



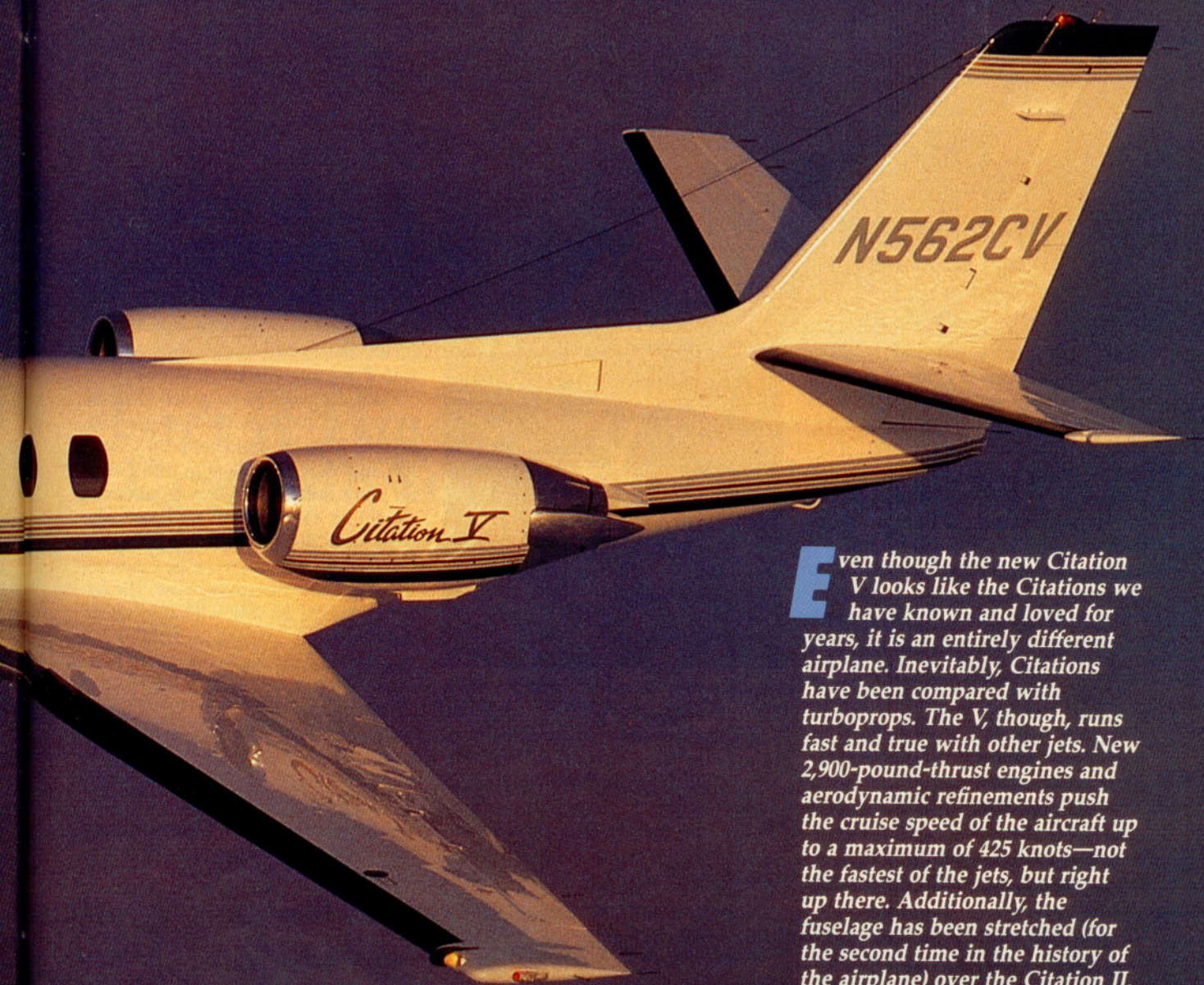
CESNA Citation V

Citation V

FIVE SPEED

*Our first look at the
fastest Citation yet*

BY RICHARD L. COLLINS



Even though the new Citation V looks like the Citations we have known and loved for years, it is an entirely different airplane. Inevitably, Citations have been compared with turboprops. The V, though, runs fast and true with other jets. New 2,900-pound-thrust engines and aerodynamic refinements push the cruise speed of the aircraft up to a maximum of 425 knots—not the fastest of the jets, but right up there. Additionally, the fuselage has been stretched (for the second time in the history of the airplane) over the Citation II, so the cabin can now fly with the same accommodations found in mid-size jets, including a double club-seating arrangement. With high-density seating, the V is certified with 11 passenger seats. The cabin pressurization differential has been increased to



9 psi, giving an 8,000-foot cabin at 45,000 feet. There is a lot of positive history to the pressurization: In 16 years of Citation operation, there has never been a crack in a pressure vessel.

A two-tube EFIS is standard on the airplane; a five-tube, optional. The maximum indicated airspeed on the V has been increased to 296 knots, and the landing gear operating speed is up to 250 knots.

Where the Citation S/II, which the V replaces, used TKS "weeping wing" de-icing, the V uses bleed-air heat on the inboard portion of the wing and low-drag boots outboard. Every item ordered at least 80 percent of the time on Citation II and S/II aircraft has been included as standard on the V.

The increased thrust of the engines does good things for airfield performance as well as cruising speed. At gross weight in standard conditions, the



required field length for the aircraft is but 3,160 feet; at a 5,000-foot elevation and 20 degrees above standard temperature, the required field is 4,860 feet. The time to climb to Flight Level 430 is 28 minutes. While the range of the V is not always transcontinental westbound, especially in the windy aloft seasons, a user located near the middle of the

United States would seldom make a fuel stop flying anywhere in the country.

Pilots for years have waxed eloquent about the Citation's handling qualities, and the V fits the mold perfectly. Cessna has applied for single-pilot certification for the airplane, and the requirement should be easy to meet for those who wish to fly the airplane alone. There is just nothing to be found in the Citation's flying qualities that gives pause. The reference speeds are low, with an average-weight reference speed on final of less than 100 knots. Couple that with a maximum 425-knot cruise for an exceptional speed range.

Three Citation Vs are currently on an around-the-world tour and will visit 119 locations. And while the airplane looks like its predecessors, it has seven windows down each side and would need a rear-view mirror to keep the others in sight on a trip. □

