

From: Larry <[REDACTED]>

To: Je vacation <jeevacation@gmail.com>

Subject: Fwd: BBJ 2 Pete report Overview of Comlux Work.docx

Date: Thu, 30 Aug 2018 12:33:30 +0000

From Pete,
Also, his email address is:

As requested:

There are numerous areas of corrosion that were found. They are documented in areas that the exterior paint is missing. The age of the paint could account for that. None of the areas required more than cleaning, scuffing and repaint from what I know. Strip and repaint of the aircraft would prevent future issues. All of the leading edges had been written up, and had been reworked. I suspect lack of cleaning, and an occasional buffing would keep them preserved as they are now.

There are also some items in the interior for corrosion. Floorboards and seat attachment hardware. Again, nothing major.

There are several wing fuel leaks documented, all at fuel panels. I do not expect any longterm problems once they have been addressed at this event. There was also fuel staining items on the aux tank fittings. The seals would be replaced when they were installed.

There are many items for leaking actuators, but I didn't see any items addressing replacements. I suspect that they had been seeping, or the packings on the fittings.

The water system was found to be dirty, probably due to the capacity and lack of use. The lines should be flushed occasionally.

The interior had numerous write ups. The replacement of carpet and fabrics would clear many, but there are gouges and other defects in the woodwork throughout.

The engines and APU had been boroscoped and full power runs accomplished. I don't see any items for discrepancies being found.

My concerns are items for cockpit window delamination-
Corrosion noted on fuselage seams (there is an AD addressing problems in the same area that came out in 1989).
An item for a possible hole on the top of the fuselage that had been repaired prior.

Comlux seems to be doing a thorough job according to the discrepancy list.

I have sent a request to Wentworth for Comlux to supply the corrective action report.

Regards,
Pete

Sent from my iPad

Begin forwarded message:

From: Pete Rawson <[REDACTED]>
Date: August 30, 2018 at 1:24:43 AM EDT
To: Larry Visoski <[REDACTED]>
Cc: Pete Rawson <[REDACTED]>
Subject: Re: BBJ 2 Pete report Overview of Comlux Work.docx

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On Aug 29, 2018, at 9:19 PM, Larry Visoski <[REDACTED]> wrote:

Sent from my iPhone

Begin forwarded message:

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

Date: August 29, 2018 at 6:53:21 PM EDT

To: Larry Visoski <[REDACTED]>, Pete Rawson <pete.rawson@meridian.aero>

Subject: Re: BBJ 2 Pete report Overview of Comlux Work.docx

doesn't really say much re overall, condition likelihood of trouble. hydraulics. dried lines there are 128 pages of maintenance that should give insight into the overall condition, and likely issues.

On Wed, Aug 29, 2018 at 5:57 PM, Larry Visoski <[REDACTED]> wrote:

Including floor plan,,

Sent from my iPhone

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please note

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