



A GENERAL DYNAMICS COMPANY
Jet Aviation St. Louis, Inc.

Tel: (618) 646-8000
Fax: (618) 646-8852

Work Order Invoice

Remit To
24611 NETWORK PLACE CHICAGO, IL 60673-1246

Invoice Information	
Invoice No: T00122	Pg. 1
Invoice Date: 3/24/11	
Co/Div/Loc 03-020-1	
LC#/DP#/TY/PDLN D 28 T	

Customer
HYPERION AIR 3800 SOUTHERN BLVD SUITE 204 WEST PALM BEACH, FL 33406
PHONE # 561-317-3082 FAX/OTH#

Aircraft Information
AIRCRAFT REG/N#: 909JE MAKE: GULFSTREAM MODEL: II SERIAL: 151 TTime:

PRELIMINARY

WO Nbr	Terms	Date In	Completed	Purchase Order	Customer
T00122	C.O.D.	2/26/11			HYPEA

 THIS IS A PRELIMINARY INVOICE ONLY -- VERBIAGE AND DOLLAR AMOUNTS
 ARE SUBJECT TO CHANGE DUE TO AIRCRAFT STILL IN WORK AND PURCHASE
 ORDERS BEING INCOMPLETE.

1 Comply with preliminary inspection.: Completed inspection for areas to be worked.

LABOR

CUSTOMER LABOR: .00 *
 - - - - - ITEM 1 TOTAL AMOUNT: .00 **

2 Main inverter intermittent.: Unable to duplicate discrepancy at this time. After 1 hr and several buss xfers. Rechecked ops of inverter unable to duplicate discrepancy. No further action to be taken.

LABOR

CUSTOMER LABOR: 545.02 *
 - - - - - ITEM 2 TOTAL AMOUNT: 545.02 **

3 Master warning/caution on copilots side is only "dim" on cancel button.: Observed discrepancy as copilots glareshield master warn light and master caution lights and dim all the time. Unable to match wiring found at lights to any GAC WDM CH 33 or 31 wiring diagram at this time. Waiting for custom out fitter drawings for BKM box installation. Noted that no dwg found for red master warn sw light. Removed glareshield cover and equipment for access to wiring to

***** CONTINUED *****



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PRELIMINARY

physically run the wires from master warn sw and to access wires at back of switch. Found one loose broken solder joint on open caution switch. Repaired solder joint but did not fix problem. Continued looking into wiring at pilot and copilot annunciator. Found more soldering at annunciators. Resolder, no change. Compared voltages between pilots and copilots annunciators. Found that pin 1 has 28 vdc and pin 2 is the control bright/dim voltage pulse to annunciation. Pilot voltage level changed with brt/dim control. Copilots pin did not. Voltage pulse was at 14-16 volts DC. This control pulse is from BKM box. Gained access to BKM box. Found to bad nutplates on close out panel unable to remove screws. Screws were drilled out. Removed BKM box, called Gulfstream for availability. Received drawing showing interface of BKM box to master warn annunciation. Verified wiring good. Reference M12604-307 for nutplate replacement. Placed BKM serviceable unit on order. Reinstalled remaining screws. Removed from lower edge of glareshield cover. Installed repaired exchange BKM unit, master caution panel and fwd left pedestal closeout. Upon performing operation check found that now the copilot amber caution light is inop will not test. Removed top of glareshield to access disconnect for copilot warn red and caution amber lights and tried to ring lamp to disconnect. Found lamp common to be open. Removed pilot and copilot comp/warn panels and course HDG panels and glareshield itself for access to lamps. Found diode CR234 to be broken. Ordered new diode. Received new diode and installed IAW GAC WDM dwg 37-51-00. Reinstalled glareshield with left and right master warn/caution lights. Ops checked IAW GAC AMM 33-01-01. No defects noted. Reinstalled all removed equipment and panels.

PARTS

PART NUMBER/DESCRIPTION	UM	QTY	LIST	AMOUNT
PLT1.5M-M	EA	100	.07	7.00
TY WRAP				
PLT2I-M	EA	50	.09	4.50
TY WRAP				
RTV108	EA	1	8.79	8.79
SEALANT				
T38F-C	FT	6	1.10	6.60
SPIROBAND				
9BJE53	EA	2	180.00	360.00
DIODE				

CUSTOMER PARTS: 386.89 *

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PRELIMINARY

LABOR

CUSTOMER LABOR:

----- ITEM 3 TOTAL AMOUNT: 4,261.99 *
 4 Inboard seat at table motor inop. Check reset button.: Investigated
 inboard seat chair swivel release not working. Verified voltage to
 chair disconnect. Found circuit breakers under LH double seat
 (inboard). One circuit breaker tripped. Reset CB. Operate chair and
 noticed wiring was chafed between entry tube at the base of the
 chair. Wire was shorting causing CB to pop. Removed both vest holders
 under both chairs to get better access and bottom seat cushions.
 During inspection of vest holder noticed unit was pushed up too close
 to bottom of chair base causing chair base to move hard and causing
 wiring to chafe. Made record of existing wiring that was chafed.
 Removed chafed wiring that was burning thru chair pivot axel. Made a
 new wire harness with extra chafing protection and ops checked the
 chair swivel release with no defects noted. Reinstalled the removed
 equipment.

PARTS

PART NUMBER/DESCRIPTION	UM	QTY	LIST	AMOUNT
ABMS-A-D	EA	6	.62	3.72
BASE				
ACRC05NEB	FT	3	.71	2.13
SLEEVING SIZE 5				
ATUM-1/4-0	FT	4	4.14	16.56
SHRINK TUBE				
PBLK1.00H	FT	1	.52	.52
VELCRO				
PBLK1.00L	FT	1	.52	.52
VELCRO				
1000-501-D	R EA	1	2760.00	2760.00
BKM BOX				
SERIAL # 701				
31880	EA	1	.23	.23
#4 RED TERMINAL				
8-31890-1	EA	4	.20	.80
TERMINAL				
8-36152-1	EA	4	.20	.80
TERMINAL				
8-36154-1	EA	4	.23	.92
TERMINAL				

CUSTOMER PARTS: 2,786.20 *

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PRELIMINARY

LABOR

CUSTOMER LABOR:

855.61 *

----- ITEM 4 TOTAL AMOUNT: 3,641.81 **

5 Static ports on LH and RH plugged.: Gained access to static tees and disconnected at station 193. Ref ASC 377 for GIIB acft. Purged pilots, copilots and stby. Found some debris. However alternate static was completely clogged. Even with 20 psig per acft MM (GIIB 34-01-00) no movement of any air flow. Troubleshoot to alternate static line on RH side of acft to static port. After several times, finally able to get debris in RH alternate static to loosen evidence of insect debris. However airflow between LH and RH alternate static ports was still very much restricted. Disconnected tee at top of cabin for alternate static. Finished removing debris from RH alt static line. LH alternate static at first had low air flow at 20 psig then completely stopped. Many attempts failed to loosen debris in LH alt static line, and then blew out. Found old pieces of static adapter seal lodged in alt static LH. Removed all debris from ASC377 static lines stby/alt pilot/copilot. Reconnected ASC377 tees to acft static system. Have not checked pitot/static for leaks or operation at this time. Complied with functional ops check of pitot/static system by completing the reconnect check alt static check and standby pitot/static leak check, CMPS 3410145, 341048, 341026, 341027 and 341034.

PARTS

PART NUMBER/DESCRIPTION	UM	QTY	LIST	AMOUNT
770-3FRD	EA	1	100.46	100.46
INSULATION TAPE				

CUSTOMER PARTS: 100.46 *

LABOR

CUSTOMER LABOR:

4,686.24 *

----- ITEM 5 TOTAL AMOUNT: 4,786.70 **

6 Update FMS.: Pilot declines at this time.

----- ITEM 6 TOTAL AMOUNT: .00 **

7 Pilot altitude hold seems to be controlled from copilot's altimeter. (verify if correct).: Research alt hold operations per GAC dwg CE21134005 block diagram and GAC AFMS CE21134M001 the alt preselector/auto pilot operations for alt, hold will come from the copilots alt via IS&S DADC. No further action to be taken.

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PRELIMINARY

LABOR				
	CUSTOMER LABOR:			424.83 *
- - - - -	ITEM	7	TOTAL AMOUNT:	424.83 **
8	#1 nav radio head has digits inop on certain numbers.; Removed #1 nav control panel for repair. Installed #1 nav cntrl head IAW AC 43.13 general practices. Reference 8130 for control head corrections. Ops checked IAW AMM GIIB CH 34.			
	PARTS			
	PART NUMBER/DESCRIPTION	UM	QTY	LIST AMOUNT
	629-7597-014	EA	4	1.58 6.32
	SET SCREW			
	634-3312-001	EA	1	76.92 76.92
	FILTER			
			CUSTOMER PARTS:	83.24 *
LABOR				
	CUSTOMER LABOR:			587.86 *
- - - - -	ITEM	8	TOTAL AMOUNT:	671.10 **
9	RH glareshield flood light has broken terminal.; Removed bad ground terminal for RH glareshield flood light. Replaced terminal and reattached IAW AC 43.13.1B.			
LABOR				
	CUSTOMER LABOR:			59.50 *
- - - - -	ITEM	9	TOTAL AMOUNT:	59.50 **
10	Cockpit and cabin bulb sweep			
LABOR				
	CUSTOMER LABOR:			872.00 *
- - - - -	ITEM	10	TOTAL AMOUNT:	872.00 **
999	***** THIS IS A PRELIMINARY INVOICE ONLY -- VERBIAGE AND DOLLAR AMOUNTS ARE SUBJECT TO CHANGE DUE TO AIRCRAFT STILL IN WORK AND PURCHASE ORDERS BEING INCOMPLETE. *****			
- - - - -	ITEM	999	TOTAL AMOUNT:	.00 **

* * * * C O N T I N U E D * * * *



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PRELIMINARY

TOTAL PARTS:	3,356.79
TOTAL LABOR:	12,293.05
TOTAL OTHER SERVICES:	.00
TOTAL SHIPPING/HANDLING CHGS.:	352.12
TOTAL SURCHARGE:	368.79

PAY THIS AMOUNT(USD)	16,370.75

Note: A surcharge has been applied to include the expense of EPA mandated hazardous material disposal and miscellaneous consumables.

12:13:45 VER2 * * * * PAY from this Invoice * * * * WINSK