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**From:** Jeffrey Epstein <jeevacation@gmail.com>  
**Sent:** Friday, December 6, 2013 3:08 PM  
**To:** Eric Roth; Ivjet  
**Subject:** Re: Frequency / Static Converter Information Required

i don;t need jim stedmans notes, We need what we gav= him to make his decisions.

On Fri, Dec 6, 2013 at 9:17 AM, Eric Roth <[REDACTED]> wrote:

Good morning Larry,=/u>

We need information regarding the two (2) frequency co=verters that exist in the aircraft. The manufacturer and part number sh=uld be identified in your Supplemental Equipment List.

Additionally, we need a copy of the wiring diagram(s) =or this system.

Based upon the very limited information we have at the=moment, we "believe" the system is as follows:

- Two (2) 115 VAC 60hz frequency converters exist,=wired as a piggyback master / slave combination.
- \* =Ten (10) outlets in the main cabin =rea
- \* =One (1) utility outlet in the aft l=vatory vanity
- \* =One (1) in the R/H galley (presumab=y the one that should be used for the kettle to make coffee)=/span>
- \* =The microwave oven is "tied" in=o this system with a dedicated circuit breaker
- \* =The coffee maker (located in the R/= galley) is actually running off of 115VAC 400 Hz - NOT 60Hz=/span>

Jeffrey, to preemptively answer what will undoubtedly =e your first question, I do not know what notes Jim Stedman still has. = know that when we first went down this path, he identified that the aircr=ft in it's existing electrical configuration could not support the requi=ements of the Integra residential type system.

As frequency converters are "relatively expensive"=to procure and install, I want to confirm this information and then presen= options.

Power is the basis for any system we will contemplate =nd it is the foundation we need to identify before taking the next step.

I am working from home today, so if anyone needs to sp=ak with me, please call me on my cell [REDACTED]  
<tel:[REDACTED]> .

Thank you.

ERIC H. ROTH | PRESIDENT

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