

From: Larry Visoski <[REDACTED]>

To: Je vacation <jeevacation@gmail.com>

Subject: Fwd: Cabin Temp Issues on G550 SN 5173 [2364871:2050229]

Date: Sat, 02 Sep 2017 20:32:34 +0000

Attachments: Low_Limit_valve_Journal.pdf; PAC_OUTLET_TEMP_RISE_AT_fl430.docx

From Tech support

Sent from my iPhone

Begin forwarded message:

From: "Allan, Jeff" <[REDACTED]>

Date: September 2, 2017 at 4:33:47 PM GMT+2

To: <[REDACTED]>

Subject: Cabin Temp Issues on G550 SN 5173 [2364871:2050229]

Good Day Larry,

As we discussed, there are three issues going on with the aircraft one normal and two possibly abnormal.

First, above FL410 the turbine bypass valve opens which is normal. When this occurs the cooling turbine slows down and the pack outlet temp can warm up slightly.

Second, you may have two bad low limit valves. what happens is the seals go bad on the butterfly portion of the valves and allow a small amount of warm air to leak by. If you already have a warmer outlet due to the slowing down of the cooling turbine, this can compound the issue.

Third, when flying through warmer than expected ISA temps this further compounds the two above issues. You also mentioned that you thought one of your temp sensor fans was not working; that will cause issues in auto if that is the case.

If you go to Luton, I would have them look at the low limit valves and check the cabin temp sensors and fans. Also ensure the sensors are clean and their inlets not obstructed.

I have attached a couple of documents to further explain the situation.

Regards,

Jeffrey Allan

Gulfstream Technical Operations

Large Cabin Mechanical Systems
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