

To: Ivjet [REDACTED]
Cc: Jeffrey Epstein[jeevacation@gmail.com]; Jay Massar [REDACTED]; Dan Garofalo [REDACTED]
From: Eric Roth
Sent: Fri 12/6/2013 2:17:39 PM
Subject: Frequency / Static Converter Information Required
[image002.jpg](#)
[image004.jpg](#)
[image006.jpg](#)

Good morning Larry,

We need information regarding the two (2) frequency converters that exist in the aircraft. The manufacturer and part number should be identified in your Supplemental Equipment List.

Additionally, we need a copy of the wiring diagram(s) for 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 area
- One (1) utility outlet in the aft lavatory vanity
- One (1) in the R/H galley (presumably the one that should be used for the kettle to make coffee)
- The microwave oven is "tied" into this system with a dedicated circuit breaker
- The coffee maker (located in the R/H galley) is actually running off of 115VAC 400 Hz - NOT 60Hz

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

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

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

I am working from home today, so if anyone needs to speak with me, please call me on my cell [REDACTED]

Thank you.

ERIC H. ROTH | PRESIDENT



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