



One of a kind Falcon 20F-5BR available for sale and/or as small as a 25% share ownership in the Nashville, Tennessee area. Currently operated in our JET CLUB fleet of private airplanes this Falcon has served perfectly as a reliable 2000 mile, 9 passenger capable airplane. Only two USA owners since new this Falcon is fully equipped and will deliver included in the sales price with a fresh 12 year heavy inspection "C" checks, gear overhauls, Engine Mid-Life's and ADS B OUT compliance to name a few. This airplane is available with a complete turn-key management with Flight Solutions and our exclusive JET CLUB. Call today to learn more about this exceptional aircraft and how we can help you "Change how you travel"!

Aircraft Overview

Sale Type: For Sale, Trade,

Year: 1990 (into service date 2-1990)

Manufacturer: Falcon

Model: 20F-5BR

S/N: 474

Registration: N998BM

TIAF: 7200

Total Landings: 5981

Engine Details #1

Type: Honeywell 731-5BR-2C MSP GOLD

S/N: P103125

Cycles SNEW: 2984

TTSN: 4024.1

SHSI: N/A (MPI completed)

SMOH: N/A

Engine Details #2

Type: Honeywell 731-5BR-2C MSP GOLD

S/N: P103128

Cycles SNEW: 2936

TTSN: 3967.8

SHSI: N/A (MPI completed)

SMOH: N/A

APU Details

SAPHIR 4.5 serial number 1051

APU starts = 2455

APU time = 1387.5

SMOH = 187.5

Overhaul 1200 hrs.

Impeller = 20,000 hours / 60,000 starts

Avionics

- Autopilot: Collins APS-85
- Dual Yolk mounted GARMIN 796's with XM weather and charts.
- Communication Radios: Dual Collins VHF-22B
- Compass: Collins ALT-55
- Compass: Dual Collins ACH-85 AHRS
- CVR: Collins CVR

(Avionics Continued)

- DME: Dual Collins DME-42
- EFIS: Dual Collins 86C-14
- ADF: Dual Collins ADF-60
- Flight Phone: AirCell Access Iridium w/ wired & wireless handsets
- GOGO WIFI (domestic)
- FMS: Dual Universal UNS-1F w/Universal GPS-1000
- GPS: GPS
- Hi Frequency: Collins HF-9000 w/SELCAL
- Navigation Radios: Dual Collins VIR-32
- Radar Altimeter: Collins ALT-55
- RMI: Dual Collins BDF-36
- SATCOM: SATCOM
- TAWS: Honeywell Mark VII EGPWS
- TCAS: Collins TTR-920 TCASII w/change 7
- Transponder: Dual Collins TDR-94D
- Weather Radar: Collins TVR-850 w/ dual controls
- Honeywell ADS B OUT solution.

Equipment

- MSP GOLD Engine Maintenance Program (MSP)
- TFE731-5BR Engine Upgrade
- GROSS WEIGHT INCREASE - 30,350 GW - empty weight 19,000 BOW
- Traffic Collision Avoidance System
- Emergency Locator Transmitter
- RVSM
- Terrain Awareness & Warning System
- SATCOM
- GOGO Business WIFI
- Cockpit Voice Recorder
- Honeywell Mark VII EGPWS
- Artex C406-2 ELT
- Teledyne angle of attack
- Dual Collins ADC-82A air data computers
- Engine DEECS
- Cabin temperature/mixing valve position indicator
- Dual Davtron clocks
- Windshield embellisher mod
- External baggage compartment

Interior

Interior rating: 8

Beautiful executive interior completed by West Star Aviation. Seating: Four forward club seats, third crew jump-seat, dual aft club seats, 3-place divan completed in Aeristo Volarero Manchester Leather with Redrock custom Sandstone carpet with Eagle EP color master high-gloss black cabinetry and complimentary fabrics and materials to match.

Refreshment Equipment: Forward galley & aft galley

Cabinetry/Woodwork: Three console tables

Entertainment Equipment: Airshow 4000, Blaupunkt DVD/CD/MP3 player, Pioneer CD player, forward & aft 14.5-inch flat screen monitors, Audio International remote control

Accessories: Halogen reading & table lights

Lavatory: Aft

Passengers: 9 plus jump-seat

Exterior

Exterior rating: 8

Beautiful paint completed by West Star Aviation. Base Mathehorn White with metallic platinum and silver striping.

Inspection Details

- Scheduled for 3/1/2018
- "C" check / landing gear overhauls / ADS B OUT And Engine MPI's:
- AR Part 91 Maintained
- Into service date 2-1990
- March 2018 - fresh 12 year inspections including - "C" check, landing gear overhauls and numerous other inspections through 2018.
- ADS B OUT compliant.
- Very high SB/MEB status.

For a complete maintenance status please request a current CAMPS report.

Description

Takeoff at Sea Level, feet 5,085

Takeoff at 5000' 25°C, feet 9,400

Landing Distance, feet 2,570

Certified Ceilings, feet 42,000

Fuel Consumption, gallons per hour 280

Total Variable Cost \$1,907

High Speed Cruise, knots 480

Ranges, Eight (8) Pax, Nautical Miles (NM)

2,258

600 NM Mission, Flight Time 1+35

1000 NM Mission, Flight Time 2+35

Damage History

No known damage history.

Disclaimer

The offer for sale of this aircraft is subject to contract and the aircraft may at any time be withdrawn from the market without prior notice. Specification is subject to verification by the purchaser and is not guaranteed for accuracy and Buyer should rely on their inspection as all aircraft are sold "as is, where is".



General Characteristics

When Dassault and Garrett AiResearch teamed to create the Falcon 20-5 in the mid 1980s, they succeeded in converting 126 aircraft that flew higher, faster and farther on one-third less fuel. Removing the 1960s era GE CF700 engines and replacing them with TFE731-5 turboprops made these classic Mystère Falcon 20 aircraft competitive with the contemporary midsize models offered by Cessna, Hawker, IAI and Learjet.

With a maximum range of 2,400 nm, a 700 cubic foot cabin volume and seating for 9 passengers, it became the jet against which all other midsize competitors were measured.

This is a tough aircraft, with a 20,000 cycle/30,000-hr. initial service life and no hard life limits. V_{mo} ranges from 350 to 390 KIAS and M_{mo} is 0.88 IMN, higher than any other competitive aircraft of that era other than Citation X. It has fully powered flight controls and a speed-proportionate artificial control feel system. Falcon 20F5 model has 270 lb. more fuel capacity than earlier models and full-span slats that reduce V speeds. It has non-stop U.S. West Coast to East Coast range, but the return leg usually requires a fuel stop.

Other features include a 5-parallel buss DC electrical system with manual load shedding, a rather anemic air cycle machine that isn't up to cooling the cabin on the ramp in summer and an older generation pressurization controller. The 731-5 engines, though, produce ample bleed air to maintain an 8,000-ft. cabin at FL 420, the aircraft's maximum cruising altitude.

Pilots rave about the aircraft's soft control feel and docile handling qualities. Unlike newer Falcons, it doesn't have automatic slat extension for stall protection, but large stall fences on the wings assure gentle high angle-of-attack handling.

The aircraft will climb to FL 360 to FL 370 at MTOW, step climbing to FL380 to FL390 at weights below 28,000 lb. First hour fuel flow is 2,000 to 2,100 lb. Plan on 1,500 lb. for the second hour, decreasing 50 lb. per hour thereafter. Long-range cruise speed is Mach 0.765 when heavy and Mach 0.725 when light. Most operators cruise the aircraft at Mach 0.77 to 0.79 unless range performance is critical. Westbound, they'll push up to Mach 0.80, or faster, knowing that they'll be making a fuel stop regardless of cruise speed.

Cabins typically are configured with a forward galley, a forward four-chair club section, an aft half-club flanked by a three-place divan and a full width aft lavatory with a wet sink.

Typical BOWs are close to 18,500 lb. and fuel capacity is 9,170 lb. MTOW is 29,100 lb., unless the aircraft has the optional 30,350-lb. MTOW service bulletin. Similar to a Hawker, it has full-tanks/full-seats loading flexibility. The first models were fitted with 4,500-lb.-thrust -5AR engines, but almost all have been upgraded with 4,750-lb.-thrust -5BR engines, in accordance with SB 735. Even so, the aircraft needs 6,500 ft. of pavement when fully loaded, assuming ISA conditions. Departing hot and high airports, there are significant ht/altitude/temperature limitations.

There are 6-month A checks, 1,200-hr. B checks, 24-month Z checks and 72-month C checks, along with a 12-yr. landing gear overhaul and major corrosion inspections.

The engines have 2,500-hr. MPI midlife inspections and 5,000-hr. CZI overhaul intervals. Having the aircraft enrolled in Honeywell's MSP engine program is a plus.

There is a bit of snob appeal in owning a Falcon 20F5. It has an almost palpable aura of quality. Some people say it's one of the most beautiful midsize aircraft yet designed, a French fashion model that struts down the runway.

In 1963, Pan Am's Juan Trippe was looking for the ideal mid-size jet to buy for his new business aircraft venture, so he asked Charles Lindbergh to evaluate candidate aircraft. When Lindbergh flew Dassault's Mystère 20 prototype, he told Trippe, "We've found our plane." The Falcon 20F5, now in its golden years, hasn't lost any of that mystique.