

From: "jeffrey E." <jeevacation@gmail.com>
To: Richard Kahn <[REDACTED]>
Subject: Re: Boeing Super 27 conversation with Doug Jaffe
Date: Tue, 31 May 2016 16:16:24 +0000

Try

On Tuesday, 31 May 2016, Richard Kahn <[REDACTED]> wrote:
suggestion may be that at that price or slightly higher buyer is responsible to pay our broker Gary so we net at least 1mm

Richard Kahn
HBRK Associates Inc.
575 Lexington Avenue 4th Floor
New York, NY 10022

tel [REDACTED]
fax [REDACTED]
cel [REDACTED]

On May 31, 2016, at 12:09 PM, Larry <[REDACTED]> wrote:

Jeffrey,
See message from Gary below,
when opening the engines for repair it could be an open check.
Do you accept the \$1M? As is

Thx
Larry

Sent from my iPad

Begin forwarded message:

From: Gary Anzalone <[REDACTED]>
Date: May 31, 2016 at 11:45:19 AM EDT
To: "[REDACTED]" <[REDACTED]>
Subject: Boeing Super 27 conversation with Doug Jaffe

Larry,

I spoke with Doug Jaffe, the father, and the snapshot of the conversation is as follows;

If we did not have these engine issues we would be done, as he likes the overall condition to the aircraft and the ability to purchase the shares with the certificate is appealing to him.

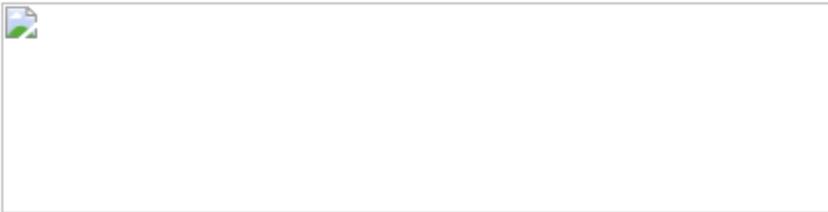
HOWEVER, he thinks the quote to repair the engines is grossly under quoted. He does not trust any of these engine repair facilities as they will all hold you hostage and he thinks the final bill is going to be more like 200-250k per engine by the time you are finished.

In the end he said that for him to buy the aircraft AS-IS he would only pay \$1,000,000 million dollars, or option B, we call him when it has been repaired and he will give us the \$1.5 million. In his opinion they are going to be the same offer.

In my opinion, although option B "might" result in a slightly higher amount in the end, my personal concern is that time kills deals and we have way too many variables that could trip us up in 45 - 60 days.

When you have a minute, please give me a call and let me know your thoughts.

Sincerely,



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please note

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