

From: Jeffrey Epstein <jeevacation@gmail.com>

To: [REDACTED]

Subject: Re: Prebuy

Date: Tue, 29 Jan 2013 12:53:29 +0000

we should find out if the rudder replacement should be listed as damage history, the value would go down dramatically,

On Tue, Jan 29, 2013 at 8:41 AM, <[REDACTED]> wrote:

Let me speak to General Dynamics regarding rudder replacement.

Terry wants to sell according to Dennis, in short, there are two ways to purchase this aircraft:

#1- lowered price, walk around the aircraft, do comprehensive log book research and use the 72 month results as your prebuy and close in 5 days. I feel would could purchase for \$6M for sure and possibly for \$5.8M if we are firm.

I will verify, but to my knowledge the landing gear corrosion is not looked at hard. This is a 5000 landing requirement but has a calendar due date also, this is big ticket item (\$150k+/-).

Let me research this today with Gulfstream. I'm not saying I agree with this style of prebuy just mentioning since Dennis brought it up.

#2- complete Gulfstream Full Survey (prebuy) with landing Gear inspection included and pay \$6.2M or close to that number, chances are we'll have \$250,000+ worth of findings with landing gear corrosion they'll have to pay if we remove the repair cap. You will ALWAYS have axle replacement in landing gear inspection types, there is ZERO tolerance for corrosion, pitting, scratches or any blemish on axle and barrel of struts, when you remove them for 5000 landing inspection, 95% of the time the mechanic damages the polished surface while removing, it's a known Gulfstream parts money maker.

Dennis told me it's a clean, no damage history GIV, his disclaimer and seller's worries are: exposure during prebuy of cracks, corrosion etc. This was his reason for contracting Gulfstream to complete 72month inspection, he thought it would make for easier sale, as time goes by, the value of 72month slowly diminishes. I would focus on tail section pivot point of vertical stabilizer for cracks, this is addressed during 5000 landing inspection, currently the aircraft has 3900 landings which equates to 1100 landings, estimate 6 or 7 years down the road, maybe more.

I will have more info late this afternoon, my FAA audit is today, the Orlando FAA arrive at 9am, I should be completed by 2pm.

Thank you,

Larry

Sent via BlackBerry by AT&T

From: Jeffrey Epstein <jeevacation@gmail.com>

Date: Tue, 29 Jan 2013 03:25:21 -0400

To: [REDACTED] <[REDACTED]>

Subject: Re: Prebuy

Their contract has us paying for pre buy though they walk away if more than 200 k . Rudder ???... Is that why they lowered the price .

On Monday, January 28, 2013, wrote:

Jeffrey,

One other item that Dennis shared with me you should be aware.

Dennis is friends with Tom Balyio who heads Gulfstreams maintenance sales and prebuy scheduling etc.,. Tom was involved during our prebuy in LongBeach on serial 1030 the Reno GIV we canceled. Dennis made no mention of our previous attempt to purchase the Reno GIV, but makes sense now the reference in the contract to cosmetic cabin issues. gutt tells me Tom and Dennis have spoke about the Reno deal.

Thx

Larry

Sent via BlackBerry by AT&T

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