
From: Lvjet <[REDACTED]>
Sent: Friday, January 16, 2015 12:06 AM
To: jeevacation@gmail.com
Subject: flap update

Jeffrey,

Gulfstream te=h's just went to hotel,. we worked as much as we could =ntil dark.

so far, The Avionics Tech informs t=e electrical system is doing what its suppose to, we =ave proven the flap selector valve is passing fluid as it =hould, so flap selector valve is not the problem.,

=div> precautionary, We ordered a PDU, Power Distribution =nit,. located in Main wheel well, this is hydraulic power m=tor that drives flap and Stabilizer. tomorrow the plan is t= disconnect each flap drive unit, and manually turn to chec= freedom of travel,. two per flap,. these flap actuators =ave a Blow back mechanism which prevents flaps from retractin= in flight in case of hydraulic failure or drive brake,. =/div> then we will disconnect the stab drive unit and=20check for freedom of movement.

at this point =ech support is thinking PDU unit internal failure, ours is=20original 1988,. But very low failure item. gutt =s tells me one of flap dive actuators is binding, or B=ow back mechanism is engaging, we will determine this tomorrow=,. makes sense since we can extend,.

better update tomorrow

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thx.

Larry