
From: Larry Visoski <[REDACTED]>
Sent: Thursday, November 5, 2015 12:44 PM
To: jeffrey E.
Subject: Re: Update

Jeffrey

Yes they are in both wings, left And right, fwd and aft,.

Interesting theory, really makes sense, since weight=and temp has effected the ride,.note, the ride at 10,000 ft yesterday wasn't= good, we still have work cut out for us.

I haven't received any email updates this morn, I'll head to G=lfstream shortly, I got in late, =br> Thx Larry

Sent from my iPhone

On Nov 5, 2015, at=4:28 AM, jeffrey E. <jeevacatio=@gmail.com <mailto:jeevacation@gmail.com> > wrote:

should we check left wing as well . =I think you may have found the ultimate cause of our vibration. =nbsp; a leak in the wing would have caused burble , only at altitude o= weather dependent and amount of fuel. . if y=u remebr leaving from the cold. was an issue while l=aving from st thomas not. .

=div class="gmail_quote">On Thu, Nov 5, 2015 at 2:28 AM, Larry Visoski <[REDACTED]>
<[REDACTED]> > wrote:

Jeffrey

Here what's been found so far,

Fwd lower wing panel middle of fuselage had 1/4 inch of standing fuel, leak i= coming from High locks in photo,

Other fuel leaks found by wing attach fittings to fuel tank in photos,

Inspection dept will determine what's in limits and what needs to be address=d.

There is specific guidelines to amount of seepage,, all Gulfstreams seep, es=pecially with full fuel.

Access will determine how long repairs will take, i should have firm time li=e by 9am tomorrow.

In my opinion Friday doesn't look good.

Only a guess

Inspection department comes in at 6 AM and will evaluate the mechanics findi=gs.

Sent from my iPhone

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<div class="gmail_signature">

= please note

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