

**From:** "jeffrey E." <jeevacation@gmail.com>  
**To:** Larry <[REDACTED]>  
**Subject:** Re: update  
**Date:** Sat, 14 Jan 2017 16:19:58 +0000

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question would be why is it like glass on descent

On Sat, Jan 14, 2017 at 12:12 PM, Larry <[REDACTED]> wrote:

Jeffrey

interesting findings:

1-left engine is oscillating air pressure into the cabin while APU bleed air and engine bleed air are ON, while advancing the throttles, there is a check valve that prevents air from engine to back feed the air duct from APU into cabin,. Suspect faulty check valve,. Inspecting and removing check value for possible fault.

2-during low power setting idle engine, the conditioned air that comes out by your feet along lower cabin side wall is not working properly when selecting auto full cold., when you advance the power on engines, the air blows warm to hot air, even when full auto cold is selected,. In Manuel operations, it works Normal,. This could be our issue during your last flight from Paris to NY when you stated you couldn't control cabin temp properly.,

Mechanics are in constant communication with Tech ops for proper trouble shooting techniques for this item. Support in Brunswick has been great.

Both could be contributing factors to our Vib issue i think?

\*\*\*\*just pulled plane into hanger to start sheet metal repair,. The trouble shooting of Cabin temp and check value will continue, since electrical wiring and Cabin temp probe checks can be done in hanger with aircraft power.

3- precooler and pylon area, Fan Air modulation controller appear be to be working normal, during their functional checks.

Will keep you updated.,

Thx

Larry

Sent from my iPad

> On Jan 14, 2017, at 8:05 AM, jeffrey E. <jeevacation@gmail.com> wrote:

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> Would be nice to have expert on test flight and play with cabin temp control etc

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please note

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