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**From:** Jeffrey Epstein <jeevacation@gmail.com>  
**Sent:** Monday, October 5, 2009 7:57 PM  
**To:** Eric Roth  
**Subject:** Re: S76 foam build up / upholstery design

On Mon, Oct 5, 2009 at 3:41 =M, Eric Roth <[REDACTED]<mailto:[REDACTED]>> > wrote:

What number can I call you at toda=?

Sincerely,</=pan>

Eric =oth

Presi=ent

Inter=ational Jet Interiors

2221 Smithto=n Avenue

Long Island MacArthur Airport

Ronkonkoma</=pan>, N= 11779</=pan>

[REDACTED]=A0 Phone

[REDACTED]=A0 Fax<=font>

[REDACTED]=A0 Cell

[REDACTED]<mailto:[REDACTED]> e-mail

www=intljet.com website<=p>

From: Jeffrey Epstein [mailto:jeevacat=on@gmail.com <mailto:jeevacation@gmail.com> ]  
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 not the up and down, but the front to back that drives me crazy. Can we inlay one foam in a pattern in another, that would minimize the problem. like a suspension bridge on its side,

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

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 affects 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 outward 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

International Jet Interiors

2221 Smithton Avenue

Long Island City, New York

Queens, NY 11779

[REDACTED] Phone

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