
From: Lvjet [REDACTED]
Sent: Thursday, February 19, 2015 3:36 AM
To: jeevacation@gmail.com
Subject: GIV elevator
Attachments: Eagle.pdf

Jef=rey

attached is Gulfstream's latest statement =egarding GIV aborted takeoff Eagle CO,.
The crew =ccomplished two aborted takeoff runs, they aborted the first =akeoff due to a Red master caution light.
&nbs=;its possible the crew attempted the second takeoff with f=aps set at 0 degrees. (I'd surmise crew brought flaps
up=20following the first abort) on second Take off run.

=0A

No Flight data recorder installed, however a CVR "=ockpit Voice Recorder" had takeoff warning bong Bong reco=ded
during whole takeoff run. Rumor has it, that flight cre= did not use Auto Throttles on takeoff, they manually pushe= fwd., if flap setting does not match takeoff p=rformance set in FMS, autoThrottles would be in-operative,.probabl= the
reason they used manual throttles for takeoff,.

=div>

only rumor, as far as Zero flap settin= during the second takeoff run.

thx
Larry