

Specifications and Summary

Gulfstream IV



1989 Gulfstream IV
Serial Number 1101, N365G





1989 Gulfstream IV

N365G - S/N 1101

TOTAL TIME: (*Times as of 09/30/2006*)

TTAF: 10,876.5

LANDINGS: 7,185

ENGINES: (*Tay 611-8*)

	LEFT	RIGHT
SNEW:	10,760.1	10,735.9
CYCLES:	6,545	6,559
Time Since Overhaul:	3,194.7	3,151.2
Cycles Since Overhaul:	2,246	2,235
Serial Number:	16259	16258

Note: Calendar due date for Midlife is April 2011. Calendar due date for Overhaul is April 2011.

APU: GTPC36-100G

TSN:	9,173
TSHSI:	317.0
Serial Number:	P-489

WEIGHT:

EMPTY WEIGHT:	42,549	BOW:	42,889
MAX RAMP WEIGHT:	75,000	MAX TAKEOFF WEIGHT:	74,600
MAX LANDING WEIGHT:	66,000	ZERO FUEL WEIGHT:	49,000

AVIONICS:

COMMUNICATIONS: (3) Collins VHF-422D Comms (8.33 Spacing)

NAVIGATION: (3) Collins VIR-432 NAV Receivers (w/ FM Immunity)

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

EFIS: Sperry SPZ-8000 6-tube EFIS

HUD: Honeywell 2020 HUD System

RADAR: Honeywell Primus-870 Color Weather Radar w/ Dual Controllers

TRANSPONDER: (2) 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 TCAS II w/ Change 7.0

GLOBAL POSITIONING SYSTEM: (2) Honeywell HG2021GD01/02 12-channel GPS Sensor Units

LONG RANGE NAVIGATION: (3) Honeywell HG1075AE03 IRU's

FLIGHT MANAGEMENT SYSTEM: (2) Honeywell NZ-2000 FMS w/ NZ 5.2 Software + (1) Universal GNS-X Nav

EGPWS: AlliedSignal / Honeywell Mark VII EGPWS w/ Windshear Detection

HF: (2) Collins HF-190 Radios

SELCAL: Yes

AFIS: AFIS Data Link {VHF and SATCOM}

FLIGHT DATA RECORDER: Provisions Only

COCKPIT VOICE RECORDER: Fairchild A100A CVR

ADDITIONAL: Honeywell 2020 HUD System

Honeywell LP-850 Lightning Sensor

Artex 406 MHz ELT

Honeywell DL-900 Data Loader

Dual Auto Throttles

Ice Detector System



CAPABILITIES:

RVSM Capable: Yes
 Minimum Navigation Performance Specs: Yes
 FM Immunity: Yes

Required Navigation Performance 5: Yes
 Required Navigation Performance 10: Yes
 8.33 kHz Channel Spacing for Comms: Yes

OPTIONS & FEATURES:

Airshow Genesys Cabin Display System
 Honeywell MCS-3000 SATCOM
 Foxtronics Security System
 Pulse Light System
 Fax Machine
 CD Player/Changer

Magnastar Phone System
 Rockwell Collins Domestic TV w/ 2 Receivers
 IEC Cabin Management System
 VCR Player
 Printer

INTERIOR: *(Refurbished in May 2003 by Gulfstream, Savannah)*

12 Passenger configuration in a layout that consists of a forward 4-place club, a mid-cabin 2-place club on the right side and a 2-place divan on the left side, aft 4-place club seating, an aft galley, an aft lavatory with a closet, and aft baggage with hanger bars. Interior colors are neutral tan throughout with a carpet in a complimentary color. High gloss wood is accented with gold plated accessories throughout. Aft galley includes convection/microwave oven and ample storage for china and crystal. Cabin entertainment features two VCRs, a CD Player/Changer, Airshow 400, One TV Monitor mounted in the forward bulkhead and one monitor mounted on the left aft of the cabin with swing arm.

EXTERIOR: *(Painted in June 1995 by K.C. Aviation Dallas)*

Overall Matterhorn White w/ Red and Gray Accent Stripes.

MAINTENANCE:

- ◆ ASC 190 with hydro-mechanical brakes
- ◆ Landing Gear Overhaul: 2,077 Cycles Since Overhaul
- ◆ Aircraft enrolled in Gulfstream CMP Maintenance Tracking
- ◆ Aircraft is maintained on MSG-3
- ◆ 72 month Inspection completed March 2006 at General Dynamics, Westfield
- ◆ Calendar due date of next engine midlife is April 2011 and next overhaul is April 2011.

MSG-3:

Aircraft on MSG-3 have longer intervals between inspections. Flexibility on scheduling maintenance. Airframe is not life limited. Aircraft will be compliant with 192 month MSG-3 inspections.

ASC 190 (75,000 Pounds Max Ramp Gross Weight):

The purpose of this service change is to (1) increase payload capability and significantly increases amount of passengers carried with full fuel and (2) allow a longer second stage length. The longer second stage length is enabled by the increased landing weight. This allows for a short flight to be followed by a significantly longer flight without refueling at the first stop. This Service Change makes structural and landing gear modifications to increase the aircraft gross weight. Advantages of this Service Change are:

	BASELINE GIV	ASC 190	DELTA
Max Ramp Wt.	73,600 Lbs	75,000 Lbs	+1,400 Lbs
Max Takeoff Wt.	73,200 Lbs	74,600 Lbs	+1,400 Lbs
Max Landing Wt.	58,500 Lbs	66,000 Lbs	+7,500 Lbs
Max Zero Fuel Wt.	46,500 Lbs	49,000 Lbs	+2,500 Lbs
Takeoff Length (SL, ISA)	5,280 Feet	5,450 Feet	+170 Feet
Landing Length (SL, ISA)	3,380 Feet	3,016 Feet	-364 Feet



ASC 266 (Dunlop Wheel & Brake Installation):

This service change replaces existing wheels, brakes, hydraulic lines, unions, brake pedal bungees and brake electronic control unit (ECU). New tires are provided and modification to the Ground Spoilers will also be performed.

BRIEF HISTORY:

Initial Certificate of Airworthiness was issued in June 1989 and delivered complete in early January 1980. Aircraft was completed by K.C. Aviation, Dallas. This aircraft has always been US Registered and owned/operated by the same corporate operator since new.

NOTES:

- ◆ **Owner will retain current registration of N365G**
- ◆ Overall aircraft condition is excellent and records are intact and complete
- ◆ No damage history
- ◆ **Aircraft available for immediate delivery!**

ASKING PRICE:

\$Make Offer

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











Why Guardian Jet

The answer is in the tag line underneath our name, “**Consulting, Oversight, Brokerage.**” It is important to understand each and to put them in the proper sequence, for that is what sets Guardian Jet apart from other airplane sales companies. The **Consulting** and **Oversight** are the foundation from which spring the **Brokerage** business of buying and selling airplanes on behalf of our clients. This is the paradigm shift that differentiates us from a pure sales company. The simplicity and beauty of the business model is the relationship between the three interactions with the customer.

Consulting

The consulting branch of the business is the project oriented component that solves problems and finds solutions for different issues that arise for each client. We take the pebble out of your shoe. If we are not experts, we have on retainer or will find the expert solution the fastest and most effective way possible.

Oversight

Guardian Jet is a lightning rod for value added services provided or overseen by our own employees, a core group of qualified sub-contractors and industry leading vendors. The services that we do not perform directly, we oversee to make sure you are getting the best the industry has to offer. An individual owner could not possibly find, keep up with or afford on an individual basis, the breadth and scope of what Guardian brings to your operation.

Brokerage

Woven into your day-to-day interactions of operating an airplane is brokering the sale of an existing airplane and/or acquiring the next airplane. For a set fee, we will help you maximize your investment through the help and support of our brokerage and acquisition process. No one is better suited to do that for you than a company that is with you from beginning to end.

The Paradigm Shift

To win your brokerage business, the high margin opportunity, we have to provide outstanding consulting and oversight. By design, Guardian needs to act in the best interest of its customers because it never lets go of the customer. Think of Guardian Jet as the picture on the cover of the puzzle box. Each piece of the puzzle is related to the other and all are designed to improve the experience of owning an airplane.