
From: jeffrey E. <jeevacation@gmail.com>
Sent: Thursday, June 11, 2015 11:04 PM
To: Larry Visoski
Subject: Re: GIV

if the vibration is we can upgrade the autopilots , eitthe= now or when we add enhanced vision can the g4 do ny st peterburg no= stop?

=n Thu, Jun 11, 2015 at 6:53 PM, Larry Visoski <[REDACTED]> w=ote:

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 o=tput, heat soaked while runner for hour on ramp, checked good.
-changed two BUSS Couplers for #2 FGC Flight Guidance Computer.,nuisance it=m, checks good now.
-BUSS control relay fail 2 & 3 during initial power up is normal nuisan=e code, and can be cleared by pushing Nutcracker test switch (squat switch=or WOW, Weight On Wheels) Circuit, according to HoneyWell Tech ops a=d SAV Tech support this is normal nuisance item,. But can be remedied by u=grade of FGC computers from our current -905 to -906 computers., system op=rates normal.

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

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

Possible test flight for vibration in GIV around 5pm, depends how heli flig=t goes,. I'll take several Gulfstream Techs to experience our buffet/v=bration for opinions,,

Thx
Larry

Sent from my iPhone

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=C2 please note

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