
From: Larry Visoski <[REDACTED]>
Sent: Tuesday, January 31, 2017 3:03 PM
To: jeffrey E.
Subject: Re: 5173

Yes,. I think it does,. Plus I'm takin= back by no mention of this during my visit,

Sent from my iPho=e

On Jan 31, 2017, at 6:48 AM, jeffrey E. <jeevacation@gmail.com> wrote:

=blockquote type="cite">
does that change your view o= no pre buy?

On Tue, Jan 31, 2017 at 9:33 AM, Larry Visoski <[REDACTED] <mailto:[REDACTED]> >

From Josh=nbsp;
You are corre=t,, it was skin by inlet cowl
Will be repaired during prebuy

Sent from my iPhone<=/iv>

Begin forwarded message:

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

Larry,<=/pan>

The item I mentioned was in regards to this:=/span>

. 09/03/08 @353.7 hrs GLF=LGB=removed corrosion from L/H & R/H Engine Inlet Cowl Lip Skins, performed=NDT & re-applied Zzilon3 IAW Rolls-Royce Technical Variance TV 11807R, R=lls-Royce Service Bulletin BR700-7-710A1-10, and FAA A2-20, C4-11 Gulfstrea= (GAC) NTO (No Technical Objection) No.:116. The NDT report for both E=ngines revealed that the remaining material thickness was above the TV's min=mum acceptable thickness of .053"

To termi=ate any ongoing Technical Variance you must change the lip skins. Tha= is something Chevron has been planning on doing during a prebuy. I u=derstand that it is paid for by RRCC.

Josh Mesinger, Vice President
Mesinger Jet Sales 3025 47th St., Suite D2, Boulder, CO 80301
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February 14 - 16, 2017 - Miami, FL Hyatt Regency Hotel
<https://www=nbaa.org/events/leadership/2017/>

From: Larry Visoski [mailto:[REDACTED]]
Sent: Tuesday, January 31, 2017 6:54 AM
To: Josh Mesinger <[REDACTED]> <mailto:[REDACTED]> >
Subject: 5173

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?
Thx<=r>Larry

Sent from my iPhone<=r>

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please note

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