From: Larry Visoski < ███████████ >
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, jeffr=y E. <jeevacation@gmail.com <mailto:jeevacation@gmail.com> =gt; wrote:

> i w=nt to know what was missed an why   the ride is entierly differtn=with the new engines

> On Tue, Aug 7, 2018 at 9:27 AM, Larry < ███████████ > w=ote:

>> Kathleen From Rol=s royce informed during High power and idle, the engine itself moves a=ot, 1" or 2 with Thrust And vibration, the engine itself has a good=deal of movement within the Isolator mounts, (more commonly know as Engine m=unts)., is only a GUESS,, the engine doesnt have the movement compared to H=gh power settings, or inducing a load on the isolator mounts?
>> Yes, the P=essure 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:jeevacatio=@gmail.com> >
>> wrote:

>>> <=div>

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

>>> On Tu=, Aug 7, 2018 at 9:04 AM, Larry Visoski < ███████████ > wrote:

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

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

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

Sent from my iPhone

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<=iv class="m_-7216834186086578951gmail_signature" data-smartmail="gmail_=ignature">
   pleas= note

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