



Delivered with fresh Phase 1-5B and ADS B compliance currently in progress now! This corporate owned and operated Citation II (550) has excellent history and care. Fully EASA equipped for European theater operations. Universal UNS 1K with GPS, TCAS II traffic advisory, Fairchild Flight Data Recorder (FDR) and much more. High Gross Weight modification allowing for greater payloads with aft baggage modification for greater volume. This is a great opportunity to own one of the most popular light jets ever produced and historically low pricing. Call today to learn more and reserve this aircraft in your name!

Aircraft Overview

Price: Make Offer!
Sale Type: For Sale, Trade,

Year: 1982
Manufacturer: Cessna
Model: II (550)
S/N: 550-0441
Registration: N476RS

TAF: 8983.7
Total Landings: 7965

Engine #1 Details

Type: Pratt and Whitney JT15D-4
S/N: PCE-71203
Cycles SNEW: 1787
TTSN: 1983.0
SMOH: since NEW
SHS: "183"

Engine #2 Details

Type: Pratt and Whitney JT15D-4
S/N: PCE-71278
Cycles SNEW: 4630
TTSN: 5137.0
SMOH: 1,550.0
SHS: due in 200 hours

Avionics

- EASA Equipped!
- Avionics Package: Sperry SPZ-500 5-inch IFCS / Collins Pro Line II
- FMS: Universal UNS-1K w/GPS
- TCAS: Honeywell CAS-67A TCAS-II
- FDR: Fairchild F800
- Communication Radios: Dual Collins VHF-22C w/8.33 spacing
- Navigation Radios: Dual Collins VIR-30A w/FM immunity
- Transponder: Dual Honeywell MST-67A enhanced Mode S

- Weather Radar: Primus 300SL color
- Autopilot: Sperry SPZ-500 IFCS
- ADF's: Dual Collins ADF-60
- Compass: Dual Sperry C-14D
- CVR: Fairchild A100A
- DME's: Dual Collins DME-40
- Flight Director: Sperry SPZ-500 5-inch IFCS
- Radar Altimeter: Sperry AA-300
- RMI: Dual Collins 332C-10 / Sandel ST-3400
- Stormscope: BF Goodrich WX-11J
- TAWS: Sandel ST3400
- Artex C406 Three Frequency ELT

Equipment

- Sierra Radome
- Hi Gross Weight
- Aft Baggage Mod
- 76 Cu Ft Oxygen System
- RVSM
- Freon Air Conditioning

Interior

Rating: 8
New complete custom interior in 2012 with Beige Leather seats, dark quilted custom inserts, Mid-Cabin Club arrangement, Ultra suede Headliner, aft belted private lav, Refreshment Center, LH & RH Executive Slim line Tables. It is beautiful.

Exterior

Rating: 7
New paint in 2012 in Sand Horn base with Copper and Gold Trim in a custom elegant scheme.

Inspection Details

Type: Phase 1-5B
Date: 15 August 2019
Recent 91.411 & 91.413 & RVSM Cert. (April 2016)
New Pilots Windscreen & Co-Pilots side window (April 2016)

** Please request a CESSCOM 10/20 status for a complete maintenance summary **

General Characteristics

- Takeoff at Sea Level, feet 3,450
- Takeoff at 5000' 25°C 6,870
- Landing Distance, feet 2,078
- Certified Ceilings, feet 43,000
- Fuel Consumption, gallons per hour 193
- Total Variable Cost \$1,447
- High Speed Cruise, knots 376
- Ranges, Four Pax, Nautical Miles (NM) 1,355
- 600 NM Mission, Flight Time 1+45
- 1000 NM Mission, Flight Time 2+55
- Passenger Seating Configuration
- Typical Seating 6
- Max Seating Configuration 11
- Cabin Volume (Cubic Feet)
- Total Volume 263
- Cabin Dimensions
- Length 16
- Height 4.8
- VWidth: Max/Flr 4.9/3.2
- Baggage Capacity (Cubic Feet)
- Internal 36
- External 41
- Total Volume 77

Description:

When the Citation II debuted in the light business jet market, it was one-of-a-kind. It sold 1,000 jets in its first four years on the market and was manufactured for sixteen years, making its Cessna's best-selling private jet to date.

The Citation II can carry eight passengers up to 1400 nm at a max cruise speed of 374 knots. Its two Pratt & Whitney JT15D-4 engines provide 2,500 pounds of thrust apiece on takeoff. It climbs quickly at a little more than 3,000 feet per minute and has a maximum service ceiling of 43,000 feet.

The cockpit boasts 340 degrees visibility and simple controls for vital systems like fuel and de-icing. The Citation II can be configured to be flown by a single pilot, reducing travel/operating costs and allowing for more flexibility in flight planning. The Citation II has very good handling characteristics, due largely to its engineers' decision to use the straight wing design.

Not only does this make the jet less susceptible to Dutch rolls caused by strong gusts, but it also increases the ratio of lift per increment of angle-of-attack, which makes for effortless takeoffs and landings.

Just because the Citation II's systems are simple does not mean that they are not safe. The Citation II is certified under FAR part 25 airworthiness standards – these standards are mandatory for big airliners like the Boeing 747.

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".

