

From: Jeffrey Epstein <jeevacation@gmail.com>

To: Eric Roth <[REDACTED]>, Ivjet <[REDACTED]>

Subject: Re: Entertainment System

Date: Wed, 13 Nov 2013 22:16:49 +0000

Inline-Images: image009.jpg; image008.jpg; image007.jpg; image010.jpg

I ll call Tomorw . The equipment you chose is wrong , very wrong . I owned stereo cos in the past . . I'm not sure why you chose it . It cannot be tuned cannot . They are class d , cheap garbage.

Marine amps .

On Wednesday, November 13, 2013, Eric Roth wrote:

Good afternoon Jeffrey,

With all due respect, comparing your aircraft to high end automobiles is a failed equation from numerous perspectives.

From a very fundamental viewpoint, a Mercedes S class has 109.4 cubic feet of interior volume compared to a Gulfstream IV which has approximately 1,345 cubic feet of interior cabin volume. Simply stated, your GIV has over 12 times the cubic volume in the cabin area of which sound is introduced.

When an audio system is designed for a particular car, the manufacturer of the audio equipment is the one who designs and manufactures the equipment. When everyone is happy with the performance of the system, the manufacture builds thousands of the exact same equipment - not a one off system.

Jeffrey I am not looking for excuses. We are highly involved installing entertainment equipment in many aircraft like yours. Using car audio in aircraft is almost non-existent today, but we made an exception to please you. We presented various system's and cost "seemed" to have been the driving and deciding factor.

Most aircraft entertainment system cost anywhere from \$200,000 to \$300,000 and as high as \$1.0M. They are fully digital systems with components specifically designed for aircraft that take into account size, weight, video and acoustic performance.

I want to help you but aside from locating the "buzz" when the speakers are energized and having you present when we "tune the system" (which e can do with you on Friday morning when you arrive - about 1 hours time), I believe this system is at the highest point of it's performance capabilities.

If you want to look at other options, then let's talk about this avenue. I want you to be happy - but realistic.

Below is an e-mail that was sent you along the way that you may find helpful.

Please call me when you have read through this e-mail and have a moment to discuss where we are and where you want to be.

Respectfully,

Eric

Jeffrey,

The system has this "head unit" for control of the audio system through the touch screen.



The DVD is integrated into this head unit as well as "Mirror Link" which allows you to stream Audio from your i-Phone, i-Pad via Bluetooth.

The video out of this unit will be connected to the existing AV module and displayed on the FWD Bulkhead monitor.

A "fixed" aircraft i-Pad (customer supplied) will be located within the credenza and will provide audio and video.

The DVD input will replace the existing DVD input.

You will switch between iPod and DVD from this head unit which will be installed in the credenza.

The rest of the video will remain as it is being controlled from the existing cabin management system switches.

The existing audio will be replaced completely, with 2 sub amps and 2 subs positioned at either end of the credenza.

The single amp will be replaced with 2 amps to maintain the 10 speaker configuration being relocated to the PSU (5 per side for even sound distribution through the cabin).

All of the source selections and volume controls will be done through the head unit in the credenza.

Since this is a car system the Apple app does not allow you to control the system with your phone / i-Pad, etc.

ERIC H. ROTH | PRESIDENT



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From: Jeffrey Epstein [mailto:jeevacation@gmail.com]
Sent: Wednesday, November 13, 2013 11:34 AM
To: Ivjet; Eric Roth
Subject:

mercedes bmw rolls. even cadilal have sound systems for under 10k that far surpass our 50k system

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