From: ████████

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

Subject: Fw:

Date: Fri, 15 Jul 2011 00:00:27 +0000

Importance: Normal

Attachments: Z_G4SP_400.SUMM.xls; 2000_model_IV-SP_-_5-07.pdf; 2000_Model_IV-SP_Floorplan_General.pdf; 2000_Model_IV-SP_Spec.pdf

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From Don

Sent via BlackBerry by AT&T

From: Don Bass <████████████>
Date: Thu, 14 Jul 2011 17:56:24 -0400
To: ████████████ <████████████>
Subject:

Hi Larry,

Attached is the current Summary of Available Aircraft for the G-IV/SP/300/400 markets.

This market has stabilized since the recession; however, pricing has not increased, so there is a good amount of relative value in this market. Demand is relatively stable at one to two aircraft trading per month.

Trading levels are as follows:

G-IV/SP- $9.5M to $14.0M
G-300/400- $14.0M to $16.0M
The G-400 is the same aircraft as the G-IV/SP- just a new name for a later model.
G-300- same aircraft as G-IV/SP, however, later model and reduced range to 3,600km.

Four aircraft are currently under contract, (denoted by * on summary) as follows:

SN 1260 - $9.6M
SN 1336 - $13.5M (we are selling this aircraft)
SN 1496 - $12.5M
SN 1501 (a G-400) - $11.75M

I have attached pictures and specs of SN 1381, a 1999 model that entered service in 2000. It has about 3400 hours and motors are not due for about 3200 hours or 2019. The interior has a unique layout but offers an aft divan in a private aft cabin opposite two chairs. It's also a forward galley.

Again, there is good value in this market. When compared to the G-450 market, which is trading between $22.0M to $32.0M, the G-IV/SP is basically the same aircraft from a cabin, range, and performance standpoint for about 50% of the price.

I will take a look at all of the aircraft that are for sale and advise as to the availability of any aft divan, aft galley layouts.

Let me know your thoughts.

Best Regards,

Don Bass

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