From: Larry Visoski <[redacted]>
To: Je vacation <jeevacation@gmail.com>
Subject: Fwd: Fun
Date: Tue, 01 Dec 2015 20:44:57 +0000

From Pete

Sent from my iPhone

Begin forwarded message:

From: Pete Rawson <[redacted]>
Date: December 1, 2015 at 1:38:14 PM AST
To: Larry Visoski <[redacted]>
Subject: RE: Fun

Hi Larry,

The answers to the questions from JE and you are;

The dorsal allows ram air to normally go through the left and right heat exchangers.
They are part of the air cycle machines, nothing to do with the precoolers.
There are no components, the only change in flow is speed of the aircraft.
It also allows ram air to enter the cabin when "Ram" is selected- part of the emergency pressurization system.
The air cycle machines "Packs" then work the temperature for the cabin.

The overboard air from the pylon-
That is the fan air that goes through the precooler valve, and across the pylon radiator.
The panel readings mean-
Low voltage, should also have low pressure indication- That allows the precooler valve to open-
Air flows across the pylon radiator and cools the input air to the temp system.

High voltage, should also have high pressure- that causes the precooler to close-
No air across the pylon radiator.

Each side is separate, both in control and function.

See you tomorrow-
Regards,
Pete

-----Original Message-----
From: Larry Visoski [mailto:[redacted]]
Sent: Tuesday, December 01, 2015 9:01 AM
To: Pete Rawson <[redacted]>
Subject: Fun

What does dorsal fin do on the G4, I know in the G2 it provided emergency pressurization

Sent from my iPhone