

**From:** "[REDACTED]" <[REDACTED]>  
**To:** "[REDACTED]" <[REDACTED]>, "[REDACTED]" <[REDACTED]>  
**Cc:** "[REDACTED]" <[REDACTED]>, "[REDACTED]" <[REDACTED]>, "[REDACTED]" <[REDACTED]>

**Subject:** RE: FAA Question

**Date:** Wed, 29 Sep 2021 14:53:03 +0000

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Great, thank you!

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** Wednesday, September 29, 2021 10:51 AM  
**To:** [REDACTED] <[REDACTED]>; [REDACTED] <[REDACTED]>  
**Cc:** [REDACTED] <[REDACTED]>; [REDACTED] <[REDACTED]>; [REDACTED] <[REDACTED]>  
**Subject:** RE: FAA Question

Hi [REDACTED],

We have produced all FAA records. Most of the password-locked files were duplicates of the certified files, so we just produced the certified ones. Only a few of the remaining password-locked files were not duplicates, so I ended up printing, scanning, and stamping them, and including them with that production. So, overall, we are all set, and all the records were produced. Thanks for checking in!

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** Wednesday, September 29, 2021 10:48 AM  
**To:** [REDACTED] <[REDACTED]>; [REDACTED] <[REDACTED]>  
**Cc:** [REDACTED] <[REDACTED]>; [REDACTED] <[REDACTED]>; [REDACTED] <[REDACTED]>  
**Subject:** RE: FAA Question

Hi [REDACTED],

Just checking in on this thread. Are there still FAA records that we can't unlock and haven't produced? If so, we should just include them in the next production and stamp them whatever way we can.

Thanks,

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** Friday, September 10, 2021 4:33 PM  
**To:** [REDACTED] <[REDACTED]>; [REDACTED] <[REDACTED]>  
**Cc:** [REDACTED] <[REDACTED]>; [REDACTED] <[REDACTED]>; [REDACTED] <[REDACTED]>  
**Subject:** RE: FAA Question

Hi [REDACTED],

It appears that external mail size constraints are preventing me from sending you the files that are password-protected. The file names are below:

- 188TH-Airworthiness
- 188TH-Registration
- 550GP-Registration
- N550GP was N212JE was N415LM registration
- N550GP was N212JE was N415LM registration
- N722JE registration

When attempting to edit the PDFs – which all appear to be registration files – we are prompted to enter passwords. These are not the complete set of password-protected documents, but these are the documents that we need to be able to print/edit as soon as possible.

I'm more than happy to answer any questions you may have for me. Thanks very much for any and all help you can provide us!

[REDACTED]  
Paralegal Specialist  
U.S. Attorney's Office | SDNY  
[REDACTED]  
New York, NY 10007  
[REDACTED]  
[REDACTED]

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**From:** [REDACTED] >  
**Sent:** Friday, September 10, 2021 4:04 PM  
**To:** [REDACTED] <[REDACTED]>  
**Cc:** [REDACTED] <[REDACTED]>; [REDACTED] ([REDACTED]) <[REDACTED]>; [REDACTED]  
[REDACTED] <[REDACTED]>; [REDACTED] <[REDACTED]>  
**Subject:** RE: FAA Question

Hi!  
Can you let me know which files were password protected?  
I don't believe I password protected any of them.

Thank you,

[REDACTED]  
Special Agent  
Federal Aviation Administration  
Law Enforcement Assistance Program  
Atlanta, GA  
[REDACTED]  
[REDACTED]  
[REDACTED]

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**From:** [REDACTED] <[REDACTED]>

**Sent:** Friday, September 10, 2021 12:19 PM

**To:** [REDACTED]

**Cc:** [REDACTED] <[REDACTED]>; [REDACTED] ([REDACTED]) <[REDACTED]>; [REDACTED]  
[REDACTED] <[REDACTED]>; [REDACTED] <[REDACTED]>

**Subject:** RE: FAA Question

Hi [REDACTED],

Thank you very much for this information and for the quick turnaround. We really appreciate it.

Do you happen to know the password on the PDF documents you sent us? We'd like to stamp them for discovery purposes, but they are password-protected.

We're still reviewing your email and these documents, but will certainly be back in touch if we have follow up questions.

Thanks,

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**From:** [REDACTED] >

**Sent:** Tuesday, August 24, 2021 8:21 AM

**To:** [REDACTED] <[REDACTED]>

**Cc:** [REDACTED] <[REDACTED]>; [REDACTED] ([REDACTED]) <[REDACTED]>; [REDACTED]  
[REDACTED] <[REDACTED]>

**Subject:** RE: FAA Question

2007 Gulfstream GV-SP (G550), serial number 5173 was assigned tail number N415LM in March 2017 and was registered to

Chevron USA Inc., Oakland, CA. Per a bill of sale dated March 29, 2017, Chevron USA Inc sold Gulfstream N415LM to;

Plan D LLC

[REDACTED]  
St. Thomas, U.S. Virgins Islands

The registrant was Lawrence VISOSKI, he signed as Manager

I believe he is Lawrence Paul VISOSKI Jr. [REDACTED] he is a pilot

I don't see EPSTEIN's name on any of the FAA paperwork.

There is open source reporting that VISOSKI was a pilot for EPSTEIN.

It looks like Insured Aircraft Title Service in Oklahoma handled the transaction.

<https://insuredaircraft.com/>

Per the Plan D LLC, statement in support of registering aircraft that was submitted to the FAA, Jeffrey E. EPSTEIN was a member

and VISOSKI was the manager. Further, Plan D LLC was established in 2012 in the U.S. Virgin Islands.

Per a request to the FAA dated August 07, 2017 from VISOSKI, they requested to change the tail number from N415LM to N212JE.

In January 2018 they changed the tail number to N212JE. VISOSKI provided phone number [REDACTED] and e-mail:

On August 14, 2019 I was told that N212JE was owned by Jeffrey Epstein and was in a hangar at the Cobb County airport (KYYY) in Kennesaw, Georgia.

EFTA00023439

Flight plans indicated N212JE operated on July 07, 2019 from Paris, France to Teterboro, NJ then on July 11, 2019 it operated from Teterboro, NJ to Brunswick, GA (KBQK).

Per a bill of sale dated December 22, 2020, Lawrence VISOSKI on behalf of Plan D LLC "sold" N212JE to Six G Aviation LLC who "sold" it the same day to N550GP LLC in Ontario, CA. N212JE was registered on February 24, 2021 to N550GP and [REDACTED] signed as manager of Frontier JV LLC, its member. In March 2021, they changed the tail number to N550GP and it's still registered as N550GP to N550GP LLC.

It looks like Insured Aircraft Title Service in Oklahoma handled this transaction also.  
<https://insuredaircraft.com/>

I attached a picture of N212JE.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

1969 Boeing 727, serial number 20115, N505LS was sold on January 19, 2001 by Real Estate Exchange Inc., Portland, OR to JEGE Inc. [REDACTED] New York, NY 10022. The signature on the aircraft registration application is not legible but they listed their title as President. They changed the tail number to N908JE in April 2001. On the 2013 re-registration application for N908JE, Darren K. INDYKE, Vice President signed as Vice President of JEGE Inc. They were the registered owner of N908JE from 2001 until October 05, 2019 when the registration was cancelled.

The aircraft was on the Part 125 certificate of JEGE Inc. and the CEO was Jeffrey EPSTEIN, [REDACTED] West Palm Beach, FL 33406 Phone [REDACTED] N908JE was certificated for passenger operations only (not cargo).

N908JE has a business configuration with a kitchen and bedroom and has approximately 25 seats in the aircraft and they aren't economy seats.

It was used for private business not charter flights.

<https://www.aircraft.com/aircraft/1237885/n908je-boeing-727-100>

N908JE might be in Brunswick, Georgia (BQK). If you need confirmation of its location please advise.

I think Insured Aircraft Title Service in Oklahoma handled the transaction.  
<https://insuredaircraft.com/>

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In 1994, a 1974 Gulfstream G-1159B, serial number 151, N979GA was sold by Gulfstream to Hyperion Air Inc., Wilmington, Delaware. [REDACTED] signed as the Chief Pilot and Jeffrey EPSTEIN signed as President.

The signature of EPSTEIN looks similar to the signature on the N505JS that became N909JE documents.

In May 1994 they changed the tail number to N909JE. In 1999 and 2013 we see Darren K. INDYKE name on documents on behalf of

Hyperion Air Inc. In November 2013 they sold N909JE to Starbridge Landing Inc., Dover, Delaware ([REDACTED]).

The aircraft was deregistered on December 02, 2014 for export to Venezuela.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

In March 2012, a 2001 Bell 430 helicopter, serial number 49078, N901RL was registered to Hyperion Air Inc.,

Wilmington, Delaware. Darren INDYKE signed the registration application as Corporate Secretary. In June 2012 they changed the tail number to N331JE. In August 2013 they transferred N331JE to Hyperion Air LLC, [REDACTED], St. Thomas, U.S. Virgin Islands. The same players in the Inc and LLC are on the FAA registration paperwork - Darren INDYKE and Lawrence VISOSKI. In November 2019 they provide phone number [REDACTED]. In May 2020 they sold helicopter N331JE to CMG Aircraft Leasing Inc., Miami, FL (broker), who sold it the same day to QIR Air Resources LLC, Salt Lake City, Utah. In July 2020 they changed the tail number to N430D.

No other aircraft registered to or indexed to Hyperion Inc or LLC, and none to Ossa Properties Inc.

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On May 30, 2013, 1988 Gulfstream G-IV, serial number 1085, tail number N423TT was registered to;

JEGE, LLC

[REDACTED]

St. Thomas, U.S. Virgin Islands 00802

The registrant was Lawrence VISOSKI, he signed as Manager

In July 2013 they (Lawrence VISOSKI) changed the tail number to N212JE. In August 2017, they (Lawrence VISOSKI) changed the tail number to N120JE.

According to the JEGE LLC, statement in support of registering aircraft submitted to the FAA in 2013, JEGE LLC was established in St. Thomas, U.S. Virgin Islands

on October 19, 2012 and the members were Jeffrey EPSTEIN and Lawrence VISOSKI.

In June 2019, an Aircraft Security Agreement for \$2,800,000.00 on N120JE was filed with the FAA reflecting JEGE Inc., [REDACTED] Powder Springs, GA 30127

as assignor and [REDACTED], New Bern, NC 28562 as secured party.

According to the JEGE LLC, statement in support of registering aircraft submitted to the FAA in 2019, JEGE LLC was established in St. Thomas, U.S. Virgin Islands

on October 19, 2012 and the members were Aviation Development Group LLC and the manager was Thomas H. Huff.

He is Thomas Harrison HUFF [REDACTED] Ika/Powder Springs, GA

He's a pilot and has been involved in aviation at the Cobb County airport (RYY), in Kennesaw, GA for many years.

He is of interest to DEA S/A [REDACTED] in Atlanta, GA [REDACTED]

The aircraft is still registered to JEGE LLC, St. Thomas, U.S. Virgin Islands.

I suspect HUFF bought JEGE LLC which included the aircraft.

XXXXXXXXXXXXXXXXXXXXXXXXXXXX

On December 30, 2008, Sikorsky Aircraft helicopter, S-76C-2, serial number 760750, tail number N750A was sold to;

Air Ghislaine Inc

[REDACTED]

Wilmington, Delaware 19803

[REDACTED]

The registrant was Larry VISOSKI, he signed as Director of Aviation

On February 11, 2010, Air Ghislaine Inc changed their name to Shmitka Air Inc.

In March 2010, Air Ghislaine Inc changed the tail number from N750A to N722JE. On the 8050-64 the signature is not legible but it looks

similar to the signature of Lawrence VISOSKI. He signed as Director of Operations for Shmitka Air Inc., f/k/a Air Ghislaine Inc.

On August 25, 2010, N722JE was registered to Freedom Air International Inc., [REDACTED], Wilmington, Delaware 19803

The registrant was Darren K. INDYKE, he signed as Vice President

According to a bill of sale dated July 26, 2011, Freedom Air International (Darren K. INDYKE) sold N722JE to ASI Wings LLC, Hartford, CT ([REDACTED]).

On June 13, 2019, ASI Wings LLC sold N722JE to Hyperion Air LLC, [REDACTED], St. Thomas, U.S. Virgin Islands

[REDACTED]. The registrant was Lawrence P. VISOSKI Jr., he signed as Manager

Per a bill of sale dated May 13, 2021, Hyperion Air LLC (Larry VISOSKI) sold N722JE to Industrial Integrity Solutions Inc., Ontario, CA

[REDACTED] signed as CFO.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

On January 29, 2000, Air Ghislaine Inc, Wichita, KS purchased 6.25% in a Beech 400A jet, serial number RK-260, tail number N787TA.

On May 01, 2009, Air Ghislaine Inc., sold their 6.25% to Flight Options LLC in Richmond Heights, Ohio. [REDACTED]

signed the bill of sale as

Executive Vice President of Flight Options LLC, acting as attorney-in-fact for Air Ghislaine Inc.

(this aircraft is currently assigned tail number N727KB)

Flight Options provides fractional jet ownership.

To identify the persons behind Air Ghislaine Inc., contact Flight Options LLC in Ohio.

<http://www.flightoptions.com/>

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On May 01, 2009, Air Ghislaine Inc., Richmond Heights, Ohio purchased 6.25% in a Beech 400A jet, serial number RK-244, tail number N439LX.

On February 11, 2010, Air Ghislaine Inc. changed their name to Shmitka Air Inc. and on July 06, 2010 Shmitka Air Inc. changed their name to

Freedom Air International Inc.

On June 02, 2011, Freedom Air International Inc sold their 6.25% share in N439LX to Flight Options LLC in Cleveland, Ohio.

[REDACTED] signed the bill of sale as Director of Sales Administration of Flight Options LLC, acting as attorney-in-fact for

Freedom Air International Inc.

(this aircraft is currently assigned tail number N188TH)

Flight Options provides fractional jet ownership.

To identify the persons behind Shmitka Air Inc and Freedom Air International Inc., contact Flight Options LLC in Ohio.

<http://www.flightoptions.com/>

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Bell 407, serial number 53375, G-IORB was deregistered by the United Kingdom civil aviation authority on November 04, 2002 for

export to the United States. G-IORB was sold on October 30, 2002 to;

Air Ghislaine Inc

[REDACTED]  
New York, NY 10022

It was registered as N491GM on November 13, 2002 to;

Air Ghislaine Inc  
[REDACTED]

Wilmington, Delaware

The signature of the registrant is illegible but looks like that of VISOSKI.

Based on a name change from Air Ghislaine Inc to Shmitka Air Inc, the aircraft was registered on February 23, 2010 to Shmitka Air Inc

[REDACTED], [REDACTED]  
Wilmington, DE

The registrant was Darren K. INDYKE, he signed as Vice President

Based on a name change from Shmitka Air Inc to Freedom Air International Inc, the aircraft was registered on August 25, 2010 to

Freedom Air International Inc  
[REDACTED], [REDACTED]

Wilmington, DE

The registrant was Darren K. INDYKE, he signed as Vice President

On April 30, 2012, Freedom Air International Inc (Darren K. INDYKE) sold N491GM to Eagle Copters Ltd in Calgary, Canada. The aircraft was registered in a trust and subsequently deregistered on May 07, 2012 for export to Canada. It was later re-registered in the U.S. with tail number N405PJ.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

1997 Sikorsky S-76C helicopter, serial number 760472, N162AE was sold on July 26, 2021 by ASI Wings Inc ([REDACTED]) to Freedom Air International Inc.

Sikorsky S-76C helicopter N162AE was registered on August 2011 to; Freedom Air International Inc

[REDACTED], [REDACTED]  
Wilmington, Delaware

The registrant was Darren K. INDYKE, he signed as Vice President.

They changed the tail number in August 2011 to N162AD. Lawrence VISOSKI signed the 8050-64 as Director of Maintenance of Freedom Air International Inc to change the tail number from N162AE to N162AD.

Per a bill of sale dated February 09, 2012, Freedom Air International Inc. (Darren K. INDYKE) sold N162AD to

Greenwich Aerogroup Inc Brazil Leasing Inc  
Middletown, Delaware  
[REDACTED]

N162AD was deregistered on April 10, 2013 for export to Brazil.

I ordered Blue Ribbon (certified) copies of the aircraft registration records of the ten aircraft and they will be sent via regular mail from the FAA in Oklahoma.

EFTA00023443

In the next few hours you will receive an email with links to working copies of these aircraft registration files.

No other aircraft registered to or indexed to Hyperion Inc/LLC, Plan D LLC, Ossa Properties Inc. or

Jeffrey Epstein

Ghislaine Maxwell

Thomas World Air LLC

Freedom Air Petroleum LLC

NES LLC

Maple, Inc.

Nautilus Inc.

No FAA certificates issued to Darren INDYKE.

I hope this helps,

[REDACTED]  
Special Agent  
Federal Aviation Administration  
Law Enforcement Assistance Program  
Atlanta, GA  
[REDACTED]  
[REDACTED]  
[REDACTED]

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**From:** [REDACTED] <[REDACTED]>

**Sent:** Wednesday, August 18, 2021 1:08 PM

**To:** [REDACTED]

**Cc:** [REDACTED] <[REDACTED]>; [REDACTED] ([REDACTED]) <[REDACTED]>; [REDACTED]  
[REDACTED] <[REDACTED]>

**Subject:** RE: FAA Question

Thanks, [REDACTED].

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**From:** [REDACTED]

**Sent:** Wednesday, August 18, 2021 1:07 PM

**To:** [REDACTED] <[REDACTED]>

**Cc:** [REDACTED] <[REDACTED]>; [REDACTED] ([REDACTED]) <[REDACTED]>; [REDACTED]  
[REDACTED] <[REDACTED]>

**Subject:** RE: FAA Question

In 2015/2016, DEA S/A [REDACTED] was interested in EPSTEIN and his aircraft;

[REDACTED]  
Special Agent  
Saint Thomas Resident Office  
Drug Enforcement Administration  
[REDACTED]  
Saint Thomas, Virgin Islands 00802  
[REDACTED]  
[REDACTED]  
[REDACTED]

EFTA00023444



In August 2019, the FBI in Atlanta, GA was interested in aircraft linked to EPSTEIN.

More will follow.

Special Agent  
Federal Aviation Administration  
Law Enforcement Assistance Program  
Atlanta, GA

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**From:** [REDACTED] <[REDACTED]>

**Sent:** Wednesday, August 18, 2021 12:41 PM

**To:** [REDACTED]

**Cc:** [REDACTED] <[REDACTED]>; [REDACTED] ([REDACTED]) <[REDACTED]>; [REDACTED]  
[REDACTED] <[REDACTED]>

**Subject:** RE: FAA Question

Hi [REDACTED],

Thanks again for the helpful call this morning. Here is the list of entities we'd like you to use as search terms:

Jeffrey Epstein  
Ghislaine Maxwell  
Air Ghislaine  
Thomas World Air LLC  
Hyperion Air LLC  
Freedom Air Petroleum LLC  
NES LLC  
Maple, Inc.  
Nautilus Inc.

Thanks,  
[REDACTED]

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**From:** [REDACTED]

**Sent:** Tuesday, August 17, 2021 3:56 PM

**To:** [REDACTED] <[REDACTED]>

**Cc:** [REDACTED] <[REDACTED]>; [REDACTED] ([REDACTED]) <[REDACTED]>; [REDACTED]  
[REDACTED] <[REDACTED]>

**Subject:** Re: FAA Question

Anytime after 0930 is preferable.

Special Agent

EFTA00023445

Federal Aviation Administration  
Atlanta, GA

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**From:** [REDACTED] <[REDACTED]>

**Sent:** Tuesday, August 17, 2021 3:53:43 PM

**To:** [REDACTED]

**Cc:** [REDACTED] <[REDACTED]>; [REDACTED] ([REDACTED]) <[REDACTED]>; [REDACTED]  
[REDACTED] <[REDACTED]>

**Subject:** RE: FAA Question

Thanks, [REDACTED]. We'll plan to give you a call tomorrow morning, assuming you're free to talk then.

Thanks,

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**From:** [REDACTED]

**Sent:** Tuesday, August 17, 2021 3:30 PM

**To:** [REDACTED] <[REDACTED]>

**Cc:** [REDACTED] <[REDACTED]>; [REDACTED] ([REDACTED]) <[REDACTED]>; [REDACTED]  
[REDACTED] <[REDACTED]>

**Subject:** RE: FAA Question

Hi!

Feel free to call my cell at your convenience.

Happy to help,

[REDACTED]  
Special Agent  
Federal Aviation Administration  
Law Enforcement Assistance Program  
Atlanta, GA

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**From:** [REDACTED] <[REDACTED]>

**Sent:** Tuesday, August 17, 2021 3:25 PM

**To:** [REDACTED]

**Cc:** [REDACTED] <[REDACTED]>; [REDACTED] ([REDACTED]) <[REDACTED]>; [REDACTED]  
[REDACTED] <[REDACTED]>

**Subject:** FAA Question

Hi [REDACTED],

I hope all's well. I got your email from [REDACTED] at the FBI. We are working on a case and could use some assistance from the FAA. Do you have a few minutes to talk sometime this week?

EFTA00023446

Thanks,

[REDACTED]

[REDACTED]

Assistant United States Attorney  
Southern District of New York

[REDACTED]

New York, New York 10007

[REDACTED]

[REDACTED]