

**To:** [REDACTED]  
**From:** jeffrey epstein  
**Sent:** Fri 3/9/2012 8:09:42 AM  
**Subject:** Re: flying

Check female vs male you will find much higher percentage of trouble ðbut Aldo meaningless

Sorry for all the typos .Sent from my iPhone

On Mar 8, 2012, at 10:36 PM, [REDACTED] > wrote:

It was supposed to be funny..

( In 111.58mil flight hours, there were 6909 fixed wing accidents and 18 involved an incapacitated pilot ( sick, hypoxia, heart attack - not able to fly)

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**From:** Jeffrey Epstein <ieevacation@gmail.com>  
**To:** [REDACTED] >  
**Sent:** Thursday, March 8, 2012 9:25 PM  
**Subject:** Re: flying

your statistics seems no better than your other arguments.. they are misleading and it is what is called a long tail.. you compared accidents and incidents. not similar. , incapacitation is another fake term. . if larry had diarrhea , he would not be incapacitated,, he would however by a sick pilot. . compare accidents involving low hour pilots and high hour pilots. , more relevant. . , compare accidents with a low hour co pilot to a high hour co pilot, you might be right , but provide real numbers.

On Thu, Mar 8, 2012 at 9:44 PM, [REDACTED] > wrote:

Ok, fair point. Disagree would have been a better word.  
Since it is 'the only real concern', I thought you would be interested to know that the probability of pilot incapacitation leading to an accident during a 6hour flight is literally one in a million. ( 0.000000966, based on 5 years of general aviation accident data )  
The probability of the two pilots dealing with some of the things I described earlier is close to one in one ;-)

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**From:** Jeffrey Epstein <ieevacation@gmail.com>  
**To:** [REDACTED] >  
**Sent:** Thursday, March 8, 2012 6:36 PM  
**Subject:** Re: flying

I resent you saying there is no benefit to have me fly. It is actually to your advantage and the safety of the flight. FYI in the future if you would like to put forth a position that you feel warrants closer inspection, telling

me, or anyone else that you "resent" what is suggested, both weakens your position, smacks of girliness. and only detracts from any solid ground that your argument needs for support

On Thu, Mar 8, 2012 at 6:29 PM, [REDACTED] > wrote:

Yes, if Larry was incapacitated, you would be better off with Dave or Darren. No argument there.  
Thanks but I have no intentions of moving as I told you I need to be based in NYC.

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**From:** Jeffrey Epstein <jeevacation@gmail.com>  
**To:** [REDACTED]  
**Sent:** Thursday, March 8, 2012 5:23 PM  
**Subject:** Re: flying

I am aware of the robots.. years in the making, cskszmenlay was at the ranch,, the question you missed has nothing to do with being a co pilot though i appreciate your over confidence. The issue is that if something were to happen to larry, that is the only issue,, then i would rather have dave or darren land in a storm in iceland. that being said i will make a decision tomorrow. my suggestion for helping with your rent if you were to move still stands.

On Thu, Mar 8, 2012 at 6:14 PM, [REDACTED] > wrote:

On the plane, I'm in flow and incapable of being upset.

*("According to Csíkszentmihályi, flow is completely focused motivation. It is a single-minded immersion and represents perhaps the ultimate in harnessing the emotions in the service of performing and learning. In flow, the emotions are not just contained and channeled, but positive, energized, and aligned with the task at hand. To be caught in the ennui of depression or the agitation of anxiety is to be barred from flow. The hallmark of flow is a feeling of spontaneous joy, even rapture, while performing a task, although flow is also described as a deep focus on nothing but the activity – not even oneself or one's emotions.")*

I can safely say there is no way anything emotional could affect my focus.

Outside of work, I just can't guarantee the same, but neither can any of your other human pilots.

Until you get one of these: [YouTube: Autonomous flying robots](#)  
It would be easy to make meaningless promises, and nothing is stopping me from doing that but my discipline to be honest with you. With that said, I have no intentions of bad moods or being anything but friendly. Since I won't be staying with you, I see no possible issues.

I understand you don't need me to fly, but I resent you saying there is no benefit to have me fly.

It is actually to your advantage and the safety of the flight.  
Yes, there are a many pilots with more experience and flying skills who would make a better

captain than I. You already have one in Larry. I would suggest that it will prove difficult to find a better suited co-pilot for you and Larry.

- I know my stuff, but I have no ego about being right in the cockpit, unlike 99% of other pilots. I am not trying to compete with Larry. I am there to make his job of flying easier, I anticipate his needs and I am comfortable being his 'flying assistant'. That dynamic makes for a safer cockpit than you would have with a macho pilot trying to prove himself.
- During every flight, we spend time discussing possible emergencies and ways to deal with them, sometimes I pull out a test where we both answer FAA questions, sometimes we go through emergency checklists, we discuss regulations and look up answers - I do it to learn but it also refreshes his memory and in turn we are both more alert and prepared to handle anything during the flight. Do you think this is the cockpit conversation when another co-pilot is flying?
- The other advantage of having me fly, and an important one at that, is my integrity - unlike Dave, I do not try to cover up my mistakes. I am better than most pilots with my flight hours, but I know I don't know everything and I am not embarrassed to ask for help.
- I am calm and collected in emergencies and very capable of handling high stress situations. Thanks to the differences between LV's and my experience, our emergency responsibilities are clearly divided. Larry flies and I run the checklists and handle radios. We both do what we do best. Would you feel safer if Dave was the captain on a leg so in an emergency he ended up flying and Larry just worked the checklist? I don't think so...
- I am ahead of the plane during all stages of flight. Because I love it, I pay attention, think of what happens next, I scan the instruments and catch discrepancies.
- I never skip checklists, even when I could continue without them. Most seasoned pilots do, and complacency can be more dangerous than inexperience.
- I actually use standard terminology and enjoy the lack of ambiguity in radio and crew communication, I don't fool around.
- I am very good when it comes to co-pilot duties. I always show up earlier than I need to. I go above and beyond to get the plane nice and ready, I don't mind being stuck with the menial preflight tasks that nobody likes to do. I get the cabin ready the way you like it...how often do you have music playing, new magazines, a devil dog and a freshly made bed with a hot water bottle, when I am not flying?

Think about the airlines, there is always One person in the position of power. When you have two, things get complicated. American Eagle co-pilots have as little as 500hours and the safety record is not any lower (numbers). It is when there is tension, competition, macho attitudes and complacency in the cockpit, that bad things happen. With me, neither of those is an issue. Think about your other co-pilot options...

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