

From: Eric Roth <[REDACTED]>
To: 'Jeffrey Epstein' <jeevacation@gmail.com>
Cc: 'lvjet' <[REDACTED]>
Subject: S76 with Rolls Royce Influence
Date: Mon, 05 Oct 2009 21:08:10 +0000
Attachments: S76_Rolls_Royce_Influence.pdf
Inline-Images: image001.jpg; image002.jpg; image003.jpg

Dear Jeffrey,

It's a little crude, but use some imagination.

Attached is a four (4) page pdf file (hit your "Page Up" and "Page Down" keys to scroll through the pages).

Call me. [REDACTED]

Sincerely,

Eric Roth

President



international jet
I N T E R I O R S

International Jet Interiors

2221 Smithtown Avenue
Long Island MacArthur Airport
Ronkonkoma, NY 11779

[REDACTED] Phone
[REDACTED] Fax
[REDACTED] Cell

[REDACTED] e-mail

From: Eric Roth [mailto: [REDACTED]]
Sent: Monday, October 05, 2009 3:42 PM
To: 'Jeffrey Epstein'
Subject: RE: S76 foam build up / upholstery design

What number can I call you at today?

Sincerely,

Eric Roth

President



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International Jet Interiors

2221 Smithtown Avenue

Long Island MacArthur Airport

Ronkonkoma, NY 11779

[REDACTED] Phone

[REDACTED] Fax

[REDACTED] Cell

[REDACTED] e-mail

From: Jeffrey Epstein [mailto: [REDACTED]]
Sent: Monday, October 05, 2009 3:43 PM
To: Eric Roth
Subject: Re: S76 foam build up / upholstery design

eric do you see any reason that the ends could not be rounded like the interior of the phantom rolls royce.. ?? in addition I am looking for a way to minimize the front to back vibration in the seat,unlike a plane or car it is no the up and down , but the front of back that drives me crazy. Can we inlay one foam in a pattern in an other , that would minimize the problm. like a suspension bridge on its side,

On Mon, Oct 5, 2009 at 3:15 PM, Eric Roth <[REDACTED]> wrote:

Dear Jeffrey,

As you are aware of, Larry and I went to Keystone last week to review certain interior details as well as to inspect our progress.

For the moment, I would like to focus on the cushions / upholstery styling.

In my professional opinion, the foam build up / upholstery styling on your S76 is unique. Consider our task as one of finding a balance between comfort, aesthetic appeal and physical limitations. Please keep in mind that this will be like playing a game of chess – each time you make one decision, it effects at least one other area.

More specifically are these relationships:

1. Bottom cushion thickness and the height of which your head may touch the headliner.
2. The height of the newly formed center arm rest (table) and the support of your arm / comfort of the arm rest and the relationship to the height of the backrest bolster styling detail.
3. The width of the arm rest (table) and the remaining seating area (and possible outboard arm rests).

At this point I am confident that your gears are starting to spin quickly, so before you start to try and formalize an opinion, please call me so that we can walk through all of the details together.

In the end, I believe your decision making will consist of concessions between comfort and aesthetics. I believe it is my responsibility to address the dynamics of each detail as they relate to each other, and as I mentioned above, each decision will have a direct effect on another area that requires a decision.

The purpose of this critical exercise is that we want to achieve a reasonable "starting point" when I come to visit.

It would be helpful if start our conversation with both of us looking at photo # 0456 (the last attachment).

Sincerely,

Eric Roth

President



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