
From: jeffrey E. <jeevacation@gmail.com>
Sent: Tuesday, January 24, 2017 3:07 AM
To: Larry Visoski
Subject: Re: LOI for G550 #5173

Josh . 1 your other buyer was never real 2 we were willing to put mone= in escrow and fly out .to see . We will not come up in price and wi=l walk if not agreed and received by noon Tomorrow. It has been two=days since my offer .

On Mon, Jan=23, 2017 at 8:40 PM Larry Visoski [REDACTED] > wrote:

Jeffrey

Below is Josh's com=ents,,

Josh also informed me the counter of \$16.4M comes from the =light Dept Manager, not Chevron Board.

Tomorrow, Chevron will mark=p our LOI, and return to us, currently their counter is 16.4

Josh keeps=asking me if we will walk if we don't get to our offer price of \$16M, =e mentioned that we didn't insert Final offer, so he assumed that we w=uld counter and continue negotiations.

I responded, it's not m= decision,

Josh said Chevron will not allow the plane to be off market =or 2 weeks, until we find time to view in person, they will continue to ma=ket and receive offers.,

***Also,. I've mentioned in the past, this =lane was enrolled in Gulfstream SmartParts protection program, for pressur=ation components etc. after speaking with Josh I learned the airraf= does not have this program nor does it have MSP on the APU, nor HAPP for =vionics

Only program is Corporate care on the engines.

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„The APU is OnCondition,. Thorough Borescope of AP= will either condemn or approve remaining life,, typically during borescop= of APU we usually condemn the APU finding cracks in combustion liner◆=A0and accomplish APU overhaul like we did in the GIV..

Pls advise how to respond?

T=x

Larry

Sent from my iPhone

Begin forwarded message:

From: Josh Mesinger [REDACTED]
Date: =anuary 23, 2017 at 7:15:26 PM EST
To: Larry Visoski [REDACTED] >

<=iv class="gmail_msg">

Cc: Ray Mesinger [REDACTED] >
Subject: RE: LOI for G550 #5173<=r class="gmail_msg">

Larry,

=C2

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

and set it back to you ASAP. In an order to expedite this discussion, Chevron has authorized me to counter your \$16,000,000 price at \$16,400,000. We hope that you and your principal will find this acceptable and that we can host you at Chevron's hangar starting

tomorrow for you to see the airplane and its records. I am available anytime this evening on my cell phone and by email. Best regards, Josh

=u class="gmail_msg">

=br>

Josh Mesinger, Vice President=</i>=</u>

Mesinger Jet Sales=> class="gmail_msg">

=025 47th St., Suite D2, Boulder, CO 80301<= class="gmail_msg">

P=:

Cell

Website: www.jetsales.com <http://www.jetsales=com/>

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=br>

Co-Chair & Proud Sponsor of the 2017 NBAA Leadership Conference

=p class="MsoNormal gmail_msg">

From: Larry Visoski [mailto:]

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

Cc: Jay Mesinger []

<=r>

Subject: Re: LOI for G550 #5173

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<=f>

Josh,

Thank you for your prompt response, yes we can work with your Terms in your email.

However, other G550 offers are dropping their price, as we've been told, their client has said they want to be the 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.

=br>Best regards,

Larry

Sent from my iPhone

On Jan 22, 2017, at 3:21 PM, Josh Mesinger

<mailto: > &g=; wrote:

=/div>

Larry,

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.

* 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's 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 with the manufacturer's

allowable limits, it will be current on its maintenance with all ADs 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.</= >

* Chevron will require knowing who your principal is before engaging in a negotiation for the sale. It will be kept strictly

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Please let us know if this is all workable. We will let you know tomorrow AS=P 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</=>

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=i class="gmail_msg"><https://www.nbaa.org/events/leadership/2017/>
<<https://www.nbaa.org/events/leadership/2017/>>

From: Larry Visoski [mailto: [REDACTED]]

Sent: Sunday, January 22, 2017 9:24 AM

To: Jay Mesinger

Subject: LOI for G550 #=173

Jay and Josh,

Pls confirm receipt of LOI.

<=r>

Best Regards,</=>

=/u>

Larry Visoski

Manager

Plan D, LLC



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