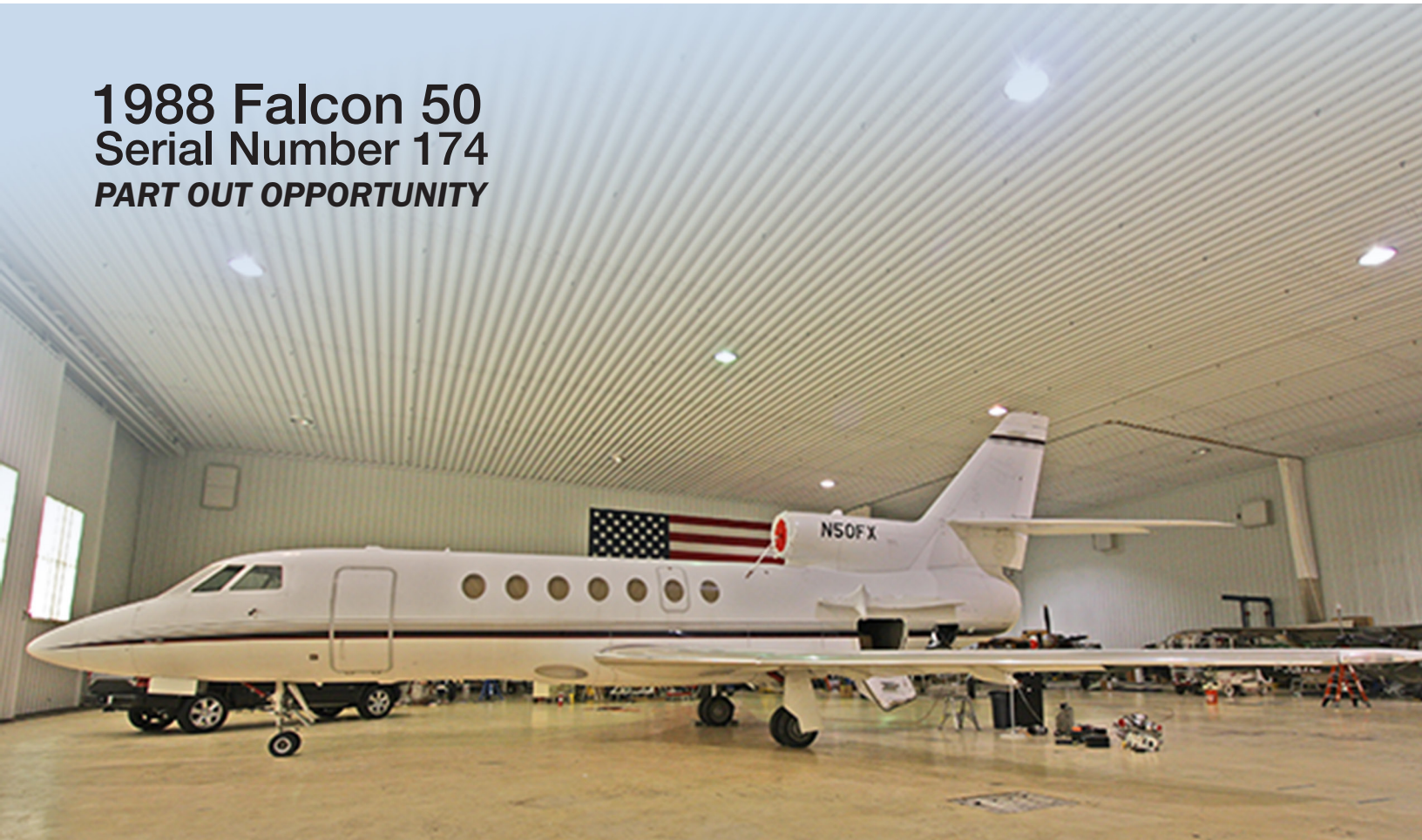




**1988 Falcon 50**  
**Serial Number 174**  
**PART OUT OPPORTUNITY**



**THIS AIRCRAFT IS PARTIALLY DISMANTLED**



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**Price: \$395,000**

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London

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## AIRFRAME HIGHLIGHTS

Time Since New: 8643.0  
Landings: 4831  
Home Base: Columbia, MO

## ENGINES *TFE731-3-1C*

### LEFT ENGINE

8536.5 Time Since New  
4736 Cycles Since New  
941.6 Time Since CZI  
941.6 Time Since MPI

### CENTER ENGINE

8470.1 Time Since New  
4736 Cycles Since New  
3743.5 Time Since CZI  
968.4 Time Since MPI

### RIGHT ENGINE

8475.2 Time Since New  
4712 Cycles Since New  
491.2 Time Since CZI  
491.2 Time Since MPI

## MAINTENANCE STATUS

- Overdue C & 3C (last December 2005)
- NLG & RMLG good until November 2023
- LMLG due January 2020
- S-Duct repaired in 2012 (has not flown since repair)

## ADDITIONAL INFORMATION

- **AIRCRAFT PARTIALLY DISMANTLED**
- Fairchild F-800 FDR
- Triple Collins ADC-82
- Dual Collins AHC-85
- Fairchild GA-100A CVR



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### DESCRIPTION

The aircraft is partially dismantled. This Aircraft was delivered new with a Collins APS-80 Autopilot System. It was decided to upgrade this system by modifying the Aircraft to accept a Collins APS-85 System instead. Unfortunately, this retrofit proved to be too costly, and complex to complete, and therefore the entire project, along with the subject Aircraft was shelved for a later day, which unfortunately never came.

All three engines are removed, covered and sitting on engine stands. Both LH & RH engine pylons are shrink-wrapped. The APU is removed from the aircraft and was used on one of the owners other Falcon 50's (since sold). The cockpit is practically totally dismantled. The avionics EFIS CRT's, control heads and instruments are removed. The aircraft is sitting on its landing gear, and can be towed.

All logbooks are complete, and consecutive, and are written entirely in English.

If a buyer wished to make this aircraft airworthy again, all of the following items would need to be accomplished:

- Either complete the installation of the APS-85 Autopilot System, or 'De-Modify' the Aircraft back to its original APS-80 Autopilot System
- Repair wiring, and re-install Avionics Suite
- Perform 1A/2A/4A/1A+/2A+/4A+/2C Inspections
- Send all three Engines out for DERB evaluation and Repair
- Re-Install Engines
- Purchase and Re-Install APU
- Re-Install the Passenger Interior
- Bench-Check/Overhaul all Out-Of-Date Servos and Actuators
- Replace all Hard-Time Items that are 'Out' of Calendar Time
- Replace All Batteries
- Perform CFR 14, FAR 91.411, and 413 Inspections/Certifications
- Up-Date Navigation Databases



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## AVIONICS



<b>Flight Instr.</b>	Collins EFIS-86 5-Tube	<b>DME</b>	Dual Collins DME-42
<b>Autopilot</b>		<b>Radio Alt.</b>	Collins ALT-55B
<b>Radar</b>	Collins WXT-250	<b>Transponders</b>	Dual Collins TDR-94D (Mode S)
<b>Comms</b>	Dual Collins VHF-22D & VHF-22B	<b>Traffic</b>	Collins TCAS-94 (TCAS II) w/ Change 7
<b>Navs</b>	Dual Collins VIR-32	<b>Terrain</b>	Honeywell MKVIII EGPWS (212-212)
<b>ADF</b>	Dual Collins ADF-60	<b>FMS</b>	Dual Honeywell GNS-XLS

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### INTERIOR



Nine Passenger Interior with Aft Three-Place Couch and Six Chairs. Forward Galley with TIA Oven and Coffee Maker. Aft Flushing Lavatory. Airshow 200 with 10.4" LDD Monitor.

**1988 Falcon 50** Serial Number 174 PART OUT OPPORTUNITY

**ENGINES**



**1988 Falcon 50** Serial Number 174 PART OUT OPPORTUNITY

**ENGINES**



**1988 Falcon 50** Serial Number 174 PART OUT OPPORTUNITY

**PARTS**





## 1988 Falcon 50 Serial Number 174 PART OUT OPPORTUNITY

### EXTERIOR

Overall Matterhorn White with Charcoal, Slate Grey and Raspberry Accent Stripes.



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