

From: "jeffrey E." <jeevacation@gmail.com>
To: Larry Visoski <[REDACTED]>
Subject: Re: 5173
Date: Tue, 31 Jan 2017 15:09:15 +0000

not sure what you mean . ?

On Tue, Jan 31, 2017 at 10:03 AM, Larry Visoski <[REDACTED]> wrote:
Yes,. I think it does,. Plus I'm taking back by no mention of this during my visit,

Sent from my iPhone

On Jan 31, 2017, at 6:48 AM, jeffrey E. <jeevacation@gmail.com> wrote:

does that change your view of no pre buy?

On Tue, Jan 31, 2017 at 9:33 AM, Larry Visoski <[REDACTED]> wrote:

From Josh
You are correct,, it was skin by inlet cowl
Will be repaired during prebuy

Sent from my iPhone

Begin forwarded message:

From: Josh Mesinger <[REDACTED]>
Date: January 31, 2017 at 6:28:57 AM PST
To: Larry Visoski <[REDACTED]>
Subject: RE: 5173

Larry,

The item I mentioned was in regards to this:

. 09/03/08 @353.7 hrs GLF-LGB removed corrosion from L/H & R/H Engine Inlet Cowl Lip Skins, performed NDT & re-applied Zzilon3 IAW Rolls-Royce Technical Variance TV 11807R, Rolls-Royce Service Bulletin BR700-7-710A1-10, and FAA A2-20, C4-11 Gulfstream (GAC) NTO (No Technical Objection) No.:116. The NDT report for both Engines revealed that the remaining material thickness was above the TV's minimum acceptable thickness of .053"

To terminate any ongoing Technical Variance you must change the lip skins. That is something Chevron has been planning on doing during a prebuy. I understand that it is paid for by RRCC.

Josh Mesinger, Vice President
Mesinger Jet Sales
3025 47th St., Suite D2, Boulder, CO 80301
Ph: [REDACTED] eFax: [REDACTED]
Cell: [REDACTED]

Website: [REDACTED]
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-----Original Message-----

From: Larry Visoski [mailto:[REDACTED]]
Sent: Tuesday, January 31, 2017 6:54 AM
To: Josh Mesinger <[REDACTED]>
Subject: 5173

Hi Josh,,
When we first spoke with you about 5173,. You mentioned there was one item regarding Engine skin or something to that effect that they were waiting to repair ,,what was this?
Thx
Larry

Sent from my iPhone

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