

From: [REDACTED]

To: "Je vacation" <jeevacation@gmail.com>

Subject: Re: GIV thoughts

Date: Tue, 13 Nov 2012 14:55:20 +0000

Importance: Normal

Interesting, let me check if 16G seats are required for GIV or 9G and whether our currently install seats in the GII would work.

Our first engine due to be overhauled on the GII is March 2013,,,,,"IF" I could obtain a 6month extension till Sept 2013 when the second engine is due, this could save us the expense of overhauling our engines for \$300,000 + on the GII, and part out the GII September 2013. let me look at the idea of parting out the GII and how it actually works, such as companies that assist with these projects.

We take what we need and others are able to purchase parts as needed, Tail sections, wings, flight controls etc.

I'll get back to you,.

Thx

Larry

Sent via BlackBerry by AT&T

From: Jeffrey Epstein <jeevacation@gmail.com>

Date: Tue, 13 Nov 2012 07:41:17 -0400

To: <[REDACTED]>

Subject: Re: GIV thoughts

I would want to redo the upgrade to cockpit, and re floorplan it, should we part out the g2 , using the seats parts , ???

On Tue, Nov 13, 2012 at 4:03 AM, <[REDACTED]> wrote:

Jeffrey,

On paper Inglasias's GIV serial #25 appears the front runner at this time, I can provide better opinion after viewing the aircraft in person. Inglasias's GIV with fresh engines and all programs or insurance, HAPP, JSSI, MSP for APU is huge deal,,, I want to inspect the rear spar, the aft equipment bay and wheels well areas for corrosion and wear on Inglaiasas GIV. I want to personally see these areas and compare to the Reno aircraft for perfect condition comparison, the Reno GIV serial #30 was perfect. I also want to inspect the passenger seats operation for looseness, and cabin entertainment and light panels to see if they have been upgraded recently.

I noticed this GIV Don Bass at Avpro has, serial number 23, with an ask of \$5.9M, its ASC190, with HUD, 8300 hours total time, rear divan, however, it has old style headliner and psu units like the Reno aircraft, new headliner is \$700K, not worth the upgrade, but using this aircraft as negotiating tool. see link:

<http://www.controller.com/listingsdetail/aircraft-for-sale/GULFSTREAM-IV/1987-GULFSTREAM-IV/1249935.htm>

pro / Cons of Ogara vs Inglasias's

Inglasias serial #25

1987 GIV

We know we can purchase for \$5.75M or lower.

Pros

ASE 190 GIVSP mod for increased landing weight, \$800k+ mod.

0 time engines, next due in 2022 10 years before next overhaul

rear divan with false window, (I believe, need to confirm in person).

Direct TV \$500k mod

GIVSP headliner, modern, exrta 1 inch headroom

Honeywell MCS-3000 Satphone, plus a Magnastar 2000 satphone, the Honeywell 3000 is a great satphone, I have

contacted Banyon avionics dept manager to see if this Honeywell satphone is easy upgrade to include Wifi service. will

have answer in the morning.

Cons

fwd galley, Covers one fwd window
Wood work may need to be re-done
No conference table,
total time 8648 hours
no fwd lav

OGara GIV serial #62

1988 GIV

Pros

Total time 6600 hours
rear galley with fwd Lav
G450 head liner
New side panels, wide body, extra inch wide.
Wood work looks very good condition, Gulfstream interior completion in 2005
new seats installed in passenger compartment

Cons,

No aft divan, need to purchase a divan, \$75k estimate,
I don't think Ogara will sell this GIV for under \$6.5M since their ask is \$8M per the owner, price to high, seller is unrealistic.
6 years till engine overhaul, due in 2018
my calculations \$1M per engine high estimate for overhaul which calculates to \$200,000 per year for engine overhaul life value, this would equate to a \$800,000 or four year loss of engine time compared to serial #25, Inglasias's GIV with fresh engines.

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