Jeffrey
The GIV is return to Service,

I ground ran engines and systems check good., -Changed #1 ADC air data computer,.
-voltage checked left converter with digital meter: Volts, Freq and 400Hz ou=put, heat soaked while runner for hour on ramp, checked good.
-changed two BUSS Couplers for #2 FGC Flight Guidance Computer.,nuisance ite=, checks good now.
-BUSS control relay fail 2 & 3 during initial power up is normal nuisance co=e, and can be cleared by pushing Nutcracker test switch (squat switch or WO=, Weight On Wheels) Circuit, according to HoneyWell Tech ops and SAV Tech s=pport this is normal nuisance item,. But can be remedied by upgrade of FGC c=mputers from our current -905 to -906 computers., system operates normal.

Our GIV has first generation SPZ8000 autopilot, GIVSP has SPZ8400 and GV had=SPZ8800.,

I plan test flight in Helicopter 11am tomorrow for blade tracking.,

Possible test flight for vibration in GIV around 5pm, depends how heli fligh= goes,. I'll take several Gulfstream Techs to experience our buffet/vibrati=n for opinions,,

Thx
Larry

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