

To: jeevacation@gmail.com[jeevacation@gmail.com]
From: [REDACTED]
Sent: Fri 9/6/2013 8:37:17 PM
Subject: B727 update

Jeffrey,

we have completed the B727 prebuy inspection that Jim Miller ordered with an outside company called ProTech Advisors Large aircraft evaluators, Dean Brossman.

Overall Dean Brossman liked what he seen on the Boeing, he noted small surface corrosion on the wings, which Dean recommended to address at next C check inspection. **(Estimate Test flight around OCT 1st)**

Below is the report Dean sent to Jim Miller:

Jim,

Today I have finished the inspection of the aircraft. During this visit they just completed the bilge inspections that have to be done every 3 years. To do this they have to remove all of the Aux tanks to access the cargo floor structure. These Aux tanks almost completely fill up the cargo compartments. Larry has told me this aircraft carries 71,000 lbs. of fuel.

To greatly summarized my findings, the fuselage looks really good and the wings have a lot of light corrosion starting from sitting outside in the moist salt air of southern Florida and the Caribbean. I did not see any areas of serious corrosion or exfoliation, but there is a lot of small areas of surface corrosion that needs to be addressed in the near future.

AD 2005-05-19 is due next February and is a detailed inspection of the front and rear wing spars and will certainly expose the corrosion that I have noted. The next "C" Check is due next February and will also address these areas.

Engine #1 and #3 are both due for the disk corrosion inspection (AD 2003-16-05) next year and will have to be sent to a shop for repair. #2 engine has just come from the shop for the corrosion inspection and will be installed after the repairs are completed to the mounts.

A more detailed report will follow.

Dean