

**From:** Larry <[REDACTED]>

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

**Subject:** Fwd: Valsan B727-200 Specifications and Photos. PREMIUM VIP, 1980

**Date:** Sat, 04 Feb 2017 15:07:49 +0000

**Attachments:** B727-200\_Specifictions\_and\_Photos.PREMIUM\_VIP.pdf

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Info on 727's

Sent from my iPad

Begin forwarded message:

**From:** Jack Kendall <[REDACTED]>

**Date:** February 4, 2017 at 2:38:12 AM EST

**To:** "[REDACTED]" <[REDACTED]>

**Subject:** Valsan B727-200 Specifications and Photos. PREMIUM VIP, 1980

LARRY,

The one advertised was sold and then had \$2.5M maintenance done on it, which is typical for C check, Corrosion Inspections on all three engines and Landing Gear overhauls and SFAR 88 Fuel Tank SB. Here are the specs on an extremely nice one owner B727 200 with the VALSAN engine conversion which alone cost \$10,000,000 back in the day.

I have worked many years with the 737 and 727 VIP aircraft types. First I think I should point out the major differences:

1. B727s: I normally only recommend the modified VALSAN SUPER 27 B727-200 ADVANCED version. This is because the MGTOW is between 190,000 and 204,000 pounds. Most B727 VIP planes have aux tanks that gives approximately 70,000 pounds of fuel. (The 100 series tops out around 170,000 pounds or so and empty weight is almost as high as the 200. Therefore there is a very small useful load for the 100 VALSAN type and all other 100s.) The extra 25,000 pounds for the 200 is great for passengers and baggage if you actually want to carry 20 passengers and bags long range. There is an exception where the 100 has upgrade to 175,000 pounds which should be enough and I may have one of those available in great shape and can get you the information on it if you like.
2. B737 200 ADV. The advantage of these is about a one third reduction in fuel consumption. The B737 200 VIP I advertised has no aux tanks and is 6 hours max range with VFR reserves only. It has no state room. It is the only one with Wi-Fi as that cost about \$180,000 for GO-GO system with high speed wireless. New reduced price is only \$695,000. C check is due now and we have a bid for approximately \$600,000. It is located in Florida and we can show it to you most anytime. The interior is unbelievable and Owner has about \$4M invested in it.

I have three of the B727 200s available now. However all of them are in storage and need considerable maintenance to return to service.

Asking prices are deceptive as they all need same amount spent on them as the cost of the planes. Therefore expect about \$4M to \$5M for a B727 200 Valsan all done with fresh inspections. (Keep in mind a new VIP interior for a BBJ which is about same size cost over \$10,000,000 just of the interior alone ++++. The one

above is VERY NICE!

The attached SUPER 27 is a one operator aircraft since new. They replaced it with a new AIRBUS VIP that was just under \$100M. They maintained it at JET AVIATION in Switzerland. It was USA registered when new so FAA will recognize it which makes it easier to import back to USA. It needs phase inspections, engine corrosion Inspections and landing gear ten year inspection.

Suggest you adjust photo page sizes as you go through these as they are not all the same size.

Please let me know which you prefer B737 or B727????

Regards,

JACK

