

From: [REDACTED]

To: "Je vacation" <jeevacation@gmail.com>

Subject: Fw: Fwd: Boeing 727

Date: Sun, 20 Nov 2011 20:45:13 +0000

Importance: Normal

Don just fwd this to me from the buyer's broker and muslim friend,. All lies, and Morrison and myself will respond to these non-factual accusations,.

Bob is obviously wanting the job with this company as he states in his email,.

Tereck and mohomand are still interested in purchase.

Don recommends a conferance call tomorrow with Tereck, Mohmomad, Don, Morrison and myself, to address this email,.

Sent via BlackBerry by AT&T

From: Don Bass <[REDACTED]>

Date: Sun, 20 Nov 2011 14:17:37 -0500

To: Larry Visoski <[REDACTED]>

Subject: Fwd: Boeing 727

Hold on !!

Sent from my iPhone

Begin forwarded message:

From: Mohamed Dobashi <[REDACTED]>

Date: November 19, 2011 8:39:29 PM EST

To: tarek Gmail <[REDACTED]>, Don Bass <[REDACTED]>

Subject: Re: Boeing 727

Dear Don,

I hope this message finds you. In the spirit of open communication and transparency, below is the feedback we received from our consultant. As we appreciated our first meeting with you, we would highly appreciated your honest and unbiased feedback on the below information and recommendation.

Best regards,
Mohamed Dobashi

Hello Dear Tarek, Mohamed:

Hope this email find you well and clarify any uncertainties as well as reservations about this 1968 Boeing 727-100.

EFTA00924457

I received the maintenance record yesterday in two separate emails, one over 50 pages for the due list, upcoming maintenance and one about 450 pages that the ink went dry on the printer half way!

After reviewing the due list with the help of a qualified mechanic these are the facts I need to point out:

- 1= Since 1998 this plane has only flown 11.6 hours
- 2= The plane needs calendar maintenance whether it flies or not as well as hourly maintenance.
- 3= There are hourly as well as calendar maintenance due within next couple of month on engines, airframe, avionics...
- 4= There are items due in less than 100 days, on APU, wing spar AD, flight deck window inspection...
- 5= these checks are due in February 2012: A Check, 2A Check, 4A Check, C Check, 2C Check.

But we knew all of these and I explained them to you in the car as well as what the operating cost would be per hour before going over to the office, and also it was confirmed by the broker!

I know you had your heart on this plane Tarek for H.E. and I do not want to be disrespectful but I think that would be a huge mistake. It would be unethical of me to say go forward with it and end up spending half million dollar in maintenance, mechanic, expense... and two month later fly the plane to Doha. These guys would love to get paid especially knowing the end user!

In any event I am getting paid from you to do my work, offer you my opinion, go away, and maybe hear from you in another three years. I do not need that kind of money knowing in my heart I was not truthful and honest with myself, you and H.E. as well as your flight department...

Besides the maintenance issues on daily basis here is more to think of:

First of all cost of operation would be huge. Imagine fuel, 3 engines, spares, DOC etc. Furthermore he will need 5 crew members to compose just one crew (3 pilots, two flight attendant. Total of 10 to rotate). Imagine flying around where he would every time need to book 5 hotel rooms plus 2 taxis or minivan. Where do you find current B727 pilots that are good? Maybe some old guys that are retired or some desperate guys that fly on B727 in Africa or South America. However if those guys in today's time flying B727 because they can not find better, then you would not have them on your aircraft. As you can see by the comments they made about us being wrong crew because we do not allow cargo in cabin. That is what they will get. Desperate guys that will try to hold on to HE and suck him dry (because they can not get other work).

Do you really think those "Good Old Boys" pilot from south would really want to fly and stay in Doha? I spent time with them after you guys left... I don't think so. They also fly a helicopter as well as a Gulfstream for the owner.

Imagine resale value of aircraft. I guess they will only get money by pound of scrap metal. In my opinion HE could buy it but then take it straight to his museum for display.

I think also this would be quite damaging for his reputation that he went out and bought museum artifact and will fly around in it. Imagine when people start asking what happened to his G5000.

In my opinion Dear Tarek "WE" should evaluate what you want to do. If you and H.E. want bigger aircraft then you should get BBJ (Boeing Business Jet), ACJ (Airbus Corporate Jet) or Lineage (however Lineage is not the best aircraft and does not have range or so much baggage space). I am sure we can find a way to trade this G5000 for BBJ where they can get big jet for not so much more money than buying B727. I am sure with trade in for G5000 and about 10M we can get fine BBJ.

With all due respect, it does not seem right wondering about aviation without proper guidance. Sir you should appoint me or whomever you trust as your Aviation Director and let that individual run your flight department. Financial expert can never be an aviation expert as well as aviation expert can never be financial expert.

I think Tarek by purchasing this plane regardless of price you will end up with a huge lemon on your hands that will cost them huge money to run. HE flies once in couple of months. Do they really need such a huge aircraft to sit in Doha and accumulate huge parking fees, three pilots, two flight attendant? You can forget about charter. Nobody in right mind would charter such an old aircraft.

The maintenance they said will take about three weeks. In addition, what we have to do as a pre buy inspection maybe additional three weeks. I will have to hire another set of eyes to oversee the maintenance while I am away flying. Will have to find out the cost on that.

Anyway this is my unprejudiced, impartial opinion and I hope I have not offended anyone. If you still want to go forward with it that is fine but I must emphasize this is not a new plane and is quiet different from the GLocal. That was a new plane and maintenance free no need for PREBUY inspection, this does need everyday attention during pre buy to make sure there is no quick "sign off" by mechanics since it is leaving the country and they could care less, no corrosions...

On Nov 18, 2011, at 2:16 PM, "[REDACTED]" <[REDACTED]> wrote:

Sent from my iPhone

Begin forwarded message:

Resent-From: <[REDACTED]>
From: Don Bass <[REDACTED]>
Date: 18 November 2011 10:39:15 CST
To: "[REDACTED]" <[REDACTED]>
Subject: Boeing 727

Hi Tarek,

I hope you are well and that you finally had a chance to get a little bit of rest.

I received your message and I have spoken with Larry Visoski this morning. You will have a response from Larry Morrison not later than this evening. I know that you have also asked Larry Visoski for his list of recommended improvements to the aircraft. You will also have this list no later than this evening as well.

I might recommend that you have the opportunity to meet Larry Morrison in person prior to your going back home. I'm sure this could be arranged next week.

Please keep me advised as to any remaining issues with respect to maintenance of the aircraft or any other questions that you may have.

Please give my regards to Mohamed, and I look forward to the opportunity to complete this transaction with you.

Yours sincerely,

Don Bass
President

AVPRO Inc.

900 Bestgate Road, Suite 412

Annapolis, MD 21401

[REDACTED] 

[REDACTED] 

[REDACTED]

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