



AIRCRAFT SPECIFICATIONS  
**1982 GULFSTREAM III**

SERIAL NUMBER:	0350	HOURS TOTAL TIME:	14,108.2																																										
REGISTRATION:	N1454	LANDINGS:	7,923																																										
ENGINES: Rolls Royce Spey MK51 1-8	<p>Left Engine: Serial Number 11121 13,699.2 Hours Total Time 7,706 Cycles Since New 836 Hours Remain to Overhaul Next Overhaul Due 1/31/2014</p>	<p>Right Engine: Serial Number 11113 13,169.6 Hours Total Time 7,411 Cycles Since New 1,157 Hours Remain to Overhaul Next Overhaul Due 5/31/2014</p>																																											
APU:	Garret GTCP 36-100 Serial Number P-177-C	7,227.4 Hours Total Time																																											
FEATURES:	<p>The Gulfstream III, a business jet produced by Gulfstream Aerospace, is an all-weather, long-range, high speed aircraft powered by two Rolls-Royce Spey turbofan engines with thrust reversers.</p> <p>In 1965 Grumman Aircraft decided that turboprops were a thing of the past. The GIII shares the same forward fuselage and cross section as the GI. There are more differences than similarities. The most obvious difference is the two rear mounted Rolls-Royce Spey axial flow turbojet engines. The other differences include a new swept wing and tail. A similar size fuselage to the GI seats 10 in a typical executive configuration. The Gulfstream III is a Gulfstream II with a three and a half foot stretch in the cabin and a new wing. This wing is over eight feet longer and carries 4,961 pounds more fuel increasing range by 921 nautical miles. The first flight was a production standard aircraft, which first flew on October 2, 1966.</p> <ul style="list-style-type: none"> <li>• FM Immunity</li> <li>• Part 135</li> <li>• RNP-1/RNP-5/RNP-10 Compliant</li> <li>• 8.33 Spacing</li> <li>• Reduced Vertical Separation Minimum</li> <li>• Fresh Comscan Inspection</li> </ul>																																												
AVIONICS:	<table border="0"> <tr> <td>Communications:</td> <td>Dual Collins VHF-22C</td> </tr> <tr> <td>High-Frequency Communications:</td> <td>Dual Collins HF-671 Selcal</td> </tr> <tr> <td>Satellite Communications:</td> <td>Aircell ST3100</td> </tr> <tr> <td>Navigation:</td> <td>Dual Collins VIR-31</td> </tr> <tr> <td>Automatic Direction Finder:</td> <td>Dual Collins ADF-60</td> </tr> <tr> <td>Distance Measuring Equipment:</td> <td>Dual Collins DME-40</td> </tr> <tr> <td>Radio Altimeter:</td> <td>Collins ALT-55</td> </tr> <tr> <td>Transponders:</td> <td>Dual Collins TDR-94D Mode S</td> </tr> <tr> <td>Flight Director System:</td> <td>Dual Sperry SPZ-800</td> </tr> <tr> <td>Radar:</td> <td>Sperry WX-880 Color</td> </tr> <tr> <td>Flight Management System:</td> <td>Dual Universal UNS-1B</td> </tr> <tr> <td>Auto Pilot:</td> <td>Sperry SPZ-800</td> </tr> <tr> <td>Cockpit Voice Recorder:</td> <td>Fairchild</td> </tr> <tr> <td>Inertial Reference System:</td> <td>Dual Universal UNS 1B/2 LTN 72RL</td> </tr> <tr> <td>Global Positioning System:</td> <td>Dual Universal UNS 1B/IFR</td> </tr> <tr> <td>Traffic Collision:</td> <td>Honeywell TCAS II</td> </tr> <tr> <td>Flight Phone:</td> <td>Wulfsberg FF VI</td> </tr> <tr> <td>EGPWS:</td> <td>Allied Signal</td> </tr> <tr> <td>Air Data Computer:</td> <td>Yes</td> </tr> <tr> <td>Flight Data Recorder:</td> <td>Yes</td> </tr> <tr> <td>Moving Map:</td> <td>Yes</td> </tr> </table>			Communications:	Dual Collins VHF-22C	High-Frequency Communications:	Dual Collins HF-671 Selcal	Satellite Communications:	Aircell ST3100	Navigation:	Dual Collins VIR-31	Automatic Direction Finder:	Dual Collins ADF-60	Distance Measuring Equipment:	Dual Collins DME-40	Radio Altimeter:	Collins ALT-55	Transponders:	Dual Collins TDR-94D Mode S	Flight Director System:	Dual Sperry SPZ-800	Radar:	Sperry WX-880 Color	Flight Management System:	Dual Universal UNS-1B	Auto Pilot:	Sperry SPZ-800	Cockpit Voice Recorder:	Fairchild	Inertial Reference System:	Dual Universal UNS 1B/2 LTN 72RL	Global Positioning System:	Dual Universal UNS 1B/IFR	Traffic Collision:	Honeywell TCAS II	Flight Phone:	Wulfsberg FF VI	EGPWS:	Allied Signal	Air Data Computer:	Yes	Flight Data Recorder:	Yes	Moving Map:	Yes
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Aircraft offered subject to prior sale, inspection, verification of specifications and withdrawal from market. REV020810tmc



Aircraft Specifications - Gulfstream III, S/N 0350  
Continued Page 2 of 3

# 1982 GULFSTREAM III

<p><b>INTERIOR:</b></p>	<p>Ten passenger interior completed in light Beige. Forward four-place club, four-place divan, two-place club that reclines into bed, and forward galley. Forward 10" and 6.5" individual monitors and 19" aft flat panel. This GIII features an Airshow 400, two DVD players, ten wireless headsets, and multiple 110 volt outlets throughout the cabin. Emergency equipment includes medical kits and AED. Serial number 0350 also has an aft lavatory. This interior was refurbished in October of 2004.</p>
<p><b>EXTERIOR:</b></p>	<p>Overall White with Green. Completed by Duncan Aviation, Battle Creek in December of 2002.</p>
<p><b>ASKING PRICE:</b></p>	<p>Call for Pricing</p>



*Aircraft Sales, Brokerage, Acquisitions & Consulting*



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# 1982 GULFSTREAM III

