

**From:** Larry Visoski <[REDACTED]>  
**To:** "jeffrey E." <jeevacation@gmail.com>  
**Subject:** Re: buzz on GIV SN 1085 [1111722:740313]  
**Date:** Wed, 10 Jun 2015 03:28:01 +0000

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Perfect noon is good,  
I kept Bill Hammond in town until GIV was repaired,  
So we are good for noon

Thx  
Larry

Sent from my iPhone

On Jun 9, 2015, at 11:19 PM, jeffrey E. <jeevacation@gmail.com> wrote:

ok. then wheels up at 12 ? 727 ?

On Tue, Jun 9, 2015 at 11:18 PM, Larry Visoski <[REDACTED]> wrote:  
Yes,. It would be good to exercise the Boeing.

Plus Gulfstream installed new ADC which is working good, on GIV

Except,.

We accomplished a pitot static check which is required after ADC install, we have an airspeed split of 6kts between capt and copilot airspeed,, avionics thinks it could be moisture in the lines, they are troubleshooting at this time,,

Will keep you posted

Thx  
Larry

Sent from my iPhone

On Jun 9, 2015, at 11:07 PM, jeffrey E. <jeevacation@gmail.com> wrote:

should we fly to 727 to lsj, give it some flying time?

On Tue, Jun 9, 2015 at 8:31 PM, Larry Visoski <[REDACTED]> wrote:

Jury struts are the rods that hold the lower cowl in place when it's open, or lowered,  
There are two, one fwd and aft on the cowl,. These rods sometimes contact the engine transferring engine  
fibe to airframe.

During islip Mx last year these were inspected, when we changed isolation engine mounts. We are double  
checking at this time

Thx  
Larry

Sent from my iPhone

On Jun 9, 2015, at 4:43 PM, jeffrey E. <[jeevacation@gmail.com](mailto:jeevacation@gmail.com)> wrote:

jury struts???

On Tue, Jun 9, 2015 at 4:37 PM, Larry Visoski <[REDACTED]> wrote:

Work recommendations from tech-support in Savannah, is it approved to comply with below ?  
Return to service 3pm tomorrow

Thx  
Larry

Sent from my iPhone

Begin forwarded message:

**From:** "Kessler, Barry" <[REDACTED]>  
**Date:** June 9, 2015 at 4:15:41 PM EDT  
**To:** "Visoski" <[REDACTED]>  
**Subject:** buzz on GIV SN 1085 [1111722:740313]

Larry,  
We have a couple of ideas.

1. Can be accomplished immediately:

In the Engine Mount Vibration Isolator R&I there is a picture of what we affectionately call the dogbone.  
In the GIV AMM 71-01-00 page 401 is Engine Mount Vibration Isolators R & I (not using the MSG-3 AMM) for my reference.

There is a picture of the dogbone on page 403.

It is called "link" in the picture.

This link while you are viewing the engine from the side with the upper cowl open, must not be leaning left or right, because it will be making contact with adjacent surface.

It must be perfectly perpendicular so-to-speak.

This link will stay where it was last positioned while the weight was off the engine with a crane.

You will have to take the weight off the engine to move the link and make it straight so it is not leaning left or right touching the adjacent surface.

Once you place the weight back on the engine, it will stay in place till next time. It will not move.

2. When your flight schedule permits;

GIV AMM 71-00-00 bottom of page 601 begins Powerplant - Internal Inspection to page 604.

This inspection will take care of inspecting fixed cowl (truly floating cowl) and other possible chaff areas.

Even the jury struts (holds lower doors open) can contact the PLA transducers and cause a vibration, so check this as well.

Make sure during the inspection of the floating cowl there is no sign of chaff anywhere on the floating cowl next to engine.

As the engine spools up to power, it moves due to torque, and it may chaff at higher settings and not chaff when the power comes back.

So if you see light during the inspection that is not good enough, it may be chaffing with the power forward and not chaffing when the power is back.

The floating cowl chaff and the dogbone checks are first and foremost.

Thank you,  
Barry Kessler  
Gulfstream Technical Operations  
Large Cabin Mechanical Systems

(Direct) [REDACTED]  
(Toll Free) [REDACTED]

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