
From: Larry Visoski <[REDACTED]>
Sent: Wednesday, February 1, 2017 3:50 AM
To: Je vacation
Subject: Fwd: 550 engines

Pete informs it appears Chevron's cleaning service applies the sealant to the Cowl , doesn't seem like a big deal I=will gather more information / facts tomorrow from Kathleen and Gulfstream about this Cowl lip issue

Sent from my iPhone

Begin forwarded message:

From: Pete=Rawson <[REDACTED]>
Date: January 31, 2017 at 9:15:57 PM EST
To: Larry Visoski <[REDACTED]>
Subject:

<=iv>I saw that too on the due list-
Code=920004/05 RR NTO 116 Xzilon application cowl inlet lip.
For some reason this airplane has a Cowl lip issue every 90 days they have to apply this compound do you know what this is? See below

Sent from my iPhone

Begin forwarded message:

From: Larry Visoski <[REDACTED]>
Date: January 31, 2017 at 6:56:14 PM EST
To: Kathleen Goncalves <[REDACTED]>
Subject: 550 engines

Hi Kathleen
Serial 5173
Chevron N401H=
Pls keep private,. It's on RRCC
<=iv id="AppleMailSignature">

We are interested in buying a G550
But the aircraft we are looking at has this issue can you explain what this is to me in layman's terms? Is there a part shortage?

09/03/08 @353.7 hrs GLF-LGB removed corrosion from L/H
R/H Engine Inlet Cowl Lip Skins, performed NDT & re-applied Zilon3 IAW Rolls-Royce Technical Variance TV
11807R, Rolls-Royce Service Bulletin B=700-7-710A1-10, 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

Sent from my iPhone

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