
From: Larry Visoski [REDACTED]
Sent: Saturday, June 20, 2015 2:19 PM
To: Je vacation
Subject: Fwd: Flight Test Recommendations from Dallas Airmotive - Ref G-4 SN 1085

Below is Mike Clune's report from Dallas AirMotive,.
I will ask Gulfstream regarding your question about Engine rigging, stall and speed

Thx
Larry

Sent from my iPhone

Begin forwarded message:

From: "Clune, Mike" <[REDACTED]>
Date: June 20, 2015 at 8:33:29 AM EDT
To: Larry Visoski [REDACTED] >
<=>Cc: "Sasser, Randy" <mailto:[REDACTED]>, "Dwyer, Everett (RRNA)"
[REDACTED] >= "Cameron, Alex (RRNA)" <mailto:[REDACTED]>
Subject: Flight Test Recommendations from Dallas Airmotive - Ref G-4 SN 1085

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Larry,

Thank you for giving me the opportunity to fly with you yesterday. The flight gave me a good insight on the issue that you have been dealing with.

During our flight debrief yesterday afternoon, Charles Roberts provided some very good recommendations (see below) from a Gulfstream standpoint;

1. Perform a primary flight control rigging check. This was per the recommendations of the Gulfstream Flight Test Pilot, Ron Newton.

2. Open the engine cowlings and check for the position of the engine thrust strut to insure they are centered and not touching the side of the mounting structure.

Gulfstream-Brusini should be able to accomplish these inspection prior to your trip to Paris. During the flight to Paris your principal should be able to detect if there is

A change in the vibration/buffet that he feels. If the vibration /buffet is diminished to a satisfactory condition and much more important, your principal is happy –we're done.

However if the vibration /buffet is still there the next step is engine related. Per Charles Robert's recommendation these actions can be accomplished in your hangar at West Palm Beach;

1. Remove the fan blades on the left engine and re-position the fan blades by 90° to the fan hub. Since Charles was seeing a 2'd order low frequency vibration on his test equipment,

this is the normal solution for this type of problem.

2. Once the fan blades have been re-positioned, perform a fan balance on both engines to get the fan / N1 vibration levels to the lowest possible condition.

As we discussed this will take a fan balance specialist that knows all the tricks. We have field service personnel there in Florida that has this experience.

Also since the engines are on Corporate Care, Rolls-Royce has specialists that can perform this function as well.

3. During the fan balance process on both engines, we recommend that you do an inlet guide vane schedule check on both engines. This will insure the LP and HP

rotating speeds are matched between engines.

Just as a reminder, if we go forward and comply with the engine recommendations, you will need Rolls-Royce Corporate Care approval. Please contact your local Rolls-Royce Regional Corporate

Care Manager for assistance.

Larry, have a great flight to Paris and if you need anything from Dallas Airmotive, please contact either Randy Sasser or myself at anytime.

Michael Clune

Director, Technical Services

Office: [REDACTED]

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[REDACTED]

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