From: "jeffrey E." <jeevacation@gmail.com>
To: Larry Visoski < ████████ >
Subject: Re: GIV
Date: Thu, 11 Jun 2015 23:04:16 +0000

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if the vibration is we can upgrade the autopilots , eitther now or when we add enhanced vision can the g4 do ny st peterburg non stop?

On Thu, Jun 11, 2015 at 6:53 PM, Larry Visoski < ████████ > wrote:
> Jeffrey
> The GIV is return to Service,
>
> I ground ran engines and systems check good.,
> -Changed #1 ADC air data computer,.
> -voltage checked left converter with digital meter: Volts, Freq and 400Hz output, heat soaked while runner for hour on ramp, checked good.
> -changed two BUSS Couplers for #2 FGC Flight Guidance Computer.,nuisance item, checks good now.
> -BUSS control relay fail 2 & 3 during initial power up is normal nuisance code, and can be cleared by pushing Nutcracker test switch (squat switch or WOW, Weight On Wheels) Circuit, according to HoneyWell Tech ops and SAV Tech support this is normal nuisance item,. But can be remedied by upgrade of FGC computers from our current -905 to -906 computers., system operates normal.
>
> Our GIV has first generation SPZ8000 autopilot, GIVSP has SPZ8400 and GV had SPZ8800.,
>
> I plan test flight in Helicopter 11am tomorrow for blade tracking.,
>
> Possible test flight for vibration in GIV around 5pm, depends how heli flight goes,. I'll take several Gulfstream Techs to experience our buffet/vibration for opinions,,
>
> Thx
> Larry
>
>
>
> Sent from my iPhone
>
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> --
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