
From: jeffrey E. <jeevacation@gmail.com>
Sent: Wednesday, December 30, 2015 12:04 AM
To: Larry Visoski
Subject: Re: G550 Serial 5070

follow up, with , there is also the time factor. it is uncertain how long it will take to re upholster, and bring to airworthiness.

On Tue, Dec 29, 2015 at 5:00 PM, Larry Visoski <lvjet@aol.com <[REDACTED]> wrote:

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 airframe 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." <[REDACTED]>
Date: December 29, 2015 at 5:00:21 PM (EST)
To: Larry Visoski <[REDACTED]>
Subject: Re: G550 Serial=5070

Larry,

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 maintenance completed?

<=span>

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

On Dec 29, 2015, at 4:45 PM, Larry Visoski <[REDACTED]> wrote:

H= Joe,

please tell =rs. Sabadash that we will either buy the plane with full airworthiness mai=tenance and certificate for \$20 million or "as is where i=" and close in ten days for \$17.5M and the risk is ours. =/span>

Thank you,

Larry Visoski

Sent from my iPhone

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◆=A0 please note

The information contained in this communicati=n is confidential, may be attorney-client privileged, may constitute=inside information, and is intended only for the use of the addressee. =t is the property of JEE

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