

**From:** Larry <[REDACTED]>  
**To:** "jeffrey E." <jeevacation@gmail.com>  
**Subject:** Re: Video  
**Date:** Tue, 01 Dec 2015 11:44:34 +0000

---

1988 serial #1085

Sent from my iPad

On Dec 1, 2015, at 6:37 AM, jeffrey E. <jeevacation@gmail.com> wrote:

what is our serial number/?

On Tue, Dec 1, 2015 at 7:30 AM, Larry Visoski <[REDACTED]> wrote:

Update from Pete  
Will research Dorsal fin inlet.,

Thx  
Larry

Sent from my iPhone

Begin forwarded message:

**From:** Pete Rawson <[REDACTED]>  
**Date:** November 30, 2015 at 8:11:03 PM EST  
**To:** Larry <[REDACTED]>  
**Cc:** Pete Rawson <[REDACTED]>  
**Subject:** Re: Video

Hi Larry,

Sorry, but I had to finish my revision to the Repair Station manual for the EASA change-

I started it last Month, and I always set a future date on documents as a reminder-

This was due by the 9th, I wrote the manual changes for 12/1.

Finished, and sent to the FAA today.

Some of the videos sent show a pressure change, with no voltage change-

That points to the Torque motor on that side.

Others show the voltage changing, that points to the controller.

There is a delay in the pressure readings, so that may explain part of it.

Jeffrey sent that the right voltage at the panel was jumping all over the place.

The controllers are not easy to swap, maybe swap the Torque motors for the trip to KTEB.

Narrow it down.

The question of the Check Valve that he sent, could be an issue-

It wouldn't explain the voltage and pressure changes to the precoolers, but has merit.

The check valve being stuck open would probably show as engine issues.

High TGT and Fuel flow at some points. Air from the high pressure system back feeding into the lower pressure system within the engine on that side. Probably show as an engine vibe.

The pressures from the 7 and/or 12 stage valves are indicated on the overhead panel.

The bleed air pressure, from either valve is shown as what is in the manifold for that side.

I will send you the functional check for the valves.

It requires high power runs, with readings for when the 12th stage air comes into play.

Hard to accomplish at KTEB with high power runs-

As a reminder, the Compass swings are due in December-

The overboard vent, that he asked about, is the bottom of the pylon panel.

The schematic sent shows a valve there, but doesn't apply to the G-IV.

The comment for the Ground Spoilers may tie into the issue that we saw with the Auto-Throttles re-engaging.

The one for that the issue was worse at 15K, steady state condition-

Was it worse then what he had prior to the work that we have done?

or the worst that has occurred since the R/R of the precooler line and Sensor change?

We did the flight at 15K, steady state at both 250 and 300 KT's and you did notice a slight vibe.

What is the sched, and can you swap units prior to TEB trip?  
I have updated CMP for the DME and RT side sensor changes.

I will have both the Controller, and Torque motors available for replacement.

If the problem follows the Torque motor on the trip to KTEB, fine, it will be replaced.

If the system problems still remains, or doesn't follow-

We could do a flight check, Thursday would be the best for smooth air.

I will bring the tools required, and the parts along.

We could make a landing wherever, and I could change out the parts there.

do a flight back and confirm that it

Let me know the Sched-

Regards,

Pete

---

**From:** Larry <[REDACTED]>  
**Sent:** Monday, November 30, 2015 8:57 AM  
**To:** Pete Rawson  
**Subject:** Fwd: Video

From JE

Sent fro

m my iPad

Begin forwarded message:

**From:** "jeffrey E." <[jeevacation@gmail.com](mailto:jeevacation@gmail.com)>  
**Date:** November 30, 2015 at 7:29:09 AM EST  
**To:** Larry Visoski <[REDACTED]>  
**Subject:** Re: Video

when we were flying to carlsbad we were steady at 15000 ft. the vibration seemed worse. so i opened to panel to see the needle on the right jumping like in the first video. I also dont think the ground spoilers are deplying properly, I ddint notice the usual drop in lift. . could it be one of the bleed air valves 7th or 12 th stage. getting stuck. can we run the engines and take temps at the pylon precoolers.

On Sun, Nov 29, 2015 at 11:59 PM, Larry Visoski <[REDACTED]> wrote:

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 <[REDACTED]>  
**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 precoolers 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 precoolers 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  
Chief Inspector  
Meridian Jet Center

[REDACTED]

[REDACTED]

[www.meridian.aero](http://www.meridian.aero)

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

<IMG\_4483.MOV>

Sent from my iPhone

--

please note

The information contained in this communication is confidential, may be attorney-client privileged, may constitute inside information, and is intended only for the use of the addressee. It is the property of JEE

Unauthorized use, disclosure or copying of this communication or any part thereof is strictly prohibited

and may be unlawful. If you have received this communication in error, please notify us immediately by return e-mail or by e-mail to [jeevacation@gmail.com](mailto:jeevacation@gmail.com), and destroy this communication and all copies thereof, including all attachments. copyright -all rights reserved

--

please note

The information contained in this communication is confidential, may be attorney-client privileged, may constitute inside information, and is intended only for the use of the addressee. It is the property of JEE

Unauthorized use, disclosure or copying of this communication or any part thereof is strictly prohibited and may be unlawful. If you have received this communication in error, please notify us immediately by return e-mail or by e-mail to [jeevacation@gmail.com](mailto:jeevacation@gmail.com), and destroy this communication and all copies thereof, including all attachments. copyright -all rights reserved