

From: [REDACTED]

To: jeevacation@gmail.com

Subject: O'Gara GIV

Date: Wed, 07 Nov 2012 04:23:11 +0000

Attachments: GIV_1062_eBrochure.pdf

Jeffrey,

I have attached O'Gara's IV for your viewing again..

Yes I agree with you, after reviewing all the GIV's on Sean's spreadsheet, many where 8000+ hour aircraft, interiors where in need of new floor plans and full wood working,. the O'Gara aircraft has nice total time at 6688 hours and only 2900 landings,. the G400 interior and new seats installed in 2005 are a tremendous upgrade, and Gulfstream in Savannah did the installation!

Pros for O'Gara aircraft serial #62:

- Gulfstream Savannah completed the interior mod.

- Nomex interior sound dampening package for quiet plus cabin, same quit interior used in G450's.

- all interior plating is brushed nickel, lights, galley latches etc.

- Bright Parts electrical system program, (I;m not familiar with this program, I will gather more info)

- APU is on MSP program

- Avionics is on HAPP, (HoneyWell Avionics Performance Program). If an EFIS tube fails, its exchanged for free, same program if we complete, PlaneView cockpit upgrade.

24 month inspection was completed March of 2012..

- 4000 movie data base system on board aircraft, and LED lighting and cabin management system was upgraded in 2005 also, this is a large number, as Eric Roth stated in the past. A large obstacle we faced with the Reno GIV we declined,, the light switches where original, and Roth said its a huge number to upgrade.

I have requested the maintenance due list for O'Gara aircraft.

Sean's GIV spread sheet does not list #62 for some reason, so I question its accuracy. A great number of GIV's on Sean list where high time aircraft, 8300 hours and higher.

The closest GIV with good specs is the link below, serial #85, according to Controller, the aircraft is located in West Palm beach, I will view tomorrow, since its close. please compare the side ledges in this aircraft to O'gara GIV serial #62. O'gara's wood and side ledges are the G450 wide body style and appear roomier in cabin size.

Personally I like the O'gara GIV serial #62 better than, serial #85 below, I would use this GIV as leverage against O'gara during negotiations. since serial #85 has an asking price of \$6.950M and is on Engine program and 62 does not appear to be enrolled in engine program, and O'gara has an ask price of \$8M, with a verbal of 7M or less..

serial #85 maybe located in palm bch,. higher total time, not wide body or tall interior.

<http://www.controller.com/listingsdetail/aircraft-for-sale/GULFSTREAM-IV/1988-GULFSTREAM-IV/1228091.htm>

thank you,

Larry