

From: [REDACTED]

To: "Je vacation" <jeevacation@gmail.com>

Subject: Fw: Gulfstream IV 1062

Date: Tue, 04 Dec 2012 02:42:19 +0000

Importance: Normal

Attachments: GIV_1062_eBrochure.pdf; GIV-1063_AFM_Weight_Limitations.pdf; Aircraft_weight_work.docx; 2012_E-Card_-_JBFlightened.jpg

This is from Ogara GIV broker, it just verifies what I mentioned today comparing a ASC190 (\$900k) aircraft to a straight GIV, in regards to Full Fuel missions.

All GIV's carry fuel for 10+45min until Flame out max. Its easy to say a GIV is a good 9+30min range aircraft.

GIV and GIVSP all carry 29,500lbs of fuel.

Thx

Larry

Sent via BlackBerry by AT&T

-----Original Message-----

From: "John B. Foster" <[REDACTED]>

Date: Mon, 3 Dec 2012 11:30:41

To: Larry Visoski <[REDACTED]>

Cc: Johnny Foster <[REDACTED]>; David D. Foster <[REDACTED]>; Matt G.

Huff <[REDACTED]>

Subject: Gulfstream IV 1062

Larry -

Attached below are the serial number breaks for the Gulfstream IV Max Ramp weight which increases 1400 # with ASC 190 (cost \$900,000 if kits available), and the GIV-SP which has same higher Ramp weight by build. The additional 1400 # fuel capacity only comes into play with a full plane load of passengers and a maximum range flight - will allow about 30 minutes additional fuel (200NM?). Nice to have, but other considerations (such as greatly upgraded interior) might be a better value.

Also attached is the weight build-up for Gulfstream IV 1062. With tanks filled it has 427# payload. If you typically carry 6 passengers on ultra long range flights, the numbers say about 750# less fuel (100NM?).

Have a good trip - I look forward to meeting you whenever you can see the aircraft.

Best regards,

John

[see attached file: 2012 E-Card - JBFlightened.jpg]

Begin forwarded message: