

From: [REDACTED]

To: "jeevacation@gmail.com" <jeevacation@gmail.com>

Subject: update

Date: Thu, 11 Feb 2010 10:27:42 +0000

I have to make a call at Noon to St. Thomas she gave me another supervisor name to talk with on pre clearance.

-S76

If we decide to leave the helicopter at Keystone, they will most likely remove the blades for storage, this may change my ride calibration, Chris said there has been a lot of hanger damage for stored S76's in the past and we will be taking that risk also. Chris pleaded with me for you taking delivery. I will have a Sikorsky Tech support and test pilot for the travel south, if there are any issues, Chris said the Sikorsky plant in palm beach will address any mechanical items found during the flight. Interior wise he understands your skepticism with past completions, but felt confident since Eric Roth did the interior you would expect his craftsmanship.

I will take many photos at noon today and fwd if this gives you more assurance.

The lighting in the over head and doors have been changed, the cheap limo look has been rectified and looks good. Chris said he took my word last night that we are done, and is preparing the paper work for our concessions, AAG money credits and closing paper work, if it means anything, the relationship I have with Chris is good, he is the one that will go to bat for me when I have a warranty claims, if we delay till March acceptance, I believe it will effect that relationship, it also may effect how my warranty requests will be addressed. When you submit for warranty, its similar to an insurance claim, they always look for a reason not to pay, trying to blame the operator error in servicing or routine maintenance practices, thus causing gear box damage etc. Chris will be the one who steps in and demands warranty approval.

I will take a chance and say, you will like this interior and paint, your S76 is the lowest db interior noise level ever completed.

let me know how to proceed.

thank you.

Larry