

From: John Bartelt
Sent: Thursday, October 11, 2012 9:29 AM
To: 'Andy Naporano'
Cc: Larry Russell (larry@barteltaviation.com)
Subject: RE: Thank You and...moving forward

Andy:

Thank you for the kind words. As you can see, our aircraft acquisition mechanical evaluation process is very thorough. Our objective is to keep you and your family safe and acquire an aircraft that is mechanically sound.

Discovering the prop strike that two other repair stations missed for the past (4) years was a great find by Larry. Not complying with AD 2004-10-14 and Lycoming's MSB-533A certainly makes the aircraft not airworthy and has jeopardized the safety of its crew during its operation over the last four years.

Both of us have some expense involved with this inspection. Our team takes care of the labor associated with the inspection since this service is part the acquisition service agreement. You will have some expense related to the round trip repositioning of the aircraft and incidentals. I will provide an accounting recap in the near future.

In my opinion, these expenses were certainly worth the investment because our inspection saved you a lot of expense related to repairs if the discrepancies had not been discovered prior to your purchase. I also agree with you that our inspection may also have saved your life. There is absolutely no way to confirm that the engine is safe for operation unless it is torn down and inspected by an engine shop.

Larry will reach out to when he returns from vacation. No problem with changing the aircraft of focus. We appreciate your business and look forward to finding the aircraft that fits your needs and is safe for operation.

Regards,

John Bartelt

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BARTELT AVIATION



Sturgis, Michigan

From: Andy Naporano [<mailto:naporanoaj@gmail.com>]
Sent: Thursday, October 11, 2012 8:11 AM
To: Larry Russell; John Bartelt
Subject: Thank You and...moving forward

Larry (and John),

I wanted to earnestly thank you for doing the level and degree of due-diligence with this most current plane. I'm real happy with my experience so far - and truly believe that you guys may have indeed saved my life. In truth - no one knows what would/could have happened to that engine. You were able to take the risk out of it for me.

Larry - I spoke with John the other day and indicated to him that I'd like to change directions on my search. My life has changed a little bit since I started this search (my wife is pregnant) and I'd like to shift focus to trying to find a safe, low to mid time engine, decently equipped Seneca II.

I put a list together below (and attached in an excel file) to start getting the ball rolling on some planes I've been able to find on Trade-A-Plane and Controller. I guess the next step would be going through these and any other that you may know of and then going through the process to refine the search.

My criteria is: 1) safe plane, 2) low time/low engine time, 3) cost.

If I can get in relatively cheap on a decent airworthy plane - I can afford to have you guys install things that I need like a slaved gyro, backup attitude indicator, 430W, etc....

Larry - I hope you are having a good vacation.

Thanks again for your attention to detail - I can't stress how pleased I am with the outcome of the Saratoga that hopefully will be out of your hangar sooner than later.

Andy