You've heard us say time and again that the Gulfstream III is the world's finest executive jet transport in service today.
The truth is, it's the truth.
The problem is, it's hard to understand just how good the Gulfstream III is unless you know some-thing about business jet aircraft and how they com-pare to each other.
You see, this remarkable airplane has a way of turning the extraordinary into the commonplace. In fact, it does it with amazing regularity.
Consider what Gulfstream Ills have done as a matter of routine:

A Gulfstream III flew nearly 4,000 statute miles non-stop from New York's LaGuardia airport to Dakar, Senegal, on the west coast of Africa, with 11 passengers and a crew of 3 on board. It then spent 16 days operating throughout Africa, flying over 52 hours and covering more than 20,500 miles on a very intense schedule.
Mechanical problems? Not a one.
Another Gulfstream III flew over 4,300 statute miles non-stop from Pittsburgh to Milan, Italy with 7 executives of a well-known U.S. corporation and a crew of 3 on board. Again, no problems.
Yet another Gulfstream III, only one day after
it received its Certificate of Airworthiness from the FAA, departed Savannah, Georgia with 10 passen-gers and crew of three and flew non-stop to Paris, over 4,000 statute miles away. What's more, it was operating with the latest and most sophisticated of American-engineered flight systems technology-electronic flight information displays, a laser-driven inertial navigation system, a digital air data computer system, and a totally new electric generating system. Not a single problem.
No other executive jet in service today has done anything comparable.
That's because no other executive jet in service today can do any of these things.

You've also heard us say that Gulfstream execu-tive jets are the overwhelming choice of the world's major corporations and governments.
How overwhelming?
All ten of the largest U.S. industrial corporations operate Gulfstream jets, and they have a total of 26. The same is true with the top 20. All of them

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operate Gulfstream jets, and the total is 44.
Of the top 50,40 operate 90 Gulfstream executive jets. In total, there are 117 Gulfstream jet aircraft in service with the leading 100 U.S. industrial concerns. Among the largest U.S. commercial banks and financial service organizations, there are 8 Gulfstream jet operators, and two of them each operates two. Eight of the largest U.S. aerospace companies-who ought to know how to evaluate airplanes better than anyone-have Gulfstream executive jets. Four have two each.
As for governments, at last count there were
25 of them operating 38 Gulfstream Ills and 42 Gulfstream lis for a total of 80. Two of these Gulfstream jets, by the way, have helped train American astronauts to land the Space Shuttles. And three Gulfstream Ills joined the United States Air Force in 1983.

Performance and acceptance.
It seems to us they go hand in hand.
When you build a product that is truly superior-and it proves that it is, day in, day out, in the real world-sooner or later that product dominates
its market.
In today's long range executive jet marketplace, that product is the Gulfstream III.
In fact, the only airplane we can see on the hori-zon that will really surpass the Gulfstream III is our own Gulfstream IV, which will begin deliveries in the latter part of 1986 to a waiting list for more than 85 aircraft.

If you are now making plans to acquire a new
jet aircraft to meet your immediate needs for execu-tive transportation, take a look at everything the Gulfstream III can do for you.
To help you evaluate the Gulfstream III com-pletely, we can make arrangements to take you on actual business trip you have to make somewhere in the world. That's the best way to learn for yourself what even we sometimes forget: just how good the Gulfstream III really is.
Talk it over with Joseph E. Anckner, Vice Presi-dent, Gulfstream International Marketing.
Call him at (912) 964-3288. Or write to him at Gulfstream Aerospace Corpor-
ation, PO. Box 2206, Savannah,
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