

Dan Boyer
Fair Wind Air Charter
Director of Quality Assurance

Begin forwarded message:

From: <Robert.Carroll[REDACTED]>
Date: February 4, 2015 at 4:40:02 AM EST
To: <dan.boyer[REDACTED]>
Subject: Fw: N701DB S/N 1036 W/O# SC 10262

-----Forwarded by Robert Carroll/LAS/GAC on 02/04/2015 01:39AM -----

To: dan.boyer[REDACTED]
From: Robert Carroll/LAS/GAC
Date: 02/04/2015 01:06AM
cc: Jeffrey Moore/LAS/GAC@GAC, Allan Butler/SAV/GAC@GAC, Kevin Wood/LAS/GAC@GAC, Steve Dillingham/LAS/GAC@GAC, John Burnett/LAS/GAC@GAC, Dan Rathman/WEB/GAC@GAC
Subject: N701DB S/N 1036 W/O# SC 10262

Dan,

We talked to your pilot "Tim" at the aircraft yesterday afternoon and he gave us a brief summary of the issues that he is having with the aircraft. We towed the aircraft back to our hangar and we began troubleshooting your squawks.

- Avionics confirmed that IRU #2 is bad and requires replacement. The #2 IRU was swapped with #1 IRU for troubleshooting and the fault followed. The units were reinstalled back to their original positions on the aircraft. We have a Repaired unit in stock (List price

[REDACTED]
- The VOR #2 Fail is most likely related to the IRU #2 Fail.
- When talking to your pilot Tim about the Misconfig message in the cockpit he stated that everytime he moved the gear handle to the "UP" position after take-off, Flaps @ 20 degrees, the landing gear warning horn would sound until the flaps were back to 0 degrees. Upon further troubleshooting of the landing gear warning horn system we found that the Left Landing Gear Warning Horn Switch (S2) is bad. The switch is located in the Pedestal Switch Bank Assembly which requires quite a bit of time to access and remove due to it's location. I ordered a replacement switch from Savannah (Door to Door , Eta 2/4 @ 1200L Aprox) that has all of the wires already potted on the switch which will save time. The List price of the S2 Switch is [REDACTED] The shipping cost is not included in that price.

I was notified by your Pilot Tim that the aircraft needs to be in Vail, CO on Friday. Dan, your point of contact tomorrow 2/4 will be Allan Butler (STM) [REDACTED], Steve Dillingham (SCC) [REDACTED] & Kevin Wood (Avionics Lead) [REDACTED] If you have any questions about your aircraft please feel free to call.

Thank you,

Rob Carroll
2nd Shift Mechanical Team Lead
Gulfstream Las Vegas
Cell: [REDACTED]
Work: [REDACTED]
Fax: [REDACTED]
E-Mail: [REDACTED]