

From: Larry Visoski <[REDACTED]>

To: Je vacation <jeevacation@gmail.com>

Subject: Fwd: JEGE, INC N908JE B727 726122/654373

Date: Fri, 03 Jun 2016 21:54:05 +0000

Attachments: ESN_726122_Disk_Approval.pdf; ESN_726121_Disk_Approval.pdf; Invoice_800724.pdf

Inline-Images: FJLogo.jpg; mime-attachment.jpg

Jeffrey

Meeting with Buyer and Miami NDT ended well,

I'll have photos From FJ Turbine, the engine repair facility by Monday of old scrap HPC discs for Mr Jaffe, Miami NDT should is going to review both engine turbine cracks and "HOPEFULLY" will provide us a waver to be able to fly the Boeing to a closing airport such as Wilmington then to repair facility of buyer choice. This decision should available mid next week.

At this point prebuy review is complete according to Mark Williams, buyers hired rep,, I will arrive STT tomorrow at Noon, Dave arrives Saturday night 8pm.,

Eileen and her cousin from NJ are visiting STT this week, they are on Yost Van Dyke till Sunday, If it's ok with you, I'll visit with them Saturday evening and take the Ferry to Red Hook Sunday morn, Just checking if 3pm Sunday is still good departure time? in case you change departure to early Sunday morn.

Thx

Larry

Sent from my iPhone

Begin forwarded message:

From: manny <[REDACTED]>

Date: June 3, 2016 at 4:19:21 PM EDT

To: Lvjet <[REDACTED]>, [REDACTED]

Cc: [REDACTED], [REDACTED]

Subject: Re: JEGE, INC N908JE B727 726122/654373

Larry:

The back to birth disk trace of the disks replaced during the shop visit are the ones that I sent you last week. We have no records for the disks that were not replaced during the shop visit.

Attached find the customer approval of the disks installed during the shop visit.

It included the 8130-3 for the disks overhauled by others, or the shop routers and NICAD certification for the disks processed in-house.

Compliance with AD 2003-16-05 and AD 2006-17-07 is certified on the FAA 8130-3 for each engine, it is also recorded on the FAA 337 and AD Summary for each engine also sent last week.

The reason for disk rejection (scrap) was corrosion/pitting.

The C-7 disk on ESN 726121 did not scrap, it was exchanged to expedite the build, credit for the cycle differential between your disk and the disk installed is reflected in the final invoice (copy

attached).

Working on the pictures and scrap documents.

Regards,

Manny Castañedo
Vice President
F.J. Turbine Power, Inc.
CFM56 & JT8D FAA Repair Station F7JR192Y
[REDACTED] Fax: (305) 820-8495

www.fjturbinepower.net



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On 6/3/2016 12:37 PM, Lvjet wrote:

Hello Manny and Freddy ,.
our buyers on the Boeing 727 are requesting some information regarding the history of the C7-C12 HPC discs,.
our sale is hindering on this information,
Our Buyer is requesting
-Photos of our C7-C12 disc that where damage by corrosion.
-Scrap report, and Reason for Rejection on both -219 engines

can you provide asap please,

thank You,
Larry Visoski
Jege, Inc
N908JE
Serial 20115

-----Original Message-----

From: Manny Castanedo <[REDACTED]>
To: Larry Morrison <[REDACTED]>
Cc: aircraftem <[REDACTED]>; Larry Visoski <[REDACTED]>; Freddy Gomez De C <[REDACTED]>
Sent: Sat, May 28, 2016 8:29 am
Subject: Re: 726122/654373

Larry:

Estimate 30 days, pending findings.

Regards,

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify the system manager. This message contains confidential information and is intended only for the individual named. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this

e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

On May 28, 2016, at 08:05, Larry Morrison <[REDACTED]> wrote:

Perfect.

Thank you Manny. How long of a down time do you estimate if you receive both engines at the same time?

Regards

Larry M

Sent from my iPhone

On May 28, 2016, at 8:01 AM, [REDACTED] wrote:

Good morning Larry:

As discussed reviewed the information provided.

ESN 726122-219

Replace out of limit C-7 blades and repair oil leak in the 4-5 bearing area - Parts to be quoted after disassembly and inspection.

Labor, 100% kit, consumables and expendables and final test cell run.

Ballpark estimate - US \$65,000.

ESN 654373-17

Based on the photos there are broken T-1 blade shrouds.

Replace T-1 blades affected

Labor, 100% kit, consumables and expendables and final test cell run - Parts to be quoted after disassembly and inspection.

Ballpark estimate - US \$58,000.

Regards,

Manny Castañedo

Vice President

F.J. Turbine Power, Inc.

CFM 56 & JT8D FAA Repair Station F7JR192Y

8195 West 20 Avenue

Hialeah, FL 33014

Ph: [REDACTED] Fax: (305) 820-8495

E-mail: [REDACTED]

Web page: www.fjturbinepower.net

On May 27, 2016, at 10:28 PM, Larry Morrison <[REDACTED]> wrote:

Manny and Mike

See the attached photos of the 219 and 7B internal damage.

Larry M.

Sent from my iPhone

Begin forwarded message:

From: "Rolando Garcia" <[REDACTED]>

Date: May 27, 2016 at 9:26:56 PM EDT

To: <[REDACTED]>, <[REDACTED]>, <[REDACTED]>

Cc: "Jessie" <[REDACTED]>

Subject: 726122/654373

Larry,

See attached pictures of the damage on engines position #2 and #3.

Don't hesitate to contact us if you need further assistance.

Best Regards,

Rolando Garcia

Miami NDT, INC.

8130 NW 58th ST

Doral, FL 33166

<vlcsnap-2016-05-27-20h45m58s777.png>

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