

From: Larry <[REDACTED]>
To: Je vacation <jeevacation@gmail.com>
Subject: Fwd: BBJ2 s/n 32806
Date: Thu, 23 Aug 2018 17:23:14 +0000

From Wendy,
She can't answer a simple question, when did the plane fly last,, appears she said June 2016

Sent from my iPad

Begin forwarded message:

From: wendy_bierwirth@wentworth.aero
Date: August 23, 2018 at 11:38:14 AM EDT
To: <[REDACTED]>
Subject: RE: BBJ2 s/n 32806

Hi Larry

I have several answers for you and should have the others shortly.

The landing gear were overhauled in June 2013, next due June 2025.

I'm checking on the Nitrous Fuel tank AD but think it must be complete.

The aircraft has not been used on charter. The owner used it heavily for himself and his family members. I was told there was a lot of ferrying after dropping people off.

The aircraft flew until June 2016 when it went to Comlux for inspection. Shortly after, it went under offer to an overseas buyer. He wanted a number of things done, including installation of new carpet and entertainment system (the aircraft has none). This development delayed the inspection 4 or more months to accommodate his desired changes in the contract, and then he disappeared. They later decided he was trying to tie up the aircraft while he got a deal done.

When they proceeded with the C inspection the owner says Comlux overpressurized the #4 tank during inspection, and the vacuum test failed. There was a dispute over who was responsible to pay for the tank, which held up the inspection for quite some time. Comlux was not accommodating in the least. The owner finally decided to go ahead and finish the inspection and tank installation so he could get the aircraft sold, and address who was responsible for the cost of the tank at a later date. The owner ordered the replacement tank from Aloft, which involved some lead time. If it has not arrived yet, it should any day now.

They found Comlux to be extremely expensive, so the owner decided the priority was to get the aircraft out of their facility. This would allow buyers to do items such as the 2020 Fans 1A/CPDLC at a more competitive facility CAMP was updating C checks. I should have an answer for you on them shortly.

How does the layout look for Mr. Epstein?

Kind regards
Wendy Bierwirth

Wentworth Aero LLC

PH: [REDACTED]

Direct: [REDACTED]

Skype [REDACTED] (for international users only)

From: Larry Visoski <[REDACTED]>

Sent: Wednesday, August 22, 2018 8:26 PM

To: [REDACTED]

Cc: Stacey DeRocher <[REDACTED]>

Subject: Re: BBJ2 s/n 32806

Hi Wendy

You mentioned the plane as been parked for 1.5Years,, when was the last time the plane flew? Or really in service?

Was it back in 2015 ,

Also,

Haven't had a chance to review the documents you sent, what are the inspections statuses

C check schedule?

You mentioned C1 has been completed, was wondering if you can give

1-Due dates of C2 & C3?

2-has Fans 1A / CPDLC been completed?

3-Nitrogen AUX fuel tank AD?

4-Landing gear overhaul due date?

Thx

Larry Visoski,

[REDACTED]

[REDACTED]

St Thomas USVI 00802

[REDACTED]

Plan D, LLC

Jege, LLC

Jege Inc.

Hyperion Air, LLC

Sent from my iPhone

On Aug 22, 2018, at 4:21 PM, [REDACTED] wrote:

Hi Larry,

Great catching up with you today. Glad you are enjoying the 550.

Thank you for your inquiry regarding BBJ2 s/n 32806, which entered service in 2002.

Wentworth is marketing the aircraft in partnership with its exclusive listing agent Jet Connections Ltd. in the U.K. The aircraft is currently located in the U.S. undergoing a fresh C check inspection.

As you know, the BBJ2 is a Business version of the 737-800. Its cabin 24% larger and 19.2 ft. longer than its predecessor the BBJ (737-700 with an -800 wing.)

S/N 32806 is equipped with five auxiliary fuel tanks resulting in a range of approximately 5200 nm, and double the baggage space (approx. 950 Cu. Ft) of the BBJ. A quote to increase the tankage to 7 tanks is attached. Here is aBoeing chart that shows the approximate 7 tank range

<image001.jpg>

New BBJ2's cost approximately at least \$68 million green, plus an additional \$25-30 million to outfit the interior.

Delivered current and airworthy with a fresh C check, S/N 32806 is priced at a competitive net acceptable price of \$21 million, a substantial reduction from our original ask of \$28 million.

Some preliminary information is enclosed. Our photos are embarrassingly poor until we can reshoot the aircraft. I'll send you some additional photos under separate cover.

Kind regards

Wendy Bierwirth

Wentworth Aero LLC

PH: [REDACTED]

Direct: [REDACTED]

Skype [REDACTED] (for international users only)

<Aloft 7 tank reconfiguraiton quote.pdf>

<BBJ2 32806 Specifications and Photographs v08012018.pdf>