

From: Larry Visoski <[REDACTED]>
To: Je vacation <jeevacation@gmail.com>
Subject: G550 update
Date: Tue, 22 Mar 2016 04:30:23 +0000

Jeffrey

Pete will have more detail comment by lunch time Tuesday,
Appears the aircraft has time sensitive items due,, O2 bottles Hydrostatic inspection,

I'm only guessing, but my gutt tells me, aircraft is un-airworthy at this time.
I would imagine this is the reason Kevin wants the pre-by inspection completed at Chrysler Penistar in Pontiac Michigan, where the aircraft sits,

In order to accomplish your test flight, Kevin should have aircraft made airworthy, we know the 144 month inspection is due June 2016.

I would imagine a 144 month could be our prebuy, or is price based on simplified prebuy? to include test flight, borescope and records review?

I would imagine Chrysler Penistar could provide quote to make the aircraft airworthy, for your test flight, and also provide a quote for the 144 month inspection
Even though Chrysler Penistar is not factory Gulfstream, they are a very reputable repair shop,

Notes from Pete:

Hi Larry,
Transferred from my written notes-

ACTT 2847.6, 1391 LDGS, APU seems to be 2429.8 (there were some items regarding the work orders for some work done, with an item to record APU times)
These seem to be from a Gulfstream Facility, or is the aircraft at Pentastar? They may use the same program.

Seems to have flown approx. 20 hours, and did 12 landings since last June.
The CMP reports as from Today.

First, inspection due times-
1A- Due calendar by June 2016
2A- 1000 hours, next due about 125 hours from now
4A- 2000 hours, due 1125 hours 'ish'
5A- 2500 hours, due 1625 hours 'ish'
8A- 4000 hours due 1150 hours 'ish'

Calendar items:
1C - 12 Month
2C- 24 month
3C- 36 Month
4C- 48 Month
6C- 72 Month

All of the calendar items are due in June, 2016
-from my notes, and comments to self-

Fuselage penetration was done in 9/2013. Big ticket item, but with plenty of time (72 Month?)
FWD E-batt discard due 7/2016

Note: All Customer frequency items have been taken off the due list- Because in long term storage?
That includes E-batt BITE test and some other items.

Main battery Cap checks were due 2/2016- There were notes in the WO's for check battery voltage, but nothing for the Cap checks.

Defibulator pads were life limited due 3/2016, maybe removed as a customer frequency item.

Gear corrosion inspections and reapplication of compound are due 7/2016-

CMP shows 90 M/H for the mains and 40 M/H for the nose.

I'm not sure if that includes gear functional checks, and blowdown M/H's- I believe that is calculated in.

Gear blowdown bottle is due Hydro 5/2016.

No leeway, DOT requirement-

There were some comments on the brake wear-

They all seem to be original from CMP-

It looks like #2 was repaired, and probably reinstalled.

There is a procedure to install a spacer disk to get more life on the carbon stacks.

I'm not that familiar with the life on the G-550 brakes, but would expect them to have life left.

The Air Data Modules (ADC's to you and me) show having a 12 month check due 3/2016.

It's not the 24 month Altitude/transponder check, I'm not sure what it involves, but would be overdue.

2 Oxygen bottles (main) are due hydro in September- a 5 year item.

They are due life limit in September 2017- a 15 year requirement.

It doesn't make sense to Hydro, then scrap after 1 year.

The forward portable O2 is due Hydro 5/2016

Try to make some sense from these notes, and we will talk tomorrow-

I expect that you will be at PBI around [11 AM](#).

As for an Independent overview-

You may want to contact Duncan Aviation in Battle Creek to send someone-

A total third party representative for the buyer-

I'm sure that they would be more than willing, and expect them to quote you for the required inspections afterwards!

FYI- The Boeing Lav power supply was sent to Consolidated in LI for review of repair.

Talk to you tomorrow-

I'll have a better idea on the status by Lunchtime-

Still pushing for Friday (PM!) RTS.

Regards,

Pete

Sent from my iPhone