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**From:** Larry Visoski <████████>  
**Sent:** Tuesday, January 31, 2017 11:43 PM  
**To:** jeffrey E.  
**Subject:** Re: Lee

Yes,. From what I'm hearing from Josh and Lee

Sent from my iPhone

On Jan 31, 2017, at 6:41 PM, jeffrey E. <jeevacation@gmail.com <mailto:jeevacation@gmail.com>> wrote:

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

On Tue, Jan 31, 2017 at 5:33 PM, Larry Visoski <████████ <mailto:lvjet@aol.com>> 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 issues, and still does, . Josh is checking for part availability, could be a 6 month to 12 month wait time, to rectify and eliminate the 90day sealant application.,

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

So this is making sense now,, the reason our deposit goes hard after Purchase 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 discovery in 2008??? Maybe demanding flight schedule of 600 hours per year, per plane at Chevron, coupled with no parts available? Lee informed they are operating 4 planes and flew 2500 hours per year.

I'll get more factual information from Gulfstream Savanah in the morn,,

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 Royce corporate care,, but why the delay is repairing?

Sent from my iPhone

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please note

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JEE

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