
From: Jeffrey Epstein <jeevacation@gmail.com>
Sent: Friday, October 1, 2010 6:41 AM
[REDACTED]
To:
Subject: Re:

This is the type of thing i hate. She wanted to fly for FREE.. not really r=ady. no experieinced co-pilot. bad weather. " we can make it attit=de" , great prescrition for disaster. .. childish silly stupid<=r>

On Fri, Oct 1, 2010 at 5:27 AM, <[REDACTED] <mailto:[REDACTED]>> =rote:

Jeffrey,

Oh!, I'll be tough on her, I'll blind cc you on my =ig response tomorrow.,

This is the story she sent me:

Hi, Capta=n!

How was Europe? J said you were coming back home today. Did y=u hear about my crazy flight last night?

So one of the [REDACTED] to someone who just bought it and he offered me t= fly it from the right seat and log a lot of free flight time in a day. So=I went to [REDACTED] to pick it up. The plane was old and eve= though it just came out of maintenance that day, the alternator malfuncti=ned and failed on our last leg in the middle of the night somewhere [REDACTED].

After a few uneventful legs during the day, we took off with full tanks at [REDACTED] yesterday evening. We planned to top off again in [REDACTED] = we make it to [REDACTED] with a nice reserve. But [REDACTED] weather deteriorated quic=ly after we took off and went to 400ceilings. The other guy was flying thi= leg and wanted to shoot an approach and try landing. We went to minimums,=didn't break out of the clouds, went missed and decided to leave and c=ntinue on our way south. He wanted to just keep going all the way to [REDACTED]. There was a good chance we would have had enough fuel but the reserve=would have been questionable. I was getting uncomfortable, little tired, w=ather was ifr, I was in the right seat of strange old single engine plane =n the middle of the night thinking about our trip starting to sound like a=beginning of one of my crash book stories, so I told him I wanted to stop =somewhere anyway and refuel first. He let me get the controls and take it i=to [REDACTED] to top off again and I am glad we did. Thinking back, we proba=ly should have stopped there for the night..

Maybe an hour after leaving [REDACTED] in level flight, without warning, the who=e plane just went dark. I was flying, we were on ifr flight plan when we=A0lost all coms, lights, transponder, everything electrical.. the circuit =reaker was tripped so we reset it once, had enough time to tell center wha= was going on and they told us to keep going to [REDACTED], descend at our discr=tion if we lost everything again, do an ILS to 30 and then call them to ca=cel ifr. We lost it again. He brought his Garmin 696 so we used that to na=igate. What a lifesaver, I think now I really need to get one :)

I was trying to decide whether to keep the controls for the approach or giv= to the other guy. I thought he knew how to work his 696 better and coul= set me up but he wasn't doing so well with the stress so I kept fly=ng from my seat and had him shine a light on my instruments and work the g=s. Weather was not too bad but still ifr with 700ceilings in [REDACTED]. =e were able to get the power back a few times before landing but always ju=t for a moment. I had to shoot an ils with a garmin flying from the right =eat, in the dark. The unexpected part was not being able to turn on the =unway lights with the radios dead. Tower was closed, the flaps are also =lectric, we descended through clouds and couldn't find the rwy till =t was too late to make a safe landing. I went around, got very very pale a=d trying not to get back into the clouds, came in again. Once I landed and=cleared the runway, I could barely taxi it back my legs were shaking so ha=d.

Then I put the newspaper down, stopped doing my nails ;-) and went straight=to [REDACTED] to take a flight home. I am still in disbelief.

Fright=ned [REDACTED]

Sent via BlackBerry by AT&T

From: Jeffrey Epstein <jeevacation@gmail.com <mailto:jeevacation@gmail.com>>
Date: Fri, 1 Oct 2010 02:41:14 +0200
To: [REDACTED] <=a>> <mailto:[REDACTED]>
Subject:
<=iv>

IT sounds like [REDACTED] , made many amateur errors. be tough on her ,= free flights. inexperienced copilot.

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