

**From:** [REDACTED]

**To:** jeevacation@gmail.com

**Subject:** Re: Bell 430

**Date:** Sun, 22 Jan 2012 15:04:27 +0000

**Inline-Images:** image001.gif

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Jeffrey,

The parts for the Bell 430 were quoted in USD, since they will be imported from USA, labor and interior work is estimated in Pounds Sterling.

recap from PremiAir:

Estimated Labor charge for maintenance requested:

Labor f24,275.00 pounds sterling = USA \$37,805.64

Parts estimated: = \$255,587.50

Interior quote in Pounds f38,410.00= 59,819.34

USD: Total \$353,212.48 maintenance and interior from PremiAir in UK.

In a message dated 1/21/2012 8:25:23 [REDACTED] Eastern Standard Time, jeevacation@gmail.com writes:

there is a mix of dollar quotes, and quotes in English pounds.. cannot decipher

On Fri, Jan 20, 2012 at 10:45 PM, Lvjet <[REDACTED]> wrote:

Jeffrey,

Bell 430 update, attach quote for interior and Mx from UK.

I spoke to Craig, the broker from PremiAir in UK. Craig informed me the initial comments that Mick Bailey (the owner) made in regards to the \$1.5M USD offer were, "I'll let the helicopter Rott before I'll sell it for \$1.5M USD" Craig then told Mr. Bailey that PremiAir would initiate legal action in order to collect money owed to PremiAir for storage and maintenance of 85,000lbs sterling, and Mr Bailey should consider being open minded in regards to any offer on this Bell 430, since its going to be a hard sell helicopter. Craig told me that he thought an offer of \$1.7M - \$1.9M is more reasonable offer on this Bell 430, since he is representing the seller on this transaction, but has motivation to collect money owed to PremiAir. Craig asked if we would consider raising our offer to \$1.7M, and Craig thinks he could convince Mick Bailey to accept this offer. I told Craig I would pass the information to you, and would get back to him if there is continued interest.

Mr Bailey also tried to convince Craig to front the money and have PremiAir maintenance invest in getting the Helicopter into airworthy condition to be more attractive for marketing, Craig told Mr. Bailey there is no possible negotiations to that effect and no interest in partnership in getting the helicopter airworthy and more marketable.  
pls advise ?

thank you,

Larry

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

From: Craig Lammiman <[REDACTED]>

To: Lvjet <[REDACTED]>

Sent: Fri, Jan 20, 2012 7:56 am

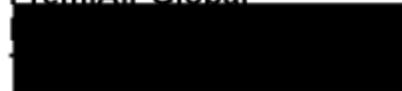
Subject: Bell 430

Dear Larry

Please find attached the estimate for the Bell 430 repairs as requested. I've also had a conversation with the owner which I would like to discuss with you.

Kind regards

**Craig Lammiman**  
Aircraft Sales Manager  
PremiAir Global



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**From:** paecommercial  
**Sent:** 19 January 2012 17:06  
**To:** Craig Lammiman  
**Cc:** Mike Preston  
**Subject:**

Dear Craig,

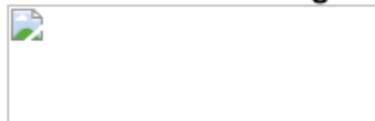
Please find attached a scan copy of both estimates as requested.

Please note that on Estimate No. PAE/BB/10001227/TC dated 18/01/2012  
We have specified there will be a payment in advance for parts over \$30,000.00 marked  
with (\*\*).

As per Mike Preston's decision, if the customer wishes to supply the parts.  
There will be a corkage fee of 5% on the list price of the part supplied.

The parts supplied to PremiAir Aircraft Engineering Ltd's by the Customer.  
All parts would have to go through Quality Control and Stores bonded procedures, for  
inspection and certification to ensure full traceability.

Kind Regards  
**Natalie Upton**  
Commercial Administrator  
PremiAir Aircraft Engineering Ltd



**Web:**

**Business Aviation Centre Blackbushe Airport Camberley SURREY GU17 9LG**

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