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jeevacation@gmail.com[jeevacation@gmail.com]
From: [REDACTED]
Sent: Tue 1/31/2012 8:01:56 PM
Subject: bell 430

Jeffrey,
just my opinion, If Mick Bailey excepts the \$1.6M USD for his Bell 430, this deal could be equal to, or better than our GLV deal we are working. as long as engines make good power margins once blades are installed, this would be a \$250k total savings, I do not expect problems with engine, they were hot sectioned in 2009, with 100 hours since turbine blades overhauled.

I will work a full spread sheet with worse case scenario budget for your review, this based on a value according to Paul Shrader of Max \$3M to real world \$2.5m wholesale to \$3M retail sale.

prelim shipping water transport to Brunswick GA, which is same location we shipped the Bell 407 is costing \$15,000 sterling, or **\$23,644.39 USD** estimate. 10 days at sea, additional cost for removing blades and installing on arrival.

Larry

I spoke with my contact regarding the freight, she's finalising figures and a quote for you.
We would have to strip the helicopter ready for freight and deliver to Southampton Docks (45 miles from our hangar). Sea freight from Southampton to Brunswick (I think that's the name?!) Near Florida border will take 10 days. The cost of the deal freight would be circa £15,000 sterling plus a few other bits to factor such as getting to docs and stripping the aircraft. I will have the quote in writing soon.

Basically we can do the one stop shop to get it to you in the US. Option two is air freight, I have been advised that's its costly though. The aircraft requires stripping down smaller which costs whilst you may only gain a few days overall.

I hope this helps, I'll have the quote to you soon as well as the email discussed last night. I also hope to hear back from Mick Bailey as well although I guess his decision may drag a day or two.

Kind regards

Craig Lammiman
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