

From: Larry Visoski <[REDACTED]>

To: Je vacation <jeevacation@gmail.com>

Subject: Fwd: GV UPDATE

Date: Mon, 08 Jun 2015 17:09:30 +0000

Attachments: Item_1_a)_c)_d)_e)_CurrentStatus_GV_572_020915_111835_5945553.pdf

Sent from my iPhone

Begin forwarded message:

From: Gary Anzalone <[REDACTED]>

Date: June 8, 2015 at 12:14:22 PM EDT

To: "[REDACTED]" <[REDACTED]>

Subject: GV UPDATE

Larry,

Here is the GV update. I did not want to comment over the weekend until things played out further, but after a few back and forth rounds over the weekend, s/n 525 went under LOI this morning in the high 11's.

HOWEVER... I think we may have a better opportunity anyway. The attached aircraft, s/n 572 is an off-market opportunity. It is being sold as part of the Thyssen-Bornemisza estate, who has sold the aircraft to a guy named Fred Machado out of Ft. Lauderdale. Fred is a fiance guy who funds a lot of aircraft for South America at shylock interest rates.

The aircraft is currently contracted to commence with a prebuy and US Import inspection at Gulfstream Luton next week. After which it will go to PrivateSky in Florida for the 92/196 month inspection, as well as a partial refurbishment to include seats and carpet.

I think we can make this a better opportunity than serial number 525 for the following reasons;

- 100% Rolls Royce Corporate Care
- Fresh 92/196 as point of sale
- High s/n for universal resale value
- Cosmetics to Jeffrey's exact color pallet.
- HUD
- ADS-B Out already complied with

I have been speak with Fred on this for sometime, and he is willing to sell the aircraft for a "short profit"Essentially, the bottom line price will be predicated upon which of the following acquisition structures we prefer.

Structure I is to NOT close until after aa of the inspections and cosmetics are completed.

Strcutre II will be to close upon the completion of the import inspection and allow the Seller to facilitate and fund the 92/196 month inspections and cosmetics upgrades as post closing item.

Structure III will be to close upon the completion of the import inspection and then we worry about our own 92/196 and cosmetics, which will obviously result in the lowest purchase price.

Once you have had an opportunity to think about this and review the attachments, please feel free to call me to discuss this, but I want you to know that I stand by my comment that the GV market is going tight very fast because they are undervalued right now.

Sincerely,

*Gary Anzalone - Managing Partner
Equus Global Aviation, LLC*

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