

**From:** Larry Visoski <[REDACTED]>  
**To:** Je vacation <jeevacation@gmail.com>  
**Subject:** Fwd: New Escrow  
**Date:** Sat, 17 Sep 2016 17:02:59 +0000

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From Husham

Sent from my iPhone

Begin forwarded message:

**From:** Husham Osman <[REDACTED]>  
**Date:** September 17, 2016 at 12:39:17 PM EDT  
**To:** Larry <[REDACTED]>  
**Cc:** Claire Brugirard <[REDACTED]>, Darren Indyke <[REDACTED]>, Ashok Kumar <[REDACTED]>, Fahad Wali <[REDACTED]>  
**Subject:** Re: New Escrow

Dear Larry

The types of damages you refer to below like engine overheats and hard landings don't exist on this aircraft. Documents are available for inspection which shall prove this easily. Skin damages like dents and scratches which have been repaired and plotted in accordance with the OEM documentation on the dent and buckle chart. All of which are available and can be shared. I wanted to be sure that you are not referring to dents and scratches (which are repaired) in the "No damage history statement". Those are normal throughout any aircraft life.

At no point did we say we are unwilling to share documentation. We just seek clarity of the request. I propose a conference call to ensure all are on the same page and we agree on what exactly is required which will be provided. If you agree we could set this up for Monday evening. In the meantime and upon return to office after the Eid holidays on Sunday we will gather more info to meet your request. Perhaps a scanned copy of the damage chart currently onboard the aircraft with the details of the existing skin damages that are minor and we'll recorded.

Please also note a lot of the info requested is in the documentation we have provided. However rest assured that we can provide what is needed either at this phase or during the inspection phase to suit the process.

Best regards  
Husham

Sent from my BlackBerry 10 smartphone.

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**From:** Larry  
**Sent:** Saturday, 17 September 2016 15:40  
**To:** Husham Osman  
**Cc:** Claire Brugirard; Darren Indyke; Ashok Kumar; Fahad Wali  
**Subject:** Re: New Escrow

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Husham,

Sorry, we will need to see all work done on the airplane. All. Damage history is not vague at all. We will need a full and complete list of all damage, and its repair, and where and what was done. hard landings.? skin damage.? engine overheats, a certificate of airworthiness is not sufficient. We cannot have an edited version of maintenance, it needs to be in its entirety. .

please, a minimum list all damage history and its details, as soon as possible.

thank you,

If you are unwilling to do so, please inform me so that we can withdraw our deposit.

Best Regards,  
Larry

Sent from my iPad

On Sep 17, 2016, at 4:17 AM, Husham Osman <[REDACTED]> wrote:

Dear Larry

Good morning to you

I have explained about difference of TRAX and CAMP system which does not allow us to isolate one aircraft. You kindly understood and requested alternately extracts and Maint history which I have sent before. Please check through my emails of last week and if not available I can forward again.

Damage history is vague statement, appreciate if you can further clarify your requirement. Normal operational defects and skin damages occurred in the past which were addressed per OEM documentation rendering the aircraft free of damage and completely airworthy. We can indeed issue a statement to that effect and share with you the aircraft Log Books to prove this. Is that what you are looking for?

Regards  
Husham

Sent from my BlackBerry 10 smartphone.

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**From:** Larry Visoski  
**Sent:** Saturday, 17 September 2016 06:20  
**To:** Husham Osman  
**Cc:** Claire Brugirard; Darren Indyke; Ashok Kumar; Fahad Wali  
**Subject:** Re: New Escrow

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Husham

Your email was well received, thank you

- 1-We still require "read Only" access to Traxx maintenance tracking
- 2- please confirm there is "no Damage History" ?

Best regards,  
Larry

Sent from my iPhone

On Sep 16, 2016, at 10:32 AM, Husham Osman <[REDACTED]> wrote:

Dear Larry

Pease confirm you have answers and attachments to what you need from our side technically in order to proceed.

Regarding the original engine it is installed on one of our aircraft currently that is flying with it for a few years. as explained before by ourselves and Capt Brown we do have a stagger program accompanied with engine overhaul program to avoid aircraft long grounding and double engines overhaul. therefore all RJ fleet engines are subject to an engine swap at some point. swapping back is not an option being discussed since it will lead to high cost and complications upon Royal Jet as well as several aircraft grounding and program disturbance. Our understanding is aircraft is sold where is as is with the current engines installed. However once again I do assure you that the engines on the aircraft are very good engines with the following assurance factors:

- High EGT margins which is a major contributing factor for deciding on engine health and shop visit.
- Long time before shop visits since first LLP is beyond 10,000 cycles (aircraft engines are at around 4,000 and 2000 cycles).
- N01 engine already had performance restoration plus Turbine Rear Frame modification to correct a CFM56-7 design issue experienced on many engines and requires shop visit to modify. This one is done so you will never have to do this mod.

Spec sent to you by Claire is ok except for the hours that needs to be updated. my last email to you had the latest tech log hours. next week after everyone is back from the Eid break we will do a calculation check for the last few weeks as an extra reassurance for you and correct any tech log airframe hour errors if any. For now the figures I have sent do stand.

As for Final APU, Airframe and Engines hours cycles I suggest one more update at the time of APA finalization since the aircraft is operating still until sold.

Thank you Larry for your time and I do hope you have the necessary technical info needed for this stage. surely next phase will require further coordination which we would be happy to engage on once the relevant agreements are signed by both parties.

Best Regards  
Husham

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**From:** Larry Visoski <[REDACTED]>  
**Sent:** Thursday, September 15, 2016 12:04 AM  
**To:** Claire Brugirard; Husham Osman  
**Cc:** Darren Indyke  
**Subject:** Fwd: New Escrow

Hello Claire,  
Darren awaits the answers to the email below, so he may present the purchase agreement.  
We also need a correct spec sheet to attach to the purchase Agreement as well,  
See questions below,

Best regards,  
Larry

Sent from my iPhone

Begin forwarded message:

**From:** Larry Visoski <[REDACTED]>  
**Date:** September 12, 2016 at 7:50:09 PM EDT  
**To:** Claire Brugirard <[REDACTED]>, Husham Osman <[REDACTED]>  
**Subject:** Re: New Escrow

Good Day Claire and Husham,

Sorry for delay , I was having technical issue.

In order to present and Accurate Purchase agreement, could you assist with these questions:

1-Where is the original engine located?

Please provide details why it was removed?

could you provide engine serial numbers, total time and cycles for engines that are currently installed on DFR?

(original spec sheet you provided indicated 4400 and 12000 hour total times on engines).

2-Airframe total time and cycles?

3-APU total time and cycles to include serial number?

4-confirm the aircraft has no damage history both airframe and Engines?

5- I await C1 inspection package from Mr. Osman.

Best regards,

Larry Visoski

Sent from my iPhone

On Sep 12, 2016, at 3:40 PM, Claire Brugirard <[REDACTED]> wrote:

Thanks for the update Darren

Best Regards,

Claire Brugirard  
[REDACTED]

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**From:** Darren Indyke  
**Sent:** Monday, September 12, 2016 19:45  
**To:** Claire Brugirard  
**Cc:** Larry  
**Subject:** Re: New Escrow

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Good day, Claire. Thank you for your email. I am working on the draft agreement presently. I am hoping to send it to you by tomorrow or sooner if possible.

Best,

DARREN K. INDYKE  
DARREN K. INDYKE, PLLC  
575 Lexington Avenue, 4th Floor  
New York, New York 10022



email:

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On Sep 11, 2016, at 2:09 PM, Claire Brugirard < > wrote:

Dear Darren

I believe our next step is to review and agree on the draft purchase agreement.

As per the LOI the purchaser shall provide this draft.

Has there been any progress with this on your side?

Many thanks

Best Regards,

Claire Brugirard

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**From:** Darren Indyke  
**Sent:** Wednesday, September 7, 2016 14:30  
**To:** Claire Brugirard  
**Cc:** Larry  
**Subject:** Fwd: New Escrow

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Claire,

I have asked AIC to send you a separate confirmation but please see the deposit confirmation from AIC below. Plan D, LLC will be the entity that actually takes title to the Aircraft at closing. It is owned by the same owner as Thomas World Air, LLC so I had it wire the Deposit to AIC. Thanks.

Regards,

Darren

Sent from my iPhone

Begin forwarded message:

**From:** T Bear <[REDACTED]>  
**Date:** September 6, 2016 at 7:06:30 PM EDT  
**To:** Darren Indyke <[REDACTED]>  
**Subject:** RE: New Escrow

Hi Darren,

The deposit was received late this afternoon. This will confirm receipt of a \$1,000,000.00 deposit from Plan D LLC referencing Sn. 30884. I look forward to working with you again. Thanks!

**Tammi Bear**  
**Escrow Agent**

AIC Title Service, LLC



<image001.png>

***AIC is excited to announce the addition of an Appraisal Department. Call us for all of your Aircraft Appraisal needs.***

***As with any large purchase or loan, TITLE INSURANCE is available to protect your interest for a one time premium.***

***We carry a \$40 Million Bond and an E&O Certificate of \$1 Million for your protection.***

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