
From: Larry Visoski [REDACTED]
Sent: Tuesday, March 22, 2016 4:30 AM
To: Je vacation
Subject: G550 update

Jeffrey

Pete will have more detail comment by lunch time Tuesday, Appears the aircraft has time sensitive items due,, O= bottles Hydrostatic inspection,

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I'm only guessing, but my gutt tells me, a=rcraft is un-airworthy at this time.

I would imagine this is the reason Kevin wants the pre-by inspection co=pleted at Chrysler Penistar in Pontiac Michigan, where the aircraft sits, In order to accomplish your test flight, Kevin should have aircraft ma=e airworthy, we know the 144 month inspection is due June 2016.

I would im=gine a 144 month could be our prebuy, or is price based on simplified prebu=? to include test flight, borescope and records review?

I would imagine Ch=ysler Penistar could provide quote to make the aircraft airworthy, for=your test flight, and also provide a quote for the 144 month inspection Even though Chrysler Penistar is not factor= Gulfstream, they are a very reputable repair shop,

Notes from=Pete:

Hi Larry,&=bsp;

Transferred from my written notes-

ACTT 2847.6, 1391 LDGS, A=U seems to be 2429.8 (there were some items regarding the work orders for s=me work done, with an item to record APU times) These seem to be from a G=lfstream Facility, or is the aircraft at Pentastar? They may use the same p=ogram.

Seems to have flown approx. 20 hours, and did 12 landings sin=e last June.
The CMP reports as from Today.

First, inspection due=times-

- 1A- Due calendar by June 2016
- 2A- 1000 hours, next due about 1=5 hours from now
- 4A- 2000 hours, due 1125 hours 'ish'
- 5A- 2500 hours,=due 1625 hours 'ish'
- 8A- 4000 hours due 1150 hours 'ish'

Ca=endar items:

- 1C - 12 Month
- 2C- 24 month
- 3C- 36 Month
- 4C- 48 Mon=h

6C- 72 Month

All of the calendar items are due in June, 2016

Fuselage penetration was done in 9/2013. Big ticket item, but with plenty of time (72 Month?) FWD E-batt=discard due 7/2016

Note: All Customer frequency items have been taken off the due list- Because in long term storage? That includes E-batt BI=E test and some other items.

Main battery Cap checks were due 2/2016= There were notes in the WO's for check battery voltage, but nothing for the Cap checks.

Defibrillator pads were life limited due 3/2016, maybe remove as a customer frequency item.

Gear corrosion inspections and reapplication of compound are due 7/2016- CMP shows 90 M/H for the mains and 40=M/H for the nose.

I'm not sure if that includes gear functional checks, and blowdown M/H's- I believe that is calculated in.

Gear blowdown bottle is due Hydro 5/2016.

No leeway, DOT requirement-

There were some comments on the brake wear- They all seem to be original from CMP- it looks like #2 was repaired, and probably reinstalled.

There is a procedure to install a spacer disk to get more life on the carbon stacks.

I'm not that familiar with the life on the G-550 brakes, but would expect them to have life left.

The Air Data Modules (ADC's to you and me) show having a 12 month check due 3/2016.

It's not the 24 month Altitude/transponder check, I'm not sure what it involves, but would be overdue.

2 Oxygen bottles (main) are due hydro in September- a 5 year item.

They are due life limit in September 2017- a 15 year requirement.

It doesn't make sense to Hydro, then scrap after 1 year.

The forward portable O2 is due Hydro 5/2016

Try to make some sense from these notes, and we will talk tomorrow- I expect that you will be at PBI around 11 AM=>

As for an Independent overview-

You may want to contact Duncan Aviation in Battle Creek to send someone- A total third party representative for the buyer- I'm sure that they would be more than willing, and expect them to quote you for the required inspections afterwards!

FYI-The Boeing Lav power supply was sent to Consolidated in LI for review of repair.

Talk to you tomorrow-

I'll have a better idea on the status by Lunchtime- Still pushing for Friday (PM!) RTS.

Regards,

Pete

Sent from my iPhone

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