
From: Larry Visoski <[REDACTED]>
Sent: Tuesday, January 31, 2017 2:33 PM
To: Je vacation
Subject: Fwd: 5173

From Josh
You are correct,, it was skin by inlet cowl Will be repaired during prebuy

Sent from my=iPhone

Begin forwarded message:

From: Josh Mesinger [REDACTED] >
Date: January 31, 2017 at 6:28:57=AM PST
To: Larry Visoski <[REDACTED] <mailto:[REDACTED]>>
Subject: RE: 5173

Larry,

<=pan>The item I mentioned was in regards to this:

. 09/03/08 @353.7 hrs GLF-LGB removed corrosion from L/H=& R/H Engine Inlet Cowl Lip Skins, performed NDT & re-applied Zzilo=3 IAW Rolls-Royce Technical Variance TV 11807R, Rolls-Royce Service Bulleti= BR700-7-710A1-10, and FAA A2-20, C4-11 Gulfstream (GAC) NTO (No Technical O=jection) No.:116. The NDT report for both Engines revealed that the r=maining material thickness was above the TV's minimum acceptable thickness o= .053"

To terminate any ongoing Technical V=riance you must change the lip skins. That is something Chevron has b=en planning on doing during a prebuy. I understand that it is paid fo= by RRCC.

Josh Mesinger, Vice Presi=ent
Mesinger Jet Sales
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-----Original Message-----

From: Larry Visoski [mailto:lvjet@aol.com <mailto:[REDACTED]>]
Sent: Tuesday, January 31, 2017=6:54 AM

To: Josh Mesinger <[REDACTED]>
Subject: 5173

Hi Josh,,

When we first spoke with you a=out 5173,. You mentioned there was one item regarding Engine skin or someth=ng to that effect that they were waiting to repair „what was this?<=r>Thx

Larry

Sent fr=m my iPhone

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