
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 regarding GIV aborted takeoff Eagle CO,.

The crew accomplished two aborted takeoff runs, they aborted the first takeoff due to a Red master caution light. &nbs=;its possible the crew attempted the second takeoff with flaps set at 0 degrees. (I'd surmise crew brought flaps up=20following the first abort) on second Take off run.

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No Flight data recorder installed, however a CVR "cockpit Voice Recorder" had takeoff warning bong Bong recorded during whole takeoff run. Rumor has it, that flight crew did not use Auto Throttles on takeoff, they manually pushed fwd., if flap setting does not match takeoff performance set in FMS, autoThottles would be in-operative,.probal= the reason they used manual throttles for takeoff,.

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

thx
Larry