

**To:** [REDACTED]  
**Cc:** Jeffrey Epstein[jeevacation@gmail.com]  
**From:** Eric Roth  
**Sent:** Thur 8/5/2010 9:22:50 PM  
**Subject:** GV Seating  
[image001.jpg](#)

Dear Larry and Jeffrey,

The Gulfstream V is equipped and certified with 16g dynamically certified seating compared to the 9g seating in earlier manufactured aircraft.

As you can imagine, the requirements for the seat to withstand the 16g forces under crash test criteria is far more critical by comparison.

One major difference between the two types of seating is that 16g seats require testing of the seat framework AND the cushion and dress cover assembly to be tested "as one".

Without boring you, the 16g testing takes into account the transfer of energy directly to the passenger occupant, so the foam build up is critical, especially in the envelope areas where the body sits.

Personally, I do not see the value of replacing the existing seat frames in s/n 502. I do however suggest that you replace the hydrolocks and cales as required so that the seat functions in a "like new" capacity.

As always, please do not hesitate to call me with any questions you may have.

I hope all is well and that you are enjoying the summer.

Warm regards,

Sincerely,

**Eric Roth**

*President*



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