

From: Larry Visoski <[REDACTED]>

To: Rich Kahn <[REDACTED]>, Je vacation <jeevacation@gmail.com>

Subject: Fwd: N212JE

Date: Fri, 20 Jan 2017 13:54:55 +0000

Attachments: ac_1085_sc3957_preliminaryinvoice_01_19_17_rev_1.pdf

Invoice attached

Sent from my iPhone

Begin forwarded message:

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

Date: January 19, 2017 at 4:35:11 PM EST

To: Larry Visoski <[REDACTED]>, "Kendall, Scott" <[REDACTED]>

Cc: Dave Rodgers <[REDACTED]>, "White, James" <[REDACTED]>

Subject: RE: N212JE

Hey Larry,

Please see attached. I understand your position and I want to be as fair as I can so I looked over the work order and made some adjustments. I have no charged 6.4 and reduced 8.2 by 21.59 hours. Additionally, I did see that 8.6 changed due to the labor system not caught up at the time we gave an invoice to David. The only open item at this point that will be chargeable is 8.9 which they just found.

Let me know your thoughts.

I may or may not be here when you get in as it is my day off, but will be in some of the morning.

Have a good night and we can talk on the phone tomorrow.

Regards,

Jeff Stahl

Service Team Manager

[REDACTED]

[REDACTED]

[REDACTED]

-----Original Message-----

From: Larry Visoski [mailto:[REDACTED]]

Sent: Thursday, January 19, 2017 2:43 PM

To: Stahl, Jeff <[REDACTED]>; Kendall, Scott <[REDACTED]>

Cc: Dave Rodgers <[REDACTED]>

Subject: N212JE

Hi Jeff and Scott,

I'll arrive BQK at 11:30am tomorrow morn I know Dave is going through the preLim invoice with you now, Before you send me the invoice did you deduct any labor for troubleshooting?

The Guys couldn't get aircraft into Maintenance mode on DU,, after they spoke to my maintenance guy in Teterboro they had pulled some circuit breaker's that they shouldn't have,,a lot of time was spent trying to figure that out, also avionics mention they don't work on many SPZ8000 autopilots,, Also during the pressurization item,. The Rheostat change item,, turns out maintenance did not know we had a cabin / cockpit selector switch on the copilots side panel, I would imagine if they would have realized this switch a lot of troubleshooting would not of been wasted trying to find out why heat was coming from the floorboards when selecting full cold, I would imagine we changed the cockpit rheostat for no reason,. Jason informed that VIP cabin selector must be NILL or no input to have the automatic cabin selector in the cockpit to function,. I told Jason when I spoke to him Tuesday night at 2 AM,. He did not realize we had a cabin to cockpit selector switch in the cockpit,. I would've assumed all G4's have the switch, maybe I'm wrong..

I think there was a lot of growing pains troubleshooting some of these items that I hope I'm not getting invoiced for please review the invoice labor and let's discuss tomorrow, or later today if you like,, I'm traveling to Atlanta in a couple hours we can discuss in the morning when I arrive

Thx Larry

Sent from my iPhone

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