

**From:** Larry <[REDACTED]>

**To:** "jeffrey E." <jeevacation@gmail.com>

**Subject:** Re: update

**Date:** Sat, 14 Jan 2017 03:27:40 +0000

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Jeffrey,

When Dave read your email, his first comment was, "He thought he did a good job, and blamed the event on Wind shear, he actually thought he flew the plane acceptable" which is a little concerning.

I think this is the route of Dave's issue, he's stubborn and can't admit error.

When I mentioned kicking off the auto-Throttles and just fly the plane like a regular plane, (Stick and Rudder skills), he said, "maybe we should "always" disengage the autoThrottles when the Wind Gust factor is greater than double the current steady wind"., (the wind was reported 10kts, gusting 28kts during our landing),. I told Dave, thats a good idea in theory, but you have to know when to disengage and not just Disengage when certain wind values are reported, this is part of his issue, every thing is black and white to him, very mechanical,. During today's landing in Brunswick, I had Dave disengage the auto throttle and autoPilot below 5000 ft, the weather was perfect, and he did a good job, once he figured out the proper power setting to maintain a given airspeed. He's fine without adversity,.

To resolve, I told Dave i would get him some sim time next week in NY at Simflite when we arrive on Wednesday, to practice take off and Landings with no autothrottle and autopilot to get familiar with the handling characteristics of the GIV without engage in the autoPilot at 200ft and never touching the controls until the last 200 feet for landing,.

Dave's excuse for always engaging the automation, was, Simuflite encourages automation, however, since the Crash of Korean Air Boeing 777 in SanFranciso last year, when the pilot didn't notice the auto throttles where not engaged, and stalled on short final, Now, Flight Saftey is requiring all pilots to hand fly at least one approach to demonstrate flight skills.

GIV update;

We did engine runs tonight, and will accomplish more runs in the morning, after the Mechanics speak to Barry Kessler in Tech ops, we are still taking reading for techOps to evaluate, more info tomorrow.

Thx

Larry

Sent from my iPad

On Jan 13, 2017, at 8:05 PM, jeffrey E. <jeevacation@gmail.com> wrote:

how did it go today with dave and the plane?

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please note

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