

**From:** Lvjet <[REDACTED]>

**To:** jeevacation@gmail.com, [REDACTED]

**Subject:** Fwd: The 727

**Date:** Mon, 16 Sep 2013 18:31:24 +0000

**Attachments:** MSN\_20115\_-\_Aircraft\_Inspection\_Report.pdf

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pre buy report that was sent to Jim Miller from Dean (ProTech aircraft evaluators)

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

From: JIM MILLER <JIM@92118.org>

To: Larry <[REDACTED]>

Cc: Matthew Brown <[REDACTED]>

Sent: Mon, Sep 16, 2013 11:25 am

Subject: The 727

Hello Larry,

### 1. INTERIOR WORK

We are officially back in the desert and I can't thank you enough for the interior quotation. Sultan was happy to receive it and we are going over the immediate options.

He's not interested in re-doing the foam, just the covering on all the items.

It seemed to me that we should choose the colors out here and *then* ask what is matching and available but the boss would like to see a sample kit of some kind before.

However it works I need to get samples over here right away to:

James Miller  
DP World  
Office of the Chairman  
JAFZA Building 17 , 6th Floor  
P O BOX 17000  
Jebel Ali Free Zone Authority  
Jebel Ali , Dubai.  
UAE  
+971 56 682 4317

Also note our corporate **DHL A/C no. [968265901](#)**

You can turn me over to Plane Perfect and I can start working with them directly on this so you are not troubled by all this and I include the address for future reference.

### 2. OPERATING COSTS

My sincere appreciation for your workup. That was also discussed in the early morning hours in Africa as we put together our operating plan.

### 3. INSPECTION SIGN OFF

My Boss wants very much to fly this aircraft. As we discussed on the phone last time and as I have discussed many times since with Matt - in order to get this program up and going in time we need to be able to talk clearly and openly about everything. As you and I have celebrity Owners we know the

need for discretion and all that but amongst ourselves we'll need continued openness about all of these technical and operational issues. Matt and

Here's my latest obstacle: In the time available I worked the phones for credible 727 inspectors that would look at the plane and give me a clear opinion on their letterhead.

Part of my email to Pro Tech follows:

*Good afternoon, Steve.*

*Tim Bergin has recommended you for our pre-purchase inspection so I will just copy my earlier email to him for your review:*

*I am interested in getting a pre-purchase inspection done on N908JE, a Boeing 1969 727 s/n20115 now undergoing maintenance at Stambaugh in Brunswick, GA.*

*I am working closely with the Chief Pilot Larry Visoski who is in charge of the aircraft.*

*Due to the age of the aircraft I am concerned about it's airworthiness and especially about corrosion. I am looking for a qualified independent opinion on the aircraft based on a thorough inspection.*

Pro Tech answered:

We can perform the inspection as you outlined below (visual only - no borescope) next week. Any required access (removal of panels, etc) would need to be performed by the MRO. Obviously we would need suitable access to the aircraft and any kind of general maintenance stands and lifts as necessary.

We estimate that the inspection will take approximately 12 hours over a two day period.

Two additional days would be required to travel to and from the inspection location (Stambaugh's facility in Brunswick, GA).

What I ultimate received was an inspection report - sort of - with no opinion. I have attached this for our aggregate review.

I have to add that out of six seperate companies that I sought out 3 recommended me to Pro Tech and 3 could really only provide a comprehensive "fluff" report of the on board gear, a determination of AD compliance and a market valuation suitable for finance purposes - which is useless to me.

What I needed was - what I still need is - a qualified independent opinion on the airworthiness of the aircraft. I need it in writing and I need it soon.

I would appreciate the wise counsel of both of you in this matter.

Thank you,

Jim