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**From:** jeffrey E. <jeevacation@gmail.com>  
**Sent:** Tuesday, August 7, 2018 1:29 PM  
**To:** Larry  
**Subject:** Re: Hydraulic line

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 Rolls royce informed during High power and idle, the engine itself moves a lot, 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 G-V 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:

why would the vibration be any less. on descent. ?=C2 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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