
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 Bulletin= 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 Messa=e-----

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 about 5173,. You mentioned there was one item regarding Engine skin or something to that effect that they were waiting to repair ,,what was this?<=r>Thx

Larry

Sent from my iPhone

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