



# 1989 Gulfstream IV Serial Number 1112, N12U

## Specifications and Summary

**Guardian Jet, LLC**  
1445 Boston Post Road  
Guilford, Connecticut 06437  
203-453-0800 203-453-4527 Fax  
[Guardian@guardianjet.com](mailto:Guardian@guardianjet.com)  
[www.guardianjet.com](http://www.guardianjet.com)





# 1989 Gulfstream IV

## N12U - S/N 1112

**TOTAL TIME:** *As of 09/23/2009*

**TTAF:** 11,386.3

**LANDINGS:** 4,790

**ENGINES:** *(Rolls Royce Tay MK 611-8)*

**Serial Number:**

**LEFT**

**RIGHT**

**SNEW:**

16329

16326

**CYCLES SINCE NEW:**

11,016.6

11,109.4

**Time Since Overhaul:**

4,658

4,676

**MidLife (second) Inspection Due:**

3,781.0

3,602.1

11,235.6

11,507.3

*Note: Calendar due date for Midlife is Oct 2015. Calendar due date for Overhaul is May 2023.*

**APU:** Garrett GTCP36-100G

**Serial Number:**

P-497

**TSN:**

6,684

**TSHSI:**

1,565

**HIS Due:**

7,369

**WEIGHT:** *(ASC 190 accomplished 10/26/1997)*

**EMPTY WEIGHT:** 42,169

**MAX RAMP WEIGHT:** 75,000

**MAX LANDING WEIGHT:** 66,000

**BOW (3 crew/overwater):** 43,786

**MAX TAKEOFF WEIGHT:** 74,600

### AVIONICS:

**COMMUNICATIONS:** (2) Collins VHF-422C Comms (8.33 Spacing)

**NAVIGATION:** (2) Collins VIR-432 NAV Receivers (w/ FM Immunity)

**AUTOPILOT / FLIGHT DIRECTOR:** Sperry SPZ-8000 Dual Autopilot / Flight Director System

**FLIGHT GUIDANCE COMPUTER:** Dual Honeywell FZ-820

**EFIS:** Sperry SPZ-8000 6-tube EFIS

**AIR DATA COMPUTER:** (2) Honeywell Digital AZ810 ADCs

**RADAR:** Honeywell Primus-870

**TRANSPONDER:** Collins TDR-94D Mode S Transponders with Surveillance Flight ID

**AUTOMATIC DIRECTION FINDER:** (2) Collins ADF-462 ADF

**RADIO ALTIMETER:** (2) Honeywell RT-300 Radio Altimeter System

**DISTANCE MEASURING EQUIPMENT:** (2) Collins DME-442 DME

**TRAFFIC ALERT & COLLISION AVOIDANCE SYSTEM:** Honeywell RT910 TCAS II

**LONG RANGE NAVIGATION:** (3) Honeywell Laser IRUs HG1075AE03

**FLIGHT MANAGEMENT SYSTEM:** (2) Honeywell NZ-2000 FMS

**TAWS:** AlliedSignal Mark VII EGPWS with RAAS

**HF:** (2) Collins (Allied Signal) HF-190 Radios

**SELCAL:** Avtech SELCAL Decoder

**COCKPIT VOICE RECORDER:** Fairchild A100A CVR

**EMERGENCY LOCATOR TRANSMITTER:** Artex C-406-2 ELT with nav interface



**CAPABILITIES:**

- RVSM Capable:** Yes
- Minimum Navigation Performance Specs:** Yes
- FM Immunity:** Yes
- 8.33 kHz Channel Spacing for Comms:** Yes
- RNP 10/5/1 Compliant-** Yes

**OPTIONS & FEATURES:**

- Airshow Genesys
- Magnastar C2000 Phone System with 4 handsets
- Aircell SATCOM Flight phone system
- Honeywell AFIS
- CD Player, dual VCR Players
- Fax Machine
- Paper Shredder
- Gables Flight ID
- Baker Audio System with 3 Audio Control Units
- Lasertrak
- Sextant/Thales Standby Horizon
- Sextant/Thales Standby Altimeter
- Horizon Standby Airspeed
- EVAS System (Left and Right)
- Dunlop Wheels and Brakes

**INTERIOR:** *(Refurbished: 1998 at Midcoast Aviation)*

14 passenger configuration. This richly appointed interior features 6 burgundy colored leather seats and two fabric covered divans that seat 4 passengers each. The forward 4-place divan is on the left side with a 2 single seats on the right. The mid-cabin features two forward facing leather seats. The aft cabin area is separated from the mid-cabin by two end tables which incorporate extra storage, a paper shredder and table lamp. The aft-cabin features 2 single seats on the left side club and 4-place divan on the right. The aircraft includes a forward crew lav and crew refreshment center. The full service aft galley includes a flight attendant jump seat, privacy curtain and Rosen Monitor. Galley equipment includes a countertop warming tray, TIA oven, microwave and two TIA coffee makers. There are two 14" Rosen monitors, one on the forward and one on the aft bulkheads.

**EXTERIOR:** *(Painted in May 4, 2004 at Midcoast Aviation, Cahokia, IL)*

Overall Matterhorn White with Aristo Dark Blue and Colonial Light Blue accent stripes.

**MAINTENANCE:**

- ◆ Aircraft enrolled in Gulfstream CMP Maintenance Tracking
- ◆ 24 month Inspection completed 09/12/2009 at Midcoast Aviation
- ◆ 72 month Inspection completed 09/04/2007 at Midcoast Aviation
- ◆ 5000 Landing Inspection due at 5000 landings
- ◆ Last weighed 04/07/2004

### **ASC 190 (Maximum Takeoff and Landing Increase):**

This service change increases maximum takeoff weight by 1,400 pounds and maximum landing weight by 7,500 pounds permitting more passenger capacity with maximum fuel and the ability to tanker fuel at higher landing weights.

### **NOTES:**

- ◆ Owner will retain current registration of N12U
- ◆ Records are intact and complete

### **BRIEF HISTORY:**

- ◆ Date of Manufacture: 09/16/1989
- ◆ No Known Damage History

### **ASKING PRICE:**

\$7,995,000 USD

*This aircraft is being brokered by Guardian Jet, LLC. Prospective purchasers are encouraged to conduct their own independent pre-purchase inspection as Guardian Jet, LLC makes no representations as to the airworthiness of the aircraft or the accuracy of the above information. Specifications subject to verification upon inspection. Aircraft subject to prior sale.*

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## **Aircraft Photographs**









