It has been some time since we talked and then provided you the quote re our G150 STC. I am sure you all are quite busy given the current industry bizjet activity level.   
  
Since we last talked, we have further discussed this with clients and Gulfstream, in more detail, re the issues leading to the initial slat/ flaps STC request by Gulfstream for G150 support fleet. While there are newer slat/flap actuators available via SB, it seems the problem of slat/ flaps freezing up with moisture is still an issue. That is why, in the first place, Gulfstream had us develop, accomplish the G150 actuator heater blankets STC for their fleet; avoid the possibility of operational disruption.  
  
Have you all experienced this issue with slats/ flaps? If it occurs, the landing distance is not so much of an issue due to the highly effective G150 wing. However, the down time just to check out the system after an event, even with no fault found, can be pretty disruptive to the operations. Particularly if the pax are counting on seamless scheduling.   
  
We have the fix for avoiding this possible scenario. Also, it is the reason Gulfstream utilized the Peregrine STC, to avoid potential operational disruptions.  
  
Please let me know if you are interested, or not. Much appreciated.  
  
Best regards, Hal.

Trust this finds you doing well. It has been some time since we talked and then provided you the quote re our Peregrine G150 STC. I imagine you all are quite busy given the current industry bizjet activity level.   
  
I was unable to secure any reliable metrics from Gulfstream. Gulfstream's consistent answer is that they could not afford NOT to utilize our STC since there is no other fix for avoiding slat/flap freezes, regardless of how infrequent the occurrence. Even the newer actuators have the same freezing issues under the right environmental conditions. Gulfstream views the STC as "insurance", but less so since they had experienced the freezing issues with their high utilization G150 fleet.  
  
Even with electric slat/ flap actuators, the risk of over-torquing is small due to the CB protection. However, if the freeze occurs, it must still be cleared and tested before return to service, at least that is our understanding. Thus the impact to ops schedule is the main issue.  
  
Hope all this makes some sense. Please let me know if you are interested, or not. Much appreciated.

It has been some time since we talked and then provided you the quote re our Peregrine G150 slat/flap heater actuator STC. I imagine you all are quite busy given the current industry bizjet activity level.   
  
I was unable to secure any reliable metrics from Gulfstream re freezing up of the G150 slat/flap system. Gulfstream's consistent answer is that they could not afford NOT to utilize our STC since there is no other fix for avoiding slat/flap freezes, regardless of how infrequent the occurrence. Even the newer actuators have the same freezing issues under the right environmental conditions. Gulfstream views the STC as "insurance", but even more so since they had experienced the freezing issues with their high utilization G150 fleet.  
  
Even with electric slat/ flap actuators, the risk of over-torquing is small due to the CB protection. However, if the freeze occurs, the system must still be cleared and tested before return to service, at least that is our understanding. Thus the impact to ops schedule is the main issue.  
  
Hope all this makes some sense. Please let me know if you are interested, or not. Much appreciated.