

From: "jeffrey E." <jeevacation@gmail.com>

To: Lvjet <[REDACTED]>

Subject: Re: GIV update

Date: Sat, 08 Aug 2015 18:40:42 +0000

we have done the fan balancing three times. teterboro , dry lube in montreal, , re rigged the spoilers. and all flight controls. we are now willing to replace the trunion mount cannisters , we are only doing this with the understanding that rolls royce will live up to its obligations under corporpate care if this does not fix the problem that was obvious to everyone on our test flight

On Sat, Aug 8, 2015 at 2:26 PM, Lvjet <[REDACTED]> wrote:

Jeffrey

I spoke to Gulfstream engine Tech Dave, he informs Gulfstream PBI was scheduled to accomplish an engine change on Monday for another client, This client just canceled his reservation. Gulfstream has the engine stand and Sling to remove our engines in house now.

Kathleen advises that if we install Loaner engines that are located in Indianapolis, they require a post inspection from a previous install, this takes apporx two days to accomplish, so my best case scenario would be Friday arrival of loaner Engines in Palm Bch or Dallas if we elected to have Dallas Airmotive to install, plus I'm not sure if Dallas Airmotive has available manpower to take us next week.

I spoke with Kathleen and Aline our Montreal Tech, appears Trunnion Mount Canister which handles fwd and aft movement should be replaced, as I mentioned last night, this requires removing engine from Pylon in order to access Trunnion Mount. Gulfstream has Two new Trunnion Mount Canisters in Savanah priced at \$12,000 each. According to my CMP Mx run, our canister were last changed in 1998 at 3800 hours total time, we have 9000 hours total time on airframe, we have 5200 hours on current Mount canisters.

Here is my proposal if you agree:

Have Gulfstream PBI remove our engines with sling and install two new Trunnion Mount Canisters and fly with our engines ONE more time. If I start today or tomorrow, I should be able to test fly by Thursday or Friday.

If we install two loaner engines plus New Trunnion Mounts at the same time and we have smooth flight, we will not know if we had an engine issue or Mount issue.

If we install loaner engines, it takes two days after each engine is removed to transfer all Gear box components (such as: air starter, Alternator, hydraulic pump) to loaner engine, called "QEC" (Quick Engine Change),. by just slinging our engine and installing New Trunnion mounts, I can accomplish this in less time.

Our engines are due midlife overhaul on November 2018.

I have requested Gulfstream to price the removal and install labor cost per engine, if memory serves correct, I believe labor to remove and install is approx. \$7,500 per engine,. I'll have firm labor cost as soon I hear back from my Gulfstream sales rep.

Kathleen needs until Late Monday for her to consult with Rolls Royce in Germany, if there is any chance of early input for overhaul. By installing new Trunnion Mount Canisters and our problem still exists, this could assist in early input of our engines for overhaul.

should I proceed with Trunnion Mount Canister install only ?

thank you,.

Larry

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please note

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