 2

5. CHECK BEARING SURFACES OF BEARING CONES FOR EXCESSIVE WEAR, SCRATCHES, CORROSION, PITTING, AND HEAT DISCOLORATION. BEARING CAGES MUST BE FREE FROM DAMAGE, DISTORTION, AND EXCESSIVE WEAR IN ROLLER POCKETS. IF ANY OF THESE DEFECTS EXIST, REPLACE BEARING. REFER TO WORK COMPLIANCE FORM 32.180.

6. INSTALL MAIN GEAR WHEELS AS FOLLOWS:

A. PACK BEARING CONES AND COAT BEARING CUPS AND LIPS OF BEARING SEAL WITH CLEAN BEARING GREASE, SPECIFICATION MIL-G-81322. APPLY GREASE SPARINGLY BUT THOROUGHLY. DO NOT OVERLUBRICATE.

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

B. INSTALL BEARING CONES, INBOARD BEARING SEAL AND RETAINING RING INTO WHEEL ASSEMBLY.

C. ALIGN THE DRIVE TANGS ON THE OUTSIDE DIAMETER OF THE BRAKE'S ROTATING DISKS.

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

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

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

E. EASE THE WHEEL ASSEMBLY WITH BEARING CONES AND INBOARD BEARING SEAL INSTALLED ONTO THE AIRCRAFT AXLE WITH THE DISK DRIVE TANGS IN THE WHEEL KEY SLOTS.

F. INSTALL AXLE NUT AS FOLLOWS:

(1) MAKE SURE THAT AXLE NUT THREADS ARE CLEAN AND FREE FROM BURRS.

(2) APPLY BEARING GREASE MIL-G-81322 TO AXLE THREADS, NUT THREADS AND TO ALL LOAD-BEARING SURFACES OF AXLE NUT AND WASHER.

(3) PLACE THE WASHER AND THREAD THE AXLE NUT UNTIL IT IS SNUG.

(4) TIGHTEN THE NUT TO A TORQUE VALUE OF 150 INCH-POUNDS WHILE MANUALLY ROTATING THE WHEEL. BACK OFF THE NUT TO ZERO TORQUE BUT DO NOT FREE THE NUT COMPLETELY.

(5) RETIGHTEN THE NUT TO A TORQUE VALUE OF 80 INCH-POUNDS WHILE MANUALLY ROTATING THE WHEEL AND THEN ADVANCE THE NUT TO THE NEXT LOCKING HOLE. WATCH THAT TORQUE VALUE DOES NOT EXCEED MAXIMUM TORQUE VALUE OF 220 INCH-POUNDS.

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

G. INSTALL SAFETY BOLTS SECURING NUT TO AXLE, AND LOCKWIRE.

H. INSTALL ANTI-SKID SPEED DETECTOR DRIVING CAP ON WHEEL ASSEMBLY, AND SAFETY.

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

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

NOTE: 1. INFLATION GAS IS NITROGEN.

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

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

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

REPORT DATE **11/13/92**

WORK COMPLIANCE FORM NO.

32.180A

AIRCRAFT NO.: **368**

MODEL: **1124A WESTWIND**

(CONTINUED)

CARD NO: **32- 5**

OPER01

AIRCRAFT REG.: **N368MD**

ISSUED **07-88** REV.

050010+ PHASE 1 INSPECTION

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J. INSTALL VALVE CAP ON VALVE ASSEMBLY.

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

K. LOWER THE AIRCRAFT AND REMOVE JACK.

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

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

OPERATOR: ED-WEB, INC.

REPORT DATE 11/13/92

WORK COMPLIANCE FORM NO.

32.390A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 32-11

OPER01

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

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DATE

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CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 2 DAY 8 YEAR 93 AIRCRAFT HOURS: 5216 LANDINGS: 3864

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AIP

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRS.THS
322116 INSPECT/CHECK LEFT BRAKE LININGS...MM 12-10-04.....	<u>[Signature]</u>	<u>[Signature]</u>	.....
322131 INSPECT/CHECK RIGHT BRAKE LININGS...MM 12-10-04.....	<u>[Signature]</u>	<u>[Signature]</u>	.....

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.

RT CLOSE TO LIMIT
.010 [Signature]

OPERATOR: ED-WES, INC.

REPORT DATE 11/13/92

WORK COMPLIANCE FORM NO.

32.410A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 32-14

OPER01

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 05-90

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CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 2 DAY 8 YEAR 93 AIRCRAFT HOURS: 5216 LANDINGS: 3864

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 500767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AP

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

322156, 322171

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

INSPECT/CLEAN ANTI-SKID DETECTOR (REFER TO ILLUSTRATION ON CARD 32-14)
EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 TO 25 INCH-POUNDS, LOCKWIRE, EXTERNAL HYDRAULIC POWER SOURCE, 28 V DC EXTERNAL ELECTRICAL POWER SOURCE, HYDRAULIC PRESSURE GAUGES (0 TO 3000 PSI), DOW CORNING 4 COMPOUND (MIL-S-8600B, 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 INTH DOW CORNING 4 COMPOUND (MIL-S-8660B, AMENDMENT 3).
4. INSTALL ANTI-SKID DETECTOR AS FOLLOWS:
 - A. CONNECT ELECTRICAL CONNECTOR TO DETECTOR.
 - B. INSERT DETECTOR INTO WHEEL AXLE.
 - C. INSTALL SCREWS, SECURING DETECTOR TO AXLE AND LOCKWIRE.
 - D. WITH ALLEN WRENCH TIGHTEN HOLD-DOWN SCREWS. TORQUE SCREWS 20 TO 25 INCH-POUNDS.
 - E. PERFORM ANTI-SKID OPERATIONAL CHECK AS FOLLOWS:

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

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

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

REPORT DATE 11/13/92
 MODEL: 1124A WESTWIND (CONTINUED)
 ISSUED 07-88 REV. 05-90

WORK COMPLIANCE FORM NO. 32.410A
 CARD NO: 32-14 OPER01
 050010+ PHASE 1 INSPECTION

92318 32-053 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		
		5220				CK CURRENT DUE LIST FOR DUE TIME CHGS

DETECTOR. THE LEFT INOPERATIVE LIGHT SHOULD COME ON.

R

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

R

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

R

- (17) REPEAT STEPS 11 TO 16 FOR RIGHT-HAND ANTI-SKID WHEEL SPEED DETECTOR, ELECTRICAL CONNECTOR, AND RIGHT-HAND ANTI-SKID CONTROL VALVE CONNECTOR, OBSERVING THE RIGHT INOPERATIVE INDICATING LIGHT. RESULTS SHOULD BE THE SAME AS WITH THE LEFT-HAND COMPONENTS.

R

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

R

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

R

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

R

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

R

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

R

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

R

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

R

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

R

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

R

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

R

- (28) USING A POWER DRILL WITH A SUITABLE ADAPTER, SPIN THE LEFT HAND WHEEL SPEED DETECTOR TO 1800-2500 RPM FOR 5 SECONDS MINIMUM. THE RIGHT BRAKE ASSEMBLY PRESSURE SHOULD IMMEDIATELY FALL TO 0-100 PSI. THE R INOP INDICATING LIGHT SHOULD COME ON IMMEDIATELY. LEFT HAND BRAKE PRESSURE SHOULD NOT CHANGE.

R

- (29) ABRUPTLY STOP LEFT HAND WHEEL SPEED DETECTOR. R INOP LIGHT SHOULD GO OUT AND RIGHT HAND BRAKE PRESSURE SHOULD INCREASE TO THE NOTED PRESSURE. THE LEFT HAND BRAKE PRESSURE SHOULD DROP TO 0-100 PSI, AND THE L INOP SHOULD COME ON IMMEDIATELY, AND THEN EXTINGUISH, AND THE LEFT HAND BRAKE PRESSURE SHOULD INCREASE TO THE NOTED PRESSURE.

R

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

R

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

R

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

R

5. INSTALL MAIN BAGGAGE COMPARTMENT FRONT AND REAR PANELS.

R

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

R

7. SERVICE HYDRAULIC RESERVOIR.

R

8. CHECK DETECTOR DRIVE YOKE FOR PROPER CONDITION.

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

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

10. INSTALL WHEEL HUB FAIRING.

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

OPERATOR: ED-WES, INC.

REPORT DATE 11/13/92

WORK COMPLIANCE FORM NO.

32.420

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER01

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 05-90

050010+ PHASE 1 INSPECTION

92318	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		5220			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1	

WORK ACCOMPLISHED: DATE: MONTH 2 DAY 8 YEAR 93 AIRCRAFT HOURS: 5216 LANDINGS: 3864

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: A+P

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRB.THS
322176 FUNCTIONAL CHECK ANTI-SKID DETECTOR SYSTEM...NM 32-41-00.....	<u>[Signature]</u>	<u>[Signature]</u>	

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-WES, INC.

REPORT DATE 11/13/92

WORK COMPLIANCE FORM NO.

32.425

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER01

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050010+ PHASE 1 INSPECTION

92318	WORK DUE AT			* = APU HRS.	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
32-055	DATE	HOURS	LANDINGS	CYCLES	
29 29		5220			CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 2 DAY 8 YEAR 93 AIRCRAFT HOURS: 5216 LANDINGS: 3864

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767240

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: APP

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRS.THS
322174 OPERATIONAL CHECK ANTI-SKID LIGHTS...MM 5-20-04.....	<u>[Signature]</u>	<u>[Signature]</u>	

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 11/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 32.430
 OPER01

050010+ PHASE 1 INSPECTION

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

92318	WORK DUE AT	* = APU HRS		
32-056	DATE	HOURS	LANDINGS	CYCLES
29 29		5220		

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 2 DAY 8 YEAR 93 AIRCRAFT HOURS: 5216 LANDINGS: 3864

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: A+P

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

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

322191

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

OPERATIONAL CHECK LANDING GEAR (NORMAL)

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

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

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

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

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

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

OPERATOR: ED-WES, INC.

REPORT DATE 11/13/92

WORK COMPLIANCE FORM NO. 32.430

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND (CONTINUED)

OPER01

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050010+ PHASE 1 INSPECTION

92318 32-056 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	
		3220			

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 2

- B. SET FLAP CONTROL LEVER TO 0 DEGREES, AND BOTH POWER LEVERS TO IDLE.
- C. ENGAGE AIR SPEED, ADC (DC) AND ALTIMETER (LEFT) CIRCUIT BREAKERS.
- D. USING PITOT/STATIC TESTER, ADJUST IAS TO 160 + OR -2 KNOTS.
- E. PRESS LIGHT AND HORN TEST PUSHBUTTON ON GEAR CONTROL PANEL. VERIFY THAT RED UNSAFE LIGHT IN GEAR HANDLE COMES ON AND WARNING HORN DOES NOT SOUND.
- F. KEEP PRESSING LIGHT AND HORN TEST PUSHBUTTON AND AT THE SAME TIME DECREASE SIMULATED SPEED AT 150 + OR -2 KNOTS THE HORN MUST SOUND.
- G. DISCONNECT EXTERNAL ELECTRICAL POWER SUPPLY.

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

- 8. PLACE LANDING GEAR CONTROL LEVER IN THE UP POSITION AND CHECK:
 - A. THE THREE LEFT, NOSE, RIGHT GREEN INDICATING LIGHTS EXTINGUISH.
 - B. THE RED LIGHT IN THE CONTROL LEVER ILLUMINATES WHILE GEAR IS IN TRANSIT.
 - C. LANDING GEAR LOCKS UP AND THE RED LIGHT IN THE CONTROL LEVER EXTINGUISHES.
 - D. DURING GEAR RETRACTION, CHECK FOR AIR FLOW THROUGH THE VENT PORT OF EMERGENCY GEAR DOWN VALVE.
- 9. PLACE THE THROTTLES IN IDLE POSITION. LANDING GEAR WARNING HORN SHOULD SOUND. PUSH ONE THROTTLE FORWARD, HORN SHOULD STOP.
- 10. INSPECT LANDING GEAR IN RETRACTED POSITION FOR ADEQUATE CLEARANCE BETWEEN LANDING GEAR AND SURROUNDING STRUCTURE. CHECK ALL HOSES FOR CLEARANCE AND FREEDOM FROM BINDING OR KINKING.
- 11. RELEASE AIRCRAFT MAIN HYDRAULIC SYSTEM PRESSURE BY OPERATING THE RELEASE VALVE.
- 12. CHECK THAT LANDING GEAR REMAINS IN THE UPLOCKS FOR AT LEAST 1.5 HOUR MINIMUM.

NOTE: IF LANDING GEAR DOES NOT REMAIN IN THE UPLOCKS, REFER TO TROUBLESHOOTING CHART, 32-00-00, FIGURE 106.

- 13. PLACE THE LANDING GEAR CONTROL LEVER IN THE DOWN POSITION. CHECK FOR:
 - A. REACTION OF HYDRAULIC LOCK CYLINDERS TO UNLOCK EACH LANDING GEAR IS IMMEDIATE.
 - B. RED LIGHT IN THE CONTROL LEVER, WHILE LANDING GEAR IS IN TRANSIT, COMES ON.
 - C. FREE FALL OF EACH GEAR TO DOWN POSITION IS SMOOTH.
 - D. LOCKING OF EACH GEAR IN THE DOWN POSITION IS POSITIVE.
 - E. LEFT, NOSE, RIGHT GREEN INDICATING LIGHTS, COME ON.
- 14. REMOVE NUT, WASHER AND BOLT SECURING LEFT MAIN GEAR GROUND CONTACT SWITCH ACTUATING ARM TO UPPER SCISSORS. DISCONNECT ARM AND PLACE IT IN THE FULL UP POSITION. RELEASE MAIN HYDRAULIC SYSTEM PRESSURE TO ZERO.
- 15. CHECK THAT LANDING GEAR CONTROL LEVER CANNOT BE PLACED IN THE UP POSITION. PRESS OVERRIDE PUSH BUTTON AND CHECK THAT GEAR CONTROL LEVER CAN BE PLACED IN THE UP POSITION.
- 16. RECONNECT LEFT GROUND CONTACT SWITCH ACTUATING ARM TO UPPER SCISSORS. INSTALL BOLT, WASHER AND NUT SECURING ARM TO SCISSORS. TIGHTEN NUT TO SPECIFIED TORQUE AND SAFETY WITH COTTER PIN.
- 17. PRESSURIZE MAIN HYDRAULIC SYSTEM, REGULATE EXTERNAL HYDRAULIC SOURCE TO 1.6 TO 2.0 GPM AT 2000 PSI, AND CYCLE LANDING GEAR THREE TIMES TO ENSURE PROPER OPERATION. CHECK GEAR OPERATING TIME:
 - UP - ELEVEN SECONDS MAXIMUM
 - DOWN - SEVEN SECONDS MAXIMUM
- 18. CHECK ALL LANDING GEAR HYDRAULIC COMPONENTS AND TUBING FOR EVIDENCE OF EXTERNAL LEAKS.
- 19. DISCONNECT HYDRAULIC EXTERNAL POWER SUPPLY FROM AIRCRAFT AND RECONNECT LEFT SIDE ENGINE DRIVEN PUMP HOSES.

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

- 20. REMOVE AIRCRAFT FROM JACKS. REFER TO WORK COMPLIANCE FORM 32.T01.
- 21. SERVICE HYDRAULIC SYSTEM.
- 22. RECORD OPERATIONAL CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WEB, INC.

REPORT DATE 11/13/92

WORK COMPLIANCE FORM NO.

32.440

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER01

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 07-91

050010+ PHASE 1 INSPECTION

92318
32-057
29 29

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES
	5220		

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 2 DAY 8 YEAR 93 AIRCRAFT HOURS: 5216 LANDINGS: 3864

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 500767240

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AP

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

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

322206

OPERTIONAL CHECK EMERGENCY GEAR EXTENSION CABLE

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

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

REPORT DATE 11/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 32.450
 OPER01
 050010+ PHASE 1 INSPECTION

92318	WORK DUE AT	* = APU HRS		
32-058	DATE	HOURS	LANDINGS	CYCLES
29 29		5220		

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 2 DAY 8 YEAR 93 AIRCRAFT HOURS: 5216 LANDINGS: 3864

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AP

 322211 OPERATIONAL CHECK EMERGENCY GEAR EXTENSION...MM 32-00-00.....

TECHNICIAN	INSPECTOR	MAN-HOURS
		HRS.THS

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 SCREWDRIIVER 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 **11/13/92**

WORK COMPLIANCE FORM NO.

32.450AIRCRAFT NO.: **368**MODEL: **1124A WESTWIND (CONTINUED)****OPER01**AIRCRAFT REG.: **N368MD**ISSUED **07-88** REV.**050010+ PHASE 1 INSPECTION****92318**

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.

32-058

DATE

HOURS

LANDINGS

CYCLES

29 29**5220****CK CURRENT DUE LIST FOR DUE TIME CHGS****PAGE 2**

- 17. INSTALL FORWARD BAGGAGE COMPARTMENT FRONT PANEL.**
- 18. SERVICE HYDRAULIC SYSTEM.**
- 19. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.**

OPERATOR: ED-WES, INC.

REPORT DATE 11/13/92

WORK COMPLIANCE FORM NO.

32.460

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER01

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050010+ PHASE 1 INSPECTION

92318

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

5220

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 2 DAY 8 YEAR 93 AIRCRAFT HOURS: 5216 LANDINGS: 3864

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AD

TECHNICIAN INSPECTOR MAN-HOURS
HRS.THS

32201 CHECK LANDING GEAR FREE FALL...NO REF.....[Signature] [Signature]

NO MANUFACTURER TEXT ISSUED.

OPERATOR: ED-WEB, INC.

REPORT DATE 11/13/92

WORK COMPLIANCE FORM NO.

32.550

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER01

AIRCRAFT REG.: N368ND

ISSUED 12-88 REV.

050010+ PHASE 1 INSPECTION

92318	WORK DUE AT	* = APU HRS		
32-067	DATE	HOURS	LANDINGS	CYCLES
29 29		5220		

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 2 DAY 8 YEAR 93 AIRCRAFT HOURS: 5216 LANDINGS: 3864

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 500767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AP

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
320678 DYE PENETRANT LEFT WHEEL AXLE...MM 5-20-04.....	<u>[Signature]</u>	<u>[Signature]</u>	
321178 DYE PENETRANT RIGHT WHEEL AXLE...MM 5-20-04.....	<u>[Signature]</u>	<u>[Signature]</u>	

- 320678, 321178
DYE PENETRANT WHEEL AXLE
- CHECK AXLE FOR CRACKS USING DYE PENETRANT INSPECTION METHOD.
 - RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

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

REPORT DATE 11/13/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 34.060
 CARD NO: 34-3 OPER01
 050010+ PHASE 1 INSPECTION

92318	WORK DUE AT			* = APU HRS.
34-005	DATE	HOURS	LANDINGS	CYCLES
29 29		5220		

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 2 DAY 8 YEAR 93 AIRCRAFT HOURS: 5216 LANDINGS: 3864

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AP

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRS.THS
340121 DRAIN PITOT/STATIC SYSTEM...MM 34-10-01.....	<u>[Signature]</u>	<u>[Signature]</u>	

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

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

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

OPERATOR: ED-WES, INC.

REPORT DATE 11/13/92

WORK COMPLIANCE FORM NO.

95.090

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER01

AIRCRAFT REG.: N368MD

050010+ PHASE 1 INSPECTION

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

92318	WORK DUE AT			
95-001	DATE	HOURS	LANDINGS	CYCLES
29 29		5220		

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 2 DAY 8 YEAR 93 AIRCRAFT HOURS: 5216 LANDINGS: 3864

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 580767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: ATP

TECHNICIAN INSPECTOR MAN-HOURS
HRS.THS

[Signature] [Signature]

950920 SERVICE LETTER MW-2492 HYDRAULIC HOSE INSPECTION...SL MW-2492.....

REASON: REMIND PERSONNEL OF THE LEAK INSPECTION REQUIREMENTS FOR ALL HYDRAULIC SYSTEM HOSES AND TO PAY SPECIAL ATTENTION TO THOSE THAT CONTAIN A RUBBER LINER MATERIAL (COLOR CODED BY A GREEN EXTERNAL APPEARANCE).

INSTRUCTIONS: ROUTINE INSPECTION SHOULD BE PERFORMED OF ALL HYDRAULIC SYSTEM FLEXIBLE HOSES FOR LEAKAGE OR DETERIORATION IN ACCORDANCE WITH THE REQUIREMENTS OF CHAPTER 5 OR 50 HOUR PHASE INSPECTION PROGRAM. MATERIALS USED IN TEFLON LINED HOSES ARE MORE RESISTANT TO WEAR AND DETERIORATION THAN THE RUBBER LINER HOSES. EITHER TYPE HOSE MAY BE USED OR REPLACEMENT OF DEFECTIVE HOSES, HOWEVER, THE TEFLON LINED HOSES SHOULD PROVIDE EXTENDED SERVICE LIFE.

REFER TO APPLICABLE SERVICE LETTER FOR PROCEDURE.

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

REPORT DATE 12/11/92
 MODEL: 1124A WESTWIND

WORK COMPLIANCE FORM NO.

OPER02

050020+ PHASE 2 INSPECTION

92346	WORK DUE AT		* = APU HRS		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
	DATE	HOURS	LANDINGS	CYCLES	
29 29		5270			CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

050020+ PHASE 2 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 NM
055020+	05.020	PHASE 2-AREA TEXT PHASE 2	4, 30, 93	5270	3920		Ⓟ	Ⓟ	
210276+	21.030	DP CK PRESS SWITCHES/VALV NM 21-00-00*	4, 30, 93	5270	3920		Ⓟ	Ⓟ	
210191+	21.040A 21- 2	INS/CLN OUTFLOW NORM VLV NM 21-30-00	4, 30, 93	5270	3920		Ⓟ	Ⓟ	
210201+	21.040A 21- 2	INS/CLN OUTFLOW SAFE VLV NM 21-30-00	4, 30, 93	5270	3920		Ⓟ	Ⓟ	
210671+	21.050A 21- 3	INS/CLN/TST WATER SEP CON NM 21-70-00	4, 30, 93	5270	3920		Ⓟ	Ⓟ	1.
210681	21.290A 21- 7	CHG COOLING TURBINE DIL NM 12-10-10	4, 30, 93	5270	3920		Ⓟ	Ⓟ	
210622+	21.420A	INSP 350 DUCT SENSOR NM5-20-05	4, 30, 93	5270	3920		Ⓟ	Ⓟ	
960078	21.420A	SIL1124-21-078 REVISION 1 SIL1124-21-078R1	4, 30, 93	5270	3920		Ⓟ	Ⓟ	
210290+	21.490	CK AC DUCTING AND TUBING WCF 21.490	4, 30, 93	5270	3920		Ⓟ	Ⓟ	
210102+	21.500	VIS INSP L BLEED SW VALVE WCF 21.500	4, 30, 93	5270	3920		Ⓟ	Ⓟ	
210112+	21.500	VIS INSP R BLEED SW VALVE WCF 21.500	4, 30, 93	5270	3920		Ⓟ	Ⓟ	
230218+	23.120	CHECK S/D WICK RESISTANCE NM 23-60-00	4, 30, 93	5270	3920		Ⓟ	Ⓟ	
240203+	24.070	F/CK BATT TEMP/WARN SYS. NM 24-30-01	4, 30, 93	5270	3920		Ⓟ	Ⓟ	
241653+	24.140	RESIS CK CIRCUIT BREAKERS NM 24-50-00	4, 30, 93	5270	3920		Ⓟ	Ⓟ	
241655+	24.150	INSP DIST BUS CIRC BREAKR NM 24-50-00	4, 30, 93	5270	3920		Ⓟ	Ⓟ	
241657+	24.160	INSP/TST PRIOR BUS DIODES NM 24-50-00	4, 30, 93	5270	3920		Ⓟ	Ⓟ	
260186+	26.020 26- 1	DP CK FIRE PROTECTION SYS NM 26-00-00	4, 30, 93	5270	3920		Ⓟ	Ⓟ	
260174+	26.030 26- 2	INSPECT COCKPIT FIRE EXT NM 26-20-00	4, 30, 93	5270	3920		Ⓟ	Ⓟ	
260184+	26.030 26- 2	INSPECT CABIN FIRE EXT NM 26-20-00	4, 30, 93	5270	3920		Ⓟ	Ⓟ	
270158+	27.130	INSP RUD TRIM TAB FREE PL NM 27-20-00	4, 30, 93	5270	3920		Ⓟ	Ⓟ	
270193+	27.150A 27- 3	INSP L ELEV SKIN SEPARATE NM 27-30-00	4, 30, 93	5270	3920		Ⓟ	Ⓟ	
270203+	27.150A 27- 3	INSP R ELEV SKIN SEPARATE NM 27-30-00	4, 30, 93	5270	3920		Ⓟ	Ⓟ	
270213	27.190 27- 5	LUB ELEVATOR ATTACH PTS NM 12-20-00	4, 30, 93	5270	3920		Ⓟ	Ⓟ	
270214	27.195	LUB AFT HINGE FIT BEARING	4, 30, 93	5270	3920		Ⓟ	Ⓟ	

CONTINUED

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

REPORT DATE 12/11/92
 MODEL: 1124A WESTWIND (CONTINUED)

WORK COMPLIANCE FORM NO.

OPER02

050020+ PHASE 2 INSPECTION

92346

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 29

DATE	HOURS	LANDINGS	CYCLES
	5270		

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
270215	27.195	LUB FWD SCISSOR ASSY SB 1124-55-021	4, 30, 93	5270	3920		[Signature]	[Signature]	
281150+	28.010A	CK OPERATION BOOST PUMPS MM 28-00-00	4, 30, 93	5270	3920		[Signature]	[Signature]	
300147+	30.140	CK VLTC DROP PLTS WNDGLD () 30- 5 MM 30-40-00	4, 30, 93	5270	3920		[Signature]	[Signature]	
300150+	30.140	CK VLTC DROP CPLTS WNDGLD () 30- 5 MM 30-40-00	4, 30, 93	5270	3920		[Signature]	[Signature]	
910361	30.140	SB 1124-30-036 PART II () 30- 5 SB 1124-30-036	4, 30, 93	5270	3920		[Signature]	[Signature]	
321616+	32.350A	CK LDC EMERG SYSTEM PSI 32- 9 MM 12-10-00	4, 30, 93	5270	3920		[Signature]	[Signature]	
350163	35.140	INSP/SERVICE OXYGEN SYS MM 35-00-00	4, 30, 93	5270	3920		[Signature]	[Signature]	
520106+	52.010A	INS/LUB CABIN ENTR DOOR 52- 1 WCF 52.010A	4, 30, 93	5270	3920		[Signature]	[Signature]	
520116+	52.010B	OPER CK ENTRY DOOR MM 52-10-00	4, 30, 93	5270	3920		[Signature]	[Signature]	
520141+	52.030A	INS/LUB L EMERG EXIT/SEAL 52- 2	4, 30, 93	5270	3920		[Signature]	[Signature]	
520151+	52.030A	INS/LUB R EMERG EXIT/SEAL 52- 2	4, 30, 93	5270	3920		[Signature]	[Signature]	
950920	95.090	SL WW-2492 HYD HOSE INSP () SL WW-2492	4, 30, 93	5270	3920		[Signature]	[Signature]	

TOTAL ESTIMATED MAN-HOURS 1.

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. _____

050020+ PHASE 2 INSPECTION COMPLETED.

4, 30, 93 5270 3920
 MO/ DAY/YR AIRCRAFT HOURS LANDINGS HRS. THS
 [Signature] 560767740
 SIGNATURE CERTIFICATE NUMBER
 A-P
 KIND OF CERTIFICATE

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

REPORT DATE 12/11/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 08-90

WORK COMPLIANCE FORM NO. 32.350A
 OPER02
 CARD NO: 32- 9

050020+ PHASE 2 INSPECTION

92346 32-044 29 29	WORK DUE AT			
	DATE	HOURS	LANDINGS	CYCLES
		5270		

* = 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 4 DAY 30 YEAR 93 AIRCRAFT HOURS: 5270 LANDINGS: 3920

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: A7P

TECHNICIAN INSPECTOR MAN-HOURS
 HRS.THS

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

 321616

NOTE: THE FOLLOWING ADDITIONAL MCF(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 1

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 LOOSENEED 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 SCREWDRIWER THROUGH VALVE RELEASE AND LIFT UP CONTROL VALVE RELEASE LEVER AND RESET EMERGENCY EXTENSION CONTROL MANOLE. 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 LOOSENEED 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 1.
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.
 AIRCRAFT NO.: 368
 AIRCRAFT REG.: N368MD

REPORT DATE 12/11/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 03-91

WORK COMPLIANCE FORM NO. 26.020
 OPER02
 CARD NO: 26- 1
 0500204 PHASE 2 INSPECTION

92346	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		5270			

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 30 YEAR 93 AIRCRAFT HOURS: 5270 LANDINGS: 3920

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AP

TECHNICIAN INSPECTOR MAN-HOURS
 HRS.THS

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

 260186

- R NOTE: 1. FOR AIRCRAFT NOT IN COMPLIANCE WITH SERVICE BULLETIN NO.1124-26-022, REVISION 2, REFER TO ITEM 1.
 R 2. FOR AIRCRAFT IN COMPLIANCE WITH SERVICE BULLETIN NO.1124-26-022, REVISION 2, REFER TO ITEM 2.

R ITEM 1 - OPERATIONAL CHECK FIRE PROTECTION SYSTEM (AIRCRAFT NOT IN COMPLIANCE WITH SERVICE BULLETIN NO.1124-26-022, REVISION 2) (REFER TO TABLE 1, FIGURE 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.

R A CHECK (WITH 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.
- R 10. DEPRESS LH 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.
- R 12. DEPRESS LEFT-HAND FULL/EMPTY PUSH BUTTON. LH FULL LIGHT SHOULD EXTINGUISH, LH EMPTY LIGHT SHOULD ILLUMINATE AND LEFT CARTRIDGE SIMULATING LIGHT ON FEST TESTER SHOULD ILLUMINATE. RH FULL LIGHT SHOULD REMAIN ILLUMINATED.
- R 13. DEPRESS RH FULL/EMPTY PUSH BUTTON, RH FULL LIGHT SHOULD EXTINGUISH, RIGHT-HAND EMPTY LIGHT SHOULD ILLUMINATE AND RIGHT CARTRIDGE SIMULATING 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.

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

REPORT DATE 12/11/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 24.160
 OPER02

050020+ PHASE 2 INSPECTION

92346
 24-013
 29 29

WORK DUE AT	DATE	HOURS	* - APU HRS. LANDINGS	CYCLES
		5270		

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 4 DAY 30 YEAR 93 AIRCRAFT HOURS: 5270 LANDINGS: 3920

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AP

TECHNICIAN INSPECTOR MAN-HOURS
 HRS. THS

241657 INSPECT/TEST PRIORITY BUS DIODES...MM 24-50-00.....

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 12/11/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 03-90

WORK COMPLIANCE FORM NO. 24.150
 OPER02

050020+ PHASE 2 INSPECTION

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

92346	WORK DUE AT	* = APU HRS.		
24-014	DATE	HOURS	LANDINGS	CYCLES
29 29		5270		

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 30 YEAR 93 AIRCRAFT HOURS: 5270 LANDINGS: 3920

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: A+P

TECHNICIAN INSPECTOR MAN-HOURS
 HRS. THS

[Signature] [Signature]

241655 INSPECT DISTRIBUTION BUS CIRCUIT BREAKER...MM 24-50-00.....

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 TRIP WITHIN THE SPECIFIED TIME LIMITS. ALLOW THE LOADS TO COOL BETWEEN BREAKER TESTS. THE LOADS WILL 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 CAUTION AND NOTE ABOVE.
- R15. APPLY EXTERNAL POWER. THE OMP 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.
 AIRCRAFT NO.: 368
 AIRCRAFT REG.: N368ND

REPORT DATE 12/11/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 52.0108
 OPER02

92346
 52-003
 29 29

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES
	5270		

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

050020+ PHASE 2 INSPECTION

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 30 YEAR 93 AIRCRAFT HOURS: 5270 LANDINGS: 3920

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560967740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AA

TECHNICIAN INSPECTOR MAN-HOURS
 HRS. THS

[Signature] [Signature]

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

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

REPORT DATE 12/11/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 01-92

WORK COMPLIANCE FORM NO. 26.030
 CARD NO: 26- 2 OPER02

92346	WORK DUE AT	* = APU HRS
DATE	HOURS	LANDINGS
26-003		
29 29	5270	

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

050020+ PHASE 2 INSPECTION
 CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 30 YEAR 93 AIRCRAFT HOURS: 5270 LANDINGS: 3920

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AA

ONLY THE FOLLOWING WORK IS DUE IN OPER02 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: _____

INSTALLED TSN: HRS _____ LDGS _____ MOS _____ INSTALLED TSD: HRS _____ LDGS _____ MOS _____

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

	NO/DAY/YR	TECHNICIAN	INSPECTOR	MAN-HOURS
				HRS.THS
#260171	WEIGHT CHECK COCKPIT EXTINGUISHER...MM 26-20-00.....			
R	RECORD DATE OF WEIGHT CHECK.....			
	260172 DISCHARGE/OVERHAUL AND REFILL COCKPIT FIRE EXTINGUISHER...NO REF.....			
#260173	HYDROSTATIC TEST COCKPIT FIRE EXTINGUISHER...NO REF.....			
R	RECORD DATE OF HYDROSTATIC TEST.....			
<u>260174</u>	INSPECT COCKPIT FIRE EXTINGUISHER...NO REF.....	<u>[Signature]</u>	<u>[Signature]</u>	
R	RECORD DATE OF INSPECTION.....	HRS	LDGS	

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

PART REMOVED: PART NUMBER _____ SERIAL NUMBER: _____

PART INSTALLED: PART NUMBER _____ SERIAL NUMBER: _____

INSTALLED TSN: HRS _____ LDGS _____ MOS _____ INSTALLED TSD: HRS _____ LDGS _____ MOS _____

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

	NO/DAY/YR	TECHNICIAN	INSPECTOR	MAN-HOURS
				HRS.THS
#260181	WEIGHT CHECK CABIN EXTINGUISHER...MM 26-20-00.....			
R	RECORD DATE OF WEIGHT CHECK.....			
	260182 DISCHARGE/OVERHAUL AND REFILL CABIN FIRE EXTINGUISHER...NO REF.....			
#260183	HYDROSTATIC TEST CABIN FIRE EXTINGUISHER...NO REF.....			
R	RECORD DATE OF HYDROSTATIC TEST.....			
<u>260184</u>	INSPECT CABIN FIRE EXTINGUISHER...NO REF.....	<u>[Signature]</u>	<u>[Signature]</u>	
R	RECORD DATE OF INSPECTION.....	HRS	LDGS	

260166, 260176
 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 12/11/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 02-92

WORK COMPLIANCE FORM NO. 28.010A
 OPER02

92346	WORK DUE AT	* = APU HRS			050020+ PHASE 2 INSPECTION
28-011	DATE	HOURS	LANDINGS	CYCLES	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
29 29		5270			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 30 YEAR 93 AIRCRAFT HOURS: 5270 LANDINGS: 3920

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: A+P

TECHNICIAN INSPECTOR MAN-HOURS
 HRS. THS

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

281150

- R CHECK OPERATION OF FUEL BOOST PUMPS
- R 1. PLACE L SHUTOFF AND R SHUTOFF SWITCHES IN CLOSE POSITION. OBSERVE IN TRAM LIGHTS INDICATING CLOSING.
 - R 2. PLACE BOTH LEFT AND RIGHT BOOST PUMP SWITCHES IN MAIN POSITION. OBSERVE FUEL PRESS LOW WARNING LIGHTS REMAIN ON AND ALT BOOST PUMP ON LIGHTS COME ON.
 - R 3. PLACE BOTH L SHUTOFF AND R SHUTOFF SWITCHES IN OPEN POSITION. OBSERVE IN TRAM LIGHT INDICATING OPENING AND FUEL PRESS LOW LIGHTS GO OUT.
 - R 4. PULL BOTH LEFT AND RIGHT ALT BOOST PUMP CIRCUIT BREAKERS. OBSERVE ALT BOOST PUMP ON LIGHTS GO OUT AND FUEL PRESS LOW LIGHTS REMAIN OUT.
 - R 5. PLACE BOTH LEFT AND BOOST PUMP SWITCHES IN OFF POSITION. OBSERVE FUEL PRESS LOW LIGHTS COME ON.
 6. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

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

REPORT DATE 12/11/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 24.140
 OPER02

92346
 24-013
 29 29

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES
	5270		

050020+ PHASE 2 INSPECTION
 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 4 DAY 30 YEAR 93 AIRCRAFT HOURS: 5270 LANDINGS: 3920

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: ATP

TECHNICIAN INSPECTOR MAN-HOURS
 HRS. THS

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-WEB, INC.

REPORT DATE 12/11/92

WORK COMPLIANCE FORM NO.

24.070

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER02

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050020+ PHASE 2 INSPECTION

92346

WORK DUE AT

* = APU HRS

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

24-008

DATE

HOURS

LANDINGS

CYCLES

29 29

5270

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 30 YEAR 93 AIRCRAFT HOURS: 5270 LANDINGS: 3920

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AIP

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

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

240203

FUNCTIONAL CHECK BATTERY TEMPERATURE AND WARNING SYSTEM

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

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

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

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

REPORT DATE 12/11/92
 MODEL: 1124A WESTWIND
 ISSUED 08-90 REV.

WORK COMPLIANCE FORM NO. 21.490
 OPER02
 050020+ PHASE 2 INSPECTION

92346
 21-046
 29 29

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES
	5270		

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 4 DAY 30 YEAR 93 AIRCRAFT HOURS: 5270 LANDINGS: 3920

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AA

TECHNICIAN INSPECTOR MAN-HOURS
 HRS. THS

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

210290

CHECK AIR CONDITIONING DUCTING AND TUBING

TEXT FROM MM 5-20-05/PHASE 2, 8

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
[Signature] [Signature]

OPERATOR: ED-WES, INC.
 AIRCRAFT NO.: J68
 AIRCRAFT REG.: N368ND

REPORT DATE 12/11/92
 MODEL: 1124A WESTWIND
 ISSUED 08-90 REV.

WORK COMPLIANCE FORM NO. 21.500
 OPER02

0500201 PHASE 2 INSPECTION

92346	WORK DUE AT		* = APU HRS.	
21-047	DATE	HOURS	LANDINGS	CYCLES
29 29		5270		

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 4 DAY 30 YEAR 93 AIRCRAFT HOURS: 5270 LANDINGS: 3920

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AIP

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRS. THS
R 210102 VISUALLY INSPECT LEFT BLEED SWITCHING VALVE.....	<u>[Signature]</u>	<u>[Signature]</u>	
R 210112 VISUALLY INSPECT RIGHT BLEED SWITCHING VALVE.....	<u>[Signature]</u>	<u>[Signature]</u>	

- *****
- 210102, 210112
 VISUALLY INSPECT BLEED SWITCHING VALVE
- VISUALLY INSPECT BLEED SWITCHING VALVE.
 - RECORD INSPECTION COMPLIED WITH; IN SPACE PROVIDED ON PAGE 1.

MECH INSP
[Signature] [Signature]

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

REPORT DATE 12/11/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 23.120
 OPER02

050020+ PHASE 2 INSPECTION

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

92346	WORK DUE AT	* = APU HRS		
23-012	DATE	HOURS	LANDINGS	CYCLES
29 29		5270		

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 30 YEAR 93 AIRCRAFT HOURS: 5270 LANDINGS: 3920

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560762740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: A+D

TECHNICIAN INSPECTOR MAN-HOURS
 HRS.TMS

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

230218

CHECK STATIC DISCHARGE WICK RESISTANCE

EQUIPMENT: DIGITAL OR BRIDGE TYPE OHMMETER AND LOW CURRENT MEGOHMMETER

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

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

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

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

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

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

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

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

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

OPERATOR: ED-WES, INC.

REPORT DATE 12/11/92

WORK COMPLIANCE FORM NO.

21.420A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER02

AIRCRAFT REG.: N368MD

ISSUED 08-89 REV. 06-92

050020+ PHASE 2 INSPECTION

92346

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.

21-027

DATE

HOURS

LANDINGS

CYCLES

29 29

5270

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 30 YEAR 93 AIRCRAFT HOURS: 5270 LANDINGS: 3920

TECHNICIAN SIGNATURE: *Cell Stano* KIND OF CERTIFICATE & NO: S80767240

INSPECTED BY: *Cell Stano* KIND OF CERTIFICATE & NO: A+P

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRG. THS

210622 INSPECT 35 DEGREE DUCT SENSOR...MM 5-20-05..... *P* *A* _____

R 960078 SIL 1124-21-078 REVISION 1 35 DEGREE TEMP SENSOR...SIL 1124-21-078

R REASON: TO REDUCE THE EFFECTS OF DISSIMILAR METAL CORROSION ON THE
 R CONTACTS OF TEMP SENSOR CONNECTOR, P/J116 AND ENSURE A MORE
 R POSITIVE ELECTRICAL CONNECTION.

R EFFECTIVITY: MODEL 1124/1124A WESTWIND, ALL SERIAL NUMBERS.

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

REPORT DATE 12/11/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 21.050A
 CARD NO: 21- 3 OPER02
 050020+ PHASE 2 INSPECTION

92346	WORK DUE AT	* = APU HRS		
21-007	DATE	HOURS	LANDINGS	CYCLES
29 29		5270		

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 4 DAY 30 YEAR 93 AIRCRAFT HOURS: 5270 LANDINGS: 3920

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: J60767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: A/P

TECHNICIAN INSPECTOR MAN-HOURS
 HRS.THS

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

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

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

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

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

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

11. REMOVE CHAIN ASSEMBLY AND CAREFULLY REMOVE CONDENSER SUPPORT.

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

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

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

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

REPORT DATE 12/11/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 07-91

WORK COMPLIANCE FORM NO. 21.040A
 OPER02
 CARD NO: 21- 2
 0500201 PHASE 2 INSPECTION

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

92346	WORK DUE AT	* = APU HRS.		
21-005	DATE	HOURS	LANDINGS	CYCLES
29 29		5270		

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 30 YEAR 93 AIRCRAFT HOURS: 5270 LANDINGS: 3920

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: A+P

TECHNICIAN INSPECTOR MAN-HOURS
 HRS. THS

210191	INSPECT/CLEAN NORMAL OUTFLOW VALVE...MM 21-30-00.....	<u>[Signature]</u>	<u>[Signature]</u>	
210201	INSPECT/CLEAN SAFETY OUTFLOW VALVE...MM 21-30-00.....	<u>[Signature]</u>	<u>[Signature]</u>	

210191, 210201				

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

INSPECT/CLEAN OUTFLOW VALVE (REFER TO ILLUSTRATION ON CARD 21-2)

EQUIPMENT/CONSUMABLES: GASKET P/N 5783111-15, CLEANING SOLVENT PD-680, SAFETY WIRE

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

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

REPORT DATE 12/11/92
 MODEL: 1124A WESTWIND

WORK COMPLIANCE FORM NO. 21.030
 OPER02

ISSUED 07-88 REV. 07-91 050020+ PHASE 2 INSPECTION

92346	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.	
21-003	DATE	HOURS	LANDINGS	CYCLES		
29 29		5270			CK CURRENT DUE LIST FOR DUE TIME CHGB PAGE 1	

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 30 YEAR 93 AIRCRAFT HOURS: 5270 LANDINGS: 3920

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: A+D

TECHNICIAN INSPECTOR MAN-HOURS
 HRS.THS

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/OR 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.
 - R K. SLOWLY DUMP CABIN PRESSURE BY SLOWLY OPENING THE MAN DUMP VALVE.
 - 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.
 - R (3) ISOBARIC VALVE IS OPEN AND SAFETIED OPEN.
- R 2. AIR FLOW CHECKS (WITH ENGINE(S) RUNNING)
 - R A. START THE RIGHT ENGINE.
 - R B. TURN THE RIGHT DC GENERATOR AND BOTH INVERTERS ON.
 - R C. ENSURE THAT RH ENG/MACELLE ANTI-ICE PUSHBUTTON IS DISENGAGED.
 - R D. SELECT R ENG ON THE CABIN AIR SELECTOR SWITCH.
 - R E. PLACE THE AUTO-MANUAL TEMPERATURE CONTROL SWITCH ON THE ECS CONTROL PANEL TO MAN AND HOLD THE HOT/COLD SWITCH TO COLD FOR AT LEAST 11 SECONDS.
 - R F. CHECK THAT COLD AIR IS EVIDENT AT THE CASPER OUTLETS WITHIN ONE MINUTE.
 - R G. ADVANCE THE RIGHT ENGINE THROTTLE AND NOTICE THAT THE AIR FLOW INTO THE CABIN INCREASES UNTIL APPROXIMATELY 52 PERCENT N1 THEN THE AIR FLOW DROPS SIGNIFICANTLY. THIS INDICATES THAT THE GROUND BYPASS VALVE CLOSED.
 - R H. REDUCE THE RIGHT ENGINE RPM UNTIL THE GROUND BYPASS VALVE OPENS AGAIN.
 - R I. HOLD THE HOT/COLD SWITCH IN HOT AT LEAST 11 SECONDS.
 - R J. CHECK THAT HOT AIR IS EVIDENT AT THE NORMAL OUTLETS WITHIN ONE MINUTE. SELECT COLD AS SOON AS IT HAS BEEN ESTABLISHED THAT HOT AIR IS FLOWING TO AVOID OVER TEMPERATURE IN THE AIR DUCT.
 - R K. PLACE THE AUTO-MANUAL TEMPERATURE CONTROL SWITCH ON THE ECS CONTROL PANEL TO AUTO AND ROTATE THE TEMPERATURE SELECTOR TO HOT OR COLD.
 - R L. CHECK THAT HOT OR COLD AIR (DEPENDING ON SELECTION) IS EVIDENT WITHIN ONE MINUTE.
- R 3. OPERATIONAL CHECK SWITCHES AS FOLLOWS:
 - A. CONNECT EXTERNAL POWER TO AIRCRAFT. REMOVE THE FORWARD AND AFT ACCESS PANELS IN MAIN BAGGAGE COMPARTMENT.
 - R B. SWITCH ON INVERTERS.
 - C. ENGAGE THE FOLLOING CIRCUIT BREAKERS:

RAM AIR	EMERGENCY AIR
PRESSURIZATION VALVES LEFT-HAND	CABIN TEMPERATURE AUTOMATIC

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

REPORT DATE 12/11/92
MODEL: 1124A WESTWIND
ISSUED 07-91 REV.

WORK COMPLIANCE FORM NO. 05.020
OPER02

92346	WORK DUE AT	* - APU HRS		
05-020	DATE	HOURS	LANDINGS	CYCLES
29 29		5270		

050020+ PHASE 2 INSPECTION
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 4 DAY 23 YEAR 93 AIRCRAFT HOURS: 5270 LANDINGS: 3920

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560762790

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: ATP

TECHNICIAN INSPECTOR MAN-HOURS
HRS.THS

[Signature] [Signature]

055020 PHASE 2-AREA TEXT - FUSELAGE - FORWARD TO PRESSURE BULKHEAD, AFT FUSELAGE, EMPENNAGE.

055020 PHASE 2 - AREA TEXT - FUSELAGE - FORWARD TO PRESSURE BULKHEAD, AFT FUSELAGE, EMPENNAGE MECH INSP

TEXT FROM 50 HOUR PHASE 2 INSPECTION
1. GENERAL

NOTE: IGNITION, STARTER, FUEL CONTROLLER, GEAR POSITION, FLAP CONTROL, THRUST REVERSER, ICE PROTECTION, EMERGENCY HYDRAULIC PUMP, FIRE EXTINGUISHER, PROBE HEAT, ADA AND PITOT HEAT CIRCUIT BREAKERS SHOULD BE PULLED PRIOR TO START OF INSPECTION.

RECORD ALL PILOT SQUAWKS AND INSPECTION DISCREPANCIES ON THE APPROPRIATE AIRCRAFT FORM.

- A. CHECK THAT A PREFLIGHT CHECK HAS BEEN MADE.
 - B. CHECK THAT ALL APPLICABLE FAA AIRWORTHINESS DIRECTIVES ARE COMPLIED WITH.
 - C. REVIEW MANUFACTURER'S SERVICE DATA FOR APPLICABILITY.
 - D. CHECK THAT ALL AIRCRAFT DOCUMENTS ARE CURRENT AND IN ORDER BEFORE RELEASE OF AIRCRAFT.
 - E. CHECK REPLACEMENT AND OVERHAUL SCHEDULE FOR APPLICABILITY.
 - F. CHECK CALENDER/SPECIAL INSPECTION ITEMS FOR APPLICABILITY.
 - G. ALL STEPS A. THROUGH F. COMPLIED WITH.
2. FUSELAGE - FORWARD PRESSURE BULKHEAD TO AFT PRESSURE BULKHEAD.
- A. INSTRUMENT PANEL CHECK - GENERAL CONDITION.
 - (1) ACCESSIBLE INSTRUMENTS, HOSES AND LINES.
 - (2) ACCESSIBLE ELECTRICAL WIRE BUNDLES, CONNECTIONS.
 - B. PRESSURIZATION SYSTEM CHECK
 - (1) ACCESSIBLE HOSES AND LINES - CONDITION.
 - (2) ISOBARIC VALVE SAFETY WIRED IN THE OPEN POSITION.
 - C. WINDSHIELD, WINDOWS AND PILOT'S OPENABLE WINDOW.
 - (1) DELAMINATION, SCRATCHES, CRACKS, SEAL AND LATCH.
 - (2) RENEW OR REACTIVATE DESICCANT CRYSTALS AS NECESSARY. IF MOISTURE NOTED, PERFORM VENT AND STATIC LINE PRESSURE CHECK PER MAINTENANCE MANUAL SERVICING SECTION.

[Signature] [Signature]
[Signature] [Signature]
[Signature] [Signature]
[Signature] [Signature]

CAUTION: DO NOT EXCEED 2.0 PSI.

- (3) TERMINAL CONTACT ASSEMBLIES FOR ARCING.
- D. CONTROL PEDESTAL - GENERAL CONDITION.
 - (1) INDICATORS.
 - (2) CONTROLS.
 - (3) SWITCHES.
 - (4) ELECTRICAL CONNECTIONS.
 - (5) THROTTLE & REVERSERS - EASE OF OPERATION.
- E. OVERHEAD ELECTRICAL PANELS - GENERAL CONDITION.
 - (1) ELECTRICAL BUNDLES, CONNECTIONS, DAMAGE, TIGHTNESS.

[Signature] [Signature]
[Signature] [Signature]
[Signature] [Signature]

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

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

REPORT DATE 12/11/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 52.010A
 CARD NO: 52- 1 OPER02
 050020+ PHASE 2 INSPECTION

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

92346	WORK DUE AT			
52-002	DATE	HOURS	LANDINGS	CYCLES
29 29		5270		

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 23 YEAR 93 AIRCRAFT HOURS: 5270 LANDINGS: 3920

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AIP

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

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

520106

INSPECT/LUBRICATE CABIN ENTRANCE DOOR (REFER TO FIGURE 2 ON CARD 52-1)

CONSUMABLES: SILICONE LUBRICANT, LUBRICATING OIL MIL-L-7820A

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

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

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

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

REPORT DATE 12/11/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 52-030A
 CARD NO: 52- 2 OPER02
 050020: PHASE 2 INSPECTION

92346
 52-007
 29 29

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES
	5270		

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 4 DAY 22 YEAR 93 AIRCRAFT HOURS: 5270 LANDINGS: 3920

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: ATD

TECHNICIAN INSPECTOR MAN-HOURS
 HRS.THS

520141 INSPECT/LUBRICATE LEFT EMERGENCY EXIT HATCH/SEAL...NO REF..... [Signature] [Signature]
 520151 INSPECT/LUBRICATE RIGHT EMERGENCY EXIT HATCH/SEAL...NO REF..... [Signature] [Signature]

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-WEB, INC.

REPORT DATE 12/11/92

WORK COMPLIANCE FORM NO.

95.090

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER02

AIRCRAFT REG.: N368MD

050020+ PHASE 2 INSPECTION

92346

WORK DUE AT

* = APU HRS.

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

95-001

DATE

HOURS

LANDINGS

CYCLES

29 29

5270

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 30 YEAR 93 AIRCRAFT HOURS: 5270 LANDINGS: 3920

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: A-P

TECHNICIAN INSPECTOR MAN-HOURS
HRS. THS

950920 SERVICE LETTER MW-2492 HYDRAULIC HOSE INSPECTION...BL MW-2492.....

REASON: REMIND PERSONNEL OF THE LEAK INSPECTION REQUIREMENTS FOR ALL HYDRAULIC SYSTEM HOSES AND TO PAY SPECIAL ATTENTION TO THOSE THAT CONTAIN A RUBBER LINER MATERIAL (COLOR CODED BY A GREEN EXTERNAL APPEARANCE).

INSTRUCTIONS: ROUTINE INSPECTION SHOULD BE PERFORMED OF ALL HYDRAULIC SYSTEM FLEXIBLE HOSES FOR LEAKAGE OR DETERIORATION IN ACCORDANCE WITH THE REQUIREMENTS OF CHAPTER 5 OR 50 HOUR PHASE INSPECTION PROGRAM. MATERIALS USED IN TEFLON LINED HOSES ARE MORE RESISTANT TO WEAR AND DETERIORATION THAN THE RUBBER LINER HOSES. EITHER TYPE HOSE MAY BE USED OR REPLACEMENT OF DEFECTIVE HOSES. HOWEVER, THE TEFLON LINED HOSES SHOULD PROVIDE EXTENDED SERVICE LIFE.

REFER TO APPLICABLE SERVICE LETTER FOR PROCEDURE.

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

REPORT DATE 12/11/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 35.140
 OPER02

050020+ PHASE 2 INSPECTION

92346	WORK DUE AT	* - APU HRS		
35-011	DATE	HOURS	LANDINGS	CYCLES
29 29		5270		

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 4 DAY 30 YEAR 93 AIRCRAFT HOURS: 5270 LANDINGS: 3920

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: A+P

TECHNICIAN INSPECTOR MAN-HOURS
 HRS. THS

[Signature] [Signature]

350163 INSPECT/SERVICE OXYGEN SYSTEM...MM 35-00-00.....

350163
 INSPECT/SERVICE OXYGEN SYSTEM

WARNING: DO NOT PERMIT SMOKING OR OPEN FLAME NEAR AIRCRAFT WHILE MAINTENANCE IS BEING PERFORMED ON THE OXYGEN SYSTEM. ENSURE ALL ELECTRICAL POWER IS DISCONNECTED AND THAT THE AIRCRAFT IS PROPERLY GROUNDED. IN ADDITION, OILS, GREASE, AND SOLVENTS MAY BURN OR EXPLODE SPONTANEOUSLY WHEN CONTACTED BY OXYGEN UNDER PRESSURE.

1. INSPECT/SERVICE OXYGEN SYSTEM REGULATOR/REDUCERS, MASK MOUNTED REGULATORS, VALVES, OUTLETS, ANERDID SWITCHES, AUTOMATIC PASSENGER MASK PRESENTATION BOX ASSEMBLIES, HOSES, LINES, AND PORTABLE OXYGEN BOTTLES AS FOLLOWS:
 - A. PERFORM A FUNCTIONAL CHECK OF ALL MOVING COMPONENTS FOR OPERATION AND EXCESSIVE WEAR.
 - B. CHECK SYSTEM LINE PRESSURE.
 - C. VISUALLY CHECK FOR THE PRESENCE OF CONTAMINANTS (OIL, GREASE, DIRT, ETC.).
 - D. VISUALLY INSPECT BOTH LOW AND HIGH-PRESSURE REGULATOR RELIEF MECHANISMS FOR DAMAGE AND TO ENSURE FREEDOM FROM OBSTRUCTION.

NOTE: 1. HIGH AND LOW-PRESSURE LINES DO NOT REQUIRE ANY SERVICING UNLESS SOME TROUBLE IS INDICATED.
 2. TEST PASSENGER MASK OXYGEN FLOW BY PULLING LANYARD AND REMOVING PIN FROM VALVE. REFER TO 35-20-00, PARA 2.

2. AT ANYTIME UPON NOTIFICATION OF DECAYING CYLINDER PRESSURE WHEN OXYGEN SYSTEM IS IN USE, IMMEDIATELY CHECK THE SYSTEM UNTIL LEAK IS FOUND (USE ONLY LEAK DETECTOR CONFORMING TO MIL-L-25567B).
3. RECORD INSPECTION/SERVICE COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.

REPORT DATE 12/11/92

WORK COMPLIANCE FORM NO.

30.140

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 30-5

OPER02

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050020+ PHASE 2 INSPECTION

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

92346

WORK DUE AT

* = APU HRS

DATE

HOURS

LANDINGS

CYCLES

30-015

29 29

5270

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 30 YEAR 93 AIRCRAFT HOURS: 5270 LANDINGS: 3920

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 580767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: A+P

TECHNICIAN	INSPECTOR	MAN-HOURS
HRS.	THS	

(300147) () INSPECT PILOT WINDSHIELD CYCLING CONTACTOR...MM 30-40-00.....
 910361 8B 1124-30-036 PART II
 HAS P/N 7264-4654 MCC (MFG LEACH) BEEN INSTALLED? YES ___ NO ___
 (300150) () INSPECT COPILOT WINDSHIELD CYCLING CONTACTOR...MM 30-40-00.....
 910361 8B 1124-30-036 PART II
 HAS P/N 7264-4654 MCC (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

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

OPERATOR: ED-WES, INC.

REPORT DATE 12/11/92

WORK COMPLIANCE FORM NO.

27.150A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 27-3

OPER02

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050020+ PHASE 2 INSPECTION

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

92346

WORK DUE AT

* = APU HRS

DATE

HOURS

LANDINGS

CYCLES

27-016

29 29

5270

CK CURRENT DUE LIST FOR DUE TIME CHGS


PAGE 1


WORK ACCOMPLISHED: DATE: MONTH 4 DAY 30 YEAR 93 AIRCRAFT HOURS: 5270 LANDINGS: 3920

TECHNICIAN SIGNATURE:  KIND OF CERTIFICATE & NO: 560767990

INSPECTED BY:  KIND OF CERTIFICATE & NO: A+D

TECHNICIAN	INSPECTOR	MAN-HOURS
HRS.	HRS.	THS

270193 INSPECT LEFT ELEVATOR SKIN SEPARATION...MM 27-30-00..... 

270203 INSPECT RIGHT ELEVATOR SKIN SEPARATION...MM 27-30-00..... 

270193, 270203

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

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

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

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

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

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

REPORT DATE 12/11/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 27.130
 OPER02

050020+ PHASE 2 INSPECTION

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

92346	WORK DUE AT	* = APU HRS		
27-013	DATE	HOURS	LANDINGS	CYCLES
29 29		5270		

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 30 YEAR 93 AIRCRAFT HOURS: 5270 LANDINGS: 3920

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: ATP

TECHNICIAN INSPECTOR MAN-HOURS
 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.

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

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

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

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

REPORT DATE 12/11/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 03-90

WORK COMPLIANCE FORM NO. 27.190
 CARD NO: 27- 5 OPER02

0500201 PHASE 2 INSPECTION

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

92346	WORK DUE AT	* = APU HRS.		
27-020	DATE	HOURS	LANDINGS	CYCLES
29 29		5270		

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 30 YEAR 93 AIRCRAFT HOURS: 5270 LANDINGS: 3920

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: A7P

TECHNICIAN INSPECTOR MAN-HOURS
 HRS. THS

270213 LUBRICATE ELEVATOR ATTACH POINTS...MM 12-20-00.....

270213

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

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 NO GREASE HAS EMERGED FROM AROUND BUSHINGS.
 6. STANDARD ZERK FITTING AND SPECIAL FLUSH FITTING ARE BOTH USED THROUGHOUT THE AIRCRAFT.

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

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

REPORT DATE 12/11/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 05-90

WORK COMPLIANCE FORM NO. 27.195
 OPER02

92346
 00-000
 29 29

WORK DUE AT DATE	HOURS	* = APU HRS. LANDINGS	CYCLES
	5270		

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

050020+ PHASE 2 INSPECTION
 CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 30 YEAR 93 AIRCRAFT HOURS: 5270 LANDINGS: 3920

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 580767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: ATP

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS. THS
270214 LUBRICATE AFT HINGE FITTING BEARINGS...MM 5-20-06...6(A)..... PRE SB 1124-55-021 S/N'S 154, 409, 413, 416, 418, 421, 423, 424, 426, AND SUBS WITH PRODUCTION MODIFIED HINGE. NOTE: LUBRICATION NO LONGER REQUIRED WHEN HINGE IMPROVEMENT HAS BEEN ACCOMPLISHED PER SB 1124-55-021, PARA 2-D	<u>[Signature]</u>	<u>[Signature]</u>	
270215 LUBRICATE FORWARD SCISSOR ASSEMBLY...MM 5-20-06...6(B)..... PDST SB 1124-55-021 (4 PLACES)	<u>[Signature]</u>	<u>[Signature]</u>	

NO MANUFACTURER TEXT ISSUED.

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

REPORT DATE 12/11/92
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 07-91

WORK COMPLIANCE FORM NO. 21.290A
 CARD NO: 21-7 OPER02
 050020+ PHASE 2 INSPECTION

92346	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
21-030	DATE	HOURS	LANDINGS	CYCLES	
29 29		5270			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 30 YEAR 93 AIRCRAFT HOURS: 5270 LANDINGS: 3920

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740
 INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: ATP

TECHNICIAN INSPECTOR MAN-HOURS
 HRS.THS

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

210681
 CHANGE COOLING TURBINE OIL (REFER TO FIGURE 3 ON CARD 21-7)
 CONSUMABLES: LUBRICANT (MIL-L-23699)

- THE OIL SHOULD BE DRAINED THROUGH THE DRAIN PORT, ON THE BOTTOM OF THE TURBINE, AND FRESH OIL ADDED TO THE TOP OF THE FILL PORT.

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

MANUFACTURER	MANUFACTURERS DESIGNATION
AMERICAN OIL & SUPPLY CO.	PO TURBINE LUBRICANT 6423, 6700, 3889, 3893, C-3788 OR 9598
BRAY OIL CO.	BRAYCO 899, 89G OR 899H
BURMAH- CASTROL CORP.	CASTROL 5000
ENERGY IND., INC.	ENGARD SYNTHESIZED TURBINE LUBRICANT (2952) OR (2949)
EXXON CO.	EXXON/ESSO TURBO OIL 2380
HATCO CHEMICAL CORP.	HATCOL 3211, 3611, 1639 OR 1680
MOBIL OIL CORP.	MOBIL JET OIL II, MOBIL RM-139A, RM-147A, RM-247A, RM-246A, RM-249A, RM-254A OR RM-270A
NYCO INTERNATIONAL	NYCO 599A OR 599B
NYCO S.A.	TURBONYCDIL 599
PVO INTERNATIONAL INC.	STO-5700
ROYCAL LUBRICANTS CO., INC.	ROYCO 899, 899B (D-759-3), 899C(D-758), 899HC, 899E-L, 899R-1 OR 899E-2
SHELL OIL CO.	AEROSHELL TURBINE OIL 500
SHELL INTN'L PETROLEUM CO., LTD.	AEROSHELL TURBINE OIL 500
STAUFFER CHEMICAL CO.	STAUFFER JET II 9624 OR STAUFFER STL E-7306

OPERATOR: ED-WRS, INC.

WORK COMPLIANCE FORM NO. 53.089

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 53- 4

AIRCRAFT REG: N368MD

ISSUED 09-90 REV.

PAGE 1

92053	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.
53-013	DATE	HOURS	LANDINGS	CYCLES	
29 29					UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 24 YEAR 93 AIRCRAFT HOURS: 5326.3 LANDINGS: 3975

TECHNICIAN SIGNATURE: Barry A. Schram #2402247 KIND OF CERTIFICATE & NO.: CRS XINR271L

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO.: APP 1231502

TECHNICIAN INSPECTOR MAN-HOURS
HRS. THS

VNS [Signature]

530200 INSPECT FORWARD TO AFT PRESSURE BULKHEAD-FUSELAGE.....

530200

INSPECT FORWARD TO AFT PRESSURE BULKHEAD-FUSELAGE (FOR CAMP OPERATORS REFER TO FIGURES 1 THROUGH 6 ON CARD 53-4. FOR SCAMP OPERATORS REFER TO MM 5-40-01)
TEXT FROM MM 5-40-01

MECH INSP

1. REMOVE INTERIOR FURNISHINGS AND EQUIPMENT AS REQUIRED.
2. INSPECT MAIN FRAMES AS FOLLOWS:
 - A. (FUSELAGE STATIONS Y=166.75, 184.00, 201.75) VISUALLY INSPECT LEFT AND RIGHT SIDES OF FUSELAGE FRAME AREA FROM FLOOR LEVEL (WATERLINE Z=10.50) TO APPROXIMATELY 4 INCHES ABOVE FLOOR LEVEL FOR CRACKS AROUND RIVET HEADS AND OPEN HOLES. INSPECT FOR CRACKS ON FRAME WEBS SPREADING EITHER FROM A RIVET HOLE, SUPPORTING CLIP, ANGLES, ANCHOR NUT, OR OPEN PILOT AND TOOLING HOLES.
 - B. (FUSELAGE STATION Y=174.00, 194.00) ZYGLO OR DYE PENETRANT INSPECT LEFT AND RIGHT FUSELAGE FRAMES FROM FLOOR LEVEL (WATERLINE Z=10.50) TO APPROXIMATELY 4 INCHES ABOVE FLOOR LEVEL FOR CRACKS AROUND RIVET HEADS AND OPEN HOLES.

[Signature]
[Signature]

NOTE: CRACKS APPEAR ON CROSS SECTION OF HOLE THROUGH FRAME THICKNESS. T=.071 INCH, ALUMINUM 2024-T42.

BRS

- C. (FUSELAGE STATION Y=219.05) X-RAY INSPECT LEFT AND RIGHT SIDES OF FUSELAGE FRAME STATION Y=219.05 L-SHAPED INBOARD FLANGE WEB AREA FROM FLOOR LEVEL (WATERLINE Z=10.50) TO APPROXIMATELY 4 INCHES ABOVE FLOOR LEVEL FOR HIDDEN CRACK IN FLANGE UNDER RE-INFORCING STRAP RIVET HOLES (LEFT AND RIGHT SIDES OF FUSELAGE) USING X-RAY PROCEDURE DESCRIBED IN NON-DESTRUCTIVE TESTING MANUAL.

NOTE: CRACK DEVELOPS ON FRAME FROM INBOARD FLANGE RIVET HOLE TO FRAME WEB TOWARD T-FLANGE. FRAME THICKNESS T=.071 INCH ALUMINUM 2024-T42.

BRS

- D. ALL STEPS A. THROUGH C. COMPLETED.
3. REMOVE EMERGENCY EXIT DOORS AND WINDOW.
4. DYE PENETRANT INSPECT LEFT AND RIGHT SIDES OF FUSELAGE SKIN EMERGENCY EXIT AND WINDOW OPENINGS FOR CRACKS IN ANY OF THE FOUR CORNERS CURVATURE TRANSITION OR WITHIN THE CURVATURE RADIUS AND FOR LOCALIZED SKIN EDGE DAMAGE.

[Signature]
[Signature]
BRS

NOTE: 1. FATIGUE CRACKS MAY START FROM ACCIDENTAL DAMAGE TO EDGES OF SKIN OPENING. REMOVE AND SMOOTH OUT ANY SKIN EDGE DAMAGE.
2. CRACKS MAY DEVELOP ON ANY CORNER OF SKIN OPENING. MOST LIKELY PLACES ARE THE LOWER CORNERS. SKIN THICKNESS T=.071 INCH, ALUMINUM 2024-T3.

5. REMOVE NOSE COMPARTMENT RIGHT SIDE AIR SCOOP.
6. INSPECT FORWARD PRESSURE BULKHEAD AS FOLLOWS:
 - A. BOROSCOPE AND/OR ZYGLO OR DYE PENETRANT INSPECT LOWER SIDE OF PRESSURE BULKHEAD WEB FOR CRACKS AROUND RIVET LEADS ALONG CREW COMPARTMENT FLOOR SUPPORTING ANGLE NEAR AND ABOVE FLOOR LEVEL (WATER LINE Z=10.50) BY USING BOROSCOPE. APPLY ZYGLO OR DYE PENETRANT IF CRACKS ARE SUSPECTED.

[Signature]

NOTE: HORIZONTAL CRACKS MAY DEVELOP IN WEB SPREADING FROM RIVET HOLES. WEB THICKNESS T=.040 INCH, ALUMINUM 2024-T3.

- B. VISUALLY AND/OR ZYGLO OR DYE PENETRANT INSPECT FORWARD PRESSURE BULKHEAD WEB FOR HORIZONTAL ALONG

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 53.080

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND (CONTINUED)

CARD NO: 53- 4

AIRCRAFT REG.: N368MD

ISSUED 09-90 REV.

PAGE 2

92083 53-013 29 29	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
	DATE	HOURS	LANDINGS	CYCLES	
					UNSCHEMUL

THE UPPER HORIZONTAL BACK UP SUPPORTING CHANNEL RIVET LINE BETWEEN ALL 5 VERTICCAL STIFFENERS. APPLY ZYGLO OR DYE PENETRANT IF CRACKS ARE SUSPECTED.

NOTE: 1. ACCESS THROUGH LEFT AND RIGHT NOSE ACCESS DOORS.
2. HORIZONTAL CRACKS MAY DEVELOP IN WEB SPREADING FROM RIVET HOLES. WEB THICKNESS T=.040 INCH, ALUMINUM 2024-T3.

C. VISUALLY AND/OR ZYGLOW OR DYE PENETRANT INSPECT THE UPPER VERTICAL MACHINED STIFFENERS FOR CRACKS ALONG THE FLANGES FILLET ROOT RADIUS EITHER SIDE OF STEM. APPLY ZYGLO OR DYE PENETRANT IF CRACKS ARE SUSPECTED.

NOTE: 1. ACCESS THROUGH NOSE COMPARTMENT DOORS.
2. CHECK FOR VERTICAL CRACKS IN FLANGES STEM.

D. BOROSCOPE OR DYE PENETRANT INSPECT LOWER PART OF VERTICAL MACHINED STIFFENERS FOR CRACKS AROUND RIVET HEADS. APPLY ZYGLO OR DYE PENETRANT IF CRACKS ARE SUSPECTED.

NOTE: 1. ACCESS THROUGH NOSE COMPARTMENT RIGHT HAND AIR SCOOP.
2. STIFFENER FLANGE MAY DEVELOP CRACKS SPREADING FROM RIVET HOLES.

E. USE BOROSCOPE TO VISUALLY INSPECT FROM CREW COMPARTMENT SIDE FORWARD PRESSURE BULKHEAD CENTER LINE. RIVETS CONNECTION OF CENTER STIFFENER WITH FLOOR SUPPORTING ANGEL (Z=10.50) FOR LOOSE OR BROKEN RIVET HEADS.

F. VISUALLY INSPECT COUNTERSUNK RIVETS JOINING FUSELAGE SKIN WITH PERIPHERAL BULKHEAD FRAME FOR LOOSE, DISTORTED OR BROKEN RIVET HEADS.

G. ALL STEPS A. THROUGH F. COMPLETED.

7. REINSTALL ANY ITEMS REMOVED FOR INSPECTION ACCESS.

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

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 53,090

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 53- 5

AIRCRAFT REG.: N366MD

ISSUED 09-90 REV.

PAGE 1

92083
53-014
29 29

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

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

UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 8 DAY 24 YEAR 93 AIRCRAFT HOURS: 5326.3 LANDINGS: 3975

TECHNICIAN SIGNATURE: Barry Schram #2402244 KIND OF CERTIFICATE & NO.: RAS XINR2714

INSPECTED BY: J.P. Buyer KIND OF CERTIFICATE & NO.: AAF 1731502

TECHNICIAN	INSPECTOR	MAN-HOURS
		HRS. THS

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

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) TEXT FROM MM 5-40-01 MECH INSP

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.

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.

BRS JPK

OPERATOR: ED-WEF, INC.

WORK COMPLIANCE FORM NO. 53.100

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 53- 6

AIRCRAFT REG.: N368ND

ISSUED 09-90 REV.

PAGE 1

92083
53-015
29 29

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

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

UNSCHEDULED

WORK ACCOMPLISHED; DATE: MONTH 8 DAY 24 YEAR 93 AIRCRAFT HOURS: 5326.3 LANDINGS: 3975

TECHNICIAN SIGNATURE: _____ KIND OF CERTIFICATE & NO.: _____

INSPECTED BY: JP Meyer KIND OF CERTIFICATE & NO.: AIP 1731502

TECHNICIAN INSPECTOR MAN-HOURS
HRS. THS

JP Meyer *JP Meyer*

530220 INSPECT ENTRY DOOR STOPS.....

530220

INSPECT ENTRY DOOR STOPS (FOR CAMP OPERATORS REFER TO ILLUSTRATION ON CARD 53-6. FOR SCAMP OPERATORS REFER TO MM 5-40-00)
TEXT FROM MM 5-40-01

MECH INSP

1. VISUALLY INSPECT FOUR DOOR JAMB STOP FITTINGS RIVETED TO FORWARD FRAMES FOR CRACKS AT ROOT FILLET RADIUS (R=0.16 INCH). PERFORM DYE PENETRANT TO ANY SUSPECTED STOP.

JP Meyer

NOTE: CRACKS DEVELOP AT ROOT FILLET RADIUS.

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

OPERATOR: ED-WRS, INC.
 AIRCRAFT NO.: 358
 AIRCRAFT REG.: N358MD

MODEL: 1124A WESTWIND
 ISSUED 09-90 REV.

WORK COMPLIANCE FORM NO. 53.170
 CARD NO: 53- 8

PAGE 1

92083	WORK DUE AT				RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
53-022	DATE	HOURS	LANDINGS	CYCLES	
29 29					UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 9 DAY 24 YEAR 93 AIRCRAFT HOURS: 5326.3 LANDINGS: 3975

TECHNICIAN SIGNATURE: _____ KIND OF CERTIFICATE & NO.: _____

INSPECTED BY: JP Luyet KIND OF CERTIFICATE & NO.: AAP 1731502

TECHNICIAN	INSPECTOR	MAN-HOURS
<u>JP</u>	<u>ML</u>	

530300 INSPECT AFT FUSELAGE STRUCTURE.....

530300 INSPECT AFT FUSELAGE STRUCTURE (FOR CAMP OPERATORS REFER TO FIGURES 1 THROUGH 6 ON CARD 53-8. FOR SCAMP OPERATORS REFER TO MM 5-40-02) MECH INSP

1. INSPECT MAIN FRAMES SKIN AND STRINGERS AS FOLLOWS:
 - A. VISUALLY INSPECT LEFT AND RIGHT UPPER STRINGERS NO.1 AND 2 BETWEEN STATION 316 AND STATION 328 AND SPLICE AT STRINGERS NO.3 AND 4. ALSO INSPECT AREA OF SKIN OUTER SURFACE.
- NOTE: 1. CHECK FOR CRACKS AT RIVET HOLES OR AT SPLICE ENDS.
 2. ACCESS THROUGH MAIN BAGGAGE COMPARTMENT FORWARD ACCESS PANEL.
- B. VISUALLY INSPECT AIR SCOOPS CUTOUTS AT STATION 355, LONGERONS NO.3 LEFT AND RIGHT. THE SCOOP AIR INLET IS RIVETED TO THE SKIN CUTOUT EDGES.
- NOTE: CHECK FOR CRACKS AT CUTOUT EDGES AND AT RIVET HOLES.
- C. VISUALLY INSPECT MAIN BAGGAGE COMPARTMENT FUSELAGE SKIN CUTOUT AREA AROUND CORNERS, ALONG UPPER AND LOWER SILLS. LOOK FOR CRACKS IN SKIN EDGES, CORNERS AND AROUND RIVET HOLES. LOOK FOR LOOSE RIVETS, CRACKED PAINT OR POWDER MATTER AROUND RIVET HEADS, ALSO CHECK HINGES AND LATCH AT DOOR AND FRAME CUTOUT CORNERS FOR DEFORMATION AND CRACKS.
- D. VISUALLY INSPECT HYD. PANEL DOOR SKIN CUTOUT AREA BETWEEN STATIONS 383 AND 395 LONGERONS 6 AND 7, FOR CRACKS AROUND RIVET HOLES AND CUTOUT CORNERS, ALSO CHECK THE SILLS AND FRAMES WITH THE AID OF A FLASHLIGHT AND MIRROR.
- E. VISUALLY INSPECT REAR BAGGAGE COMPARTMENT (MODELS 1123/1124) FUSELAGE SKIN CUTOUT AREA AROUND CORNERS, ALONG UPPER AND LOWER SILLS FOR CRACKS IN SKIN EDGES, CORNERS AND AROUND RIVET HOLES, FOR LOOSE RIVETS, CRACKED PAINT OR POWDER MATTER AROUND RIVET HEADS, ALSO CHECK HINGES AND LATCH ON DOOR AND FRAME CUTOUT CORNERS FOR INFORMATION AND CRACKS.
- F. ALL STEPS A. THROUGH E. COMPLETED.
2. REMOVE EMPENNAGE FAIRINGS AND ACCESS PANELS.
3. INSPECT VERTICAL STABILIZER ATTACHMENT FITTINGS AS FOLLOWS:
 - A. USING BOROSCOPE VISUALLY INSPECT FRAME STATION 492.75 FORWARD ATTACHMENT FITTING LUGS.
 - E. USING BOROSCOPE VISUALLY INSPECT FRAME STATION 521.75 REAR ATTACHMENT (BANJO) FITTINGS LUGS.

NOTE: CHECK FOR POSSIBLE FAILURE OR CRACK AT LUGS BASES.

- C. BOTH STEPS A. AND B. COMPLETED.
4. INSPECT HORIZONTAL STABILIZER FITTINGS AS FOLLOWS:
 - A. USING BOROSCOPE VISUALLY INSPECT FRAME STATION 521.75 AFT HINGE ATTACHMENT (BANJO) FITTING LUGS FOR CRACKS AND/OR LOOSE BEARINGS.

NOTE: CHECK FOR POSSIBLE CRACKS AT LUG BASES, CHECK FOR LOOSE BEARINGS.

- B. USING BOROSCOPE VISUALLY INSPECT FRAME STATION 492.75 HORIZONTAL STABILIZER ACTUATOR FORWARD SUPPORT (FORK) FITTINGS (ZEA) FOR CRACKS AT LUGS RADII.

NOTE: CHECK FOR POSSIBLE CRACKS AT FRAME TOP LUG ATTACHMENT AND FITTINGS, LUGS AND SMALL RADII AT
 COPYRIGHT 1992 CAMP SYSTEMS, INC. ((CONTINUED))

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 53.170

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND (CONTINUED)

CARD NO: 53- 8

AIRCRAFT REG: N368MD

ISSUED 09-90 REV.

PAGE 2

92083 53-022 29 29	WORK DUE AT			* = APU HRS.	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
	DATE	HOURS	LANDINGS			CYCLES
					UNSCHEDULED

BASES.

C. USING BOROSCOPE VISUALLY INSPECT TOP FRAME AREA STATION 504.25 AND HORIZONTAL STABILIZER ACTUATOR REAR SUPPORT FITTINGS (2 EA) FOR CRACKS AT LUGS RADII BASES AND FRAME.

NOTE: CHECK FOR CRACKS AT FRAME TOP LUG ATTACHMENT AND FITTINGS, LUGS, AND SMALL RADII AT LUG BASES.

D. ALL STEPS A. THROUGH C. COMPLETED.

5. VISUALLY INSPECT AFT FUSELAGE SKIN AND RIVETS BETWEEN STATION 452.00 AND STATION 540.00 E AND L FOR LOOSE RIVETS AND CRACKED PAINT OF AFT FUSELAGE AFT OF ENGINE JET PIPE BLAST AREA. LOOK FOR BLACK TRAILS EMANATING FROM RIVETS.

NOTE: CHECK FOR POSSIBLE CRACKING OF SKIN AT RIVET HOLES.

6. REMOVE TAIL CONE SECTION.

7. INSPECT TAIL CONE FASTENERS AS FOLLOWS:

A. VISUALLY INSPECT FUSELAGE FRAME STATION 540.00 BALLAST SUPPORTING BRACKETS ON A/C 1124.

B. VISUALLY INSPECT FRAME STATION 540.00 TAIL CONE PERIPHERAL FASTENERS FOR LOOSE DISTORTED OR BROKEN RIVET HEADS.

NOTE: CHECK FOR POSSIBLE CRACKS ON BRACKETS AND AT RIVET HOLES.

C. BOTH STEPS A. AND B. COMPLETED.

8. REINSTALL ANY ITEMS REMOVED FOR INSPECTION ACCESS.

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

[Handwritten signatures and initials]

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 54.020

AIRCRAFT NO.: 358

MODEL: 1124A WESTWIND

CARD NO: 54- 2

AIRCRAFT REG.: N366MD

ISSUED 09-90 REV.

PAGE 1

42083 54-004 29 29	WORK DUE AT				RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
	DATE	HOURS	* = APU HRS. LANDINGS	CYCLES	
					UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 24 YEAR 93 AIRCRAFT HOURS: 5326.3 LANDINGS: 3975

TECHNICIAN SIGNATURE: _____ KIND OF CERTIFICATE & NO.: _____

INSPECTED BY: J.P. Guyer KIND OF CERTIFICATE & NO.: 04P 1731502

TECHNICIAN INSPECTOR MAN-HOURS
HRS. THS

J.P. Guyer *MR*

540200 INSPECT ENGINE SUPPORT INSTALLATION.....

540200
INSPECT ENGINE SUPPORT INSTALLATION (FOR CAMP OPERATORS REFER TO FIGURES 1 AND 2 ON CARD 54-2.
FOR SCAMP OPERATORS REFER TO MM 5-40-04)
TEXT FROM MM 5-40-04

MECH INSP

1. INSPECT BEAM INSTALLATION AS FOLLOWS:

NOTE: FOR ALL STEPS, ACCESS IS THROUGH MAIN BAGGAGE COMPARTMENT REAR ACCESS PANEL AND REAR BAGGAGE COMPARTMENT FORWARD ACCESS PANEL AND PYLON LOWER SKIN PANEL.

A. USING BOROSCOPE, VISUALLY INSPECT LEFT FORWARD ENGINE SUPPORT BEAM JOINT TO AFT FUSELAGE FRAME, LEFT AND RIGHT, FOR CRACKS AROUND FASTENER HOLES.

NOTE: CHECK FOR CRACKS AT X=0 AND X=16 ON REAR BEAM CAP AND FORWARD AND AFT BEAM/FRAME JOINT.

B. USING BOROSCOPE VISUALLY INSPECT FORWARD ENGINE SUPPORT BEAM AND FITTING ATTACHMENTS FOR CORROSION AND CRACKS AROUND FASTENER HOLES, AT UPPER AND LOWER DOUBLER AND SKIN OF THE PYLON.

NOTE: CHECK FOR CRACKS AT AFT FITTING, UPPER WALL AND FOR CORROSION OF PARTS.

C. USING BOROSCOPE, USUALLY INSPECT AFT ENGINE SUPPPORT BEAM JOINT TO AFT FUSELAGE FRAME, LEFT AND RIGHT FOR CORROSION AND CRACKS AROUND FASTENER HOLES.

NOTE: CHECK FOR CRACKS ON AFT-AFT BEAM UPPER CAP AND FOR CORROSION OF PARTS.

D. USING BOROSCOPE VISUALLY INSPECT AFT ENGINE SUPORT BEAM END FITTING AND ATTACHMENT FOR CORROSION AND CRACKS AROUND FASTENER HOLES.

NOTE: CHECK FOR CRACKS ON AFT FITTING UPPER EDGE AND FOR CORROSION OF PARTS.

E. USING BOROSCOPE, VISUALLY INSPECT AFT ENGINE PYLON ASSEMBLY, UPPER AND LOWER SKIN DOUBLERS AND ANGLES ADJACENT TO FORWARD AND AFT ENGINE SUPPORT BEAMS. INSPECT FOR CORROSION AND CRACKS AROUND FASTENER HOLES.

NOTE: CHECK FOR CRACKS AT CUTOUT EDGES, AND FIRST ATTACHMENTS OF ANGLES, AND FOR CORROSION OF PARTS.

F. ALL STEPS A. THROUGH E. COMPLETED.

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

MR

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

MODEL: 1124A WESTWIND
 ISSUED 09-90 REV.

WORK COMPLIANCE FORM NO. 55.060
 CARD NO: 55- 6

PAGE 1

92083 55-007 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	
					UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 9 DAY 24 YEAR 93 AIRCRAFT HOURS: 5326.3 LANDINGS: 3975

TECHNICIAN SIGNATURE: Bang Schram #2402244 KIND OF CERTIFICATE & NO.: CAS XINR271L

INSPECTED BY: JF Meyer KIND OF CERTIFICATE & NO.: AAP 1731502

TECHNICIAN INSPECTOR MAN-HOURS
 HRS.THS

BTS JF Meyer

550200 INSPECT EMPENNAGE (MAJOR).....

550200 INSPECT EMPENNAGE (FOR CAMP OPERATORS REFER TO FIGURES 1 THROUGH 6 ON CARD 55-6. FOR SCAMP OPERATORS REFER TO MM 5-40-03) MECH INSP

NOTE: THE FOLLOWING ADDITIONAL WCF(S) MAY BE REQUIRED TO PERFORM THIS TASK 27.150A, 55.040.

TEXT FROM MM 5-40-03

1. REMOVE TAIL CONE, EMPENNAGE FAIRINGS AND ACCESS COVERS AT XH=(4.0 BOTTOM SKIN).

2. INSPECT HORIZONTAL STABILIZER AS FOLLOWS:

A. USING BOROSCOPE VISUALLY INSPECT HORIZONTAL STABILIZER BETWEEN LEFT AND RIGHT STATION XH=0.00 AND XH=14.00 UPPER AND LOWER SKIN, DOUBLERS, FORWARD AND AFT STRINGERS FOR CRACKS AROUND RIVET HOLES, LOOSE OR DISTORTED RIVET HEADS.

NOTE: CHECK FOR CRACKS AT RIVET HOLES OR DOUBLER ENDS. CHECK FOR LOOSE OR DISTORTED RIVET HEADS.

B. USING BOROSCOPE VISUALLY INSPECT HORIZONTAL STABILIZER FORWARD AND AFT SPAR SPLICE FITTING ATTACHMENTS STATION XH=14.00 FORWARD SPAR AND XH=23.00 AFT SPAR TO RIBS AND SPARCAPS VERTICAL FLANGES FOR CRACKS AT END FASTENERS AND CORROSION AROUND ATTACHING BOLTS.

NOTE: 1. CHECK FOR CRACKS ON SPAR CAP VERTICAL FLANGE AT END FASTENER AND AFT FITTING (UPPER AND LOWER, LEFT AND RIGHT).
 2. CHECK FOR STRESS CORROSION INSIDE AND AROUND BOLTS ATTACHING FRONT AND REAR SPLICE TO RIB.
 3. CHECK FOR CRACKS ON OUTSIDE LUGS OF AFT SPLICE.
 4. FOR INSPECTION OF AFT SPLICE HINGE FITTING OUTER LUGS REFER TO WORK COMPLIANCE FORM 55.040.

C. REMOVE TRIM ACTUATOR ACCESS PANEL.

D. VISUALLY INSPECT TRIM ACTUATOR FORK FITTINGS (2 EA) LOCATED ON FORWARD SPAR RIBS STATION XH=3.25 L & R FOR CRACKS AT LUGS RADIUS BASES AND CORROSION AROUND ATTACHING BOLTS.

NOTE: CHECK FOR CRACKS OR CORROSION AT FITTINGS, LUGS AND RADIUS AT LUG BASES.

E. VISUALLY INSPECT HORIZONTAL STABILIZER REAR SPAR MACHINED ELEVATOR HINGES AT LEFT AND RIGHT STATIONS XH=18.156, XH=41.938, XH=83.05 AND XH=124.17 FOR CRACKS AT FASTENER HOLES AND SIGNS OF CORROSION INSIDE AND AROUND BEARINGS STAKING POINTS.

F. PERFORM X-RAY INSPECTION OF STABILIZER RIBS FROM STABILIZER STATION 14.0 TO 110.0 CHECK FOR CRACKS AND LOOSE RIVETS. SEE PART 2 OF NDT MANUAL FOR INSPECTION DETAILS.

G. ALL STEPS A. THROUGH F. COMPLETED.

3. INSPECT ELEVATORS AS FOLLOWS:

A. VISUALLY INSPECT FOR CRACKS ELEVATOR ASSEMBLY UPPER AND LOWER SKIN FROM LEADING EDGE ATTACHMENT TO TRAILING EDGE EXTRUSION.

NOTE: FOR INSPECTION OF SKIN SEPARATION FROM HONEYCOMB. REFER TO WORK COMPLIANCE FORM 27.150A.

B. VISUALLY INSPECT LEFT AND RIGHT ELEVATORS HINGES AND RIBS ATTACHMENTS TO LEADING EDGE AND BALANCE

[Handwritten signatures and initials on the right margin, including 'JF Meyer', 'BTS', and others.]

OPERATOR: ED-WES, INC.

WORK COMPLIANCE FORM NO. 55,060

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND (CONTINUED)

CARD NO: 55- 5

AIRCRAFT REG.: N368MD

ISSUED 09-90 REV.

PAGE 2

92083
55-007
29 29

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

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

UNSCHEDULED

WEIGHT SUPPORTS FOR CRACKS OR LOOSE FASTENERS.

C. BOTH STEPS A. AND B. COMPLETED.

4. INSPECT VERTICAL STABILIZER AS FOLLOWS:

A. VISUALLY INSPECT BOTH SIDES OF VERTICAL STABILIZER FORWARD AND AFT SPARS SKIN AND STRINGERS BETWEEN STATIONS ZV-18.30 AND ZV-50.00 FOR LOOSE OR DISTORTED RIVET HEADS AND CRACKS IN SKIN AROUND SPAR CAPS, FLANGES FASTENER HOLES. X-RAY METHOD MAY BE USED FOR STRINGERS INSPECTION.

NOTE: CHECK FOR CRACKS AT RIVET HOLES AT ZV-29.5 AND ZV-50. CHECK FOR CORROSION OF PARTS BETWEEN ZV-18.5 AND ZV=40.

B. REMOVE HEADING EDGE ACCESS PANEL, TAIL CONE, AND EMPENNAGE FAIRINGS.

C. VISUALLY INSPECT VERTICAL STABILIZER FORWARD AND AFT SPAR INTERSECTION SPLICE FITTINGS FUSELAGE FRAME STATIONS 492.75 AND 521.75. CHECK FOR LOOSE OR DISTORTED FASTENER HEADS, CORROSION AND CRACKS AROUND FASTENER HOLES.

NOTE: CHECK FOR STRESS CORROSION INSIDE FITTING AND AROUND THE BOLT.

D. VISUALLY INSPECT VERTICAL STABILIZER REAR SPAR RUDDER HINGES AT STATIONS ZV-50.00, ZV-82.00 AND ZV-116.00 ALSO BRACKET AT ZV-78.50 FOR CRACKS AT FASTENER HOLES AND SIGNS OF CORROSION INSIDE AND AROUND BEARINGS STAYING POINTS.

NOTE: CHECK FOR CORROSION INSIDE HINGES AND BRACKETS.

E. ALL STEPS A. THROUGH D. COMPLETED.

5. INSPECT RUDDER AS FOLLOWS:

A. VISUALLY INSPECT RUDDER ASSEMBLY L AND R SKINS AND FRONT AND REAR SPARS BETWEEN STATIONS ZR46 AND ZR125.9. VISUALLY INSPECT BOTH SIDES OF RUDDER FORWARD TO AFT SPAR SKINS AND RIBS BETWEEN STATIONS ZR=51.7 TO 126.9 ON FRONT SPAR AND ZR=70.9 TO 100.8 ON REAR SPAR FOR LOOSE OR DISTORTED RIVET HEADS AND CRACKS IN SKIN AROUND SPAR CAPS FLANGES RIVET HOLES. PERFORM X-RAY INSPECTION FOR RIBS (SEE APPROPRIATE INFORMATION IN NDT MANUAL).

NOTE: CHECK FOR CORROSION OF PARTS AND CRACKS AT CUTOUT EDGES.

B. VISUALLY INSPECT RUDDER FRONT SPAR HINGES AT STATIONS ZR=51.575, 83.756 AND 117.98, END FITTING AND BALANCE WEIGHT SUPPORT FOR CORROSION AND CRACKS AROUND FASTENER HOLES.

C. BOTH STEPS A. AND B. COMPLETED.

6. REINSTALL ANY ITEMS REMOVED FOR INSPECTION ACCESS.

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

OPERATOR: ED-WES, INC.

REPORT DATE 06/11/92

WORK COMPLIANCE FORM NO.

57.050

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 57-3

AIRCRAFT REG.: N368MD

ISSUED 09-90 REV.

PAGE 1

92163
57-006
29 29

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
	4800		

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 8 DAY 24 YEAR 93 AIRCRAFT HOURS: 5726.3 LANDINGS: 3975

TECHNICIAN SIGNATURE: Barry Schram #2402244 KIND OF CERTIFICATE & NO: CRS #XINR271L

INSPECTED BY: J.P. Meyer KIND OF CERTIFICATE & NO: ADP 173150Z

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

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRS. THS
570220 INSPECT LEFT OUTER WING PANELS.....	<u>B/S</u>	<u>J.P.M.</u>	
570221 INSPECT RIGHT OUTER WING PANELS.....	<u>B/S</u>	<u>J.P.M.</u>	

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRS. THS
570220, 570221			

INSPECT OUTER WING PANELS (FOR CAMP OPERATORS REFER TO FIGURES 1 THROUGH 13 ON CARD 57-3. FOR SCAMP OPERATORS REFER TO MM 5-40-05)
TEXT FROM MM 5-40-05

MECH INSP

1. INSPECT OUTER WING PANELS AS FOLLOWS:

- A. VISUALLY, THOROUGHLY INSPECT THE INTERIOR OF THE WING TANK AREAS DETERMINED TO CONTAIN FUEL LEAK SOURCES.

NOTE: CHECK FOR DETERIORATED SEALANT, FUEL LEAKS THROUGH RIVET HOLES OF JOINTS, ESPECIALLY NEAR M.L.G. SUPPORT FITTINGS.

- B. VISUALLY INSPECT COMPLETE WING SKIN FOR LOOSE, DISTORTED RIVETS OR PROTRUSION OF OTHERWISE SKIN FLUSH RIVET HEADS, SKIN CUTS AND CONDITION OF JOINT SEALANT.

- C. VISUALLY/EDDY CURRENT/X-RAY INSPECT LOWER STRINGERS TAPERED SPLICE PLATE AROUND RIVET HOLES 10 INCHES OUTBOARD OF STATION 33.00 RIB. USE EDDY CURRENT PROCEDURE DESCRIBED IN THE NON-DESTRUCTIVE TESTING MANUAL PART 6.
ALTERNATIVE METHOD - USE PART 2 (57-00-00) OF THE NON-DESTRUCTIVE TESTING MANUAL.

NOTE: 1. CHECK FOR LOOSE OR DISTORTED RIVET HEADS AND CRACKS AROUND RIVET HOLES.
2. OUTER FLANGES ARE SPLICED BY TAPERED SPLICE PLATES.

- D. VISUALLY/EDDY CURRENT/X-RAY INSPECT LOWER SKIN STRINGERS FLANGES OF SPLICE FINGER PLATE ENDS RIVET HOLES (4 PLACES) AND SKIN TO RIB W.S. 33 CONNECTIONS. USE EDDY CURRENT PROCEDURE DESCRIBED IN THE NON-DESTRUCTIVE TESTING MANUAL, PART 6.
ALTERNATIVE METHOD - USE PART 2 (57-00-00) OF THE NON-DESTRUCTIVE TESTING MANUAL.

NOTE: CHECK FOR CRACKS IN SKIN/STRINGER FLANGES AT FIRST RIVET HOLES AND FINGER PLATE END, AND LOOSE OR DISTORTED RIVET HEADS AND CORROSION OF PARTS.

- E. VISUALLY/EDDY CURRENT/X-RAY INSPECT LOWER FORWARD AND AFT SPAR WEBS ALONG SPAR CAP FLANGES FOR CRACKS AT RIVET HOLES (FULL WING SPAN) AND RIVETS SHEARING ESPECIALLY BETWEEN W/STATION 33.00 AND 62.00. USE EDDY CURRENT PROCEDURE DESCRIBED IN THE NON-DESTRUCTIVE TESTING MANUAL, PART 6.
ALTERNATIVE METHOD - USE PART 2 (57-00-00) OF THE NON-DESTRUCTIVE TESTING MANUAL.

NOTE: CHECK FOR SEALANT DETERIORATION OF SPLICE FAYING SURFACES, CRACKS AT ENDS OF FASTENER HOLES OF LOWER CAP, CORE SPLICE FLANGES, AND SPAR WEBS. CHECK FOR DISTORTION OF FASTENER HEADS AND CORROSION OF STEEL/ALUMINUM MATERIAL.

- F. INSPECT SPAR CAP, TAPERED CAP CORE AND FLANGE SPLICES FOR CRACKS, CORROSION, FASTENER DISTORSION AND SEALANT CONDITION LOWER FORWARD AND AFT SPARS. USE EDDY CURRENT PROCEDURE DESCRIBED IN THE NON-DESTRUCTIVE TESTING MANUAL, PART 6.
ALTERNATIVE METHOD - USE PART 2 (57-00-00) OF THE NON-DESTRUCTIVE TESTING MANUAL.

NOTE: CHECK FOR SEALANT DETERIORATION OF SPLICE FAYING SURFACES, CRACKS AT ENDS OF FASTENER HOLES

J.P.M.
J.P.M.

B/S J.P.M.

B/S J.P.M.

B/S

B/S

OPERATOR: ED-WES, INC.

REPORT DATE 06/11/92

WORK COMPLIANCE FORM NO.

57.050

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND (CONTINUED)

CARD NO: 57- 3

AIRCRAFT REG.: N368MD

ISSUED 09-90 REV.

PAGE 2

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WORK DUE AT	* = APU HRS.		
DATE	HOURS	LANDINGS	CYCLES
57-006			
29 29	4800		

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

OF LOWER CAP, CORE SPLICE FLANGES, AND SPAR WEBS. CHECK FOR DISTORTION OF FASTENER HEADS AND CORROSION OF STEEL/ALUMINUM MATERIAL.

G. ALL STEPS A. THROUGH F. COMPLETED.

2. INSPECT WING/FUSELAGE PIN SUPPORT ATTACH. FITTINGS AS FOLLOWS:

NOTE: THE FORWARD WING SPAR FITTINGS (25% WC) AND AFT WING SPAR FITTING (65% WC) ARE SUPPORTED AT AFT PRESSURE BULKHEAD F/STATION 269 AND ON AFT FUSELAGE BULKHEAD F/STATION 316 WITH 4 SETS X 2 OF CONICAL STEEL PINS.

A. TO GAIN ACCESS TO THE AFT PRESSURE BULKHEAD F/STATION 269 PERFORM THE FOLLOWING: (REFER TO S.B. 1124-53-101).

(1) REMOVE INTERIOR 90 AS TO HAVE FREE ACCESS TO THE ENTIRE AREA OF THE AFT PRESSURE BULKHEAD ASSEMBLY.

(2) REMOVE WIRING, PLUGS, DUCTING, FITTINGS, ETC., AS NECESSARY TO FACILITATE REMOVAL OF INSULATION AND SOUND PROOFING COVERING THE R.H. AND L.H. PANELS.

B. VISUALLY INSPECT WING TO FUSELAGE PIN ASSEMBLIES (PIN, WASHER, NUT AND COTTERPIN) FOR GENERAL CONDITION.

NOTE: 1. CHECK FOR LOOSENESS, DISTORTION, AND SEALANT CONDITION.

2. ACCESS THROUGH ACCESS PANELS FUSELAGE STATION 269 AND THROUGH MAIN BAGGAGE COMPARTMENT FORWARD PANEL.

C. ULTRASONIC/EDDY CURRENT INSPECT PIN HOUSING FITTINGS ON FUSELAGE BULKHEAD AND WING SPARS USING ULTRASONIC PROCEDURE DESCRIBED IN THE NON-DESTRUCTIVE TESTING MANUAL, PART 4.

NOTE: CHECK FOR SURFACE AND BELOW SURFACE CRACKS IN FITTING HOLES CAUSED BY CORROSION AND STRESS AROUND FASTENER HOLES.

D. VISUAL/EDDY CURRENT INSPECT LOWER FORWARD AND AFT SPAR CAPS VERTICAL FLANGE CONNECTION TO WING FITTING ATTACHMENT. USE EDDY CURRENT PROCEDURE DESCRIBED IN THE NON-DESTRUCTIVE TESTING MANUAL, PART 6. *NOT APPLICABLE PER TEMP. REV. 5-6 MLC*

NOTE: CHECK FOR CRACKS ON SPAR CAP VERTICAL FLANGES FASTENER HOLES. *DUE AT 'D' CHECK.*

E. ALL STEPS A. THROUGH D. COMPLETED.

3. INSPECT MLG SUPPORT FITTINGS AND WHEEL WELL STRUCTURE W/STATION 62.0 TO 126.00 AS FOLLOWS:

A. VISUALLY INSPECT WING SKIN BOLTED LOWER STRINGERS FITTINGS FOR CORROSION/CRACKS AND SEALANT DETERIORATION AT W/STATION 62.0, 93.0 AND 126 (42% & 57% W.C.).

ALTERNATIVE - USE X-RAY PROCEDURE IN THE NON-DESTRUCTIVE TESTING MANUAL, PART 2 (57-00-00).

NOTE: 1. CHECK FOR SURFACE CORROSION AND SEALANT CONDITION.

2. ACCESS THROUGH WHEEL WELL AND LOWER SKI ACCESS PANELS.

B. VISUALLY INSPECT MLG SUPPORT TRUSSES BETWEEN W/STATION 62.0 - 93.0 FOR CRACKS AT MLG TRUNNION AND AXLE BRACING HOUSING (BOSS) FOR CORROSION AND CRACKS.

NOTE: IF CRACKS ARE SUSPECTED DYE CHECK AND DISSASSEMBLE IS REQUIRED.

C. REMOVE ACCESS COVER PLATES FROM FORWARD AND AFT MLG SUPPORT TRUSS WEBS (4EA) AND INSPECT OPENING EDGES AND PERIPHERAL FASTENER HOLES FOR CORROSION AND CRACKS.

NOTE: IF CRACKS ARE SUSPECTED, DYE CHECK AND DISSASSEMBLE AS REQUIRED.

4. REINSTALL ANY ITEMS REMOVED FOR INSPECTION ACCESS.

OPERATOR: ED-WES, INC.

REPORT DATE 06/11/92

WORK COMPLIANCE FORM NO.

57.050

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND (CONTINUED)

CARD NO: 57- 3

AIRCRAFT REG.: N368MD

ISSUED 09-90 REV.

PAGE 3

92163

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.

57-006

DATE

HOURS

LANDINGS

CYCLES

29 29

4800

CHECK CURRENT DUE LIST FOR DUE TIME CHANGES

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

OPERATOR: ED-WES, INC.

REPORT DATE 03/11/93

WORK COMPLIANCE FORM NO.

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER03

AIRCRAFT REG.: N368MD

050030+ PHASE 3 INSPECTION

93070

WORK DUE AT		* = APU HRS.		
DATE	HOURS	LANDINGS	CYCLES	
29 29	5316			

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

050030+ PHASE 3 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
055030+	05.030	PHASE 3-AREA TEXT PHASE 3	8.13.93	5318	3973				
240121+	24.010A 24- 1	CK L START/GEN BR WEAR/TN MM 80-10-10	8.13.93	5318	3973				.5
240131+	24.010A 24- 1	CK R START/GEN BR WEAR/TN MM 80-10-10	8.13.93	5318	3973				.5
270140+	27.070 27- 2	CK AIL CONTROL FREEPLAY MM 27-10-00	8.13.93	5318	3973				
270238+	27.200A 27- 6	INSPECT LEFT FLAP MM 27-50-00	8.13.93	5318	3973				.5
270243+	27.200A 27- 6	INSPECT RIGHT FLAP MM 27-50-00	8.13.93	5318	3973				.5
270237+	27.200B 27- 6	INSP L FLAP VANE MM 27-50-00	8.13.93	5318	3973				
270247+	27.200B 27- 6	INSP R FLAP VANE MM 27-50-00	8.13.93	5318	3973				
270240+	27.510	INS L FLAP HING/BRG 150HR MM 27-50-00	8.13.93	5318	3973				
270242+	27.510	INS R FLAP HING/BRG 150HR MM 27-50-00	8.13.93	5318	3973				
270244+	27.520	INS L FLAP HING/BRG 600HR MM 27-50-00	8.13.93	5318	3973				
270245+	27.520	INS R FLAP HING/BRG 600HR MM 27-50-00	8.13.93	5318	3973				
281602+	28.090B	OP CK FUEL DUMP SYSTEM MM 28-00-00	8.13.93	5318	3973				
290143+	29.120A 29- 5	INS/LUB L HYD PUMP SPLINE MM 05-20-07	8.13.93	5318	3973				1.0
290178+	29.120A 29- 5	INS/LUB R HYD PUMP SPLINE MM 05-20-07	8.13.93	5318	3973				1.0
710650+	71.070	INSP LEFT INLET NACELLE MM 54-00-00	8.13.93	5318	3973				
713650+	71.070	INSP RIGHT INLET NACELLE MM 54-00-00	8.13.93	5318	3973				
790116+	79.100	SOAP CHECK L ENGINE SM 72-00-00	8.13.93	5318	3973				1.0
791616+	79.100	SOAP CHECK R ENGINE SM 72-00-00	8.13.93	5318	3973				1.0
790126+	79.120	INSP L ENG CHIP DETECTOR SM 72-00-00	8.13.93	5318	3973				
791626+	79.120	INSP R ENG CHIP DETECTOR SM 72-00-00	8.13.93	5318	3973				
950920	95.090	SL WW-2492 HYD HOSE INSP SL WW-2492	8.13.93	5318	3973				

CONTINUED

OPERATOR: ED-WES, INC.

REPORT DATE 03/11/93

WORK COMPLIANCE FORM NO.

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

(CONTINUED)

OPER03

AIRCRAFT REG.: N368MD

050030+ PHASE 3 INSPECTION

93070

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
29 29	5316		

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

TOTAL ESTIMATED MAN-HOURS 5.5

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

ED-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. _____

050030+ PHASE 3 INSPECTION COMPLETED.

8.3.93
MO/ DAY/YR

5318
AIRCRAFT HOURS

3973
LANDINGS

_____ HRS.THS

[Signature]
SIGNATURE

560267290
CERTIFICATE NUMBER

AP
KIND OF CERTIFICATE

OPERATOR: ED-WEB, INC.

REPORT DATE 03/11/93

WORK COMPLIANCE FORM NO.

05.030

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER03

AIRCRAFT REG.: N368MD

ISSUED 07-91 REV. 12-92

050030+ PHASE 3 INSPECTION

93070	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.
05-030	DATE	HOURS	LANDINGS	CYCLES	
29 29		5316			

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 8 DAY 3 YEAR 93 AIRCRAFT HOURS: 5318 LANDINGS: 3973

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560762740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: APD

TECHNICIAN INSPECTOR MAN-HOURS
HRS. THS

055030 PHASE 3-AREA TEXT - WING, ENGINES, MACELLES AND PYLONS, THRUST REVERSER, AUXILIARY (LONG RANGE) FUEL.....

055030 PHASE 3 - AREA TEXT - WING, ENGINES, MACELLES AND PYLONS, THRUST REVERSER, AUXILIARY (LONG RANGE) FUEL MECH INSP
TEXT FROM 50 HOUR PHASE 3 INSPECTION

1. GENERAL

NOTE: IGNITION, STARTER, FUEL CONTROLLER, GEAR POSITION, FLAP CONTROL, THRUST REVERSER, ICE PROTECTION, EMERGENCY HYDRAULIC PUMP, FIRE EXTINGUISHER, PROBE HEAT, ADA AND PITOT HEAT CIRCUIT BREAKERS SHOULD BE PULLED PRIOR TO START OF INSPECTION.

RECORD ALL PILOT SQUAWKS AND INSPECTION DISCREPANCIES ON THE APPROPRIATE AIRCRAFT FORM.

- A. CHECK THAT A PREFLIGHT CHECK HAS BEEN MADE.
- B. CHECK THAT ALL APPLICABLE FAA AIRWORTHINESS DIRECTIVES ARE COMPLIED WITH.
- C. REVIEW MANUFACTURER'S SERVICE DATA FOR APPLICABILITY.
- D. CHECK THAT ALL AIRCRAFT DOCUMENTS ARE CURRENT AND IN ORDER BEFORE RELEASE OF AIRCRAFT.
- E. CHECK REPLACEMENT AND OVERHAUL SCHEDULE FOR APPLICABILITY.
- F. CHECK CALENDER/SPECIAL INSPECTION ITEMS FOR APPLICABILITY.
- G. ALL STEPS A. THROUGH F. COMPLIED WITH.

LH RH
MECH INSP MECH INSP

2. WING

- A. WING FLAP - GENERAL CONDITION, SECURITY AND CRACKS.
 - (1) SKIN - RIVETS.
 - (2) ATTACH POINTS - INSPECT BONDING JUMPERS FOR CONDITION, FRAYING AND SECURITY.
 - (3) FLEXIBLE DRIVE SHAFTS.
 - (A) COUPLING NUTS SECURITY, ROUTING, FREEPLAY AND STRUCTURE CLEARANCE.
 - (4) ACTUATING JACKS - ATTACH POINTS, ELECTRICAL CONNECTION, RIGGING, MICROSWITCH SLIDERS.
 - (5) FLAP POSITION TRANSMITTER POTENTIOMETER - ATTACH POINTS, ELECTRICAL CONNECTION.
- B. AILERON - GENERAL CONDITION AND SECURITY.
 - (1) SKIN - RIVETS.
 - (2) TORQUE TRANSFER TUBES - ATTACH POINTS, SAFETY AND EXTERIOR FOR CORROSION.
 - (3) AILERON TRIM TABS TO ACTUATOR - ATTACH POINTS - ELECTRICAL CONNECTIONS.
 - (4) AILERON HINGE POINTS
 - (A) CHECK ALL BEARINGS FOR LOOSENESS, ROUGHNESS, SAFETY AND GENERAL CONDITION.
 - (B) INSPECT BONDING JUMPERS FOR CONDITION, FRAYING AND SECURITY.
 - (5) LUBRICATE PUSH-PULL TUBE ROLLER GUIDES (ROLLER & TUBE) WITH LPS-3 OR EQUIVALENT.
 - (6) LUBRICATE TRIM TAB AND SERVO TAB HINGES FROM THE INSIDE WITH LPS-3 OR EQUIVALENT.
 - (7) AILERON BELLCRANK - CHECK THAT TRAVEL STOPS MAKE CONTACT IN BOTH DIRECTIONS OF FULL TRAVEL - ATTACH POINTS, SAFETY.
 - (8) STATIC DISCHARGE WICKS. REFERENCE 23-60-00, MAINTENANCE PRACTICES, FOR
 - (A) CONDITION AND SECURITY.
- C. NON-ICING FUEL VENT - OBSTRUCTION, FUEL LEAKAGE.
- D. TIP TANK
 - (1) TIP TANK AND WING FILLET FOR CONDITION, SECURITY AND FUEL LEAKS.

[Handwritten checkmarks and initials in a grid format corresponding to the inspection items]

OPERATOR: ED-WES, INC.

REPORT DATE 03/11/93

WORK COMPLIANCE FORM NO.

05.030

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND (CONTINUED)

OPER03

AIRCRAFT REG.: N368MD

ISSUED 07-91 REV. 12-92

050030+ PHASE 3 INSPECTION

93070
05-030
29 29

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
	5316		

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

(2) VORTEX GENERATORS - SECURITY OF ATTACHMENT AND/OR MISSING GENERATORS. REFERENCE 57-20-01.

(3) NAVIGATION LIGHT LENS (POSITION AND STROBE) FOR CONDITION AND SECURITY.

(4) LANDING LIGHT FOR CONDITION AND SECURITY.

(5) DRAIN HOLES FOR CLEANLINESS.

E. WING - SKIN, FUEL LEAKAGE.

F. FUEL TANK DRAINS - LEAKAGE.

G. WING SKIN - FAIRINGS FOR CRACKS, LOOSE RIVETS.

H. ALL PLUMBING ATTACHED ALONG WING REAR SPAR FOR PROPER ROUTING, CONDITION, SECURITY AND LEAKS.

[Handwritten signatures]

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

I. SPEED BRAKES AND LIFT DUMPERS - CONDITION, SECURITY, HYDRAULIC LEAKAGE, MICROSWITCH (R/H OUTBOARD ONLY).

J. WIRE BUNDLES ENTERING THE WING FROM AFT FUSELAGE FOR DAMAGE AND SECURITY.

K. LEADING EDGE - PNEUMATIC DEICER BOOTS - CHECK CONDITION.

3. ENGINES, MACELLES AND PYLONS.

A. A THOROUGH VISUAL INSPECTION OF THE ENGINE IS REQUIRED. REFER TO ENGINE MAINTENANCE MANUAL FOR INSPECTION REQUIREMENTS AND PERIODIC INSPECTION INTERVALS.

B. INSPECT P2T2 SENSOR FOR SECURITY AND CONDITION.

C. INSPECT COMB STRUCTURE, DOORS, SKIN AND LATCHES FOR DENTS, CRACKS, FIT, GENERAL CONDITION AND OPERATION.

D. INSPECT FIRE DETECTOR ELEMENT FOR CHAFING, KINKS, SECURITY AND GENERAL CONDITION.

E. INSPECT LOW AND HIGH PRESSURE BLEED DUCT FOR LEAKS, CRACKS, FIT AND GENERAL CONDITION.

[Handwritten signatures]

NOTE: INSPECT MANIFOLD ASSEMBLY DURING ENGINE PERIODIC INSPECTION OR WHENEVER THE AFTER BODY IS REMOVED.

F. INSPECT THE FOLLOWING SYSTEMS AND COMPONENTS FOR INSTALLATION, CLAMPING, SECURITY, LEAKS AND SAFETY.

(1) STARTER-GENERATOR, ELECTRICAL LEAKS, COOLING DUCT.

(2) FUEL LINES, FUEL FLOW TRANSMITTER, PRESSURE SWITCH.

(3) HYDRAULIC LINES, ATTENUATOR, HYDRAULIC PUMP AND QUICK DISCONNECTS.

(4) OIL PRESSURE LINES, PRESSURE TRANSMITTER AND LOW PRESSURE SWITCH.

(5) ELECTRICAL WIRING, CONNECTORS.

G. VISUALLY INSPECT JET TAIL PIPE NOZZLES FOR DENTS, CRACKS, BULGES AND GENERAL CONDITION.

4. THRUST REVERSER.

[Handwritten signatures]

NOTE: DEPLOY T/R AND INSTALL DEPLOY GROUND LOCKS.

A. WITH T/R STAND COVERS AND ACCESS COVER (THROTTLE RETARDER FEEDBACK CONTROL) REMOVED, ACCOMPLISH THE FOLLOWING:

(1) CHECK MECHANICAL SYSTEM INCLUDING THROTTLE RETARDER FEEDBACK CONTROL AND ACTUATOR, LINKAGE FOR CHAFING, DISTORTION, SECURITY AND EVIDENCE OF WORN BUSHINGS.

(2) INSPECT T/R GENERAL CONDITION FOR CLEANLINESS, FOD, FLUID ACCUMULATION, CRACKS, AND LOOSE OR WORKING FASTENERS.

(3) INSPECT T/R ACTUATOR MOUNTING AND STOP BOLTS FOR SECURITY AND SAFETY WIRES.

5. AUXILIARY (LONG RANGE) FUEL.

A. TANK AREA - GENERAL CONDITION AND LEAKAGE.

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

[Handwritten signatures]

OPERATOR: ED-WES, INC.

REPORT DATE 03/11/93

WORK COMPLIANCE FORM NO.

24.010A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 24- 1

OPER03

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050030+ PHASE 3 INSPECTION

93070

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

5316

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 8 DAY 3 YEAR 93 AIRCRAFT HOURS: 5318 LANDINGS: 3973

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AIP

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

240121 CHECK LEFT STARTER/GENERATOR BRUSH WEAR/TENSION...MM 80-10-00.....

240131 CHECK RIGHT STARTER/GENERATOR BRUSH WEAR/TENSION...MM 80-10-00.....

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 03/11/93
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 08-90

WORK COMPLIANCE FORM NO. 27.070
 CARD NO: 27- 2 OPER03
 050030+ PHASE 3 INSPECTION

93070 27-007 29 29	WORK DUE AT				RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
	DATE	HOURS	* = APU HRS. LANDINGS	CYCLES	
		5316			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 9 DAY 3 YEAR 93 AIRCRAFT HOURS: 5318 LANDINGS: 3973

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 50767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: ATP

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRS. THS
270140 CHECK AILERON CONTROL SYSTEM FREEPLAY...MM 27-10-00.....	<u>[Signature]</u>	<u>[Signature]</u>	

270140

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

EQUIPMENT: TORQUE WRENCH, 3/16 INCH RIG PIN

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

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

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

OPERATOR: ED-WES, INC.

REPORT DATE 03/11/93

WORK COMPLIANCE FORM NO. 27.200A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 27- 6

OPER03

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050030+ PHASE 3 INSPECTION

93070	WORK DUE AT		* = APU HRS.	
27-022	DATE	HOURS	LANDINGS	CYCLES
29 29		5316		

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 8 DAY 3 YEAR 93 AIRCRAFT HOURS: 5318 LANDINGS: 3973

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 580767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: ATP

	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 HONEY-COMB, ACCOMPLISH (DATA) AT (AIRCRAFT HOURS) (RECORD CONDITION PER EXAMPLES, AS APPLICABLE) ENTER IN LOG BOOK MARKED UP MAP-COPY OF FIGURE 1.
5. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

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

REPORT DATE 03/11/93
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 27.200B
 CARD NO: 27- 6 OPER03
 050030+ PHASE 3 INSPECTION

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

93070	WORK DUE AT	* = APU HRS.		
27-023	DATE	HOURS	LANDINGS	CYCLES
29 29		5316		

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 8 DAY 3 YEAR 93 AIRCRAFT HOURS: 5318 LANDINGS: 3973

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AFP

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

270237, 270247
 INSPECT FLAP VANE (REFER TO FIGURE 3 ON CARD 27-6)
 EQUIPMENT/CONSUMABLES: BOLTS P/N AN3H-3A (6 PER VANE), TORQUE WRENCH 0 TO 70 INCH-POUNDS, INSERT P/N MAS1833-3N-500, ADHESIVE (HYSOL) EA9309-1 WITH 20 TO 25 PERCENT MILLED GLASS FIBERS RP-32, LIQUID SOAP OR ANY OTHER RELEASE AGENT, METHYLETHYLKETONE, AND SAFETY WIRE, .032.

1. ACCOMPLISH THE FOLLOWING VISUAL INSPECTION.
 - A. VISUALLY INSPECT EACH FLAP VANE SEGMENT WHERE IT ATTACHES TO THE END-PLATES FOR BLACK STREAKS INDICATING MOVEMENT OR SEPARATION BETWEEN END-PLATE AND VANE.
 - B. CHECK FOR LOOSE BOLTS WHERE END-PLATES ATTACH TO VANE SEGMENTS.
 - C. APPLY UP AND DOWN PRESSURE TO THE TRAILING EDGE OF EACH VANE SEGMENT NEAR END-PLATES AND WATCH FOR MOVEMENT BETWEEN THE VANE AND END-PLATES.
2. IF A DEFECT IS SUSPECTED AFTER COMPLETION OF STEP 1, ACCOMPLISH THE FOLLOWING:
 - A. REMOVE FLAP VANE SEGMENT. TAKE NOTE OF SPACER WASHERS AND POSITION, RETAIN FOR REINSTALLATION. MARK AN OUTLINE ON THE END-PLATE OF THE FLAP VANE AS A GUIDE FOR REINSTALLATION.
 - B. REMOVE ALL THREE (3) ATTACHMENT BOLTS FROM THE AFFECTED END-PLATE AND REMOVE END-PLATE FROM VANE.
 - C. CHECK THE THREADED INSERT AT TRAILING EDGE OF VANE FOR MOVEMENT.
 - D. VISUALLY INSPECT LEADING EDGE STRUCTURE FORWARD FOR VANE SPAR AND ATTACHMENTS FOR LOOSE RIVETS OR CRACKS AROUND FORWARD END-PLATE ATTACHMENT BOLTS. CRACKS IN THE STRUCTURE WILL REQUIRE REPLACEMENT OF THE ENTIRE FLAP VANE ASSEMBLY. LOOSE RIVETS SHOULD BE REPLACED.
3. IF NO DEFECTS ARE FOUND IN STEP 2, REINSTALL END-PLATES WITH NEW BOLTS P/N AN3H-3A. TORQUE THE TWO FORWARD BOLTS 20 TO 25 INCH-POUNDS AND TIGHTEN THE BOLT P/N AN3H-3A TO A SNUG FIT (NO TORQUE). SAFETY ALL THREE BOLTS. REINSTALL VANE ASSEMBLY USING EXISTING WASHERS TO PREVENT SIDE LOADING OF VANE END-PLATES. CHECK FOR ANY CLEARANCE BETWEEN THE VANE END-PLATE AND THE FLAP ATTACHMENT FITTING. WITH PREVIOUSLY REMOVED WASHERS BACK IN PLACE THERE SHOULD BE NO END-CLEARANCE. ATTACH THE VANE FIRMLY TO THE FLAP BRACKET AT ONE END. SHOULD THERE BE CLEARANCE OR A GAP AT THE OPPOSITE END, AN APPROPRIATE (SHIM-TYPE) WASHER SHOULD BE INSTALLED TO PREVENT ANY TENSION ON THE END-PLATES. TORQUE VANE MOUNT BOLTS 50 TO 70 INCH-POUNDS. IF A DEFECT IS FOUND TO EXIST, DO NOT REINSTALL END-PLATE AND PROCEED TO STEP 4.
4. IF THE THREADED INSERT NEAR THE TRAILING EDGE OF THE VANE IS FOUND TO BE LOOSE, THE FOLLOWING REPAIR MAY BE ACCOMPLISHED:
 - A. WITH THE END-PLATE REMOVED FROM THE FLAP VANE REMOVE EXISTING EPOXY ADHESIVE AND LOOSE INSERT. ENLARGE (IF 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 MAS1833-3N-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 03/11/93
 MODEL: 1124A WESTWIND
 ISSUED 07-91 REV. 06-92

WORK COMPLIANCE FORM NO. 27.510
 OPER03
 050030+ PHASE 3 INSPECTION

93070	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.
27-051	DATE	HOURS	LANDINGS	CYCLES	
29 29		5316			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 8 DAY 3 YEAR 93 AIRCRAFT HOURS: 5318 LANDINGS: 3973

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740
 INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: A+P

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRS. THS
270240 INSPECT LEFT FLAP HINGE/BEARING (150 HR)...MM 27-50-00.....	[Signature]	[Signature]	
270242 INSPECT RIGHT FLAP HINGE/BEARING (150 HR)...MM 27-50-00.....	[Signature]	[Signature]	
R 270240, 270242			

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

- R INSPECT FLAP HINGE/BEARING (600 HR)
- R 1. REMOVE WING FLAP HINGE FAIRINGS SO THAT BEARING(S) ACTION MAY BE OBSERVED.
- R 2. CLOSELY OBSERVE BEARING(S) WHILE FLAPS ARE OPERATED AND NOTE WHETHER BEARING INNER RACE ROTATES WITH FLAP HINGE. THIS CHECKS FOR "FROZEN" BEARING.
- R 3. USING FLASHLIGHT, INSPECT OUTER RIM OF HINGE FOR CRACKS, AS VISIBLE FROM BOTTOM PART OF HINGE THROUGHOUT TOTAL FLAP TRAVEL RANGE.
- R 4. FULLY EXTEND FLAPS AND CHECK FOR ANY UNUSUAL LOOSENESS IN FLAP HINGE BEARINGS BY GRASPING TRAILING EDGE OF FLAPS AND SHAKING UP AND DOWN, THEN GRASP FLAP HINGE (NOT WING HINGE) AND SHAKE SIDWAYS TO ESTABLISH IF THERE IS LOOSENESS BETWEEN BEARING(S) OUTER RIM AND HINGE.
- R 5. IF EACH OF THESE CHECKS ARE SATISFACTORY, INSTALL WING FLAP HINGE FAIRINGS. THE HINGE AND BEARING(S) ARE CONSIDERED AIRWORTHY, SUBJECT TO REINSPECTION AT THE NEXT SCHEDULED INSPECTION.
- R 6. IF DISCREPANCY IS FOUND PROCEED AS FOLLOWS:
 - R A. REMOVE WING FLAPS. REFER TO WORK COMPLIANCE FORM 27.200.
 - R B. IF BEARING(S) APPEAR TO BE "FROZEN" INSTALL A BOLT AND NUT IN BEARING INNER RACE AND CHECK TORQUE REQUIRED TO ROTATE INNER RACE. AN INSTALLED BEARING IS CONSIDERED SATISFACTORY IF THE INNER RACE WILL ROTATE AT 10 INCH-POUNDS OR LESS TORQUE. IF INITIAL TORQUE IS HIGH, LUBRICATE BEARING WITH WD-40 OR EQUIVALENT, ROTATE BEARING AND OSCILLATE AT THE SAME TIME AS THIS IS A SELF-ALIGNING SPHERICAL BEARING. IF THIS FREES BEARING TO OPERATE SMOOTHLY WITHIN THE TORQUE LIMIT, BEARING MAY BE CONTINUED IN SERVICE.
- R 7. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.

REPORT DATE 03/11/93

WORK COMPLIANCE FORM NO.

27.520

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER03

AIRCRAFT REG.: N368MD

ISSUED 07-91 REV. 06-92

050030+ PHASE 3 INSPECTION

93070	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.
27-050	DATE	HOURS	LANDINGS	CYCLES	
29 29		5316			

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 8 DAY 3 YEAR 93 AIRCRAFT HOURS: 5318 LANDINGS: 3973

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AP

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRS. THS
270244 INSPECT LEFT FLAP HINGE/BEARING (600 HR)...MM 27-50-00.....	<u>[Signature]</u>	<u>[Signature]</u>	
270245 INSPECT RIGHT FLAP HINGE/BEARING (600 HR)...MM 27-50-00.....	<u>[Signature]</u>	<u>[Signature]</u>	

R 270244, 270245

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

- R INSPECT FLAP HINGE/BEARING (150 HR)
- R 1. REMOVE WING FLAPS. REFER TO WORK COMPLIANCE FORM 27.200.
- R 2. IF BEARING(S) APPEAR TO BE "FROZEN" INSTALL A BOLT AND NUT IN BEARING INNER RACE AND CHECK TORQUE REQUIRED TO ROTATE INNER RACE. AN INSTALLED BEARING IS CONSIDERED SATISFACTORY IF THE INNER RACE WILL ROTATE AT 10 INCH-POUNDS OR LESS TORQUE. IF INITIAL TORQUE IS HIGH, LUBRICATE BEARING WITH WD-40 OR EQUIVALENT, ROTATE BEARING AND OSCILLATE AT THE SAME TIME AS THIS IS A SELF-ALIGNING SPHERICAL BEARING. IF THIS FREES BEARING TO OPERATE SMOOTHLY WITHIN THE TORQUE LIMIT, BEARING MAY BE CONTINUED IN SERVICE.
- R 3. INSPECT FLAP HINGES FOR CRACKS, CORROSION OR LOOSENESS.
- R 4. INSPECT HINGE BEARINGS FOR FREE AND PROPER MOVEMENT AND FOR EXCESSIVE PLAY BETWEEN INNER RACE (SPHERICAL BALL) AND OUTER RACE AND BETWEEN OUTER RACE AND HINGE RECEPTACLE.
- R 5. REPLACE ANY DEFECTIVE OR DAMAGED PART AS REQUIRED AND REINSTALL WING FLAPS.
- R 6. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

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

REPORT DATE 03/11/93
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 28.090B
 OPER03
 050030+ PHASE 3 INSPECTION

93070
 28-010
 29 29

WORK DUE AT DATE	HOURS	* = APU HRS LANDINGS	CYCLES
	5316		

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 8 DAY 3 YEAR 93 AIRCRAFT HOURS: 5318 LANDINGS: 3973

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740
 INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AP

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRS. THS
281602 OPERATIONAL CHECK FUEL DUMP SYSTEM...MM 5-20-03.....	<u>[Signature]</u>	<u>[Signature]</u>	
281602			

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

CHECK FUEL DUMP SYSTEM OPERATION

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

OPERATOR: ED-WES, INC.

REPORT DATE 03/11/93

WORK COMPLIANCE FORM NO.

29.120A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 29- 5

OPER03

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 08-90

050030+ PHASE 3 INSPECTION

93070	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.
29-016	DATE	HOURS	LANDINGS	CYCLES	
29 29		5316			

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 8 DAY 3 YEAR 93 AIRCRAFT HOURS: 5318 LANDINGS: 3923

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: ATP

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

290143, 290178

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

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

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

- DISCONNECT AND CAP HYDRAULIC FLUID SUPPLY AND HYDRAULIC PRESSURE LINES AT PUMP ELBOW FITTINGS.
- REMOVE PUMP RETAINING NUTS, WASHERS, BONDING STRIP AND PRESSURE FUEL SWITCH MOUNTING BRACKET.
- REMOVE PUMP AND PUMP GASKET FROM MOUNTING PAD.
- 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.

- CLEAN DRIVE SPLINES ON HYDRAULIC PUMP AND MATING SPLINES ON ACCESSORY DRIVE GEARBOX WITH SOLVENT (FEDERAL SPECIFICATION PD-680, TYPE I).
- DRY CLEAN DRIVE SPLINES USING A DIRECTED AIR BLAST OF CLEAN COMPRESSED AIR.
- 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.
- PACK CAVITY OF HYDRAULIC PUMP DRIVE SPLINE OF FORWARD FACE OF ACCESSORY DRIVE GEARBOX WITH ONE OF THE FOLLOWING LUBRICANTS.
 - GREASE (AEROSHELL 17 (MIL-G-21164))
 - GREASE (AEROSHELL 22 (MIL-G-81322))

OPERATOR: ED-WEB, INC.

REPORT DATE 03/11/93

WORK COMPLIANCE FORM NO.

71.070

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER03

AIRCRAFT REG.: N368MD

ISSUED 12-92 REV.

050030+ PHASE 3 INSPECTION

93070

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.

71-007

DATE

HOURS

LANDINGS

CYCLES

29 29

5316

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH

8 DAY 3 YEAR 93

AIRCRAFT HOURS: 5318

LANDINGS: 3975

TECHNICIAN SIGNATURE:

[Handwritten Signature]

KIND OF CERTIFICATE & NO:

560767790

INSPECTED BY:

[Handwritten Signature]

KIND OF CERTIFICATE & NO:

ATP

TECHNICIAN INSPECTOR

MAN-HOURS

HRS. THS

710650 INSPECT LEFT INLET NACELLE...MM 54-00-00.....

713650 INSPECT RIGHT INLET NACELLE...MM 54-00-00.....

[Handwritten Signature]

[Handwritten Signature]

710650, 713650

INSPECT INLET NACELLE

1. INSPECT INLET NACELLE FOR CRACKS, LOOSE RIVETS, CORROSION, SECURITY AND GENERAL CONDITION.
2. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

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

REPORT DATE 03/11/93
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 01-89

WORK COMPLIANCE FORM NO. 79.100
 OPER03
 050030+ PHASE 3 INSPECTION

93070	WORK DUE AT	* = APU HRS			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
79-008	DATE	HOURS	LANDINGS	CYCLES	
29 29		5316			

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 8 DAY 3 YEAR 93 AIRCRAFT HOURS: 5318 LANDINGS: 3973

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560707240

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AP

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS. THS
(790116) () SOAP CHECK LEFT ENGINE...ENG SM 72-00-00.....	<u>[Signature]</u>	<u>[Signature]</u>	
RECORD FREQUENCY OF NEXT SOAP CHECK HOURS <u>150</u>			
(791616) () SOAP CHECK RIGHT ENGINE...ENG SM 72-00-00.....	<u>[Signature]</u>	<u>[Signature]</u>	
RECORD FREQUENCY OF NEXT SOAP CHECK HOURS <u>150</u>			

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 SIL (SERVICE INFORMATION LETTER) F731-34.

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

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

REPORT DATE 03/11/93
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 79.120
 OPER03
 050030+ PHASE 3 INSPECTION

93070	WORK DUE AT			* = APU HRS	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
79-010	DATE	HOURS	LANDINGS	CYCLES	
29 29		5316			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 8 DAY 3 YEAR 93 AIRCRAFT HOURS: 5318 LANDINGS: 3973

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AD

	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.....			
790126, 791626			

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 79.100, 79.110.

- INSPECT ENGINE CHIP DETECTOR**
- EQUIPMENT/CONSUMABLES: PACKING P/N S9413-557, PACKING P/N S9413-012, TORQUE WRENCH 0 TO 40 INCH-POUNDS, PACKING P/N S9413-236, TRICHLOROFLUOROETHANE SOLVENT (MS 180 FREON)
1. REMOVE MAGNETIC PLUG.
 2. HOLD CHECK VALVE HOUSING WITH WRENCH, USE SECOND WRENCH TO REMOVE MAGNETIC PLUG. DISCARD PACKING.
 3. CHECK MAGNETIC PLUG FOR METAL PARTICLES.
 4. IF METAL PARTICLES ARE EVIDENT, PERFORM THE FOLLOWING PROCEDURES.
 - A. RESET PIN ON OIL FILTER BY-PASS VALVE IF EXTENDED.
 - B. REMOVE, INSPECT AND REPLACE OIL FILTER. REFER TO WORK COMPLIANCE FORM 79.100
 - C. PERFORM SOAP CHECK. REFER TO WORK COMPLIANCE FORM 79.110.
 - D. INSPECT TRANSFER GEARBOX FOR METAL PARTICLES IN ACCORDANCE WITH THE FOLLOWING PROCEDURES.
 - (1) REMOVE NUTS, WASHER AND COVER.
 - (2) REMOVE AND DISCARD PACKING.
 - (3) CHECK BEVEL GEAR TEETH. THERE SHALL BE NO ABNORMAL WEAR PATTERN, EXCESSIVE WEAR, OR CHIPPED OR BROKEN TEETH. REPLACE TRANSFER GEARBOX IF REQUIREMENTS ARE NOT MET.
 - (4) CHECK INTERIOR OF TRANSFER GEARBOX FOR METAL PARTICLES. IF METAL PARTICLES ARE PRESENT, CHECK FOR SOURCE AND REPAIR.
 - (5) INSTALL NEW PACKING P/N S9413-236 ON COVER.
 - (6) INSTALL COVER AND SECURE WITH WASHERS AND NUTS.
 - (7) TORQUE NUTS TO 30 INCH-POUNDS.
 5. IF METAL PARTICLES ARE EVIDENT ON MAGNETIC PLUG ONLY, NONE IN OIL FILTER OR TRANSFER GEARBOX, PERFORM THE FOLLOWING PROCEDURES.
 - A. CLEAN MAGNETIC PLUG, AND REINSTALL MAGNETIC PLUG. (REFER TO STEPS 6 AND 7.)
 - B. RUN ENGINE THROUGHOUT FULL POWER RANGE IN ACCORDANCE WITH AIRCRAFT FLIGHT MANUAL AND/OR APPROPRIATE AIRCRAFT DOCUMENT FOR 15 MINUTES. (IN COLD WEATHER OPERATION, RUN ENGINE MORE THAN 15 MINUTES IF REQUIRED TO OBTAIN MINIMUM OIL TEMPERATURE OF 4 DEGREES C (40 DEGREES F). DETERMINE IF ENGINE IS ACCEPTABLE FOR CONTINUED OPERATION (RUN DID NOT PRODUCE RECURRANCE OF INITIAL INDICATION) BY REPEATING MAGNETIC PLUG, OIL FILTER BY-PASS INDICATOR VALVE, SOAP AND TRANSFER GEARBOX INSPECTIONS.
 - C. UPON REACHING THREE TO FIVE HOURS OF ENGINE OPERATION FOLLOWING ENGINE RUN AND CHECKS IN PREVIOUS STEP, REPEAT MAGNETIC PLUG, OIL FILTER BY-PASS INDICATOR VALVE, SOAP, AND TRANSFER GEARBOX INSPECTIONS.
 6. INSTALL NEW PACKING P/N S9413-012 ON MAGNETIC PLUG.
 7. INSTALL MAGNETIC PLUG IN CHECK VALVE HOUSING. HOLD CHECK VALVE HOUSING WITH WRENCH, AND USING A SECOND WRENCH, TORQUE MAGNETIC PLUG TO 20 INCH-POUNDS AND LOCKWIRE.
 8. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.

REPORT DATE 03/11/93

WORK COMPLIANCE FORM NO.

95.090

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER03

AIRCRAFT REG.: N368MD

050030+ PHASE 3 INSPECTION

93070

WORK DUE AT

* = APU HRS.

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

95-001

DATE

HOURS

LANDINGS

CYCLES

29 29

5316

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 8 DAY 3 YEAR 93 AIRCRAFT HOURS: 5318 LANDINGS: 3973

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767240

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AD

TECHNICIAN INSPECTOR MAN-HOURS
HRS. THS

950920 SERVICE LETTER MW-2492 HYDRAULIC HOSE INSPECTION...SL MW-2492.....

REASON: REMIND PERSONNEL OF THE LEAK INSPECTION REQUIREMENTS FOR ALL HYDRAULIC SYSTEM HOSES AND TO PAY SPECIAL ATTENTION TO THOSE THAT CONTAIN A RUBBER LINER MATERIAL (COLOR CODED BY A GREEN EXTERNAL APPEARANCE).

INSTRUCTIONS: ROUTINE INSPECTION SHOULD BE PERFORMED OF ALL HYDRAULIC SYSTEM FLEXIBLE HOSES FOR LEAKAGE OR DETERIORATION IN ACCORDANCE WITH THE REQUIREMENTS OF CHAPTER 5 OR 50 HOUR PHASE INSPECTION PROGRAM. MATERIALS USED IN TEFLON LINED HOSES ARE MORE RESISTANT TO WEAR AND DETERIORATION THAN THE RUBBER LINER HOSES. EITHER TYPE HOSE MAY BE USED OR REPLACEMENT OF DEFECTIVE HOSES, HOWEVER, THE TEFLON LINED HOSES SHOULD PROVIDE EXTENDED SERVICE LIFE.

REFER TO APPLICABLE SERVICE LETTER FOR PROCEDURE.

OPERATOR: ED-WES, INC.

REPORT DATE 05/12/93

WORK COMPLIANCE FORM NO.

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER04

AIRCRAFT REG.: N368MD

050040+ PHASE 4 INSPECTION

93132

WORK DUE AT

* = APU HRS.

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

DATE

HOURS

LANDINGS

CYCLES

29 29

5366

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

050040+ PHASE 4 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
055040+	05.040	PHASE 4-AREA TEXT PHASE 4	11, 24, 93	5367	4023		<i>P</i>	<i>P</i>	
240161+	24.020A 24- 2	CK ELECTROLYTE LEFT BATT MM 12-10-06	11, 24, 93	5367	4023		<i>P</i>	<i>P</i>	1.0
240176+	24.020A 24- 2	CK ELECTROLYTE RIGHT BATT MM 12-10-06	11, 24, 93	5367	4023		<i>P</i>	<i>P</i>	1.0
240166	24.020B	DEEP CYCLE LEFT BATTERY MM 12-10-06	11, 24, 93	5367	4023		<i>P</i>	<i>P</i>	2.0
240181	24.020B	DEEP CYCLE RIGHT BATTERY MM 12-10-06	11, 24, 93	5367	4023		<i>P</i>	<i>P</i>	2.0
270335+	27.280	OP CK SP BRK/LIFT DUMP MM 27-60-00	11, 24, 93	5367	4023		<i>P</i>	<i>P</i>	
320106	32.030 32- 1	LUBE NOSE GEAR/DOORS MM 12-20-00	11, 24, 93	5367	4023		<i>P</i>	<i>P</i>	.5
320606	32.030 32- 1	LUBE LEFT MAIN GEAR MM 12-20-00	11, 24, 93	5367	4023		<i>P</i>	<i>P</i>	.5
321106	32.030 32- 1	LUBE RIGHT MAIN GEAR MM 12-20-00	11, 24, 93	5367	4023		<i>P</i>	<i>P</i>	.5
320116	32.040 32- 1	SERVICE NLG SHOCK STRUT MM 12-10-04	11, 24, 93	5367	4023		<i>P</i>	<i>P</i>	2.5
320636	32.040 32- 1	SERVICE LMG SHOCK STRUT MM 12-10-04	11, 24, 93	5367	4023		<i>P</i>	<i>P</i>	2.0
321136	32.040 32- 1	SERVICE RMG SHOCK STRUT MM 12-10-04	11, 24, 93	5367	4023		<i>P</i>	<i>P</i>	2.0
320156+	32.110A 32- 2	INS/CL/LUB L NS WHL/BRGS MM 32-40-00	11, 24, 93	5367	4023		<i>P</i>	<i>P</i>	1.5
320158+	32.110A 32- 2	INS/CL/LUB R NS WHL/BRGS MM 32-40-00	11, 24, 93	5367	4023		<i>P</i>	<i>P</i>	1.5
320676+	32.180A 32- 5	INSP/LUBE LMG WHEEL BRGS MM 32-40-00	11, 24, 93	5367	4023		<i>P</i>	<i>P</i>	1.0
321176+	32.180A 32- 5	INSP/LUBE RMG WHEEL BRGS MM 32-40-00	11, 24, 93	5367	4023		<i>P</i>	<i>P</i>	1.0
322116+	32.390A 32-11	INSP/CK L BRAKE LININGS MM 12-10-04	11, 24, 93	5367	4023		<i>P</i>	<i>P</i>	1.0
322131+	32.390A 32-11	INSP/CK R BRAKE LININGS MM 12-10-04	11, 24, 93	5367	4023		<i>P</i>	<i>P</i>	1.0
322156+	32.410A 32-14	INSP/CL L ANTI-SKID DET MM 5-20-04	11, 24, 93	5367	4023		<i>P</i>	<i>P</i>	1.0
322171+	32.410A 32-14	INSP/CL R ANTI-SKID DET MM 5-20-04	11, 24, 93	5367	4023		<i>P</i>	<i>P</i>	1.0
322174+	32.425	OP CK ANTI-SKID LIGHTS MM 5-20-04	11, 24, 93	5367	4023		<i>P</i>	<i>P</i>	.5
322206+	32.440	OP CK EMER GEAR EXT CABLE MM 5-20-00	11, 24, 93	5367	4023		<i>P</i>	<i>P</i>	1.0
320607	32.570 32-16	LUB L/H ACTUATOR BOLTS WCF 32.570	11, 24, 93	5367	4023		<i>P</i>	<i>P</i>	
321107	32.570 32-16	LUB R/H ACTUATOR BOLTS WCF 32.570	11, 24, 93	5367	4023		<i>P</i>	<i>P</i>	

CONTINUED

OPERATOR: ED-WES, INC.

REPORT DATE 05/12/93

WORK COMPLIANCE FORM NO.

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND (CONTINUED)

OPER04

AIRCRAFT REG.: N368MD

050040+ PHASE 4 INSPECTION

93132

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
29 29	5366		

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

CODE NO.	WCF NO. CARD NO.	WORK DESCRIPTION REFERENCE	C/W DATE MO/ DAY/YR	C/W HOURS	C/W LANDINGS	ACTUAL MAN HOURS	TECHNICIAN	INSPECTOR	EST MH
340121	34.060 34- 3	DRAIN PITOT/STATIC SYSTEM MM 34-10-00	11.24.93	5367	4023				1.5
950920 ()	95.090	SL WW-2492 HYD HOSE INSP SL WW-2492	11.24.93	5367	4023				
TOTAL ESTIMATED MAN-HOURS									26.0

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. _____

050040+ PHASE 4 INSPECTION COMPLETED.

11.24.93 5367 4023
MO/ DAY/YR AIRCRAFT HOURS LANDINGS

HRS.THS


SIGNATURE

580262240
CERTIFICATE NUMBER

AIP
KIND OF CERTIFICATE

OPERATOR: ED-WEB, INC.

REPORT DATE 05/12/93

WORK COMPLIANCE FORM NO.

05.040

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER04

AIRCRAFT REG.: N368MD

ISSUED 07-91 REV.

050040+ PHASE 4 INSPECTION

93132
05-040
29 29

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
	5366		

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 11 DAY 24 YEAR 93 AIRCRAFT HOURS: 5367 LANDINGS: 4023

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: ATP

TECHNICIAN INSPECTOR MAN-HOURS HRS.THS

055040 PHASE 4-AREA TEXT - NOSE TO FORWARD BULKHEAD, MAIN LANDING GEAR, AFT FUSELAGE.....

[Signature] [Signature]

055040

PHASE 4 - AREA TEXT - NOSE TO FORWARD BULKHEAD, MAIN LANDING GEAR, AFT FUSELAGE

MECH INSP

TEXT FROM 50 HOUR PHASE 4 INSPECTION

1. GENERAL

NOTE: IGNITION, STARTER, FUEL CONTROLLER, GEAR POSITION, FLAP CONTROL, THRUST REVERSER, ICE PROTECTION, EMERGENCY HYDRAULIC PUMP, FIRE EXTINGUISHER, PROBE HEAT, ADA AND PITOT HEAT CIRCUIT BREAKERS SHOULD BE PULLED PRIOR TO START OF INSPECTION.

RECORD ALL PILOT SQUAWKS AND INSPECTION DISCREPANCIES ON THE APPROPRIATE AIRCRAFT FORM.

- A. CHECK THAT A PREFLIGHT CHECK HAS BEEN MADE.
- B. CHECK THAT ALL APPLICABLE FAA AIRWORTHINESS DIRECTIVES ARE COMPLIED WITH.
- C. REVIEW MANUFACTURER'S SERVICE DATA FOR APPLICABILITY.
- D. CHECK THAT ALL AIRCRAFT DOCUMENTS ARE CURRENT AND IN ORDER BEFORE RELEASE OF AIRCRAFT.
- E. CHECK REPLACEMENT AND OVERHAUL SCHEDULE FOR APPLICABILITY.
- F. CHECK CALENDER/SPECIAL INSPECTION ITEMS FOR APPLICABILITY.
- G. ALL STEPS A. THROUGH F. COMPLIED WITH.

[Signature] [Signature]

2. NOSE TO FORWARD BULKHEAD

- A. JACK AIRCRAFT IN ACCORDANCE WITH CHAPTER 7-10-00, PARAGRAPH 1.C.

NOTE: BEFORE JACKING AIRCRAFT DEACTIVATE THE FOLLOWING.

- (1) STANDBY ATTITUDE GYRO.
 - (A) FOR AIRCRAFT 152, 154, 181, 187 THRU 244, 246 AND 247, PULL OUT EMERGENCY POWER SUPPLY UNIT.
 - (B) FOR AIRCRAFT 245, 248 AND SUBS, DISENGAGE STANDBY ATTITUDE GYRO CIRCUIT BREAKER, LOCATED ON THE FWD RELAY BOX UNDER COPILOT SEAT.
- (2) PITOT AND STATIC HEAT.
 - (A) FOR AIRCRAFT 293 AND SUBS, 1124/1124A MODELS, DISENGAGE LH AND RH PITOT STATIC HEAT CIRCUIT BREAKERS LOCATED ON OVERHEAD PANEL.
- (3) ANGLE OF ATTACK (ADA) HEAT.
 - (A) FOR AIRCRAFT 293 AND SUBS, 1124A MODEL ONLY, DISENGAGE ADA CIRCUIT BREAKER LOCATED ON THE OVERHEAT CIRCUIT BREAKER PANEL.

[Signature] [Signature]
[Signature] [Signature]
[Signature] [Signature]

B. NOSE LANDING GEAR.

CAUTION: CHECK 1124/1124A MAINTENANCE MANUAL AS A GUIDE CHAPTER 12-10-04 TIRE SERVICING AND CHAPTER 32-40-00 NOSE LANDING GEAR TIRE CHANGE.

- (1) REMOVE NOSE GEAR WHEELS (MATCH MARK WHEEL AND TIRE ASSYS, LEFT TO RIGHT BEFORE REMOVAL).
- (2) CHECK TIRES - WEAR, WEATHER CHECKING, OIL SATURATION, CUTS, FLAT SPOTS, PROPER INFLATION, ETC.
- (3) CHECK WHEELS - CORROSION, DAMAGE.
- (4) WHEEL AXLE.

[Signature] [Signature]
[Signature] [Signature]

(A) CHECK AXLE FOR CORROSION (INTERNAL AND EXTERNAL), DAMAGE AND EVIDENCE OF IRREGULAR

OPERATOR: ED-WES, INC.

REPORT DATE 05/12/93

WORK COMPLIANCE FORM NO.

24.020A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 24- 2

OPER04

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 07-91

050040+ PHASE 4 INSPECTION

93132	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		5366			

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 24 YEAR 93 AIRCRAFT HOURS: 5767 LANDINGS: 4023

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: A+P

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

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

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

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

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

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

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

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

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

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

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

OPERATOR: ED-WES, INC.

REPORT DATE 05/12/93

WORK COMPLIANCE FORM NO.

24.0208

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER04

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 01-89

050040+ PHASE 4 INSPECTION

93132	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
24-016	DATE	HOURS	LANDINGS	CYCLES	
29 29		5366			

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 24 YEAR 93 AIRCRAFT HOURS: 5367 LANDINGS: 4023

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AFP

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
R 240166 DEEP CYCLE LEFT BATTERY...MM 12-10-06.....	<u>[Signature]</u>	<u>[Signature]</u>	
R 240181 DEEP CYCLE RIGHT BATTERY...MM 12-10-06.....	<u>[Signature]</u>	<u>[Signature]</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 TADIRAN AND SAFT BATTERIES 1/4 INCH IMMEDIATELY AFTER CHARGE OF 1/8 INCH AFTER STANDING 3 HOURS.

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

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

REPORT DATE 05/12/93

WORK COMPLIANCE FORM NO.

27.280

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER04

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050040+ PHASE 4 INSPECTION

93132	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
27-032	DATE	HOURS	LANDINGS	CYCLES	
29 29		5366			

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 24 YEAR 93 AIRCRAFT HOURS: 5367 LANDINGS: 4023

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 580767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: ATP

	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.

REPORT DATE 05/12/93

WORK COMPLIANCE FORM NO.

32.030

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 32- 1

OPER04

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050040+ PHASE 4 INSPECTION

93132	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		5366			

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 24 YEAR 93 AIRCRAFT HOURS: 5367 LANDINGS: 4023

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560787740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AIP

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

REPORT DATE 05/12/93

WORK COMPLIANCE FORM NO.

32.040

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 32- 1

OPER04

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 07-91

050040+ PHASE 4 INSPECTION

93132	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.
32-005	DATE	HOURS	LANDINGS	CYCLES	
29 29		5366			

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 24 YEAR 93 AIRCRAFT HOURS: 5367 LANDINGS: 4023

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: ATP

	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			

R NOTE: THE FOLLOWING ADDITIONAL WCF(S) MAY BE 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 HYDRAULIC FLUID UNDER LOW PRESSURE (5-10 PSI) TO HYDRAULIC FILL PLUG PORT, FULLY EXTENDING THE STRUT PISTON AND FLOATING PISTON WITHIN THE STRUT. AFTER STRUT HAS FULLY EXTENDED, INCREASE HYDRAULIC PRESSURE TO APPROXIMATELY 100 PSI TO ENSURE FLOATING PISTON HAS BOTTOMED OUT.
- 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 HYDRAULIC PRESSURE 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 05/12/93
MODEL: 1124A WESTWIND
ISSUED 07-88 REV. 02-92

WORK COMPLIANCE FORM NO. 32.110A
CARD NO: 32- 2 OPER04
050040+ PHASE 4 INSPECTION

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

WDRK ACCOMPLISHED: DATE: MONTH 11 DAY 24 YEAR 93 AIRCRAFT HOURS: 5767 LANDINGS: 4023

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767748
INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: [Signature]

Table with columns: TASK ID, DESCRIPTION, TECHNICIAN, INSPECTOR, MAN-HOURS. Includes tasks 320156 and 320158.

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

INSPECT/CLEAN/LUBE NOSE WHEEL/BEARINGS (REFER TO ILLUSTRATION ON CARD 32-2)
EQUIPMENT/CONSUMABLES: GREASE MIL-G-81322, CLEANING SOLVENT, TORQUE WRENCH 0 TO 250 INCH-POUNDS, DENATURED ALCOHOL, ANTI-SEIZE COMPOUND

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

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

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

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

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

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

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

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

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

NOTE: HANDLE AND MAINTAIN THE WHEEL HALVES PROPERLY TO PROTECT THE PAINT AND SURFACE FINISHES. EXPOSED MAGNESIUM IS SUSCEPTIBLE TO CORROSION. NICKS, SCRATCHES, AND OTHER DAMAGE CAUSED BY IMPROPER HANDLING OF
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OPERATOR: ED-WES, INC.
 AIRCRAFT NO.: 368
 AIRCRAFT REG.: N368MD

REPORT DATE 05/12/93
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 32.180A
 CARD NO: 32- 5 OPER04
 050040+ PHASE 4 INSPECTION

93132
 32-023
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WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
	5366		

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 11 DAY 24 YEAR 93 AIRCRAFT HOURS: 5367 LANDINGS: 4023

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: A + P

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

REPORT DATE 05/12/93

WORK COMPLIANCE FORM NO.

32.390A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 32-11

OPER04

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050040+ PHASE 4 INSPECTION

93132
32-050
29 29

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
	5366		

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 11 DAY 24 YEAR 93 AIRCRAFT HOURS: 5367 LANDINGS: 4023

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AP

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
322116 INSPECT/CHECK LEFT BRAKE LININGS...MM 12-10-04.....	<u>[Signature]</u>	<u>[Signature]</u>	
322131 INSPECT/CHECK RIGHT BRAKE LININGS...MM 12-10-04.....	<u>[Signature]</u>	<u>[Signature]</u>	

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 05/12/93
MODEL: 1124A WESTWIND
ISSUED 07-88 REV. 05-90

WORK COMPLIANCE FORM NO. 32.410A
CARD NO: 32-14 OPER04
050040+ PHASE 4 INSPECTION

Table with columns: WORK DUE AT, DATE, HOURS, LANDINGS, CYCLES, RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 24 YEAR 93 AIRCRAFT HOURS: 5067 LANDINGS: 4023

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560267740
INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AIP

Table with columns: TASK DESCRIPTION, MAN-HOURS, HRS. THS. Includes tasks like INSPECT/CLEAN LEFT ANTI-SKID DETECTOR.

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-8600B, AMEND. 3)

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

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

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

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

REPORT DATE 05/12/93
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 32.425
 OPER04

050040+ PHASE 4 INSPECTION

93132	WORK DUE AT				* = APU HRS.
32-035	DATE	HOURS	LANDINGS	CYCLES	
29 29		5366			

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 11 DAY 24 YEAR 93 AIRCRAFT HOURS: 5367 LANDINGS: 4023

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 580767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: A7P

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

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

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.

REPORT DATE 05/12/93

WORK COMPLIANCE FORM NO.

32.440

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER04

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 07-91

050040+ PHASE 4 INSPECTION

93132

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

5366

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 24 YEAR 93 AIRCRAFT HOURS: 5367 LANDINGS: 4023

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AIP

TECHNICIAN INSPECTOR MAN-HOURS
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.
- R 2. REINSTALL AND SAFETY CLEVIS PIN REMOVED IN STEP 1.
3. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.

REPORT DATE 05/12/93

WORK COMPLIANCE FORM NO.

32.570

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 32-16

OPER04

AIRCRAFT REG.: N368MD

ISSUED 12-88 REV. 06-92

050040+ PHASE 4 INSPECTION

93132

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

5366

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 24 YEAR 93 AIRCRAFT HOURS: 5367 LANDINGS: 4023

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: [Signature]

TECHNICIAN INSPECTOR MAN-HOURS HRS.THS

- R 320607 LUBRICATE LEFT HAND ACTUATOR BOLTS...MM 5-20-04/SL WW-2494...
R 950941 (SL WW-2494) REVISION 2
R 321107 LUBRICATE RIGHT HAND ACTUATOR BOLTS...MM 5-20-04/SL WW-2494...
R 950942 (SL WW-2494) REVISION 2

320607, 321107

R NOTE: THE FOLLOWING ADDITIONAL WCF(S) MAY BE REQUIRED TO PERFORM THIS TASK 32.T01, 32.T03, 32.230.

- INSPECT/LUBRICATE MAIN LANDING GEAR ACTUATING BOLTS (SERVICE LETTER NO.WW-2494) (REFER TO FIGURE 1 ON CARD 32-16)
R EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 - 900 INCH-POUNDS, GREASE MIL-G-81322, MOLYKOTE 106 OR EVERLUBE 620, LPS-2 OR
R WD-40, BOLTS (P/N NAS6206-20D) 4 EACH, BOLTS (P/N NAS6210-38) 4 EACH, BUSHINGS (P/N ED13185-1)
R 8 EACH, BUSHINGS (P/N 4A105C11) 4 EACH
R 1. TURN OFF BATTERY AND ELECTRIC MASTER SWITCHES AND ASSURE EXTERNAL POWER IS NOT CONNECTED TO AIRCRAFT.
R 2. DEplete MAIN HYDRAULIC SYSTEM PRESSURE.
R 3. JACK AIRCRAFT (REFER TO WORK COMPLIANCE FORM 32.T01).
R 4. REMOVE AND DISCARD BOLTS P/N NAS464-10LA-38 (UNPLATED) FROM INBOARD END OF ACTUATING CYLINDER TO MLG UPPER STRUT
R BODY LUGS IN FOUR PLACES (2 ON EACH MLG). SEE FIGURE 1.
R 5. IF BOLTS WERE DIFFICULT TO REMOVE, CHECK FOR EVIDENCE OF CORROSION IN THE MLG UPPER STRUT BODY LUG HOLES. CLEAN
R OUT CORROSION AS REQUIRED AND ASSURE THAT HOLE DOES NOT EXCEED 0.626 INCH DIAMETER.
R 6. WITH BOLTS REMOVED AT UPPER STRUT BODY LUGS CHECK THAT ACTUATING CYLINDERS WILL ROTATE FREELY ON THE OUTBOARD BOLT
R WHERE IT ATTACHES TO THE UPPER SIDE BRACE. SEE FIGURE 1.
R 7. THE FOLLOWING STEPS MAY BE ACCOMPLISHED IF FRICTION IS DISCOVERED IN STEP 6:
R A. LUBRICATE BOLTS AND PIVOT AREAS WITH LPS-2 OR WD-40 AND REMOVE BOLTS P/N NAS464P6-L20 THAT SECURE ACTUATING
R CYLINDERS TO UPPER SIDE BRACE ASSEMBLIES.
R B. CHECK UPPER SIDE BRACE ASSEMBLY HOLES FOR CORROSION.
R (1) CORRODED HOLES MAY BE CLEANED AND HAVE CADMIUM PLATING RENEWED BY BRUSH CADMIUM PROCESS.
R (2) NEW BUSHINGS P/N ED13185-1 MUST BE INSTALLED IF HOLES ARE BADLY CORRODED OR I.D. IS INCREASED BY CLEANING
R OUT CORROSION.
R C. CHECK ACTUATING CYLINDER HOLES FOR CORROSION WHERE THEY ATTACH TO UPPER SIDE BRACE ASSEMBLY.
R (1) CORRODED HOLES MAY BE CLEANED AND HAVE FILM LUBRICATION RENEWED BY APPLYING MOLYKOTE 106 OR EVERLUBE 620.
R (2) NEW BUSHINGS P/N 4A105C11 MUST BE INSTALLED IF HOLES ARE BADLY CORRODED OR I.D. IS INCREASED BY CLEANING OUT
R CORROSION.
R D. CORRODED BOLTS MUST BE REPLACED WITH NEW BOLTS P/N NAS6206-20D.
R (1) LUBRICATE BOLTS WITH MIL-G-81322 GREASE BEFORE INSTALLATION.
R (2) REATTACH ACTUATING CYLINDERS TO UPPER SIDE BRACE ASSEMBLIES. TIGHTEN ATTACH BOLT NUTS FINGER TIGHT, THEN
R TURN TO NEXT CASTELLATION AND SAFETY WITH COTTER PIN.
R 8. CHECK ACTUATING CYLINDER ROD ENDS P/N MS21242-C-10K WHERE THEY ATTACH TO THE MLG UPPER STRUT BODY LUGS, FOR
R CONDITION.
R A. REPLACE DEFECTIVE ROD ENDS.
R B. IF ROD END IS BEING REPLACED ACCOMPLISH PRELOAD ADJUSTMENT (REFER TO WORK COMPLIANCE FORM 32.230).
R 9. REATTACH ACTUATING CYLINDER INBOARD END TO MLG UPPER STRUT LUG AS FOLLOWS:
R A. REPLACE BOLTS REMOVED IN STEP 4 WITH NEW CADMIUM PLATED BOLTS P/N NAS6210-38. COAT BOLTS AND MLG UPPER STRUT
R BODY LUG HOLES WITH MIL-G-81322 BEFORE REASSEMBLY.
R B. SECURE ACTUATORS WITH NEW BOLTS, WASHERS AND NUTS. TORQUE ALUMINUM NUTS (MS20364D1018) AND/OR STEEL NUTS
R (MS21245-10) TO 270-300 IN LBS.
R 10. ACCOMPLISH GEAR RETRACTION. (REFER TO WORK COMPLIANCE FORM 32.T03).

OPERATOR: ED-WES, INC.

REPORT DATE 05/12/93

WORK COMPLIANCE FORM NO.

34.060

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 34- 3

OPER04

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050040+ PHASE 4 INSPECTION

93132
34-005
29 29

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DATE	HOURS	LANDINGS	CYCLES
	5366		

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CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 24 YEAR 93 AIRCRAFT HOURS: 5367 LANDINGS: 4023

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: A+P

TECHNICIAN	INSPECTOR	MAN-HOURS
		HRS. THS
[Signature]	[Signature]	

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

340121

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

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

1. DRAIN PITOT/STATIC SYSTEM (1124 MODELS) AS FOLLOWS:

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

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

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

2. DRAIN PITOT/STATIC SYSTEM (1124A MODELS) AS FOLLOWS:

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

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

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

OPERATOR: ED-WES, INC.

REPORT DATE 05/12/93

WORK COMPLIANCE FORM NO.

95.090

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER04

AIRCRAFT REG.: N368MD

050040+ PHASE 4 INSPECTION

93132
95-001
29 29

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
	5366		

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CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 24 YEAR 93 AIRCRAFT HOURS: 5367 LANDINGS: 4023

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: ATP

TECHNICIAN INSPECTOR MAN-HOURS
HRS. THS

950920 SERVICE LETTER WW-2492 HYDRAULIC HOSE INSPECTION...SL WW-2492.....

REASON: REMIND PERSONNEL OF THE LEAK INSPECTION REQUIREMENTS FOR ALL HYDRAULIC SYSTEM HOSES AND TO PAY SPECIAL ATTENTION TO THOSE THAT CONTAIN A RUBBER LINER MATERIAL (COLOR CODED BY A GREEN EXTERNAL APPEARANCE).

INSTRUCTIONS: ROUTINE INSPECTION SHOULD BE PERFORMED OF ALL HYDRAULIC SYSTEM FLEXIBLE HOSES FOR LEAKAGE OR DETERIORATION IN ACCORDANCE WITH THE REQUIREMENTS OF CHAPTER 5 OR 50 HOUR PHASE INSPECTION PROGRAM. MATERIALS USED IN TEFLON LINED HOSES ARE MORE RESISTANT TO WEAR AND DETERIORATION THAN THE RUBBER LINER HOSES. EITHER TYPE HOSE MAY BE USED OR REPLACEMENT OF DEFECTIVE HOSES, HOWEVER, THE TEFLON LINED HOSES SHOULD PROVIDE EXTENDED SERVICE LIFE.

REFER TO APPLICABLE SERVICE LETTER FOR PROCEDURE.

OPERATOR: ED-WEB, INC.

REPORT DATE 09/14/93

WORK COMPLIANCE FORM NO.

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPEROS

AIRCRAFT REG.: N368MD

050050+ PHASE 5 INSPECTION

93257

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 29

DATE

HOURS

LANDINGS

CYCLES

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

050050+ PHASE 5 INSPECTION

CODE NO.	MCF NO. CARD NO.	WORK DESCRIPTION REFERENCE	C/M DATE MO/ DAY/YR	C/M HOURS	C/M LANDINGS	ACTUAL MAN HOURS	TECHNICIAN	INSPECTOR	EST MH
055050+	05.050	PHASE 5-AREA TEXT PHASE 5	3 24 94	5417	4076				
210191+	21.040A 21- 2	INS/CLN OUTFLOW NORM VLV NM 21-30-00	3 24 94	5417	4076				
210201+	21.040A 21- 2	INS/CLN OUTFLOW SAFE VLV NM 21-30-00	3 24 94	5417	4076				
210671+	21.050A 21- 3	INS/CLN/TST WATER SEP CON NM 21-70-00	3 24 94	5417	4076				1.0
210681	21.290A 21- 7	CHG COOLING TURBINE OIL NM 12-10-10	3 24 94	5417	4076				
210622+	21.420A	INSP 3SD DUCT SENSOR NM5-20-05	3 24 94	5417	4076				
960078	21.420A	SIL1124-21-078 REVISION 1 SIL1124-21-078R1	3 24 94	5417	4076				
240203+	24.070	F/CK BATT TEMP/WARN SYS. NM 24-30-01	3 24 94	5417	4076				
260174+	26.030 26- 2	INSPECT COCKPIT FIRE EXT NM 26-20-00	3 24 94	5417	4076				
260184+	26.030 26- 2	INSPECT CABIN FIRE EXT NM 26-20-00	3 24 94	5417	4076				
270158+	27.130	INSP RUD TRIM TAB FREE PL NM 27-20-00	3 24 94	5417	4076				
270193+	27.150A 27- 3	INSP L ELEV SKIN SEPARATE NM 27-30-00	3 24 94	5417	4076				
270203+	27.150A 27- 3	INSP R ELEV SKIN SEPARATE NM 27-30-00	3 24 94	5417	4076				
270213	27.190 27- 5	LUB ELEVATOR ATTACH PTS NM 12-20-00	3 24 94	5417	4076				
270214	27.195	LUB AFT HINGE FIT BEARING	3 24 94	5417	4076				
270215	27.195	LUB FWD SCISSOR ASBY SB 1124-55-021	3 24 94	5417	4076				
270341+	27.440 27-14	CK CABLE TNSN AFT FUSE NM 27-00-00	3 24 94	5417	4076				
270211	27.500 27-19	INSP SCISSORS ASBY SB1124-55-097	3 24 94	5417	4076				
281150+	28.010A	CK OPERATION BOOST PUMPS NM 28-00-00	3 24 94	5417	4076				
290118	29.050D 29-10-00	CLN/CK HYD RES AIR PR VA NM 29-10-00	3 24 94	5417	4076				
300102+	30.010 30- 1	INSP L DEICER CK VALVE NM 30-10-00	3 24 94	5417	4076				
300104+	30.010 30- 1	INSP R DEICER CK VALVE NM 30-10-00	3 24 94	5417	4076				
300147+	30.140 ()	CK VLTG DROP PLTS UNDBLD NM 30-40-00	3 24 94	5417	4076				
300150+	30.140 ()	CK VLTG DROP CPLTS UNDBLD NM 30-40-00	3 24 94	5417	4076				

CONTINUED

OPERATOR: ED-WES, INC.

REPORT DATE 09/14/93

WORK COMPLIANCE FORM NO.

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND (CONTINUED)

OPER05

AIRCRAFT REG: N368MD

050050+ PHASE 5 INSPECTION

93257 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 29 5416 29 29 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
910361	30.140	SB 1124-30-036 PART II	3 124 94	5417	4076	.....		
()	30- 5	SB 1124-30-036							
350163	35.140	INSP/SERVICE OXYGEN SYS NM 35-00-00	3 124 94	5417	4076	.....		
520106+	52.010A	INS/LUB CABIN ENTR DOOR	3 124 94	5417	4076	.....		
	52- 1	WCF 52.010A							
520116+	52.010B	OPER CK ENTRY DOOR	3 124 94	5417	4076	.....		
		NM 52-10-00							
550656	55.040	CK STAB AFT SPAR SPLC HNG	3 124 94	5417	4076	.....		
	55- 4	NM 55-10-00							
910200	55.040	SB 1124-55-020 REV 2	3 124 94	5417	4076	.....		
	55- 4	SB 1124-55-020							
550658	55.050	CK STAB RADIAL/AXIAL PLAY	3 124 94	5417	4076	.....		
	55- 3	SB 1124-55-021							
950920	95.090	9L WW-2492 HYD HOSE INSP	3 124 94	5417	4076	.....		
()		9L WW-2492							

TOTAL ESTIMATED MAN-HOURS 1.0

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. _____

050050+ PHASE 5 INSPECTION COMPLETED.

3 124 94 5417 4076
 MO/ DAY/YR AIRCRAFT HOURS LANDINGS HRS.THB
 SIGNATURE CERTIFICATE NUMBER 58076720A6
 KIND OF CERTIFICATE A/P

OPERATOR: ED-WEB, INC.

REPORT DATE 09/14/93

WORK COMPLIANCE FORM NO.

21.050A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 21-3

OPER05

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050050+ PHASE 5 INSPECTION

93257	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		5416			

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 23 YEAR 94 AIRCRAFT HOURS: 5417 LANDINGS: 4076

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: ATD

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

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

210671

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

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

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

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

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

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

11. REMOVE CHAIN ASSEMBLY AND CAREFULLY REMOVE CONDENSER SUPPORT.

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

12. CLEAN ALL PARTS, EXCEPT CONDENSER WITH DRY CLEANING SOLVENT AND DRY THOROUGHLY WITH COMPRESSED AIR.
13. IF REQUIRED, DEGREASE SUPPORT ASSEMBLY BY SUSPENDING SUPPORT ASSEMBLY IN A VAPOR DEGREASER FOR 15 MINUTES USING TRICHLOROETHYLENE HEATED TO 250 DEGREES F (121.1 DEGREES C). SPRAY TRICHLOROETHYLENE OVER SUPPORT ASSEMBLY TO CLEAN IT THOROUGHLY. WHEN SUPPORT ASSEMBLY IS COOL ENOUGH TO HANDLE, RINSE THOROUGHLY WITH DRY CLEANING SOLVENT AND DRY THOROUGHLY WITH COMPRESSED AIR.
14. CLEAN CONDENSER, IF REQUIRED, BY IMMERSING CONDENSER AND SUPPORT ASSEMBLY IN SOLUTION OF MILD DETERGENT AND LUKEMARM 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, LUKEMARM 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-WEB, INC.

REPORT DATE 09/14/93

WORK COMPLIANCE FORM NO.

21.050A

AIRCRAFT NO: 368

MODEL: 1124A WESTWIND

(CONTINUED)

CARD NO: 21-3

OPER05

AIRCRAFT REG: N368MD

ISSUED 07-88 REV.

050050+ PHASE 5 INSPECTION

93257	WORK ORDER #	* = 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		5416			

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 2

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

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

REPORT DATE 09/14/93
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 52.010A
 CARD NO: 52- 1 OPER05
 050050+ PHASE 5 INSPECTION

93257 WORK CUE AT * = APU HRS. RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY
 52-002 DATE HOURS LANDINGS CYCLES FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.

29 29 5416 CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 31 YEAR 94 AIRCRAFT HOURS: 5417 LANDINGS: 4076

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AP

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

TECHNICIAN INSPECTOR MAN-HOURS
 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 BAYONETS ARE FULLY EXTENDED WHEN DOOR IS IN CLOSED POSITION.
 3. CHECK THAT SPRING-LOADED LATCH AND LATCH BAYONETS ARE FULLY RETRACTED WHEN DOOR IS IN OPEN POSITION.
 4. WITH DOOR CLOSED AND LATCHES ENGAGED, PULL OUTSIDE HANDLE OUT OF RECESS AND ROTATE COUNTERCLOCKWISE TO DISENGAGE LATCHES. ENSURE THAT SUFFICIENT FORCE IS REQUIRED TO RELEASE LATCHES.
 5. ROTATE OUTSIDE HANDLE CLOCKWISE TO ENGAGE LATCHES. ENSURE THAT SUFFICIENT FORCE IS REQUIRED TO ENGAGE LATCHES.
 6. REPEAT STEPS 4 AND 5 TO CHECK INSIDE HANDLES.
 7. CLEAN AND LUBRICATE DOOR SEAL USING SILICONE LUBRICANT AS PER FIGURE 2.

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

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

OPERATOR: ED-WEB, INC.

REPORT DATE 09/14/93

WORK COMPLIANCE FORM NO.

52.0108

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER05

AIRCRAFT REG: N368MD

ISSUED 07-88 REV.

050050+ PHASE 5 INSPECTION

93257

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

5416

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 28 YEAR 94 AIRCRAFT HOURS: 5417 LANDINGS: 4076

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: APP

TECHNICIAN INSPECTOR MAN-HOURS
HRS. THIS

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

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 09/14/93

WORK COMPLIANCE FORM NO.

28.010A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER05

AIRCRAFT REG: N368MD

ISSUED 07-88 REV. 02-92

050050+ PHASE 5 INSPECTION

93257	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		5416			

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 23 YEAR 93 AIRCRAFT HOURS: 5417 LANDINGS: 4076

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: A+P

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

 281150

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

- R CHECK OPERATION OF FUEL BOOST PUMPS
- R 1. PLACE L SHUTOFF AND R SHUTOFF SWITCHES IN CLOSE POSITION. OBSERVE IN TRAN LIGHTS INDICATING CLOSING.
 - R 2. PLACE BOTH LEFT AND RIGHT BOOST PUMP SWITCHES IN MAIN POSITION. OBSERVE FUEL PRESS LOW WARNING LIGHTS REMAIN ON R AND ALT BOOST PUMP ON LIGHTS COME ON.
 - R 3. PLACE BOTH L SHUTOFF AND R SHUTOFF SWITCHES IN OPEN POSITION. OBSERVE IN TRAN LIGHT INDICATING OPENING AND FUEL R PRESS LOW LIGHTS GO OUT.
 - R 4. PULL BOTH LEFT AND RIGHT ALT BOOST PUMP CIRCUIT BREAKERS. OBSERVE ALT BOOST PUMP ON LIGHTS GO OUT AND FUEL PRESS LOW LIGHTS REMAIN OUT.
 - R 5. PLACE BOTH LEFT AND BOOST PUMP SWITCHES IN OFF POSITION. OBSERVE FUEL PRESS LOW LIGHTS COME ON.
 6. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WEB, INC.

REPORT DATE 09/14/93

WORK COMPLIANCE FORM NO.

26.030

AIRCRAFT NO. 368

MODEL: 1124A WESTWIND

CARD NO: 26- 2

OPER05

AIRCRAFT REG: N368MD

ISSUED 07-88 REV. 01-92

050050+ PHASE 5 INSPECTION

93257

WORK DUE AT

* - APU HRS.

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

26-003

DATE

HOURS

LANDINGS

CYCLES

29 29

5416

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 23 YEAR 94 AIRCRAFT HOURS: 5417 LANDINGS: 4076

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: ADP

ONLY THE FOLLOWING WORK IS DUE IN OPER05 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 MM 5-10-00

REASON REMOVED: (CHECK ONE) TECHNICIAN: INSP:

TIME A () FAIL B () WORN C () LOANER D () SCHEDCONV 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:

INSTALLED TSN: HRS LDGS NOS INSTALLED TSO: HRS LDGS NOS

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

SIGNOFF ANY WORK ACCOMPLISHED BELOW. NO/DAY/YR TECHNICIAN INSPECTOR MAN-HOURS HRS.THS

260171 WEIGHT CHECK COCKPIT EXTINGUISHER...MM 26-20-00

R RECORD DATE OF WEIGHT CHECK

260172 DISCHARGE/OVERHAUL AND REFILL COCKPIT FIRE EXTINGUISHER...NO REF

260173 HYDROSTATIC TEST COCKPIT FIRE EXTINGUISHER...NO REF

R RECORD DATE OF HYDROSTATIC TEST

260174 INSPECT COCKPIT FIRE EXTINGUISHER...NO REF

R RECORD DATE OF INSPECTION

260176 PART NAME: CABIN PORTABLE EXTINGUISHER MM 5-10-00

REASON REMOVED: (CHECK ONE) TECHNICIAN: INSP:

TIME A () FAIL B () WORN C () LOANER D () SCHEDCONV 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:

INSTALLED TSN: HRS LDGS NOS INSTALLED TSO: HRS LDGS NOS

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

SIGNOFF ANY WORK ACCOMPLISHED BELOW. NO/DAY/YR TECHNICIAN INSPECTOR MAN-HOURS HRS.THS

260181 WEIGHT CHECK CABIN EXTINGUISHER...MM 26-20-00

R RECORD DATE OF WEIGHT CHECK

260182 DISCHARGE/OVERHAUL AND REFILL CABIN FIRE EXTINGUISHER...NO REF

260183 HYDROSTATIC TEST CABIN FIRE EXTINGUISHER...NO REF

R RECORD DATE OF HYDROSTATIC TEST

260184 INSPECT CABIN FIRE EXTINGUISHER...NO REF

R RECORD DATE OF INSPECTION

260166, 260176

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-WEB, INC.

REPORT DATE 09/14/93

WORK COMPLIANCE FORM NO.

26.030

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND (CONTINUED)

CARD NO: 26- 2

OPER05

AIRCRAFT REG: NJ368ND

ISSUED 07-88 REV. 01-92

050030+ PHASE 5 INSPECTION

93257	WORK DUE AT	* = APU HRS			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
26-003	DATE	HOURS	LANDINGS	CYCLES	
29 29		5416			

CK CURRENT DUE LIST FOR DUE TIME CHGB

PAGE 2

A REMOVAL (REFER TO FIGURES 1 AND 2)

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

B INSTALLATION

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

260171, 260181

C WEIGHT CHECK FIRE EXTINGUISHER

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

260172, 260182

D DISCHARGE/OVERHAUL AND REFILL FIRE EXTINGUISHER

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

260173, 260183

E HYDROSTATIC TEST FIRE EXTINGUISHER

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

260174, 260184

F INSPECTION OF FIRE EXTINGUISHER

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

OPERATOR: ED-WES, INC.

REPORT DATE 09/14/93

WORK COMPLIANCE FORM NO.

35.140

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER05

AIRCRAFT REG: N368MD

ISSUED 07-88 REV.

050050+ PHASE 5 INSPECTION

93257	WORK DUE AT DATE	HOURS	* = APU HRS. LANDINGS	CYCLES	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING
35-011		5416			
29 29					CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 23 YEAR 94 AIRCRAFT HOURS: 5417 LANDINGS: 4076

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AP

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRS.THS
350163 INSPECT/SERVICE OXYGEN SYSTEM...MM 35-00-00.....	<u>[Signature]</u>	<u>[Signature]</u>	

350163
INSPECT/SERVICE OXYGEN SYSTEM

WARNING: DO NOT PERMIT SMOKING OR OPEN FLAME NEAR AIRCRAFT WHILE MAINTENANCE IS BEING PERFORMED ON THE OXYGEN SYSTEM. ENSURE ALL ELECTRICAL POWER IS DISCONNECTED AND THAT THE AIRCRAFT IS PROPERLY GROUNDED. IN ADDITION, OILS, GREASE, AND SOLVENTS MAY BURN OR EXPLODE SPONTANEOUSLY WHEN CONTACTED BY OXYGEN UNDER PRESSURE.

1. INSPECT/SERVICE OXYGEN SYSTEM REGULATOR/REDUCERS, MASK MOUNTED REGULATORS, VALVES, OUTLETS, ANEROID SWITCHES, AUTOMATIC PASSENGER MASK PRESENTATION BOX ASSEMBLIES, HOSES, LINES, AND PORTABLE OXYGEN BOTTLES AS FOLLOWS:
 - A. PERFORM A FUNCTIONAL CHECK OF ALL MOVING COMPONENTS FOR OPERATION AND EXCESSIVE WEAR.
 - B. CHECK SYSTEM LINE PRESSURE.
 - C. VISUALLY CHECK FOR THE PRESENCE OF CONTAMINANTS (OIL, GREASE, DIRT, ETC.).
 - D. VISUALLY INSPECT BOTH LOW AND HIGH-PRESSURE REGULATOR RELIEF MECHANISMS FOR DAMAGE AND TO ENSURE FREEDOM FROM OBSTRUCTION.

NOTE: 1. HIGH AND LOW-PRESSURE LINES DO NOT REQUIRE ANY SERVICING UNLESS SOME TROUBLE IS INDICATED.
 2. TEST PASSENGER MASK OXYGEN FLOW BY PULLING LANYARD AND REMOVING PIN FROM VALVE. REFER TO 35-20-00, PARA 2.

2. AT ANYTIME UPON NOTIFICATION OF DECAYING CYLINDER PRESSURE WHEN OXYGEN SYSTEM IS IN USE, IMMEDIATELY CHECK THE SYSTEM UNTIL LEAK IS FOUND (USE ONLY LEAK DETECTOR CONFORMING TO MIL-L-25567B).
3. RECORD INSPECTION/SERVICE COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.

REPORT DATE 09/14/93

WORK COMPLIANCE FORM NO.

30.010

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 30- 1

OPER05

AIRCRAFT REG: N368MD

ISSUED 07-88 REV. 03-90

050050+ PHASE 5 INSPECTION

93257 WORK EXP AT DATE HOURS * = APU HRS LANDINGS CYCLES RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.

Table with columns: WORK EXP AT DATE, HOURS, LANDINGS, CYCLES, CK CURRENT DUE LIST FOR DUE TIME CHGS, PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 23 YEAR 94 AIRCRAFT HOURS: 5417 LANDINGS: 4076

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AP

ONLY THE FOLLOWING WORK IS DUE IN OPER05 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 MM 30-10-00
REASON REMOVED: (CHECK ONE) TECHNICIAN: INSP:
TIME A () FAIL B () WORN C () LOANER D () SCHEDCONV 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:

INSTALLED TSN: HRS LDGS NOS INSTALLED TSO: HRS LDGS NOS

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

300102 INSPECT LEFT DE-ICER CHECK VALVE...MM 5-20-05. TECHNICIAN INSPECTOR MAN-HOURS HRS.THS

300103 PART NAME: RIGHT DE-ICER CHECK VALVE MM 30-10-00
REASON REMOVED: (CHECK ONE) TECHNICIAN: INSP:
TIME A () FAIL B () WORN C () LOANER D () SCHEDCONV 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:

INSTALLED TSN: HRS LDGS NOS INSTALLED TSO: HRS LDGS NOS

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

300104 INSPECT RIGHT DE-ICER CHECK VALVE...MM 5-20-05. TECHNICIAN INSPECTOR MAN-HOURS HRS.THS

300101, 300103

R DE-ICER CHECK VALVE - REMOVAL AND INSTALLATION (REFER TO FIGURE 1 ON CARD 30-1)
CONSUMABLES: O-RING P/N 8-0310-916HT(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. OK 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 8-0310-916HT(2).

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

OPERATOR: ED-WEB, INC.

REPORT DATE 09/14/93

WORK COMPLIANCE FORM NO.

30.010

AIRCRAFT NO: 368

MODEL: 1124A WESTWIND (CONTINUED)

CARD NO: 30- 1

OPER05

AIRCRAFT REG: N368MD

ISSUED 07-88 REV. 03-90

050050+ PHASE 5 INSPECTION

93257	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING
30-001	DATE	HOURS	LANDINGS	CYCLES	
29 29		5416			CK CURRENT DUE LIST FOR DUE TIME CHGB PAGE 2

3. CONNECT LINES TO CHECK VALVE ASSEMBLY.

4. CLOSE FORWARD END OF REAR BAGGAGE COMPARTMENT ACCESS COVER.

300102, 300104

C INSPECT DE-ICER CHECK VALVE

1. REMOVE DEICER CHECK VALVE. REFER TO STEP A.
2. INSPECT DE-ICER CHECK VALVES LOCATED AT TEE, UPSTREAM OF PRESSURE REGULATOR VALVE, IN AFT FUSELAGE.
3. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.

REPORT DATE 09/14/93

WORK COMPLIANCE FORM NO.

55.040

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 55- 4

OPER05

AIRCRAFT REG: N368MD

ISSUED 07-88 REV. 02-92

050050+ PHASE 5 INSPECTION

93257

WORK DUE AT

* = APU HRS.

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

55-005

DATE

HOURS

LANDINGS

CYCLES

29 29

5416

CK CURRENT DUE LIST FOR DUE TIME CHGB

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 23 YEAR 94 AIRCRAFT HOURS: 5417 LANDINGS: 4076

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: ATP

TECHNICIAN INSPECTOR MAN-HOURS
HRS.THS

- 550656 CHECK STABILIZER AFT SPAR SPLICE-HINGE FITTING OUTBOARD LUGS FOR CRACKS
- R NM 55-10-00.....
- 910200 SERVICE BULLETIN 1124-55-020 REVISION 2
- 990131 AD 89-12-08 HORIZONTAL STABILIZER AFT SPAR SPLICE FITTING.
- SUPERSEDES: AD 86-14-02

[Signature] [Signature]

- *****
- 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, DISCONNECT TAIL LIGHT AND EMPENNAGE FAIRINGS.
 - R 2. INSPECT OUTBOARD LUGS FOR CRACKS OR BROKEN LUGS WITH BRIGHT LIGHT AND A 10X MAGNIFYING GLASS. REFER TO ILLUSTRATION.
 - R 3. IF A DISCREPANCY IS FOUND, REFER TO SERVICE BULLETIN NO.1124-55-021 REVISION 3 FOR REPLACEMENT OR REPAIR OF THE HORIZONTAL STABILIZER SPAR SPLICE.
 - R
 - R 4. IF HINGE IS SATISFACTORY, REPLACE EMPENNAGE FAIRINGS, RECONNECT TAIL LIGHT AND REPLACE TAIL CONE.
 - 5. 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
 - 6. REPLACE EMPENNAGE FAIRINGS, RECONNECT TAIL LIGHT AND REPLACE TAIL CONE.
 - 7. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WEB, INC.

REPORT DATE 09/14/93

WORK COMPLIANCE FORM NO.

55.050

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 55- 3

OPER05

AIRCRAFT REG: N368MD

ISSUED 07-88 REV. 02-92

050050+ PHASE 5 INSPECTION

93257 WORK ONE 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
55-006			
29 29	5416		

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 23 YEAR 94 AIRCRAFT HOURS: 5417 LANDINGS: 4076

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: ATP

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

(550658) () CHECK STABILIZER ASSEMBLY RADIAL/AXIAL PLAY...MM 55-10-00.....
 910210 8B NO.1124-55-021 REVISION 3
 HAS 8B 1124-55-021 PART 2 PARA D THROUGH F BEEN C/W? YES X NO ()

550658
 CHECK STABILIZER ASSEMBLY FOR RADIAL AND AXIAL PLAY (REFER TO ILLUSTRATION ON CARD 55-3)
 EQUIPMENT/CONSUMABLES: DIAL INDICATOR .0005 INCH DIVISION, 100 POUNDS OF SANDBAGS
 A CHECK RADIAL PLAY (REFER TO ILLUSTRATION)

NOTE: THIS CHECK IS NO LONGER REQUIRED WHEN THE HINGE IMPROVEMENTS AND SCISSORS INSTALLATION HAVE BEEN ACCOMPLISHED PER 8B NO.1124-55-021, PART 2, PARAGRAPHS D THROUGH F REVISION 3.

1. REMOVE EMPENNAGE FAIRINGS TO GAIN ACCESS TO THE HINGE ASSEMBLY.
2. LUBRICATE HORIZONTAL STABILIZER HINGE AS PER MM 12-20-00.
3. CLAMP A DIAL INDICATOR (.0005 INCH PER DIVISION) TO THE ATTACH FITTING SO THAT THE PLUNGER IS VERTICAL AND RESTING AGAINST THE BOTTOM OF THE L.H. OUTBOARD HINGE LUG (LOCATION 1 IN ILLUSTRATION).
4. GENTLY PLACE 100 POUNDS OF SANDBAGS ON THE R.H. STABILIZER TIP.
5. ZERO DIAL INDICATOR.
6. MOVE ALL SANDBAGS TO THE L.H. STABILIZER TIP.
7. RECORD DIAL INDICATOR READING.
8. REPEAT STEPS 2 THROUGH 6 FOR THE R.H. OUTBOARD HINGE LUG.
9. IF THE READING OF THE DIAL INDICATOR EXCEEDS .010 INCH FOR EITHER L.H. OR R.H. HINGE LUG, IT IS RECOMMENDED TO PERFORM THE HINGE ASSEMBLY IMPROVEMENT AS PER SERVICE BULLETIN NO.1124-55-021, PARA. D.

- B CHECK AXIAL PLAY**
1. CLAMP A DIAL INDICATOR TO THE ATTACH-FITTING SO THAT THE PLUNGER IS HORIZONTAL AND RESTING AGAINST THE OUTER SURFACE OF THE OUTBOARD HINGE LUG (LOCATION 2, IN ILLUSTRATION).
 2. ZERO DIAL INDICATOR.
 3. PUSH HORIZONTALLY WITH HAND FORCES ON THE L.H. AND R.H. STABILIZER TIPS ALTERNATELY SO THAT THE HORIZONTAL STABILIZER MOVES THROUGH ITS FULL RANGE OF SIDE MOTION.
 4. RECORD DIAL INDICATOR READING.
 5. IF AXIAL PLAY IS LESS THAN .016 INCH, THE AIRCRAFT MAY BE RETURNED TO SERVICE.
 6. IF AXIAL PLAY IS BETWEEN .016 INCH AND .040, THE AIRCRAFT MAY BE RETURNED TO SERVICE, BUT MUST BE REINSPECTED AT 150 FLIGHT HOUR INTERVALS.
 7. IF AXIAL PLAY IS GREATER THAN .040 INCH, IT IS RECOMMENDED TO PERFORM THE IMPROVED INSTALLATION AS PER PARA D.
 8. CHECK HORIZONTAL STABILIZER TRIM ACTUATOR FOR WEAR AND LOOSENESS BY SHAKING HORIZONTAL STABILIZER AT THE TIP AND OBSERVING FOLLOWING AREAS:
 - A. UPPER AND LOWER ATTACH POINTS.
 - B. ROD ENDS.
 9. IF HORIZONTAL STABILIZER HINGE ASSEMBLY IS WITHIN THE ABOVE LIMITS, THE AIRCRAFT MAY BE RETURNED TO SERVICE.
 10. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.

REPORT DATE 09/14/93

WORK COMPLIANCE FORM NO.

95.090

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER05

AIRCRAFT REG: N368MD

050050+ PHASE 5 INSPECTION

93257	WORK DATE	HOURS	* - APU HRS	LANDINGS	CYCLES	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
95-001						
29 29		5416				

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 23 YEAR 94 AIRCRAFT HOURS: 5417 LANDINGS: 4076

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 5607677940

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AP

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

950920 SERVICE LETTER MW-2492 HYDRAULIC HOSE INSPECTION...SL MW-2492.....

REASON: REMIND PERSONNEL OF THE LEAK INSPECTION REQUIREMENTS FOR ALL HYDRAULIC SYSTEM HOSES AND TO PAY SPECIAL ATTENTION TO THOSE THAT CONTAIN A RUBBER LINER MATERIAL (COLOR CODED BY A GREEN EXTERNAL APPEARANCE).

INSTRUCTIONS: ROUTINE INSPECTION SHOULD BE PERFORMED OF ALL HYDRAULIC SYSTEM FLEXIBLE HOSES FOR LEAKAGE OR DETERIORATION IN ACCORDANCE WITH THE REQUIREMENTS OF CHAPTER 5 OR 50 HOUR PHASE INSPECTION PROGRAM. MATERIALS USED IN TEFLON LINED HOSES ARE MORE RESISTANT TO WEAR AND DETERIORATION THAN THE RUBBER LINER HOSES. EITHER TYPE HOSE MAY BE USED OR REPLACEMENT OF DEFECTIVE HOSES, HOWEVER, THE TEFLON LINED HOSES SHOULD PROVIDE EXTENDED SERVICE LIFE.

REFER TO APPLICABLE SERVICE LETTER FOR PROCEDURE.

OPERATOR: ED-WES, INC.

REPORT DATE 09/14/93

WORK COMPLIANCE FORM NO.

27.500

AIRCRAFT NO: 368

MODEL: 1124A WESTWIND

CARD NO: 27-19

OPER05

AIRCRAFT REG: N368MD

ISSUED 12-88 REV. 08-89


050050+ PHASE 5 INSPECTION

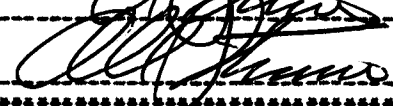
93257 WORK DUE AT * = APU HRS RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING

DATE	HOURS	LANDINGS	CYCLES
27-049			
29 29	5416		

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 23 YEAR 94 AIRCRAFT HOURS: 5417 LANDINGS: 4076

TECHNICIAN SIGNATURE:  KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY:  KIND OF CERTIFICATE & NO: APP

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:

	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 NO.1124-55-020.

R 2. FOR REINSTALLATION INSTRUCTIONS OF THE SCISSORS ASSEMBLY AND FOR PROCUREMENT OF REPLACEMENT PARTS, CONTACT ABRA 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.

OPERATOR: ED-WEB, INC.

REPORT DATE 09/14/93

WORK COMPLIANCE FORM NO.

27.195

AIRCRAFT NO: 368

MODEL: 1124A WESTWIND

OPER05

AIRCRAFT REG: N368MD

ISSUED 07-88 REV. 05-90

050050+ PHASE 5 INSPECTION

93257	WORK DUE AT	APU HRS.	LANDINGS	CYCLES	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
00-000	DATE	HOURS			
29 29		5416			

CK CURRENT DUE LIST FOR DUE TIME CHGB

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 23 YEAR 94 AIRCRAFT HOURS: 5417 LANDINGS: 4076

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AIP

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRS. THS
270214 LUBRICATE AFT HINGE FITTING BEARINGS...MM 5-20-06...6(A).....	<u>[Signature]</u>	<u>[Signature]</u>	
PRE SB 1124-55-021 S/N'S 154, 409, 413, 416, 418, 421, 423, 424, 426, AND			
SUBS WITH PRODUCTION MODIFIED HINGE.			

NOTE: LUBRICATION NO LONGER REQUIRED WHEN HINGE IMPROVEMENT HAS BEEN ACCOMPLISHED PER SB 1124-55-021, PARA 2-D

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRS. THS
270215 LUBRICATE FORWARD SCISSOR ASSEMBLY...MM 5-20-06...6(B).....	<u>[Signature]</u>	<u>[Signature]</u>	
POST SB 1124-55-021 (4 PLACES)			

NO MANUFACTURER TEXT ISSUED.

OPERATOR: ED-WEB, INC.

REPORT DATE 09/14/93

WORK COMPLIANCE FORM NO.

27.190

AIRCRAFT NO. 368

MODEL: 1124A WESTWIND

CARD NO: 27- 5

OPER05

AIRCRAFT REG.: N368ND

ISSUED 07-88 REV. 03-90

050050+ PHASE 5 INSPECTION

93257	WORK DUE AT	HOURS	* = APU HRS.	LANDINGS	CYCLES	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING
27-020	DATE					
29 29		5416				

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 23 YEAR 94 AIRCRAFT HOURS: 5417 LANDINGS: 4076

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AIP

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRG.THS
270213 LUBRICATE ELEVATOR ATTACH POINTS...MM 12-20-00.....	<u>[Signature]</u>	<u>[Signature]</u>	

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 1124-53-021, 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 NO GREASE HAS EMERGED FROM AROUND BUSHINGS.
 6. STANDARD ZERK FITTING AND SPECIAL FLUSH FITTING ARE BOTH USED THROUGHOUT THE AIRCRAFT.

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

OPERATOR: ED-WEB, INC.

REPORT DATE 09/14/93

WORK COMPLIANCE FORM NO.

27.150A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 27-3

OPER05

AIRCRAFT REG: N368MD

ISSUED 07-88 REV.

050050+ PHASE 5 INSPECTION

93257	WORK SHEET 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		
27-016					
29 29	5416				

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 23 YEAR 94 AIRCRAFT HOURS: 5417 LANDINGS: 4076

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AA

	TECHNICIAN	INSPECTOR	MAN-HOURS 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-WEB, INC.

REPORT DATE 09/14/93

WORK COMPLIANCE FORM NO.

24.070

AIRCRAFT NO. 368

MODEL: 1124A WESTWIND

OPER05

AIRCRAFT REG: N368MD

ISSUED 07-88 REV.

050050+ PHASE 5 INSPECTION

93257	WORK DUE AT	* = APU HRS			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
24-008	DATE	HOURS	LANDINGS	CYCLES	
29 29		5416			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 23 YEAR 94 AIRCRAFT HOURS: 5417 LANDINGS: 4076

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: ATP

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

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

- 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 **09/14/93**

WORK COMPLIANCE FORM NO.

21.420A

AIRCRAFT NO. **368**

MODEL: **1124A WESTWIND**

OPER05

AIRCRAFT REG: **N368MD**

ISSUED **08-89** REV. **06-92**

050050+ PHASE 5 INSPECTION

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

93257	WORK DONE AT	* = APU HRS		
21-027	DATE	HOURS	LANDINGS	CYCLES
29 29		5416		

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 23 YEAR 94 AIRCRAFT HOURS: 5417 LANDINGS: 4076

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560762740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: ATP

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRB.THS
210622 INSPECT 35 DEGREE DUCT SENSOR...MM 5-20-05.....	<u>[Signature]</u>	<u>[Signature]</u>	

R 960078 81L 1124-21-078 REVISION 1 35 DEGREE TEMP SENSOR...81L 1124-21-078

R 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.

R EFFECTIVITY: MODEL 1124/1124A WESTWIND, ALL SERIAL NUMBERS.

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

OPERATOR: ED-WEB, INC.

REPORT DATE 09/14/93

WORK COMPLIANCE FORM NO.

27.440

AIRCRAFT NO: 368

MODEL: 1124A WESTWIND

CARD NO: 27-14

OPER05

AIRCRAFT REG: N368MD

ISSUED 07-88 REV. 01-90

050050+ PHASE 5 INSPECTION

93257

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

27-046

DATE

HOURS

LANDINGS

CYCLES

29 29

5416

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 23 YEAR 94 AIRCRAFT HOURS: 5417 LANDINGS: 4076

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 580267740AD

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: ATP

TECHNICIAN INSPECTOR MAN-HOURS
HRB.THB

270341 CHECK CABLE TENSION AFT FUSELAGE...MM 27-00-00.....

270340, 270341

NOTE: THE FOLLOWING ADDITIONAL MCF(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)

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

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

REPORT DATE **09/14/93**

WORK COMPLIANCE FORM NO.

27.130

AIRCRAFT NO: **368**

MODEL: **1124A WESTWIND**

OPER05

AIRCRAFT REG: **N368MD**

ISSUED **07-88** REV.

050050+ PHASE 5 INSPECTION

93257

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.

27-013

DATE

HOURS

LANDINGS

CYCLES

29 29

5416

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE **1**

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 23 YEAR 94

AIRCRAFT HOURS: 5417

LANDINGS: 4076

TECHNICIAN SIGNATURE: *[Signature]*

KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: *[Signature]*

KIND OF CERTIFICATE & NO: A/P

TECHNICIAN INSPECTOR MAN-HOURS
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.

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

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

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

OPERATOR: ED-WES, INC.

REPORT DATE 09/14/93

WORK COMPLIANCE FORM NO.

21.040A

AIRCRAFT NO: 368

MODEL: 1124A WESTWIND

CARD NO: 21- 2

OPER05

AIRCRAFT REG: N368MD

ISSUED 07-88 REV. 07-91

050050+ PHASE 5 INSPECTION

93257	WORK SHEET	* = 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		5416			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 22 YEAR 94 AIRCRAFT HOURS: 5417 LANDINGS: 4076

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AP

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

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

- INSPECT/CLEAN OUTFLOW VALVE (REFER TO ILLUSTRATION ON CARD 21-2)
- EQUIPMENT/CONSUMABLES: GASKET P/N 5783111-15, CLEANING SOLVENT PD-680, SAFETY WIRE
1. REMOVE CABIN FURNISHINGS AND INTERIOR FITTINGS AS REQUIRED TO GAIN ACCESS TO CABIN FLOOR ACCESS PANEL BETWEEN STATIONS 98.76 AND 117.18.
 2. REMOVE FLOOR ACCESS PANEL.
 3. REMOVE CLAMPS AND REMOVE AIR CONDITIONING DUCT ABOVE SAFETY VALVE.
 4. DISCONNECT AND CAP TUBING FROM SAFETY VALVE.
 5. REMOVE SCREWS SECURING EXTERIOR SAFETY VALVE FAIRING TO VALVE FROM LOWER FUSELAGE.
 6. REMOVE SAFETY WIRE AND ATTACHING BOLTS AND WITHDRAW VALVE, TAKING CARE NOT TO DAMAGE RUBBER DIAPHRAGM.
 7. COMPRESS THE POPPET VALVE BY PLACING EQUAL FORCE ON OPPOSITE SIDES OF VALVE TO EXPOSE THE VALVE LIP AND SEAT. CAREFULLY WIPE THESE TWO SURFACES WITH A CLEAN CLOTH MOISTENED IN PD-680 CLEANING SOLVENT.
 8. INSPECT SAFETY VALVE FOR CONDITION.
 9. ENSURE VALVES ARE FREE OF NICOTINE AND CONTAMINATION AND OPENINGS ARE CLEAN. INSTALL NEW VALVE GASKET P/N 5783111-15 ONTO VALVE.
 10. INSTALL SAFETY VALVE AND SECURE WITH ATTACHING BOLTS. TORQUE BOLTS UNTIL GASKET IS COMPRESSED TO 25 PERCENT OF ORIGINAL THICKNESS. SAFETY WIRE 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 09/14/93

WORK COMPLIANCE FORM NO.

05.050

AIRCRAFT NO: 368

MODEL: 1124A WESTWIND

OPER05

AIRCRAFT REG: N368MD

ISSUED 07-91 REV.

050050+ PHASE 5 INSPECTION

93257	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	
05-050	DATE	HOURS	LANDINGS	CYCLES
29 29		5416		

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 20 YEAR 94 AIRCRAFT HOURS: 5417 LANDINGS: 4076

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: A-IP

TECHNICIAN INSPECTOR MAN-HOURS HRS.TMS

05050 PHASE 5-AREA TEXT - FUSELAGE-FORWARD TO PRESSURE BULKHEAD, AFT FUSELAGE, EMPENNAGE.

05050 PHASE 5 - AREA TEXT - FUSELAGE - FORWARD TO PRESSURE BULKHEAD, AFT FUSELAGE, EMPENNAGE TEXT FROM 50 HOUR PHASE 5 INSPECTION

MECH INSP

1. GENERAL

NOTE: IGNITION, STARTER, FUEL CONTROLLER, GEAR POSITION, FLAP CONTROL, THRUST REVERSER, ICE PROTECTION, EMERGENCY HYDRAULIC PUMP, FIRE EXTINGUISHER, PROBE HEAT, ABA AND PITOT HEAT CIRCUIT BREAKERS SHOULD BE PULLED PRIOR TO START OF INSPECTION.

RECORD ALL PILOT SQUAWKS AND INSPECTION DISCREPANCIES ON THE APPROPRIATE AIRCRAFT FORM.

- A. CHECK THAT A PREFLIGHT CHECK HAS BEEN MADE.
- B. CHECK THAT ALL APPLICABLE FAA AIRWORTHINESS DIRECTIVES ARE COMPLIED WITH.
- C. REVIEW MANUFACTURER'S SERVICE DATA FOR APPLICABILITY.
- D. CHECK THAT ALL AIRCRAFT DOCUMENTS ARE CURRENT AND IN ORDER BEFORE RELEASE OF AIRCRAFT.
- E. CHECK REPLACEMENT AND OVERHAUL SCHEDULE FOR APPLICABILITY.
- F. CHECK CALENDER/SPECIAL INSPECTION ITEMS FOR APPLICABILITY.
- G. ALL STEPS A. THROUGH F. COMPLIED WITH.
- 2. FUSELAGE FORWARD PRESSURE BULKHEAD TO AFT PRESSURE BULKHEAD.
 - A. INSTRUMENT PANEL CHECK - GENERAL CONDITION.
 - (1) ACCESSIBLE INSTRUMENTS, HOSES AND LINES.
 - (2) ACCESSIBLE ELECTRICAL WIRE BUNDLES, CONNECTIONS.
 - B. PRESSURIZATION SYSTEM CHECK.
 - (1) ACCESSIBLE HOSES AND LINES - CONDITION.
 - (2) ISOBARIC VALVE SAFETY WIRED IN THE OPEN POSITION.
 - C. WINDSHIELD, WINDOWS AND PILOT'S OPENABLE WINDOW.
 - (1) DELAMINATION, SCRATCHES, CRACKS, SEAL AND LATCH.
 - (2) REWEN OR REACTIVATE DESICCANT CRYSTALS AS NECESSARY. IF MOISTURE NOTED, PERFORM VENT AND STATIC LINE PRESSURE CHECK PER MAINTENANCE MANUAL SERVICING SECTION.

CAUTION: DO NOT EXCEED 2.0 PSI.

[Handwritten signatures and initials in two columns]

- (3) TERMINAL CONTACT ASSEMBLIES FOR ARCING.
- D. CONTROL PEDESTAL - GENERAL CONDITION.
 - (1) INDICATORS.
 - (2) CONTROLS.
 - (3) SWITCHES.
 - (4) ELECTRICAL CONNECTIONS.
 - (5) THROTTLE & REVERSERS - EASE OF OPERATION.
- E. CHECK ALL INTERNAL AND EXTERNAL, LIGHTS INCLUDING COCKPIT
- F. PASSENGER COMPARTMENT - GENERAL CONDITION AND SECURITY.
 - (1) EMERGENCY LIGHT - CHECK OPERATION, SECURITY, CLEANLINESS AND CONNECTIONS, CHECK BATTERY CHARGE. REFERENCE CHAPTER 12-10-06, PARAGRAPH 3.
 - (2) REFRESHMENT BAR, ICE CHEST, GALLEY COAT CLOSET, CABINETS, TABLES, ETC. FOR EASE OF OPERATION

OPERATOR: ED-WEB, INC.

REPORT DATE 09/14/93

WORK COMPLIANCE FORM NO.

05.050

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

(CONTINUED)

OPER05

AIRCRAFT REG.: N368MD

ISSUED 07-91 REV.

050050+ PHASE 5 INSPECTION

93257

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.

05-050

DATE

HOURS

LANDINGS

CYCLES

29 29

5416

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 2

AND LOCKING.

- (3) SEATS AND SEAT BELTS.
- (4) OXYGEN, READING LIGHT, VENTILATING AIR CONSOLE.
- (5) WINDOWS FOR DELAMINATION, SCRATCHES, CRACKS.
- (6) INTERIOR LIGHTS.
- (7) EMERGENCY EXIT.

(A) CHECK RELEASE MECHANISM. (PULL RELEASE HANDLE, BUT NOT NECESSARY TO REMOVE EXIT FROM AIRCRAFT.)

- (8) CERTIFICATES.
- (9) AVIONICS COMPONENTS - SECURITY AND CONNECTIONS.
- (10) LAVATORY AND BAGGAGE COMPARTMENT CONDITION.
- (11) LAVATORY DODR - OPERATION.

G. CHECK THE FOLLOWING FOR CONDITION:

- (1) WINDSHIELD WIPERS.
- (2) OXYGEN THERMAL DISCHARGE DISC.
- (3) FUSELAGE SKIN.
- (4) STATIC SOURCES, DRAIN VALVES AND TRAPS. REFERENCE 34-10-01.
- (5) ALL DRAIN HOLES AND ACCESSIBLE FITTINGS.
- (6) ANTENNAS - CONDITION.
- (7) ACCESSIBLE ELECTRICAL CONNECTIONS AND COMPONENTS FOR DAMAGE, TIGHTNESS, CHAFING, FRAYING AND CUTS.

3. AFT FUSELAGE (STA. 270.00 TO STA. 452.00).

A. FLIGHT CONTROL SYSTEM - AILERON, ELEVATOR, RUDDER.

- (1) TRANSITION CABLE BELLCRANKS.
 - (A) CABLE SWEDGES LOCKED IN PLACE.
 - (B) TORQUE TRANSFER TUBE ATTACH POINTS.
 - (C) INSPECT FLIGHT CONTROL CABLES FOR CONDITION.
- (2) AILERON, ELEVATOR AND RUDDER TORQUE TRANSFER TUBES.
 - (A) ATTACH POINTS.
 - (B) FREENESS OF BEARINGS.
 - (C) SAFETY.
 - (D) AUTOPILOT SERVOS - SECURITY.
- (3) FLAP PRIME MOVER AND FLEX SHAFTS - GENERAL CONDITION, SECURITY.

B. ABOVE WING AFT OF STATION 316.

- (1) ELECTRICAL BUNDLES.
- (2) STRUCTURE.

C. ELECTRICAL SYSTEM COMPONENTS AC AND DC.

- (1) SECURITY IN MOUNTINGS.
- (2) WIRE BUNDLES, DAMAGE AND SECURITY.
- (3) REMOVE COVERS FROM THE FOLLOWING LISTED ELECTRICAL BOXES AND CHECK INSIDE FOR CLEANLINESS, SAFETY, CONDITION AND EVIDENCE OF OVERHEATING OF ELECTRICAL PARTS.
 - (A) DC CONTACTOR BOXES LEFT AND RIGHT.
 - (B) FLAP CONTACTOR BOX.

D. THROTTLE CABLES (TELEFLEX) PUSH-PULL POWER CONTROL.

- (1) FRAYING.
- (2) SAFETY.

E. FUSELAGE FUEL TANK AREA - GENERAL CONDITION AND LEAKAGE.

- (1) FUEL SHUTOFF VALVE. CYCLE OFF AND ON.
- (2) FUEL SUPPLY LINES - CONDITION.
- (3) FUEL BOOST PUMP AREA AND PRESSURE REFUELING POINT AREA.

F. REFRIGERATION UNIT MOUNTING - CONDITION AND SECURITY.

G. HYDRAULIC SYSTEM COMPONENTS - AFT FUSELAGE.

- (1) FLUID CARRYING LINES AND FITTINGS - LEAKAGE, CHAFING, SECURITY.

[Handwritten signatures and initials in the right margin, including 'A', 'B', 'C', 'D', 'E', 'F', 'G' and various initials.]

NOTE: CHECK FOR CLEARANCE BETWEEN FLUID LINES, FLAP FLEX DRIVE CABLES AND AILERON TORQUE TUBE

OPERATOR: ED-WES, INC.

REPORT DATE 09/14/93

WORK COMPLIANCE FORM NO.

05.050

AIRCRAFT NO: 368

MODEL: 1124A WESTWIND (CONTINUED)

OPER05

AIRCRAFT REG: N368MD

ISSUED 07-91 REV.

050050+ PHASE 5 INSPECTION

93257	WORK DUE AT DATE	HOURS	APU HRS.	LANDINGS	CYCLES	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
05-030		5416				
29 29						CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 3

WHILE FLAPS ANDAILERON ARE MOVED THROUGH FULL TRAVEL.

- (2) LIFT DUMPER AND SPEED BRAKE SELECTOR VALVES - LEAKAGE, ELECTRICAL CONNECTIONS.
- (3) HYDRAULIC POWER PANEL - LEAKAGE.
- (4) HYDRAULIC EMERGENCY SYSTEM ACCUMULATOR DRY NITROGEN CHARGE. REFERENCE MAINTENANCE MANUAL, CHAPTER 12-10-00, TABLE 1.
- (5) THRUST REVERSER ACCUMULATOR AND CYLINDER DRY NITROGEN CHARGE. REFERENCE MAINTENANCE MANUAL, CHAPTER 12-10-00, TABLE 1.
- (6) 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.
- (7) ANTI-SKID CONTROL VALVES - LEAKAGE AND ELECTRICAL CONNECTIONS.
- H. PYLON - ENGINE MOUNT BEAMS ATTACH POINTS.
- I. HOSES, LINES, ELECTRICAL BUNDLES ENTERING FUSELAGE FROM ENGINE NACELLES FOR DAMAGE, CHAFING AND SECURITY.
- J. ELECTRICAL BUNDLES AND TERMINAL STRIPS DAMAGE, SECURITY, LOOSE CONNECTION.
- K. PNEUMATIC DEICING EQUIPMENT.
 - (1) SECURITY AND CONDITION.
 - (2) ELECTRICAL CONNECTIONS.
 - (3) AIR EJECTOR - CLEAR.
- 4. AFT FUSELAGE (STA. 452.00 TO STA. 554.00).
 - A. FLIGHT CONTROL SYSTEM - ELEVATOR, RUDDER.
 - (1) ELEVATOR AND RUDDER TORQUE TRANSFER TUBES.
 - (A) ATTACH POINTS.
 - (B) FREENESS OF BEARINGS.
 - (C) SAFETY.
 - (D) AUTOPILOT SERVOS - SECURITY.
 - (2) PNEUMATIC PLUMBING.
 - (3) STRUCTURE.
 - B. FUSELAGE ABOVE BAGGAGE COMPARTMENT.
 - (1) ELECTRICAL BUNDLES.
 - (2) PNEUMATIC PLUMBING.
 - (3) STRUCTURE.
 - C. ELECTRICAL AND ELECTRONIC COMPONENTS.
 - (1) LONG RANGE NAVIGATION SYSTEM.
 - (A) SECURITY IN MOUNTINGS.
 - (B) WIRE BUNDLES, DAMAGE AND SECURITY.
 - (2) ELECTRONIC FUEL COMPUTERS
 - (A) SECURITY IN MOUNTINGS.
 - (B) WIRE BUNDLES, DAMAGE AND SECURITY.
 - (C) INSPECT AIR FILTER FOR CLEANLINESS OR OBSTRUCTIONS.
- 5. EMPENNAGE.
 - A. HORIZONTAL TRIM RELAYS - SECURITY, ELECTRICAL CONNECTIONS.
 - B. HORIZONTAL STABILIZER TRIM ACTUATOR.
 - (1) ATTACH POINTS.
 - (2) ELECTRICAL CONNECTIONS.
 - (3) ASSURE DRAIN HOLES IN BOTTOM OF ACTUATOR ARE CLEAR OF GREASE AND FOREIGN MATTER. (IF WATER PRESENT, UNIT MUST BE RESEALED).
 - C. HORIZONTAL STABILIZER - CONDITION AND SECURITY.
 - (1) ATTACH POINTS FWD AND AFT.
 - (2) UPPER AND LOWER SCISSOR FITTING ATTACH POINTS FOR LOOSENESS.

NOTE: SHAKE STABILIZER DURING INSPECTION.

[Handwritten signatures and initials in the right margin, including 'A', 'B', 'C', 'D', 'E', 'F', 'G', 'H', 'I', 'J', 'K', 'L', 'M', 'N', 'O', 'P', 'Q', 'R', 'S', 'T', 'U', 'V', 'W', 'X', 'Y', 'Z', 'AA', 'AB', 'AC', 'AD', 'AE', 'AF', 'AG', 'AH', 'AI', 'AJ', 'AK', 'AL', 'AM', 'AN', 'AO', 'AP', 'AQ', 'AR', 'AS', 'AT', 'AU', 'AV', 'AW', 'AX', 'AY', 'AZ', 'BA', 'BB', 'BC', 'BD', 'BE', 'BF', 'BG', 'BH', 'BI', 'BJ', 'BK', 'BL', 'BM', 'BN', 'BO', 'BP', 'BQ', 'BR', 'BS', 'BT', 'BU', 'BV', 'BW', 'BX', 'BY', 'BZ', 'CA', 'CB', 'CC', 'CD', 'CE', 'CF', 'CG', 'CH', 'CI', 'CJ', 'CK', 'CL', 'CM', 'CN', 'CO', 'CP', 'CQ', 'CR', 'CS', 'CT', 'CU', 'CV', 'CW', 'CX', 'CY', 'CZ', 'DA', 'DB', 'DC', 'DD', 'DE', 'DF', 'DG', 'DH', 'DI', 'DJ', 'DK', 'DL', 'DM', 'DN', 'DO', 'DP', 'DQ', 'DR', 'DS', 'DT', 'DU', 'DV', 'DW', 'DX', 'DY', 'DZ', 'EA', 'EB', 'EC', 'ED', 'EE', 'EF', 'EG', 'EH', 'EI', 'EJ', 'EK', 'EL', 'EM', 'EN', 'EO', 'EP', 'EQ', 'ER', 'ES', 'ET', 'EU', 'EV', 'EW', 'EX', 'EY', 'EZ', 'FA', 'FB', 'FC', 'FD', 'FE', 'FF', 'FG', 'FH', 'FI', 'FJ', 'FK', 'FL', 'FM', 'FN', 'FO', 'FP', 'FQ', 'FR', 'FS', 'FT', 'FU', 'FV', 'FW', 'FX', 'FY', 'FZ', 'GA', 'GB', 'GC', 'GD', 'GE', 'GF', 'GG', 'GH', 'GI', 'GJ', 'GK', 'GL', 'GM', 'GN', 'GO', 'GP', 'GQ', 'GR', 'GS', 'GT', 'GU', 'GV', 'GW', 'GX', 'GY', 'GZ', 'HA', 'HB', 'HC', 'HD', 'HE', 'HF', 'HG', 'HH', 'HI', 'HJ', 'HK', 'HL', 'HM', 'HN', 'HO', 'HP', 'HQ', 'HR', 'HS', 'HT', 'HU', 'HV', 'HW', 'HX', 'HY', 'HZ', 'IA', 'IB', 'IC', 'ID', 'IE', 'IF', 'IG', 'IH', 'II', 'IJ', 'IK', 'IL', 'IM', 'IN', 'IO', 'IP', 'IQ', 'IR', 'IS', 'IT', 'IU', 'IV', 'IW', 'IX', 'IY', 'IZ', 'JA', 'JB', 'JC', 'JD', 'JE', 'JF', 'JG', 'JH', 'JI', 'JJ', 'JK', 'JL', 'JM', 'JN', 'JO', 'JP', 'JQ', 'JR', 'JS', 'JT', 'JU', 'JV', 'JW', 'JX', 'JY', 'JZ', 'KA', 'KB', 'KC', 'KD', 'KE', 'KF', 'KG', 'KH', 'KI', 'KJ', 'KK', 'KL', 'KM', 'KN', 'KO', 'KP', 'KQ', 'KR', 'KS', 'KT', 'KU', 'KV', 'KW', 'KX', 'KY', 'KZ', 'LA', 'LB', 'LC', 'LD', 'LE', 'LF', 'LG', 'LH', 'LI', 'LJ', 'LK', 'LL', 'LM', 'LN', 'LO', 'LP', 'LQ', 'LR', 'LS', 'LT', 'LU', 'LV', 'LW', 'LX', 'LY', 'LZ', 'MA', 'MB', 'MC', 'MD', 'ME', 'MF', 'MG', 'MH', 'MI', 'MJ', 'MK', 'ML', 'MN', 'MO', 'MP', 'MQ', 'MR', 'MS', 'MT', 'MU', 'MV', 'MW', 'MX', 'MY', 'MZ', 'NA', 'NB', 'NC', 'ND', 'NE', 'NF', 'NG', 'NH', 'NI', 'NJ', 'NK', 'NL', 'NM', 'NO', 'NP', 'NQ', 'NR', 'NS', 'NT', 'NU', 'NV', 'NW', 'NX', 'NY', 'NZ', 'OA', 'OB', 'OC', 'OD', 'OE', 'OF', 'OG', 'OH', 'OI', 'OJ', 'OK', 'OL', 'OM', 'ON', 'OO', 'OP', 'OQ', 'OR', 'OS', 'OT', 'OU', 'OV', 'OW', 'OX', 'OY', 'OZ', 'PA', 'PB', 'PC', 'PD', 'PE', 'PF', 'PG', 'PH', 'PI', 'PJ', 'PK', 'PL', 'PM', 'PN', 'PO', 'PP', 'PQ', 'PR', 'PS', 'PT', 'PU', 'PV', 'PW', 'PX', 'PY', 'PZ', 'QA', 'QB', 'QC', 'QD', 'QE', 'QF', 'QG', 'QH', 'QI', 'QJ', 'QK', 'QL', 'QM', 'QN', 'QO', 'QP', 'QQ', 'QR', 'QS', 'QT', 'QU', 'QV', 'QW', 'QX', 'QY', 'QZ', 'RA', 'RB', 'RC', 'RD', 'RE', 'RF', 'RG', 'RH', 'RI', 'RJ', 'RK', 'RL', 'RM', 'RN', 'RO', 'RP', 'RQ', 'RR', 'RS', 'RT', 'RU', 'RV', 'RW', 'RX', 'RY', 'RZ', 'SA', 'SB', 'SC', 'SD', 'SE', 'SF', 'SG', 'SH', 'SI', 'SJ', 'SK', 'SL', 'SM', 'SN', 'SO', 'SP', 'SQ', 'SR', 'SS', 'ST', 'SU', 'SV', 'SW', 'SX', 'SY', 'SZ', 'TA', 'TB', 'TC', 'TD', 'TE', 'TF', 'TG', 'TH', 'TI', 'TJ', 'TK', 'TL', 'TM', 'TN', 'TO', 'TP', 'TQ', 'TR', 'TS', 'TT', 'TU', 'TV', 'TW', 'TX', 'TY', 'TZ', 'UA', 'UB', 'UC', 'UD', 'UE', 'UF', 'UG', 'UH', 'UI', 'UJ', 'UK', 'UL', 'UM', 'UN', 'UO', 'UP', 'UQ', 'UR', 'US', 'UT', 'UU', 'UV', 'UW', 'UX', 'UY', 'UZ', 'VA', 'VB', 'VC', 'VD', 'VE', 'VF', 'VG', 'VH', 'VI', 'VJ', 'VK', 'VL', 'VM', 'VN', 'VO', 'VP', 'VQ', 'VR', 'VS', 'VT', 'VU', 'VV', 'VW', 'VX', 'VY', 'VZ', 'WA', 'WB', 'WC', 'WD', 'WE', 'WF', 'WG', 'WH', 'WI', 'WJ', 'WK', 'WL', 'WM', 'WN', 'WO', 'WP', 'WQ', 'WR', 'WS', 'WT', 'WU', 'WV', 'WW', 'WX', 'WY', 'WZ', 'XA', 'XB', 'XC', 'XD', 'XE', 'XF', 'XG', 'XH', 'XI', 'XJ', 'XK', 'XL', 'XM', 'XN', 'XO', 'XP', 'XQ', 'XR', 'XS', 'XT', 'XU', 'XV', 'XW', 'XZ', 'YA', 'YB', 'YC', 'YD', 'YE', 'YF', 'YG', 'YH', 'YI', 'YJ', 'YK', 'YL', 'YM', 'YN', 'YO', 'YP', 'YQ', 'YR', 'YS', 'YT', 'YU', 'YV', 'YW', 'YZ', 'ZA', 'ZB', 'ZC', 'ZD', 'ZE', 'ZF', 'ZG', 'ZH', 'ZI', 'ZJ', 'ZK', 'ZL', 'ZM', 'ZN', 'ZO', 'ZP', 'ZQ', 'ZR', 'ZS', 'ZT', 'ZU', 'ZV', 'ZW', 'ZX', 'ZY', 'ZZ']

(3) STRUCTURE.

D. ELEVATOR - GENERAL CONDITION AND SECURITY.

OPERATOR: ED-WES, INC.

REPORT DATE 09/14/93

WORK COMPLIANCE FORM NO.

05.050

AIRCRAFT NO. 368

MODEL: 1124A WESTWIND (CONTINUED)

OPER05

AIRCRAFT REG: N368ND

ISSUED 07-91 REV.

050050+ PHASE 5 INSPECTION

93257

WORK DUE DATE	HOURS	LANDINGS	CYCLES
05-050	5416		
29 29			

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

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 4

(1) ELEVATOR HINGE POINTS.

(A) CHECK ALL BEARING FOR LOOSENESS, ROUGHNESS SAFETY AND GENERAL CONDITION.

(B) INSPECT BONDING JUMPERS FOR CONDITION, FRAYING AND SECURITY.

(2) ELEVATOR TORQUE TUBE - SECURITY OF ATTACH POINTS, UNIVERSAL JOINTS AND TAPER PINS FOR LOOSENESS.

(3) CHECK THAT TRAVEL STOPS MAKE CONTACT IN BOTH DIRECTIONS OF TRAVEL, STOP-BOLTS - STOP PADS.

(4) LUBRICATE IN ACCORDANCE WITH MAINTENANCE MANUAL 12-20-00.

E. VERTICAL STABILIZER - CONDITION AND SECURITY.

(1) ATTACH POINTS.

(2) STRUCTURE.

F. RUDDER - GENERAL CONDITION AND SECURITY.

(1) RUDDER TRIM TAB ACTUATOR(S) - ATTACH POINTS.

(2) RUDDER HINGE POINTS

(A) CHECK ALL BEARINGS FOR LOOSENESS, ROUGHNESS, SAFETY AND GENERAL CONDITION.

(B) INSPECT BONDING JUMPERS FOR CONDITION, FRAYING AND SECURITY.

(3) RUDDER ATTACH POINTS - CHECK RUDDER STOPS MAKE CONTACT IN BOTH DIRECTIONS OF FULL TRAVEL. CHECK STOP PADS, STOP BOLTS - SECURITY.

G. TAIL SKID - CONDITION AND SECURITY.

H. FRAME BTA, 540.00 AND BALLAST AND JACK ADAPTER MOUNTING (IF INSTALLED) - CONDITION, DAMAGE AND CORRECT INSTALLATION.

I. TAIL CONE AND LIGHT - CONDITION AND SECURITY.

J. STATIC DISCHARGE WICKS - VERTICAL STABILIZER CAP, RUDDER, HORIZONTAL STABILIZER TIP, ELEVATOR. REFER TO 23-60-00, INSPECTION/CHECK, FOR

(1) CONDITION AND SECURITY.

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

[Handwritten signatures and initials in the right margin]

OPERATOR: ED-WES, INC.

REPORT DATE 09/14/93

WORK COMPLIANCE FORM NO.

29.050D

AIRCRAFT NO: 368

MODEL: 1124A WESTWIND

OPER05

AIRCRAFT REG: N368MD

ISSUED 07-88 REV. 08-89

050050+ PHASE 3 INSPECTION

93257 WORK SHEET * = 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	CK CURRENT DUE LIST FOR DUE TIME CHGS	PAGE 1
29-009					
29 29	5416				

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 21 YEAR 94 AIRCRAFT HOURS: 5417 LANDINGS: 4076

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: ATP

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

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

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.

REPORT DATE 09/14/93

WORK COMPLIANCE FORM NO.

21.290A

AIRCRAFT NO: 368

MODEL: 1124A WESTWIND

CARD NO: 21-7

OPER05

AIRCRAFT REG: N368MD

ISSUED 07-88 REV. 07-91

050050+ PHASE 5 INSPECTION

93257 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
21-030			
29 29	5416		

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 21 YEAR 94 AIRCRAFT HOURS: 5417 LANDINGS: 4076

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: ATP

TECHNICIAN INSPECTOR MAN-HOURS
HRS. THS

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

210681
CHANGE COOLING TURBINE OIL (REFER TO FIGURE 3 ON CARD 21-7)
CONSUMABLES: LUBRICANT (MIL-L-23699)

1. THE OIL SHOULD BE DRAINED THROUGH THE DRAIN PORT, ON THE BOTTOM OF THE TURBINE, AND FRESH OIL ADDED TO THE TOP OF THE FILL PORT.

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

MANUFACTURER	MANUFACTURERS DESIGNATION
AMERICAN OIL & SUPPLY CO.	PG TURBINE LUBRICANT 6423, 6700, 3889, 3893, C-3788 OR 9598
BRAY OIL CO.	BRAYCO 899, 89G OR 899M
BURMAH- CASTROL CORP.	CASTROL 5000
EMERY IND., INC.	EMGARD SYNTHESIZED TURBINE LUBRICANT (2932) OR (2949)
EXXON CO.	EXXON/ESSO TURBO OIL 2380
HATCO CHEMICAL CORP.	HATCOL 3211, 3611, 1639 OR 1680
MOBIL OIL CORP.	MOBIL JET OIL II, MOBIL RM-139A, RM-147A, RM-247A, RM-246A, RM-249A, RM-254A OR RM-270A
NYCO INTERNATIONAL	NYCO 599A OR 599B
NYCO S.A.	TURBONYCOIL 599
PVO INTERNATIONAL INC.	STO-5700
ROYCAL LUBRICANTS CO., INC.	ROYCO 899, 899B (D-759-3), 899C(D-758), 899HC, 899E-L, 899R-1 OR 899E-2
SHELL OIL CO.	AEROSHELL TURBINE OIL 500
SHELL INTN'L PETROLEUM CO., LTD.	AEROSHELL TURBINE OIL 500
STAUFFER CHEMICAL CO.	STAUFFER JET II 9624 OR STAUFFER STL E-7306

OPERATOR: **ED-WEB, INC.**REPORT DATE **09/14/93**

WORK COMPLIANCE FORM NO.

21.290AAIRCRAFT NO.: **368**MODEL: **1124A WESTWIND (CONTINUED)**CARD NO: **21- 7****OPER05**AIRCRAFT REG: **N368MD**ISSUED **07-88** REV. **07-91****050050+ PHASE 5 INSPECTION****93257**

WORK DUE AT

* = APU HRS.

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

21-030

DATE

HOURS

LANDINGS

CYCLES

29 29**5416****CK CURRENT DUE LIST FOR DUE TIME CHGS****PAGE 2****2. RECORD OIL CHANGE COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.**

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

REPORT DATE **09/14/93**
 MODEL: **1124A WESTWIND**
 ISSUED **07-88** REV.

WORK COMPLIANCE FORM NO. **30.140**
 CARD NO: **30- 5** OPER05
050050+ PHASE 5 INSPECTION

93257	WORK ORDER AT	* = APU HRS			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
30-015	DATE	HOURS	LANDINGS	CYCLES	
29 29		5416			

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 21 YEAR 94 AIRCRAFT HOURS: 5417 LANDINGS: 4076

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: A 78

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

- (300147) () INSPECT PILOT WINDSHIELD CYCLING CONTACTOR...MM 30-40-00..... [Signature] [Signature]
- 910361 8B 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..... [Signature] [Signature]
- 910361 8B 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.

REPORT DATE 11/11/93

WORK COMPLIANCE FORM NO.

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER06

AIRCRAFT REG.: N368MD

050060+ PHASE 6 INSPECTION

93315

WORK DUE AT

* = APU HRS.

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

DATE

HOURS

LANDINGS

CYCLES

29 29

5466

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

050060+ PHASE 6 INSPECTION

CODE NO.	MCF 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
055060+	05.060	PHASE 6-AREA TEXT PHASE 6	7.12.94	5463	4135 5463				
240121+	24.010A 24- 1	CK L START/GEN BR WEAR/TN MM 80-10-10	7.12.94	5463	4135				.5
240131+	24.010A 24- 1	CK R START/GEN BR WEAR/TN MM 80-10-10	7.12.94	5463	4135				
270237+	27.200B 27- 6	INSP L FLAP VANE MM 27-30-00	7.12.94	5463	4135				
270247+	27.200B 27- 6	INSP R FLAP VANE MM 27-30-00	7.12.94	5463	4135				
270248+	27.200C	FUNCT CK FLP TIME EXD RLY MM 27-30-00	7.12.94	5463	4135				
270240+	27.510	INS L FLAP HING/BRG 150HR MM 27-30-00	7.12.94	5463	4135				
270242+	27.510	INS R FLAP HING/BRG 150HR MM 27-30-00	7.12.94	5463	4135				
290143+	29.120A 29- 5	INS/LUB L HYD PUMP SPLINE MM 05-20-07	7.12.94	5463	4135				1.0
290178+	29.120A 29- 5	INS/LUB R HYD PUMP SPLINE MM 05-20-07	7.12.94	5463	4135				1.0
530176+	53.060	INSP AUX FUEL TANK STRUCT MM 5-20-09	7.12.94	5463	4135				
710606+	71.030	INSP L FAN/ROTOR ASSY LMM 72-00-00	7.12.94	5463	4135				.5
714106+	71.030	INSP R FAN/ROTOR ASSY LMM 72-00-00	7.12.94	5463	4135				.5
710650+	71.070 71- 5	INSP LEFT INLET NACELLE MM 54-00-00	7.12.94	5463	4135				
713650+	71.070 71- 5	INSP RIGHT INLET NACELLE MM 54-00-00	7.12.94	5463	4135				
730116+	73.140 73- 8	INSP/REPL L FUEL FILTER SM 72-00-00	7.12.94	5463	4135				
732616+	73.140 73- 8	INSP/REPL R FUEL FILTER SM 72-00-00	7.12.94	5463	4135				
790116+	79.100 ()	SOAP CHECK L ENGINE SM 72-00-00	7.12.94	5463	4135				1.0
791616+	79.100 ()	SOAP CHECK R ENGINE SM 72-00-00	7.12.94	5463	4135				1.0
790126+	79.120 79-11	INSP L ENG CHIP DETECTOR SM 72-00-00	7.12.94	5463	4135				
791626+	79.120 79-11	INSP R ENG CHIP DETECTOR SM 72-00-00	7.12.94	5463	4135				
950920 ()	95.090	SL WW-2492 HYD HOSE INSP SL WW-2492	7.12.94	5463	4135				

CONTINUED

OPERATOR: ED-WES, INC.

REPORT DATE 11/11/93

WORK COMPLIANCE FORM NO.

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND (CONTINUED)

OPER06

AIRCRAFT REG.: N368MD

050060+ PHASE 6 INSPECTION

93315

WORK DUE AT

* = APU HRS

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

DATE

HOURS

LANDINGS

CYCLES

29 29

5466

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 2

TOTAL ESTIMATED MAN-HOURS 5.5

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

ED-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. _____

050060+ PHASE 6 INSPECTION COMPLETED.

7.2.94 5463 4135 _____
 MO/ DAY/YR AIRCRAFT HOURS LANDINGS HRS.THS



 SIGNATURE

560767740

 CERTIFICATE NUMBER

AP

 KIND OF CERTIFICATE

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

REPORT DATE 11/11/93
 MODEL: 1124A WESTWIND

WORK COMPLIANCE FORM NO. 95.090
 OPER06
 050060+ PHASE 6 INSPECTION

93315 95-001 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	
		5466			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 7 DAY 2 YEAR 94 AIRCRAFT HOURS: 5463 LANDINGS: 4135

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AH

	TECHNICIAN	INSPECTOR	MAN-HOURS
950920 SERVICE LETTER WW-2492 HYDRAULIC HOSE INSPECTION...SL WW-2492.....	<u>[Signature]</u>	<u>[Signature]</u>	

REASON: REMIND PERSONNEL OF THE LEAK INSPECTION REQUIREMENTS FOR ALL HYDRAULIC SYSTEM HOSES AND TO PAY SPECIAL ATTENTION TO THOSE THAT CONTAIN A RUBBER LINER MATERIAL (COLOR CODED BY A GREEN EXTERNAL APPEARANCE).

INSTRUCTIONS: ROUTINE INSPECTION SHOULD BE PERFORMED OF ALL HYDRAULIC SYSTEM FLEXIBLE HOSES FOR LEAKAGE OR DETERIORATION IN ACCORDANCE WITH THE REQUIREMENTS OF CHAPTER 5 OR 50 HOUR PHASE INSPECTION PROGRAM. MATERIALS USED IN TEFLON LINED HOSES ARE MORE RESISTANT TO WEAR AND DETERIORATION THAN THE RUBBER LINER HOSES. EITHER TYPE HOSE MAY BE USED OR REPLACEMENT OF DEFECTIVE HOSES, HOWEVER, THE TEFLON LINED HOSES SHOULD PROVIDE EXTENDED SERVICE LIFE.

REFER TO APPLICABLE SERVICE LETTER FOR PROCEDURE.

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

REPORT DATE 11/11/93
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 04-93

WORK COMPLIANCE FORM NO. 79.120
 CARD NO: 79-11 OPER06
 050060+ PHASE 6 INSPECTION

93315	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
79-010	DATE	HOURS	LANDINGS	CYCLES	
29 29		5466			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 7 DAY 2 YEAR 94 AIRCRAFT HOURS: 5463 LANDINGS: 4135

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AP

	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			

R NOTE: THE FOLLOWING ADDITIONAL WCF(S) MAY BE REQUIRED TO PERFORM THIS TASK 79.100, 79.110.

INSPECT ENGINE CHIP DETECTOR (REFER TO FIGURES 1 AND 2 ON CARD 79-11)
 EQUIPMENT/CONSUMABLES: PACKING P/N 89413-557, PACKING P/N 89413-012, TORQUE WRENCH 0 TO 40 INCH-POUNDS, PACKING P/N 89413-236, TRICHLOROFLUOROETHANE SOLVENT (MS 180 FREON)

- R 1. REMOVE MAGNETIC PLUG AS FOLLOWS:
 - R A. HOLD CHECK VALVE HOUSING WITH WRENCH, USE SECOND WRENCH TO REMOVE MAGNETIC PLUG (240). DISCARD PACKING (245).
 - R B. CHECK MAGNETIC PLUG (240) FOR METAL PARTICLES.
 - R C. IF METAL PARTICLES ARE EVIDENT, PERFORM THE FOLLOWING PROCEDURES.
 - (1) RESET PIN ON OIL FILTER BY-PASS VALVE IF EXTENDED.
 - (2) REMOVE, INSPECT AND REPLACE OIL FILTER. REFER TO WORK COMPLIANCE FORM 79.100
 - (3) PERFORM SOAP CHECK. REFER TO WORK COMPLIANCE FORM 79.110.
 - (4) INSPECT TRANSFER GEARBOX FOR METAL PARTICLES IN ACCORDANCE WITH THE FOLLOWING PROCEDURES.
 - R (A) REMOVE NUTS (55), WASHER (65) AND COVER (70) FIGURE 2.
 - R (B) REMOVE AND DISCARD PACKING (80).
 - R (C) 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.
 - R (D) CHECK INTERIOR OF TRANSFER GEARBOX FOR METAL PARTICLES. IF METAL PARTICLES ARE PRESENT, CHECK FOR SOURCE AND REPAIR, IN ACCORDANCE WITH LIGHT MAINTENANCE MANUAL.
 - R (E) INSTALL NEW PACKING P/N 89413-236 (80) ON COVER (70).
 - R (F) INSTALL COVER (70) AND SECURE WITH WASHERS (65) AND NUTS (55).
 - R (G) TORQUE NUTS (55) TO 30 INCH-POUNDS.
 - R 2. IF METAL PARTICLES ARE EVIDENT ON MAGNETIC PLUG (240) ONLY, NONE IN OIL FILTER OR TRANSFER GEARBOX, PERFORM THE FOLLOWING PROCEDURES.
 - R A. CLEAN MAGNETIC PLUG, AND REINSTALL MAGNETIC PLUG. (REFER TO STEPS 3 AND 4.)
 - R 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.
 - R 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.
 - R 3. INSTALL NEW PACKING (245) P/N 89413-012 ON MAGNETIC PLUG (240).
 - R 4. INSTALL MAGNETIC PLUG (240) IN CHECK VALVE HOUSING. HOLD CHECK VALVE HOUSING WITH WRENCH, AND USING A SECOND WRENCH, TORQUE MAGNETIC PLUG (240) TO 20 INCH-POUNDS AND LOCKWIRE.
 - R 5. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.

REPORT DATE 11/11/93

WORK COMPLIANCE FORM NO.

79.100

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER06

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 01-89

050060+ PHASE 6 INSPECTION

93315	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
79-008	DATE	HOURS	LANDINGS	CYCLES	
29 29		5466			

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 7 DAY 2 YEAR 94 AIRCRAFT HOURS: 5463 LANDINGS: 4135

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 500767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AIP

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

790116, 791616
SOAP CHECK ENGINE

CONSUMABLES: SAMPLING KIT P/N 294199-1

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

CAUTION: WHEN TAKING OIL SAMPLE FROM ENGINE FOR SOAP CHECK, ENSURE ALL EQUIPMENT USED IS CLEAN AND NOT 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.

- 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.
- REMOVE OIL FILTER FROM ENGINE.
- VISUALLY INSPECT OIL FILTER. IF AN ABNORMAL NUMBER OF TRAPPED PARTICLES IS EVIDENT, CONTACT A GARRETT FIELD SERVICE ENGINEER FOR GUIDANCE AND FURTHER INSTRUCTIONS.
- PLACE OIL FILTER IN CONTAINER SUPPLIED IN SAMPLING KIT.
- INSTALL REPLACEMENT OIL FILTER ON ENGINE.

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

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

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

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

REPORT DATE 11/11/93
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 73.140
 CARD NO: 73- 8 OPER06
 050060+ PHASE 6 INSPECTION

93315	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		5466			

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 7 DAY 2 YEAR 94 AIRCRAFT HOURS: 5463 LANDINGS: 4135

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: ATP

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
730116 INSPECT/REPLACE LEFT ENGINE FUEL FILTER...SM 72-00-00.....	<u>[Signature]</u>	<u>[Signature]</u>	
732616 INSPECT/REPLACE RIGHT ENGINE FUEL FILTER...SM 72-00-00.....	<u>[Signature]</u>	<u>[Signature]</u>	

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-88 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 11/11/93
 MODEL: 1124A WESTWIND
 ISSUED 12-92 REV. 04-93

WORK COMPLIANCE FORM NO. 71.070
 CARD NO: 71- 5 OPER06
 050060+ PHASE 6 INSPECTION

93315	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.
71-007	DATE	HOURS	LANDINGS	CYCLES	
29 29		5466			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 7 DAY 2 YEAR 94 AIRCRAFT HOURS: 5463 LANDINGS: 4135

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740
 INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AIP

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
710650 INSPECT LEFT INLET NACELLE...MM 54-00-00.....	<u>[Signature]</u>	<u>[Signature]</u>	
713650 INSPECT RIGHT INLET NACELLE...MM 54-00-00.....	<u>[Signature]</u>	<u>[Signature]</u>	

710650, 713650
 R INSPECT INLET NACELLE (REFER TO FIGURES 1, 2 AND 3 ON CARD 71-5)

R NOTE: THREE DIFFERENT P/N INLET NACELLES MAY BE INSTALLED. INSPECTION, DISCREPANCY DISPOSITION AND REPAIRS MAY VARY FOR DIFFERENT P/N'S AS INDICATED.

R 1. INSPECT ENTIRE INNER AIR PASSAGE AREA FOR LOOSE OR MISSING RIVETS. (FIGURE 1)

R NOTE: A DARK MARK OR STAIN ORIGINATING FROM THE RIVET HEAD WILL INDICATE EITHER A LOOSE RIVET, OR A RIVET WHOSE HEAD IS ABOVE OR BELOW THE SURFACE. DO NOT CLEAR STREAKS UNTIL ALL SUSPECT RIVETS ARE CHECKED AS FOLLOWS:

- R A. PRESS SUSPECT RIVET WITH THUMBNAIL OR TOOL SUCH AS AN AWL TO DETERMINE IF THERE IS ANY RELATIVE MOTION OR ROTATION BETWEEN RIVET AND SKIN.
- R B. DIRECT FLASHLIGHT ON RIVET HEAD AND APPLY DOWNWARD PRESSURE WITH AWL FIRST AT CENTER OF RIVET HEAD AND THEN AT A MINIMUM OF THREE POINTS NEAR PERIPHERY. OBSERVE FOR ANY MOTION.
- R C. MARK ALL LOOSE RIVETS WITH GREASE PENCIL AND RECORD RESULTS.

R NOTE: DO NOT ATTEMPT TO REPLACE LOOSE OR MISSING RIVETS.

R 2. INSPECT ENTIRE INNER AIR PASSAGE AREA FOR CRACKS AND CORROSION. MEASURE AND RECORD ANY CRACKS FOUND.

R 3. INSPECT INLET NACELLE FIREWALL BULKHEAD AT AFT SIDE OF INLET NACELLE (ENG. STA. 177.87) FOR CRACKS AROUND ENTIRE CIRCUMFERENCE OF BULKHEAD.

R 4. FOR INLET NACELLE P/N F10A-5-B20201 ONLY.

- R A. WITH BORESCOPE INSERTED THROUGH VENT HOLES IN AFT END OF INLET NACELLE, INSPECT MIDFRAMES FOR CRACKS, WITH PARTICULAR ATTENTION FOR CRACKS BETWEEN RIVETS AND FROM RIVETS TO FLANGE BEND RADIUS. THE PATH BORESCOPE INSERTION IS SHOWN BY HEAVY DASH LINES IN FIGURE 3.

R NOTE: TO INSPECT LOWER CENTER FLANGE, INSERT BORESCOPE THROUGH LIGHTENING HOLES IN FORE/AFT FRAMES.

R B. RECORD ANY CRACKS IN MIDFRAMES

R 5. AFTER INSPECTION IS COMPLETE AND ALL DISCREPANCIES RECORDED, REFER TO STEPS BELOW FOR LIMITATIONS AND DISPOSITION OF DAMAGED INLET NACELLES.

R DISCREPANCY DISPOSITION

R A. LOOSE OR MISSING RIVETS IN LEADING EDGE (D RING) CAUTION: FOR INLET NACELLE P/N F10A-5-B20201, REPLACEMENT OR RIVETS IN LEADING EDGE (D RING) IS NOT PERMITTED DUE TO INLET SKIN THICKNESS.

R (1) FOR INLET NACELLES P/N F10A-5-B50201 AND F10A-5-RDB50201 ONLY, LEADING EDGE (D RING) RIVETS SHOULD BE REPLACED PRIOR TO FURTHER FLIGHT DUE TO POSSIBILITY OF INGESTING A RIVET INTO ENGINE. REFER TO 54-30-00 REPAIRS.

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

REPORT DATE 11/11/93
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 03-91

WORK COMPLIANCE FORM NO. 71.030
 OPER06
 050060+ PHASE 6 INSPECTION

93315	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		5466			

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 7 DAY 2 YEAR 94 AIRCRAFT HOURS: 5463 LANDINGS: 4135

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: ATP

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
R 710606 INSPECT LEFT FAN ROTOR ASSEMBLY...LMM 72-00-00.....	[Signature]	[Signature]	
R 714106 INSPECT RIGHT FAN ROTOR ASSEMBLY...LMM 72-00-00.....	[Signature]	[Signature]	
710606, 714106			

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

INSPECT FAN ROTOR ASSEMBLY

R

R NOTE: 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.

1. CHECK FAN BLADES FOR FOREIGN OBJECT DAMAGE, EROSION, NICKS, CRACKS OR DISTORTION WHICH MAY AFFECT BALANCE OR BLADE SECURITY. ROTATE FAN ROTOR ASSEMBLY AND CHECK ALL FAN ROTOR ASSEMBLY BLADES.
2. IF INSPECTION REQUIREMENTS OF STEP 1 ARE NOT MET, REPAIR OR REPLACE BLADES OF FAN ROTOR ASSEMBLY IN ACCORDANCE WITH LMM 72-70-03.
3. IF FOREIGN OBJECT DAMAGE IS EVIDENT ON ANY FAN BLADES, PERFORM BORESCOPE INSPECTION ON FIRST STAGE LOW PRESSURE COMPRESSOR ROTOR ASSEMBLY BLADES IN ACCORDANCE WITH 72-30-04 MAINTENANCE PRACTICES IN THE LMM.
4. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

R

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

REPORT DATE 11/11/93
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 53.060
 OPER06
 050060+ PHASE 6 INSPECTION

93315	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		5466			

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 7 DAY 2 YEAR 94 AIRCRAFT HOURS: 5463 LANDINGS: 4135
 TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 580767790
 INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: APP

TECHNICIAN INSPECTOR MAN-HOURS
 HRS.THS

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 11/11/93
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 08-90

WORK COMPLIANCE FORM NO. 29.120A
 CARD NO: 29- 5 OPER06
 050060+ PHASE 6 INSPECTION

93315	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.
29-016	DATE	HOURS	LANDINGS	CYCLES	
29 29		5466			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 7 DAY 2 YEAR 94 AIRCRAFT HOURS: 5463 LANDINGS: 4135

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 580767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AIP

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

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

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

- DISCONNECT AND CAP HYDRAULIC FLUID SUPPLY AND HYDRAULIC PRESSURE LINES AT PUMP ELBOW FITTINGS.
- REMOVE PUMP RETAINING NUTS, WASHERS, BONDING STRIP AND PRESSURE FUEL SWITCH MOUNTING BRACKET.
- REMOVE PUMP AND PUMP GASKET FROM MOUNTING PAD.
- 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.

- CLEAN DRIVE SPLINES ON HYDRAULIC PUMP AND MATING SPLINES ON ACCESSORY DRIVE GEARBOX WITH SOLVENT (FEDERAL SPECIFICATION PD-680, TYPE I).
- DRY CLEAN DRIVE SPLINES USING A DIRECTED AIR BLAST OF CLEAN COMPRESSED AIR.
- 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.
- PACK CAVITY OF HYDRAULIC PUMP DRIVE SPLINE OF FORWARD FACE OF ACCESSORY DRIVE GEARBOX WITH ONE OF THE FOLLOWING LUBRICANTS.
 - GREASE (AEROSHELL 17 (MIL-G-21164))
 - GREASE (AEROSHELL 22 (MIL-G-81322))

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

REPORT DATE 11/11/93
 MODEL: 1124A WESTWIND
 ISSUED 07-91 REV. 06-92

WORK COMPLIANCE FORM NO. 27.510
 OPER06
 050060+ PHASE 6 INSPECTION

93315	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.	
27-051	DATE	HOURS	LANDINGS	CYCLES		
29 29		5466			CK CURRENT DUE LIST FOR DUE TIME CHGS	PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 7 DAY 2 YEAR 94 AIRCRAFT HOURS: 5463 LANDINGS: 4135

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AIP

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

R 270240, 270242			

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

- R INSPECT FLAP HINGE/BEARING (600 HR)
- R 1. REMOVE WING FLAP HINGE FAIRINGS SO THAT BEARING(S) ACTION MAY BE OBSERVED.
- R 2. CLOSELY OBSERVE BEARING(S) WHILE FLAPS ARE OPERATED AND NOTE WHETHER BEARING INNER RACE ROTATES WITH FLAP HINGE. THIS CHECKS FOR "FROZEN" BEARING.
- R 3. USING FLASHLIGHT, INSPECT OUTER RIM OF HINGE FOR CRACKS, AS VISIBLE FROM BOTTOM PART OF HINGE THROUGHOUT TOTAL FLAP TRAVEL RANGE.
- R 4. FULLY EXTEND FLAPS AND CHECK FOR ANY UNUSUAL LOOSENESS IN FLAP HINGE BEARINGS BY GRASPING TRAILING EDGE OF FLAPS AND SHAKING UP AND DOWN, THEN GRASP FLAP HINGE (NOT WING HINGE) AND SHAKE SIDEWAYS TO ESTABLISH IF THERE IS LOOSENESS BETWEEN BEARING(S) OUTER RIM AND HINGE.
- R 5. IF EACH OF THESE CHECKS ARE SATISFACTORY, INSTALL WING FLAP HINGE FAIRINGS. THE HINGE AND BEARING(S) ARE CONSIDERED AIRWORTHY, SUBJECT TO REINSPECTION AT THE NEXT SCHEDULED INSPECTION.
- R 6. IF DISCREPANCY IS FOUND PROCEED AS FOLLOWS:
 - R A. REMOVE WING FLAPS. REFER TO WORK COMPLIANCE FORM 27.200.
 - R B. IF BEARING(S) APPEAR TO BE "FROZEN" INSTALL A BOLT AND NUT IN BEARING INNER RACE AND CHECK TORQUE REQUIRED TO ROTATE INNER RACE. AN INSTALLED BEARING IS CONSIDERED SATISFACTORY IF THE INNER RACE WILL ROTATE AT 10 INCH-POUNDS OR LESS TORQUE. IF INITIAL TORQUE IS HIGH, LUBRICATE BEARING WITH WD-40 OR EQUIVALENT, ROTATE BEARING AND OSCILLATE AT THE SAME TIME AS THIS IS A SELF-ALIGNING SPHERICAL BEARING. IF THIS FREES BEARING TO OPERATE SMOOTHLY WITHIN THE TORQUE LIMIT, BEARING MAY BE CONTINUED IN SERVICE.
- R 7. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

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

REPORT DATE 11/11/93
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 27.200C
 OPER06

050060+ PHASE 6 INSPECTION

93315 27-024 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	
		5466			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 7 DAY 2 YEAR 94 AIRCRAFT HOURS: 5763 LANDINGS: 4135
 TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740
 INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AAP

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

TECHNICIAN	INSPECTOR	MAN-HOURS
<u>[Signature]</u>	<u>[Signature]</u>	HRS.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 11/11/93

WORK COMPLIANCE FORM NO.

27.200B

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 27- 6

OPER06

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050060+ PHASE 6 INSPECTION

93315	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		5466			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1	

WORK ACCOMPLISHED: DATE: MONTH 7 DAY 2 YEAR 94 AIRCRAFT HOURS: 5463 LANDINGS: 4185

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767790

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: A-F

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

270237, 270247

INSPECT FLAP VANE (REFER TO FIGURE 3 ON CARD 27-6)
EQUIPMENT/CONSUMABLES: BOLTS P/N AN3H-3A (6 PER VANE), TORQUE WRENCH 0 TO 70 INCH-POUNDS, INSERT P/N NAS1833-3N-500, ADHESIVE (HYSOL) EA9309-1 WITH 20 TO 25 PERCENT MILLED GLASS FIBERS RP-32, LIQUID SOAP OR ANY OTHER RELEASE AGENT, METHYLETHYLKETONE, AND SAFETY WIRE, .032.

1. ACCOMPLISH THE FOLLOWING VISUAL INSPECTION.
 - A. VISUALLY INSPECT EACH FLAP VANE SEGMENT WHERE IT ATTACHES TO THE END-PLATES FOR BLACK STREAKS INDICATING MOVEMENT OR SEPARATION BETWEEN END-PLATE AND VANE.
 - B. CHECK FOR LOOSE BOLTS WHERE END-PLATES ATTACH TO VANE SEGMENTS.
 - C. APPLY UP AND DOWN PRESSURE TO THE TRAILING EDGE OF EACH VANE SEGMENT NEAR END-PLATES AND WATCH FOR MOVEMENT BETWEEN THE VANE AND END-PLATES.
2. IF A DEFECT IS SUSPECTED AFTER COMPLETION OF STEP 1, ACCOMPLISH THE FOLLOWING:
 - A. REMOVE FLAP VANE SEGMENT. TAKE NOTE OF SPACER WASHERS AND POSITION, RETAIN FOR REINSTALLATION. MARK AN OUTLINE ON THE END-PLATE OF THE FLAP VANE AS A GUIDE FOR REINSTALLATION.
 - B. REMOVE ALL THREE (3) ATTACHMENT BOLTS FROM THE AFFECTED END-PLATE AND REMOVE END-PLATE FROM VANE.
 - C. CHECK THE THREADED INSERT AT TRAILING EDGE OF VANE FOR MOVEMENT.
 - D. VISUALLY INSPECT LEADING EDGE STRUCTURE FORWARD FOR VANE SPAR AND ATTACHMENTS FOR LOOSE RIVETS OR CRACKS AROUND FORWARD END-PLATE ATTACHMENT BOLTS. CRACKS IN THE STRUCTURE WILL REQUIRE REPLACEMENT OF THE ENTIRE FLAP VANE ASSEMBLY. LOOSE RIVETS SHOULD BE REPLACED.
3. IF NO DEFECTS ARE FOUND IN STEP 2, REINSTALL END-PLATES WITH NEW BOLTS P/N AN3H-3A. TORQUE THE TWO FORWARD BOLTS 20 TO 25 INCH-POUNDS AND TIGHTEN THE BOLT P/N AN3H-3A TO A SNUG FIT (NO TORQUE). SAFETY ALL THREE BOLTS. REINSTALL VANE ASSEMBLY USING EXISTING WASHERS TO PREVENT SIDE LOADING OF VANE END-PLATES. CHECK FOR ANY CLEARANCE BETWEEN THE VANE END-PLATE AND THE FLAP ATTACHMENT FITTING. WITH PREVIOUSLY REMOVED WASHERS BACK IN PLACE THERE SHOULD BE NO END-CLEARANCE. ATTACH THE VANE FIRMLY TO THE FLAP BRACKET AT ONE END. SHOULD THERE BE CLEARANCE OR A GAP AT THE OPPOSITE END, AN APPROPRIATE (SHIM-TYPE) WASHER SHOULD BE INSTALLED TO PREVENT ANY TENSION ON THE END-PLATES. TORQUE VANE MOUNT BOLTS 50 TO 70 INCH-POUNDS. IF A DEFECT IS FOUND TO EXIST, DO NOT REINSTALL END-PLATE AND PROCEED TO STEP 4.
4. IF THE THREADED INSERT NEAR THE TRAILING EDGE OF THE VANE IS FOUND TO BE LOOSE, THE FOLLOWING REPAIR MAY BE ACCOMPLISHED:
 - A. WITH THE END-PLATE REMOVED FROM THE FLAP VANE REMOVE EXISTING EPOXY ADHESIVE AND LOOSE INSERT. ENLARGE (IF 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-WEB, INC.
 AIRCRAFT NO.: 368
 AIRCRAFT REG.: N368MD

REPORT DATE 11/11/93
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 24.010A
 CARD NO: 24-1 OPER06
 050060+ PHASE 6 INSPECTION

93315	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		5466			

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 7 DAY 2 YEAR 94 AIRCRAFT HOURS: 5463 LANDINGS: 4135

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767790

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AP

	TECHNICIAN	INSPECTOR	MAN-HOURS
			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 11/11/93
 MODEL: 1124A WESTWIND
 ISSUED 07-91 REV. 12-92

WORK COMPLIANCE FORM NO. 05.060
 OPER06
 050060+ PHASE 6 INSPECTION

93315 05-060 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	
		5466			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 7 DAY 2 YEAR 94 AIRCRAFT HOURS: 5465 LANDINGS: 4125

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: ATP

 TECHNICIAN INSPECTOR MAN-HOURS
 HRS.THS

055060 PHASE 6-AREA TEXT - WING, ENGINES, MACELLES AND PYLONS, THRUST REVERSER, AUXILIARY (LONG RANGE) FUEL.....

055060 PHASE 6 - AREA TEXT - WING, ENGINES, MACELLES AND PYLONS, THRUST REVERSER, AUXILIARY (LONG RANGE) FUEL MECH INSP
 TEXT FROM 50 HOUR PHASE 6 INSPECTION

1. GENERAL

NOTE: IGNITION, STARTER, FUEL CONTROLLER, GEAR POSITION, FLAP CONTROL, THRUST REVERSER, ICE PROTECTION, EMERGENCY HYDRAULIC PUMP, FIRE EXTINGUISHER, PROBE HEAT, ADA AND PITOT HEAT CIRCUIT BREAKERS SHOULD BE PULLED PRIOR TO START OF INSPECTION.

RECORD ALL PILOT SQUAWKS AND INSPECTION DISCREPANCIES ON THE APPROPRIATE AIRCRAFT FORM.

- A. CHECK THAT A PREFLIGHT CHECK HAS BEEN MADE.
- B. CHECK THAT ALL APPLICABLE FAA AIRWORTHINESS DIRECTIVES ARE COMPLIED WITH.
- C. REVIEW MANUFACTURER'S SERVICE DATA FOR APPLICABILITY.
- D. CHECK THAT ALL AIRCRAFT DOCUMENTS ARE CURRENT AND IN ORDER BEFORE RELEASE OF AIRCRAFT.
- E. CHECK REPLACEMENT AND OVERHAUL SCHEDULE FOR APPLICABILITY.
- F. CHECK CALENDER/SPECIAL INSPECTION ITEMS FOR APPLICABILITY.
- G. ALL STEPS A. THROUGH F. COMPLIED WITH.

LH RH
 MECH INSP MECH INSP

2. WING

- A. WING FLAP - GENERAL CONDITION, SECURITY AND CRACKS.
 - (1) SKIN - RIVETS. [Signature] [Signature] [Signature] [Signature]
 - (2) ATTACH POINTS - INSPECT BONDING JUMPERS FOR CONDITION, FRAYING AND SECURITY. [Signature] [Signature] [Signature] [Signature]
 - (3) FLEXIBLE DRIVE SHAFT.
 - (A) COUPLING NUTS SECURITY, ROUTING, FREEPLAY AND STRUCTURE. [Signature] [Signature] [Signature] [Signature]
 - (4) ACTUATING JACKS - ATTACH POINTS, ELECTRICAL CONNECTIONS, RIGGING, MICROSWITCH SLIDERS. [Signature] [Signature] [Signature] [Signature]
 - (5) FLAP POSITION TRANSMITTER POTENTIOMETER - ATTACH POINTS, ELECTRICAL CONNECTION. [Signature] [Signature] [Signature] [Signature]
- B. AILERON - GENERAL CONDITION AND SECURITY.
 - (1) SKIN - RIVETS. [Signature] [Signature] [Signature] [Signature]
 - (2) TORQUE TRANSFER TUBES - CHECK ATTACH POINTS, SAFETY AND EXTERIOR FOR CORROSION. [Signature] [Signature] [Signature] [Signature]
 - (3) AILERON TRIM TABS TO ACTUATOR - ATTACH POINTS - ELECTRICAL CONNECTIONS. [Signature] [Signature] [Signature] [Signature]
 - (4) AILERON HINGE POINTS.
 - (A) CHECK ALL BEARINGS FOR LOOSENESS, ROUGHNESS, SAFETY AND GENERAL CONDITION. [Signature] [Signature] [Signature] [Signature]
 - (B) INSPECT BONDING JUMPERS FOR CONDITION, FRAYING AND SECURITY. [Signature] [Signature] [Signature] [Signature]
 - (5) LUBRICATE PUSH-PULL TUBE ROLLER GUIDE BUSHINGS WITH LPS-3 OR EQUIVALENT. [Signature] [Signature] [Signature] [Signature]
 - (6) LUBRICATE TRIM TAB AND SERVO TAB HINGES FROM THE INSIDE WITH LPS-3 OR EQUIVALENT. [Signature] [Signature] [Signature] [Signature]
 - (7) AILERON BELLCRANK - CHECK THAT TRAVEL STOPS MAKE CONTACT IN BOTH DIRECTIONS OF FULL TRAVEL - ATTACH POINTS, SAFETY. [Signature] [Signature] [Signature] [Signature]
 - (8) STATIC DISCHARGE WICKS - REFER TO 23-60-00, MAINTENANCE PRACTICES FOR:
 - (A) CONDITION AND SECURITY. [Signature] [Signature] [Signature] [Signature]
 - (B) RESISTANCE CHECK [Signature] [Signature] [Signature] [Signature]
- C. NON-ICING FUEL VENT - OBSTRUCTION, FUEL LEAKAGE. [Signature] [Signature] [Signature] [Signature]

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

REPORT DATE 04/13/94
 MODEL: 1124A WESTWIND

WORK COMPLIANCE FORM NO.

OPER07

050070+ PHASE 7 INSPECTION

94103	WORK DUE AT		* = APU HRS		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.
	DATE	HOURS	LANDINGS	CYCLES	
29 29		5516			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

050070+ PHASE 7 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
055070+	05.070	PHASE 7-AREA TEXT PHASE 7	11 124 194	5516	4206				
240161+	24.020A 24- 2	CK ELECTROLYTE LEFT BATT MM 12-10-06	11 124 194	5516	4206				1.0
240176+	24.020A 24- 2	CK ELECTROLYTE RIGHT BATT MM 12-10-06	11 123 194	5516	4206				1.0
240166	24.020B	DEEP CYCLE LEFT BATTERY MM 12-10-06	11 123 194	5516	4206				2.0
240181	24.020B	DEEP CYCLE RIGHT BATTERY MM 12-10-06	11 124 194	5516	4206				2.0
270335+	27.280	OP CK SP BRK/LIFT DUMP MM 27-60-00	11 124 194	5516	4206				
320106	32.030 32- 1	LUBE NOSE GEAR/DOORS MM 12-20-00	11 124 194	5516	4206				.5
320606	32.030 32- 1	LUBE LEFT MAIN GEAR MM 12-20-00	11 124 194	5516	4206				.5
321106	32.030 32- 1	LUBE RIGHT MAIN GEAR MM 12-20-00	11 124 194	5516	4206				.5
320156+	32.110A 32- 2	INS/CL/LUB L NS WHL/BRGS MM 32-40-00	11 124 194	5516	4206				1.5
320158+	32.110A 32- 2	INS/CL/LUB R NS WHL/BRGS MM 32-40-00	11 124 194	5516	4206				1.5
320676+	32.180A 32- 5	INSP/LUBE LMG WHEEL BRGS MM 32-40-00	11 124 194	5516	4206				1.0
321176+	32.180A 32- 5	INSP/LUBE RMG WHEEL BRGS MM 32-40-00	11 124 194	5516	4206				1.0
322116+	32.390A 32-11	INSP/CK L BRAKE LININGS MM 12-10-04	11 124 194	5516	4206				1.0
322131+	32.390A 32-11	INSP/CK R BRAKE LININGS MM 12-10-04	11 124 194	5516	4206				1.0
322156+	32.410A 32-14	INSP/CL L ANTI-SKID DET MM 5-20-04	11 124 194	5516	4206				1.0
322171+	32.410A 32-14	INSP/CL R ANTI-SKID DET MM 5-20-00	11 124 194	5516	4206				1.0
322176+	32.420	FUNCT CK ANTI-SKID DETECT MM 32-41-00	11 124 194	5516	4206				1.0
322174+	32.425	OP CK ANTI-SKID LIGHTS MM 5-20-04	11 124 194	5516	4206				.5
322191+	32.430	OPER CK LANDING GEAR NORM MM 32-00-00	11 124 194	5516	4206				
322206+	32.440	OP CK EMER GEAR EXT CABLE MM 5-20-00	11 124 194	5516	4206				1.0
322201+	32.460	CK LANDING GEAR FREE FALL	11 124 194	5516	4206				
320678	32.550	DYE PENETRANT L WHEEL AXL MM 5-20-04	11 124 194	5516	4206				
321178	32.550	DYE PENETRANT R WHEEL AXL MM 5-20-04	11 124 194	5516	4206				

CONTINUED

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

REPORT DATE 04/13/94
 MODEL: 1124A WESTWIND (CONTINUED)

WORK COMPLIANCE FORM NO.

050070+ PHASE 7 INSPECTION

OPER07

94103	WORK DUE AT			* = APU HRS	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.
	DATE	HOURS	LANDINGS			CYCLES
29 29		5516			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
340121	34.060 34- 3	DRAIN PITOT/STATIC SYSTEM MM 34-10-00	11, 24, 94	5516	4206	.....			1.5
950920 ()	95.090	SL WW-2492 HYD HOSE INSP SL WW-2492	11, 24, 94	5516	4206	.....		
TOTAL ESTIMATED MAN-HOURS							20.5		

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

ED-WES, INC.	1124A WESTWIND	368	N368MD
-----	-----	-----	-----
OWNER/OPERATOR	AIRCRAFT MAKE	AIRCRAFT MODEL	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. -----

050070+ PHASE 7 INSPECTION COMPLETED.

11, 24, 94	5516	4206	-----		560767740
NO/ DAY/YR	AIRCRAFT HOURS	LANDINGS	HRS.THS	SIGNATURE	CERTIFICATE NUMBER
					KIND OF CERTIFICATE

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

REPORT DATE 04/13/94
 MODEL: 1124A WESTWIND

WORK COMPLIANCE FORM NO. 95.090
 OPER07

050070+ PHASE 7 INSPECTION

94103 95-001 29 29	WORK DUE AT				RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.
	DATE	HOURS	* = APU HRS. LANDINGS	CYCLES	
		3516			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 24 YEAR 94 AIRCRAFT HOURS: 5516 LANDINGS: 4206

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740 AD

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AD

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

950920 SERVICE LETTER WW-2492 HYDRAULIC HOSE INSPECTION...SL WW-2492.....

REASON: REMIND PERSONNEL OF THE LEAK INSPECTION REQUIREMENTS FOR ALL HYDRAULIC SYSTEM HOSES AND TO PAY SPECIAL ATTENTION TO THOSE THAT CONTAIN A RUBBER LINER MATERIAL (COLOR CODED BY A GREEN EXTERNAL APPEARANCE).

INSTRUCTIONS: ROUTINE INSPECTION SHOULD BE PERFORMED OF ALL HYDRAULIC SYSTEM FLEXIBLE HOSES FOR LEAKAGE OR DETERIORATION IN ACCORDANCE WITH THE REQUIREMENTS OF CHAPTER 5 OR 50 HOUR PHASE INSPECTION PROGRAM. MATERIALS USED IN TEFLON LINED HOSES ARE MORE RESISTANT TO WEAR AND DETERIORATION THAN THE RUBBER LINER HOSES. EITHER TYPE HOSE MAY BE USED OR REPLACEMENT OF DEFECTIVE HOSES, HOWEVER, THE TEFLON LINED HOSES SHOULD PROVIDE EXTENDED SERVICE LIFE.

REFER TO APPLICABLE SERVICE LETTER FOR PROCEDURE.

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

REPORT DATE 04/13/94
MODEL: 1124A WESTWIND
ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 34.060
CARD NO: 34- 3 OPER07
050070+ PHASE 7 INSPECTION

94103	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.
34-005	DATE	HOURS	LANDINGS	CYCLES	
29 29		5516			

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 24 YEAR 94 AIRCRAFT HOURS: 5516 LANDINGS: 4206

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

TECHNICIAN INSPECTOR MAN-HOURS
HRS.THS

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

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

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

1. DRAIN PITOT/STATIC SYSTEM (1124 MODELS) AS FOLLOWS:

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

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

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

2. DRAIN PITOT/STATIC SYSTEM (1124A MODELS) AS FOLLOWS:

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

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

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

OPERATOR: ED-WES, INC.

REPORT DATE 04/13/94

WORK COMPLIANCE FORM NO.

32.550

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER07

AIRCRAFT REG.: N368MD

ISSUED 12-88 REV.

050070+ PHASE 7 INSPECTION

94103 32-067 29 29	WORK DUE AT			* = APU HRS.	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.
	DATE	HOURS	LANDINGS			CYCLES
		5516			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 23 YEAR 94 AIRCRAFT HOURS: 5516 LANDINGS: 4206

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

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

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

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

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.
 AIRCRAFT NO.: 368
 AIRCRAFT REG.: N368MD

REPORT DATE 04/13/94
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 32.460
 OPER07
 050070+ PHASE 7 INSPECTION

94103 00-000 29 29	WORK DUE AT				RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.
	DATE	HOURS	* = APU HRS LANDINGS	CYCLES	
		5516			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 24 YEAR 94 AIRCRAFT HOURS: 5516 LANDINGS: 4206

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

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

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

NO MANUFACTURER TEXT ISSUED.

OPERATOR: ED-WES, INC.

REPORT DATE 04/13/94

WORK COMPLIANCE FORM NO.

32.440

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER07

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 07-91

050070+ PHASE 7 INSPECTION

94103
32-057
29 29

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES
	5516		

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 24 YEAR 94 AIRCRAFT HOURS: 5516 LANDINGS: 4206

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

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

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

322206

OPERATIONAL CHECK EMERGENCY GEAR EXTENSION CABLE

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

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

REPORT DATE 04/13/94
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 32.430
 OPER07
 030070+ PHASE 7 INSPECTION

94103	WORK DUE AT		* = APU HRS.		RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.
32-056	DATE	HOURS	LANDINGS	CYCLES	
29 29		5516			

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 24 YEAR 94 AIRCRAFT HOURS: 5516 LANDINGS: 4206

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

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

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

322191

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

OPERATIONAL CHECK LANDING GEAR (NORMAL)

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

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

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

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

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

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

OPERATOR: ED-WES, INC.

REPORT DATE 04/13/94

WORK COMPLIANCE FORM NO.

32.425

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER07

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050070+ PHASE 7 INSPECTION

94103
32-055
29 29

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES
	5516		

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 24 YEAR 94 AIRCRAFT HOURS: 5076 LANDINGS: 4206

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

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

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

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.

REPORT DATE 04/13/94

WORK COMPLIANCE FORM NO.

32.420

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER07

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 05-90

050070+ PHASE 7 INSPECTION

94103

WORK DUE AT

* = APU HRS.

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

32-054

DATE

HOURS

LANDINGS

CYCLES

29 29

5516

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 24 YEAR 94 AIRCRAFT HOURS: 5516 LANDINGS: 4206

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

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

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

322176

NOTE: THE FOLLOWING ADDITIONAL WCF(8) 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. RECDRD FUNCTIONAL TEST COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

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

REPORT DATE 04/13/94
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 05-90

WORK COMPLIANCE FORM NO. 32.410A
 CARD NO: 32-14 OPER07
 050070+ PHASE 7 INSPECTION

94103	WORK DUE AT				RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.
	DATE	HOURS	LANDINGS	CYCLES	
32-053		5516			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1
29 29					

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 23 YEAR 94 AIRCRAFT HOURS: 5516 LANDINGS: 4206

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 580767740 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 580767740 AP

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

322156, 322171			

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

INSPECT/CLEAN ANTI-SKID DETECTOR (REFER TO ILLUSTRATION ON CARD 32-14)

EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 TO 25 INCH-POUNDS, LOCKWIRE, EXTERNAL HYDRAULIC POWER SOURCE, 28 V DC EXTERNAL ELECTRICAL POWER SOURCE, HYDRAULIC PRESSURE GAUGES (0 TO 3000 PSI), DOW CORNING 4 COMPOUND (MIL-S-8600B, AMEND. 3)

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

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

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

OPERATOR: ED-WES, INC.
 AIRCRAFT NO.: 368
 AIRCRAFT REG.: NJ68MD

REPORT DATE 04/13/94
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 32.390A
 CARD NO: 32-11 OPER07
 050070+ PHASE 7 INSPECTION

94103 32-050 29 29	WORK DUE AT				RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.
	DATE	HOURS	LANDINGS	CYCLES	
		5516			

* = APU HRS.

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 23 YEAR 94 AIRCRAFT HOURS: 5516 LANDINGS: 4206

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 56076774001

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 56076774001

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
322116 INSPECT/CHECK LEFT BRAKE LININGS...MM 12-10-04.....	<u>[Signature]</u>	<u>[Signature]</u>	
322131 INSPECT/CHECK RIGHT BRAKE LININGS...MM 12-10-04.....	<u>[Signature]</u>	<u>[Signature]</u>	

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 04/13/94
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 32.180A
 CARD NO: 32- 5 OPER07
 050070+ PHASE 7 INSPECTION

94103	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.
32-023	DATE	HOURS	LANDINGS	CYCLES	
29 29		5516			

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 22 YEAR 94 AIRCRAFT HOURS: 5516 LANDINGS: 4206

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 580787740 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 580787740 AP

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

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.

REPORT DATE 04/13/94

WORK COMPLIANCE FORM NO.

32.110A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 32- 2

OPER07

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 02-92

030070+ PHASE 7 INSPECTION

94103 32-016 29 29	WORK DUE AT				RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.
	DATE	HOURS	LANDINGS	CYCLES	
		5516			CK CURRENT DUE LIST FOR DUE TIME CHGS

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

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 22 YEAR 94 AIRCRAFT HOURS: 5576 LANDINGS: 4206

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

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

NOTE: THE FOLLOWING ADDITIONAL MCF(S) MAY BE REQUIRED TO PERFORM THIS TASK 32.T01.

INSPECT/CLEAN/LUBE NOSE WHEEL/BEARINGS (REFER TO ILLUSTRATION ON CARD 32-2)
EQUIPMENT/CONSUMABLES: GREASE MIL-G-81322, CLEANING SOLVENT, TORQUE WRENCH 0 TO 250 INCH-POUNDS, DENATURED ALCOHOL, ANTI-SEIZE COMPOUND

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

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

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

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

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

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

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

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

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

NOTE: HANDLE AND MAINTAIN THE WHEEL HALVES PROPERLY TO PROTECT THE PAINT AND SURFACE FINISHES. EXPOSED MAGNESIUM IS SUSCEPTIBLE TO CORROSION. NICKS, SCRATCHES, AND OTHER DAMAGE CAUSED BY IMPROPER HANDLING OF
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OPERATOR: ED-WES, INC.
 AIRCRAFT NO.: 368
 AIRCRAFT REG.: N368MD

REPORT DATE 04/13/94
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 32.030
 CARD NO: 32- 1 OPER07
 050070+ PHASE 7 INSPECTION

94103	WORK DUE AT			* = APU HRS.	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.
32-004	DATE	HOURS	LANDINGS	CYCLES	
29 29		5516			

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 21 YEAR 94 AIRCRAFT HOURS: 5576 LANDINGS: 4206

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

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

 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-RES, INC.
 AIRCRAFT NO.: 368
 AIRCRAFT REG.: N368MD

REPORT DATE 04/13/94
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 27.280
 OPER07

050070+ PHASE 7 INSPECTION

94103 27-032 29 29	WORK DUE AT				RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.
	DATE	HOURS	* = APU HRS. LANDINGS	CYCLES	
		5516			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 21 YEAR 94 AIRCRAFT HOURS: 5516 LANDINGS: 4206

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560762240 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560762240 AP

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
270335 OPERATIONAL CHECK SPEED BRAKES AND LIFT DUMPERS...MM 27-60-00.....	<u>[Signature]</u>	<u>[Signature]</u>	
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 04/13/94
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 01-89

WORK COMPLIANCE FORM NO. 24.0208
 OPER07
 050070+ PHASE 7 INSPECTION

94103	WORK DUE AT				RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.
	DATE	HOURS	* = APU HRS. LANDINGS	CYCLES	
24-016					CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1
29 29		5516			

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 24 YEAR 94 AIRCRAFT HOURS: 5516 LANDINGS: 4206

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

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

240166, 240181

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

DEEP CYCLE BATTERY

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

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

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

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

11. DISCHARGE BATTERIES AT A RATE OF 20 AMPERES OR LESS FOR 2 HOURS. DISCHARGE DOWN TO 19 VOLTS (1.0 VOLT PER CELL AVERAGE).
12. MONITOR TOTAL BATTERY VOLTAGE DURING DISCHARGE AND RECORD THE TIME FROM START OF DISCHARGE UNTIL TOTAL BATTERY VOLTAGE DROPS TO 19 VOLTS.
13. IF THE DISCHARGE TIME DOWN TO TOTAL BATTERY VOLTAGE OF 19 VOLTS WAS GREATER THAN 90 MINUTES, THE BATTERY IS READY FOR A COMPLETE 4-HOUR CHARGE CYCLE. PROCEED TO STEP 19. (IF THIS IS IN ACCORDANCE WITH CURRENT INSPECTION INTERVALS, STEPS 11 THROUGH 13 MUST BE PERFORMED).
14. IF THE DISCHARGE TIME DOWN TO TOTAL BATTERY VOLTAGE OF 19 VOLTS WAS LESS THAN 90 MINUTES, IT MUST BE FURTHER DISCHARGED AS FOLLOWS:
15. CONTINUE DISCHARGE, AS OUTLINED IN STEP 11 WHILE MONITORING INDIVIDUAL CELL VOLTAGE.
16. AS EACH INDIVIDUAL CELL DROPS TO 0.6 VOLT, PLACE A METAL SHORTING STRAP ACROSS THE CELL TERMINALS UNTIL ALL CELLS ARE SHORTED.
17. IF ANY CELL FAILS TO DROP TO 0.6 VOLT, PLACE A 1.0 OHM RESISTOR OF 1 OR 2 WATTS ACROSS THE TERMINALS.
18. LET BATTERY STAND FOR THREE OR MORE HOURS OR UNTIL IT HAS COOLED TO ROOM TEMPERATURE. AFTER BATTERY HAS COOLED, REMOVE SHORTING STRAPS.
19. CHARGE BATTERIES AT A RATE OF 8 AMPERES FOR 7 HOURS.
20. DURING THE FINAL FIVE MINUTES OF CHARGE, READ INDIVIDUAL CELL VOLTAGES. MARK ANY CELL WHICH PEAKS ABOVE 1.55 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 04/13/94
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 07-91

WORK COMPLIANCE FORM NO. 24.020A
 CARD NO: 24- 2 OPER07
 050070+ PHASE 7 INSPECTION

94103 24-005 29 29	WORK DUE AT				RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.
	DATE	HOURS	LANDINGS	CYCLES	
		5516			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 24 YEAR 94 AIRCRAFT HOURS: 5516 LANDINGS: 4206

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740AP
 INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

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

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

- CHECK BATTERY ELECTROLYTE LEVEL (REFER TO ILLUSTRATION ON CARD 24-2)
 EQUIPMENT/CONSUMABLES: DISTILLED OR DEMINERALIZED WATER, SAFT TOOL KIT
1. PLACE BATTERY MASTER SWITCH IN OFF POSITION.
 2. GAIN ACCESS TO BATTERIES LOCATED IN MAIN BAGGAGE COMPARTMENT BY REMOVING FORWARD ACCESS PANEL.
 3. DISCONNECT BATTERY CONNECTOR AND CONNECTOR FROM BATTERY TEMPERATURE PROBE.
 4. REMOVE VENT LINES FROM BATTERY VENTS.
 5. LOOSEN WING NUTS ON HOLD-DOWN CLAMPS AND REMOVE BATTERY.

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

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

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

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

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

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

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

OPERATOR: ED-RES, INC.

REPORT DATE 04/13/94

WORK COMPLIANCE FORM NO.

05.070

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER07

AIRCRAFT REG.: N368MD

ISSUED 07-91 REV.

050070+ PHASE 7 INSPECTION

94103	WORK DUE AT	* = APU HRS			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.
05-070	DATE	HOURS	LANDINGS	CYCLES	
29 29		5516			

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 21 YEAR 94 AIRCRAFT HOURS: 5516 LANDINGS: 4206

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767240 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AP 560767240 AP

TECHNICIAN INSPECTOR MAN-HOURS HRS.THS

055070 PHASE 7-AREA TEXT - NOSE TO FORWARD BULKHEAD, MAIN LANDING GEAR, AFT FUSELAGE.....

055070 PHASE 7 - AREA TEXT - NOSE TO FORWARD BULKHEAD, MAIN LANDING GEAR, AFT FUSELAGE TEXT FROM 50 HOUR PHASE 7 INSPECTION

MECH INSP

1. GENERAL

NOTE: IGNITION, STARTER, FUEL CONTROLLER, GEAR POSITION, FLAP CONTROL, THRUST REVERSER, ICE PROTECTION, EMERGENCY HYDRAULIC PUMP, FIRE EXTINGUISHER, PROBE HEAT, AOA AND PITOT HEAT CIRCUIT BREAKERS SHOULD BE PULLED PRIOR TO START OF INSPECTION.

RECORD ALL PILOT SQUAWKS AND INSPECTION DISCREPANCIES ON THE APPROPRIATE AIRCRAFT FORM.

- A. CHECK THAT A PREFLIGHT CHECK HAS BEEN MADE.
 - B. CHECK THAT ALL APPLICABLE FAA AIRWORTHINESS DIRECTIVES ARE COMPLIED WITH.
 - C. REVIEW MANUFACTURER'S SERVICE DATA FOR APPLICABILITY.
 - D. CHECK THAT ALL AIRCRAFT DOCUMENTS ARE CURRENT AND IN ORDER BEFORE RELEASE OF AIRCRAFT.
 - E. CHECK REPLACEMENT AND OVERHAUL SCHEDULE FOR APPLICABILITY.
 - F. CHECK CALENDER/SPECIAL INSPECTION ITEMS FOR APPLICABILITY.
 - G. ALL STEPS A. THROUGH F. COMPLIED WITH.
2. NOSE TO FORWARD BULKHEAD.

- A. JACK AIRCRAFT IN ACCORDANCE WITH CHAPTER 7-10-00, PARAGRAPH 1.C.

NOTE: BEFORE JACKING AIRCRAFT DEACTIVATE THE FOLLOWING:

- (1) STANDBY ATTITUDE GYRO.
 - (A) FOR AIRCRAFT 152, 154, 181, 187 THRU 244, 246 AND 247, PULL OUT EMERGENCY POWER SUPPLY UNIT.
 - (B) FOR AIRCRAFT 245, 284 AND SUBS, DISENGAGE STANDBY ATTITUDE GYRO CIRCUIT BREAKER, LOCATED ON THE FWD RELAY BOX UNDER COPILOT SEAT.
- (2) PITOT AND STATIC HEAT.
 - (A) FOR AIRCRAFT 295 AND SUBS, 1124/1124A MODELS, DISENGAGE LH AND RH PITOT STATIC HEAT CIRCUIT BREAKERS LOCATED ON OVERHEAD PANEL.
- (3) ANGLE OF ATTACK (AOA) HEAT.
 - (A) FOR AIRCRAFT 295 AND SUBS, 1124A MODEL ONLY, DISENGAGE AOA CIRCUIT BREAKER LOCATED ON THE OVERHEAD CIRCUIT BREAKER PANEL.

B. NOSE LANDING GEAR.

CAUTION: CHECK 1124/1124A MAINTENANCE MANUAL AS A GUIDE CHAPTER 12-10-04 TIRE SERVICING AND CHAPTER 32-40-00 NOSE LANDING GEAR TIRE CHANGE.

- (1) REMOVE NOSE GEAR WHEELS (MATCH MARK WHEEL AND TIRE ASSYS), LEFT TO RIGHT BEFORE REMOVAL.
- (2) CHECK TIRES - WEAR, WEATHER CHECKING, OIL SATURATION, CUTS, FLAT SPOTS, PROPER INFLATION, ETC.
- (3) CHECK WHEELS - CORROSION, DAMAGE.
- (4) WHEEL AXLE.
 - (A) CHECK AXLE FOR CORROSION (INTERNAL AND EXTERNAL), DAMAGE AND EVIDENCE OF IRREGULAR WEAR.
 - (B) CHECK AXLE FOR CRACKS - USE DYE PENETRANT INSPECTION METHOD.

OPERATOR: ED-WES, INC.

REPORT DATE 08/11/94

WORK COMPLIANCE FORM NO.

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER08

AIRCRAFT REG.: N368MD

050080+ PHASE 8 INSPECTION

2929368

WORK DUE AT

* = APU HRS.

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

DATE

HOURS

LANDINGS

CYCLES

94223

5566

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

050080+ PHASE 8 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
055080+	05.080	PHASE 8-AREA TEXT PHASE 8	3 12 195	5570	4251	.....	<i>[Signature]</i>	<i>[Signature]</i>	
210276+	21.030	OP CK PRESS SWITCHES/VALV MM 21-00-00	3 12 195	5570	4251	.....	<i>[Signature]</i>	<i>[Signature]</i>	
-210191+	21.040A 21- 2	INS/CLN OUTFLOW NORM VLV MM 21-30-00	3 12 195	5570	4251	.....	<i>[Signature]</i>	<i>[Signature]</i>	
210201+	21.040A 21- 2	INS/CLN OUTFLOW SAFE VLV MM 21-30-00	3 12 195	5570	4251	.....	<i>[Signature]</i>	<i>[Signature]</i>	
-210671+	21.050A 21- 3	INS/CLN/TST WATER SEP COM MM 21-70-00	3 12 195	5570	4251	.....	<i>[Signature]</i>	<i>[Signature]</i>	1.0
210211	21.080	REPL UPPER IN AIR FILT EL MM 21-30-00	3 12 195	5570	4251	.....	<i>[Signature]</i>	<i>[Signature]</i>	
210221	21.080	REPL LOWER IN AIR FILT EL MM 21-30-00	3 12 195	5570	4251	.....	<i>[Signature]</i>	<i>[Signature]</i>	
-210681	21.290A 21- 7	CHG COOLING TURBINE OIL MM 12-10-10	3 12 195	5570	4251	.....	<i>[Signature]</i>	<i>[Signature]</i>	
-210622+	21.420A	INSP 35D DUCT SENSOR MMS-20-05	3 12 195	5570	4251	.....	<i>[Signature]</i>	<i>[Signature]</i>	
960078	21.420A	SIL1124-21-078 R1 35D SEN SIL1124-21-078R1	3 12 195	5570	4251	.....	<i>[Signature]</i>	<i>[Signature]</i>	
210178	21.480 21-12	CLN CBN AIR PR CNTLR FLTR MM 21-30-00	3 12 195	5570	4251	.....	<i>[Signature]</i>	<i>[Signature]</i>	
210290+	21.490	CK AC DUCTING AND TUBING WCF 21.490	3 12 195	5570	4251	.....	<i>[Signature]</i>	<i>[Signature]</i>	
-210102+	21.500	VIS INSP L BLEED SW VALVE WCF 21.500	3 12 195	5570	4251	.....	<i>[Signature]</i>	<i>[Signature]</i>	
-210112+	21.500	VIS INSP R BLEED SW VALVE WCF 21.500	3 12 195	5570	4251	.....	<i>[Signature]</i>	<i>[Signature]</i>	
230218+	23.120	CHECK S/D WICK RESISTANCE MM 23-60-00	3 12 195	5570	4251	.....	<i>[Signature]</i>	<i>[Signature]</i>	
-240203+	24.070	F/CK BATT TEMP/WARN SYS. MM 24-30-01	3 12 195	5570	4251	.....	<i>[Signature]</i>	<i>[Signature]</i>	
260186+	26.020 26- 1	OP CK FIRE PROTECTION SYS MM 26-00-00	3 12 195	5570	4251	.....	<i>[Signature]</i>	<i>[Signature]</i>	
-260174+	26.030 26- 2	INSPECT COCKPIT FIRE EXT MM 26-20-00	3 12 195	5570	4251	.....	<i>[Signature]</i>	<i>[Signature]</i>	
-260184+	26.030 26- 2	INSPECT CABIN FIRE EXT MM 26-20-00	3 12 195	5570	4251	.....	<i>[Signature]</i>	<i>[Signature]</i>	
-270158+	27.130	INSP RUD TRIM TAB FREE PL MM 27-20-00	3 12 195	5570	4251	.....	<i>[Signature]</i>	<i>[Signature]</i>	
-270193+	27.150A 27- 3	INSP L ELEV SKIN SEPARATE MM 27-30-00	3 12 195	5570	4251	.....	<i>[Signature]</i>	<i>[Signature]</i>	
-270203+	27.150A 27- 3	INSP R ELEV SKIN SEPARATE MM 27-30-00	3 12 195	5570	4251	.....	<i>[Signature]</i>	<i>[Signature]</i>	
270213	27.190 27- 5	LUB ELEVATOR ATTACH PTS MM 12-20-00	3 12 195	5570	4251	.....	<i>[Signature]</i>	<i>[Signature]</i>	
270214	27.195	LUB AFT HINGE FIT BEARING	3 12 195	5570	4251	.....	<i>[Signature]</i>	<i>[Signature]</i>	

CONTINUED

OPERATOR: ED-WES, INC.

REPORT DATE 08/11/94

WORK COMPLIANCE FORM NO.

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND (CONTINUED)

OPER08

AIRCRAFT REG.: N368MD

050080+ PHASE B INSPECTION

2929368

WORK DUE AT

* = APU HRS.

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

DATE

HOURS

LANDINGS

CYCLES

94223

5566

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
270215	27.195	LUB FWD SCISSOR ASSY SB 1124-55-021	3, 2, 195	5570	4251	.....	<i>[Signature]</i>	<i>[Signature]</i>	
270176	27.340 27-11	LUBE RUDDER PEDAL ARMS MM 12-20-00	3, 2, 195	5570	4251	.....	<i>[Signature]</i>	<i>[Signature]</i>	
270179	27.350 27-11	LUBE CONTROL COLUMNS MM 12-20-00	3, 2, 195	5570	4251	.....	<i>[Signature]</i>	<i>[Signature]</i>	
270356	27.370 27-11	LUBE GUSTLOCK SYSTEM MM 12-20-00	3, 2, 195	5570	4251	.....	<i>[Signature]</i>	<i>[Signature]</i>	
270340+	27.440 27-14	CK CBLE TNSN FLT/PAS CMPT MM 27-00-00	3, 2, 195	5570	4251	.....	<i>[Signature]</i>	<i>[Signature]</i>	
281150+	28.010A	CK OPERATION BOOST PUMPS MM 28-00-00	3, 2, 195	5570	4251	.....	<i>[Signature]</i>	<i>[Signature]</i>	
300147+	30.140 () 30- 5	CK VLTG DROP PLTS WNDGLD MM 30-40-00	3, 2, 195	5570	4251	.....	<i>[Signature]</i>	<i>[Signature]</i>	
300150+	30.140 () 30- 5	CK VLTG DROP CPLTS WNDGLD MM 30-40-00	3, 2, 195	5570	4251	.....	<i>[Signature]</i>	<i>[Signature]</i>	
910361	30.140 () 30- 5	SB 1124-30-036 PART II SB 1124-30-036	3, 2, 195	5570	4251	.....	<i>[Signature]</i>	<i>[Signature]</i>	
321616+	32.350A 32- 9	CK LDG EMERG SYSTEM PSI MM 12-10-00	3, 2, 195	5570	4251	.....	<i>[Signature]</i>	<i>[Signature]</i>	
350166+	35.070A	CK PILOTS OXYGEN MASK MM 35-00-00	3, 2, 195	5570	4251	.....	<i>[Signature]</i>	<i>[Signature]</i>	
350169+	35.070A	CK CD-PILOTS OXYGEN MASK MM 35-00-00	3, 2, 195	5570	4251	.....	<i>[Signature]</i>	<i>[Signature]</i>	
350243+	35.130	CK OXY MASK DROP-OUT MM 35-00-00	3, 2, 195	5570	4251	.....	<i>[Signature]</i>	<i>[Signature]</i>	
350163	35.140	INSP/SERVICE OXYGEN SYS MM 35-00-00	3, 2, 195	5570	4251	.....	<i>[Signature]</i>	<i>[Signature]</i>	
520106+	52.010A 52- 1	INS/LUB CABIN ENTR DOOR WCF 52.010A	3, 2, 195	5570	4251	.....	<i>[Signature]</i>	<i>[Signature]</i>	
520116+	52.010B	OPER CK ENTRY DOOR MM 52-10-00	3, 2, 195	5570	4251	.....	<i>[Signature]</i>	<i>[Signature]</i>	
950920 ()	95.090	SL WW-2492 HYD HOSE INSP SL WW-2492	3, 2, 195	5570	4251	.....	<i>[Signature]</i>	<i>[Signature]</i>	

TOTAL ESTIMATED MAN-HOURS 1.0

CONTINUED

OPERATOR: ED-WES, INC.

REPORT DATE 08/11/94

WORK COMPLIANCE FORM NO.

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

(CONTINUED)

OPER08

AIRCRAFT REG.: N368ND

050080+ PHASE 8 INSPECTION

2929368

WORK DUE AT

* = APU HRS

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

DATE

HOURS

LANDINGS

CYCLES

94223

5566

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 3

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 MANUFACTURERS INSPECTION PROGRAM FOR:

ED-WES, INC.

1124A WESTWIND

368

N368ND

OWNER/OPERATOR

AIRCRAFT MAKE

AIRCRAFT MODEL

A/C 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. _____

050080+ PHASE 8 INSPECTION COMPLETED.

3, 2, 95
MO/ DAY/YR

5570
AIRCRAFT HOURS

4251
LANDINGS

HRB.THB


SIGNATURE

560767740
CERTIFICATE NUMBER

APP
KIND OF CERTIFICATE

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

REPORT DATE 08/11/94
MODEL: 1124A WESTWIND
ISSUED 07-91 REV.

WORK COMPLIANCE FORM NO. 05.080
OPER08
050080+ PHASE 8 INSPECTION

Table with columns: WORK DUE AT, DATE, HOURS, LANDINGS, CYCLES. Values: 2929368, 05-080, 94223, 3566.

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 2 YEAR 95 AIRCRAFT HOURS: 5570 LANDINGS: 4251

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 580767740 AD

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 580767740 AD

TECHNICIAN INSPECTOR MAN-HOURS HRS.THS

055080 PHASE 8-AREA TEXT - FUSELAGE - FORWARD TO PRESSURE BULKHEAD, AFT FUSELAGE, EMPENNAGE

055080 PHASE 8 - AREA TEXT - FUSELAGE - FORWARD TO PRESSURE BULKHEAD, AFT FUSELAGE, EMPENNAGE TEXT FROM 50 HOUR PHASE 8 INSPECTION

MECH INSP

1. GENERAL

NOTE: IGNITION, STARTER, FUEL CONTROLLER, GEAR POSITION, FLAP CONTROL, THRUST REVERSER, ICE PROTECTION, EMERGENCY HYDRAULIC PUMP, FIRE EXTINGUISHER, PROBE HEAT, ADA AND PITOT HEAT CIRCUIT BREAKERS SHOULD BE PULLED PRIOR TO START OF INSPECTION.

RECORD ALL PILOT SQUAWKS AND INSPECTION DISCREPANCIES ON THE APPROPRIATE AIRCRAFT FORM.

- A. CHECK THAT A PREFLIGHT CHECK HAS BEEN MADE.
B. CHECK THAT ALL APPLICABLE FAA AIRWORTHINESS DIRECTIVES ARE COMPLIED WITH.
C. REVIEW MANUFACTURER'S SERVICE DATA FOR APPLICABILITY.
D. CHECK THAT ALL AIRCRAFT DOCUMENTS ARE CURRENT AND IN ORDER BEFORE RELEASE OF AIRCRAFT.
E. CHECK REPLACEMENT AND OVERHAUL SCHEDULE FOR APPLICABILITY.
F. CHECK CALENDER/SPECIAL INSPECTION ITEMS FOR APPLICABILITY.
G. ALL STEPS A. THROUGH F. COMPLIED WITH.
2. FUSELAGE - FORWARD PRESSURE BULKHEAD TO AFT PRESSURE BULKHEAD.
A. INSTRUMENT PANEL CHECK - GENERAL CONDITION.
(1) ACCESSIBLE INSTRUMENTS, HOSES AND LINES.
(2) ACCESSIBLE ELECTRICAL WIRE BUNDLES, CONNECTIONS.
B. PRESSURIZATION SYSTEM CHECK.
(1) ACCESSIBLE HOSES AND LINES - CONDITION.
(2) ISOBARIC VALVE SAFETY WIRED IN THE OPEN POSITION.
C. WINDSHIELD, WINDOWS AND PILOT'S OPENABLE WINDOW.
(1) DELAMINATION, SCRATCHES, CRACKS, SEAL AND LATCH.
(2) RENEW OR REACTIVATE DEBICANT CRYSTALS AS NECESSARY. IF MOISTURE NOTED, PERFORM VENT AND STATIC LINE PRESSURE CHECK PER MAINTENANCE MANUAL, SERVICING SECTION.

[Handwritten initials and checkmarks in columns]

CAUTION: DO NOT EXCEED 2.0 PSI.

- (3) TERMINAL CONTACT ASSEMBLIES FOR ARCING.
D. CONTROL PEDESTAL - GENERAL CONDITION.
(1) INDICATORS.
(2) CONTROLS.
(3) SWITCHES.
(4) ELECTRICAL CONNECTIONS.
(5) THROTTLE & REVERBERS - EASE OF OPERATION.
E. OVERHEAD ELECTRICAL PANELS - GENERAL CONDITION.
(1) ELECTRICAL BUNDLES, CONNECTIONS, DAMAGE, TIGHTNESS.

[Handwritten initials and checkmarks in columns]

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

OPERATOR: ED-WES, INC.

REPORT DATE 08/11/94

WORK COMPLIANCE FORM NO.

05.080

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND (CONTINUED)

OPER08

AIRCRAFT REG.: N368MD

ISSUED 07-91 REV.

050080+ PHASE 8 INSPECTION

2929368
05-080
94223

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES
	5566		

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

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 2

- F. CHECK ALL INTERNAL AND EXTERNAL LIGHTS INCLUDING COCKPIT "PRESS-TO-TEST" LIGHTS.
- G. REMOVE THE COVERS FROM THE FOLLOWING LISTED ELECTRICAL BOXES AND CHECK INSIDE FOR CLEANLINESS, SAFETY AND CONDITION OF ELECTRICAL PARTS.
 - (1) FWD RELAY BOX (BELOW COPILOT SEAT).
 - (2) FIRE CONTROL BOX (BELOW PILOT SEAT).
- H. SEATS, MOUNTING AND SEAT BELTS - CONDITION. REFERENCE 25-10-01.
 - (1) PILOTS.
 - (2) COPILOT.
- I. RUDDER PEDAL, LINKAGE, BELLCRANK.
 - (1) BRAKE VALVE LINKAGES.
 - (2) FREEDOM OF OPERATION.
- J. PASSENGER COMPARTMENT - GENERAL CONDITION AND SECURITY.
 - (1) EMERGENCY LIGHT - CHECK OPERATION, SECURITY, CLEANLINESS AND CONNECTIONS, CHECK BATTERY CHARGE - CHAPTER 12-10-06, PARAGRAPH 3.
 - (2) REFRESHMENT BAR, ICE CHEST, GALLEY COAT CLOSET, CABINETS, TABLES, ETC. FOR EASE OF OPERATION AND LOCKING.
 - (3) SEATS AND SEAT BELTS.
 - (4) OXYGEN, READING LIGHT, VENTILATING AIR CONSOLE.
 - (5) WINDOWS FOR DELAMINATION, SCRATCHES, CRACKS.
 - (6) INTERIOR LIGHTS.
 - (7) EMERGENCY EXIT.
 - (A) CHECK RELEASE MECHANISM. (PULL RELEASE HANDLE, BUT NOT NECESSARY TO REMOVE EXIT FROM AIRCRAFT).
 - (8) CERTIFICATES.
 - (9) AVIONICS COMPONENTS - SECURITY AND CONNECTIONS.
 - (10) LAVATORY AND BAGGAGE COMPARTMENT CONDITION.
 - (11) LAVATORY DOOR - OPERATION.
- K. FLIGHT AND PASSENGER COMPARTMENT.
 - (1) REMOVE FLIGHT AND CABIN COMPARTMENT SEATS, DIVAN, SEAT TRACKS AND CARPET AS NECESSARY TO GAIN ACCESS TO FLOOR PANELING. THOROUGHLY INSPECT UNDER FLOOR FOR CORROSION DAMAGE, WEAR, SECURITY, CLEANLINESS AND ENSURE THAT ALL UNDER FLOOR DRAIN PATHS ARE CLEAR OF DEBRIS AND SEALANT.
 - (2) FLIGHT CONTROL SYSTEM - PULLEYS, BRACKETS, GUARDS, BELLCRANKS AND PUSH-PULL RODS - CONDITION, OPERATION AND SECURITY OF ATTACHMENT.
 - (3) INSPECT FLIGHT CONTROL CABLES FOR CONDITION AND SECURITY.
 - (A) CONTROL COLUMN INTERCONNECT CABLE.
 - (B) FLIGHT CONTROL TRANSITION CABLES BETWEEN FUSELAGE STATION STA.153 AND STA. 269.
 - (4) ENGINE CONTROL LINKAGE AND TELEFLEX CABLE FOR CONDITION, PROPER ROUTING AND SECURITY OF CLAMPS.
 - (5) PLUMBING FOR PROPER ROUTING, CONDITION AND LEAKS.
 - (6) CHECK GENERAL CONDITION AND SECURITY OF PRESSURIZATION AND AIR CONDITION COMPONENTS UNDER CABIN FLOOR.
 - (7) INSPECT STRUCTURE UNDER FLOOR BELOW GALLEY AND LAVATORY TOILET INSTALLATION FOR FLUID LEAKAGE, CORROSION, GENERAL CONDITION AND CLEANLINESS.
- L. CHECK THE FOLLOWING FOR CONDITION:
 - (1) WINDSHIELD WIPERS.
 - (2) OXYGEN THERMAL DISCHARGE DISC.
 - (3) FUSELAGE SKIN.
 - (4) STATIC SOURCES, DRAIN VALVES AND TRAPS. REFERENCE 34-10-01.
 - (5) ALL DRAIN HOLES AND ACCESSIBLE FITTINGS.
 - (6) ANTENNAS - CONDITION.
 - (7) ACCESSIBLE ELECTRICAL CONNECTIONS AND COMPONENTS FOR DAMAGE, TIGHTNESS, CHAFING, FRAYING AND CUTS.
- 3. AFT FUSELAGE (STA. 270.00 TO STA. 452.00).
 - A. FLIGHT CONTROL SYSTEM - AILERON, ELEVATOR, RUDDER.
 - (1) FLAP PRIME MOVER AND FLEX SHAFTS - GENERAL CONDITION, SECURITY.

[Handwritten initials and checkmarks in two columns on the right side of the page, corresponding to the inspection items.]

OPERATOR: ED-WES, INC.

REPORT DATE 08/11/94

WORK COMPLIANCE FORM NO.

05.080

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND (CONTINUED)

OPER08

AIRCRAFT REG.: N368MD

ISSUED 07-91 REV.

050080+ PHASE 8 INSPECTION

2929368

WORK DUE AT

* = APU HRS

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

DATE

HOURS

LANDINGS

CYCLES

05-080

5566

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 3

94223

B. ELECTRICAL SYSTEM COMPONENTS AC AND DC.

- (1) SECURITY IN MOUNTINGS.
- (2) WIRE BUNDLES, DAMAGE AND SECURITY.
- (3) REMOVE COVERS FROM THE FOLLOWING LISTED ELECTRICAL BOXES AND CHECK INSIDE FOR CLEANLINESS, SAFETY, CONDITION AND EVIDENCE OF OVERHEATING OF ELECTRICAL PARTS.
 - (A) DC CONTACTOR BOXES LEFT AND RIGHT.
 - (B) FLAP CONTACTOR BOX.
 - (C) AFT RELAY PANEL.
 - (D) HORIZONTAL STABILIZER ACTUATOR RELAY BOX.
 - (E) AC INVERTER BLOWER CONTROL BOX.

C. FUSELAGE FUEL TANK AREA - GENERAL CONDITION AND LEAKAGE.

- (1) FUEL SHUTOFF VALVE. CYCLE OFF AND ON.
- (2) FUEL SUPPLY LINES - CONDITION.
- (3) FUEL BOOST PUMP AREA AND PRESSURE REFUELING POINT AREA.

D. AIR CONDITIONING AND PRESSURIZATION EQUIPMENT.

- (1) REFRIGERATION UNIT MOUNTING - CONDITION AND SECURITY.

E. HYDRAULIC SYSTEM COMPONENTS - AFT FUSELAGE.

- (1) FLUID CARRYING LINES AND FITTINGS - LEAKAGE, CHAFING, SECURITY.

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

- (2) LIFT DUMPER AND SPEED BRAKE SELECTOR VALVES - LEAKAGE ELECTRICAL CONNECTIONS.

- (3) HYDRAULIC POWER PANEL - LEAKAGE.

- (4) HYDRAULIC EMERGENCY SYSTEM ACCUMULATOR DRY NITROGEN CHARGE. REFERENCE MAINTENANCE MANUAL CHAPTER 12-10-00, TABLE 1.

- (5) THRUST REVERSER ACCUMULATOR

- (A) THRUST REVERSER ACCUMULATOR AND CYLINDER DRY NITROGEN CHARGE. REFERENCE MAINTENANCE MANUAL, CHAPTER 12-10-00, TABLE 1.

- (6) 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.

- (7) ANTI-SKID CONTROL VALVES LEAKAGE AND ELECTRICAL CONNECTIONS.

F. HOSES, LINES, ELECTRICAL BUNDLES ENTERING FUSELAGE FROM ENGINE NACELLES FOR DAMAGE, CHAFING AND SECURITY.

G. FIRE EXT. CONTAINERS - SECURITY, ELECTRICAL CONNECTIONS, NITROGEN PRESSURE.

H. ELECTRICAL BUNDLES AND TERMINAL STRIPS DAMAGE, SECURITY, LOOSE CONNECTION.

I. PNEUMATIC DEICING EQUIPMENT.

- (1) SECURITY AND CONDITION.
- (2) ELECTRICAL CONNECTIONS.
- (3) AIR EJECTOR - CLEAR.

4. EMPENNAGE

A. HORIZONTAL STABILIZER - CONDITION AND SECURITY.

B. ELEVATOR - GENERAL CONDITION AND SECURITY.

- (1) ELEVATOR HINGE POINTS.

- (A) CHECK ALL BEARINGS FOR LOOSENESS, ROUGHNESS SAFETY AND GENERAL CONDITION.
- (B) INSPECT BONDING JUMPERS FOR CONDITION, FRAYING AND SECURITY.

- (2) ELEVATOR TORQUE TUBE - SECURITY OF ATTACH POINTS, UNIVERSAL JOINTS AND TAPER PINS FOR LOOSENESS.

- (3) CHECK THAT TRAVEL STOPS MAKE CONTACT IN BOTH DIRECTIONS OF TRAVEL, STOP-BOLTS - STOP PADS.

C. VERTICAL STABILIZER - CONDITION AND SECURITY.

- (1) ATTACH POINTS.
- (2) STRUCTURE.

D. RUDDER - GENERAL CONDITION AND SECURITY.

- (1) RUDDER TRIM TAB ACTUATOR(S) - ATTACH POINTS.
- (2) RUDDER HINGE POINT

- (A) CHECK ALL BEARINGS FOR LOOSENESS, ROUGHNESS, SAFETY AND GENERAL CONDITION.

Handwritten checkmarks and initials in the right margin, corresponding to the inspection items. The marks include checkmarks, 'P', and 'D' in various columns.

OPERATOR: ED-WES, INC.

REPORT DATE 08/11/94

WORK COMPLIANCE FORM NO.

05.080

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND (CONTINUED)

OPER08

AIRCRAFT REG.: N368MD

ISSUED 07-91 REV.

050080+ PHASE 8 INSPECTION

2929368

WORK DUE AT

* = APU HRS.

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

05-080

DATE

HOURS

LANDINGS

CYCLES

CK CURRENT DUE LIST FOR DUE TIME CHGS

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(B) INSPECT BONDING JUMPERS FOR CONDITION, FRAYING, AND SECURITY.

(3) RUDDER TRIM TAB FOR EXCESSIVE LOOSENESS AND WEAR. REFERENCE 27-20-00, INSPECTION/CHECK.

E. TAIL SKID - CONDITION AND SECURITY.

F. FRAME STA. 540.00 AND BALLAST AND JACK ADAPTER MOUNTING (IF INSTALLED) - CONDITION, DAMAGE AND CORRECT INSTALLATION.

G. TAIL CONE AND LIGHT - CONDITION AND SECURITY.

H. STATIC DISCHARGE WICKS - VERTICAL STABILIZER CAP, RUDDER, HORIZONTAL STABILIZER TIP, ELEVATOR. REFER TO 23-60-00, INSPECTION/CHECK, FOR:

(1) CONDITION AND SECURITY.

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

[Handwritten signatures and initials in the right margin]

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

REPORT DATE 09/11/94
MODEL: 1124A WESTWIND
ISSUED 07-88 REV. 07-91

WORK COMPLIANCE FORM NO. 21.030
OPER08

050080+ PHASE B INSPECTION

2929368
21-003
94223

Table with columns: WORK DUE AT DATE, HOURS, * = APU HRS LANDINGS, CYCLES. Value: 5566

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 2 YEAR 95 AIRCRAFT HOURS: 5570 LANDINGS: 425

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

TECHNICIAN INSPECTOR MAN-HOURS HRS.THS

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/OR 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. SLOWLY DUMP CABIN PRESSURE BY SLOWLY OPENING THE MAN DUMP VALVE.
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 OPEN.
2. AIR FLOW CHECKS (WITH ENGINE(S) RUNNING)
A. START THE RIGHT ENGINE.
B. TURN THE RIGHT DC GENERATOR AND BOTH INVERTERS ON.
C. ENSURE THAT RH ENG/NACELLE ANTI-ICE PUSHBUTTON IS DISENGAGED.
D. SELECT R ENG ON THE CABIN AIR SELECTOR SWITCH.
E. PLACE THE AUTO-MANUAL TEMPERATURE CONTROL SWITCH ON THE ECS CONTROL PANEL TO MAN AND HOLD THE HOT/COLD SWITCH TO COLD FOR AT LEAST 11 SECONDS.
F. CHECK THAT COLD AIR IS EVIDENT AT THE GASPER OUTLETS WITHIN ONE MINUTE.
G. ADVANCE THE RIGHT ENGINE THROTTLE AND NOTICE THAT THE AIR FLOW INTO THE CABIN INCREASES UNTIL APPROXIMATELY 52 PERCENT N1 THEN THE AIR FLOW DROPS SIGNIFICANTLY. THIS INDICATES THAT THE GROUND BYPASS VALVE CLOSED.
H. REDUCE THE RIGHT ENGINE RPM UNTIL THE GROUND BYPASS VALVE OPENS AGAIN.
I. HOLD THE HOT/COLD SWITCH IN HOT AT LEAST 11 SECONDS.
J. CHECK THAT HOT AIR IS EVIDENT AT THE NORMAL OUTLETS WITHIN ONE MINUTE. SELECT COLD AS SOON AS IT HAS BEEN ESTABLISHED THAT HOT AIR IS FLOWING TO AVOID OVER TEMPERATURE IN THE AIR DUCT.
K. PLACE THE AUTO-MANUAL TEMPERATURE CONTROL SWITCH ON THE ECS CONTROL PANEL TO AUTO AND ROTATE THE TEMPERATURE SELECTOR TO HOT OR COLD.
L. CHECK THAT HOT OR COLD AIR (DEPENDING ON SELECTION) IS EVIDENT WITHIN ONE MINUTE.
3. 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 INVERTERS.
C. ENGAGE THE FOLLOWING CIRCUIT BREAKERS:
RAM AIR EMERGENCY AIR
PRESSURIZATION VALVES LEFT-HAND CABIN TEMPERATURE AUTOMATIC

OPERATOR: ED-WES, INC.

REPORT DATE 08/11/94

WORK COMPLIANCE FORM NO.

21.480

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 21-12

OPER08

AIRCRAFT REG.: N368MD

ISSUED 12-88 REV. 01-90

050080+ PHASE B INSPECTION

2929368

WORK DUE AT

* = APU HRS

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

21-045

DATE

HOURS

LANDINGS

CYCLES

94223

5566

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 2 YEAR 95 AIRCRAFT HOURS: 5570 LANDINGS: 4257

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

TECHNICIAN INSPECTOR MAN-HOURS
HRB.THS

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 08/11/94

WORK COMPLIANCE FORM NO.

21.080

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER08

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 07-91

050080+ PHASE 8 INSPECTION

2929368

WORK DUE AT

* = APU HRS

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

21-010

DATE

HOURS

LANDINGS

CYCLES

94223

5566

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 2 YEAR 95 AIRCRAFT HOURS: 5570 LANDINGS: 4251

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560267240 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560267240 AP

TECHNICIAN	INSPECTOR	MAN-HOURS
		HRS.THS

210211 REPLACE UPPER INLET AIR FILTER ELEMENT...MM 21-30-00.....

210221 REPLACE LOWER INLET AIR FILTER ELEMENT...MM 21-30-00.....

210211, 210221

R NOTE: THE FOLLOWING ADDITIONAL MCF(S) MAY BE 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.
- R 2. REMOVE FILTER ELEMENT CARTRIDGE FROM RUBBER BOOT FILTER HOUSING.
- R 3. INSPECT FILTER ELEMENT CARTRIDGE.
- R 4. INSTALL SERVICEABLE FILTER ELEMENT CARTRIDGE IN RUBBER BOOT FILTER HOUSING.
5. INSTAL PILOT'S SEAT. REFER TO WORK COMPLIANCE FORM 25.010.
6. RECORD REPLACEMENT COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-MES, INC.

REPORT DATE 08/11/94

WORK COMPLIANCE FORM NO.

23.120

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER08

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050080+ PHASE 8 INSPECTION

2929368
23-012
94223

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES
	5566		

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

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 2 YEAR 95 AIRCRAFT HOURS: 5570 LANDINGS: 4251

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 580707240AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 580707240AP

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

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

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-WEB, INC.

REPORT DATE 08/11/94

WORK COMPLIANCE FORM NO.

26.020

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 26- 1

OPER08

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 08-93

050080+ PHASE B INSPECTION

2929368

WORK DUE AT

* = APU HRS

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

26-002

DATE

HOURS

LANDINGS

CYCLES

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

94223

5566

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 2 YEAR 95 AIRCRAFT HOURS: 5570 LANDINGS: 4251

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560262740AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560262740AP

TECHNICIAN INSPECTOR MAN-HOURS
HRS.THS

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

260186

R

R OPERATIONAL CHECK FIRE PROTECTION SYSTEM (REFER TO TABLE 1, FIGURE 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 (WITH 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 LH 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. LH FULL LIGHT SHOULD EXTINGUISH, LH EMPTY LIGHT SHOULD ILLUMINATE AND LEFT CARTRIDGE SIMULATING LIGHT ON FEST TESTER SHOULD ILLUMINATE. RH FULL LIGHT SHOULD REMAIN ILLUMINATED.
13. DEPRESS RH FULL/EMPTY PUSH BUTTON, RH FULL LIGHT SHOULD EXTINGUISH, RIGHT-HAND EMPTY LIGHT SHOULD ILLUMINATE AND RIGHT CARTRIDGE SIMULATING 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 IN TRANSIT 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 08/11/94

WORK COMPLIANCE FORM NO.

27.190

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 27- 5

OPER08

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 03-90

050080+ PHASE B INSPECTION

2929368
27-020
94223

WORK DUE AT DATE	HOURS	* - APU HRS. LANDINGS	CYCLES
	5566		

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

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 2 YEAR 95 AIRCRAFT HOURS: 5570 LANDINGS: 4257

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 580767740AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 580767740AP

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

270213 LUBRICATE ELEVATOR ATTACH POINTS...MM 12-20-00.....

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 NO GREASE HAS EMERGED FROM AROUND BUSHINGS.
 6. STANDARD ZERK FITTING AND SPECIAL FLUSH FITTING ARE BOTH USED THROUGHOUT THE AIRCRAFT.

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

OPERATOR: ED-WES, INC.

REPORT DATE 08/11/94

WORK COMPLIANCE FORM NO.

27.195

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER08

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 05-90

050080+ PHASE 8 INSPECTION

2929368

WORK DUE AT

* = APU HRS.

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

00-000

DATE

HOURS

LANDINGS

CYCLES

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

94223

3566

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 2 YEAR 95 AIRCRAFT HOURS: 5370 LANDINGS: 4251

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRS.THS
270214 LUBRICATE AFT HINGE FITTING BEARINGS...MM 5-20-06...6(A).....	[Signature]	[Signature]	
PRE SB 1124-55-021 S/N'S 154, 409, 413, 416, 418, 421, 423, 424, 426, AND			
SUBS WITH PRODUCTION MODIFIED HINGE.			

NOTE: LUBRICATION NO LONGER REQUIRED WHEN HINGE IMPROVEMENT HAS BEEN ACCOMPLISHED PER SB 1124-55-021, PARA 2-D

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRS.THS
270215 LUBRICATE FORWARD SCISSOR ASSEMBLY...MM 5-20-06...6(B).....	[Signature]	[Signature]	
POST SB 1124-55-021 (4 PLACES)			

NO MANUFACTURER TEXT ISSUED.

OPERATOR: ED-WES, INC.

REPORT DATE 08/11/94

WORK COMPLIANCE FORM NO.

27.340

AIRCRAFT NO: 368

MODEL: 1124A WESTWIND

CARD NO: 27-11

OPER08

AIRCRAFT REG.: N368ND

ISSUED 07-88 REV.

050080+ PHASE 8 INSPECTION

2929368 27-036 94223	WORK DUE AT	* - APU HRS			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.
	DATE	HOURS	LANDINGS	CYCLES	
		5566			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 2 YEAR 94 AIRCRAFT HOURS: 5570 LANDINGS: 4251

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

TECHNICIAN INSPECTOR MAN-HOURS
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 08/11/94
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 27.350
 CARD NO: 27-11 OPER08
 050080+ PHASE 8 INSPECTION

2929368
 27-037
 94223

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
	3566		

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 2 YEAR 95 AIRCRAFT HOURS: 5570 LANDINGS: 4257

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560762740 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560762740 AP

TECHNICIAN INSPECTOR MAN-HOURS
 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.

REPORT DATE 08/11/94

WORK COMPLIANCE FORM NO.

27.370

AIRCRAFT NO: 368

MODEL: 1124A WESTWIND

CARD NO: 27-11

OPER08

AIRCRAFT REG: N368MD

ISSUED 07-88 REV.

050080+ PHASE B INSPECTION

2929368

WORK DUE AT

* = APU HRS

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

27-039

DATE

HOURS

LANDINGS

CYCLES

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

94223

5566

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 2 YEAR 95

AIRCRAFT HOURS: 5570

LANDINGS: 4257

TECHNICIAN SIGNATURE: _____

[Handwritten Signature]

KIND OF CERTIFICATE & NO: 560762740AP

INSPECTED BY: _____

[Handwritten Signature]

KIND OF CERTIFICATE & NO: 560762740AP

TECHNICIAN INSPECTOR

MAN-HOURS
HRS. THS

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

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.

REPORT DATE 08/11/94

WORK COMPLIANCE FORM NO.

27.440

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 27-14

OPER08

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 01-90

050080+ PHASE B INSPECTION

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WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES
	5566		

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

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 2 YEAR 95 AIRCRAFT HOURS: 5570 LANDINGS: 4251

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767240AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRS.THS

270340 CHECK CABLE TENSION FLIGHT/PASSENGER COMPARTMENT...MM 27-00-00.....

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.

REPORT DATE 08/11/94

WORK COMPLIANCE FORM NO.

35.130

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER08

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050080+ PHASE B INSPECTION

2929368

WORK DUE AT

* = APU HRS

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

DATE

HOURS

LANDINGS

CYCLES

35-010

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

94223

5566

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 2 YEAR 95 AIRCRAFT HOURS: 5570 LANDINGS: 4251

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

TECHNICIAN INSPECTOR MAN-HOURS
HRS.THS

350243 CHECK PASSENGER OXYGEN MASK DROP-OUT...MM 35-00-00.....

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 ERDS 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 30 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 DRIFICE.
 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 08/11/94

WORK COMPLIANCE FORM NO.

35.140

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER08

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050080+ PHASE B INSPECTION

2929368

WORK DUE AT

* = APU HRS

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

35-011

DATE

HOURS

LANDINGS

CYCLES

94223

5566

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 2 YEAR 95 AIRCRAFT HOURS: 5570 LANDINGS: 4251

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

TECHNICIAN INSPECTOR MAN-HOURS
HRG.THS

350163 INSPECT/SERVICE OXYGEN SYSTEM...MM 35-00-00.....

350163

INSPECT/SERVICE OXYGEN SYSTEM

WARNING: DO NOT PERMIT SMOKING OR OPEN FLAME NEAR AIRCRAFT WHILE MAINTENANCE IS BEING PERFORMED ON THE OXYGEN SYSTEM. ENSURE ALL ELECTRICAL POWER IS DISCONNECTED AND THAT THE AIRCRAFT IS PROPERLY GROUNDED. IN ADDITION, OILS, GREASE, AND SOLVENTS MAY BURN OR EXPLODE SPONTANEOUSLY WHEN CONTACTED BY OXYGEN UNDER PRESSURE.

1. INSPECT/SERVICE OXYGEN SYSTEM REGULATOR/REDUCERS, MASK MOUNTED REGULATORS, VALVES, OUTLETS, ANEROID SWITCHES, AUTOMATIC PASSENGER MASK PRESENTATION BOX ASSEMBLIES, HOSES, LINES, AND PORTABLE OXYGEN BOTTLES AS FOLLOWS:
 - A. PERFORM A FUNCTIONAL CHECK OF ALL MOVING COMPONENTS FOR OPERATION AND EXCESSIVE WEAR.
 - B. CHECK SYSTEM LINE PRESSURE.
 - C. VISUALLY CHECK FOR THE PRESENCE OF CONTAMINANTS (OIL, GREASE, DIRT, ETC.).
 - D. VISUALLY INSPECT BOTH LOW AND HIGH-PRESSURE REGULATOR RELIEF MECHANISMS FOR DAMAGE AND TO ENSURE FREEDOM FROM OBSTRUCTION.

- NOTE: 1. HIGH AND LOW-PRESSURE LINES DO NOT REQUIRE ANY SERVICING UNLESS SOME TROUBLE IS INDICATED.
 2. TEST PASSENGER MASK OXYGEN FLOW BY PULLING LANYARD AND REMOVING PIN FROM VALVE. REFER TO 35-20-00, PARA 2.

2. AT ANYTIME UPON NOTIFICATION OF DECAYING CYLINDER PRESSURE WHEN OXYGEN SYSTEM IS IN USE, IMMEDIATELY CHECK THE SYSTEM UNTIL LEAK IS FOUND (USE ONLY LEAK DETECTOR CONFORMING TO MIL-L-25567B).
3. RECORD INSPECTION/SERVICE COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.

REPORT DATE 08/11/94

WORK COMPLIANCE FORM NO.

95.090

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER08

AIRCRAFT REG.: N368MD

050080+ PHASE 8 INSPECTION

2929368

WORK DUE AT

* = APU HRS.

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

95-001

DATE

HOURS

LANDINGS

CYCLES

94223

5566

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 2 YEAR 95 AIRCRAFT HOURS: 5570 LANDINGS: 4251

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 580767740 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 580767740 AP

TECHNICIAN INSPECTOR MAN-HOURS
HRS.THS

950920 SERVICE LETTER WW-2492 HYDRAULIC HOSE INSPECTION...SL WW-2492..... [Signature] [Signature]

REASON: REMIND PERSONNEL OF THE LEAK INSPECTION REQUIREMENTS FOR ALL HYDRAULIC SYSTEM HOSES AND TO PAY SPECIAL ATTENTION TO THOSE THAT CONTAIN A RUBBER LINER MATERIAL (COLOR CODED BY A GREEN EXTERNAL APPEARANCE).

INSTRUCTIONS: ROUTINE INSPECTION SHOULD BE PERFORMED OF ALL HYDRAULIC SYSTEM FLEXIBLE HOSES FOR LEAKAGE OR DETERIORATION IN ACCORDANCE WITH THE REQUIREMENTS OF CHAPTER 5 OR 50 HOUR PHASE INSPECTION PROGRAM. MATERIALS USED IN TEFLON LINED HOSES ARE MORE RESISTANT TO WEAR AND DETERIORATION THAN THE RUBBER LINER HOSES. EITHER TYPE HOSE MAY BE USED OR REPLACEMENT OF DEFECTIVE HOSES, HOWEVER, THE TEFLON LINED HOSES SHOULD PROVIDE EXTENDED SERVICE LIFE.

REFER TO APPLICABLE SERVICE LETTER FOR PROCEDURE.

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

REPORT DATE 08/11/94
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 07-91

WORK COMPLIANCE FORM NO. 21.290A
 CARD NO: 21-7 OPER08
 050080+ PHASE 8 INSPECTION

2929368
 21-030
 94223

WORK DUE AT				* = APU HRS
DATE	HOURS	LANDINGS	CYCLES	
	5566			

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 2 YEAR 95 AIRCRAFT HOURS: 5570 LANDINGS: 34251

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767240AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767240AP

TECHNICIAN INSPECTOR MAN-HOURS
 HRS.THS

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

210681
 CHANGE COOLING TURBINE OIL (REFER TO FIGURE 3 ON CARD 21-7)
 CONSUMABLES: LUBRICANT (MIL-L-23699)

1. THE OIL SHOULD BE DRAINED THROUGH THE DRAIN PORT, ON THE BOTTOM OF THE TURBINE, AND FRESH OIL ADDED TO THE TOP OF THE FILL PORT.

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

MANUFACTURER	MANUFACTURERS DESIGNATION
AMERICAN OIL & SUPPLY CO.	PO TURBINE LUBRICANT 6423, 6700, 3889, 3893, C-3788 OR 9598
BRAY OIL CO.	BRAYCO 899, 89G OR 899M
BURMAN- CASTROL CORP.	CASTROL 5000
EMERY IND., INC.	ENGARD SYNTHESIZED TURBINE LUBRICANT (2952) OR (2949)
EXXON CO.	EXXON/ESSO TURBO OIL 2380
HATCO CHEMICAL CORP.	HATCOL 3211, 3611, 1639 OR 1680
MOBIL OIL CORP.	MOBIL JET OIL II, MOBIL RM-139A, RM-147A, RM-247A, RM-246A, RM-249A, RM-254A OR RM-270A
NYCO INTERNATIONAL	NYCO 599A OR 599B
NYCO S.A.	TURBONYCOIL 599
PVO INTERNATIONAL INC.	STO-5700
ROYCAL LUBRICANTS CO., INC.	ROYCO 899, 899B (D-759-3), 899C(D-758), 899HC, 899E-L, 899R-1 OR 899E-2
SHELL OIL CO.	AERDSHELL TURBINE OIL 500
SHELL INTN'L PETROLEUM CO., LTD.	AERDSHELL TURBINE OIL 500
STAUFFER CHEMICAL CO.	STAUFFER JET II 9624 OR STAUFFER STL E-7306

OPERATOR: ED-WES, INC.

REPORT DATE 08/11/94

WORK COMPLIANCE FORM NO.

21.050A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 21-3

OPER08

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050080+ PHASE 8 INSPECTION

2929368
21-007
94223

WORK DUE AT	DATE	HOURS	* = APU HRS	LANDINGS	CYCLES
		5566			

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

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 2 YEAR 95 AIRCRAFT HOURS: 5570 LANDINGS: 4251

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: A-7 21549M

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 580767240 AD

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

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

210671

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

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

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

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

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

11. REMOVE CHAIN ASSEMBLY AND CAREFULLY REMOVE CONDENSER SUPPORT.

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

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

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

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

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

REPORT DATE 08/11/94
MODEL: 1124A WESTWIND
ISSUED 07-88 REV. 01-92

WORK COMPLIANCE FORM NO. 26.030
CARD NO: 26- 2 OPER08
050080+ PHASE B INSPECTION

Table with columns: WORK DUE AT (DATE, HOURS, LANDINGS, CYCLES), RECORD TIME WORK ACCOMPLISHED FOR EACH TASK, CK CURRENT DUE LIST FOR DUE TIME CHGS, PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 2 YEAR 95 AIRCRAFT HOURS: 5570 LANDINGS: 4251

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: ACP 2154922
INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560267240AP

ONLY THE FOLLOWING WORK IS DUE IN OPER08 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 MM 5-10-00
REASON REMOVED: (CHECK ONE) TECHNICIAN: INSP:
TIME A () FAIL B () WORN C () LOANER D () SCHEDCONV 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:

INSTALLED TSN: HRS LDGS MOS INSTALLED TSO: HRS LDGS MOS

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

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

260176 PART NAME: CABIN PORTABLE EXTINGUISHER MM 5-10-00
REASON REMOVED: (CHECK ONE) TECHNICIAN: INSP:
TIME A () FAIL B () WORN C () LOANER D () SCHEDCONV 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:

INSTALLED TSN: HRS LDGS MOS INSTALLED TSO: HRS LDGS MOS

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

#260181 WEIGHT CHECK CABIN EXTINGUISHER...MM 26-20-00...
R RECORD DATE OF WEIGHT CHECK...
260182 DISCHARGE/OVERHAUL AND REFILL CABIN FIRE EXTINGUISHER...NO REF...
#260183 HYDROSTATIC TEST CABIN FIRE EXTINGUISHER...NO REF...
R RECORD DATE OF HYDROSTATIC TEST...
260184 INSPECT CABIN FIRE EXTINGUISHER...NO REF...
R RECORD DATE OF INSPECTION... HRS LDGS

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

OPERATOR: ED-WES, INC.

REPORT DATE 08/11/94

WORK COMPLIANCE FORM NO.

21.420A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER08

AIRCRAFT REG.: N368MD

ISSUED 08-89 REV. 06-92

050080+ PHASE B INSPECTION

2929368

WORK DUE AT

* = APU HRS.

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

21-027

DATE

HOURS

LANDINGS

CYCLES

94223

5566

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 2 YEAR 95 AIRCRAFT HOURS: 5770 LANDINGS: 4251

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

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

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

R 960078 BIL 1124-21-078 REVISION 1 35 DEGREE TEMP SENSOR...BIL 1124-21-078

R 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.

R EFFECTIVITY: MODEL 1124/1124A WESTWIND, ALL SERIAL NUMBERS.

210622

INSPECT 35 DEGREE DUCT SENSOR

CONSUMABLES: AIR CONDITIONING FREON SPRAY

1. INSPECT ELECTRICAL CONNECTION FOR CORROSION.
2. CLEAN AREA WITH FREON SPRAY ONLY.
3. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.

REPORT DATE 08/11/94

WORK COMPLIANCE FORM NO.

21.490

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER08

AIRCRAFT REG.: N368MD

ISSUED 08-90 REV.

050080+ PHASE B INSPECTION

2929368

WORK DUE AT

* = APU HRS

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

21-046

DATE

HOURS

LANDINGS

CYCLES

94223

5566

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 2 YEAR 95 AIRCRAFT HOURS: 5570 LANDINGS: 4257

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740 AD

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AD

TECHNICIAN INSPECTOR MAN-HOURS
HRS.THS

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

210290

CHECK AIR CONDITIONING DUCTING AND TUBING

TEXT FROM MM 5-20-05/PHASE 2, 8

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
[Signature]

OPERATOR: ED-WES, INC.

REPORT DATE 08/11/94

WORK COMPLIANCE FORM NO.

21.500

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER08

AIRCRAFT REG.: N368MD

ISSUED 08-90 REV.

050080+ PHASE B INSPECTION

2929368

WORK DUE AT

* = APU HRS.

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

21-047

DATE

HOURS

LANDINGS

CYCLES

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

94223

5566

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 2 YEAR 95 AIRCRAFT HOURS: 5570 LANDINGS: 4251

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

TECHNICIAN INSPECTOR MAN-HOURS
HRS.THS

R 210102 VISUALLY INSPECT LEFT BLEED SWITCHING VALVE..... [Signature] [Signature]

R 210112 VISUALLY INSPECT RIGHT BLEED SWITCHING VALVE..... [Signature] [Signature]

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

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

REPORT DATE 08/11/94
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 24.070
 OPER08
 050080+ PHASE 8 INSPECTION

2929368
 24-008
 94223

WORK DUE AT		* - APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
	3566		

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 2 YEAR 95 AIRCRAFT HOURS: 5170 LANDINGS: 4251

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740 AD

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AD

TECHNICIAN	INSPECTOR	MAN-HOURS
		HRS.THS

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

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 08/11/94

WORK COMPLIANCE FORM NO.

27.130

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER08

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050080+ PHASE 8 INSPECTION

2929368

WORK DUE AT

* = APU HRS

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

27-013

DATE

HOURS

LANDINGS

CYCLES

94223

5566

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 2 YEAR 95 AIRCRAFT HOURS: 5570 LANDINGS: 4257

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

TECHNICIAN INSPECTOR MAN-HOURS
HRS.THS

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

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.

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

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

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

OPERATOR: ED-WES, INC.

REPORT DATE 08/11/94

WORK COMPLIANCE FORM NO.

28.010A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER08

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 02-92

050080+ PHASE 8 INSPECTION

2929368
28-011
94223

WORK DUE AT

* = APU HRS

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

DATE

HOURS

LANDINGS

CYCLES

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 2 YEAR 95 AIRCRAFT HOURS: 5570 LANDINGS: 4251

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740AD

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AD

TECHNICIAN INSPECTOR MAN-HOURS
HRS.THS

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

281150

R CHECK OPERATION OF FUEL BOOST PUMPS

- R 1. PLACE L SHUTOFF AND R SHUTOFF SWITCHES IN CLOSE POSITION. OBSERVE IN TRAN LIGHTS INDICATING CLOSING.
- R 2. PLACE BOTH LEFT AND RIGHT BOOST PUMP SWITCHES IN MAIN POSITION. OBSERVE FUEL PRESS LOW WARNING LIGHTS REMAIN ON AND ALT BOOST PUMP ON LIGHTS COME ON.
- R 3. PLACE BOTH L SHUTOFF AND R SHUTOFF SWITCHES IN OPEN POSITION. OBSERVE IN TRAN LIGHT INDICATING OPENING AND FUEL PRESS LOW LIGHTS GO OUT.
- R 4. PULL BOTH LEFT AND RIGHT ALT BOOST PUMP CIRCUIT BREAKERS. OBSERVE ALT BOOST PUMP ON LIGHTS GO OUT AND FUEL PRESS LOW LIGHTS REMAIN OUT.
- R 5. PLACE BOTH LEFT AND BOOST PUMP SWITCHES IN OFF POSITION. OBSERVE FUEL PRESS LOW LIGHTS COME ON.
6. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.

REPORT DATE 08/11/94

WORK COMPLIANCE FORM NO.

52.010A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 52- 1

OPER08

AIRCRAFT REG.: N368ND

ISSUED 07-88 REV.

050080+ PHASE B INSPECTION

2929368

WORK DUE AT

* - APU HRS.

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

52-002

DATE

HOURS

LANDINGS

CYCLES

94223

5566

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 2 YEAR 95 AIRCRAFT HOURS: 5570 LANDINGS: 4257

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

TECHNICIAN INSPECTOR MAN-HOURS
HRS.THS

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

520106

INSPECT/LUBRICATE CABIN ENTRANCE DOOR (REFER TO FIGURE 2 ON CARD 52-1)

CONSUMABLES: SILICONE LUBRICANT, LUBRICATING OIL MIL-L-7820A

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

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

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

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

REPORT DATE 08/11/94
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 03-91

WORK COMPLIANCE FORM NO. 35.070A
 OPER08
 050080+ PHASE B INSPECTION

2929368
 35-007
 94223

WORK DUE AT	* = APU HRS.		
DATE	HOURS	LANDINGS	CYCLES
	5566		

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

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 2 YEAR 95 AIRCRAFT HOURS: 5570 LANDINGS: 4251

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

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

R 350166 CHECK PILOT'S OXYGEN MASK...MM 35-00-00.....
 R 350169 CHECK COPILOT'S OXYGEN MASK...MM 35-00-00.....

350166, 350169

R CHECK 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.

- R
4. CHECK TUBING CLAMP FOR SECURITY OF INSTALLATION, CRACKS, AND DISTORTION.
 5. CHECK TUBING FOR CRACKS AND KINKS.
 6. CHECK HEAD STRAP FOR CORRODED OR DISTORTED CLIPS, ELASTICITY, CLEANLINESS, AND SECURITY OF INSTALLATION.

R NOTE: THE FOLLOWING APPLIES TO ERDS MASKS ONLY.

- R 7. OPEN OXYGEN SUPPLY SHUTOFF VALVE.
- R 8. REMOVE MASK-REGULATOR FROM STORAGE CUP, DEPRESS HARNESS INFLATION CONTROL (RED EARS). HARNESS SHOULD INFLATE.
- R 9. PLACE THE MASK-REGULATOR ON THE HEAD PER NORMAL OPERATION.
- R 10. CHECK FOR OXYGEN DEMAND FLOW BY BREATHING WITH THE REGULATOR IN "M" (DILUTION) AND THEN IN 100% POSITION.
- R 11. ROTATE EMERGENCY KNOB IN THE DIRECTION OF ARROW AND CHECK FOR CONSTANT FLOW. TAKE A FEW BREATHS. BREATHING SHOULD BE FREE AND UNRESTRICTED. RETURN KNOB TO NORMAL POSITION.
- R 12. TEST THE MICROPHONE USING NORMAL OPERATING PROCEDURES.
- R 13. MOMENTARILY PRESS TO TEST EMERGENCY KNOB AND OBSERVE FOR FREE AND UNRESTRICTED CONSTANT FLOW.
- R 14. STOW MASK-REGULATOR IN STORAGE CUP. MAKE SURE THE HARNESS IS PROPERLY POSITIONED BEHIND THE FACE-PIECE AND THE MASK-REGULATOR IS FULLY SEATED WITHIN THE STORAGE CUP.
- R 15. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.

REPORT DATE 08/11/94

WORK COMPLIANCE FORM NO.

52.010B

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER08

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050080+ PHASE 8 INSPECTION

2929368

WORK DUE AT

* = APU HRS

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

52-003
94223

DATE	HOURS	LANDINGS	CYCLES
	5566		

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 2 YEAR 95 AIRCRAFT HOURS: 5570 LANDINGS: 4257

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

TECHNICIAN INSPECTOR MAN-HOURS
HRS.THS

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

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 08/11/94

WORK COMPLIANCE FORM NO.

32.350A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 32- 9

OPER08

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 08-90

050080+ PHASE 8 INSPECTION

2929368

WORK DUE AT

* = APU HRS

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

DATE

HOURS

LANDINGS

CYCLES

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

32-044
94223

5566

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 2 YEAR 95 AIRCRAFT HOURS: 5570 LANDINGS: 4257

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

TECHNICIAN INSPECTOR MAN-HOURS
HRS.THS

R 321616 CHECK LANDING GEAR EMERGENCY SYSTEM PRESSURE...12-10-04.....
321616

NOTE: THE FOLLOWING ADDITIONAL MCF(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 8.

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 LOOSENED 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 LOOSENED 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.
 AIRCRAFT NO.: 368
 AIRCRAFT REG.: N368MD

REPORT DATE 08/11/94
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 27.150A
 CARD NO: 27-3 OPER08
 050080+ PHASE B INSPECTION

2929368
 27-016
 94223

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES
	5566		

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

CK CURRENT DUE LIST FOR DUE TIME CHGB PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 2 YEAR 95 AIRCRAFT HOURS: 5570 LANDINGS: 4251

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

TECHNICIAN	INSPECTOR	MAN-HOURS
		HRS.THS

270193 INSPECT LEFT ELEVATOR SKIN SEPARATION...MM 27-30-00..... [Signature] [Signature]

270203 INSPECT RIGHT ELEVATOR SKIN SEPARATION...MM 27-30-00..... [Signature] [Signature]

270193, 270203

INSPECT ELEVATOR SEPARATION OF SKIN (REFER TO FIGURES 1 AND 2 ON CARD 27-3)

NOTE: THE PURPOSE OF THIS INSPECTION IS TO DETERMINE IF ANY SEPARATION OF UPPER AND LOWER SKIN AND HONEY-COMB CORE HAS OCCURED AND IF SO WHETHER THE LOCATION AND EXTENT OF SEPARATION ARE WITHIN SAFE LIMITS FOR CONTINUED OPERATION.

1. VISUALLY INSPECT UPPER AND LOWER SURFACE OF ELEVATORS FOR LOCAL BULGING OR LOOSENESS OF SKINS. EVIDENCE OF SEPARATION MAY BE VERIFIED IF THE SKIN MOVES UNDER LIGHT FINGER PRESSURE.
2. IF AN ELEVATOR APPEARS SOUND UPON VISUAL INSPECTION, CARRY OUT THE FOLLOWING: A TAP TEST ON BOTH UPPER AND LOWER SURFACES. IF THE TAP DISCLOSED SEPARATED AREAS BEYOND THE LIMITS GIVEN IN FIGURE 2, REPLACE THE ELEVATOR.
 - A. TAP TESTING IS TO BE PERFORMED BY LIGHTLY TAPPING THE SKIN WITH A FIFTY CENT COIN OR EQUIVALENT AND COMPARING THE SOUND AT ADJACENT LOCATIONS. SEPARATION BETWEEN SKIN AND HONEY-COMB CORE CAN READILY BE IDENTIFIED BY A HOLLOW SOUND PRODUCED BY TAPPING AS COMPARED TO THE RESPONSE AT SOLIDLY BONDED AREAS. TAPPING SHOULD BE DONE ALONG LINES PARALLEL TO THE TRAILING EDGE AT INTERVALS OF ABOUT ONE INCH, ADVANCING ABOUT 0.75 INCH BETWEEN TAPS. A RATE OF TAPPING OF ABOUT TWO TAPS PER SECOND IS DESIRABLE FOR COMPARING SOUNDS.

CAUTION: IF THE TAP TEST DISCLOSED SEPARATE AREAS WHICH DO NOT EXCEED THE LIMITATIONS GIVEN IN FIGURE 2, THE PART MAY CONTINUE IN SERVICE PROVIDING THE ELEVATOR IS REINSPECTED EVERY 25 HOURS WITH THE EXTENT AND LOCATION OF SEPARATION MAPPED OUT AND RECORDED EACH TIME THIS INSPECTION IS CARRIED OUT. ANYTIME THE LIMITS IN FIGURE 2 ARE EXCEEDED, THE ELEVATOR IS CONSIDERED UNAIRWORTHY AND MUST BE REPLACED, OR REMOVED FOR REPAIR.

3. LIMITS OF TOLERABLE SEPARATION BETWEEN SKIN AND HONEY-COMB CORE (FIGURES 1 AND 2):
 - A. LIMITS APPLY TO BOTH TOP AND BOTTOM SKINS INDIVIDUALLY.
 - B. ZONE A - LIMITS FOR AREA AROUND HINGE POINTS (FIGURES 1 AND 2).
 - C. ZONE B - LIMITS FOR REMAINING AREA (FIGURES 1 AND 2).
4. MAKE APPROPRIATE ENTRY IN PERMANENT MAINTENANCE RECORDS AS FOLLOWS: MAINTENANCE MANUAL 27-30-00 ENTITLED FLIGHT CONTROLS - SEPARATION OF SKIN FROM HONEY-COMB CORE, ACCOMPLISH (DATED) AT (AIRCRAFT HOURS) (RECORD CONDITION PER EXAMPLES, AS APPLICABLE) ENTER IN LOG BOOK MARKED UP MAPCOPY OF FIGURE 2.
5. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.

REPORT DATE 08/11/94

WORK COMPLIANCE FORM NO.

21.040A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 21- 2

OPER08

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 07-91

050080+ PHASE 8 INSPECTION

2929368
21-005
94223

WORK DUE AT DATE	HOURS	APU HRS. LANDINGS	CYCLES
	5566		

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 2 YEAR 95 AIRCRAFT HOURS: 5570 LANDINGS: 9251

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560262740 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560262740 AP

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
210191 INSPECT/CLEAN NORMAL OUTFLOW VALVE...MN 21-30-00.....	[Signature]	[Signature]	
210201 INSPECT/CLEAN SAFETY OUTFLOW VALVE...MN 21-30-00.....	[Signature]	[Signature]	

210191, 210201			

R NOTE: THE FOLLOWING ADDITIONAL WCF(S) MAY BE REQUIRED TO PERFORM THIS TASK 21.030.

INSPECT/CLEAN OUTFLOW VALVE (REFER TO ILLUSTRATION ON CARD 21-2)

EQUIPMENT/CONSUMABLES: GASKET P/N 5783111-15, CLEANING SOLVENT PD-680, SAFETY WIRE

1. REMOVE CABIN FURNISHINGS AND INTERIOR FITTINGS AS REQUIRED TO GAIN ACCESS TO CABIN FLOOR ACCESS PANEL BETWEEN STATIONS 98.76 AND 117.18.
2. REMOVE FLOOR ACCESS PANEL.
3. REMOVE CLAMPS AND REMOVE AIR CONDITIONING DUCT ABOVE SAFETY VALVE.
4. DISCONNECT AND CAP TUBING FROM SAFETY VALVE.
5. REMOVE SCREWS SECURING EXTERIOR SAFETY VALVE FAIRING TO VALVE FROM LOWER FUSELAGE.
6. REMOVE SAFETY WIRE AND ATTACHING BOLTS AND WITHDRAW VALVE, TAKING CARE NOT TO DAMAGE RUBBER DIAPHRAGM.
7. COMPRESS THE POPPET VALVE BY PLACING EQUAL FORCE ON OPPOSITE SIDES OF VALVE TO EXPOSE THE VALVE LIP AND SEAT. CAREFULLY WIPE THESE TWO SURFACES WITH A CLEAN CLOTH MOISTENED IN PD-680 CLEANING SOLVENT.
8. INSPECT SAFETY VALVE FOR CONDITION.
- R 9. ENSURE VALVES ARE FREE OF NICOTINE AND CONTAMINATION AND OPENINGS ARE CLEAN. INSTALL NEW VALVE GASKET R P/N 5783111-15 ONTO VALVE.
10. INSTALL SAFETY VALVE AND SECURE WITH ATTACHING BOLTS. TORQUE BOLTS UNTIL GASKET IS COMPRESSED TO 25 PERCENT OF ORIGINAL THICKNESS. SAFETYWIRE ATTACHING BOLTS.
11. INSTALL EXTERIOR OUTFLOW VALVE FAIRING ON LOWER FUSELAGE. SECURE WITH SCREWS.
12. REMOVE CAPS AND CONNECT TUBING TO VALVE.
13. INSTALL AIR CONDITIONING DUCT ABOVE SAFETY VALVE.
14. PERFORM PRESSURIZATION SYSTEM CHECK, REFER TO WORK COMPLIANCE FORM 21.030.
15. INSTALL FLOOR ACCESS PANEL AND CABIN FURNISHINGS AND INTERIOR.
16. RECORD CLEANING/INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.

REPORT DATE 08/11/94

WORK COMPLIANCE FORM NO. 30.140

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 30-5 OPER08

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050080+ PHASE B INSPECTION

2929368
30-015
94223

WORK DUE AT				* = APU HRS
DATE	HOURS	LANDINGS	CYCLES	
	5566			

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 3 DAY 2 YEAR 95 AIRCRAFT HOURS: 5720 LANDINGS: 4257

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
(300147) () INSPECT PILOT WINDSHIELD CYCLING CONTACTOR...NM 30-40-00.....	<u>[Signature]</u>	<u>[Signature]</u>	<u>15</u>
910361 SB 1124-30-036 PART II			
HAS P/N 7264-4654 WCC (MFG LEACH) BEEN INSTALLED? YES ___ NO <u>✓</u>			
(300150) () INSPECT COPILOT WINDSHIELD CYCLING CONTACTOR...NM 30-40-00.....	<u>[Signature]</u>	<u>[Signature]</u>	<u>17</u>
910361 SB 1124-30-036 PART II			
HAS P/N 7264-4654 WCC (MFG LEACH) BEEN INSTALLED? YES ___ NO <u>✓</u>			

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

- R 1. GAIN ACCESS TO BOTH DC CONTACTOR BOXES AND REMOVE THEIR COVERS (REFER TO ILLUSTRATION).
- R 2. VISUALLY INSPECT CONTACTOR WIRING FOR EVIDENCE OF OVERHEATING. WIRING THAT HAS BEEN OVERHEATED SHOULD BE REPLACED.
- R 3. APPLY EXTERNAL POWER TO THE AIRCRAFT AND TO OPERATE THE WINDSHIELD HEAT SYSTEM ON "HI".

R NOTE: IF OUTSIDE AIR TEMPERATURE IS OVER 100 DEGREES F, POUR WATER ON WINDSHIELD.

- R 4. CONNECT A SENSITIVE VOLTMETER ACROSS WINDSHIELD CYCLING CONTACTOR TERMINALS A1 AND A2. SET METER TO 1 VOLT SCALE.
- R 5. WHEN CONTACTOR IS CLOSED, THE VOLTAGE DROP SHOULD NOT EXCEED 0.2 VOLTS. IF VOLTAGE DROP EXCEEDS 0.2 VOLTS, OR IF THE CONTACTOR SHOWS EVIDENCE OF EXCESSIVE HEATING, REPLACE THE CONTACTORS WITH LEACH P/N 7264-4654 OR CUTLER HAMMER P/N 6041H243.
- R 6. REINSTALL DC CONTACTOR BOX COVERS AND RETURN AIRCRAFT TO SERVICE.
- R 7. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.

REPORT DATE 11/10/94

WORK COMPLIANCE FORM NO.

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER09

AIRCRAFT REG.: N368ND

050090+ PHASE 9 INSPECTION

2929368

WORK DUE AT

* = APU HRS.

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

DATE

HOURS

LANDINGS

CYCLES

94314

5616

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

050090+ PHASE 9 INSPECTION

CODE NO.	UCF 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
055090+	05.090	PHASE 9-AREA TEXT PHASE 9	4, 14, 95	5618	4287	---	<i>[Signature]</i>	<i>[Signature]</i>	
240121+	24.010A 24- 1	CK L START/GEN BR WEAR/TN NM 80-10-10	4, 14, 95	5618	4287	---	<i>[Signature]</i>	<i>[Signature]</i>	.5
240131+	24.010A 24- 1	CK R START/GEN BR WEAR/TN NM 80-10-10	4, 14, 95	5618	4287	---	<i>[Signature]</i>	<i>[Signature]</i>	.5
270238+	27.200A 27- 6	INSPECT LEFT FLAP NM 27-50-00	4, 14, 95	5618	4287	---	<i>[Signature]</i>	<i>[Signature]</i>	.5
270243+	27.200A 27- 6	INSPECT RIGHT FLAP NM 27-50-00	4, 14, 95	5618	4287	---	<i>[Signature]</i>	<i>[Signature]</i>	.5
270237+	27.200B 27- 6	INSP L FLAP VANE NM 27-50-00	4, 14, 95	5618	4287	---	<i>[Signature]</i>	<i>[Signature]</i>	
270247+	27.200B 27- 6	INSP R FLAP VANE NM 27-50-00	4, 14, 95	5618	4287	---	<i>[Signature]</i>	<i>[Signature]</i>	
270240+	27.510 27-50-00	INS L FLAP HING/BRG 150HR NM 27-50-00	4, 14, 95	5618	4287	---	<i>[Signature]</i>	<i>[Signature]</i>	
270242+	27.510 27-50-00	INS R FLAP HING/BRG 150HR NM 27-50-00	4, 14, 95	5618	4287	---	<i>[Signature]</i>	<i>[Signature]</i>	
290143+	29.120A 29- 5	INS/LUB L HYD PUMP SPLINE NM 05-20-07	4, 14, 95	5618	4287	---	<i>[Signature]</i>	<i>[Signature]</i>	1.0
290178+	29.120A 29- 5	INS/LUB R HYD PUMP SPLINE NM 05-20-07	4, 14, 95	5618	4287	---	<i>[Signature]</i>	<i>[Signature]</i>	1.0
710650+	71.070 71- 5	INSP LEFT INLET MACELLE NM 54-00-00	4, 14, 95	5618	4287	---	<i>[Signature]</i>	<i>[Signature]</i>	
713650+	71.070 71- 5	INSP RIGHT INLET MACELLE NM 54-00-00	4, 14, 95	5618	4287	---	<i>[Signature]</i>	<i>[Signature]</i>	
770110	770110	CLEAN PT2 T2 CONNECTORS CUSTOMER CODE	4, 14, 95	5618	4287	---	<i>[Signature]</i>	<i>[Signature]</i>	
790116+	79.100 ()	SOAP CHECK L ENGINE SM 72-00-00	4, 14, 95	5618	4287	---	<i>[Signature]</i>	<i>[Signature]</i>	1.0
791616+	79.100 ()	SOAP CHECK R ENGINE SM 72-00-00	4, 14, 95	5618	4287	---	<i>[Signature]</i>	<i>[Signature]</i>	1.0
790126+	79.120 79-11	INSP L ENG CHIP DETECTOR SM 72-00-00	4, 14, 95	5618	4287	---	<i>[Signature]</i>	<i>[Signature]</i>	
791626+	79.120 79-11	INSP R ENG CHIP DETECTOR SM 72-00-00	4, 14, 95	5618	4287	---	<i>[Signature]</i>	<i>[Signature]</i>	
950920 ()	95.090	SL MW-2492 HYD HOSE INSP SL MW-2492	4, 14, 95	5618	4287	---	<i>[Signature]</i>	<i>[Signature]</i>	

TOTAL ESTIMATED MAN-HOURS 5.5

CONTINUED

OPERATOR: ED-MES, INC.

REPORT DATE 11/10/94

WORK COMPLIANCE FORM NO.

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

(CONTINUED)

OPER09

AIRCRAFT REG.: N368MD

050090+ PHASE 9 INSPECTION

2929368

WORK DUE AT * = APU HRS

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

DATE

HOURS

LANDINGS

CYCLES

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 2

94314

5616

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 MANUFACTURERS INSPECTION PROGRAM FOR:

ED-MES, INC.

1124A WESTWIND

368

N368MD

OWNER/OPERATOR

AIRCRAFT MAKE

AIRCRAFT MODEL

A/C 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. _____

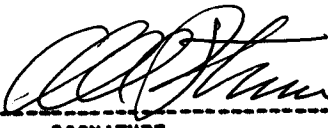
050090+ PHASE 9 INSPECTION COMPLETED.

4.14.95
MO/ DAY/YR

5618
AIRCRAFT HOURS

4287
LANDINGS

HRS.TMS


SIGNATURE

568767740
CERTIFICATE NUMBER

AIP
KIND OF CERTIFICATE

OPERATOR: **ED-MES, INC.**

REPORT DATE **11/10/94**

WORK COMPLIANCE FORM NO.

05.090

AIRCRAFT NO.: **368**

MODEL: **1124A WESTWIND**

OPER09

AIRCRAFT REG.: **N368ND**

ISSUED **07-91** REV. **12-92**

050090+ PHASE 9 INSPECTION

2929368
05-090
94314

WORK DUE AT			
DATE	HOURS	LANDINGS	CYCLES
	5616		

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE **1**

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 14 YEAR 95 AIRCRAFT HOURS: 5618 LANDINGS: 4287

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

TECHNICIAN INSPECTOR MAN-HOURS
HRS.THS

053090 PHASE 9-AREA TEXT - WING, ENGINES, MACELLES AND PYLONS, THRUST REVERBER, AUXILIARY (LONG RANGE) FUEL.

053090 PHASE 9 - AREA TEXT - WING, ENGINES, MACELLES AND PYLONS, THRUST REVERBER, AUXILIARY (LONG RANGE) FUEL MECH INSP
TEXT FROM 50 HOUR PHASE 9 INSPECTION

1. GENERAL

NOTE: IGNITION, STARTER, FUEL CONTROLLER, GEAR POSITION, FLAP CONTROL, THRUST REVERBER, ICE PROTECTION, EMERGENCY HYDRAULIC PUMP, FIRE EXTINGUISHER, PROBE HEAT, ADA AND PITOT HEAT CIRCUIT BREAKERS SHOULD BE PULLED PRIOR TO START OF INSPECTION.

RECORD ALL PILOT SQUAWKS AND INSPECTION DISCREPANCIES ON THE APPROPRIATE AIRCRAFT FORM.

- A. CHECK THAT A PREFLIGHT CHECK HAS BEEN MADE.
- B. CHECK THAT ALL APPLICABLE FAA AIRWORTHINESS DIRECTIVES ARE COMPLIED WITH.
- C. REVIEW MANUFACTURER'S SERVICE DATA FOR APPLICABILITY.
- D. CHECK THAT ALL AIRCRAFT DOCUMENTS ARE CURRENT AND IN ORDER BEFORE RELEASE OF AIRCRAFT.
- E. CHECK REPLACEMENT AND OVERHAUL SCHEDULE FOR APPLICABILITY.
- F. CHECK CALENDER/SPECIAL INSPECTION ITEMS FOR APPLICABILITY.
- G. ALL STEPS A. THROUGH F. COMPLIED WITH.

	LH		RH	
	MECH	INSP	MECH	INSP

2. WING

- A. WING FLAP - GENERAL CONDITION, SECURITY AND CRACKS.
 - (1) SKIN - RIVETS.
 - (2) ATTACH POINTS.
 - (A) INSPECT BONDING JUMPERS FOR CONDITION, FRAYING AND SECURITY.
 - (3) FLEXIBLE DRIVE SHAFTS.
 - (A) COUPLING NUTS SECURITY, ROUTING, FREEPLAY AND STRUCTURE CLEARANCE.
 - (4) ACTUATING JACKS - ATTACH POINTS, ELECTRICAL CONNECTIONS, RIGGING, MICROSWITCH SLIDER.
 - (5) FLAP POSITION TRANSMITTER POTENTIOMETER - ATTACH POINTS, ELECTRICAL CONNECTION.
- B. AILERON - GENERAL CONDITION AND SECURITY.
 - (1) SKIN - RIVETS.
 - (2) TORQUE TRANSFER TUBES - ATTACH POINTS, SAFETY AND EXTERIOR FOR CORROSION.
 - (3) AILERON TRIM TABS TO ACTUATOR - ATTACH POINTS - ELECTRICAL CONNECTIONS.
 - (4) AILERON HINGE POINTS
 - (A) CHECK ALL BEARINGS FOR LOOSENESS, ROUGHNESS, SAFETY AND GENERAL CONDITION.
 - (B) INSPECT BONDING JUMPERS FOR CONDITION, FRAYING AND SECURITY.
 - (5) LUBRICATE PUSH-PULL TUBE ROLLER GUIDE BUSHINGS WITH LPS-3 OR EQUIVALENT.
 - (6) LUBRICATE TRIM TAB AND SERVO TAB HINGES FROM THE INSIDE WITH LPS-3 OR EQUIVALENT.
 - (7) AILERON BELLCRANK - CHECK THAT TRAVEL STOPS MAKE CONTACT IN BOTH DIRECTIONS OF FULL TRAVEL - ATTACH POINTS, AND SAFETY.
 - (8) STATIC DISCHARGE WICKS - REFER TO 23-60-00, MAINTENANCE PRACTICES FOR:
 - (A) CONDITION AND SECURITY.
- C. NON-ICING FUEL VENT - OBSTRUCTION, FUEL LEAKAGE.
- D. TIP TANK.

<u>[Handwritten]</u>	<u>[Handwritten]</u>	<u>[Handwritten]</u>	<u>[Handwritten]</u>	<u>[Handwritten]</u>
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OPERATOR: ED-MES, INC.

REPORT DATE 11/10/94

WORK COMPLIANCE FORM NO.

29.120A

AIRCRAFT NO.: 348

MODEL: 1124A WESTWIND

CARD NO: 29-5

OPER09

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 08-90

050090+ PHASE 9 INSPECTION

2929368
29-016
94314

WORK DUE AT	* = APU HRS		
DATE	HOURS	LANDINGS	CYCLES
	3616		

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 14 YEAR 95 AIRCRAFT HOURS: 5618 LANDINGS: 4287

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

TECHNICIAN	INSPECTOR	MAN-HOURS
		HRB.THS
<u>[Signature]</u>	<u>[Signature]</u>	

290143 INSPECTION/LUBRICATION LEFT HYDRAULIC PUMP SPLINES...SM 72-00-00.....

290178 INSPECTION/LUBRICATION RIGHT HYDRAULIC PUMP SPLINES...SM 72-00-00.....

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

- ENGAGE ELECTRICAL POWER SUPPLY AND ENSURE FIRE EXT LH AND RH AND HYD SHUTOFF LH AND RH CIRCUIT BREAKERS ARE ENGAGED.
- PUSH THE LEFT-HAND OR RIGHT-HAND FIRE BUTTON SWITCH (RED AND GUARDED). THE BUTTON WILL STAY IN.
- THE HYDRAULIC SHUTOFF VALVE WILL CLOSE.
- DISENGAGE THE LH OR RH HYD SHUTOFF CIRCUIT BREAKER (2 AMP).
- RELEASE THE LEFT-HAND OR RIGHT-HAND FIRE BUTTON SWITCH.
- DISENGAGE THE LR OR RH FIRE EXT CIRCUIT BREAKER (7-1/2 AMP).
- RELEASE MAIN AND EMERGENCY HYDRAULIC PRESSURE.
- RELEASE HYDRAULIC RESERVOIR AIR PRESSURE.
- OPEN ENGINE SIDE COUL.

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.

- DISCONNECT AND CAP HYDRAULIC FLUID SUPPLY AND HYDRAULIC PRESSURE LINES AT PUMP ELBOW FITTINGS.
- REMOVE PUMP RETAINING NUTS, WASHERS, BONDING STRIP AND PRESSURE FUEL SWITCH MOUNTING BRACKET.
- REMOVE PUMP AND PUMP GASKET FROM MOUNTING PAD.
- 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.

- CLEAN DRIVE SPLINES ON HYDRAULIC PUMP AND MATING SPLINES ON ACCESSORY DRIVE GEARBOX WITH SOLVENT (FEDERAL SPECIFICATION PD-680, TYPE I).
- DRY CLEAN DRIVE SPLINES USING A DIRECTED AIR BLAST OF CLEAN COMPRESSED AIR.
- 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.
- PACK CAVITY OF HYDRAULIC PUMP DRIVE SPLINE OF FORWARD FACE OF ACCESSORY DRIVE GEARBOX WITH ONE OF THE FOLLOWING LUBRICANTS.
 - GREASE (AEROSHELL 17 (MIL-G-21164))
 - GREASE (AEROSHELL 22 (MIL-G-81322))

OPERATOR: ED-MES, INC.

REPORT DATE 11/10/94

WORK COMPLIANCE FORM NO.

71.070

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 71-5

OPER09

AIRCRAFT REG.: N368ND

ISSUED 12-92 REV. 04-93

050090+ PHASE 9 INSPECTION

2929368
71-007
94314

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES
	5616		

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 14 YEAR 95 AIRCRAFT HOURS: 5618 LANDINGS: 4287

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767240 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767240 AS

TECHNICIAN	INSPECTOR	MAN-HOURS
		HRB.THS

710650 INSPECT LEFT INLET MACELLE...NM 54-00-00.....

713650 INSPECT RIGHT INLET MACELLE...NM 54-00-00.....

710650, 713650

R INSPECT INLET MACELLE (REFER TO FIGURES 1, 2 AND 3 ON CARD 71-5)

R NOTE: THREE DIFFERENT P/N INLET MACELLES MAY BE INSTALLED. INSPECTION, DISCREPANCY DISPOSITION AND REPAIRS MAY VARY FOR DIFFERENT P/N'S AS INDICATED.

R 1. INSPECT ENTIRE INNER AIR PASSAGE AREA FOR LOOSE OR MISSING RIVETS. (FIGURE 1)

R NOTE: A DARK MARK OR STAIN ORIGINATING FROM THE RIVET HEAD WILL INDICATE EITHER A LOOSE RIVET, OR A RIVET WHOSE HEAD IS ABOVE OR BELOW THE SURFACE. DO NOT CLEAR STREAKS UNTIL ALL SUSPECT RIVETS ARE CHECKED AS FOLLOWS:

- R A. PRESS SUSPECT RIVET WITH THUMBNAIL OR TOOL SUCH AS AN AML TO DETERMINE IF THERE IS ANY RELATIVE MOTION OR ROTATION BETWEEN RIVET AND SKIN.
- R B. DIRECT FLASHLIGHT ON RIVET HEAD AND APPLY DOWNWARD PRESSURE WITH AML FIRST AT CENTER OF RIVET HEAD AND THEN AT A MINIMUM OF THREE POINTS NEAR PERIPHERY. OBSERVE FOR ANY MOTION.
- R C. MARK ALL LOOSE RIVETS WITH GREASE PENCIL AND RECORD RESULTS.

R NOTE: DO NOT ATTEMPT TO REPLACE LOOSE OR MISSING RIVETS.

R 2. INSPECT ENTIRE INNER AIR PASSAGE AREA FOR CRACKS AND CORROSION. MEASURE AND RECORD ANY CRACKS FOUND.

R 3. INSPECT INLET MACELLE FIREWALL BULKHEAD AT AFT SIDE OF INLET MACELLE (ENG. STA. 177.87) FOR CRACKS AROUND ENTIRE CIRCUMFERENCE OF BULKHEAD.

R 4. FOR INLET MACELLE P/N F10A-5-B20201 ONLY.

- R A. WITH BORESCOPE INSERTED THROUGH VENT HOLES IN AFT END OF INLET MACELLE, INSPECT MIDFRAMES FOR CRACKS, WITH PARTICULAR ATTENTION FOR CRACKS BETWEEN RIVETS AND FROM RIVETS TO FLANGE BEND RADIUS. THE PATH BORESCOPE INSERTION IS SHOWN BY HEAVY DASH LINES IN FIGURE 3.

R NOTE: TO INSPECT LOWER CENTER FLANGE, INSERT BORESCOPE THROUGH LIGHTENING HOLES IN FORE/AFT FRAMES.

R B. RECORD ANY CRACKS IN MIDFRAMES

R 5. AFTER INSPECTION IS COMPLETE AND ALL DISCREPANCIES RECORDED, REFER TO STEPS BELOW FOR LIMITATIONS AND DISPOSITION OF DAMAGED INLET MACELLES.

R DISCREPANCY

DISPOSITION

R A. LOOSE OR MISSING RIVETS IN LEADING
R EDGE (D RING)

CAUTION: FOR INLET MACELLE P/N F10A-5-B20201, REPLACEMENT OR RIVETS IN LEADING EDGE (D RING) IS NOT PERMITTED DUE TO INLET SKIN THICKNESS.

(1) FOR INLET MACELLES P/N F10A-5-B50201 AND F10A-5-RDB50201 ONLY, LEADING EDGE (D RING) RIVETS SHOULD BE REPLACED PRIOR TO FURTHER FLIGHT DUE TO POSSIBILITY OF INGESTING A RIVET INTO ENGINE. REFER TO 54-30-00 REPAIRS.

OPERATOR: ED-WES, INC.
 AIRCRAFT NO.: 368
 AIRCRAFT REG.: N368MD

REPORT DATE 11/10/94
 MODEL: 1124A WESTWIND

WORK COMPLIANCE FORM NO. 770110
 OPER09

050090+ PHASE 9 INSPECTION

2929368
 00-CBT
 94314

WORK DUE AT		* = APU HRS		
DATE	HOURS	LANDINGS	CYCLES	
	5616			

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 14 YEAR 95 AIRCRAFT HOURS: 5618 LANDINGS: 4287

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

 770110 CLEAN PT2 T2 CONNECTORS.....CUSTOMER CODE.....

TECHNICIAN	INSPECTOR	MAN-HOURS
<u>[Signature]</u>	<u>[Signature]</u>	
		HRB.THS

FORM ADDED BY CUSTOMER REQUEST. REFER TO APPROPRIATE MANUAL FOR PROCEDURE(S).

OPERATOR: ED-WES, INC.
 AIRCRAFT NO.: 368
 AIRCRAFT REG.: N368MD

REPORT DATE 11/10/94
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 01-89

WORK COMPLIANCE FORM NO. 79.100
 OPER09
 050090+ PHASE 9 INSPECTION

2929368	WORK DUE AT	* = APU HRS			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.
79-008	DATE	HOURS	LANDINGS	CYCLES	
94314		5616			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 14 YEAR 95 AIRCRAFT HOURS: 5618 LANDINGS: 4287

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 580762740AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 580762740AP

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
(790116) () SOAP CHECK LEFT ENGINE...ENG SN 72-00-00.....	<u>[Signature]</u>	<u>[Signature]</u>	
RECORD FREQUENCY OF NEXT SOAP CHECK HOURS _____			
(791616) () SOAP CHECK RIGHT ENGINE...ENG SN 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 SIL (SERVICE INFORMATION LETTER) F731-34.

7. PREPARE AND ROUTE SAMPLING KIT IN ACCORDANCE WITH SAMPLING KIT INSTRUCTIONS.
8. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WEB, INC.

REPORT DATE 11/10/94

WORK COMPLIANCE FORM NO.

79.120

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 79-11

OPER09

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 04-93

050090+ PHASE 9 INSPECTION

2929368
79-010
94314

WORK DUE AT		* = APU HRS		
DATE	HOURS	LANDINGS	CYCLES	
	5616			

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

CK CURRENT DUE LIST FOR DUE TIME CHGB

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 14 YEAR 95 AIRCRAFT HOURS: 5618 LANDINGS: 4287

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767240AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767240AP

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRS.THS
790126 INSPECT LEFT ENGINE CHIP DETECTOR...ENG SN 72-00-00.....	<u>[Signature]</u>	<u>[Signature]</u>	
791626 INSPECT RIGHT ENGINE CHIP DETECTOR...ENG SN 72-00-00.....	<u>[Signature]</u>	<u>[Signature]</u>	
790126, 791626			

R NOTE: THE FOLLOWING ADDITIONAL WCF(S) MAY BE REQUIRED TO PERFORM THIS TASK 79.100, 79.110.

INSPECT ENGINE CHIP DETECTOR (REFER TO FIGURES 1 AND 2 ON CARD 79-11)

EQUIPMENT/CONSUMABLES: PACKING P/N 89413-557, PACKING P/N 89413-012, TORQUE WRENCH 0 TO 40 INCH-POUNDS, PACKING P/N 89413-236, TRICHLOROTRIFLUOROETHANE SOLVENT (MS 180 FREDON)

R 1. REMOVE MAGNETIC PLUG AS FOLLOWS:

- R A. HOLD CHECK VALVE HOUSING WITH WRENCH, USE SECOND WRENCH TO REMOVE MAGNETIC PLUG (240). DISCARD PACKING (245).
- R B. CHECK MAGNETIC PLUG (240) FOR METAL PARTICLES.

C. IF METAL PARTICLES ARE EVIDENT, PERFORM THE FOLLOWING PROCEDURES.

- (1) RESET PIN ON OIL FILTER BY-PASS VALVE IF EXTENDED.
- (2) REMOVE, INSPECT AND REPLACE OIL FILTER. REFER TO WORK COMPLIANCE FORM 79.100
- (3) PERFORM SOAP CHECK. REFER TO WORK COMPLIANCE FORM 79.110.
- (4) INSPECT TRANSFER GEARBOX FOR METAL PARTICLES IN ACCORDANCE WITH THE FOLLOWING PROCEDURES.

- R (A) REMOVE NUTS (55), WASHER (65) AND COVER (70) FIGURE 2.
- R (B) REMOVE AND DISCARD PACKING (80).
- R (C) 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.
- R (D) CHECK INTERIOR OF TRANSFER GEARBOX FOR METAL PARTICLES. IF METAL PARTICLES ARE PRESENT, CHECK FOR SOURCE AND REPAIR, IN ACCORDANCE WITH LIGHT MAINTENANCE MANUAL.
- R (E) INSTALL NEW PACKING P/N 89413-236 (80) ON COVER (70).
- R (F) INSTALL COVER (70) AND SECURE WITH WASHERS (65) AND NUTS (55).
- R (G) TORQUE NUTS (55) TO 30 INCH-POUNDS.

R 2. IF METAL PARTICLES ARE EVIDENT ON MAGNETIC PLUG (240) ONLY, NONE IN OIL FILTER OR TRANSFER GEARBOX, PERFORM THE FOLLOWING PROCEDURES.

- R A. CLEAN MAGNETIC PLUG, AND REINSTALL MAGNETIC PLUG. (REFER TO STEPS 3 AND 4.)
- R 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.
- R 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.

R 3. INSTALL NEW PACKING (245) P/N 89413-012 ON MAGNETIC PLUG (240).

R 4. INSTALL MAGNETIC PLUG (240) IN CHECK VALVE HOUSING. HOLD CHECK VALVE HOUSING WITH WRENCH, AND USING A SECOND WRENCH, TORQUE MAGNETIC PLUG (240) TO 20 INCH-POUNDS AND LOCKWIRE.

R 5. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-MES, INC.

REPORT DATE 11/10/94

WORK COMPLIANCE FORM NO.

95.090

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER09

AIRCRAFT REG.: N368MD

050090+ PHASE 9 INSPECTION

2929368
95-001
94314

WORK DUE AT	* = APU HRS		
DATE	HOURS	LANDINGS	CYCLES
	5616		

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 14 YEAR 95 AIRCRAFT HOURS: 5618 LANDINGS: 4287

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

TECHNICIAN	INSPECTOR	MAN-HOURS
<u>[Signature]</u>	<u>[Signature]</u>	HRS.THS

950920 SERVICE LETTER MW-2492 HYDRAULIC HOSE INSPECTION...SL MW-2492.....

REASON: REMIND PERSONNEL OF THE LEAK INSPECTION REQUIREMENTS FOR ALL HYDRAULIC SYSTEM HOSES AND TO PAY SPECIAL ATTENTION TO THOSE THAT CONTAIN A RUBBER LINER MATERIAL (COLOR CODED BY A GREEN EXTERNAL APPEARANCE).

INSTRUCTIONS: ROUTINE INSPECTION SHOULD BE PERFORMED OF ALL HYDRAULIC SYSTEM FLEXIBLE HOSES FOR LEAKAGE OR DETERIORATION IN ACCORDANCE WITH THE REQUIREMENTS OF CHAPTER 5 OR 50 HOUR PHASE INSPECTION PROGRAM. MATERIALS USED IN TEFLON LINED HOSES ARE MORE RESISTANT TO WEAR AND DETERIORATION THAN THE RUBBER LINER HOSES. EITHER TYPE HOSE MAY BE USED OR REPLACEMENT OF DEFECTIVE HOSES, HOWEVER, THE TEFLON LINED HOSES SHOULD PROVIDE EXTENDED SERVICE LIFE.

REFER TO APPLICABLE SERVICE LETTER FOR PROCEDURE.

OPERATOR: ED-WES, INC.

REPORT DATE 11/10/94

WORK COMPLIANCE FORM NO.

27.510

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER09

AIRCRAFT REG.: N368HD

ISSUED 07-91 REV. 06-92

050090+ PHASE 9 INSPECTION

2929368

WORK DUE AT

* = APU HRS.

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

27-051

DATE

HOURS

LANDINGS

CYCLES

CK CURRENT DUE LIST FOR DUE TIME CHGB

PAGE 1

94314

5616

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 14 YEAR 95 AIRCRAFT HOURS: 5618 LANDINGS: 4287

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767240AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767240AP

TECHNICIAN	INSPECTOR	MAN-HOURS
		HRS.THS

270240	INSPECT LEFT FLAP HINGE/BEARING (150 HR)...	MM 27-30-00	[Signature]	[Signature]	
270242	INSPECT RIGHT FLAP HINGE/BEARING (150 HR)...	MM 27-30-00	[Signature]	[Signature]	

270240, 270242

NOTE: THE FOLLOWING ADDITIONAL MCF(S) MAY BE REQUIRED TO PERFORM THIS TASK 27.200.

- R INSPECT FLAP HINGE/BEARING (150 HR)
1. REMOVE WING FLAP HINGE FAIRINGS SO THAT BEARING(S) ACTION MAY BE OBSERVED.
 2. CLOSELY OBSERVE BEARING(S) WHILE FLAPS ARE OPERATED AND NOTE WHETHER BEARING INNER RACE ROTATES WITH FLAP HINGE. THIS CHECKS FOR "FROZEN" BEARING.
 3. USING FLASHLIGHT, INSPECT OUTER RIM OF HINGE FOR CRACKS, AS VISIBLE FROM BOTTOM PART OF HINGE THROUGHOUT TOTAL FLAP TRAVEL RANGE.
 4. FULLY EXTEND FLAPS AND CHECK FOR ANY UNUSUAL LOOSENESS IN FLAP HINGE BEARINGS BY GRASPING TRAILING EDGE OF FLAPS AND SHAKING UP AND DOWN, THEN GRASP FLAP HINGE (NOT WING HINGE) AND SHAKE SIDWAYS TO ESTABLISH IF THERE IS LOOSENESS BETWEEN BEARING(S) OUTER RIM AND HINGE.
 5. IF EACH OF THESE CHECKS ARE SATISFACTORY, INSTALL WING FLAP HINGE FAIRINGS. THE HINGE AND BEARING(S) ARE CONSIDERED AIRWORTHY, SUBJECT TO REINSPECTION AT THE NEXT SCHEDULED INSPECTION.
 6. IF DISCREPANCY IS FOUND PROCEED AS FOLLOWS:
 - A. REMOVE WING FLAPS. REFER TO WORK COMPLIANCE FORM 27.200.
 - B. IF BEARING(S) APPEAR TO BE "FROZEN" INSTALL A BOLT AND NUT IN BEARING INNER RACE AND CHECK TORQUE REQUIRED TO ROTATE INNER RACE. AN INSTALLED BEARING IS CONSIDERED SATISFACTORY IF THE INNER RACE WILL ROTATE AT 10 INCH-POUNDS OR LESS TORQUE. IF INITIAL TORQUE IS HIGH, LUBRICATE BEARING WITH WD-40 OR EQUIVALENT, ROTATE BEARING AND OSCILLATE AT THE SAME TIME AS THIS IS A SELF-ALIGNING SPHERICAL BEARING. IF THIS FREES BEARING TO OPERATE SMOOTHLY WITHIN THE TORQUE LIMIT, BEARING MAY BE CONTINUED IN SERVICE.
 7. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.

REPORT DATE 11/10/94

WORK COMPLIANCE FORM NO.

27.200A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 27- 6

OPER09

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050090+ PHASE 9 INSPECTION

2729368

WORK DUE AT

* = APU HRS.

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

27-022

DATE

HOURS

LANDINGS

CYCLES

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

94314

5616

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 14 YEAR 95

AIRCRAFT HOURS: 5618

LANDINGS: 4287

TECHNICIAN SIGNATURE: [Signature]

KIND OF CERTIFICATE & NO: 560767740AA

INSPECTED BY: [Signature]

KIND OF CERTIFICATE & NO: 560767740AA

TECHNICIAN INSPECTOR MAN-HOURS HRS.THS

270238 INSPECT LEFT FLAP...MM 27-50-00... NEXT INSPECTION DUE AT 300 HOURS 150 HOURS

270243 INSPECT RIGHT FLAP...MM 27-50-00... 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 HONEY-COMB, ACCOMPLISH (DATA) AT (AIRCRAFT HOURS) (RECORD CONDITION PER EXAMPLES, AS APPLICABLE) ENTER IN LOG BOOK MARKED UP MAP-COPY OF FIGURE 1.
5. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.
AIRCRAFT NO.: 368
AIRCRAFT REG.: N368MD

REPORT DATE 11/10/94
MODEL: 1124A WESTWIND
ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 27.200B
CARD NO: 27- 6 OPER09
050090+ PHASE 9 INSPECTION

Table with columns: WORK DUE AT DATE, HOURS, * = APU HRS. LANDINGS, CYCLES, RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING. CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 14 YEAR 95 AIRCRAFT HOURS: 5618 LANDINGS: 4287

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

Table with columns: TECHNICIAN, INSPECTOR, MAN-HOURS, HRB.THS. Includes handwritten signatures and initials.

270237 INSPECT LEFT FLAP VANE...MM 27-50-00
270247 INSPECT RIGHT FLAP VANE...MM 27-50-00

270237, 270247
INSPECT FLAP VANE (REFER TO FIGURE 3 ON CARD 27-6)
EQUIPMENT/CONSUMABLES: BOLTS P/N AN3H-3A (6 PER VANE), TORQUE WRENCH 0 TO 70 INCH-POUNDS, INSERT P/N NAS1833-3N-500, ADHESIVE (HYSOL) EA9309-1 WITH 20 TO 25 PERCENT MILLED GLASS FIBERS RP-32, LIQUID SOAP OR ANY OTHER RELEASE AGENT, METHYLETHYLKETONE, AND SAFETY WIRE, .032.

- 1. ACCOMPLISH THE FOLLOWING VISUAL INSPECTION.
A. VISUALLY INSPECT EACH FLAP VANE SEGMENT WHERE IT ATTACHED 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-MES, INC.

REPORT DATE 11/10/94

WORK COMPLIANCE FORM NO.

24.010A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 24- 1

OPER09

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050090+ PHASE 9 INSPECTION

2929368
24-002
94314

WORK DUE AT	* = APU HRS		
DATE	HOURS	LANDINGS	CYCLES
	3616		

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 4 DAY 14 YEAR 95 AIRCRAFT HOURS: 5618 LANDINGS: 4287

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767240 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767240 AP

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
240121 CHECK LEFT STARTER/GENERATOR BRUSH WEAR/TENSION...NH 80-10-00.....	[Signature]	[Signature]	
240131 CHECK RIGHT STARTER/GENERATOR BRUSH WEAR/TENSION...NH 80-10-00.....	[Signature]	[Signature]	

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.

REPORT DATE 04/13/95

WORK COMPLIANCE FORM NO.

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER10

AIRCRAFT REG.: N368MD

050100+ PHASE 10 INSPECTION

2929368

WORK DUE AT

* = APU HRS.

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

DATE

HOURS

LANDINGS

CYCLES

95103

5666

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

050100+ PHASE 10 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
055100+	05.100	PHASE 10-AREA TEXT PHASE 10	6.23.95	5666	4331				
240161+	24.020A 24- 2	CK ELECTROLYTE LEFT BATT NM 12-10-06	6.23.95	5666	4331				1.0
240176+	24.020A 24- 2	CK ELECTROLYTE RIGHT BATT NM 12-10-06	6.23.95	5661	4331				1.0
240166	24.020B	DEEP CYCLE LEFT BATTERY NM 12-10-06	6.23.95	5661	4331				2.0
240181	24.020B	DEEP CYCLE RIGHT BATTERY NM 12-10-06	6.23.95	5661	4331				2.0
270335+	27.280	OP CK BP BRK/LIFT DUMP NM 27-60-00	6.23.95	5666	4331				
320106	32.030 32- 1	LUBE NOSE GEAR/DOORS NM 12-20-00	6.23.95	5666	4331				.5
320606	32.030 32- 1	LUBE LEFT MAIN GEAR NM 12-20-00	6.23.95	5666	4331				.5
321106	32.030 32- 1	LUBE RIGHT MAIN GEAR NM 12-20-00	6.23.95	5666	4331				.5
320116	32.040 32- 1	SERVICE NLG SHOCK STRUT NM 12-10-04	6.23.95	5660	4331				2.5
320636	32.040 32- 1	SERVICE LNG SHOCK STRUT NM 12-10-04	6.23.95	5666	4331				2.0
321136	32.040 32- 1	SERVICE RNG SHOCK STRUT NM 12-10-04	6.23.95	5666	4331				2.0
320156+	32.110A 32- 2	INS/CL/LUB L NS WHL/BRGS NM 32-40-00	6.23.95	5666	4331				1.5
320158+	32.110A 32- 2	INS/CL/LUB R NS WHL/BRGS NM 32-40-00	6.23.95	5666	4331				1.5
320676+	32.180A 32- 5	INS/LUBE LNG IB WHL BRGS NM 32-40-00	6.23.95	5666	4331				1.0
320680+	32.180A 32- 5	INSP/LUBE LNG OB WHL BRGS NM 32-40-00	6.23.95	5666	4331				1.0
321176+	32.180A 32- 5	INSP/LUBE RNG IB WHL BRGS NM 32-40-00	6.23.95	5666	4331				1.0
321180	32.180A 32- 5	INSP/LUBE RNG OB WHL BRGS NM 32-40-00	6.23.95	5666	4331				1.0
322116+	32.390A 32-11	INSP/CK L BRAKE LININGS NM 12-10-04	6.23.95	5666	4331				1.0
322131+	32.390A 32-11	INSP/CK R BRAKE LININGS NM 12-10-04	6.23.95	5666	4331				1.0
322156+	32.410A 32-14	INSP/CL L ANTI-SKID DET NM 5-20-04	6.23.95	5666	4331				1.0
322171+	32.410A 32-14	INSP/CL R ANTI-SKID DET NM 5-20-00	6.23.95	5666	4331				1.0
322174+	32.425	OP CK ANTI-SKID LIGHTS NM 5-20-04	6.23.95	5666	4331				.5
322206+	32.440	OP CK EMER GEAR EXT CABLE NM 5-20-00	6.23.95	5666	4331				1.0

CONTINUED

OPERATOR: **ED-WES, INC.**
 AIRCRAFT NO.: **368**
 AIRCRAFT REG.: **N368MD**

REPORT DATE **04/13/95**
 MODEL: **1124A WESTWIND** (CONTINUED)

WORK COMPLIANCE FORM NO.

OPERIO

050100+ PHASE 10 INSPECTION

2929368

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
95103	5666		

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 2

CODE NO.	MCF 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
320607	32.570 32-16	LUB L/H ACTUATOR BOLTS MCF 32.570	6.1231.95 5666	4331	---	---	<i>[Signature]</i>	<i>[Signature]</i>	
321107	32.570 32-16	LUB R/H ACTUATOR BOLTS MCF 32.570	6.28.95 5666	4331	---	---	<i>[Signature]</i>	<i>[Signature]</i>	
340121	34.060 34- 3	DRAIN PITOT/STATIC SYSTEM MM 34-10-00	6.1231.95 5666	4331	---	---	<i>[Signature]</i>	<i>[Signature]</i>	1.5
950920 ()	95.090	SL MW-2492 HYD HOSE INSP SL MW-2492	6.28.95 5666	4331	---	---	<i>[Signature]</i>	<i>[Signature]</i>	
TOTAL ESTIMATED MAN-HOURS							27.0		

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 MANUFACTURERS INSPECTION PROGRAM FOR:

ED-WES, INC.	1124A WESTWIND	368	N368MD
-----	-----	-----	-----
OWNER/OPERATOR	AIRCRAFT MAKE	AIRCRAFT MODEL	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. _____

050100+ PHASE 10 INSPECTION COMPLETED.

6.1231.95	5666	---	---	<i>[Signature]</i>	560787740 AP
MO/ DAY/YR	AIRCRAFT HOURS	LANDINGS	HRS. THS	SIGNATURE	CERTIFICATE NUMBER
					<i>[Signature]</i>
					KIND OF CERTIFICATE

OPERATOR: ED-WES, INC.

REPORT DATE 04/13/95

WORK COMPLIANCE FORM NO.

32.040

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 32-1

OPER10

AIRCRAFT REG.: NJ68MD

ISSUED 07-88 REV. 07-91

050100+ PHASE 10 INSPECTION

2929368
32-005
95103

WORK DUE AT			
DATE	HOURS	LANDINGS	CYCLES
	5666		

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 23 YEAR 95 AIRCRAFT HOURS: 5666 LANDINGS: 4331

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 56067740AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: PP567275343

	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

R NOTE: THE FOLLOWING ADDITIONAL WCF(S) MAY BE 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 HYDRAULIC FLUID UNDER LOW PRESSURE (5-10 PSI) TO HYDRAULIC FILL PLUG PORT, FULLY EXTENDING THE STRUT PISTON AND FLOATING PISTON WITHIN THE STRUT. AFTER STRUT HAS FULLY EXTENDED, INCREASE HYDRAULIC PRESSURE TO APPROXIMATELY 100 PSI TO ENSURE FLOATING PISTON HAS BOTTOMED OUT.
- 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 HYDRAULIC PRESSURE 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.

REPORT DATE 04/13/95

WORK COMPLIANCE FORM NO.

32.110A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 32-2

OPER10

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 02-92

050100+ PHASE 10 INSPECTION

2929368
32-016
95103

WORK DUE AT			
DATE	HOURS	LANDINGS	CYCLES
	3666		

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 23 YEAR 95 AIRCRAFT HOURS: 5666 LANDINGS: 4331

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AP567275343

	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.....			
320156, 320158			

R NOTE: THE FOLLOWING ADDITIONAL WCF(S) MAY BE 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 WORK COMPLIANCE FORM 32.T01.

WARNING: DO NOT ATTEMPT TO DISASSEMBLE WHEEL UNTIL TIRE HAS BEEN COMPLETELY DEFLATED, OTHERWISE SERIOUS INJURY TO PERSONNEL OR DAMAGE TO EQUIPMENT CAN RESULT.

- 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
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OPERATOR: ED-WES, INC.
 AIRCRAFT NO.: 368
 AIRCRAFT REG.: N368MD

REPORT DATE 04/13/95
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 32.390A
 CARD NO: 32-11 OPER10
 050100+ PHASE 10 INSPECTION

2929368	WORK DUE AT	* = APU HRS		
32-050	DATE	HOURS	LANDINGS	CYCLES
95103		3666		

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 23 YEAR 95 AIRCRAFT HOURS: 5666 LANDINGS: 4331

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740AD

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: MS67275343

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRS.THS
322116 INSPECT/CHECK LEFT BRAKE LININGS...MM 12-10-04.....	[Signature]	[Signature]	
322131 INSPECT/CHECK RIGHT BRAKE LININGS...MM 12-10-04.....	[Signature]	[Signature]	
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-WEB, INC.
 AIRCRAFT NO.: 368
 AIRCRAFT REG.: N368MD

REPORT DATE 04/13/95
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 12-94

WORK COMPLIANCE FORM NO. 32.180A
 CARD NO: 32- 5 OPER10
 050100+ PHASE 10 INSPECTION

2929368	WORK DUE AT	* = APU HRS.			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.
32-023	DATE	HOURS	LANDINGS	CYCLES	
95103		5666			

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 23 YEAR 95 AIRCRAFT HOURS: 5666 LANDINGS: 4331

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 580767740 AD

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AP527275343

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
R 320676 INSPECT/LUBE LEFT MAIN GEAR INBOARD WHEEL BEARINGS...MM 32-40-00.....	[Signature]	[Signature]	
R 320680 INSPECT/LUBE LEFT MAIN GEAR OUTBOARD WHEEL BEARINGS...MM 32-40-00.....	[Signature]	[Signature]	
R 321176 INSPECT/LUBE RIGHT MAIN GEAR INBOARD WHEEL BEARINGS...MM 32-40-00.....	[Signature]	[Signature]	
R 321180 INSPECT/LUBE RIGHT MAIN GEAR OUTBOARD WHEEL BEARINGS...MM 32-40-00.....	[Signature]	[Signature]	

R 320676, 320680, 321176, 321180

R NOTE: THE FOLLOWING ADDITIONAL WCF(S) MAY BE 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 INBOARD 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.

G. REMOVE AXLE NUT AND WASHER. REMOVE MAIN WHEEL ASSEMBLY FROM AIRCRAFT. REMOVE BEARING CONES AND BEARING SEALS.

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.

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.

OPERATOR: ED-MES, INC.
 AIRCRAFT NO.: 368
 AIRCRAFT REG.: N368ND

REPORT DATE 04/13/95
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 27.280
 OPERIO
 050100+ PHASE 10 INSPECTION

2929368	WORK DUE AT	* = APU HRS			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.
27-032	DATE	HOURS	LANDINGS	CYCLES	
95103		5666			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 16 DAY 23 YEAR 95 AIRCRAFT HOURS: 5666 LANDINGS: 4331

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560787740 AD

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AP56727534 3

	TECHNICIAN	INSPECTOR	MAN-HOURS
			HRS.THS
270335 OPERATIONAL CHECK SPEED BRAKES AND LIFT DUMPERS...MM 27-60-00.....	<u>[Signature]</u>	<u>[Signature]</u>	
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.

REPORT DATE 04/13/95

WORK COMPLIANCE FORM NO.

32.440

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER10

AIRCRAFT REG.: N368ND

ISSUED 07-88 REV. 07-91

050100+ PHASE 10 INSPECTION

2929368
32-057
95103

WORK DUE AT	DATE	HOURS	* = APU HRS. LANDINGS	CYCLES
		5666		

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 23 YEAR 95 AIRCRAFT HOURS: 5666 LANDINGS: 4331

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AP567275343

TECHNICIAN INSPECTOR MAN-HOURS
HRS.THS

322206 OPERATIONAL CHECK EMERGENCY GEAR EXTENSION CABLE...NM 32-00-00.....

322206

OPERATIONAL CHECK EMERGENCY GEAR EXTENSION CABLE

1. REMOVE CLEVIS PIN LOCATED IN ARM OF ACTUATING VALVE AND OPERATE EMERGENCY GEAR DOWN HANDLE ON PILOT'S PEDESTAL SEVERAL TIMES. CHECK FOR FREEDOM OF MOVEMENT.
- R 2. REINSTALL AND SAFETY CLEVIS PIN REMOVED IN STEP 1.
3. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.

REPORT DATE 04/13/95

WORK COMPLIANCE FORM NO.

32.425

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER10

AIRCRAFT REG.: N368ND

ISSUED 07-88 REV.

050100+ PHASE 10 INSPECTION

2929368

WORK DUE AT

* = APU HRS

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

32-055

DATE

HOURS

LANDINGS

CYCLES

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

95103

3666

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 23 YEAR 95 AIRCRAFT HOURS: 5666 LANDINGS: 4331

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AP567275343

TECHNICIAN INSPECTOR MAN-HOURS
HRS.THS

322174 OPERATIONAL CHECK ANTI-SKID LIGHTS...MM 5-20-04.....

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-MES, INC.

REPORT DATE 04/13/95

WORK COMPLIANCE FORM NO.

34.060

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 34- 3

OPER10

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050100+ PHASE 10 INSPECTION

2929368
34-005
95103

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
	5666		

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 23 YEAR 95 AIRCRAFT HOURS: 5666 LANDINGS: 4331

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 580767790AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AP 56727534J

TECHNICIAN	INSPECTOR	MAN-HOURS
<u>[Signature]</u>	<u>[Signature]</u>	HRS.THS

340121 DRAIN PITOT/STATIC SYSTEM...MM 34-10-01.....

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 TAB 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-MES, INC.

REPORT DATE 04/13/95

WORK COMPLIANCE FORM NO.

95.090

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPERIO

AIRCRAFT REG.: N368MD

050100+ PHASE 10 INSPECTION

2929368
95-001
95103

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
	5666		

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 23 YEAR 95 AIRCRAFT HOURS: 5666 LANDINGS: 4331

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AP567275343

TECHNICIAN	INSPECTOR	MAN-HOURS
<u>[Signature]</u>	<u>[Signature]</u>	HRS.THS

950920 SERVICE LETTER MW-2492 HYDRAULIC HOSE INSPECTION...SL MW-2492.....

REASON: REMIND PERSONNEL OF THE LEAK INSPECTION REQUIREMENTS FOR ALL HYDRAULIC SYSTEM HOSES AND TO PAY SPECIAL ATTENTION TO THOSE THAT CONTAIN A RUBBER LINER MATERIAL (COLOR CODED BY A GREEN EXTERNAL APPEARANCE).

INSTRUCTIONS: ROUTINE INSPECTION SHOULD BE PERFORMED OF ALL HYDRAULIC SYSTEM FLEXIBLE HOSES FOR LEAKAGE OR DETERIORATION IN ACCORDANCE WITH THE REQUIREMENTS OF CHAPTER 5 OR 50 HOUR PHASE INSPECTION PROGRAM. MATERIALS USED IN TEFLON LINED HOSES ARE MORE RESISTANT TO WEAR AND DETERIORATION THAN THE RUBBER LINER HOSES. EITHER TYPE HOSE MAY BE USED OR REPLACEMENT OF DEFECTIVE HOSES, HOWEVER, THE TEFLON LINED HOSES SHOULD PROVIDE EXTENDED SERVICE LIFE.

REFER TO APPLICABLE SERVICE LETTER FOR PROCEDURE.

OPERATOR: ED-WES, INC.

REPORT DATE 04/13/95

WORK COMPLIANCE FORM NO.

32.410A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 32-14

OPERIO

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 05-90

050100+ PHASE 10 INSPECTION

2929368

WORK DUE AT

* = APU HRS

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

32-053

DATE

HOURS

LANDINGS

CYCLES

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

95103

5666

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 23 YEAR 95 AIRCRAFT HOURS: 5666 LANDINGS: 4331

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AP567275343

TECHNICIAN INSPECTOR MAN-HOURS
HRS.THS

322156 INSPECT/CLEAN LEFT ANTI-SKID DETECTOR...MM 5-20-04.....
() 322176 FUNCTIONAL CHECK ANTI-SKID DETECTOR SYSTEM...REFER TO WORK COMPLIANCE FORM 32.420.
322171 INSPECT/CLEAN RIGHT ANTI-SKID DETECTOR...MM 5-20-04.....
() 322176 FUNCTIONAL CHECK ANTI-SKID DETECTOR SYSTEM...REFER TO WORK COMPLIANCE FORM 32.420.

322156, 322171

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 32.T01, 32.400.

INSPECT/CLEAN ANTI-SKID DETECTOR (REFER TO ILLUSTRATION ON CARD 32-14)
EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 TO 25 INCH-POUNDS, LOCKWIRE, EXTERNAL HYDRAULIC POWER SOURCE, 28 V DC EXTERNAL ELECTRICAL POWER SOURCE, HYDRAULIC PRESSURE GAUGES (0 TO 3000 PSI), DOW CORNING 4 COMPOUND (MIL-S-8600B, AMEND. 3)

1. REMOVE ANTI-SKID DETECTOR AS FOLLOWS:
 - A. DISENGAGE ANTI-SKID CONTR AND TEST CIRCUIT BREAKERS.
 - B. REMOVE SCREWS SECURING WHEEL FAIRING TO WHEEL HUB. REMOVE FAIRING.
 - C. REMOVE BOLTS AND WASHERS SECURING HUB CAP TO WHEEL HUB. REMOVE CAP.
 - D. REMOVE LOCKWIRE AND SCREWS SECURING DETECTOR TO AXLE.
 - E. WITH ALLEN WRENCH LOOSEN TWO HOLD-DOWN SCREWS AND DETECTOR CAN BE WITHDRAWN.
 - F. WITHDRAW DETECTOR AND DISCONNECT ELECTRICAL CONNECTOR AT INNER SIDE OF DETECTOR. REMOVE DETECTOR.
2. CHECK FOR CORROSION, CONTAMINATION AND CLEAN AS REQUIRED.
3. COAT AXLE INTERIOR SURFACE WITH DOW CORNING 4 COMPOUND (MIL-S-8660B, AMENDMENT 3).
4. INSTALL ANTI-SKID DETECTOR AS FOLLOWS:
 - A. CONNECT ELECTRICAL CONNECTOR TO DETECTOR.
 - B. INSERT DETECTOR INTO WHEEL AXLE.
 - C. INSTALL SCREWS, SECURING DETECTOR TO AXLE AND LOCKWIRE.
 - D. WITH ALLEN WRENCH TIGHTEN HOLD-DOWN SCREWS. TORQUE SCREWS 20 TO 25 INCH-POUNDS.
 - E. PERFORM ANTI-SKID OPERATIONAL CHECK AS FOLLOWS:

- NOTE: 1. PERFORM THIS CHECK AFTER ANTI-SKID SYSTEM EQUIPMENT REPLACEMENT OR FOR TROUBLESHOOTING.
2. ON AIRCRAFT 221, TWO INOP LIGHTS ON ANNUNCIATOR PANEL OPERATE SIMULTANEOUSLY WITH INOP LIGHTS ABOVE CONTROL SWITCH.

- (1) JACK AIRCRAFT. REFER TO WORK COMPLIANCE FORM 32.T01.
- (2) CONNECT EXTERNAL HYDRAULIC POWER SOURCE TO AIRCRAFT. CHECK THAT PARKING BRAKE IS RELEASED.
- (3) CONNECT A 28 V DC EXTERNAL ELECTRICAL POWER SOURCE TO AIRCRAFT.
- (4) ENGAGE ANTI-SKID CONTROL AND TEST CIRCUIT BREAKERS.
- (5) RETRACT LANDING GEAR.
- (6) PLACE ANTI-SKID CONTROL SWITCH TO OFF POSITION.
- (7) PLACE INDICATOR TEST SWITCH TO IND LTS POSITION. ANTI-SKID LEFT INOPERATIVE AND RIGHT INOPERATIVE INDICATING LIGHTS SHOULD COME ON.
- (8) PLACE INDICATOR TEST SWITCH TO OFF. LEFT INOPERATIVE AND RIGHT INOPERATIVE LIGHTS SHOULD GO OUT.
- (9) EXTEND LANDING GEAR. LEFT INOPERATIVE AND RIGHT INOPERATIVE INDICATING LIGHTS SHOULD COME ON.
- (10) PLACE ANTI-SKID CONTROL SWITCH TO ON. LEFT INOPERATIVE AND RIGHT INOPERATIVE INDICATING LIGHTS SHOULD GO OUT.
- (11) REMOVE AIRCRAFT FROM JACKS. REFER TO WORK COMPLIANCE FORM 32.T01.
- (12) REMOVE ANTI-SKID WHEEL SPEED DETECTOR. REFER TO STEP A AND DISCONNECT ELECTRICAL CONNECTOR (P-205) FROM

OPERATOR: **ED-MES, INC.**

REPORT DATE **04/13/95**

WORK COMPLIANCE FORM NO.

05.100

AIRCRAFT NO.: **368**

MODEL: **1124A WESTWIND**

OPERIO

AIRCRAFT REG.: **N368MD**

ISSUED **07-91** REV.

050100+ PHASE 10 INSPECTION

2929368
05-100
95103

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
	3666		

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 23 YEAR 95 AIRCRAFT HOURS: 5666 LANDINGS: 4331

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AP567275343

TECHNICIAN INSPECTOR MAN-HOURS
HRS.THS

055100 PHASE 10-AREA TEXT - NOSE TO FORWARD BULKHEAD, MAIN LANDING GEAR, AFT FUSELAGE.....

055100 PHASE 10 - AREA TEXT - NOSE TO FORWARD BULKHEAD, MAIN LANDING GEAR, AFT FUSELAGE
TEXT FROM 50 HOUR PHASE 10 INSPECTION

MECH INSP

1. GENERAL

NOTE: IGNITION, STARTER, FUEL CONTROLLER, GEAR POSITION, FLAP CONTROL, THRUST REVERSER, ICE PROTECTION, EMERGENCY HYDRAULIC PUMP, FIRE EXTINGUISHER, PROBE HEAT, ADA AND PITOT HEAT CIRCUIT BREAKERS SHOULD BE PULLED PRIOR TO START OF INSPECTION.

RECORD ALL PILOT SQUAWKS AND INSPECTION DISCREPANCIES ON THE APPROPRIATE AIRCRAFT FORM.

- A. CHECK THAT A PREFLIGHT CHECK HAS BEEN MADE.
- B. CHECK THAT ALL APPLICABLE FAA AIRWORTHINESS DIRECTIVES ARE COMPLIED WITH.
- C. REVIEW MANUFACTURER'S SERVICE DATA FOR APPLICABILITY.
- D. CHECK THAT ALL AIRCRAFT DOCUMENTS ARE CURRENT AND IN ORDER BEFORE RELEASE OF AIRCRAFT.
- E. CHECK REPLACEMENT AND OVERHAUL SCHEDULE FOR APPLICABILITY.
- F. CHECK CALENDER/SPECIAL INSPECTION ITEMS FOR APPLICABILITY.
- G. ALL STEPS A. THROUGH F. COMPLIED WITH.

2. NOSE TO FORWARD BULKHEAD.

- A. JACK AIRCRAFT IN ACCORDANCE WITH CHAPTER 7-10-00, PARAGRAPH 1.C.

NOTE: BEFORE JACKING AIRCRAFT, DEACTIVATE THE FOLLOWING:

- (1) STANDBY ATTITUDE GYRO.
 - (A) FOR AIRCRAFT 152, 154, 181, 187 THRU 244, 246 AND 247, PULL OUT EMERGENCY POWER SUPPLY UNIT.
 - (B) FOR AIRCRAFT 245, 248 AND SUBS, DISENGAGE STANDBY ATTITUDE GYRO CIRCUIT BREAKER, LOCATED ON THE FWD RELAY BOX UNDER COPILOT SEAT.
- (2) PITOT AND STATIC HEAT.
 - (A) FOR AIRCRAFT 295 AND SUBS, 1124/1124A MODELS, DISENGAGE LH AND RH PITOT STATIC HEAT CIRCUIT BREAKERS LOCATED ON OVERHEAD PANEL.
- (3) ANGLE OF ATTACK (ADA) HEAT.
 - (A) FOR AIRCRAFT 295 AND SUBS, 1124A MODEL ONLY, DISENGAGE ADA CIRCUIT BREAKER LOCATED ON THE OVERHEAD CIRCUIT BREAKER PANEL.

B. NOSE LANDING GEAR.

CAUTION: CHECK 1124/1124A MAINTENANCE MANUAL AS A GUIDE CHAPTER 12-10-04 TIRE SERVICING AND CHAPTER 32-40-00 NOSE LANDING GEAR TIRE CHANGE.

- (1) REMOVE NOSE GEAR WHEELS (MATCH MARK WHEEL AND TIRE ASSYS, LEFT TO RIGHT BEFORE REMOVAL).
- (2) CHECK TIRES - WEAR, WEATHER CHECKING, OIL SATURATION, CUTS, FLAT SPOTS, PROPER INFLATION, ETC.
- (3) CHECK WHEELS - CORROSION, DAMAGE.
- (4) WHEEL AXLE.
 - (A) CHECK AXLE FOR CORROSION (INTERNAL AND EXTERNAL), DAMAGE AND EVIDENCE OF IRREGULAR WEAR.
- C. CHECK FOLLOWING ITEMS FOR GENERAL CONDITION, CRACKS, CORROSION, SECURITY OF ATTACHMENT AND LEAKAGE.

OPERATOR: ED-WES, INC.

REPORT DATE 04/13/95

WORK COMPLIANCE FORM NO.

32.030

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 32- 1

OPER10

AIRCRAFT REG.: N368ND

ISSUED 07-88 REV.

050100+ PHASE 10 INSPECTION

2929368
32-004
95103

WORK DUE AT	* = APU HRS.		
DATE	HOURS	LANDINGS	CYCLES
	3666		

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 23 YEAR 95 AIRCRAFT HOURS: 5666 LANDINGS: 4331

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AP567275343

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
320106 LUBE NOSE LANDING GEAR/DOORS...MM 12-12-00.....	[Signature]	[Signature]	
320606 LUBE LEFT MAIN GEAR...MM 12-12-00.....	[Signature]	[Signature]	
321106 LUBE RIGHT MAIN GEAR...MM 12-12-00.....	[Signature]	[Signature]	

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 **04/13/95**
 MODEL: **1124A WESTWIND**
 ISSUED **12-88** REV. **12-94**

WORK COMPLIANCE FORM NO. **32.570**
 CARD NO: **32-16** OPERIO
050100+ PHASE 10 INSPECTION

2929368	WORK DUE AT			* = APU HRS.
	DATE	HOURS	LANDINGS	
32-069		5666		
95103				

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 23 YEAR 95 AIRCRAFT HOURS: 5666 LANDINGS: 4331

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 50767740AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AS61275343

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
R 320607 LUBRICATE LEFT HAND ACTUATOR BOLTS...MM 5-20-04/SL MW-2494R3.....	[Signature]	[Signature]	
R 950941 SL MW-2494 REVISION 3			
R 321107 LUBRICATE RIGHT HAND ACTUATOR BOLTS...MM 5-20-04/SL MW-2494R3.....	[Signature]	[Signature]	
R 950942 SL MW-2494 REVISION 3			

- *****
 320607, 321107
- R NOTE: THE FOLLOWING ADDITIONAL WCF(S) MAY BE REQUIRED TO PERFORM THIS TASK 32.T01, 32.T03, 32.230.
- R LUBRICATE MAIN LANDING GEAR ACTUATING BOLTS (REFER TO FIGURE 1 ON CARD 32-16)
 EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 - 900 INCH-POUNDS, GREASE MIL-G-81322, MOLYKOTE 106 OR EVERLUBE 620, LPS-2 OR WD-40, BOLTS (P/N NAS6206-20D) 4 EACH, BOLTS (P/N NAS6210-38) 4 EACH, BUSHINGS (P/N ED13185-1) 8 EACH, BUSHINGS (P/N 4A105C11) 4 EACH, NUT (P/N NS20364D1018 OR NS2154-5-10)
- TURN OFF BATTERY AND ELECTRIC MASTER SWITCHES AND ASSURE EXTERNAL POWER IS NOT CONNECTED TO AIRCRAFT.
 - DEplete MAIN HYDRAULIC SYSTEM PRESSURE.
 - JACK AIRCRAFT (REFER TO WORK COMPLIANCE FORM 32.T01).
 - REMOVE AND DISCARD BOLTS P/N NAS464-10LA-38 (UNPLATED) FROM INBOARD END OF ACTUATING CYLINDER TO MLG UPPER STRUT BODY LUGS IN FOUR PLACES (2 ON EACH MLG) (REFER TO FIGURE 1).
 - IF BOLTS WERE DIFFICULT TO REMOVE, CHECK FOR EVIDENCE OF CORROSION IN THE MLG UPPER STRUT BODY LUG HOLES. CLEAN OUT CORROSION AS REQUIRED AND ASSURE THAT HOLE DOES NOT EXCEED 0.626 INCH DIAMETER.
 - WITH BOLTS REMOVED AT UPPER STRUT BODY LUGS CHECK THAT ACTUATING CYLINDERS WILL ROTATE FREELY ON THE OUTBOARD BOLT WHERE IT ATTACHES TO THE UPPER SIDE BRACE (REFER TO FIGURE 1).
 - THE FOLLOWING STEPS MAY BE ACCOMPLISHED IF FRICTION IS DISCOVERED IN STEP 6:
 - LUBRICATE BOLTS AND PIVOT AREAS WITH LPS-2 OR WD-40 AND REMOVE BOLTS P/N NAS464P6-L20 THAT SECURE ACTUATING CYLINDERS TO UPPER SIDE BRACE ASSEMBLIES.
 - CHECK UPPER SIDE BRACE ASSEMBLY HOLES FOR CORROSION.
 - CORRODED HOLES MAY BE CLEANED AND HAVE CADMIUM PLATING RENEWED BY BRUSH CADMIUM PROCESS.
 - NEW BUSHINGS P/N ED13185-1 MUST BE INSTALLED IF HOLES ARE BADLY CORRODED OR I.D. IS INCREASED BY CLEANING OUT CORROSION.
 - CHECK ACTUATING CYLINDER HOLES FOR CORROSION WHERE THEY ATTACH TO UPPER SIDE BRACE ASSEMBLY.
 - CORRODED HOLES MAY BE CLEANED AND HAVE FILM LUBRICATION RENEWED BY APPLYING MOLYKOTE 106 OR EVERLUBE 620.
 - NEW BUSHINGS P/N 4A105C11 MUST BE INSTALLED IF HOLES ARE BADLY CORRODED OR I.D. IS INCREASED BY CLEANING OUT CORROSION.
 - CORRODED BOLTS MUST BE REPLACED WITH NEW BOLTS P/N NAS6206-20D.
 - LUBRICATE BOLTS WITH MIL-G-81322 GREASE BEFORE INSTALLATION.
 - REATTACH ACTUATING CYLINDERS TO UPPER SIDE BRACE ASSEMBLIES. TIGHTEN ATTACH BOLT NUTS FINGER TIGHT, THEN TURN TO NEXT CASTELLATION AND SAFETY WITH COTTER PIN.
 - CHECK ACTUATING CYLINDER ROD ENDS P/N NS21242-C-10K WHERE THEY ATTACH TO THE MLG UPPER STRUT BODY LUGS, FOR CONDITION.
 - REPLACE DEFECTIVE ROD ENDS.
 - IF ROD END IS BEING REPLACED ACCOMPLISH PRELOAD ADJUSTMENT (REFER TO WORK COMPLIANCE FORM 32.230).
 - ATTACH ACTUATING CYLINDER INBOARD END TO MLG UPPER STRUT LUG AS FOLLOWS:
 - REPLACE BOLTS REMOVED IN STEP 4 WITH NEW CADMIUM PLATED BOLTS P/N NAS6210-38. COAT BOLTS AND MLG UPPER STRUT BODY LUG HOLES WITH MIL-G-81322 BEFORE ASSEMBLY.
 - SECURE ACTUATORS WITH NEW BOLTS, WASHER AND NUTS. TORQUE ALUMINUM NUTS (P/N NS20364-D1018) OR STEEL NUTS (P/N NS2154-5-10) TO 270-300 IN LBS.
 - ACCOMPLISH GEAR RETRACTION. (REFER TO WORK COMPLIANCE FORM 32.T03).

OPERATOR: ED-WES, INC.
 AIRCRAFT NO.: 368
 AIRCRAFT REG.: N368MD

REPORT DATE 04/13/95
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 01-89

WORK COMPLIANCE FORM NO. 24.020B
 OPER10

2929368
 24-016
 95103

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
	5666		

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

050100+ PHASE 10 INSPECTION
 CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 23 YEAR 95 AIRCRAFT HOURS: 5666 LANDINGS: 4331

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 580767740AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 580767740AP

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
R 240166 DEEP CYCLE LEFT BATTERY...MM 12-10-06.....	<u>[Signature]</u>	<u>[Signature]</u>	
R 240181 DEEP CYCLE RIGHT BATTERY...MM 12-10-06.....	<u>[Signature]</u>	<u>[Signature]</u>	
240166, 240181			

NOTE: THE FOLLOWING ADDITIONAL MCF(S) ARE REQUIRED TO PERFORM THIS TASK 24.070.

DEEP CYCLE BATTERY

1. PLACE BATTERY MASTER SWITCH IN OFF POSITION.
2. GAIN ACCESS TO BATTERIES LOCATED IN MAIN BAGGAGE COMPARTMENT BY REMOVING FORWARD ACCESS PANEL.
3. DISCONNECT BATTERY CONNECTOR AND CONNECTOR FROM BATTERY TEMPERATURE PROBE.
4. REMOVE VENT LINES FROM BATTERY VENTS.
5. LOOSEN WING NUTS ON HOLD-DOWN CLAMPS AND REMOVE BATTERY.
6. REMOVE COVER FROM BATTERY.
7. VISUALLY INSPECT BATTERY FOR ANY EVIDENCE OF CORROSION OR PHYSICAL DAMAGE.

CAUTION: UNDER NO CIRCUMSTANCES SHOULD A WIRE BRUSH BE USED FOR CLEANING. WHEN CLEANING BATTERIES, USE EXTREME CARE TO PREVENT THIS MATERIAL FROM COMING IN CONTACT WITH THE EYES. PROTECTIVE CLOTHING SUCH AS RUBBER GLOVES, AN APRON AND FACE SHIELD SHOULD BE WORN.

8. ENSURE THAT ALL VENT PLUGS ARE TIGHT. TIP BATTERY TO SIDE OPPOSITE RECEPTACLE AND CLEAN USING A SOFT BRISTLE BRUSH AND TAP WATER. DRY OFF EXCESS WATER WITH AN AIR HOSE.
9. CHARGE THE BATTERIES AT A RATE OF 8 AMPERES FOR 7 HOURS.
10. CHECK FOR PROPER ELECTROLYTE LEVEL, IT SHOULD BE JUST ABOVE THE TOP OF THE PLATES. (ON TADIRAN AND SAFT BATTERIES 1/4 INCH IMMEDIATELY AFTER CHARGE OF 1/8 INCH AFTER STANDING 3 HOURS.

NOTE: USE ONLY DISTILLED, DEIONIZED OR DEMINERALIZED WATER FOR LIQUID LEVEL ADJUSTMENT. TAP WATER MAY CONTAMINATE BATTERIES.

11. DISCHARGE BATTERIES AT A RATE OF 20 AMPERES OR LESS FOR 2 HOURS. DISCHARGE DOWN TO 19 VOLTS (1.0 VOLT PER CELL AVERAGE).
12. MONITOR TOTAL BATTERY VOLTAGE DURING DISCHARGE AND RECORD THE TIME FROM START OF DISCHARGE UNTIL TOTAL BATTERY VOLTAGE DROPS TO 19 VOLTS.
13. IF THE DISCHARGE TIME DOWN TO TOTAL BATTERY VOLTAGE OF 19 VOLTS WAS GREATER THAN 90 MINUTES, THE BATTERY IS READY FOR A COMPLETE 4-HOUR CHARGE CYCLE. PROCEED TO STEP 19. (IF THIS IS IN ACCORDANCE WITH CURRENT INSPECTION INTERVALS, STEPS 11 THROUGH 13 MUST BE PERFORMED).
14. IF THE DISCHARGE TIME DOWN TO TOTAL BATTERY VOLTAGE OF 19 VOLTS WAS LESS THAN 90 MINUTES, IT MUST BE FURTHER DISCHARGED AS FOLLOWS:
15. CONTINUE DISCHARGE, AS OUTLINED IN STEP 11 WHILE MONITORING INDIVIDUAL CELL VOLTAGE.
16. AS EACH INDIVIDUAL CELL DROPS TO 0.6 VOLT, PLACE A METAL SHORTING STRAP ACROSS THE CELL TERMINALS UNTIL ALL CELLS ARE SHORTED.
17. IF ANY CELL FAILS TO DROP TO 0.6 VOLT, PLACE A 1.0 OHM RESISTOR OF 1 OR 2 WATTS ACROSS THE TERMINALS.
18. LET BATTERY STAND FOR THREE OR MORE HOURS OR UNTIL IT HAS COOLED TO ROOM TEMPERATURE. AFTER BATTERY HAS COOLED, REMOVE SHORTING STRAPS.
19. CHARGE BATTERIES AT A RATE OF 8 AMPERES FOR 7 HOURS.
20. DURING THE FINAL FIVE MINUTES OF CHARGE, READ INDIVIDUAL CELL VOLTAGES. MARK ANY CELL WHICH PEAKS ABOVE 1.55 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 04/13/95
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 07-91

WORK COMPLIANCE FORM NO. 24.020A
 CARD NO: 24- 2 OPER10
 050100+ PHASE 10 INSPECTION

2929368
 24-003
 95103

WORK DUE AT		* = APU HRS.		
DATE	HOURS	LANDINGS	CYCLES	
	5666			

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 6 DAY 23 YEAR 95 AIRCRAFT HOURS: 5666 LANDINGS: 4331

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AP 560767740

	TECHNICIAN	INSPECTOR	MAN-HOURS
	HRS.	HRS.	HRS.
240161 CHECK LEFT BATTERY ELECTROLYTE LEVEL...MM 12-10-06.....	<u>[Signature]</u>	<u>[Signature]</u>	
240176 CHECK RIGHT BATTERY ELECTROLYTE LEVEL...MM 12-10-06.....			
240161, 240176			

R NOTE: THE FOLLOWING ADDITIONAL WCF(S) MAY BE REQUIRED TO PERFORM THIS TASK 24.070.

CHECK BATTERY ELECTROLYTE LEVEL (REFER TO ILLUSTRATION ON CARD 24-2)

EQUIPMENT/CONSUMABLES: DISTILLED OR DEMINERALIZED WATER, SAFT TOOL KIT

1. PLACE BATTERY MASTER SWITCH IN OFF POSITION.
2. GAIN ACCESS TO BATTERIES LOCATED IN MAIN BAGGAGE COMPARTMENT BY REMOVING FORWARD ACCESS PANEL.
3. DISCONNECT BATTERY CONNECTOR AND CONNECTOR FROM BATTERY TEMPERATURE PROBE.
4. REMOVE VENT LINES FROM BATTERY VENTS.
5. LOOSEN WING NUTS ON HOLD-DOWN CLAMPS AND REMOVE BATTERY.

R WARNING: THE ELECTROLYTE USED IN NICKEL-CADMIUM BATTERIES IS A CAUSTIC SOLUTION OF POTASSIUM HYDROXIDE. SERIOUS BURNS WILL RESULT IF IT COMES IN CONTACT WITH ANY PART OF THE BODY. USE RUBBER GLOVES, RUBBER APRON AND PROTECTIVE GOGGLES WHEN HANDLING THIS SOLUTION. IF ELECTROLYTE GETS ON THE SKIN, WASH THE AFFECTED AREAS WITH LARGE QUANTITIES OF WATER, NEUTRALIZE WITH THREE PERCENT ACETIC ACID (VINEGAR). IF ELECTROLYTE GETS INTO THE EYES, FLUSH WITH WATER AND GET IMMEDIATE MEDICAL ATTENTION.

CAUTION: TOOLS OR EQUIPMENT USED FOR SERVICING LEAD ACID BATTERIES SHALL NOT BE USED NOR STORED WITH THOSE USED FOR SERVICING NICKEL-CADMIUM BATTERIES.

6. REMOVE VENT PLUGS.
7. CHECK FOR PROPER ELECTROLYTE LEVEL, IT SHOULD BE JUST ABOVE THE TOPS OF THE PLATES. (ON TADIRAN AND SAFT BATTERIES 1/4 INCH ABOVE PLATES IMMEDIATELY AFTER CHARGE OR 1/8 INCH AFTER STANDING 3 HOURS - REFER TO ILLUSTRATION. ADJUST IF REQUIRED. USE ONLY DISTILLED OR DEMINERALIZED WATER FOR LIQUID LEVEL ADJUSTMENT. ADD LIQUID WITH SYRINGE.

NOTE: WHEN SERVICING THE BATTERIES, DO NOT CONFUSE THE LIQUID LEVEL CHECK WITH CHECKING ELECTROLYTE SPECIFIC GRAVITY.

8. DO NOT ADD WATER WHEN BATTERY IS IN A DISCHARGED STATE UNLESS CELL VOLTAGE READING OF GREATER THAN 1.5 VOLTS IS ENCOUNTERED IMMEDIATELY AFTER PLACING THE BATTERY ON CHARGE.
9. PLACE BATTERY MASTER SWITCH IN OFF POSITION.
10. CLEAN BATTERY TRAY AND BOTTOM OF BATTERY CASE AS NECESSARY TO ENSURE PROPER INSTALLATION.

CAUTION: NO FOREIGN OBJECTS, DEBRIS OR ACCUMULATIONS OF DIRT SHOULD BE ALLOWED TO COLLECT IN THIS INSTALLATION.

11. INSTALL BATTERY AND SECURE WITH HOLD-DOWN CLAMP WING NUTS AND SAFETYWIRE WING NUTS.
12. INSTALL BATTERY VENT LINES AND SECURE WITH CLAMPS.
13. CONNECT BATTERY CONNECTOR TO BATTERY TEMPERATURE PROBE.
14. CONNECT BATTERY ELECTRICAL CONNECTOR AND HAND-TIGHTEN.
15. CHECK BATTERY TEMPERATURE INDICATING AND WARNING SYSTEM. REFER TO WORK COMPLIANCE FORM 24.070.
16. IF THERMISTOR WAS REMOVED OR REPLACED DURING CHARGING PERFORM VALIDITY CHECK. REFER TO MAINTENANCE MANUAL SECTION 24-30-01.

OPERATOR: ED-WEB, INC.

REPORT DATE 05/11/95

WORK COMPLIANCE FORM NO.

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER11

AIRCRAFT REG.: N368MD

050110+ PHASE 11 INSPECTION

2929368

WORK DUE AT

* = APU HRS

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

DATE

HOURS

LANDINGS

CYCLES

95131

5716

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

050110+ PHASE 11 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
055110+	05.110	PHASE 11-AREA TEXT PHASE 11	11,13,95	5718	4397		Ⓟ	Ⓟ	
210191+	21.040A 21- 2	INS/CLM OUTFLOW NORM VLV MM 21-30-00	11,13,95	5718	4397		Ⓟ	Ⓟ	
210201+	21.040A 21- 2	INS/CLM OUTFLOW SAFE VLV MM 21-30-00	11,13,95	5718	4397		Ⓟ	Ⓟ	
210671+	21.050A 21- 3	INS/CLM/TST WATER SEP CON MM 21-70-00	11,13,95	5718	4397		Ⓟ	Ⓟ	1.0
210681	21.290A 21- 7	CHG COOLING TURBINE OIL MM 12-10-10	11,13,95	5718	4397		Ⓟ	Ⓟ	
210622+	21.420A	INSP 350 DUCT SENSOR MMS-20-05	11,13,95	5718	4397		Ⓟ	Ⓟ	
960078	21.420A	SIL1124-21-078 R1 350 SEN SIL1124-21-078R1	11,13,95	5718	4397		Ⓟ	Ⓟ	
240203+	24.070	F/CK BATT TEMP/WARN SYS. MM 24-30-01	11,13,95	5718	4397		Ⓟ	Ⓟ	
260174+	26.030 26- 2	INSPECT COCKPIT FIRE EXT MM 26-20-00	11,13,95	5718	4397		Ⓟ	Ⓟ	
260184+	26.030 26- 2	INSPECT CABIN FIRE EXT MM 26-20-00	11,13,95	5718	4397		Ⓟ	Ⓟ	
270158+	27.130	INSP RUD TRIM TAB FREE PL MM 27-20-00	11,13,95	5718	4397		Ⓟ	Ⓟ	
270193+	27.150A 27- 3	INSP L ELEV SKIN SEPARATE MM 27-30-00	11,13,95	5718	4397		Ⓟ	Ⓟ	
270203+	27.150A 27- 3	INSP R ELEV SKIN SEPARATE MM 27-30-00	11,13,95	5718	4397		Ⓟ	Ⓟ	
270213	27.190 27- 5	LUB ELEVATOR ATTACH PTS MM 12-20-00	11,13,95	5718	4397		Ⓟ	Ⓟ	
270214	27.195	LUB AFT HINGE FIT BEARING	11,13,95	5718	4397		Ⓟ	Ⓟ	
270215	27.195	LUB FWD SCISSOR ASBY SB 1124-35-021	11,13,95	5718	4397		Ⓟ	Ⓟ	
270346	27.360 27-11	LUB CONT FWD/AFT BEL CRKS MM 12-20-00	11,13,95	5718	4397		Ⓟ	Ⓟ	
270351+	27.380 27-11	INSP/LUBE PRESSURE SEALS WCF 27.380	11,13,95	5718	4397		Ⓟ	Ⓟ	
270211	27.500 27-19	INSP SCISSORS ASBY SB1124-35-097	11,13,95	5718	4397		Ⓟ	Ⓟ	
281150+	28.010A	CK OPERATION BOOST PUMPS MM 28-00-00	11,13,95	5718	4397		Ⓟ	Ⓟ	
290106	29.010A 29- 1	REPL HYD RES FILTER MM 29-10-00	11,13,95	5718	4397		Ⓟ	Ⓟ	
290116+	29.050A 29- 3	INS/RPL RES AIR VENT FILT MM 29-10-00	11,13,95	5718	4397		Ⓟ	Ⓟ	
290131+	29.050B 29- 3	INS/RPL RES AIR PRESS FLT MM 29-10-00	11,13,95	5718	4397		Ⓟ	Ⓟ	
290171	29.050C 29- 3	REPL L HI PRES FILT ELEM MM 29-10-00	11,13,95	5718	4397		Ⓟ	Ⓟ	

CONTINUED

OPERATOR: ED-WES, INC.

REPORT DATE 05/11/95

WORK COMPLIANCE FORM NO.

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND (CONTINUED)

OPER11

AIRCRAFT REG.: N368MD

050110+ PHASE 11 INSPECTION

2929368

WORK DUE AT

* = APU HRS.

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

DATE

HOURS

LANDINGS

CYCLES

95131

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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
290206	29.050C 29- 3	REPL R HI PRS FILT ELEM NM 29-10-00	11.13.95	5718	4397				
290118	29.050D	CLN/CK HYD RES AIR PR VA NM 29-10-00	11.13.95	5718	4397				
300102+	30.010 30- 1	INSP L DEICER CK VALVE NM 30-10-00	11.13.95	5718	4397				
300104+	30.010 30- 1	INSP R DEICER CK VALVE NM 30-10-00	11.13.95	5718	4397				
300133+	30.100 30- 1	FUNG CK PNEU DE-ICE BOOTB NM 30-10-00	11.13.95	5718	4397				
300147+	30.140 () 30- 5	CK VLTG DROP PLTB WNDBLD NM 30-40-00	11.13.95	5718	4397				
300150+	30.140 () 30- 5	CK VLTG DROP CPLTS WNDBLD NM 30-40-00	11.13.95	5718	4397				
910361	30.140 () 30- 5	SB 1124-30-036 PART II SB 1124-30-036	11.13.95	5718	4397				
350163	35.140	INSP/SERVICE OXYGEN SYS NM 35-00-00	11.13.95	5718	4397				
520106+	52.010A 52- 1	INS/LUB CABIN ENTR DOOR WCF 52.010A	11.13.95	5718	4397				
520116+	52.010B	OPER CK ENTRY DOOR NM 52-10-00	11.13.95	5718	4397				
550656	55.040 55- 4	CK STAB AFT SPAR SPLC HNG NM 55-10-00	11.13.95	5718	4397				
910200	55.040 55- 4	SB 1124-55-020 REV 2 SB 1124-55-020	11.13.95	5718	4397				
560112+	56.030A 56- 2	INSP PILOT SIDE WINDOW NM 56-10-03/04	11.13.95	5718	4397				
560118+	56.030A 56- 2	INSP COPILOT SIDE WINDOW NM 56-10-03/04	11.13.95	5718	4397				
950920 ()	95.090	SL WW-2492 HYD HOSE INSP SL WW-2492	11.13.95	5718	4397				

TOTAL ESTIMATED MAN-HOURS

1.0

CONTINUED

OPERATOR: ED-WES, INC.

REPORT DATE 05/11/95

WORK COMPLIANCE FORM NO.

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND (CONTINUED)

OPER11

AIRCRAFT REG.: N368MD

050110+ PHASE 11 INSPECTION

2929368

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

95131

5716

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 3

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 MANUFACTURERS INSPECTION PROGRAM FOR:

ED-WES, INC.

1124A WESTWIND

368

N368MD

OWNER/OPERATOR

AIRCRAFT MAKE

AIRCRAFT MODEL

A/C 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. _____

050110+ PHASE 11 INSPECTION COMPLETED.

11.13.95 5718 4397 _____
 MO/ DAY/YR AIRCRAFT HOURS LANDINGS HRS.THS



 SIGNATURE

560787240A

 CERTIFICATE NUMBER

560787240AP

 KIND OF CERTIFICATE

OPERATOR: ED-WES, INC.

REPORT DATE 05/11/95

WORK COMPLIANCE FORM NO. 05.110

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER11

AIRCRAFT REG.: N368MD

ISSUED 07-91 REV.

050110+ PHASE 11 INSPECTION

2929368

WORK DUE AT

* = APU HRS.

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

05-110

DATE

HOURS

LANDINGS

CYCLES

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

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5716

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 13 YEAR 95 AIRCRAFT HOURS: 5718 LANDINGS: 4397

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

TECHNICIAN INSPECTOR MAN-HOURS
HRS.THS

055110 PHASE 11-AREA TEXT - FUSELAGE - FORWARD TO PRESSURE BULKHEAD, AFT FUSELAGE, EMPENNAGE.....

055110 PHASE 11 - AREA TEXT - FUSELAGE - FORWARD TO PRESSURE BULKHEAD, AFT FUSELAGE, EMPENNAGE TEXT FROM 50 HOUR PHASE 11 INSPECTION

MECH INSP

1. GENERAL

NOTE: IGNITION, STARTER, FUEL CONTROLLER, GEAR POSITION, FLAP CONTROL, THRUST REVERSER, ICE PROTECTION, EMERGENCY HYDRAULIC PUMP, FIRE EXTINGUISHER, PROBE HEAT, AOA AND PITOT HEAT CIRCUIT BREAKERS SHOULD BE PULLED PRIOR TO START OF INSPECTION.

RECORD ALL PILOT SQUAWKS AND INSPECTION DISCREPANCIES ON THE APPROPRIATE AIRCRAFT FORM.

- A. CHECK THAT A PREFLIGHT CHECK HAS BEEN MADE.
 - B. CHECK THAT ALL APPLICABLE FAA AIRWORTHINESS DIRECTIVES ARE COMPLIED WITH.
 - C. REVIEW MANUFACTURER'S SERVICE DATA FOR APPLICABILITY.
 - D. CHECK THAT ALL AIRCRAFT DOCUMENTS ARE CURRENT AND IN ORDER BEFORE RELEASE OF AIRCRAFT.
 - E. CHECK REPLACEMENT AND OVERHAUL SCHEDULE FOR APPLICABILITY.
 - F. CHECK CALENDER/SPECIAL INSPECTION ITEMS FOR APPLICABILITY.
 - G. ALL STEPS A. THROUGH F. COMPLIED WITH.
2. FUSELAGE - FORWARD PRESSURE BULKHEAD TO AFT PRESSURE BULKHEAD.
- A. INSTRUMENT PANEL CHECK - GENERAL CONDITION.
 - (1) ACCESSIBLE INSTRUMENTS, HOSES AND LINES.
 - (2) ACCESSIBLE ELECTRICAL WIRE BUNDLES, CONNECTIONS.
 - B. PRESBURIZATION SYSTEM CHECK.
 - (1) ACCESSIBLE HOSES AND LINES - CONDITION.
 - (2) ISOBARIC VALVE SAFETY WIRED IN THE OPEN POSITION.
 - C. WINDSHIELD, WINDOWS AND PILOT'S OPENABLE WINDOW.
 - (1) DELAMINATION, SCRATCHES, CRACKS, SEAL AND LATCH.
 - (2) RENEW OR REACTIVATE DESICCANT CRYSTALS AS NECESSARY. IF MOISTURE NOTED, PERFORM VENT AND STATIC LINE PRESSURE CHECK PER MAINTENANCE MANUAL SERVICING SECTION.

[Handwritten marks]

CAUTION: DO NOT EXCEED 2.0 PSI.

- (3) TERMINAL CONTACT ASSEMBLIES FOR ARCING.
- D. CONTROL PEDESTAL - GENERAL CONDITION.
 - (1) INDICATORS.
 - (2) CONTROLS.
 - (3) SWITCHES.
 - (4) ELECTRICAL CONNECTIONS.
 - (5) THROTTLE & REVERSERS - EASE OF OPERATION.
- E. CHECK ALL INTERNAL AND EXTERNAL, LIGHTS INCLUDING COCKPIT "PRESS-TO-TEST" LIGHTS.
- G. PASSENGER COMPARTMENT - GENERAL CONDITION AND SECURITY.
 - (1) EMERGENCY LIGHT - CHECK OPERATION, SECURITY, CLEANLINESS AND CONNECTIONS, CHECK BATTERY CHARGE. REFERENCE CHAPTER 12-10-06, PARAGRAPH 3.
 - (2) REFRESHMENT BAR, ICE CHEST, GALLEY COAT CLOSET, CABINETS, TABLES, ETC. FOR EASE OF OPERATION AND

OPERATOR: ED-WES, INC.

REPORT DATE 05/11/95

WORK COMPLIANCE FORM NO.

05.110

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND (CONTINUED)

OPER11

AIRCRAFT REG.: N368MD

ISSUED 07-91 REV.

050110+ PHASE 11 INSPECTION

2929368

WORK DUE AT

* = APU HRS

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

05-110
95131

DATE

HOURS

LANDINGS

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CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 2

LOCKING.

- (3) SEAT AND SEAT BELTS.
- (4) OXYGEN, READING LIGHT, VENTILATING AIR CONSOLE.
- (5) WINDOWS FOR DELAMINATION, SCRATCHES, CRACKS.
- (6) INTERIOR LIGHTS.
- (7) EMERGENCY EXIT.

(A) CHECK RELEASE MECHANISM. (PULL RELEASE HANDLE, BUT NOT NECESSARY TO REMOVE EXIT FROM AIRCRAFT).

- (8) CERTIFICATES.
- (9) AVIONICS COMPONENTS - SECURITY AND CONNECTIONS.
- (10) LAVATORY AND BAGGAGE COMPARTMENT CONDITION.
- (11) LAVATORY DOOR - OPERATION.

H. CHECK THE FOLLOWING FOR CONDITION:

- (1) WINDSHIELD WIPERS.
- (2) OXYGEN THERMAL DISCHARGE DISC.
- (3) FUSELAGE SKIN.
- (4) STATIC SOURCES, DRAIN VALVES AND TRAPS. REFERENCE 34-10-01.
- (5) ALL DRAIN HOLES AND ACCESSIBLE FITTINGS.
- (6) ANTENNAS - CONDITION.
- (7) ACCESSIBLE ELECTRICAL CONNECTIONS AND COMPONENTS FOR DAMAGE, TIGHTNESS, CHAFING, FRAYING AND CUTS.

3. AFT FUSELAGE (STA. 270.00 TO STA. 452.00).

A. FLIGHT CONTROL SYSTEM - AILERON, ELEVATOR, RUDDER.

- (1) TRANSITION CABLE BELLCRANKS.
 - (A) CABLE SWEDGES LOCKED IN PLACE.
 - (B) TORQUE TRANSFER TUBE ATTACH POINTS.
 - (C) INSPECT FLIGHT CONTROL CABLES FOR CONDITION.
- (2) AILERON, ELEVATOR AND RUDDER TORQUE TRANSFER TUBES.
 - (A) ATTACH POINTS.
 - (B) FREENESS OF BEARINGS.
 - (C) SAFETY.
 - (D) AUTOPILOT SERVOS - SECURITY.
- (3) FLAP PRIME MOVER AND FLEX SHAFTS - GENERAL CONDITION, SECURITY.

B. ABOVE WING AFT OF STA. 316.

- (1) ELECTRICAL BUNDLES.
- (2) STRUCTURE.

C. ELECTRICAL SYSTEM COMPONENTS AC AND DC.

- (1) SECURITY IN MOUNTINGS.
- (2) WIRE BUNDLES, DAMAGE AND SECURITY.
- (3) REMOVE COVERS FROM THE FOLLOWING LISTED ELECTRICAL BOXES AND CHECK INSIDE FOR CLEANLINESS, SAFETY, CONDITION, AND EVIDENCE OF OVERHEATING OF ELECTRICAL PARTS.
 - (A) DC CONTACTOR BOXES LEFT AND RIGHT.
 - (B) FLAP CONTACTOR BOX.

D. THROTTLE CABLES (TELEFLEX) PUSH-PULL POWER CONTROL.

- (1) FRAYING.
- (2) SAFETY.

E. FUSELAGE FUEL TANK AREA - GENERAL CONDITION AND LEAKAGE.

- (1) FUEL SHUTOFF VALVE. CYCLE OFF AND ON.
- (2) FUEL SUPPLY LINES - CONDITION.
- (3) FUEL BOOST PUMP AREA AND PRESSURE REFUELING POINT AREA.

F. AIR CONDITIONING AND PRESSURIZATION EQUIPMENT.

- (1) REFRIGERATION UNIT MOUNTING - CONDITION AND SECURITY.

G. HYDRAULIC SYSTEM COMPONENTS - AFT FUSELAGE.

- (1) FLUID CARRYING LINES AND FITTINGS - LEAKAGE, CHAFING, SECURITY.

Handwritten notes and signatures in the right margin, including checkmarks and initials, corresponding to the inspection items.

OPERATOR: ED-WES, INC.

REPORT DATE 05/11/95

WORK COMPLIANCE FORM NO.

05.110

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

(CONTINUED)

OPER11

AIRCRAFT REG.: N368MD

ISSUED 07-91 REV.

050110+ PHASE 11 INSPECTION

2929368

WORK DUE AT

* = APU HRS.

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

05-110

DATE

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CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 3

NOTE: CHECK FOR CLEARANCE BETWEEN FLUID LINES, FLAP FLEX DRIVE CABLES AND AILERON TORQUE TUBES WHILE FLAPS AND AILERONS ARE MOVED THROUGH FULL TRAVEL.

- (2) LIFT DUMPER AND SPEED BRAKE SELECTOR VALVES - LEAKAGE, ELECTRICAL CONNECTIONS.
- (3) HYDRAULIC POWER PANEL - LEAKAGE.
- (4) HYDRAULIC EMERGENCY BRAKE SYSTEM ACCUMULATOR DRY NITROGEN CHARGE. REFER MAINTENANCE MANUAL, CHAPTER 12-10-00, TABLE 1.
- (5) THRUST REVERSER ACCUMULATOR.
 - (A) THRUST REVERSER ACCUMULATOR AND CYLINDER DRY NITROGEN CHARGE. REFERENCE MAINTENANCE MANUAL, CHAPTER 12-10-00, TABLE 1.
- (6) HYDRAULIC HIGH PRESSURE FILTERS - CHECK RED POP-OUT BUTTON. IF BUTTON IS OUT (EXTEND), THE FILTER IS CLOGGED; FILTER ELEMENT MUST BE REPLACED AND APPLICABLE PUMP CHECKED.
- (7) ANTI-SKID CONTROL VALVES - LEAKAGE AND ELECTRICAL CONNECTIONS.
- H. PYLON - ENGINE MOUNT BEAMS ATTACH POINTS.
- I. HOSES, LINES, ELECTRICAL BUNDLES ENTERING FUSELAGE FROM ENGINE NACELLES FOR DAMAGE, CHAFING AND SECURITY.
- J. FIRE EXTINGUISHER CONTAINERS - SECURITY, ELECTRICAL CONNECTIONS.
- K. ELECTRICAL BUNDLES AND TERMINAL STRIPS DAMAGE, SECURITY, LOOSE CONNECTION.
- L. PNEUMATIC DEICING EQUIPMENT.
 - (1) SECURITY AND CONDITION.
 - (2) ELECTRICAL CONNECTIONS.
 - (3) AIR EJECTOR - CLEAR.
- 4. AFT FUSELAGE (STA 452.00 TO STA. 554.00).
 - A. FLIGHT CONTROL SYSTEM - ELEVATOR, RUDDER.
 - (1) ELEVATOR AND RUDDER TORQUE TUBES.
 - (A) ATTACH POINTS.
 - (B) FREENESS OF BEARINGS.
 - (C) SAFETY.
 - (D) AUTOPILOT SERVOS - SECURITY.
 - (E) LUBRICATE CONTROL SYSTEM IN ACCORDANCE WITH LUBRICATION CHART PER CHAPTER 12-20-00.
 - (2) PNEUMATIC PLUMBING.
 - (3) STRUCTURE.
 - B. FUSELAGE ABOVE BAGGAGE COMPARTMENT.
 - (1) ELECTRICAL BUNDLES.
 - (2) PNEUMATIC PLUMBING.
 - (3) STRUCTURE.
 - C. ELECTRICAL AND ELECTRONIC COMPONENTS.
 - (1) LONG RANGE NAVIGATION SYSTEM.
 - (A) SECURITY IN MOUNTINGS.
 - (B) WIRE BUNDLES, DAMAGE AND SECURITY.
 - (2) ELECTRONIC FUEL COMPUTERS.
 - (A) SECURITY IN MOUNTINGS.
 - (B) WIRE BUNDLES, DAMAGE AND SECURITY.
 - (C) INSPECT AIR FILTER FOR CLEANLINESS FOR OBSTRUCTIONS.
- 5. EMPENNAGE.
 - A. HORIZONTAL TRIM RELAYS - SECURITY, ELECTRICAL CONNECTIONS.
 - B. HORIZONTAL STABILIZER TRIM ACTUATOR.
 - (1) ATTACH POINTS.
 - (2) ELECTRICAL CONNECTIONS.
 - (3) ASSURE DRAIN HOLES IN BOTTON OF ACTUATOR ARE CLEAR OF GREASE AND FOREIGN MATTER. (IF WATER PRESENT, UNIT MUST BE RESEALED).
 - C. HORIZONTAL STABILIZER - CONDITION AND SECURITY.
 - (1) ATTACH POINTS FWD AND AFT.
 - (2) UPPER AND LOWER SCISSOR FITTING ATTACH POINTS FOR LOOSENESS.
 - A. SHAKE STABILIZER DURING INSPECTION.

Handwritten notes and signatures on the right side of the page, including 'SO', 'SI', and various initials.

OPERATOR: ED-WES, INC.

REPORT DATE 05/11/95

WORK COMPLIANCE FORM NO.

05.110

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND (CONTINUED)

OPER11

AIRCRAFT REG.: N368MD

ISSUED 07-91 REV.

050110+ PHASE 11 INSPECTION

2929368

WORK DUE AT

* = APU HRS

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

05-110

DATE

HOURS

LANDINGS

CYCLES

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 4

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5716

(3) STRUCTURE.

D. ELEVATOR - GENERAL CONDITION AND SECURITY.

(1) ELEVATOR HINGE POINTS.

(A) CHECK ALL BEARINGS FOR LOOSENESS, ROUGHNESS SAFETY AND GENERAL CONDITION.

(B) INSPECT BONDING JUMPERS FOR CONDITION, FRAYING AND SECURITY.

(2) ELEVATOR TORQUE TUBE - SECURITY OF ATTACH POINTS, UNIVERSAL JOINTS AND TAPER PINS FOR LOOSENESS.

(3) CHECK THAT TRAVEL STOPS MAKE CONTACT IN BOTH DIRECTIONS OF TRAVEL, STOP-BOLTS - STOP PADS.

(4) LUBRICATE IN ACCORDANCE WITH MAINTENANCE MANUAL 12-20-00.

E. VERTICAL STABILIZER - CONDITION AND SECURITY.

(1) ATTACH POINTS.

(2) STRUCTURE.

F. RUDDER - GENERAL CONDITION AND SECURITY.

(1) RUDDER TRIM TAB ACTUATOR(S) - ATTACH POINTS.

(2) RUDDER HINGE POINTS.

(A) CHECK ALL BEARINGS FOR LOOSENESS, ROUGHNESS, SAFETY AND GENERAL CONDITION.

(B) INSPECT BONDING JUMPERS FOR CONDITION, FRAYING AND SECURITY.

(3) RUDDER ATTACH POINTS - CHECK RUDDER STOPS MAKE CONTACT IN BOTH DIRECTIONS OF FULL TRAVEL. CHECK STOP PADS, STOP BOLTS - SECURITY.

G. TAIL SKID - CONDITION AND SECURITY.

H. FRAME STA. 540.00 AND BALLAST AND JACK ADAPTER MOUNTING (IF INSTALLED) - CONDITION, DAMAGE AND CORRECT INSTALLATION.

I. TAIL CONE AND LIGHT - CONDITION AND SECURITY.

J. STATIC DISCHARGE WICKS - VERTICAL STABILIZER CAP, RUDDER, HORIZONTAL STABILIZER TIP, ELEVATOR. REFER TO 23-60-00, INSPECTION/CHECK FOR:

(1) CONDITION AND SECURITY.

6. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

Handwritten notes and signatures on the right side of the page, including "50" and "P" repeated multiple times.

OPERATOR: ED-WES, INC.

REPORT DATE 05/11/95

WORK COMPLIANCE FORM NO.

21.040A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 21- 2

OPER11

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 07-91

050110+ PHASE 11 INSPECTION

2929368

WORK DUE AT

* = APU HRS

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

21-005

DATE

HOURS

LANDINGS

CYCLES

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 13 YEAR 95 AIRCRAFT HOURS: 5718 LANDINGS: 4397

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 56727534 SAP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS. THS
210191 INSPECT/CLEAN NORMAL OUTFLOW VALVE...MM 21-30-00.....	<u>[Signature]</u>	<u>[Signature]</u>	
210201 INSPECT/CLEAN SAFETY OUTFLOW VALVE...MM 21-30-00.....	<u>[Signature]</u>	<u>[Signature]</u>	
210191, 210201			

R NOTE: THE FOLLOWING ADDITIONAL WCF(S) MAY BE REQUIRED TO PERFORM THIS TASK 21.030.

- INSPECT/CLEAN OUTFLOW VALVE (REFER TO ILLUSTRATION ON CARD 21-2)
- EQUIPMENT/CONSUMABLES: GASKET P/N 5783111-15, CLEANING SOLVENT PD-680, SAFETY WIRE
1. REMOVE CABIN FURNISHINGS AND INTERIOR FITTINGS AS REQUIRED TO GAIN ACCESS TO CABIN FLOOR ACCESS PANEL BETWEEN STATIONS 98.76 AND 117.18.
 2. REMOVE FLOOR ACCESS PANEL.
 3. REMOVE CLAMPS AND REMOVE AIR CONDITIONING DUCT ABOVE SAFETY VALVE.
 4. DISCONNECT AND CAP TUBING FROM SAFETY VALVE.
 5. REMOVE SCREWS SECURING EXTERIOR SAFETY VALVE FAIRING TO VALVE FROM LOWER FUSELAGE.
 6. REMOVE SAFETY WIRE AND ATTACHING BOLTS AND WITHDRAW VALVE, TAKING CARE NOT TO DAMAGE RUBBER DIAPHRAGM.
 7. COMPRESS THE POPPET VALVE BY PLACING EQUAL FORCE ON OPPOSITE SIDES OF VALVE TO EXPOSE THE VALVE LIP AND SEAT. CAREFULLY WIPE THESE TWO SURFACES WITH A CLEAN CLOTH MOISTENED IN PD-680 CLEANING SOLVENT.
 8. INSPECT SAFETY VALVE FOR CONDITION.
 9. ENSURE VALVES ARE FREE OF NICOTINE AND CONTAMINATION AND OPENINGS ARE CLEAN. INSTALL NEW VALVE GASKET P/N 5783111-15 ONTO VALVE.
 10. INSTALL SAFETY VALVE AND SECURE WITH ATTACHING BOLTS. TORQUE BOLTS UNTIL GASKET IS COMPRESSED TO 25 PERCENT OF ORIGINAL THICKNESS. SAFETYWIRE ATTACHING BOLTS.
 11. INSTALL EXTERIOR OUTFLOW VALVE FAIRING ON LOWER FUSELAGE. SECURE WITH SCREWS.
 12. REMOVE CAPS AND CONNECT TUBING TO VALVE.
 13. INSTALL AIR CONDITIONING DUCT ABOVE SAFETY VALVE.
 14. PERFORM PRESSURIZATION SYSTEM CHECK, REFER TO WORK COMPLIANCE FORM 21.030.
 15. INSTALL FLOOR ACCESS PANEL AND CABIN FURNISHINGS AND INTERIOR.
 16. RECORD CLEANING/INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WEB, INC.

REPORT DATE 05/11/95

WORK COMPLIANCE FORM NO.

21.050A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 21-3

OPER11

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050110+ PHASE 11 INSPECTION

2929368

WORK DUE AT

* = APU HRS.

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

21-007

DATE

HOURS

LANDINGS

CYCLES

95131

5716

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 13 YEAR 95 AIRCRAFT HOURS: 5718 LANDINGS: 4397

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AP567275343

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767790AP

TECHNICIAN	INSPECTOR	MAN-HOURS
		HRS.THS
<u>[Signature]</u>	<u>[Signature]</u>	

210671 INSPECT/CLEAN/TEST WATER SEPEARATOR CONDENSER...MM 21-70-00.....

210671

NOTE: THE FOLLOWING ADDITIONAL MCF(S) ARE REQUIRED TO PERFORM THIS TASK 21.030.

INSPECT/CLEAN/TEST WATER SEPARATOR CONDENSER (REFER TO ILLUSTRATION ON CARD 21-3)

EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 TO 25 INCH-POUNDS, SUITABLE DRY CLEANING SOLVENT, TRICHLORETHYLENE, SOURCE OF DRY COMPRESSED REGULATED AIR, MILD DETERGENT, APPROVED GREEN PRIMER AND BLACK ENAMEL, SAFETY WIRE

1. REMOVE REAR BAGGAGE COMPARTMENT FRONT PANEL.
2. REMOVE MAIN BAGGAGE COMPARTMENT REAR PANEL.
3. REMOVE CLAMP SECURING DRAIN LINE TO SEPARATOR AT THE BOTTOM OF THE WATER SEPARATOR.
4. REMOVE CLAMPS SECURING AIR INLET DUCT TO WATER SEPARATOR.
5. REMOVE CLAMPS SECURING AIR OUTLET DUCT TO WATER SEPARATOR.
6. REMOVE CLAMPS SECURING WATER SEPARATOR TO MOUNTING BRACKET.
7. REMOVE WATER SEPARATOR.
8. REMOVE SEPARATOR DRAIN, PACKING AND STRAINER.
9. REMOVE COUPLING CLAMP AND SEPARATE SEPARATOR SHELL FROM DUCT ASSEMBLY.
10. REMOVE SCREWS SECURING BRACKET AND CONDENSER TO SEPARATOR SHELL. REMOVE GASKET AND WITHDRAW CONDENSER FROM SEPARATOR SHELL.

NOTE: BEFORE REMOVING CHAIN ASSEMBLY FROM CONDENSER, FASTEN STRING OR CORD (APPROXIMATELY 20 INCHES LONG) TO ONE END OF THE CHAIN ASSEMBLY. AS CHAIN ASSEMBLY IS WITHDRAWN FROM CONDENSER HEM, THE CORD WILL BE STRUNG INTO HEM READY FOR USE AT REASSEMBLY TO FACILITATE INSTALLATION OF CHAIN ASSEMBLY.

WARNING: WEAR GLOVES TO PROTECT HANDS WHILE HANDLING FIBERGLAS CONDENSER. EXERCISE CARE TO AVOID STRETCHING OR TEARING CONDENSER WHILE SLIDING CONDENSER ON OR OFF SUPPORT ASSEMBLY.

11. REMOVE CHAIN ASSEMBLY AND CAREFULLY REMOVE CONDENSER SUPPORT.

NOTE: DO NOT DISASSEMBLE BY-PASS VALVE ASSEMBLY. DO NOT REMOVE FASTENERS FROM CHAIN UNLESS REQUIRED FOR INSPECTION.

12. CLEAN ALL PARTS, EXCEPT CONDENSER WITH DRY CLEANING SOLVENT AND DRY THOROUGHLY WITH COMPRESSED AIR.
13. IF REQUIRED, DEGREASE SUPPORT ASSEMBLY BY SUSPENDING SUPPORT ASSEMBLY IN A VAPOR DEGREASER FOR 15 MINUTES USING TRICHLORETHYLENE HEATED TO 250 DEGREES F (121.1 DEGREES C). SPRAY TRICHLORETHYLENE OVER SUPPORT ASSEMBLY TO CLEAN IT THOROUGHLY. WHEN SUPPORT ASSEMBLY IS COOL ENOUGH TO HANDLE, RINSE THOROUGHLY WITH DRY CLEANING SOLVENT AND DRY THOROUGHLY WITH COMPRESSED AIR.
14. CLEAN CONDENSER, IF REQUIRED, BY IMMERSING CONDENSER AND SUPPORT ASSEMBLY IN SOLUTION OF MILD DETERGENT AND LUKEWARM WATER. AGITATE SOLUTION BY ALTERNATELY REMOVING AND IMMERSING SUPPORT ASSEMBLY WITH ATTACHED CONDENSER. AFTER CONDENSER HAS BEEN CLEANED SATISFACTORILY RINSE CONDENSER AND SUPPORT ASSEMBLY IN CLEAR, LUKEWARM WATER UNTIL WATER RUNS CLEAR. ALLOW CONDENSER AND SUPPORT ASSEMBLY TO AIR DRY THOROUGHLY.

CAUTION: RUBBING OR BRUSHING CONDENSER WILL RESULT IN DAMAGE TO CONDENSER.

15. INSPECT ALL PARTS FOR CRACKS, NICKS OR CORROSION.

OPERATOR: ED-WES, INC.
 AIRCRAFT NO.: 368
 AIRCRAFT REG.: N368MD

REPORT DATE 05/11/95
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 07-91

WORK COMPLIANCE FORM NO. 21.290A
 CARD NO: 21-7 OPER11
 050110+ PHASE 11 INSPECTION

2929368	WORK DUE AT	* = APU HRS			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.
21-030	DATE	HOURS	LANDINGS	CYCLES	CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1
95131		5716			

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 13 YEAR 95 AIRCRAFT HOURS: 5718 LANDINGS: 4397

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AP567275343
 INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

 210681 CHANGE COOLING TURBINE OIL...MM 12-10-10.....

TECHNICIAN	INSPECTOR	MAN-HOURS
<u>[Signature]</u>	<u>[Signature]</u>	
		HRS.THS

210681
 CHANGE COOLING TURBINE OIL (REFER TO FIGURE 3 ON CARD 21-7)
 CONSUMABLES: LUBRICANT (MIL-L-23699)

1. THE OIL SHOULD BE DRAINED THROUGH THE DRAIN PORT, ON THE BOTTOM OF THE TURBINE, AND FRESH OIL ADDED TO THE TOP OF THE FILL PORT.

NOTE: THE THREE-WHEEL TURBINE UNIT SUMP HOLDS APPROXIMATELY 122CC OF TYPE MIL-L-23699 LUBRICANT. THE FOLLOWING PRODUCTS ARE QUALIFIED UNDER THIS SPECIFICATION:

MANUFACTURER	MANUFACTURERS DESIGNATION
AMERICAN OIL & SUPPLY CO.	P8 TURBINE LUBRICANT 6423, 6700, 3889, 3893, C-3788 OR 9598
BRAY OIL CO.	BRAYCO 899, 89G OR 899H
BURMAN- CASTROL CORP.	CASTROL 5000
EMERY IND., INC.	ENGARD SYNTHESIZED TURBINE LUBRICANT (2932) OR (2949)
EXXON CO.	EXXON/ESSO TURBO OIL 2380
HATCO CHEMICAL CORP.	HATCOL 3211, 3611, 1639 OR 1680
MOBIL OIL CORP.	MOBIL JET OIL II, MOBIL RM-139A, RM-147A, RM-247A, RM-246A, RM-249A, RM-254A OR RM-270A
NYCO INTERNATIONAL	NYCO 599A OR 599B
NYCO S.A.	TURBONYCOIL 599
PVO INTERNATIONAL INC.	STD-3700
ROYCAL LUBRICANTS CO., INC.	ROYCO 899, 899B (D-759-3), 899C(D-758), 899HC, 899E-L, 899R-1 OR 899E-2
SHELL OIL CO.	AEROSHELL TURBINE OIL 500
SHELL INTN'L PETROLEUM CO., LTD.	AEROSHELL TURBINE OIL 500
STAUFFER CHEMICAL CO.	STAUFFER JET II 9624 OR STAUFFER STL E-7306

OPERATOR: ED-WEB, INC.

REPORT DATE 05/11/95

WORK COMPLIANCE FORM NO.

24.070

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER11

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050110+ PHASE 11 INSPECTION

2929368

WORK DUE AT

* = APU HRS.

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

24-008

DATE

HOURS

LANDINGS

CYCLES

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

95131

5716

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 13 YEAR 95 AIRCRAFT HOURS: 5718 LANDINGS: 439.7

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

TECHNICIAN INSPECTOR MAN-HOURS
HRS.TMS

240203 FUNCTIONAL CHECK BATTERY TEMPERATURE AND WARNING SYSTEM...MM 24-30-01.....

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 05/11/95

WORK COMPLIANCE FORM NO. 21.420A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER11

AIRCRAFT REG.: N368MD

ISSUED 08-89 REV. 06-92

050110+ PHASE 11 INSPECTION

2929368

WORK DUE AT

* = APU HRS

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

21-027

DATE

HOURS

LANDINGS

CYCLES

95131

5716

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 13 YEAR 95 AIRCRAFT HOURS: 5718 LANDINGS: 4397

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767790AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767790AP

TECHNICIAN INSPECTOR MAN-HOURS
HRS.THS

210622 INSPECT 35 DEGREE DUCT SENSOR...MM 5-20-05.....

R 960078 81L 1124-21-078 REVISION 1 35 DEGREE TEMP SENSOR...81L 1124-21-078

R REASON: TO REDUCE THE EFFECTS OF DISSIMILAR METAL CORROSION ON THE
R CONTACTS OF TEMP SENSOR CONNECTOR, P/J116 AND ENSURE A MORE
R POSITIVE ELECTRICAL CONNECTION.

R EFFECTIVITY: MODEL 1124/1124A WESTWIND, ALL SERIAL NUMBERS.

210622

INSPECT 35 DEGREE DUCT SENSOR

CONSUMABLES: AIR CONDITIONING FREON SPRAY

1. INSPECT ELECTRICAL CONNECTION FOR CORROSION.
2. CLEAN AREA WITH FREON SPRAY ONLY.
3. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.

REPORT DATE 05/11/95

WORK COMPLIANCE FORM NO.

26.030

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 26- 2

OPER11

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 01-92

050110+ PHASE 11 INSPECTION

2929368

WORK DUE AT

* = APU HRS.

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

26-003

DATE

HOURS

LANDINGS

CYCLES

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

95131

5716

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 13 YEAR 95 AIRCRAFT HOURS: 5718 LANDINGS: 4397

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

ONLY THE FOLLOWING WORK IS DUE IN OPER11 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 MM 5-10-00

REASON REMOVED: (CHECK ONE) TECHNICIAN: INSP:

TIME A () FAIL B () WORN C () LOANER D () SCHEDCONV 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:

INSTALLED TSM: HRS LDGS MOS INSTALLED TSD: HRS LDGS MOS

WARRANTY TIME REMAINING: HRS LDGS MOS MAN-HOURS: HRS TENTHS PRICE: \$

SIGNOFF ANY WORK ACCOMPLISHED BELOW.

TECHNICIAN INSPECTOR MAN-HOURS HRS.THS

#260171 WEIGHT CHECK COCKPIT EXTINGUISHER...MM 26-20-00

R RECORD DATE OF WEIGHT CHECK

260172 DISCHARGE/OVERHAUL AND REFILL COCKPIT FIRE EXTINGUISHER...NO REF.

#260173 HYDROSTATIC TEST COCKPIT FIRE EXTINGUISHER...NO REF.

R RECORD DATE OF HYDROSTATIC TEST

#260174 INSPECT COCKPIT FIRE EXTINGUISHER...NO REF.

R RECORD DATE OF INSPECTION

260176 PART NAME: CABIN PORTABLE EXTINGUISHER MM 5-10-00

REASON REMOVED: (CHECK ONE) TECHNICIAN: INSP:

TIME A () FAIL B () WORN C () LOANER D () SCHEDCONV 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:

INSTALLED TSM: HRS LDGS MOS INSTALLED TSD: HRS LDGS MOS

WARRANTY TIME REMAINING: HRS LDGS MOS MAN-HOURS: HRS TENTHS PRICE: \$

SIGNOFF ANY WORK ACCOMPLISHED BELOW.

TECHNICIAN INSPECTOR MAN-HOURS HRS.THS

#260181 WEIGHT CHECK CABIN EXTINGUISHER...MM 26-20-00

R RECORD DATE OF WEIGHT CHECK

260182 DISCHARGE/OVERHAUL AND REFILL CABIN FIRE EXTINGUISHER...NO REF.

#260183 HYDROSTATIC TEST CABIN FIRE EXTINGUISHER...NO REF.

R RECORD DATE OF HYDROSTATIC TEST

#260184 INSPECT CABIN FIRE EXTINGUISHER...NO REF.

R RECORD DATE OF INSPECTION

260166, 260176

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 05/11/95
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 27.130
 OPER11
 050110+ PHASE 11 INSPECTION

27-013 95131	WORK DUE AT			* = APU HRS.	RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.
	DATE	HOURS	LANDINGS			CYCLES
		5716			CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 12 YEAR 95 AIRCRAFT HOURS: 5718 LANDINGS: 4397

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AP567225343

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

TECHNICIAN INSPECTOR MAN-HOURS
 HRS. THS

50 [Signature]

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.

REPORT DATE 05/11/95

WORK COMPLIANCE FORM NO.

27.150A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 27- 3

OPER11

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

030110+ PHASE 11 INSPECTION

2929368

WORK DUE AT

* = APU HRS

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

27-016

DATE

HOURS

LANDINGS

CYCLES

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

95131

5716

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 12 YEAR 95 AIRCRAFT HOURS: 5718 LANDINGS: 4897

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: APSL7275343

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AD

TECHNICIAN	INSPECTOR	MAN-HOURS
HRB.	HRB.	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-WEB, INC.
 AIRCRAFT NO.: 368
 AIRCRAFT REG.: N368MD

REPORT DATE 05/11/95
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 02-95

WORK COMPLIANCE FORM NO. 27.190
 CARD NO: 27- 5 OPER11
 050110+ PHASE 11 INSPECTION

2929368
 27-020
 95131

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
	5716		

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 13 YEAR 95 AIRCRAFT HOURS: 5718 LANDINGS: 4397

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AP567275343
 INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: APJ60767740AD

TECHNICIAN INSPECTOR MAN-HOURS
 HRS.THS

270213 LUBRICATE ELEVATOR ATTACH POINTS...MM 12-20-00.....
 R NOTE: 1. LUBRICATE 3 PLCS ALL A/C S/NS PRIOR TO 426 EXCEPT 154, 409, 413,
 R 416, 418, 421, 423 AND 424 PRE SB NO.1124-55-021.
 R POST SB NO.1124-55-021 LUBRICATION IS NO LONGER REQUIRED.
 R 2. LUBRICATE INTERMEDIATE BEARING (ONLY) AIRCRAFT S/NS 154, 409,
 R 413, 416, 418, 421, 423, 424, 426 AND SUBS.

270213
 LUBRICATE ELEVATOR ATTACH POINT (REFER TO ILLUSTRATION ON CARD 27-5)
 R EQUIPMENT/CONSUMABLES: REFER TO TABLE OF LUBRICANTS, GOGGLES, RUBBER GLOVES
 R
 R NOTE: 1. PRIOR TO PERFORMING THE VARIOUS LUBRICATION TASKS IN EACH AREA, IT IS IMPORTANT THAT PROPER SAFETY
 R PRECAUTIONS AND ACCESS TO THE SPECIFIC AREAS BE ACCOMPLISHED.
 2. USE ONLY CLEAN AND APPROVED LUBRICANTS. REMOVE ALL EXCESS OIL AND GREASE THAT TENDS TO ACCUMULATE NEAR THE
 LUBRICATION FITTINGS AND AREAS.
 3. 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.
 4. BEFORE APPLYING LUBRICANTS, REMOVE ALL FOREIGN MATTER FROM JOINTS, FITTINGS AND 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 FLUBH FITTING ARE BOTH USED THROUGHOUT THE AIRCRAFT.

R CAUTION: WEAR GOGGLES AND HEAVY DUTY RUBBER GLOVES WHEN USING HIGH-PRESSURE GREASE GUNS.

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 05/11/95
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 03-90

WORK COMPLIANCE FORM NO. 27.195
 OPER11
 030110+ PHASE 11 INSPECTION

2929368
 00-000
 95131

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
	3716		

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 12 YEAR 95 AIRCRAFT HOURS: 5718 LANDINGS: 4397

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AP562275343

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560787740AP

270214 LUBRICATE AFT HINGE FITTING BEARINGS...MM 5-20-06...6(A).....
 PRE SB 1124-55-021 S/N'S 154, 409, 413, 416, 418, 421, 423, 424, 426, AND
 SUBS WITH PRODUCTION MODIFIED HINGE.

TECHNICIAN INSPECTOR MAN-HOURS
 HRS.THS

N. [Signature]
compliance

NOTE: LUBRICATION NO LONGER REQUIRED WHEN HINGE IMPROVEMENT HAS BEEN ACCOMPLISHED PER SB 1124-55-021, PARA 2-D

270215 LUBRICATE FORWARD SCISSOR ASSEMBLY...MM 5-20-06...6(B).....
 POST SB 1124-55-021 (4 PLACES)

TECHNICIAN INSPECTOR MAN-HOURS
 HRS.THS

[Signature] [Signature]

NO MANUFACTURER TEXT ISSUED.

OPERATOR: ED-WES, INC.
 AIRCRAFT NO.: 368
 AIRCRAFT REG.: N368MD

REPORT DATE 05/11/95
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 02-95

WORK COMPLIANCE FORM NO. 27.360
 CARD NO: 27-11 OPER11
 050110+ PHASE 11 INSPECTION

2929368
 27-038
 95131

WORK DUE AT	* = APU HRS		
DATE	HOURS	LANDINGS	CYCLES
	5716		

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 13 YEAR 95 AIRCRAFT HOURS: 5716 LANDINGS: 4397

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AP667275343

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

TECHNICIAN INSPECTOR MAN-HOURS
 HRS.THS

270346 LUBRICATE FLIGHT CONTROL FORWARD/AFT BELLCRANKS...MM 12-20-00.....

270346

R LUBRICATE FLIGHT CONTROL FORWARD/AFT BELLCRANKS (REFER TO FIGURE 3 ON CARD 27-11)
 R EQUIPMENT/CONSUMABLES: GOGGLES, RUBBER GLOVES, 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.

R NOTE: APPLY GREASE (MIL-G-81322) ON ALL EXPOSED AREAS OF CABLE ESPECIALLY AROUND PULLEYS. APPLY ONLY ENOUGH
 R GREASE TO PRODUCE A VISIBLE THIN, CONTINUOUS RIBBON OF GREASE IN CABLE GROOVES.

2. RECORD LUBRICATION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-MES, INC.

REPORT DATE 05/11/95

WORK COMPLIANCE FORM NO. 27.380

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 27-11 OPER11

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050110+ PHASE 11 INSPECTION

29368
27-040
95131

WORK DUE AT	* = APU HRS		
DATE	HOURS	LANDINGS	CYCLES
	5716		

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 13 YEAR 95 AIRCRAFT HOURS: 570 LANDINGS: 4397

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AP567275343

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

TECHNICIAN INSPECTOR MAN-HOURS
HRS.THS

270351 INSPECT/LUBRICATE PRESSURE SEALS...MM 12-20-00.....

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 8171-16C, 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 265.570.
 - D. REMOVE SCREWS, SECURING PULLEY BRACKET ASSEMBLY AT STATION 265.570, REMOVE PULLEY ASSEMBLY.
 - E. REMOVE ACCESS COVER FROM LOWER FUSELAGE TO GAIN ACCESS TO REAR SIDE OF REAR PRESSURE BULKHEAD.
 - F. REMOVE TWO RESTRAINING RINGS ON PRESSURIZED SIDE OF BULKHEAD AND ONE RESTRAINING RING ON UNPRESSURIZED SIDE OF BULKHEAD.
 - G. PULL SEAL OUT OF BULKHEAD FROM UNPRESSURIZED SIDE.
 - H. BEND SEAL OPEN AND REMOVE FROM CABLE.
2. CLEAN GREASE FROM INNER RACE.
3. SPREAD CABLE SEAL OPEN AND EXAMINE VISUALLY FOR DETERIORATION. SEALS REQUIRE REPLACEMENT IF EVIDENCE OF CRACKING OR CHECKING, ABNORMAL SOFTNESS OR SWELLING IS NOTED.
4. USE REPLACEMENT CABLE SEALS IF NECESSARY.
5. INSTALL CABLE SEALS AS FOLLOWS:

- NOTE:
1. USE NEW RESTRAINING RINGS FOR INSTALLATION OF CONTROL CABLE SEALS.
 2. USE MIL-G-81322, WIDE TEMPERATURE RANGE BEARING GREASE TO LUBRICATE SEALS AND CABLES.

- A. FILL SEAL WITH GREASE. LUBRICATE CABLE FOR FULL LENGTH OF TRAVEL WITHIN SEAL WITH GREASE.
- B. BEND SEAL OPEN AND PLACE ON CABLE ON UNPRESSURIZED SIDE OF BULKHEAD WITH SMALL END OF SEAL TOWARD BULKHEAD.
- C. INSERT SEAL IN BULKHEAD HOLE SO THAT BULKHEAD WEB IS ENTIRELY WITHIN THE RETAINER GROOVE OF THE SEAL AND THE SMALL END OF THE SEAL IS IN THE PRESSURIZED SECTION.

CAUTION: CARE SHOULD BE TAKEN TO INSTALL THE PROPER SIZE SEAL FOR THE BULKHEAD HOLE SIZE AND TO USE THE PROPER SIZE RESTRAINING RINGS. (SEAL P/N S0337-14, TWO RINGS P/N S11L-16C AND ONE RING P/N S11L-162C RINGS)

OPERATOR: ED-WEB, INC.
 AIRCRAFT NO.: 368
 AIRCRAFT REG.: N368MD

REPORT DATE 05/11/95
 MODEL: 1124A WESTWIND
 ISSUED 12-88 REV. 08-89

WORK COMPLIANCE FORM NO. 27.500
 CARD NO: 27-19 OPER11
 050110+ PHASE 11 INSPECTION

2929368
 27-049
 95131

WORK DUE AT	* = APU HRS.		
DATE	HOURS	LANDINGS	CYCLES
	5716		

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 12 YEAR 95 AIRCRAFT HOURS: 5718 LANDINGS: 4397

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AP 567275343

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767240AP

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 NO. 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.

OPERATOR: ED-WES, INC.

REPORT DATE 05/11/95

WORK COMPLIANCE FORM NO.

28.010A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER11

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 02-92

050110+ PHASE 11 INSPECTION

2929368

WORK DUE AT

* = APU HRS

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

28-011

DATE

HOURS

LANDINGS

CYCLES

95131

5716

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 12 YEAR 95 AIRCRAFT HOURS: 5718 LANDINGS: 4397

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AP562275343

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AD

TECHNICIAN INSPECTOR MAN-HOURS
HRG.THS

R 281150 CHECK OPERATION OF FUEL BOOST PUMPS...MM 28-00-00.....SU [Signature]

281150

R CHECK OPERATION OF FUEL BOOST PUMPS

- R 1. PLACE L SHUTOFF AND R SHUTOFF SWITCHES IN CLOSE POSITION. OBSERVE IN TRAN LIGHTS INDICATING CLOSING.
- R 2. PLACE BOTH LEFT AND RIGHT BOOST PUMP SWITCHES IN MAIN POSITION. OBSERVE FUEL PRESS LOW WARNING LIGHTS REMAIN ON R AND ALT BOOST PUMP ON LIGHTS COME ON.
- R 3. PLACE BOTH L SHUTOFF AND R SHUTOFF SWITCHES IN OPEN POSITION. OBSERVE IN TRAN LIGHT INDICATING OPENING AND FUEL R PRESS LOW LIGHTS GO OUT.
- R 4. PULL BOTH LEFT AND RIGHT ALT BOOST PUMP CIRCUIT BREAKERS. OBSERVE ALT BOOST PUMP ON LIGHTS GO OUT AND FUEL PRESS R LOW LIGHTS REMAIN OUT.
- R 5. PLACE BOTH LEFT AND BOOST PUMP SWITCHES IN OFF POSITION. OBSERVE FUEL PRESS LOW LIGHTS COME ON.
6. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.

REPORT DATE 05/11/95

WORK COMPLIANCE FORM NO.

29.010A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 29- 1

OPER11

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050110+ PHASE 11 INSPECTION

2929368

WORK DUE AT

* = APU HRS

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

29-002

DATE

HOURS

LANDINGS

CYCLES

95131

5716

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 13 YEAR 95 AIRCRAFT HOURS: 5718 LANDINGS: 4397

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AP567275343

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: AP580767740

TECHNICIAN INSPECTOR MAN-HOURS
HRB.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-WEB, INC.

REPORT DATE 05/11/95

WORK COMPLIANCE FORM NO.

29.050A

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 29- 3

OPER11

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 03-90

050110+ PHASE 11 INSPECTION

2929368

WORK DUE AT

* = APU HRS

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

29-006

DATE

HOURS

LANDINGS

CYCLES

95131

5716

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 12 YEAR 95 AIRCRAFT HOURS: 5718 LANDINGS: 4397

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AP567275343

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 580767740AD

TECHNICIAN INSPECTOR MAN-HOURS
HRS.THS

290116 INSPECT/REPLACE RESERVOIR AIR VENT FILTER...MM 29-10-10..... SO [Signature]

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 80309-906, EXTERNAL BACKUPS (2) P/N 80311-906

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 05/11/95

WORK COMPLIANCE FORM NO.

29.0508

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 29- 3

OPER11

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV.

050110+ PHASE 11 INSPECTION

2929368

WORK DUE AT

* = APU HRS

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

29-007

DATE

HOURS

LANDINGS

CYCLES

95131

5716

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 12 YEAR 95 AIRCRAFT HOURS: 5718 LANDINGS: 4397

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AB567275343

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560267240AP

TECHNICIAN	INSPECTOR	MAN-HOURS
		HRS.THS
<u>[Signature]</u>	<u>[Signature]</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-MES, INC.
 AIRCRAFT NO.: 368
 AIRCRAFT REG.: N368MD

REPORT DATE 05/11/95
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 29.050C
 CARD NO: 29- 3 OPER11
 050110+ PHASE 11 INSPECTION

2929368
 29-008
 95131

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES
	5716		

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 13 YEAR 95 AIRCRAFT HOURS: 5718 LANDINGS: 4397

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AP567275343

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560707740AP

TECHNICIAN	INSPECTOR	MAN-HOURS
		HRS.THS

290171	REPLACE LEFT HIGH PRESSURE HYDRAULIC FILTER ELEMENT...MM 29-10-10.....	<u>[Signature]</u>	<u>[Signature]</u>	
290206	REPLACE RIGHT HIGH PRESSURE HYDRAULIC FILTER ELEMENT...MM 29-10-10.....	<u>[Signature]</u>	<u>[Signature]</u>	

290171, 290206

REPLACE HYDRAULIC HIGH-PRESSURE FILTER ELEMENT (REFER TO FIGURE 3 ON CARD 29-3)

CONSUMABLES: BACKUP RING P/N M828783-1, 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 M828783-1 AND SAFETYWIRE.
9. REMOVE CATCH PAN.
10. PERFORM MAIN HYDRAULIC SYSTEM CHECK AS FOLLOWS:
 - A. START LEFT-HAND ENGINE. HYDRAULIC PRESSURE SHOULD BE 2000 + OR -50 PSI.
 - B. WITH ENGINE AT IDLE POWER, PLACE LIFT DUMPER CONTROL SWITCH TO ON AND OFF POSITIONS FOR 5 OPERATING CYCLES DURING 10 SECONDS. AFTER A RECOVERY PERIOD OF 10 SECONDS, CHECK THAT PUMP PRESSURE IS 1800 PSI MINIMUM. CHECK FOR LIFT DUMPER CYCLE TIME OF 2 SECONDS MAXIMUM. SHUT DOWN LEFT-HAND ENGINE.
 - C. REPEAT STEPS A. AND B. FOR RIGHT ENGINE.
 - D. CHECK HIGH PRESSURE FILTERS POP-OUT BUTTONS.
 - E. RELEASE HYDRAULIC PRESSURE AND CHECK HYDRAULIC FLUID LEVEL IN THE RESERVOIR.
11. CHECK FOR HYDRAULIC LEAKS.
12. INSTALL REAR BAGGAGE COMPARTMENT FRONT PANEL.
13. RECORD FILTER REPLACEMENT COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.
AIRCRAFT NO.: 368
AIRCRAFT REG.: N368MD

REPORT DATE 03/11/95
MODEL: 1124A WESTWIND
ISSUED 07-88 REV. 08-89

WORK COMPLIANCE FORM NO. 29.030B
OPER11
050110+ PHASE 11 INSPECTION

2929368
29-009
95131

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES
	5716		

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 13 YEAR 95 AIRCRAFT HOURS: 5718 LANDINGS: 4397

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AP567275343

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 580767740AP

TECHNICIAN	INSPECTOR	MAN-HOURS
<u>[Signature]</u>	<u>[Signature]</u>	HRS.THS

290118 CLEAN/CHECK HYDRAULIC RESERVOIR AIR PRESSURE CHECK VALVE...MM 5-20-00.....

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-WEB, INC.

REPORT DATE 05/11/95

WORK COMPLIANCE FORM NO.

30.010

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 30- 1

OPER11

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 03-90

030110+ PHASE 11 INSPECTION

2929368

WORK DUE AT

* = APU HRS.

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

30-001

DATE

HOURS

LANDINGS

CYCLES

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

95131

5716

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 13 YEAR 95 AIRCRAFT HOURS: 5716 LANDINGS: 4397

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AP567275343

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AD

ONLY THE FOLLOWING WORK IS DUE IN OPER11 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 MM 30-10-00

REASON REMOVED: (CHECK ONE) TECHNICIAN: _____ INSP: _____

TIME A () FAIL B () WORN C () LOANER D () SCHEDCONV 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: _____

INSTALLED TSN: HRS _____ LDGS _____ MOS _____ INSTALLED TSO: 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.....

300103 PART NAME: RIGHT DE-ICER CHECK VALVE MM 30-10-00

REASON REMOVED: (CHECK ONE) TECHNICIAN: _____ INSP: _____

TIME A () FAIL B () WORN C () LOANER D () SCHEDCONV 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: _____

INSTALLED TSN: HRS _____ LDGS _____ MOS _____ INSTALLED TSO: 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.....

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. OK 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 05/11/95
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 03-90

WORK COMPLIANCE FORM NO. 30.100
 CARD NO: 30- 1 OPER11
 030110+ PHASE 11 INSPECTION

2929368
 30-011
 95131

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES
	5716		

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 13 YEAR 95 AIRCRAFT HOURS: 5718 LANDINGS: 4397

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AP567275343

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

TECHNICIAN INSPECTOR MAN-HOURS
 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 05/11/95
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV. 12-94

WORK COMPLIANCE FORM NO. 30.140
 CARD NO: 30- 5 OPER11
 050110+ PHASE 11 INSPECTION

2929368
 30-015
 95131

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES
	5716		

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 12 YEAR 95 AIRCRAFT HOURS: 5718 LANDINGS: 4397

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 627275343AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.THS
(300147) () INSPECT PILOT WINDSHIELD CYCLING CONTACTOR...MM 30-40-00.....	<u>50</u>	<u>[Signature]</u>	
910361 8B 1124-30-036 PART II			
HAS P/N 7264-4654 MCC (MFG LEACH) BEEN INSTALLED? YES ___ NO ___			
(300150) () INSPECT COPILOT WINDSHIELD CYCLING CONTACTOR...MM 30-40-00.....	<u>50</u>	<u>[Signature]</u>	
910361 8B 1124-30-036 PART II			
HAS P/N 7264-4654 MCC (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
- R 1. GAIN ACCESS TO BOTH DC CONTACTOR BOXES AND REMOVE THEIR COVERS (REFER TO ILLUSTRATION).
 - R 2. VISUALLY INSPECT CONTACTOR WIRING FOR EVIDENCE OF OVERHEATING. WIRING THAT HAS BEEN OVERHEATED SHOULD BE REPLACED.
 - R 3. APPLY EXTERNAL POWER TO THE AIRCRAFT AND TO OPERATE THE WINDSHIELD HEAT SYSTEM ON "HI".
- R NOTE: IF OUTSIDE AIR TEMPERATURE IS OVER 100 DEGREES F, POUR WATER ON WINDSHIELD.
- R 4. CONNECT A SENSITIVE VOLTMETER ACROSS WINDSHIELD CYCLING CONTACTOR TERMINALS A1 AND A2. SET METER TO 1 VOLT SCALE.
 - R 5. WHEN CONTACTOR IS CLOSED, THE VOLTAGE DROP SHOULD NOT EXCEED 0.2 VOLTS. IF VOLTAGE DROP EXCEEDS 0.2 VOLTS, OR IF THE CONTACTOR SHOWS EVIDENCE OF EXCESSIVE HEATING, REPLACE THE CONTACTORS WITH LEACH P/N 7264-4654 OR CUTLER HAMMER P/N 6041H243.
 - R 6. REINSTALL DC CONTACTOR BOX COVERS AND RETURN AIRCRAFT TO SERVICE.
 - R 7. RECORD INSPECTION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.

REPORT DATE 05/11/95

WORK COMPLIANCE FORM NO.

35.140

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

OPER11

AIRCRAFT REG.: N368ND

ISSUED 07-88 REV.

050110+ PHASE 11 INSPECTION

2929368

WORK DUE AT

* = APU HRS.

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

35-011

DATE

HOURS

LANDINGS

CYCLES

95131

5716

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 12 YEAR 95

AIRCRAFT HOURS: 5718

LANDINGS: 4397

TECHNICIAN SIGNATURE: _____

KIND OF CERTIFICATE & NO: AP567275343

INSPECTED BY: _____

KIND OF CERTIFICATE & NO: 560767740AP

TECHNICIAN	INSPECTOR	MAN-HOURS
		HRS.THS
<u>40</u>	<u>D</u>	

350163 INSPECT/SERVICE OXYGEN SYSTEM...MM 35-00-00.....

350163

INSPECT/SERVICE OXYGEN SYSTEM

WARNING: DO NOT PERMIT SMOKING OR OPEN FLAME NEAR AIRCRAFT WHILE MAINTENANCE IS BEING PERFORMED ON THE OXYGEN SYSTEM. ENSURE ALL ELECTRICAL POWER IS DISCONNECTED AND THAT THE AIRCRAFT IS PROPERLY GROUNDED. IN ADDITION, OILS, GREASE, AND SOLVENTS MAY BURN OR EXPLODE SPONTANEOUSLY WHEN CONTACTED BY OXYGEN UNDER PRESSURE.

1. INSPECT/SERVICE OXYGEN SYSTEM REGULATOR/REDUCERS, MASK MOUNTED REGULATORS, VALVES, OUTLETS, ANEROID SWITCHES, AUTOMATIC PASSENGER MASK PRESENTATION BOX ASSEMBLIES, HOSES, LINES, AND PORTABLE OXYGEN BOTTLES AS FOLLOWS:
 - A. PERFORM A FUNCTIONAL CHECK OF ALL MOVING COMPONENTS FOR OPERATION AND EXCESSIVE WEAR.
 - B. CHECK SYSTEM LINE PRESSURE.
 - C. VISUALLY CHECK FOR THE PRESENCE OF CONTAMINANTS (OIL, GREASE, DIRT, ETC.).
 - D. VISUALLY INSPECT BOTH LOW AND HIGH-PRESSURE REGULATOR RELIEF MECHANISMS FOR DAMAGE AND TO ENSURE FREEDOM FROM OBSTRUCTION.

NOTE: 1. HIGH AND LOW-PRESSURE LINES DO NOT REQUIRE ANY SERVICING UNLESS SOME TROUBLE IS INDICATED.
 2. TEST PASSENGER MASK OXYGEN FLOW BY PULLING LANYARD AND REMOVING PIN FROM VALVE. REFER TO 35-20-00, PARA 2.

2. AT ANYTIME UPON NOTIFICATION OF DECAYING CYLINDER PRESSURE WHEN OXYGEN SYSTEM IS IN USE, IMMEDIATELY CHECK THE SYSTEM UNTIL LEAK IS FOUND (USE ONLY LEAK DETECTOR CONFORMING TO MIL-L-25367B).
3. RECORD INSPECTION/SERVICE COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

(800) 466-8223

OPERATOR: ED-WES, INC.
 AIRCRAFT NO.: 368
 AIRCRAFT REG.: N368MD

REPORT DATE 05/11/95
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 52.010A
 CARD NO: 52- 1 OPER11
 050110+ PHASE 11 INSPECTION

2929368
 52-002
 95131

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES
	5716		

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 12 YEAR 95 AIRCRAFT HOURS: 5718 LANDINGS: 4397

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AP567275343

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

TECHNICIAN	INSPECTOR	MAN-HOURS
<u>[Signature]</u>	<u>[Signature]</u>	HRS.THS

520106 INSPECT/LUBRICATE CABIN ENTRANCE DOOR...MM 52-10-00.....

- 520106
 INSPECT/LUBRICATE CABIN ENTRANCE DOOR (REFER TO FIGURE 2 ON CARD 52-1)
 CONSUMABLES: SILICONE LUBRICANT, LUBRICATING OIL MIL-L-7820A
- INSPECT DOOR, STEP, TRACKS, UPPER AND LOWER FLAPPERS, SEAL AND ALL ATTACHMENTS FOR SECURITY, CLEANLINESS AND GENERAL CONDITION.
 - CHECK THAT SPRING-LOADED LATCH AND LATCH BAYONETS ARE FULLY EXTENDED WHEN DOOR IS IN CLOSED POSITION.
 - CHECK THAT SPRING-LOADED LATCH AND LATCH BAYONETS ARE FULLY RETRACTED WHEN DOOR IS IN OPEN POSITION.
 - 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.
 - ROTATE OUTSIDE HANDLE CLOCKWISE TO ENGAGE LATCHES. ENSURE THAT SUFFICIENT FORCE IS REQUIRED TO ENGAGE LATCHES.
 - REPEAT STEPS 4 AND 5 TO CHECK INSIDE HANDLES.
 - CLEAN AND LUBRICATE DOOR SEAL USING SILICONE LUBRICANT AS PER FIGURE 2.
- NOTE: A VERY LIGHT COAT SHOULD BE APPLIED; TOO MUCH LUBRICANTION WILL COLLECT DIRT AND CAUSE LEAKAGE AT DOOR SEAL.
- LUBRICATE DOOR WITH LUBRICATING OIL MIL-L-7870A AS PER FIGURE 2.
 - RECORD INSPECTION/LUBRICATION COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

OPERATOR: ED-WES, INC.

REPORT DATE 05/11/95

WORK COMPLIANCE FORM NO.

55.040

AIRCRAFT NO.: 368

MODEL: 1124A WESTWIND

CARD NO: 55- 4

OPER11

AIRCRAFT REG.: N368MD

ISSUED 07-88 REV. 12-94

050110+ PHASE 11 INSPECTION

2929368

WORK DUE AT

* = APU HRS

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

55-005

DATE

HOURS

LANDINGS

CYCLES

95131

5716

CK CURRENT DUE LIST FOR DUE TIME CHGS

PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 13 YEAR 95 AIRCRAFT HOURS: 5718 LANDINGS: 4397

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: _____

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740 AP

TECHNICIAN INSPECTOR MAN-HOURS
HRS.THS

550656 CHECK STABILIZER AFT SPAR SPLICE-HINGE FITTING OUTBOARD LUGS FOR CRACKS

N/A N/A

MM 55-10-00.....

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, DISCONNECT TAIL LIGHT AND REMOVE EMPENNAGE FAIRINGS.
- R 2. INSPECT OUTBOARD LUGS FOR CRACKS OR BROKEN LUGS WITH BRIGHT LIGHT AND A 10X MAGNIFYING GLASS (REFER TO ILLUSTRATION).
- R 3. IF A DISCREPANCY IS FOUND, HINGE FITTING (AFT SPAR SPLICE) MUST BE REPLACED (REFER TO MM 55-10-01 REMOVAL/INSTALLATION).
- R 4. IF HINGE IS SATISFACTORY, INSTALL EMPENNAGE FAIRINGS, CONNECT TAIL LIGHT AND INSTALL TAIL CONE.
- R 5. RECORD CHECK COMPLIED WITH IN SPACE PROVIDED ON PAGE 1.

N/A by compliance w/TL S.B. 1124-55-02 Rev

OPERATOR: ED-WES, INC.
 AIRCRAFT NO.: 368
 AIRCRAFT REG.: N368MD

REPORT DATE 05/11/95
 MODEL: 1124A WESTWIND
 ISSUED 07-88 REV.

WORK COMPLIANCE FORM NO. 52.010B
 OPER11
 050110+ PHASE 11 INSPECTION

2929368
 52-003
 95131

WORK DUE AT		* = APU HRS	
DATE	HOURS	LANDINGS	CYCLES
	5716		

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 12 YEAR 95 AIRCRAFT HOURS: 5718 LANDINGS: 4397

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AP567275343

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767740AP

TECHNICIAN	INSPECTOR	MAN-HOURS
		HRS.THS

520116 OPERATIONAL CHECK CABIN ENTRANCE DOOR...MM 52-10-00.....

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.
 AIRCRAFT NO.: 368
 AIRCRAFT REG.: N368MD

REPORT DATE 05/11/95
 MODEL: 1124A WESTWIND
 ISSUED 08-89 REV.

WORK COMPLIANCE FORM NO. 56.030A
 CARD NO: 56- 2 OPER11
 030110+ PHASE 11 INSPECTION

2929368	WORK DUE AT	* = APU HRS		
56-004	DATE	HOURS	LANDINGS	CYCLES
75131		5716		

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 13 YEAR 95 AIRCRAFT HOURS: 5716 LANDINGS: 4397

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: AP567275343

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560767790AP

	TECHNICIAN	INSPECTOR	MAN-HOURS HRS.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.
AIRCRAFT NO.: 368
AIRCRAFT REG.: N368MD

REPORT DATE 05/11/95
MODEL: 1124A WESTWIND

WORK COMPLIANCE FORM NO. 95.090
OPER11

050110+ PHASE 11 INSPECTION

2929368
95-001
95131

WORK DUE AT		* = APU HRS.	
DATE	HOURS	LANDINGS	CYCLES
	3716		

RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP ORIGINAL FOR YOUR RECORDS. RETURN COPY TO CSI FOR UPDATING.

CK CURRENT DUE LIST FOR DUE TIME CHGS PAGE 1

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 13 YEAR 95 AIRCRAFT HOURS: 5718 LANDINGS: 4392

TECHNICIAN SIGNATURE: [Signature] KIND OF CERTIFICATE & NO: 49567275343

INSPECTED BY: [Signature] KIND OF CERTIFICATE & NO: 560707740AP

	TECHNICIAN	INSPECTOR	MAN-HOURS
	<u>[Signature]</u>	<u>[Signature]</u>	HRS.THS

950920 SERVICE LETTER MW-2492 HYDRAULIC HOSE INSPECTION...SL MW-2492.....

REASON: REMIND PERSONNEL OF THE LEAK INSPECTION REQUIREMENTS FOR ALL HYDRAULIC SYSTEM HOSES AND TO PAY SPECIAL ATTENTION TO THOSE THAT CONTAIN A RUBBER LINER MATERIAL (COLOR CODED BY A GREEN EXTERNAL APPEARANCE).

INSTRUCTIONS: ROUTINE INSPECTION SHOULD BE PERFORMED OF ALL HYDRAULIC SYSTEM FLEXIBLE HOSES FOR LEAKAGE OR DETERIORATION IN ACCORDANCE WITH THE REQUIREMENTS OF CHAPTER 5 OR 50 HOUR PHASE INSPECTION PROGRAM. MATERIALS USED IN TEFLON LINED HOSES ARE MORE RESISTANT TO WEAR AND DETERIORATION THAN THE RUBBER LINER HOSES. EITHER TYPE HOSE MAY BE USED OR REPLACEMENT OF DEFECTIVE HOSES, HOWEVER, THE TEFLON LINED HOSES SHOULD PROVIDE EXTENDED SERVICE LIFE.

REFER TO APPLICABLE SERVICE LETTER FOR PROCEDURE.

OPERATOR: **ED-WES, INC.**

WORK COMPLIANCE FORM NO. **32.310**

AIRCRAFT NO.: **368**

MODEL: **1124A WESTWIND**

AIRCRAFT REG.: **N368MD**

ISSUED **07-88** REV.

PAGE **1**

89164	WORK DUE AT	* = APU HRS			RECORD TIME WORK ACCOMPLISHED FOR EACH TASK. KEEP TOP COPY FOR YOUR RECORDS. RETURN CARBON COPY TO CSI FOR UPDATING.
32-039	DATE	HOURS	LANDINGS	CYCLES	
29 29					UNSCHEDULED

WORK ACCOMPLISHED: DATE: MONTH 11 DAY 13 YEAR 95 AIRCRAFT HOURS: 5718 LANDINGS: 4397

TECHNICIAN SIGNATURE: [Signature] CERTIFICATE NUMBER: 560767740 AP

INSPECTED BY: [Signature] KIND OF CERTIFICATE: 560767740 AP

320646 PART NAME: LEFT MAIN GEAR AFT ACTUATING CYLINDER MM 32-30-00
 REASON REMOVED: (CHECK ONE) TECHNICIAN: _____ INSP: _____
 TIME A () FAIL B () WORN C () LOANER D () SCHED CONV E () MOD G () SERVICE K () ENG CHG L () TIRE CHG M () DAMAGED T ()

PART REMOVED: PART NUMBER _____ SERIAL NUMBER: _____

PART INSTALLED: PART NUMBER _____ SERIAL NUMBER: _____

TIME SINCE NEW: HRS _____ LDGS _____ MOS _____ TIME SINCE OVERHAUL: HRS _____ LDGS _____ MOS _____

WARRANTY TIME REMAINING: HRS _____ LDGS _____ MOS _____ MAN-HOURS: HRS _____ TENTHS _____ PRICE: \$ _____

321146 PART NAME: RIGHT MAIN GEAR AFT ACTUATING CYLINDER MM 32-30-00
 REASON REMOVED: (CHECK ONE) TECHNICIAN: [Signature] INSP: [Signature]
 TIME A () FAIL B () WORN C () LOANER D () SCHED CONV E () MOD G () SERVICE K () ENG CHG L () TIRE CHG M () DAMAGED T ()

PART REMOVED: PART NUMBER 5713061-505 SERIAL NUMBER: 704

PART INSTALLED: PART NUMBER 5713061-505 SERIAL NUMBER: 704

TIME SINCE NEW: HRS _____ LDGS _____ MOS _____ TIME SINCE OVERHAUL: HRS 0 LDGS _____ MOS _____

WARRANTY TIME REMAINING: HRS _____ LDGS _____ MOS _____ MAN-HOURS: HRS _____ TENTHS _____ PRICE: \$ _____

320641, 320646, 321141, 321146

NOTE: THE FOLLOWING ADDITIONAL WCF(S) ARE REQUIRED TO PERFORM THIS TASK 32.T01, 32.430, 32.230A.

MAIN GEAR ACTUATING CYLINDER - REMOVAL AND INSTALLATION
 EQUIPMENT/CONSUMABLES: TORQUE WRENCH 0 TO 300 INCH-POUNDS, COTTER PIN

A REMOVAL

1. JACK AIRCRAFT. REFER TO WORK COMPLIANCE FORM 32.T01.
2. RELEASE MAIN AND EMERGENCY HYDRAULIC PRESSURE.
3. TAG, DISCONNECT AND CAP HYDRAULIC HOSES AT PORTS OF ACTUATING CYLINDER ASSEMBLY TO BE REMOVED.
4. REMOVE ACTUATING CYLINDER FROM MAIN GEAR BODY.
5. REMOVE ACTUATING CYLINDER ROD-END FROM UPPER SIDE BRACE ASSEMBLY.
6. REMOVE ACTUATING CYLINDER.
7. RECORD PART NUMBER, SERIAL NUMBER AND REASON REMOVED IN SPACE PROVIDED ON PAGE 1.

B INSTALLATION

1. OK TO INSTALL. RECORD PART NUMBER, SERIAL NUMBER AND UNIT TIME IN SPACE PROVIDED ON PAGE 1.
2. INSTALL BOLT, WASHER AND NUT SECURING ACTUATING CYLINDER CAP TO UPPER SIDE BRACE ASSEMBLY. TORQUE NUT FINGER TIGHT AND THEN TURN TO NEXT COTTER PIN SLOT. SAFETY NUT WITH COTTER PIN.
3. PERFORM SIDE BRACE PRELOAD ADJUSTMENT. REFER TO WORK COMPLIANCE FORM 32.230A.
4. INSTALL BOLT, WASHER AND NUT SECURING ACTUATING CYLINDER ROD-END TO MAIN GEAR BODY. TORQUE NUT (ALUMINUM AND/OR STEEL) 270 TO 300 INCH-POUNDS.
5. REMOVE CAPS AND CONNECT HYDRAULIC HOSES AT PORTS OF ACTUATING CYLINDER.
6. PERFORM LANDING GEAR OPERATIONAL CHECK. REFER TO WORK COMPLIANCE FORM 32.430.
7. CHECK FOR EXTERNAL LEAKS.

1. UNITED STATES		2. FAA FORM 8130-3 AIRWORTHINESS APPROVAL TAG U.S. Department of Transportation Federal Aviation Administration		3. System Tracking Ref No. HD7GA001	
4. Organization Duncan Aviation/Lincoln Airport/Lincoln, NE 68524				5. Work Order, Contract or Invoice HD7GA	
Item	7. Description			8. Part Number	
001	MLG AFT RET. ACTUATOR			4A105-5	
9. Eligibility*		10. Quantity	11. Serial/Batch Number	12. Status/Work	
VARIOUS		001	0704	Repaired	
13. Remarks					
<p>APRI AVIATION, INC. P/N 4A105-5 S/N 0704 M/N 713061-505 MAKE ALLEN A/C Reseal actuator.</p> <p>Removed the rodend and disassembled the actuator. Found the seals worn. Replaced applicable parts and reassembled. Function tested and safety wired the actuator. Certified repaired in accordance with IAI Westwind maintenance manuals. Final inspected</p>					
TECHNICIAN: VINCENT R. CRUICKSHANK					
This document constitutes a signed copy of the work order.					

Life Limited parts must be accompanied by maintenance history including total time/total cycles/time since new.			
14. <input checked="" type="checkbox"/> New <input type="checkbox"/> Newly Overhauled		19. Return to Service in Accordance with FAR 43.9	
Certifies that the new or newly overhauled part(s) identified above, except as otherwise specified in block 13 was (were) manufactured in accordance with FAA approved design data and airworthiness. NOTE: In case of parts to be exported, the special requirements of the importing country have been met.		Certifies that the work specified in block 13 (or attached) above was carried out in accordance with FAA airworthiness regulations and in respect to the work performed, the part(s) are approved for return to service.	
15. Signature	16. FAA Authorization No.	20. Authorized Signature <i>Gary G. Schmidt</i>	21. Certificate Number JGVR194F
17. Name (Typed or Printed)	18. Date	22. Name (Typed or Printed) Gary G. Schmidt	23. Date 11/01/95

Airworthiness Approval Tag User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly. Where the user/installer work in accordance with the national regulations of an Airworthiness Authority different than the Airworthiness Authority of the country specified in block 1, it is essential that the user/installer ensures that his/her Airworthiness Authority accepts parts/components/assemblies from the Airworthiness Authority of the country specified in block 1.

Statements on block 14 and 19 do not constitute installation certification. In all cases aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

The FAA Form 8130-3 and JAA Form One are equivalent. Other countries such as Canada also have equivalent acceptable documents.