
From: jeffrey E. <jeevacation@gmail.com>
Sent: Tuesday, December 29, 2015 10:11 PM
To: Larry Visoski
Subject: Re: G550 Serial 5070

joe, respectfully, the plane has sat for over a year . if she wants to fix it, as i said we will pay her the 20m. the unknowns are just that unknown . we will have to pay the 1.2 to bring it on rolls royce care=C2 and easy couple of hundred thousands for any problem with A0 landing gear. etc.

On Tue, Dec 29, 2015 at 5:07 PM, Larry Visoski <lvjet@aol.com <mailto:lvjet@aol.com> > wrote:

<=jv dir="auto">

What should I respond?

Just some of my thoughts below regarding how to answer Joe, similar to what I told the helicopter broker when we did the 430 deal

If there is landing gear corrosion that could be 200,000 per landing alone if the slightest bit of corrosion is found

We are also concerned if aircraft and engine were properly preserved for storage? This could be a blank check

Sent from my iPhone

Begin forwarded message:

From: "Joseph L. Carfagna Jr." <joejr@l-as.com <mailto:joejr@leas.com> >
Date: December 29, 2015 at 5:00:21 PM EST
To: Larry Visoski <mailto:lvjet@aol.com> >
Subject: Re: G550 Serial 5070

Larry,

=span>

I can convey the message but do you feel that there could be \$2,500,000 risk at stake taking it without the current overdue A0 maintenance completed?

Joe Carfagna, Jr.
President, Leading Edge Aviation Solutions, LLC
Sent from my iPhone

On Dec 29, 2015, at 4:45 PM, Larry Visoski <lvjet@aol.com <mailto:lvjet@aol.com> > wrote:

Hi Joe, <=r>

please tell Mrs. Sabadash that we will either buy the plane with full airworthiness maintenance and certificate for \$20 million or "as is where is" and close in ten days for \$17.5M and the risk is ours.

Thank you,

Lary Visoski

Sent from my iPhone

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please note

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