

# Specifications and Summary

## Cessna Citation II



### 1984 Cessna Citation II

Serial Number 550-0493, N84GC



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## N84GC - S/N 550-0493

**TOTAL TIME:** *(Times as of 1/03/2005)*

**TTAF:** 10,038

**LANDINGS:** 9,057

**ENGINES:** Pratt & Whitney JT15D-4

	<b>Left</b>	<b>Right</b>
<b>SNEW:</b>	9,767	9,792
<b>SOH:</b>	0	2,817
<b>SHSI:</b>	1,550	989
<b>Cycles:</b>	8,807	8,782
<b>Serial Number:</b>	71395	71395

**AVIONICS:** *(Sperry SPZ-500 IFCS / Collins Pro Line)*

**COMMUNICATIONS:** (2) Collins VHF-20A Comms

**NAVIGATION:** (2) Collins VIR-30 Navs

**FLIGHT CONTROL SYSTEM:** Sperry SPZ-500 IFCS

**AUTOPILOT:** Sperry SPZ-500 IFCS

**FLIGHT DIRECTOR:** Collins FZ-500 FD Computer

**AIR DATA COMPUTER:** (1) Collins AZ-241 ADC + (1) Shadin ADC-200 ADC linked to KLN-90B

**RADAR:** Primus 400SL Color Weather Radar

**TRANSPONDER:** (2) Collins TDR-90 Transponders

**AUTOMATIC DIRECTION FINDER:** (2) Collins ADF-60

**DISTANCE MEASURING EQUIPMENT:** (2) Collins DME-40

**MARKER BEACON:** Yes

**RADIO ALTIMETER:** Collins ALT-55B Radio Altimeter

**RMI:** (2) Collins 332C-10 RMIs

**GLOBAL POSITIONING SYSTEM:** (1) Bendix/King KLN-90B GPS

**MOVING MAP DISPLAY:** (1) Apollo MX-20 Moving Map w/ JeppView. (Tied to KLN-90B and Skywatch)

**TERMINAL COLLISION AVOIDANCE SYSTEM:** BFGoodrich SKY-497 Skywatch System

**ELT:** ELT-110-4

**COCKPIT VOICE RECORDER:** Fairchild GA-100 CVR

**FLIGHT PHONE:** Wulfsburg FliteFone VI

**RVSM/TAWS:** Yes, Installed by Sierra Industries in Feb. 2005

**ADDITIONAL EQUIPMENT / OPTIONS:**

Pilot Side EROS Oxygen Mask

Quick Release Radome

Deluxe Fwd Slimline Refreshment Center

Electric/Digital Clock

2<sup>nd</sup> TDR-90 Transponder

2<sup>nd</sup> ADF

Thrust Reversers

RH Map Case

LH/RH Executive Tables

AOA Indicator

Electric Standby Gyro

Primus 400SL Color Weather Radar

Collins ALT-55B Radio Altimeter



**MAINTENANCE & INSPECTIONS:**

- ▶ Aircraft is primarily maintained in-house and by Cessna Citation Wichita
- ▶ Current Phase 1-5 and 10,000 Inspection being completed by Sierra Industries
- ▶ Maintenance Tracking by CESCO

<i>INSPECTION</i>	<i>LAST COMPLETED</i>	<i>NEXT DUE</i>
Phase 1 (300 Hr / 24 Mo)	March 2005	
Phase 2 (300 Hr / 24 Mo)	March 2005	
Phase 3 (300 Hr / 24 Mo)	March 2005	
Phase 4 (300 Hr / 24 Mo)	March 2005	
Phase 5 (1200 Hr / 36 Mo)	March 2005	

**WEIGHTS:**

<b>MAX RAMP WEIGHT:</b>	13,500	<b>MAX TAKE-OFF WEIGHT:</b>	13,300
<b>MAX LANDING WEIGHT:</b>	12,700	<b>MAX ZERO FUEL:</b>	11,000
<b>EMPTY WEIGHT:</b>	8,165		(Increased Zero Fuel Weight)

**INTERIOR DESCRIPTION: (Refurbished in 2002 by Oklahoma Jet Works)**

8 passenger configuration with an aft facing forward seat opposite the entrance, 4-place club, two forward facing aft seats and a belted lavatory seat. Interior completed in Beige Fabrics and Leathers, Black Pin Dot Carpet, Wood Vaneer, cloth seat covers and Black Chrome hardware.

**EXTERIOR DESCRIPTION: (Refurbished in 2002 by Oklahoma Jet Works)**

Overall Matterhorn White with Titanium Silver, Las Vegas Gold and Sherwood Green accent stripes.

**NOTES:**

- Thrust Reversers
- Freon Air Conditioning
- New Windshields & Cockpit Side Windows
- New Boots
- Cockpit Instrument Panel is completely refurbished including all EL panels

**ASKING PRICE:**

**\$1,595,000**

*This aircraft is being brokered by Guardian Jet, LLC. Prospective purchasers are encouraged to conduct their own independent pre-purchase inspection as Guardian Jet, LLC makes no representations as to the airworthiness of the aircraft or the accuracy of the above information. Specifications subject to verification upon inspection. Aircraft subject to prior sale.*

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# Aircraft Photographs



# Why Guardian Jet

The answer is in the tag line underneath our name, “**Consulting, Oversight, Brokerage.**” It is important to understand each and to put them in the proper sequence, for that is what sets Guardian Jet apart from other airplane sales companies. The **Consulting** and **Oversight** are the foundation from which spring the **Brokerage** business of buying and selling airplanes on behalf of our clients. This is the paradigm shift that differentiates us from a pure sales company. The simplicity and beauty of the business model is the relationship between the three interactions with the customer.

## Consulting

The consulting branch of the business is the project oriented component that solves problems and finds solutions for different issues that arise for each client. We take the pebble out of your shoe. If we are not experts, we have on retainer or will find the expert solution the fastest and most effective way possible.

## Oversight

Guardian Jet is a lightning rod for value added services provided or overseen by our own employees, a core group of qualified sub-contractors and industry leading vendors. The services that we do not perform directly, we oversee to make sure you are getting the best the industry has to offer. An individual owner could not possibly find, keep up with or afford on an individual basis, the breadth and scope of what Guardian brings to your operation.

## Brokerage

Woven into your day-to-day interactions of operating an airplane is brokering the sale of an existing airplane and/or acquiring the next airplane. For a set fee, we will help you maximize your investment through the help and support of our brokerage and acquisition process. No one is better suited to do that for you than a company that is with you from beginning to end.

## The Paradigm Shift

To win your brokerage business, the high margin opportunity, we have to provide outstanding consulting and oversight. By design, Guardian needs to act in the best interest of its customers because it never lets go of the customer. Think of Guardian Jet as the picture on the cover of the puzzle box. Each piece of the puzzle is related to the other and all are designed to improve the experience of owning an airplane.