

**To:** jeevacation@gmail.com[jeevacation@gmail.com]  
**From:** [REDACTED]  
**Sent:** Wed 11/24/2010 2:27:05 AM  
**Subject:** Fwd: 151 Hyperion Air Statement \$249,286.12  
[mime part 1.eml](#)

Jeffrey,  
I though you would be interested in reviewing the final invoice for the Gulfstream maintenance visit in the attachment of this email.

We changed most of the external antenna's due to corrosion and fuselage mounting service, We replaced 3 windows in the cockpit that crazed.  
The aircraft is great maintenance condition at this time, even with the environment its been accustom, the aircraft did well during this heavy corrosion and Xray inspection.

**Rich Kahn,**  
N909JE Hyperion Air, Inc maintenance expense: code 60070

*Midcoast Aviation was very efficient gathering final outside service invoices that usually take 30 days to acquire, this was added to our final departure invoice, main reason it varied from yesterdays estimated departure invoice, plus a problem with APU and Thrust Reverser today.*

**Departure invoice for you review, wire transfer only this amount: \$230,513.83**

Completed invoice	\$293,233.62
input payment	-43,947.50
disputed items	-18,772.29

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total due	\$230,513.83
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We are disputing \$18,772.29 of the final invoice, this is reference to additional repair to our corroded spoiler boards, Larry M and I feel strong this credit will remain.

*we also receive a \$5,000 fuel credit on departure.*

**additional findings today we added to the invoice:**

**We had two safety of flight surprise items today, parts will arrive at 1am tonight, and take 4 hours to install, I still plan to depart Noon Wednesday.**

APU shut off valve: \$2,420.00  
Thrust Reverser valve: \$5,236.00  
wax and polish stainless steel \$1,584.00

Thank you  
Larry