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From: [REDACTED]
Sent: Sat 2/26/2011 11:59:16 PM
Subject: GII apu

Jeffrey,

Are we still on schedule for Long Beach on Tuesday?

item 1- I'm having APU starting issues again,. Larry M and I suspect the Load stat on APU, different than the speed switch we originally changed, it appears to only acts up at high altitude airports since its been working normal,.. I will have new part waiting at Long Beach, „Large Gulfstream service center there, same size as Savannah,..

item 2- the R/H main boost pump circuit breaker popped en route today,. this is the same side as we changed the pump only 9 hours ago on Feb 9th,.. when we landed, I reset the breaker, and worked normal,. Fuel tank temperature was normal during the flight, I originally suspected fuel freezing, which is a common problem at altitude for cold soaking, however, we where only 2+12min into the flight, for this reason, we are not able to shut off a pump in flight, when fuel tank temperature is below 0,. the pump does not have enough torque to re-start,.

Larry M and I suspect weak circuit breaker, since we changed the pump due to a failure/short circuit, this may have weaken the CB, (I have heard of this happening, but far fetch fix),. I plan to change the Pump at Long Beach and install new Circuit breaker,. not much to the system, the Breaker is a 50amp, so its a big one,. the pump is warranty, so its easy ..

The Left boost pump that gave me problems this morning is fine,.

I plan to start APU tomorrow at ABQ, and my backup plan is Air cart for start, to get us to Long Beach and the Gulfstream service center,.

I will keep you updated,.

thx

Larry