
From: jeffrey E. <jeevacation@gmail.com>
Sent: Saturday, January 14, 2017 4:20 PM
To: Larry
Subject: Re: update

question would be why is it like glass on descent

On Sat, Jan 14, =017 at 12:12 PM, Larry <[REDACTED]> wrote:

Jeffrey

interesting findings:

1-left engine is oscillating air pressure into the cabin while APU bleed ai= and engine bleed air are ON, while advancing the throttles, there is a ch=ck valve that prevents air from engine to back feed the air duct from APU =nto cabin,. Suspect faulty check valve,. Inspecting and removing check val=e for possible fault.

2-during low power setting idle engine, the conditioned air that comes out =y your feet along lower cabin side wall is not working properly when selec=ing auto full cold., when you advance the power on engines, the air blows =arm to hot air, even when full auto cold is selected,. In Manuel operation=, it works Normal,. This could be our issue during your last flight from P=ris to NY when you stated you couldn't control cabin temp properly., Mechanics are in constant communication with Tech ops for proper trouble sh=oting techniques for this item. Support in Brunswick has been great.

Both could be contributing factors to our Vib issue i think?

****just pulled plane into hanger to start sheet metal repair,. The trouble=shooting of Cabin temp and check value will continue, since electrical wir=ng and Cabin temp probe checks can be done in hanger with aircraft power.<=r>3- precooler and pylon area, Fan Air modulation controller appear be to be =orking normal, during their functional checks.

Will keep you updated,.

Thx

Larry

Sent from my iPad

> On Jan 14, 2017, at 8:05 AM, jeffrey E. <jeevacation@gmail.com <mailto:jeevacation@gmail.com>> wrote:

>

> Would be nice to have expert on test flight and play with cabin temp c=ntrol etc

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=A0 please note

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