

**From:** Larry Visoski <[REDACTED]>  
**To:** Je vacation <jeevacation@gmail.com>  
**Subject:** Fwd: Video  
**Date:** Mon, 30 Nov 2015 03:59:39 +0000

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Update from Pete,  
I'll swap controllers in STT,  
Continue troubleshooting in Teterboro,  
With your permission, I'd like to accomplish one more short flight with Pete, he ordered more parts we can try to repair fluctuation in voltage and PSI

Thx  
Larry

Sent from my iPhone

Begin forwarded message:

**From:** Pete Rawson <[pete.rawson@meridian.aero](mailto:pete.rawson@meridian.aero)>  
**Date:** November 29, 2015 at 8:37:15 PM EST  
**To:** Larry Visoski <[REDACTED]>  
**Subject:** Re: Video

Hi Larry,  
The photos are inconclusive.  
There is no knowing what signal has been sent to the Torque motor. My original video shows fluctuations in the controller voltage, and the Torque motor responding with a delayed reading.

First photo shows right precooler signaled closed, left sent signal to be partially open, lower voltage equals more open.

Second shows equal voltage signals to the Torque Motors.

Third shows a lower pressure to the right side valve resulting in more open.

Last shows a lower voltage, and allowing the precooler on the right side to be more open.

I just recalled that the precoolers are regulating to 400 degrees, that didn't make sense since the engine temps are below that at lower settings.

The bleed air system is in Fahrenheit, engine temps are in centigrade!

The video that you sent shows that the voltage to the Torque Motors shows a steady voltage signal from the controller, but with a fluctuation from the Torque Motor pressure readings. My original video shows the voltage high, requiring a higher pressure, but PSI low.

Any chance that you can have the Torque Motors swapped before the TEB trip? They are located forward of the angle plate that has the controllers behind the plate. Shouldn't be too bad. Accessible with 2 air lines, cannon plugs, and 4 screws.

I plan to swap the controllers if you can have the Torque Motors swapped, and the issue remains.

A wiring issue is always there-

Questions-

What is the ETA? Wednesday at what time?

Are you available with crew to do a test flight?

Is a flight check approved by you if needed? KALB - Albany NY from KTEB would be my recommendation. I will bring tools, and can take along the suspect parts from CJS. We could land at ALB, and change the units there.

BTW- I have been watching the video of our landing at KTEB from our last trip. The auto throttles were confirmed as being disengaged, both verbally, and disconnect tones at about 400 Ft. After landing the tones sound again.

Watch and see how far down the runway we are. I was watching the camera, and focused on the outside view. I did look down at the throttles and saw that they were not fully pulled back.

My review shows that the engine Idle lights, and the No Gnd Spoiler lights flicker on roll out. I don't think that the Ground spoilers deployed. There is no indication of the T/R s either.

I see this as an issue with the entire G-IV fleet, Meridian and others.

I don't want to pass my video from this to others without your permission.

Regards,  
Pete

Pete Rawson  
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On Nov 29, 2015, at 4:58 PM, Larry Visoski <[REDACTED]> wrote:

<IMG\_4483.MOV>

Sent from my iPhone