

From: Larry Visoski <[REDACTED]>
To: Je vacation <jeevacation@gmail.com>
Subject: Fwd: Update
Date: Mon, 02 May 2016 22:32:51 +0000

From Pete
He will speak with Tech rep tomorrow for more clarification

Thx
Larry

Sent from my iPhone

Begin forwarded message:

From: Pete Rawson <[REDACTED]>
Date: May 2, 2016 at 6:29:19 PM EDT
To: Larry Visoski <[REDACTED]>
Subject: Re: Update

Hi Larry,
Nice to hear that the flight went well.
I'm still looking forward to several more flights to confirm.
Maybe we have cured the control system side of the issue.

I will talk to my local Gulfstream Rep tomorrow, if he doesn't have the answers, he will follow-up with Savannah.

The only time that the readings would be zero is on takeoff when the bleed air is the hottest.
Sorry, I do get out of the seat soon after take-off, but won't stand in the entranceway during take-off to read the panel!

Maybe not even then, depending on conditions;
Air Temp, reduced power takeoff, altitude and others.

There is a procedure to clean the unit, but above what we could do-
Remove it, pressure wash inside and out, soak in specific solvent for 24 hours, rinse numerous time, steam clean and bake in an oven till dry.
Reinstall. 20 man hours for R/R, plus time spent doing the cleaning.

The best way to clean it would be send it out to a shop where it could be submersed and the unit pressure checked.

I would expect at least one week with a quick turnaround request to do that.

The best price available for exchange is about \$8,500. They only have 1 unit repaired/exchange.
Gulfstream price is about 11K for the same.

We have changed 4 that I can see in my records, all for cracks found during the pylon inspection.
That is where we started with this- the crushed line found doing the pylon inspection-

I agree with JE that the voltage/pressures indicate a clogged, or less efficient precooler.
The left side, showing 3 PSI, indicates that it is more open to the fan air supply to the precooler trying to cool the bleed air into the cabin supply.
More fan air required to get the 400 degrees in the manifold equates to the lower numbers-

The right, at 7, indicates that there is less fan air required to maintain the 400 temp, more efficient.

The 40 hours for R/R were given to swap them, records show 20 hours for the R/R of each one.
I would recommend replacing the left side precooler next visit.

Regards,
Pete

From: Larry Visoski <[REDACTED]>
Sent: Monday, May 2, 2016 12:26 PM
To: Pete Rawson
Subject: Update

Pete, the flight was very very smooth Jeffrey was very very happy however the voltage was 7 V right side 3 V left side as normal, Jeffrey asked if you could contact Gulfstream tech support and ask him regarding the voltage? If we should ever see zero indication, Jeffrey also asked if you could find if there is a procedure to clean or functional test the integrity of the pre-coolers?
I told him it was 40 hours minimum per side to exchange, can we get a price for a new precooler to have for him also many many thanks Larry

Sent from my iPhone