

**From:** Larry <[REDACTED]>  
**To:** "jeffrey E." <jeevacation@gmail.com>  
**Subject:** Re: Valsan Trace and Final Acceptance  
**Date:** Fri, 23 Sep 2016 21:11:48 +0000

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Yes,. We can certainly sell the middle engine to Manny,.  
Manny has mentioned in the past he would Pay \$15k,. I need to research real value on this engine.

Sent from my iPad

On Sep 23, 2016, at 4:47 PM, jeffrey E. <jeevacation@gmail.com> wrote:

Can we sell only third engine to nanny if frank takes other two

On Friday, 23 September 2016, Larry <[REDACTED]> wrote:

Jeffrey

Frank informs he will sign acceptance page of your Purchase Agreement today, Frank has emailed me as well as verbal acceptance to close Next wed or Thur, see email below from John, who is Franks end user/Buyer.

Pratt And Whitney has supplied the needed information I requested for trace history on the engines to buyers satisfaction.

Manny FJTurbines: update

Manny's rep Greg Polaski did records review for 4 hours today at my office, only focused on the Middle engine called the (-7B). Its my understanding Manny will either Part out the middle engine for his inventory of discs,. Or install on a customers DC-9 in Mexico. The middle engine is used mostly in Africa and Mexico on old DC-9 aircraft.

Manny states he will try to provide a Purchase agreement Tonight for your review and informs he wants the engines.

Items that should be in Manny's Purchase agreement:

- 1-Manny is offering \$810k.
- 2-Manny will pay for shipping to Miami
- 3-Manny will provide engine stands for engines after removal.
- 4-Manny is offering to split the cost of engine removal.

Appears Frank is a Sure thing now,. Plan B,,,Depends if Manny provides and acceptable Purchase Agreement tonight, if you elect switch?

I will fwd Manny's Purchase Agreement if he provides tonight.

Thank you,

Larry

Sent from my iPad

Begin forwarded message:

**From:** [REDACTED]  
**Date:** September 23, 2016 at 3:21:19 PM EDT  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Valsan Trace and Final Acceptance

Frank,

Good afternoon.

A. We are planing on buttoning up and paying for Valsan ESN 726121/726122 next Wednesday 9/28 or Thursday 9/29.

B. The borescopes performed and condition of the engines are acceptable to our needs.

C. The trace documentation is much better now with the P&W new / installation documents received.

1. We have one C12 disk with stragling issues noted below and noted that this issue will not hold up close. We would like to see what you can do to help us at Mexicana in order to reduce the gap mentioned in the trace for ESN 726121. Please advise if you can help with the following:

JT8D-219 / ESN: 726121 C12 Disk (P/N: 798512-001 S/N: BENCAM3548 current TT: 18,915.7 / TC: 15,735): Has Gap in trace from Mexicana Airlines (ESN:689966 Disksheet 30-APR-2003 with TT: 9,802 / TC: 6,281) to LAN (ESN: 702860 Disksheet 11-SEP-2007 with TT: 14,978:41 / TC: 12,230).

2. The current reports and data from Centurion are off by 1 cycle and 3.2 hours. Both engines should have TET 3853.2 and TEC 1620. Please have Derek Gossett from Centurion revise the engine reports issued on 726121/726122. Ref the attached current log book page for his reference in matching up to my request.

D. We will need a non incident statement from the last operator (JEJE) for both engines. Please provide this statement for the engines after removal from 727 S/N 20115 this month and with TET 3853.2 and TEC 1620.

Other than the above - I will revise the purchase agreement to match what we spoke of earlier and will send your way for review and acceptance.

All for now.

Regards,

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please note

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