

**From:** Larry Visoski <[REDACTED]>  
**To:** Je vacation <jeevacation@gmail.com>  
**Subject:** Fwd: Bbj  
**Date:** Thu, 06 Nov 2014 19:30:54 +0000

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Some info from Dennis Curtin at Limited.,  
I told Dennis they just completed Gear and 12 year inspection.  
Appears big AD in 2017 due for aux tanks.,

Sent from my iPhone

Begin forwarded message:

**From:** "Curtin, Dennis" <[REDACTED]>  
**Date:** November 6, 2014 at 2:00:12 PM EST  
**To:** "Larry Visoski" <[REDACTED]>  
**Subject:** RE: Bbj

Hello Larry,

Those are the big ticket items. If this is a Part 125 aircraft, more than 19 certified seats and payload of more than 6000 lbs you will need to C/W two S/B's to install the Nitrogen Generation System for the center fuel tank. I believe they are S/B's 737-47-1002 and -1003 with a 2017 compliance date. Recently there have been a few AD's issued but I do not remember without looking in my files.

How many aux fuel tanks?

This week is extremely busy but next week I would be able talk more if you wish.

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

**From:** Larry Visoski [mailto:[REDACTED]]  
**Sent:** Wednesday, November 05, 2014 4:16 PM  
**To:** Curtin, Dennis  
**Subject:** Bbj

Hello Dennis

Hope all is well with you, Jeffrey is kicking the tires on some BBJ 's We're mainly looking at 1998 and 1999 vintage aircraft, are all of these certified for auto landing or is there a big process to get this complied with? Most of the aircraft we are looking at Eveready completed the 12 year/landing gear inspections I would assume these are the big items Anything specific that comes to mind that I should be worried about in looking at these planes take care Larry V

Sent from my iPhone

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