

Gulfstream GIII private jet goes under the hammer

Bids will soar at Lanseria Airport on Monday, 14 October as Park Village Auctions brings a unique 1981 Gulfstream GIII private jet to market.



That's the word from PVA's Andrew Dix-Peek, who explains that the aircraft is the only one of its kind in South Africa fitted with hush-kits—meeting the “marginal compliance” noise standard required for operation in European airspace.

Dix-Peek: “The Gulfstream GIII is a third-generation descendant of a successful line of private business jets known for high performance and passenger comfort— making this model desirable in its own right. Add to this the hush-kits, which enable it to operate in Europe and the [registration number] ZS-JGC becomes a coveted project indeed.”

ZS-JGC is a Gulfstream III serial number 312. According to PVA, though the aircraft is a 1981 model its first entry into service was in 1982 and has a mere 10,458 total hours on it, which is “quite low for this level of aircraft,” explains aviation consultant and pilot Steve Anderson.

Aircraft specs

The aircraft is fitted to SA CAA Part 135 charter standards with an Enhanced Ground Proximity Warning System (EGPWS), a digital Flight Data Recorder (FDR), a Cockpit Voice Recorder (CVR), a universal 640 multifunction display, and a Traffic Alert and Collision Avoidance System (TCAS II). Highlighted features include 8.33 KHz spacing and FM Immunity.

The interior is reportedly in good condition, featuring a forward full-service galley. Current cabin configuration is fitted for 12 passengers and three crew comprising two pilots and a cabin attendant.

“The ZS-JGC is capable of reaching Europe with one stop and non-stop business flights throughout Sub-Saharan Africa comfortably and safely,” says Dix-Peek, further commenting that minimal maintenance is required for the machine to resume operation.

Required maintenance

Despite having many hours and cycles remaining, the Gulfstream’s signature two Rolls Royce SII-8 engines are timed out due to a midlife calendar-based inspection. Dix-Peek believes that replacement (as opposed to overhauling) would prove a cost-effective way to get the machine airworthy faster.

Dix-Peek: “All in all, if the re-entry into service is well-managed, a buyer could have a high speed, high altitude, safe long-range aircraft on the register and ready to go for substantially less than a similar model would cost to buy and import.”

The auction will commence at 11am on Monday, 14 October at Lanseria Airport. Viewing will take place on 11 October from 11am-2pm. For more information, email 365@parkvillage.africa.

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