

From: Brad Wechsler <[REDACTED]>
To: Jeffrey Epstein <jeevacation@gmail.com>
Subject: Re:
Date: Thu, 11 Feb 2016 15:24:36 +0000

Definitely get your big point, obviously nothing to disagree with....
Sent from my Verizon Wireless BlackBerry

From: jeffrey E. <jeevacation@gmail.com>
Date: Thu, 11 Feb 2016 09:54:10 -0500
To: Brad Wechsler <[REDACTED]>
Subject: Re:

no problem , the issue is simple, you have many people in your office. no one is looking at the numbers received to check for the most basic of errors. forwarding me, numbers that have not even been looked at seems a waste of everyones time, especially mine - not dissimilar to zero receiveables on art space. . I dont have the time to do the basic review that should have been being done. Sorry but i dont have the time this week to talk to rj, like my suggestion from day one, all needs to be redone, sorry, rich does not understand how fuel cost per hour times number of hours , needs to be accurate. leon and you told me that castrucci selling point was that he said his fundamental view was that he needed accurate numbers or everything else was a waste of time. here we are

On Thu, Feb 11, 2016 at 9:44 AM, Brad Wechsler <[REDACTED]> wrote:

Jeffrey-some people here feel you are confusing certain items...which may or may not be true. May I suggest you organize your questions and get on the phone with rich j and then we can identify meaningful loose ends. Two things to remember: we don't control the form in which jet produces numbers and, I believe, most importantly you and I (and likely leon) agree that a simple restructure to part 91 is likely the best path. In addition--and on a separate front--we plan to scrutinize costs for potential savings. As you know we have not done this yet. Also, I'm a little unclear on what your ultimate goal is. B
Sent from my Verizon Wireless BlackBerry

From: jeffrey E. <jeevacation@gmail.com>
Date: Thu, 11 Feb 2016 09:20:34 -0500
To: Brad Wechsler <[REDACTED]>
Cc: Richard J Bronstein <[REDACTED]>; Melanie Spinella ([REDACTED]) <[REDACTED]>; John Castrucci <[REDACTED]>; Joe Avantario <[REDACTED]>; Richard Joslin <[REDACTED]>
Subject: Re:

it says charter revenue only 312 but letter says apollo hours were 42 at 18k each hour?

On Tue, Feb 9, 2016 at 6:41 PM, Brad Wechsler <[REDACTED]> wrote:

MEMORANDUM

ATTORNEY-CLIENT PRIVLEDGE

TO: Rick Bronstein
Leon Black

CC: John Castrucci
Joe Avantario
Rich Joslin

FROM: Brad Wechsler
Jeffrey Epstein

DATE: February 9, 2016

Leon,

1. Attached, please find the January 26th memo on the airplane which was sent to you previously. It deals with Part 91 vs. 135 and attendant costs and income tax benefits. The office feels that with respect to income tax, Part 135 is more favorable, but not significantly so, i.e., between 0 and \$400K depending on use.
2. Also included are detailed operating costs. These were previously sent to Jeffrey but not previously not sent to you.
3. The final note details the FET and sales tax consequences of moving from the current structure to a simplified structure. Were we to move to a very simple Part 91 only structure you could likely save \$200K/year but would have to own and operate the plane in your personal name (your insurance is sufficient, but there would be a certain lack of privacy). If you held the plane in a sole purpose LLC the aforementioned savings would disappear. If Jeffrey wants to take a deep dive, we have much detailed material and we would also suggest he speak to Rich J and our aviation attorney.
4. Bottom-line, a lot of work has been done and there is not a compelling answer, one way or another. Taking into account income tax attributes, sales tax attributes and ease of use attributes it's almost a push, though I would probably marginally favor Part 135. I believe Jeffrey favors Part 91, which in my mind, is a sufficient reason to go that route. We should discuss.

Thanks

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please note

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