

**From:** [REDACTED]

**To:** jeevacation@gmail.com, [REDACTED]

**Subject:** Re: GIIB

**Date:** Wed, 11 Sep 2013 03:21:18 +0000

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Jeffrey,

I'd be happy to answer any questions regarding the Gulfstream IIB,. we completed an extensive 72 month inspection in Feb 2012,.. we have routinely operated the GII from New York to Paris in recent months with NO mechanical issues, a true testament to your Gulfstream IIB reliability.

a couple of points I'd like to point out regarding your GIIB,.

-1974 fuselage, however, the GIII Wing and Landing were installed in 1986, to make this aircraft a IIB aircraft.

-1989, Midcoast Aviation introduced the "Paragon Collins 5 tube EFIS" cockpit for GII,. this avionics package was installed in your GIIB in 1989,..

please fwd me any questions or concerns?

thank you,

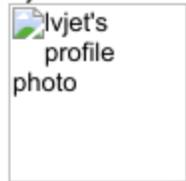
Larry

[REDACTED] cell or [REDACTED]

In a message dated 9/10/2013 10:37:01 P.M. Eastern Daylight Time, jeevacation@gmail.com writes:

larry -pilot

lvjet

lvjet's profile photo

On Tue, Sep 10, 2013 at 10:20 PM, Fred Haddad <[REDACTED]> wrote:

Ok. He is all about savings on overall. How does he reach by email

Sent from my iPad

On Sep 10, 2013, at 10:13 PM, Jeffrey Epstein <jeevacation@gmail.com> wrote:

have him contact my pilot, for this price its crazy not, to. unless he is concernd about fuel price its like having a 427 engine. tri power

On Tue, Sep 10, 2013 at 9:33 PM, Fred Haddad <[REDACTED]> wrote:

I'll tell him, but aren't the 2s mid to late 70s planes. Generally high airframe time, but his citation is old as hell first line like a Lear 25 send email address.

Sent from my iPad

On Sep 10, 2013, at 7:36 PM, Jeffrey Epstein <jeevacation@gmail.com> wrote:

you can give your friend the email of my pilot on the G 2b

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