
From: Jeffrey Epstein <jeevacation@gmail.com>
Sent: Wednesday, November 27, 2013 3:07 PM
To: Larry
Cc: Eric Roth; Jay Massar
Subject: Re: RE:

we were categorilaly told that we didn't have enough p=wer. how was that done if no one has the info?"?

On Wed, Nov 27,=2013 at 11:01 AM, Larry <[REDACTED]> <mailto:[REDACTED]> wrote:

Eric

I will=look in my Palm Beach office again, Not every aircraft of this vintage has=its load analysis binder, Green aircraft and Newer Generation builds may h=ve this book.

I gave all me wiring books / Log boods to Tom and Jay at the start =f this project, currently the wiring diagrams are in Aft lavatory closet i= the GIV, if the load analysis book exists, I would image its still at =JI, If this engineer relayed to you that our aircraft is power limited, ho= did he come to this conclusion if he does not possess the Load Analysis o= our GIV? IF he personally located the cabin converters, (24vdc to 110vac)=and made note of their power AMP limits, would be his only way of determin=ng our load limits. Most engineers will provide the load analysis with the=e research when taking on a project., To my knowledge, I have not seen thi= book yet. when i return to Palm beach, I will search harder, I have 10=boxes of records, most history CMP cards,.

thx

Larry

Sent from my iPad

On Nov 27, 2013, at =0:07 AM, Eric Roth <[REDACTED]> <mailto:[REDACTED]> wrote:

Jeffrey-

I am waiting for my engineer t= reply back to me as just came back last night from Europe. I will hopeful=y find out today (based upon if he retained his notes from the preliminary=system discussions).

You have dedicated 110vAC power =n the aircraft that supports the L/H galley microwave, the R/H galley coff=e maker and various outlets in the main cabin that are generally used for =ow consumption electronics , such as phone chargers, lap tops and other sm=ll personal electronic devices.

I recognize that you are frustra=ed, but this information is easily identified and found in the aircraft'= Electrical Load Analysis binder.

Larry, you must have it in the hangar with the rest of your manuals or worse case down at Gulfstream when they were performing the cockpit avionics work.

Eric

ERIC H. ROTH | PRESIDENT

<image002.jpg><=>

P [REDACTED] <tel:[REDACTED]> | C [REDACTED] <tel:[REDACTED]> | [REDACTED]
<mailto:[REDACTED]> | www.intljet.com <http://www.intljet.com/> <image004.jpg>
[REDACTED] <image006.jpg><=span> <[REDACTED]>

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2221 Smithtown Avenue, Long Island MacArthur Airport, Ronkonkoma, New York 11779=/p>

From: Jeffrey Epstein [mailto:eevacation@gmail.com <mailto:jeevacation@gmail.com>]
Sent: Wednesday, November 27, 2013 9:00 AM
To: Eric Roth; vjet
Subject:

eric we have 2 sockets all 110 on the plane, with enough capacity, for all to be operated at the same time. this makes no sense. you told me we couldn't have a 110 system, until now i have no real numbers=

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