
From: jeffrey E. <jeevacation@gmail.com>
Sent: Monday, July 18, 2016 3:31 PM
To: Lvjet
Subject: Re: GIV update

my fault

On Mon, Jul 18, 2016 at 11:19 AM, Lvjet [REDACTED] <[REDACTED]> wrote:

Jeffrey,

I checked my old emails for Friday, I never received your email to go home,. I just received this email today at 11:03am July 18th to Go Home =A0

. for some reason, it just arrived in my inbox.

island internet delivery delay,

sorry,. I should have double checked with you on Friday, I thought you=said, didn't feel well when we arrived and you wanted us to remain on =TT.,

I'll always double check in the future, if there is a question in =egards to going home,.

thx

Larry

-----Original Message-----

From: jeffrey E. <jeevacation@gmail.com <mailto:jeevacation@gmail.com> >

To: Lvjet [REDACTED]

Sent: Mon, Jul 18, 2016 11:03 am

Subject: Re: GIV update

ok then , go home,

On Fri, Jul 15, 2016 at 10:51 AM, Lvjet [REDACTED] <[REDACTED]> wrote:

Jeffrey

I spoke to Tech ops, John and Mike,.

Normal PSI in Duct pressure at FL450 (45,000') is 19 to 22psi, it =aries with Density Altitude and Temperature slightly.

Mike indicated that Gulfstream does not like the term "Buffet" or "Vibration" they use the term "TRIM Variance" =A0

if the exhausted air from pylon precooler air modulation valve w=s not equal to both L/H and R/H the air is disrupted over the tail section=of the aircraft Causing a TRIM VARIANCE.

I informed Mike that we had to change the Gasket on L/H anticipator an= found a Loose Temp sensor in Left Pylon, and we changed the R/H pylon Ant=ciptor gasket as a precautionary measure.

Now that Bleed system Duct pressure is tight and equal, Mike feels the aircraft is operating at factory specs,

Depending on pressurization Bleed system requirements, the Duct pressure will vary when 12th stage bleed valve opens for decent. during climb the duct pressure can read as high as 40psi, since the HP Bleed valve located on each engine is set to modulate exhausted air at 40PSI max into the cabin.

if air was blowing by the Anticipator gasket, this effects the amount of air into the cabin, since the Anticipator is anticipating the 400 degree air, and adjust the HP regulator valve accordingly.

We have changed Both HP Regulator valves about a year ago, so they are good on both engines.

Equal temps and PSI on the panel in Radio rack are important information, for smooth ops.

thx
Larry

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