
From: Eric Roth <[REDACTED]>
Sent: Tuesday, November 26, 2013 10:00 PM
To: 'Jeffrey Epstein'
Cc: 'Larry Visoski'; 'Jay Massar'
Subject: RE:
Attachments: image002.jpg; image004.jpg; image006.jpg

Jeffrey =

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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.

Ple=se do not confuse 28V power, 12 volt (13.8vdc) power and 110V, 60 hz =ower.<=:p>

On the other =and, you do have approximately 68 amps of 28 v power available from the =ircraft side. This power is converted to 13.8 v (car audio =apable) through the Ameriking aircraft =onverters.\

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Each of the =wo (2) converters installed require 30 amps each (60 amps total), so in =heory, you have approximately 8 amps surplus of 28vDC power as =verage.

So =ere's how it works:

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68 amps of =8vDC available on the aircraft supply side

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Two (2) =8vDC to 13.8vDC converters are installed to provide power for the car =udio amplifiers. Each of these converters require 30 amps 28vDC =n the input side to produce 40 amps of 13.8vDC on the output =ide.

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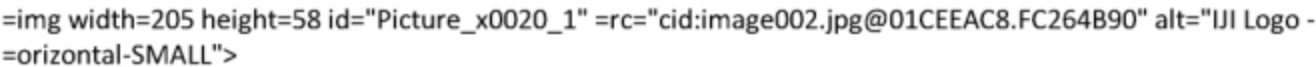
The result =s that the two (2) aircraft converters are sized correctly for the =existing power that the aircraft has available.

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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.

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

 | PRESIDENT



 | eroth@intljet.com-----
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From: Jeffrey Epstein [mailto:jeevacation@gmail.com]
Sent: Tuesday, November 26, 2013 1:56 PM
To: Eric Roth; vjet
Subject:

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

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im still wai

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