

From: Larry Visoski <[REDACTED]>
To: Je vacation <jeevacation@gmail.com>
Subject: Fwd: JEGE contract
Date: Thu, 15 May 2014 13:07:11 +0000

Just received this from Larry Wright, who is Ashley's contact / broker.

Sent from my iPhone

Begin forwarded message:

From: "Larry Wright_Gmail" <[REDACTED]>
Date: May 15, 2014 at 8:58:51 AM EDT
To: "John Ashley" <[REDACTED]>
Cc: <[REDACTED]>, <[REDACTED]>, "Gary Anzalone" <[REDACTED]>
Subject: JEGE contract

John –

Here are the comments I had regarding the contract –

- The contract requires that full funds be in escrow on May 20th. This is 2 ½ - 3 weeks before the aircraft is even ready to fly and accept. This should be changed to 5 business days before the aircraft is tendered for the test flight as notified in writing by the repair facility (Stambaugh).
- The contract notes that the spares for the aircraft are included. We need to make sure that we have thirty days to arrange for the movement of the spares from their current location.
- A spec sheet and an inventory of the spares should be included as an appendix to the contract.
- We have discussed the transition of the Pt. 125 certificate. The contract should state that appropriate management personnel on the certificate as recognized by the FAA will remain on the certificate to allow for an orderly transition to new personnel acceptable to the FAA. There can be a time limit to it but we need to transition the certificate in a manner that will allow the new personnel time to review and fully understand the company ops and maintenance manuals as well as meet and get to know the POI and PMI for the certificate to that the transition will not cause a lot of problems with the FAA.

Let me know if you have any questions.

Thanks,
Larry