CORPORATE AIRCRAFT BUYERS'GUIDE
FLIGHT DIRECTORY COMPILED BY TOM HAMILL

Beechjet 400As will he delivered to customers this year

C

omfort and efficiency are the
hallmarks of the models offered
to the corporate aircraft buyer
this year. Both new types and
upgraded versions of existing models in-clude combinations of more passenger room, improved fuel-efficiency, and higher speeds and operating altitudes. This year, both Cessna and Learjet are offering new turbofan-powered models which will fly higher, faster and more efficiently than any of their other models, and will have larger cabins.

In just over a year, Cessna has announced no less than five new turbofan-powered corporate types. It has also been smart enough in following customer opinions to cancel one of them, the Citation IV, which would have been bigger, had more range and been more expensive than the Cita-tion III.

Cessna says it found that its customers really wanted either Citation III perform-ance at less cost, or greater fuel capacity

and payload. The company has obliged by offering two new types, the Citation VI at $1.4 million less than the Citation III and the Citation VII which has more powerful Garrett engines, will give improved, pay-load-range performance and cost $1.65 million more than the Citation III, which continues in production.
Both the VI and VII will use the same Citation III fuselage dimensions and have standardised systems. The VI interior will be to a standard design rather than custom fit, flight equipment will include Honeywell's SPZ-650 flight control sys-tem, five-tube electronic flight instrument system (EFIS) and a Global Wulfsberg GNS-X long-range navigation system. De-liveries are scheduled for April 1991. The Citation VITs greater power will allow improved mission capability with better "hot and high" airfield performance and engine maintenance intervals will be extended.

The cockpit windshield and forward side windows will be electrically heated.

Honeywell's SPZ-8000 digital flight con-trol system will be fitted, along with a five-tube EFIS and Primus 870 weather radar. An externally serviced lavatory will also be supplied.
Cessna's next top model is to be the newly announced Citation X, continuing the Roman numerical sequence. Bigger, faster and higher-flying than all of its predecessors, the X will have a design maximum operating speed of MO.9, according to Cessna.
The Citation X will cruise at MO.86 at 41,000ft (12,400m) and have an intercontinental range of 6,115km (3,300nm). Cessna claims the new model will be able to fly from New York to London non-stop in six and a half hours. Cessna says the aircraft is to have a "second-generation" supercritical section
wing and two Allison GMA3007A tur-
bofaiis each producing 27kN (6,0001b)
thrust, to achieve climb rates of 41,000ft
in 17min and 47,000ft in 30min, from
take-off at maximum operating weight.

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