
From: jeffrey E. <jeevacation@gmail.com>
Sent: Tuesday, January 31, 2017 11:42 PM
To: Larry Visoski
Subject: Re: Lee

does that mean it must be applied every 90 days/? . =C2

On Tue, Jan 31, 2017 at 5:33 PM, Larry Visoski <=a href="mailto:[REDACTED]" target="_blank">[REDACTED]> wrote:

Jeffrey

Departing to Atlanta now,, spoke briefly to Lee and Josh,,

Appears the G550 engine had a fleet wide issue with the Cowling Lip., early=2007 and 08 when this issue was discovered, Rolls Royce had supply part is=ues, and still does, . Josh is checking for part availability, could be a = month to 12 month wait time, to rectify and eliminate the 90day sealant a=plication.,

To put a Band-Aid over the repair, Rolls-Royce issued a 90 Day requirement =o apply this Sealant to the cowling lip ,,,my guess the area of concern is =here the fan and inlet Cowl meet ., clearance and corrosion.,

So this is making sense now,, the reason our deposit goes hard after Purcha=e agreement is signed,. So we can't back out of the deal during prebuy=when we are told of this requirement.

I don't understand why Chevron is still waiting for parts after first d=scovery in 2008??? Maybe demanding flight schedule of 600 hours per year, =er plane at Chevron, coupled with no parts available? Lee informed they ar= operating 4 planes and flew 2500 hours per year.

I'll get more factual information from Gulfstream Savanah in the morn,,=br> In the mean time, Josh will fwd the exact procedure for coating application=and photo diagram of what we are dealing with,, it's covered by Rolls =oyce corporate care,, but why the delay is repairing?

Sent from my iPhone

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=A0 please note

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