

From: Larry Visoski <[REDACTED]>
To: Jeffrey Epstein <jeevacation@gmail.com>
Subject: Re: Prebuy
Date: Tue, 29 Jan 2013 18:51:33 +0000

Jeffrey,

I have completed B727 audit on B727, all is good.

I am going to meet with Sean Brown at Gulfstream in palm bch and discuss the 72 month inspection and compare to Gulfstream Survey inspection.

Damage history as known to industry standard is a repair that implements an I.C.A. (Instructions for Continued Airworthiness) if a repair is completed to an aircraft which initiates an ICA from Gulfstream this would be considered "damage history", each person has their own definition whether Damage history applies to an airframe and how much it de-values the aircraft.

I will verify if Gulfstream has issued an ICA for Rudder replacement / repair on the GIV.

thx

Larry

Sent from my iPad

On Jan 29, 2013, at 7:53 AM, Jeffrey Epstein <jeevacation@gmail.com> wrote:

we should find out if the rudder replacment shoudl be listed as damage history, the value woudl go down dramaticilly,

On Tue, Jan 29, 2013 at 8:41 AM, <[REDACTED]> wrote:

Let me speak to General Dynamics regarding rudder replacement,.

Terry wants to sell according to Dennis, in short, there are two ways to purchase this aircraft:

#1- lowered price, walk around the aircraft, do comprehensive log book research and use the 72 month results as your prebuy and close in 5 days. I feel would could purchase for \$6M for sure and possibly for \$5.8M if we are firm.

I will verify, but to my knowledge the landing gear corrosion is not looked at hard. This is a 5000 landing requirement but has a calendar due date also, this is big ticket item (\$150k+/-).

Let me research this today with Gulfstream. I'm not saying I agree with this style of prebuy just mentioning since Dennis brought it up.

#2- complete Gulfstream Full Survey (prebuy) with landing Gear inspection included and pay \$6.2M or close to that number, chances are we'll have \$250,000+ worth of findings with landing gear corrosion they'll have to pay if we remove the repair cap. You will ALWAYS have axle replacement in landing gear inspection types, the is ZERO tolerance for corrosion, pitting, scratches or any blemish on axle and barrel of struts, when you remove them for 5000 landing inspection, 95% of the time the mechanic damages the polished surface while removing, its a known Gulfstream parts money maker.

Dennis told me its a clean, no damage history GIV, his disclaimer and sellers worries are: exposure during prebuy of cracks, corrosion etc. This was his reason for contracting Gulfstream to complete 72month inspection, he thought it would make for easier sale, as time goes by, the value of 72month slowly diminishes.

I would focus on tail section pivot point of vertical stabilizer for cracks, this is addressed during 5000 landing inspection, currently the aircraft has 3900 landings which equates to 1100 landings, estimate 6 or 7 years down the road, maybe more.

I will have more info late this afternoon, my FAA audit is today, the Orlando FAA arrive at 9am, I should ne completed by 2pm.

Thank you,
Larry
Sent via BlackBerry by AT&T

From: Jeffrey Epstein <jeevacation@gmail.com>
Date: Tue, 29 Jan 2013 03:25:21 -0400
To: [REDACTED] <[REDACTED]>
Subject: Re: Prebuy

Their contract has us paying for pre buy though they walk away if more than 200 k . Rudder ???... Is that why they lowered the price .

On Monday, January 28, 2013, wrote:

Jeffrey,
One other item that Dennis shared with me you should be aware.
Dennis is friends with Tom Balyio who heads Gulfstreams maintenance sales and prebuy scheduling etc., Tom was involved during our prebuy in LongBeach on serial 1030 the Reno GIV we canceled. Dennis made no mention of our previous attempt to purchase the Reno GIV, but makes sense now the reference in the contract to cosmetic cabin issues. gutt tells me Tom and Dennis have spoke about the Reno deal.

Thx
Larry
Sent via BlackBerry by AT&T

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