

PRIME AIRCRAFT JET AND TURBOPROP SALES

1980 Cessna Citation ISP
Registration: N125EA; SN: 501-0125



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This 1980 Citation I/SP Stallion is the most pristine Williams-equipped I/SP Stallion anywhere. This stunning single pilot certified aircraft features a Pro Line 21 avionics suite with a complete 2024 interior and exterior refurbishment done by Skyway Group MRO. This aircraft has 7,856 hours, well below the fleet average. It is powered by Williams FJ44-2A engines, which are significantly more capable and efficient than the original Pratt & Whitney engines, offering improved fuel efficiency, takeoff performance, cruise speeds, and a quieter cabin. The engines are on TAP Blue (Williams engine plan). Dual Garmin GNS-530AW, XM weather, and electronic charts round out the robust avionics suite. This I/SP Stallion also includes a variety of Sierra industries modifications, including-but not limited to-the quick release radome mod, tail cone baggage ski-tube mod, baggage door lift struts, and the glare-shield annunciator panel mod. The Stallion also has the gross weight increase mod bring it up to 12,500 lbs.

The FJ44-2 generates 32% more thrust, and fuel consumption is reduced 25% from the legacy engines. Cruise speeds are 365 to 380 knots with a range of 1480 nm. With such an improvement in performance, the Sierra Stallion competes head-to-head with brand-new bizjets in the same weight class. The Stallion's climb rate exceeds the CJ2+'s by 600 fpm; it exceeds the Premier's by 1,200 fpm on two engines and by 400 to 550 fpm on one engine. The biggest difference is maximum fuel payload for the Stallion, which is more than twice that of either brand-new jet—better numbers than new competitors at half the price. Airframe logs and maintenance status are available for review.

AIRFRAME:

Total Time: 7,857

Total Cycles: 6,458

Maintenance Tracking: TRAXXALL

This aircraft is on the Bacon Low Utilization Program + with an initial enrollment cost of around \$18,000. It is ideal for aircraft that fly 200 hours or less a year. There are many advantages to the program, and it pushes out the Phase 1 - 4 to 4 years, versus 2 years and the Phase 5, from 3 years to 8 years. Each new owner will pay the \$18,000 enrollment fee if you want to keep it on the program.

ENGINES:

Williams FJ44-2A -TBO: 5000 Hours

TAP Blue \$313.48/per eng/per hr

Engine 1: SN: 116040

Total Time: 1,787 Hour SNEW

Engine 2: SN: 116041

Total Time: 1,761 Hours SNEW

AVIONICS:

Collins Proline 21 IDS-3000; 3-Tube EFIS

Dual Garmin & Proline 21 PFDs & Single Proline 21 MFD

Dual Garmin GNS-530AW w/Class B TAWS

Dual Garmin GTX-330D-ES Transponders w/ADS-B Out

Garmin GDL69 SXM Sirius XM Datalink Graphical Weather

Integrated TCAS-I

E-Charts; Integrated Flight Information System (IFIS)

Electronic Chart Display

Collins TWR-850 X-Band Weather Radar System w/12" Antenna

Sperry SPZ-500 Autopilot

Bendix-King Radar Altimeter

Collins ADF-60

Collins DME-40

Dual MDI CHRONOS Chronometers w/USB A & C Charging Ports

ADS-B

WAAS/LPV



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ADDITIONAL EQUIPMENT:

Supplemental Keith Products Electric Freon Air System
Dual Column Freon Air "Cool Sticks" Outlet Vents
Dual Electronic Control Units (ECUs)
Woodward EFST FJ44 Engine Software
Fully RVSM Equipped & Certified to FL450
64 Cubic Foot Oxygen System equipped with EROS Masks
AOA Indicator System
2-1/4" Electric Standby ADI, Altimeter & Airspeed Indicator
Sierra Industries Glareshield Annunciator Panel Mod
Sierra Industries Radome Mod
Sierra Industries Baggage Door Lift Struts Mod
Sierra Industries Tail Cone Baggage Ski-Tube Mod
Rosen Sun Visor Rail System at Cockpit Wind Screen
Medeco Security Locks on All Cabin & Baggage Compartment Doors
Stainless Steel 1/4 QuickTurn Engine Cowl Fasteners and Oil Sight Gauge Doors

INSPECTION STATUS:

This Aircraft is enrolled in the Bacon Maintenance Low Utilization + program.
Bacon Phase 48 Month: Due 12/31/2025 (equivalent to inspection Phases 1-4)
Bacon Phase 96 Month: Due 9/30/2026 (equivalent to the Phase 5 inspection)

Specifications Subject to Independent Verification



MODIFICATIONS/CONVERSIONS:

Gross weight increase mod to 12,500lbs
Sierra Industries Glareshield Annunciator Panel Mod
Sierra Industries Radome Mod
Sierra Industries Baggage Door Lift Struts Mod
Sierra Industries Tail Cone Baggage Ski-Tube Mod
Crew Station Bose Built-In Headset Connectors
Rosen Sun Visor Rail System at Cockpit Wind Screen
Medeco Security Locks on All Cabin & Baggage Compartment Doors
Stainless Steel 1/4 QuickTurn Engine Cowl Fasteners and Oil Sight Gauge Doors

INTERIOR:

Totally refurbished 2024
8 Passenger
Stunning fresh interior refurbishment 01/2024
Forward Galley
All new soft goods Including crew seats
Sierra Industries custom extended legroom layout
Two-place forward divan (w/lav under the aft seat), two aft facing seats (that recline on fully articulating pedestals) and a three-place aft reclining divan with aft in-cabin storage behind the divan.
Folding stowable worktables
Forward two place divan w/dry-chemical toilet located beneath & privacy screens
Forward walnut veneer galley cabinetry w/coffee station & ice compartment
Thermal and acoustic Nomex barrier blankets in the cabin walls and ceilings
LED cabin lighting
Pleated accordion style window shades

EXTERIOR:

Painted 2024
Beautiful aircraft in "Like New" condition
Paint completed Skyway Group MRO-2024
Snow White upper fuselage
Aviation Grey lower fuselage
Black & Atomic Red accents

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