

**From:** "Dr. Henry Jarecki" <[REDACTED]>

**To:** 'Jeffrey Epstein' <jeevacation@gmail.com>

**Subject:** FW: airframe inspection update

**Date:** Tue, 29 Jun 2010 03:54:33 +0000

**Attachments:** tail.jpg; 2c\_2.jpg; 2c\_inspection.jpg; co\_pilot.jpg; fan\_corrosion.jpg; galley.jpg; IMG00073-20100623-1329.jpg; parts.jpg; s\_duct.jpg

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**From:** Gary Talucci [mailto:[REDACTED]]

**Sent:** Monday, June 28, 10 22:38

**To:** Dr. Henry Jarecki; Robert Reeves; Tony Detre

**Cc:** Gary Talucci

**Subject:** airframe inspection update

The "C" airframe inspection is primarily a corrosion inspection, consequentially Standard Aero has found some corrosion. I met with the Dassault engineers to evaluate a never-seen corrosion area in the aileron bell-crank box, this is in a difficult to repair location that may cause delays.. Dassault is working on a repair procedure. There is also some corrosion on the first bulkhead that is also needing Dassault's evaluation for a repair procedure.

The landing gear overhaul is coming in slightly under budget at about \$225k. However, the landing gear trunnion bearing had to be bored out by Falcon to repair a seized bearing, and is now ready for reassemble.

I have enclosed some pictures on the scope of the inspection.