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**From:** Greg Wyler <[REDACTED]>  
**Sent:** Wednesday, July 22, 2015 11:10 PM  
**To:** jeffrey E.  
**Subject:** Re: Who painted your plane?

Its relative to the performance of the aircraft.

I have a 5000ft runway up north. How much fuel can i take and get out of there? F900 can go into 4000ft runways with half fuel (still enough to go across the usa)

I am happy to look at the plane tomorrow... I am taking a cj3 from dc to boston and can stop off in nj if they are available?

Sent from phone

On Jul 22, 2015, at 7:06 PM, jeffrey E. <jeevacation@gmail.com <mailto:jeevacation@gmail.com> > wrote:

why, you shouldnt be going into short field s. its dumb

On Wed, Jul 22, 2015 at 7:02 PM, Greg Wyler <[REDACTED]> <mailto:[REDACTED]> > wrote:

Plenty of 5's but i like the short field performance of the f900's and the width is good.

How short of a field can you get into with the g4?

Sent from phone

On Jul 22, 2015, at 6:48 PM, jeffrey E. <jeevacation@gmail.com <mailto:jeevacation@gmail.com> > wrote:

I think it is a mistake. service is not great, in the states. french a pain, three underpowered engines. . thats why 3. . forget opex , when something breaks, opex not relevant. . check out 4 sp. s or if you are patient you can find a 5

On Wed, Jul 22, 2015 at 6:41 PM, Greg Wyler <[REDACTED]> <mailto:[REDACTED]> > wrote:

Was looking at that today. I am paying 9.5m for the f900 and another 2m or more for upgrades.

F900 cost more than g4 i think but opex is less.

I am signing loi on aircraft next day or two so appreciate any input...

Sent from phone

On Jul 22, 2015, at 6:12 PM, jeffrey E. <jeevacation@gmail.com  
<mailto:jeevacation@gmail.com> > wrote:

ill get you the details. fyi, I think you should consider a g4 , instead of the  
falcon. better all the way round.

On Wed, Jul 22, 2015 at 3:33 PM, Greg Wyler <[REDACTED]>  
<mailto:[REDACTED]> > wrote:

Sent from phone

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