

2010 Citation II, Serial Number 550-630, N198ND

Clifford Development/Williams "FJ44-3A Powered" Citation II FADEC-powered, Super-efficient and Fast.

You won't believe it until you fly it - the completely re-engined and re-engineered Clifford Development Group "FJ44-3A Powered Citation 550" makes flying the most popular light jet, fun all over again! Cruise speed is up nearly 20%, fuel flow is down 30%, range, payload and max cruise altitude all get a huge boost from the best-in-class Williams FJ44-3A improvement package produced by Clifford Development Group. A modernized radio and avionics package with EFIS, freon air, TCAS II, factory high gross weight, late year model with very low total times and cycles along with brand new paint and interior make this Clifford Citation II the best value, highest performance aircraft on the world market!

- **All-around better performance than the Citationjet CJ-3**
- **Same performance as the Citationjet CJ-4**
- **All for less than 1/2 the price!**

Airframe:

Aircraft Total Time: **5,660** Hours Since Brand New (1990)
Aircraft Total Landings: **5,300** Cycles Since Brand New

Engines (2010):

Zero Hours Since Brand New Zero Time Williams FJ-44-3A Engines with Full Factory Warranty with FADEC (Full Authority Digital Electronic Engine Computers) and Available Williams Factory TAP or TAP Elite Engine Program at buyers option.

Modifications/Conversions (2010):

Clifford Development Group's FJ44-3A Improvement Package including:

- * New FJ44-3's rated at 2820-lbs of Thrust (4000-hour TBO)
- * FADEC fly-by-wire engine controls
- * Dual FADEC air data sources added
- * Dual ignition exciters on each engine (individual boxes)
- * Electronic Engine Sync w/no mechanical parts
- * New Ametek digital engine displays
- * Annunciator Panel moved to glareshield
- * New Heavy duty BFGoodrich brakes

- * New Wheels and Tires
- * New bleed air inter-coolers and controls valves designed to handle the FJ44-3
- * FIU (FADEC Interface Unit)are modular and replaceable
- * Mach warning box replace with new digital controller
- * New center pedestal - holds A/P components - optional pedestal can accommodate additional equipment
- * Carbon Fiber aft cowls
- * New technology Fuel Flow Transmitter
- * New Electro/Luminescent and Instrument Panels as required (no patched instrument panel)
- * OEM aluminum starter-generator cables replaced with copper for better starts
- * New quick donning EROS oxygen masks for crew
- * Much more....

Avionics:

Full Sperry EFIS/Collins Pro Line II International Avionics Package.

Flight Director:	Sperry EDZ-603 w/RD-450 2 Tube EFIS
Autopilot:	Sperry SPZ-500
Comms:	Dual Collins VHF-22A's w/8.33 spacing
Navs:	Dual Collins VIR-32's with FM immunity
FMS:	Universal UNS-1EW FMS/ WASS Monitor with 3D/LPV certified approach
GPS:	Honeywell/King/Bendix KLN-90 GPS
MFD:	Universal MFD-890 with TAWS A, Vision 1, Application Server Unit with Charts, WSI Weather, E-docs, Check List
Transponders:	Dual Collins TDR-94's w/MODE S
TCAS II:	TCAS 94 w/Collins TTR-4000 w/Change 7
ADF:	Collins ADF-462
DME:	Collins DME-42
Radar Altimeter:	Collins ALT-55B
Weather Radar:	Sperry PRIMUS 650 Color Digital
RMI:	Dual Collins RMI-36's
EGPWS:	Honeywell MARK VII
Standby Horizon:	L-3 Avionics ESI-1000, 3-in-1 Electronic Standby Instrument
CVR:	B & D 89094 Cockpit Voice Recorder

Features:

In addition to the Clifford FJ44-3A Improvement Package.

- * Keith Freon Air Conditioning System
- * Extended Aft Baggage Modification
- * Factory Gross Weight Increase - 14,100 # Max gross Take-off Weight
- * Sierra Radome Modification
- * Rosen Sun Visors
- * Electronic Standby Gyro
- * New Hawker 44 Amp/Hr Lead Acid Battery
- * 403MGh ELT
- * RVSM
- * TCAS II
- * EGPWS
- * Eng Fan Turbine Synch,
- * Angle of Attack
- * Aft Flushing Lavatory
- * Cockpit Flood Cooling Fan

Interior:

Brand New 8 Passenger Interior in customer's choice of all leather with RH/LH Executive Tables in a Center Club Configuration, FWD Refreshment Center , AFT Flushing Lavatory, Fully FAA Part 135 Fire Blocked, New Super Soundproofing package.

Exterior:

Brand New Paint in Customer's Choice of colors and scheme.

Maintenance:

On Cesscom Since New

Fresh Phase I-V at Stevens Aviation with Clifford Conversion

Very Good Maintenance History, No Major Damage History

High Mod and Service Bulletin Status.

Owned by Cartier Europe from New Until 1998 then sold to:

One US Owner (Mid America Dairymen's Association) New (1998) through (1999).

One French US Subsidiary owner (Dentressangle USA) since 1999.

Has all European Mods for Export and Operation in EASA/JAA Airspace.

Price: \$4,200,000 -- as equipped