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**From:** Larry Visoski [REDACTED]  
**Sent:** Saturday, December 6, 2014 2:29 PM  
**To:** Je vacation  
**Cc:** Rich Kahn  
**Subject:** GIV gear update  
**Attachments:** IMG\_2089.JPG; Untitled attachment 00057.txt; IMG\_2090.PNG; Untitled attachment 00060.txt; IMG\_2088.JPG; Untitled attachment 00063.txt; IMG\_2086.JPG; Untitled attachment 00066.txt; IMG\_2084.JPG; Untitled attachment 00069.txt

Jeffrey,  
GIV Completion date Dec 18th is what we are shooting for.

Updates:

Below emergency exit window frame corrosion inspection was good, no corrosion found.

Completing the software update to DU885's to prevent the tone during flight.=(no charge).

Gear corrosion:

We have shipped "main gear inner race" to Savannah Engineers for evaluation to make sure the core is repairable, we will elect to exchange this part, this will not effect completion date only final price, the evaluation is to determine if part has core value or scrap.

I will have detailed parts pricing spread sheet on Monday from Ron Bystrom or Lead sales rep on this inspection. I trust Ron and he give honest evaluations for safety of flight, all parts we are changing are a necessity.

At this time gear corrosion repair estimate \$120k to \$150k depending on core value of parts we are going to exchange. Our gear corrosion inspection is 48 month event, with all the new and improvements we are completing, I expect no issues in this area for 8 years.

We are going to install an improved main landing gear cover plate that prevents moisture from entering the main gear axle area. Normal operations utilize this area for an axle jack during tire changes, (tire change is approx once a year, or 120 landings).