

From: Jeffrey Epstein <jeevacation@gmail.com>

To: [REDACTED]

Subject: Re: B727 price for George

Date: Tue, 19 Jun 2012 12:56:16 +0000

ask him which country as we might be able to help

On Mon, Jun 18, 2012 at 10:13 PM, <[REDACTED]> wrote:

Jeffrey,

George is asking the bottom line price for the Boeing? He is not sure of the validity of this African Head of State, however, George has completed deals in the past with this person.

pls advise price I should fwd to Reenstra?

thx,

Larry

George,

High lights of the Super Boeing 727 per your request:

Highest level of modification that is possible to the Boeing 727-100 airframe.

The engines, airframe, fuel tanks, interior, and avionics have all been upgraded as follows:

The industry leading ISO – Mount technology literally suspends the interior shell of the aircraft reducing noise and vibration levels by as much as 30%.

Pratt & Whitney Valsan Engine Conversion: A 35% increase in sea level thrust comes from the installation of new, zero time, fuel efficient Pratt & Whitney 219 engines. This includes newly designed, aerodynamic engine pylons, the conversion to hydraulic from pneumatic thrust reversers on the Number 1 and Number 3 engines as well as a Stage 3 hushkit for the Number 2 engine. The modification has a cost of **14,000,000M**.

Quiet Wing Technology Winglets: are installed providing a 5% increase in range while improving climb performance and reducing specific fuel consumption. The current Boeing Business Jet is equipped with similar winglets. This modification has a cost of **\$750,000**.

Rogerson Fuel Tanks: Increase the range of the aircraft by almost 100%. Originally the aircraft had a range of 4.0 to 4.5 hours. With these Long Range Fuel Tanks the range is increased to 8.0 hours. The cost to install these tanks is **1,200,000M**.

The Industry Leading Page Avjet Interior and Avionics Modification: offers significant improvements to the interior in terms of cabin noise levels, interior design and function improvements as well as improved access for maintenance thus reducing labor costs significantly.

Additionally, the aircraft offers other “Passive Noise Canceling Technology” including attenuation of the Number 1 and Number 2 hydraulic systems originally designed by Otto Probanco of Allied Department Stores.

Included in the Page Avjet Interior STC modification was the Honeywell 4 Tube EFIS System. EFIS reduces cockpit workload and improves safety and reliability.

This interior and avionics modification has a total cost of **\$6,800,000**.

Forward Executive Airstair Modification: This modification provides “one touch” deployment and retraction of the forward executive airstair. This allows [REDACTED] access without the use of the rear airstair or a ground based mobile stairway. This modification has a cost of **\$750,000** and makes SN 20115 one of the few aircraft to offer this capability.

As you are aware, the ownership history of a pre-owned aircraft has a significant impact on the value of the aircraft from a residual value standpoint.

This aircraft has had only four owners. All of these owners have a long history of operating aircraft with no financial limitations on ensuring proper maintenance and incorporating all of the latest product improvements.

With over **23,000,000M** invested in technological improvements to this aircraft.

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