

**From:** Jeffrey Epstein <jeevacation@gmail.com>  
**To:** lvjet <[REDACTED]>  
**Subject:** Re: GIV ready for test flight  
**Date:** Sat, 27 Apr 2013 02:11:08 +0000

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100k in escrow not 50 , and ok for all

On Fri, Apr 26, 2013 at 6:38 PM, <[REDACTED]> wrote:

Jeffrey,

I've been having email issues today, not sure if you received my earlier message:

Gulfstream just called, the GIV is ready for test flight tomorrow, engine runs where completed today, if you approve, I will airline to Palm Bch and view the test flight to guarantee airworthy items have been repaired? I will use Two GIV pilots from Wayne Hysinga's flight Department who where just laid off due to cut backs in there operation, they are friends of mine with great GIV experience, I have requested Darren Rothell to observe if he is in town, not confirmed yet. Our GII will not be ready till Monday night for engine runs and test flight.

GIV repairs:

- 4 new actuators installed on flaps.
- air cycle machine PSI pressure was repaired by cleaning AB cabin air filter pressurization system.
- auto Throttle split and over temp during climb was repaired by I.G.V. "Inlet Guide Vane" rigging and adjustment, I'm told, Throttles are perfect match at 1.48 EPR setting.

Do you approve of test flight tomorrow?, We need to give Dennis an answer if we "accept" the GIV per the contract today, Dennis offered to escrow \$50k in order to repair the items below after closing. If flight test is acceptable tomorrow we can close early next week if you like.

There are 9 "NON" airworthy items require sending indicator panels out for repair. down time is 2 weeks, some interior and some cockpit related displays, Dennis has agreed to place \$50,000 in escrow to cover payment of these items and open a work order with Gulfstream to remedy these items after closing.

1 - "Standby" fuel gauge totalizer is indicating 200 lbs lower in total mode there is a 150 lbs limit. . **standby panel indicator needs calibration.**

2 - LED light burned out on Rate of Climb / FPM on pressurization controller. **Panel needs new bulb.**

3 - With both engines and APU running and both converters on DC volts on the Right-Left-AUX or ESS selected intermittently indicated 47.8 VDC. **trouble shot system, panel needs calibration, problem is intermittent.**

4 - #1 RTU Radio has a vertical line across display on screen - splits screen in half, **Radio control heads needs screen repair.**

5 - On RNAV approach VNAV worked and then became unavailable on approach **Repair Rnav receiver.**

6 - Standby engine instrument gauge is indicating all "8888"s on RT HP gauge **LED panel needs repair.**

7 - cabin management display at VIP and galley screen hard to read, **LED panel needs screen digits repaired.**

8 - Satphone is inop **Receiver needs repair..**

**Do you approve of the above?**

thank you,  
Larry

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