
From: Jeffrey Epstein <jeevacation@gmail.com>
Sent: Wednesday, November 27, 2013 3:17 PM
To: Larry
Cc: Eric Roth; Jay Massar
Subject: Re: RE:

in addition now that we changed to led cockpit from tubes = the electric draw shoudl be much less.

On Wed, Nov 27, 2013 at 11:01 AM, Lar=y <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 <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 h=ngar with the rest of your manuals or worse case down at Gulfstream when t=ey 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.=ntljet.com <http://www.intljet.com/> <image004.jpg>
<[REDACTED]> <image006.jpg> <[REDACTED]>

2221 Smithtown Avenue, Long Island MacArthur Airport, Ronkonkoma, New York 11779

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 =e 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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