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**From:** Eric Roth <[REDACTED]>  
**Sent:** Tuesday, November 26, 2013 10:39 PM  
**To:** 'Jeffrey Epstein'  
**Cc:** 'Ivjet'  
**Subject:** RE:  
**Attachments:** image001.jpg; image002.jpg; image003.jpg; image004.jpg; image005.jpg; image006.jpg

Ye=, early on my electrical engineer did.

I =ave a call into him to see if he saved his =otes.

La=ry - you should have your ELA at the hangar / =ulfstream?

=AO| PRESIDENT

=img width=205 height=58 id="Picture\_x0020\_1" =rc="cid:image001.jpg@01CEEACE.74B3B520" alt="IJI Logo - =horizontal-SMALL">

631.737.5900 | C 516.857.6533 | =a href="mailto::eroth@intljet.com">eroth@intljet.com-----  
----- =----- =o:p>

From:=b> =effrey Epstein [mailto:jeevacation@gmail.com]  
Sent: Tuesday, =ovember 26, 2013 5:32 PM  
To: Eric Roth  
Subject: =e:

but =omeone decided that we didn't have enough =ower

On Tue, Nov 26, 2013 at 6:22 PM, Eric Roth <ERoth@intljet.com> =rote:

I =as not implying that you did not know (Larry is cc'd on these =-mails).

&n=sp;

I =o not know, we do not have your electrical load analysis =ook.

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=nbsp;| PRESIDENT

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631.737.5900 <tel:631.737.5900> | = 516.857.6533 <tel:516.857.6533> = =a href="mailto::eroth@intljet.com" =target=" \_blank">eroth@intljet.com-----=-----=-----=-----=-----=-----=-----=-----=span>

From:=b> =effrey Epstein [mailto:jeevacation@gmail.com <mailto:jeevacation@gmail.com> ]

Sent: Tuesday, =ovember 26, 2013 5:13 PM

To: Eric Roth; =vjet

Subject: Re:

<=o:p>

i am well =ware of the diffrence betwenn ac and dc conversion, you say =hat there was not enough ac power for a residential =ystem what i asked was what power there was in re 100 60 =z

<=p>

On Tue, Nov =6, 2013 at 6:00 PM, Eric Roth <ERoth@intljet.com <mailto:ERoth@intljet.com> > =rote:

Jeffrey =

=o:p>

Because we =o not have your electrical load analysis book. We did look into =his early on and we identified that there was not enough 110Vac 60 hz =ower to support a "residential" audio system and that an =nverter would need to be installed.

&n=sp;

Please do not confuse 28V power, 12 volt (13.8vdc) power and 110V, 60 hz power.<=span>

&n=sp;

On the other hand, you do have approximately 68 amps of 28 v power available from the aircraft side. This power is converted to 13.8 v (car audio capable) through the Ameriking aircraft converters.\

=o:p>

Each of the two (2) converters installed require 30 amps each (60 amps total), so in theory, you have approximately 8 amps surplus of 28vDC power as average.

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&n=sp;

So here's how it works:

=o:p>

68 amps of 28vDC available on the aircraft supply side

=o:p>

Two (2) 28vDC to 13.8vDC converters are installed to provide power for the car audio amplifiers. Each of these converters require 30 amps 28vDC on the input side to produce 40 amps of 13.8vDC on the output side.

=o:p>

The result is that the two (2) aircraft converters are sized correctly for the existing power that the aircraft has available.

=o:p>

Each of these converters will provide approximately 552 watts of car audio power (13.8vDC), therefore the "600 watt" car audio will only clip at full gain, maximum draw.

&n=sp;

&n=sp;

P in watts (W) is equal to the current I in amps (A), times the voltage V in volts =V):

$$P(W) = I(A) = i \times V(V)$$

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631.737.5900 <tel:631.737.5900> | = 516.857.6533 <tel:516.857.6533> =a href="mailto::eroth@intljet.com"  
=arget="\_blank">eroth@intljet.com-----=-----  
-----=/span>

From:=/b> =effrey Epstein [mailto:jeevacation@gmail.com <mailto:jeevacation@gmail.com> ]

Sent: Tuesday, =ovember 26, 2013 1:56 PM

To: Eric Roth; =vjet

Subject:

<=o:p>

not sure =hy the 110 watt number is still a mystery, , i thought we =ad it at our fingertips as it was the limiting factor.

-- =br>\*\*\*\*\*

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im still =ai

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Jeffrey Epstein

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