

From: Jeffrey Epstein <jeevacation@gmail.com>

To: George Reenstra <[REDACTED]>

Subject: Re: N162AD

Date: Sat, 28 Jan 2012 19:42:29 +0000

Inline-Images: image002.gif

ok

On Sat, Jan 28, 2012 at 12:47 PM, George Reenstra <[REDACTED]> wrote:

Here is the way we should approach the 3 items. In addition I will approach both Sam and AAG and get an explanation as to why the corrosion and rotor head items were not issues during our purchase. The stabilizer is a different issue, we accepted the report from Aetna.

In the contract we need to agree to :

1. The corrosion repair to a max cost of 26,300 subject to seeing supporting paperwork.
2. The horizontal stabilizer weighted in the presents of our representative, it is a pass/ fail per the Sikorsky Maintenance procedures. In the event it fails , Freedom Air is required to provide a replacement new or used at our option that is serviceable
3. The free play in the rotor needs to be determined with a representative of Freedom Air present. Pass / fail will be per the Sikorsky Maintenance procedures. In the event it fails, Freedom Air will provide new or used replacement parts at our option that are serviceable.

In no case shall our liability on any of the 3 items exceed the prices quoted below.

Buyer is to provide 48 hours notice regarding items 2 and 3 to allow Freedom Air rep to be present

Either party may have a Sikorsky Tech rep present during the determination of the pass /fail for items 2 or 3.

Darren I think that covers us, Larry your comments.

Let's close and deal with these items after closing

George Reenstra

Aircraft Services Group Inc

212 Route 94, Ste 2E

Vernon, NJ 07462

Website: www.yourjet.com

Email: [REDACTED]

From: Darren Indyke [mailto:[REDACTED]]
Sent: Saturday, January 28, 2012 10:28 AM
To: George Reenstra
Cc: [REDACTED]; Jeffrey Epstein
Subject: Fwd: N162AD

Pre-buy done in July. No issues like this. Explain.

Sent from my iPhone

Begin forwarded message:

From: "[REDACTED]" <[REDACTED]>
Date: January 28, 2012 8:03:30 AM EST
To: Darren Indyke <[REDACTED]>
Subject: Re: N162AD
Reply-To: [REDACTED]

N162AD Sikorsky S76C+ S/N760472	<u>Total Est.</u>	<u>Labor</u>	<u>Parts</u>
Corrosion at Station 322-344 on longeron	\$26,300.00	\$18,700.00	\$7,600.00
Horizontal Stabilizer Weight Check	\$123,200.00		\$123,200.00
Freeplay in rotor head	\$50,000.00		\$50,000.00
Total	\$199,500.00		

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

From: Darren Indyke <[REDACTED]>
To: John R. Copley <[REDACTED]>
Subject: Re: N162AD
Date: Fri, 27 Jan 2012 19:25:13 -0500

What discrepancies? Nothing came through?

Sent from my iPhone

On Jan 27, 2012, at 6:26 PM, "[REDACTED]" <[REDACTED]> wrote:

Greenwich is asking for correction of the following discrepancies:

My understanding is that they are willing to close prior to correction, but would want to have a holdback of \$200K in escrow. Would that be acceptable? I can redraft on that basis.

--

The information contained in this communication is confidential, may be attorney-client privileged, may constitute inside information, and is intended only for the use of the addressee. It is the property of Jeffrey Epstein
Unauthorized use, disclosure or copying of this

communication or any part thereof is strictly prohibited and may be unlawful. If you have received this communication in error, please notify us immediately by return e-mail or by e-mail to jeevacation@gmail.com, and destroy this communication and all copies thereof, including all attachments. copyright -all rights reserved