
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] > wrote:

Jeffrey,

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

. 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

-----riginal 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] > 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&quo=; or "Vibration" they use the term "TRIM Variance" =AO

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 pressu=e 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 =n 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 =f 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 ar= good on both engines.

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

thx

Larry

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please note

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JEE

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