

**From:** "jeffrey E." <jeevacation@gmail.com>  
**To:** Lvjet <[REDACTED]>  
**Subject:** Re: GIV update  
**Date:** Mon, 19 May 2014 02:42:04 +0000

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descent is always smooth, I would rather fly unpressurized when we are climbing

On Sun, May 18, 2014 at 9:14 PM, Lvjet <[REDACTED]> wrote:

JefRfrey,

found an interesting item,.

while checking the wing anti-ice valves, we noted the R/H wing ice valve was slow to open, and sometimes did not open. when we selected L/H wing valve to open, it took 5 seconds, the R/H valve opens in 15 seconds when it worked, this is original valve. we can tell valve operation with Rise in TGT from engine, and drop in PSI in supply duct. at Ground idle the airduct indicates 13psi, when you select wing anti-ice valve the psi drops to 6psi, indicating the valve is open. I will research price and availability, its not worth the risk to have the valve changed Monday morning, its about a 6 hour change. I can schedule valve change on Saturday in Palm Bch with Gulfstream,.

I can't say this is our issue, since we have tried, both cowl and wing anti-ice valves during flights, but I did select wing and cowl anti-ice during our descent into Newark on last flight. If this valve is remaining partially open, I cant imagine it would cause a vibration.

tests for tomorrow flight:

-depart with all to cockpit vents closed.

-after departure, pull the circuit breaker to SAT/TAS probe air valve, to assure the WOW circuit (Weight On Wheels) is closing this valve.

-during climb, select wing anti-ice heat

-during descent, at 12,500ft, select both bleed switches to OFF and fly un-pressurized, we should have smooth flight since NO air will be coming into cabin from engines. manually close outflow valve.

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thx  
Larry

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please note

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