

**From:** Greg Wyler [redacted]  
**To:** [redacted]  
**Cc:** 'Je vacation' <jeevacation@gmail.com>  
**Subject:** RE: pilots  
**Date:** Sat, 14 Sep 2013 05:26:15 +0000  
**Importance:** Normal

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Thanks Larry,

I didn't even know it was for sale (or which one he had). That sounds awfully big for my current needs.

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**From:** [redacted] [mailto:[redacted]]  
**Sent:** Friday, September 13, 2013 1:23 PM  
**To:** Greg Wyler  
**Cc:** Je vacation  
**Subject:** Re: pilots

Hello Greg,

I have a pool of right seat qualified pilots at my disposal. The biggest challenge is find pilots that are current. The G150 is quite a popular aircraft and good choice, Gulfstream support is the best in the industry.

If you could locate a pilot with an A&P Licence that actually knows how to turn wrenches first and pilot skills second (multi-engine commercial) for your co-pilot needs could be best economically for you. He could track your maintenance since the G150 would be on the CMP (computerized Maintenance program) offered by Gulfstream.

When operating internationally you will be facing challenges of RVSM approvals, MNPS, boarder overflight certs etc, All things a full time "person" can address for you,...

Did you think about acquiring Jeffrey's GIIB? I think Jeffrey would sell it for a good price.

We have completed a 72month inspection in Feb 2012, the next 24months could provide minimal expense, you would have 7+30min range at Mach .80 with a fuel burn of 550 gallons per hour, the money you would save in acquisition cost could pay for the additional fuel burn.

Best regards,

Larry

Sent via BlackBerry by AT&T

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**From:** Greg Wyler <[redacted]>  
**Sender:** Greg Wyler [redacted]  
**Date:** Fri, 13 Sep 2013 10:24:46 -0400  
**To:** Larry Visoski [redacted]  
**ReplyTo:** Greg Wyler [redacted]  
**Cc:** Jeffrey Epstein<jeevacation@gmail.com>  
**Subject:** pilots

Hi Larry,

I am looking at planes and considering bumping up from a CJ3 to something with a bit more range – while trying to keep relative efficiency. The G150 comes to mind as a 228 gal/hr 2500+ nm aircraft.

I think I may need something with a bit more international capability.

I was wondering how you source right seat pilots? Do you have a number on staff or do you have a bunch on call?

With a new plane like that I will likely need someone who can run it full time...

Greg