



Available for shared ownership in the greater Cincinnati Ohio, Northern Kentucky area. Corporate ownership history, low-time Dallas Airmotive "Airtight" warranty engines, all new de-ice boots, ADS B in and out complied with. Honeywell Primus 1000 with Universal 1K FMS. Complete paint and interior refurbishment in process. Call today for more info!

Aircraft Overview

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

Year: 1995
Manufacturer: Cessna
Model: Citation Ultra 560
S/N: 560-0303
Registration: N190JK

TTF: 8,179
Total Landings: 6,723

Engine #1 Details

Type: Pratt and Whitney JT15D-5D
S/N: PCE-50087
Cycles SNEW: 6,723
TTSN: 8,179
SMOH: 1,105

Engine #2 Details

Type: Pratt and Whitney JT15D-5D
S/N: PCE-50090
Cycles SNEW: 6,689
TTSN: 8,176
SMOH: 1,105

Avionics

- ADS B in and out equipped and compliant
- Flight Stream 310 Bluetooth
- FMS: Universal 1K FMS/GPS
- EFIS: Three (3) tube Honeywell Primus
- 1000 (9x7 inch screens)
- NAV: Dual Collins VIR 32's
- FDS: Honeywell Primus 1000
- ADF: Collins ADF 462
- ALT: Collins RADAR ALT 55
- TCAS: Collins TCAS 1
- CVR: Fairchild GA100
- DME: Dual Collins DME 442
- COMMS: Dual Collins VHF 22A's
- TRANSPONDERS: Dual Collins TDR
- RADAR: Honeywell Primus 650 Color

Equipment

- Freon Air Conditioning
- New pilot and co-pilot windscreens
- Belted potty
- On CESCO

Interior

Rating: 10

- Headliner: Top center headliner panel covered in a classic gray Ultraleather.
- Upper sidewall / window line panel: Covered in a pearlized linen textured Ultraleather.
- Arm ledge: Veneered in a rich brown annigre wood with dark gray leather covering bull nose edge.
- Lower sidewall panel: Covered in a textured medium gray leather.
- Carpet: Custom made dark gray textured carpet with the linear design running the length of the cabin.
- Seats: Fireblocked seats covered in a light gray oyster colored leather.
- Cabinetry: Veneered in a rich brown annigre with a high gloss clear coat.

Exterior

Rating: 10

This is a beautiful and unconventional custom paint scheme in 3 graduated shades of metallic blue stripes flowing over a Matterhorn White bottom base.

Inspection Details

Phase 1-IV - November 2020
Phase 1-5 - November 2019
All new de-ice boots wing and tail
ADS B in and out compliant
Enrolled and fully paid on HAPP
Engines still covered under Dallas Airmotive "Airtight Warranty"
New pilot and Co-Pilot windows recently installed.

**please inquire for a CESCO status report (CESCO 10/20) for a full detail on maintenance status.

General Characteristics

- Crew: 2
- Capacity: 7 - 8 passengers
- Length: 48 ft 11 in (14.91 m)
- Wingspan: 52 ft 2 in (15.90 m)
- Height: 15 ft 0 in (4.57 m)
- Wing area: 342.6 ft² (31.83 m²)
- Empty weight: 9,395 lb (4,261 kg)
- Max. takeoff weight: 16,300 lb (7,394 kg)
- Powerplant: 2 x Pratt & Whitney Canada
- JT15D-5D turbofan, 3,045 lbf (13.55 kN) each

Performance

- Never exceed speed: 499 KIAS (Knots Indicated Airspeed) (.755 Mach) 262 KIAS below 8,000 ft
- Cruise speed: 430 knots (495 mph, 796 km/h) at 35,000 ft
- Stall speed: 82 knots (95 mph, 152 km/h) 95 knots, 109 mph, 174 km/h Vmc (Minimum Control Speed)
- Range: 1,960 nm (2,257 mi, 3,650 km) with 45 minutes reserve
- Service ceiling: 45,000 ft (13,715 m)
- Rate of climb: 4,230 ft/min (21.5 m/s)
- Wing loading: lb/ft² (kg/m²)
- Thrust/weight: 0.374

Cessna's aim of producing simple, economical business jets is met in the Citation Ultra. Few private jets in its class can compare in terms of cabin dimensions, speed, and takeoff distance.

The cabin, which can hold eight passengers, stretches to seventeen feet, five inches – the longest cabin of any light private jet. The strategic use of seamless wall panels, indirect lights, and mirrors make the cabin seem even more spacious. Passengers enjoy the cabins equipped with individual flat panel entertainment systems and audio jacks (an optional feature). The Ultra has storage space for twenty-six cubic feet of baggage, or about six hundred pounds worth of golf bags, suitcases, or whatever else worth bringing along.

Arguably the best selling point of the Ultra is its short takeoff distance. The Ultra can complete a takeoff in just 3,200 feet while loaded to its maximum takeoff weight of 16,300 pounds. Not only is the Ultra quick on takeoff, but it is pretty fast at a cruise altitude of 37,000 feet as well. It has a maximum cruise speed of 426 knots.

The Ultra's speed can be attributed largely to its wing design. Adhering to the Citation line's tradition of simplicity in design and operation, it uses the

fastest straight wing design that the Citation line has ever seen. Two aerodynamicists, one from Cessna and one from NASA, collaborated to redesign the Citation line's standard straight wing. The result was a wing with a large leading-edge radius and a level upper surface, which better distributed air flow, cut drag, and increased the Ultra's cruise speed by .08 mach (46 knots).

It would be entirely unfair to solely give credit for the Ultra's speed to the wing design, as the Pratt & Whitney Canada JT15D-5D turbofan engines provide all of the power. Each engine provides the Ultra with 3,045 pounds of thrust. The blades, made from a single-crystal alloy, are part of a wide-chord blade design that has been refined by computer software to improve aerodynamic characteristics. The new alloy also allows the inner tube temperature to go up an additional 68 degrees Fahrenheit (when compared to the recent JT15D5-5A engines). The engine design cuts down on air leaks, resulting in better aerodynamic efficiency.

The engines produce enough bleed air to support the Ultra's systems – anti-icing, cabin pressurization and air conditioning. The temperature control system is conveniently designed to allow the cabin and cockpit to set and maintain different temperatures.

When it comes to avionics systems, simplicity is best. The engineers of the Honeywell Primus 1000 suite realized the importance of details like consolidating multiple displays into a few, easy-to-interpret ones and placing screens close to the controls to which they apply. The predecessor of the Ultra had a confusing array of five screens and more than eight analog controls. The Ultra consolidated the mess into four sleek screens. The relevant controls are located directly on the screens' faceplates to improve pilot hand-eye coordination and flight performance.

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".