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**From:** Larry Visoski <[REDACTED]>  
**Sent:** Tuesday, August 7, 2018 3:28 PM  
**To:** jeffrey E.  
**Subject:** Re: Hydraulic line

Correct

Sent from my iPhone

On Aug 7, 2018, at 9:29 AM, jeffrey E. <jeevacation@gmail.com <mailto:jeevacation@gmail.com> > wrote:

i want to know what was missed and why the ride is entirely different with the new engines

On Tue, Aug 7, 2018 at 9:27 AM, Larry <[REDACTED]> wrote:

Kathleen From Rolfs royce informed during High power and idle, the engine itself moves about 1" or 2" with Thrust And vibration, the engine itself has a good deal of movement within the Isolator mounts, (more commonly known as Engine mounts), is only a GUESS,, the engine doesn't have the movement compared to High power settings, or inducing a load on the isolator mounts?

Yes, the Pressure of the Hydraulic system in the GIV is 3000psi constant speed pump. I'll get more info how it maintains 3000psi,.

Sent from my iPad

On Aug 7, 2018, at 9:11 AM, jeffrey E. <jeevacation@gmail.com <mailto:jeevacation@gmail.com> > wrote:

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why would the vibration be any less. on descent. ? we had talked about constant pressure.?

On Tue, Aug 7, 2018 at 9:04 AM, Larry Visoski <[REDACTED]> wrote:

Jeffrey  
Below are photos of the Hydraulic line,,  
Left Engine Pylon,

This is L/H pylon, the freshly painted lime green line is the new Hydraulic line installed,

\*\*\*the chaffing was behind the silver heat duct in this photo,,

Sent from my iPhone

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please note

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