
From: jeffrey E. <jeevacation@gmail.com>
Sent: Tuesday, March 21, 2017 10:05 PM
To: Larry Visoski
Subject: Re: 5173

thx. i dont buy the no proof= its odd

=div class="gmail_quote">On Tue, Mar 21, 2017 at 6:01 PM, Larry Visoski <[REDACTED]>
<mailto:[REDACTED]> wrote:

They are all GV's ,. The G550 is called the GVSP which m=ans it has PlaneView avionics installed,.

Sent from my iPhone=/div>

On Mar 21, 2017, at 5:55 PM, jeffrey E. <jeevacation@gmail.com> wr=te:

odd that =he model is G 5 sp what is that/

On Tue, Mar 21, 201= at 5:43 PM, Larry Visoski <[REDACTED]> <mailto:[REDACTED]> > wrote:

From Josh

[REDACTED] eFax: [REDACTED] <=a>

Cell: <[REDACTED]> + [REDACTED] <tel:([REDACTED]), [REDACTED]>

Website: www.jetsales.com =A0

A Legacy Of Aviation Innovation=/p>

From: Medlin, Lee A. (amdl) [mailto:[REDACTED]]
Sent: Tuesday, March 21, 2017 3:33 PM
To: Josh Mesinger [REDACTED] <mailto:[REDACTED]>
Subject: 5173

Josh,

I have attached the two flight logs that Gulfstream =oted. It's important to understand that these were not discr=pancies identified by GAC upon inspection but were notes written up by pil=ts who thought these events may

have occurred during flights. In both cases, the flight crews inspected the aircraft and could not find anything. Upon return to home base, our maintenance teams thoroughly inspected the aircraft and found no effects or issues and no further repairs or remediation was required. It is highly possible that neither potential event was a real bird strike or a real lightning strike. There have never been any electrical issues with this aircraft and the two points of entry and exit from the suspected lightning strike might not have been entry and exit at all, but rather just points of electrical discharge unrelated and from different times. The Chevron crew chief and Pete from Meridian walked around the aircraft today and neither one of them could find the spots that were noted as potential entry and exit points. We do not have any proof that there was ever a bird strike or a lightning strike on this aircraft. The aircraft has been flying for 7 years with no electrical issues and recently went through the 96 month inspection with no issues related to any kind of P-static discharge, electrical issues or lightning strikes.

This is everything we know don't have any further documentation that we can provide.

If you have any questions let me know. =u>

Lee

Lee Medlin

Manager, Corporate Aviation Services

amdl@chevron.com <mailto:[REDACTED]>

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Tel [REDACTED] <tel:[REDACTED]> =u>

CTN 564-0310 <=u>

Fax [REDACTED] <tel:[REDACTED]> <=u>

=blockquote type="cite">

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=C2 please note

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JEE

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