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**From:** Larry <[REDACTED]>  
**Sent:** Tuesday, January 24, 2017 3:13 AM  
**To:** jeffrey E.  
**Subject:** Re: LOI for G550 #5173

Message received, Ill send to josh now=/div>

Jeffrey

Below is Josh's comments,,

Josh a=so informed me the counter of \$16.4M comes from the Flight Dept Manager, no= Chevron Board. Tomorrow, Chevron will markup our LOI, and return to=us, currently their counter is 16.4 Josh keeps asking me if we will walk i= we don't get to our offer price of \$16M, he mentioned that we didn't inser= Final offer, so he assumed that we would counter and continue negotiations= I responded, it's not my decision, Josh said Chevron will not allo= the plane to be off market for 2 weeks, until we find time to view in pers=n, they will continue to market and receive offers., \*\*\*Also,, I've mentio=ed in the past, this plane was enrolled in Gulfstream SmartParts protection=program, for pressurization components etc. after speaking with Josh I=learned the aircraft does not have this program nor does it have MSP on the=APU, nor HAPP for avionics Only program is Corporate care on the eng=nes.

Begin forwarded message:

From: Josh Mesinger <[REDACTED]>  
Date: January 23 =2017 at 7:15:26 PM EST  
To: [REDACTED] >>

Cc: Jay Mesinger <[REDACTED]> >  
Subjec=: RE: LOI for G550 #5173

Larry,

<=span>

Thank=you again for your agreement on the general terms that Chevron needs for th=s transaction. Chevron will mark it up the LOI in accordance with the=terms as outlined below

and get it back to you ASAP. In an or=er to expedite this discussion, Chevron has authorized me to counter your \$=6,000,000 price at \$16,400,000. We hope that you and your principal w=ll find this acceptable and that we can host you at Chevron's hanga= starting

tomorrow for you to see the airplane and its records.&nbs=; I am available anytime this evening on my cell phone and by email. B=st regards, Josh

Josh Mesinger, V=ce President

Mesinger Jet Sales

<=r>

[REDACTED]

[REDACTED]

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Larry Visoski [mailto:██████████]

Sent: Sunday, January 22, 2017 2:31 PM

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Subject: Re: LOI for G550 #51=3

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Josh,

<=iv class="m\_6475592956734978532WordSection1 gmail\_msg">

Than= you for your prompt response, yes we can work with your Terms in your emai=.

However, other G550 offers are dropping th=ir price, as we've been told, their client has said they want to be t=e next G550 sold,, so if you are truly a seller, I'd advise to accept= my principal's \$16M offer, ie don't counter him.

Best regards,

Larry

Sent from my iPhone

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On Jan 22, 2017, at 3:21 PM, Josh=Mesinger <[REDACTED]> wrote:

Larry,=br>

Thank you for the offer to purchase Gulfstream G550 s/n 5173. Per our conversation here are a few things that we would like to address now: We are waiting on a response from another buyer to a counteroffer that we made them on Friday. They have to tell us if they

are moving forward by mid-day Monday. We need to play that out first. We will not ask either party to engage in a bidding war. We will work the first offer to a successful or unsuccessful conclusion first before then potentially moving to you and your offer.

\* The final sales price with a formal Gulfstream pre-purchase inspection will need to be closer to a mid-\$16Ms number. Should

we respond to your offer we will counter the price and terms.

\* The LOI will need to go into more detail about delivery conditions and a timeline for the transaction including a visual inspection.

Seller will also provide a first draft of a purchase and sales agreement. These are changes we can make in any response.

\* You mentioned going to Europe this week... if we engage in a negotiation we need to have you or someone representing you see

the airplane and records this week. That is key to giving everyone the confidence that they need to focus on trying to put together a deal with you and your principal.

\* Chevron is trading price for certainty of a sale. As such, they would like a transaction where a buyer's deposit becomes non-refundable

at contract signing subject to the seller delivering the aircraft at closing compliant with all of the delivery conditions. The delivery conditions will state that the aircraft must be airworthy, with all systems functioning normally within manufacturer's

allowable limits, it will be current on its maintenance with all A-s and mandatory service bulletins (or Gulfstream equivalents) with compliance dates as of closing complied with, etc. (all common and customary fair delivery conditions with cosmetic discrepancies

and normal wear and tear excluded). If the seller is unable to deliver the aircraft in accordance with the defined delivery conditions then the buyer would get out of the deal and get the deposit back. If everyone is focused on getting this done it does

not take anything away from a buyer.

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Please let us know if this is all workable. We will let you know tomorrow ASAP where we stand with the first group that made an offer in the end of last week. Assuming we

move forward with you, please let us know when you can fly out to see the airplane this week. Thank you and best regards, Josh

Josh Mesinger, Vice PresidentA Legacy Of Aviation Innovation<= class="gmail\_msg">

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<https://www.nbaa.org/events/leadership/2017/>

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From: Larry Visoski [mailto:██████████> ]

Sent: Sunda=, January 22, 2017 9:24 AM

To: Jay Mesinger <██████████> ; Josh Mesinger

S=bject: LOI for G550 #5173

=br>

Ja= and Josh,

Please find attached LOI for purchase of G550 manufactures serial #=173.

&=bsp;

P=s confirm receipt of LOI.=/u>

=/u>

Best Regards,

Larry Visoski

<= class="MsoNormal gmail\_msg">Manager

Plan D, LLC

[REDACTED]

[REDACTED] >

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