

## Aircraft Details

**Use the query results with caution**

Over time registration numbers are assigned to different aircraft and diverse data stores with inconsistent data are being joined

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### N Number: 393JW

<b>Last Action Date</b>	2020-08-25		
<b>Airworthiness Date</b>	1977-09-15	<b>Expiration Date</b>	2023-10-31
<b>Manufacturer_Name</b>	BEECH	<b>Model Name</b>	200
<b>Registrant Name</b>	GUARDIAN FLIGHT LLC	<b>Street</b>	10888 S 300 W
<b>Registrant City</b>	SOUTH JORDAN	<b>Registrant State</b>	UT
<b>Registrant Zip Code</b>	840954043	<b>Country</b>	UNITED STATES
<b>Region</b>	Northwest Mountain	<b>Registrant Type</b>	LLC
<b>Fract Owner</b>		<b>Certificate Issue Date</b>	2017-10-02
<b>Status</b>	N-Number Assigned and Registered		
<b>Serial Number</b>	BB-292	<b>Aircraft Type</b>	Fixed wing multi engine
<b>Mode S Code</b>	51107313	<b>Year Mfr</b>	1977
<b>Aircraft Category</b>	Land	<b>Builder Certification</b>	Type Certificated
<b>Number Engines</b>	2	<b>Number Seats</b>	11
<b>Aircraft Weight</b>	CLASS 2	<b>Aircraft Cruising Speed</b>	156
<b>Airworthiness Classification</b>	Standard	<b>Approved Operation Codes</b>	Normal
<b>Engine Manufacturer</b>			
<b>Engine Model Name</b>		<b>Engine Type</b>	Turbo-prop
<b>Engine Horsepower/Thrust</b>		<b>Fuel Consumed</b>	

#### ----- History 1 -----

<b>Last Action Date</b>	2017-10-02		
<b>Registrant Name</b>	GUARDIAN FLIGHT LLC	<b>Street</b>	10888 S 300 W
<b>Registrant City</b>	SOUTH JORDAN	<b>Registrant State</b>	UT

<b>Registrant Zip Code</b>	840954043	<b>Country</b>	UNITED STATES
<b>Region</b>	Northwest Mountain	<b>Registrant Type</b>	LLC
<b>Fract Owner Status</b>		<b>Certificate Issue Date</b>	2017-10-02
	First Notice for Registration Renewal		

----- **History 2** -----

<b>Last Action Date</b>	2016-07-13		
<b>Registrant Name</b>	GUARDIAN FLIGHT INC	<b>Street</b>	10888 S 300 W
<b>Registrant City</b>	SOUTH JORDAN	<b>Registrant State</b>	UT
<b>Registrant Zip Code</b>	840954043	<b>Country</b>	UNITED STATES
<b>Region</b>	Northwest Mountain	<b>Registrant Type</b>	Corporation
<b>Fract Owner Status</b>		<b>Certificate Issue Date</b>	2009-03-27
	N-Number Assigned and Registered		

----- **History 3** -----

<b>Last Action Date</b>	2013-07-24		
<b>Registrant Name</b>	GUARDIAN FLIGHT INC	<b>Street</b>	10888 S 300 W
<b>Registrant City</b>	SOUTH JORDAN	<b>Registrant State</b>	UT
<b>Registrant Zip Code</b>	840954043	<b>Country</b>	UNITED STATES
<b>Region</b>	Northwest Mountain	<b>Registrant Type</b>	Corporation
<b>Fract Owner Status</b>		<b>Certificate Issue Date</b>	2009-03-27
	First Notice for Registration Renewal		

----- **History 4** -----

<b>Last Action Date</b>	2011-08-10		
<b>Registrant Name</b>	GUARDIAN FLIGHT INC	<b>Street</b>	10888 S 300 W
<b>Registrant City</b>	SOUTH JORDAN	<b>Registrant State</b>	UT
<b>Registrant Zip Code</b>	840954043	<b>Country</b>	UNITED STATES
<b>Region</b>	Northwest Mountain	<b>Registrant Type</b>	Corporation
<b>Fract Owner Status</b>		<b>Certificate Issue Date</b>	2009-03-27
	First Notice for Registration Renewal		

----- History 5 -----

<b>Last Action Date</b>	2010-12-21		
<b>Registrant Name</b>	GUARDIAN FLIGHT INC	<b>Street</b>	5859 AEROFUEL PL
<b>Registrant City</b>	FAIRBANKS	<b>Registrant State</b>	AK
<b>Registrant Zip Code</b>	99709-4486	<b>Country</b>	UNITED STATES
<b>Region</b>	Alaskan	<b>Registrant Type</b>	Corporation
<b>Fract Owner</b>		<b>Certificate Issue Date</b>	2009-03-27
<b>Status</b>	N-Number Assigned and Registered		

----- History 6 -----

<b>Last Action Date</b>	2009-03-27		
<b>Registrant Name</b>	GUARDIAN FLIGHT INC	<b>Street</b>	5859 AEROFUEL PL
<b>Registrant City</b>	FAIRBANKS	<b>Registrant State</b>	AK
<b>Registrant Zip Code</b>	99709-4486	<b>Country</b>	UNITED STATES
<b>Region</b>	Alaskan	<b>Registrant Type</b>	Corporation
<b>Fract Owner</b>		<b>Certificate Issue Date</b>	2009-03-27
<b>Status</b>	First Notice for Re- Registration/Renewal		

----- History 7 -----

<b>Last Action Date</b>	2009-02-17		
<b>Registrant Name</b>	STIRLING ERIC	<b>Street</b>	5859 AEROFUEL PL
<b>Registrant City</b>	FAIRBANKS	<b>Registrant State</b>	AK
<b>Registrant Zip Code</b>	99709-4486	<b>Country</b>	UNITED STATES
<b>Region</b>	Alaskan	<b>Registrant Type</b>	Co-Owned
<b>Fract Owner</b>		<b>Certificate Issue Date</b>	2006-02-16
<b>Status</b>	The Triennial Aircraft Registration form was mailed and has not been returned by the Post Office		

----- History 8 -----

<b>Last Action Date</b>	2006-02-16		
<b>Registrant Name</b>	STIRLING ERIC	<b>Street</b>	5859 AEROFUEL PL
<b>Registrant City</b>	FAIRBANKS	<b>Registrant State</b>	AK
<b>Registrant Zip Code</b>	99709-4486	<b>Country</b>	UNITED STATES
<b>Region</b>	Alaskan	<b>Registrant Type</b>	Co-Owned
<b>Fract Owner</b>		<b>Certificate Issue Date</b>	2006-02-16
<b>Status</b>	N-Number Assigned and Registered		

----- History 9 -----

<b>Last Action Date</b>	2005-10-17		
<b>Registrant Name</b>	FLYBOYS II LLC	<b>Street</b>	1209 ORANGE ST CORPORATION TRUST CTR
<b>Registrant City</b>	WILMINGTON	<b>Registrant State</b>	DE
<b>Registrant Zip Code</b>	19801	<b>Country</b>	UNITED STATES
<b>Region</b>	Eastern	<b>Registrant Type</b>	Corporation
<b>Fract Owner</b>		<b>Certificate Issue Date</b>	2003-02-05
<b>Status</b>	N-Number Assigned and Registered		

----- History 10 -----

<b>Last Action Date</b>	2003-02-05		
<b>Registrant Name</b>	FLYBOYS II LLC	<b>Street</b>	1209 ORANGE ST CORPORATION TRUST CTR
<b>Registrant City</b>	WILMINGTON	<b>Registrant State</b>	DE
<b>Registrant Zip Code</b>	19801	<b>Country</b>	UNITED STATES
<b>Region</b>	Eastern	<b>Registrant Type</b>	Corporation
<b>Fract Owner</b>		<b>Certificate Issue Date</b>	2003-02-05
<b>Status</b>	N-Number Assigned and Registered		

----- History 11 -----

<b>Last Action Date</b>	2001-02-06		
<b>Registrant Name</b>	JACKSON AIR CHARTER INC	<b>Street</b>	PO BOX 98248
<b>Registrant City</b>	JACKSON	<b>Registrant State</b>	MS
<b>Registrant Zip Code</b>	39298-8248	<b>Country</b>	UNITED STATES
<b>Region</b>	Southern	<b>Registrant Type</b>	Corporation
<b>Fract Owner</b>		<b>Certificate Issue Date</b>	2001-02-06
<b>Status</b>	N-Number assigned		

\*\*\*\*\* No Deregistered Data Found \*\*\*\*\*

\*\*\*\*\* No Reserved Data Found \*\*\*\*\*

----- FAA Accident/Incident 1 -----

<b>Occurrence Date</b>	2009-06-28	<b>Aircraft Make</b>	BEECH
<b>Aircraft Model</b>	200BEECH	<b>Damage</b>	MINOR
<b>Document Last Modified</b>	2009-07-22		
<b>Narrative</b>	PILOT (CAPT) REPORTED THAT DURING CRUISE AT 23000 FEET		

MSL NEAR MOUNT REDOUBT, HE HEARD A LOUD BANG. THE CO-PILOT (SIC) SAW THAT THE RIGHT HAND OVER-WING LOCKER HAD DEPARTED THE AIRCRAFT. CREW DECLARED AN EMERGENCY AND CONTINUED TO THE TED STEVENS INTERNATIONAL AIRPORT (ANC). AIRPLANE LANDED WITHOUT FURTHER INCIDENT.

----- FAA Accident/Incident 2 -----

<b>Occurrence Date</b>	2009-06-28	<b>Aircraft Make</b>	BEECH
<b>Aircraft Model</b>	200	<b>Damage</b>	MINOR
<b>Document Last Modified</b>	2014-06-30		

**Narrative**  
 PILOT (CAPT) REPORTED THAT DURING CRUISE AT 23000 FEET MSL NEAR MOUNT REDOUBT, HE HEARD A LOUD BANG. THE CO-PILOT (SIC) SAW THAT THE RIGHT HAND OVER-WING LOCKER HAD DEPARTED THE AIRCRAFT. CREW DECLARED AN EMERGENCY AND CONTINUED TO THE TED STEVENS INTERNATIONAL AIRPORT (ANC). AIRPLANE LANDED WITHOUT FURTHER INCIDENT

----- FAA Accident/Incident 3 -----

<b>Occurrence Date</b>	2008-09-20	<b>Aircraft Make</b>	GULSTM
<b>Aircraft Model</b>	200	<b>Damage</b>	NONE
<b>Document Last Modified</b>	2013-12-31		

**Narrative**  
 (-23) AIRCRAFT HIT A FOX ON LANDING ROLL OUT ON RUNWAY 14 AT ANCHORAGE INTERNATIONAL AIRPORT. NO DAMAGE TO AIRCRAFT.

\*\*\*\*\* No NTBS Accidents Found \*\*\*\*\*

\*\*\*\*\* No NTBS Pre 1982 Accidents Found \*\*\*\*\*

----- SDR 1 -----

<b>Date Of Report</b>	2015-07-15	<b>Operator Control Number</b>	G1IA20150708001
<b>Date Of Occurrence</b>	2015-07-04	<b>Aircraft Registration</b>	393JW
<b>Aircraft Manufacturer</b>	BEECH	<b>Aircraft Group Code</b>	200
<b>Aircraft Manufacturer Model</b>	200BEECH	<b>Aircraft Make Model Sequence</b>	1152920
<b>Air Carrier Name</b>	Unknown	<b>Air Carrier Operation Code</b>	G1IA
<b>Operation Type</b>	A	<b>Stage Of Operation</b>	APPROACH
<b>Severity Factor</b>		<b>Air Transport Association Code</b>	AC Generation System
<b>Precautionary Procedures</b>	DEACTIVATE SYST/CIRCUITS	<b>Nature Of Condition</b>	SMOKE, WARNING INDICATION
<b>Segment</b>	AIRFRAME	<b>Descriptive Name Of Part</b>	PCB

<b>Defective Location On Aircraft</b>	ZONE 100	<b>Failed Part Condition</b>	ARCED
<b>Part Total Time</b>		<b>Part Total Time Since Overhaul</b>	
<b>Component Manufacturer</b>		<b>Component Manufacturer Model</b>	
<b>Component Manufacturer Number</b>		<b>Manufacturer Part Number</b>	913600111

**Ata Code**

**Remarks**

THE INST INV WARNING ANNUNCIATOR ILLUMINATED ON SHORT FINAL. TIME OF THIS EVENT WAS APPROX 1445L. APPLIED THE MEMORY ITEM FOR THIS WARNING LIGHT. THE WARNING LIGHT EXTINGUISHED MOMENTARILY THEN REAPPEARED. CONTINUED THE APPROACH & LANDED. THE MEDICS ADVISED ME THAT THERE WAS SMOKE COMING OUT FROM UNDER THE FWD BED. COULD SMELL ELEC FUMES, BUT DID NOT HAVE SMOKE IN THE COCKPIT. IMMEDIATELY TURNED OFF THE INST INV SWITCH & THE POWER SWITCHES TO THE LIFE PORT BED SYS. ENSURED THE CABIN PRESS WAS DUMPED & VENTILATED THE CABIN. THE SMOKE & FUMES DISSIPATED QUICKLY & THERE WAS NO SIGN OF ACONTINUING SOURCE OF SMOKE. THE ACFT WAS TAXIED TO THE HANGAR & TURNED OVER TO MX. INSPECTED THE SYS & FOUND THE A120

----- SDR 2 -----

<b>Date Of Report</b>	2014-04-30	<b>Operator Control Number</b>	G1IA20140218001
<b>Date Of Occurrence</b>	2014-02-14	<b>Aircraft Registration</b>	393JW
<b>Aircraft Manufacturer</b>	BEECH	<b>Aircraft Group Code</b>	200
<b>Aircraft Manufacturer Model</b>	200BEECH	<b>Aircraft Make Model Sequence</b>	1152920
<b>Air Carrier Name</b>	Unknown	<b>Air Carrier Operation Code</b>	G1IA
<b>Operation Type</b>	A	<b>Stage Of Operation</b>	APPROACH
<b>Severity Factor</b>		<b>Air Transport Association Code</b>	Trailing Edge Flap Actuator
<b>Precautionary Procedures</b>	NONE	<b>Nature Of Condition</b>	SMOKE
<b>Segment</b>	AIRFRAME	<b>Descriptive Name Of Part</b>	MOTOR
<b>Defective Location On Aircraft</b>	TE FLAP	<b>Failed Part Condition</b>	FAILED
<b>Part Total Time</b>		<b>Part Total Time Since Overhaul</b>	
<b>Component Manufacturer</b>		<b>Component Manufacturer Model</b>	
<b>Component Manufacturer Number</b>		<b>Manufacturer Part Number</b>	100384040

**Ata Code**

**Remarks**

THE PILOT REPORTED ON APPROACH INTO ANC. THE FLAP INDICATOR DID NOT SHOW THEN MOVING ALL THE WAY TO APPROACH. A MEDIC THEN INFORMED US THEY SMELLED SMOKE IN THE BACK. WE COULD CLEARLY SEE SMOKE IN THE BACK & COULD BY THAT TIME SMELL IT. ON SHORT FINAL & DECIDED TO LEAVE THE FLAPS WHERE THEY WERE, AFTER LANDING WE TURNED OFF ALL UNNECESSARY ELEC EQUIPMENT & NOTED THAT THE SMOKE SEEMED TO BE DISSIPATING. AFTER SHUTDOWN WE NOTICED THAT THE FLAPS DID NOT APPEAR TO

BE ALL THEWAY IN THE APPROACH POSITION & THE FLAP MOTOR  
 CB WAS POPPED OUT. MX FOUND THE FLAP MOTOR FAILED &  
 SEIZED. REPLACED FLAP MOTOR PN 100-384040 & ROTARY  
 ACTUATOR PN 100-524073-1. FLAP OPERATION & RIGGING WERE  
 CHECKED IAW MM. ACFT WAS RETUR

----- SDR 3 -----

<b>Date Of Report</b>	2009-07-07	<b>Operator Control Number</b>	2009F00051
<b>Date Of Occurrence</b>	2009-06-28	<b>Aircraft Registration</b>	393JW
<b>Aircraft Manufacturer</b>	BEECH	<b>Aircraft Group Code</b>	200
<b>Aircraft Manufacturer Model</b>	200BEECH	<b>Aircraft Make Model Sequence</b>	1152920
<b>Air Carrier Name</b>	Unknown	<b>Air Carrier Operation Code</b>	G1IA
<b>Operation Type</b>	A	<b>Stage Of Operation</b>	CRUISE
<b>Severity Factor</b>		<b>Air Transport Association Code</b>	Nacelle/Pylon Miscellaneous Structure
<b>Precautionary Procedures</b>	UNSCHED LANDING	<b>Nature Of Condition</b>	INFLIGHT SEPARATION
<b>Segment</b>	AIRFRAME	<b>Descriptive Name Of Part</b>	STRUCTURE
<b>Defective Location On Aircraft</b>	ZONE 400	<b>Failed Part Condition</b>	MISSING
<b>Part Total Time</b>	4,918	<b>Part Total Time Since Overhaul</b>	18
<b>Component Manufacturer</b>		<b>Component Manufacturer Model</b>	
<b>Component Manufacturer Number</b>		<b>Manufacturer Part Number</b>	8535506
<b>Ata Code</b>			
<b>Remarks</b>	<p>ON 6/28/2009 ACFT WAS ENROUTE AT 23000 FEET WHEN THE          PILOTS HEARD A LOUD BANG. THEY FOUND THE RT RAISBECK          WING LOCKER MISSING. THE FLIGHT CONTINUED AND THEY          ELECTED TO LAND. MX WAS INFORMED AND HAS CONTACTED          MFG ENGINEERING WHO WILL BE IN ANC 6/30/09 TO TRY AND          DETERMINE THE CAUSE OF FAILURE.</p>		