

CITATION Mustang

Structure and general

- 1 Removable (four-point) di-electric radome - mixed composite
- 2 Radar mounting bulkhead - aluminium alloy
- 3 Nose structure incorporating the forward (non-pressurised) baggage compartment (.56m²) nose landing gear well and equipment bays - machined and built-up aluminium alloy
- 4 Nose wheel well and equipment shelf
- 5 Nose landing gear well structure - machined aluminium alloy
- 6 Baggage compartment door (both sides) - composite structure with two latches per door

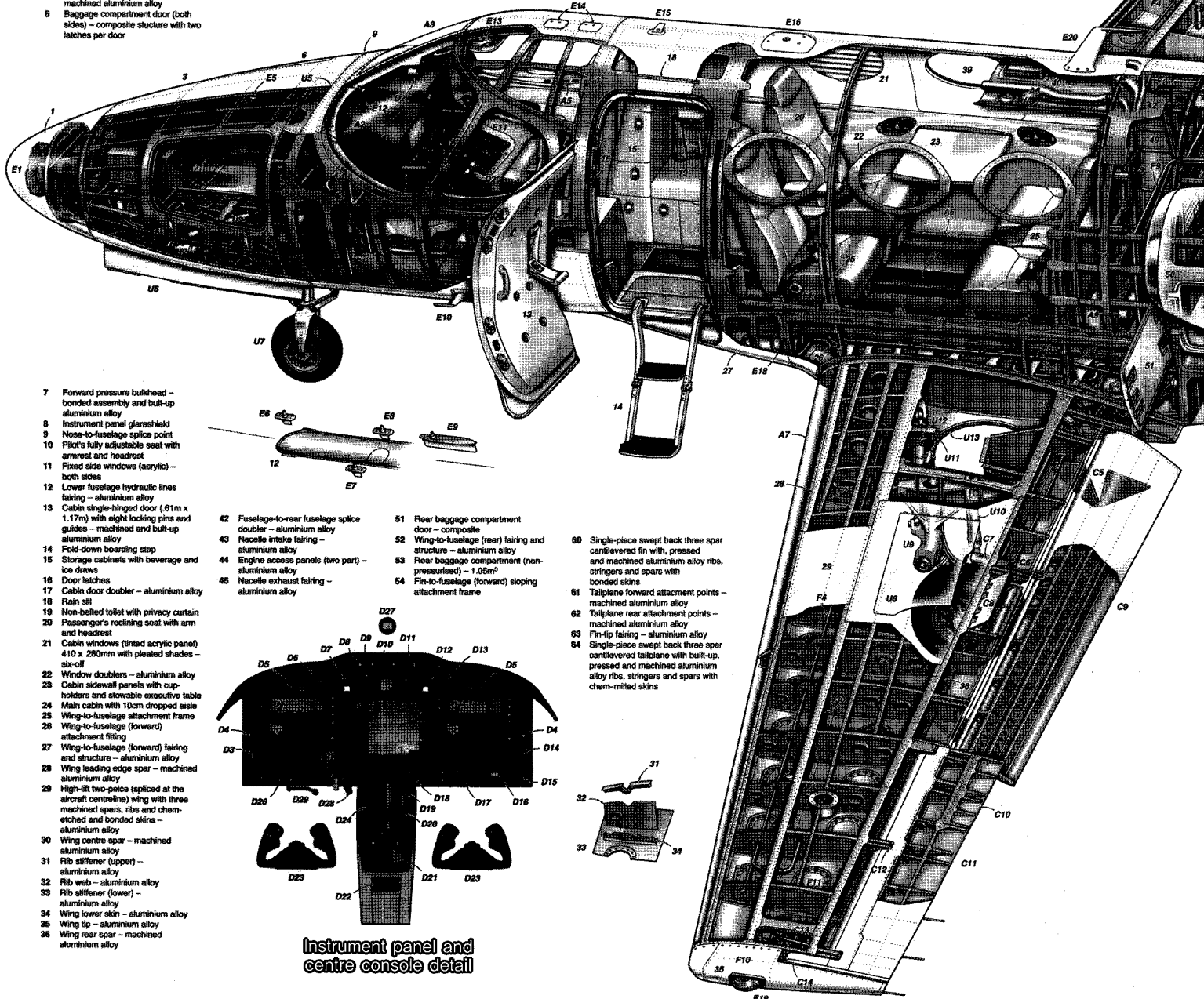
- 37 Fuselage structure - built-up, pressed and machined aluminium alloy frames and T-section stringers with bonded skins
- 38 Wing-to-fuselage (rear) attachment fitting
- 39 Plug type overwing emergency exit - 560 x 610mm
- 40 Cabin overhead panel
- 41 Rear fuselage (flat) pressure bulkhead - bonded assembly and built-up aluminium alloy

- 46 Engine pylon carry-through structure (two-off) - aluminium alloy
- 47 Fuselage/pylon attachment frames - aluminium alloy
- 48 Engine pylon - machined and built-up aluminium alloy and steel
- 49 Pressure bulkhead support structure machined aluminium alloy
- 50 Rear baggage compartment door doubler - aluminium alloy

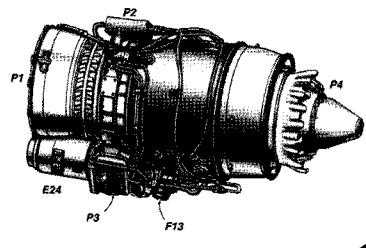
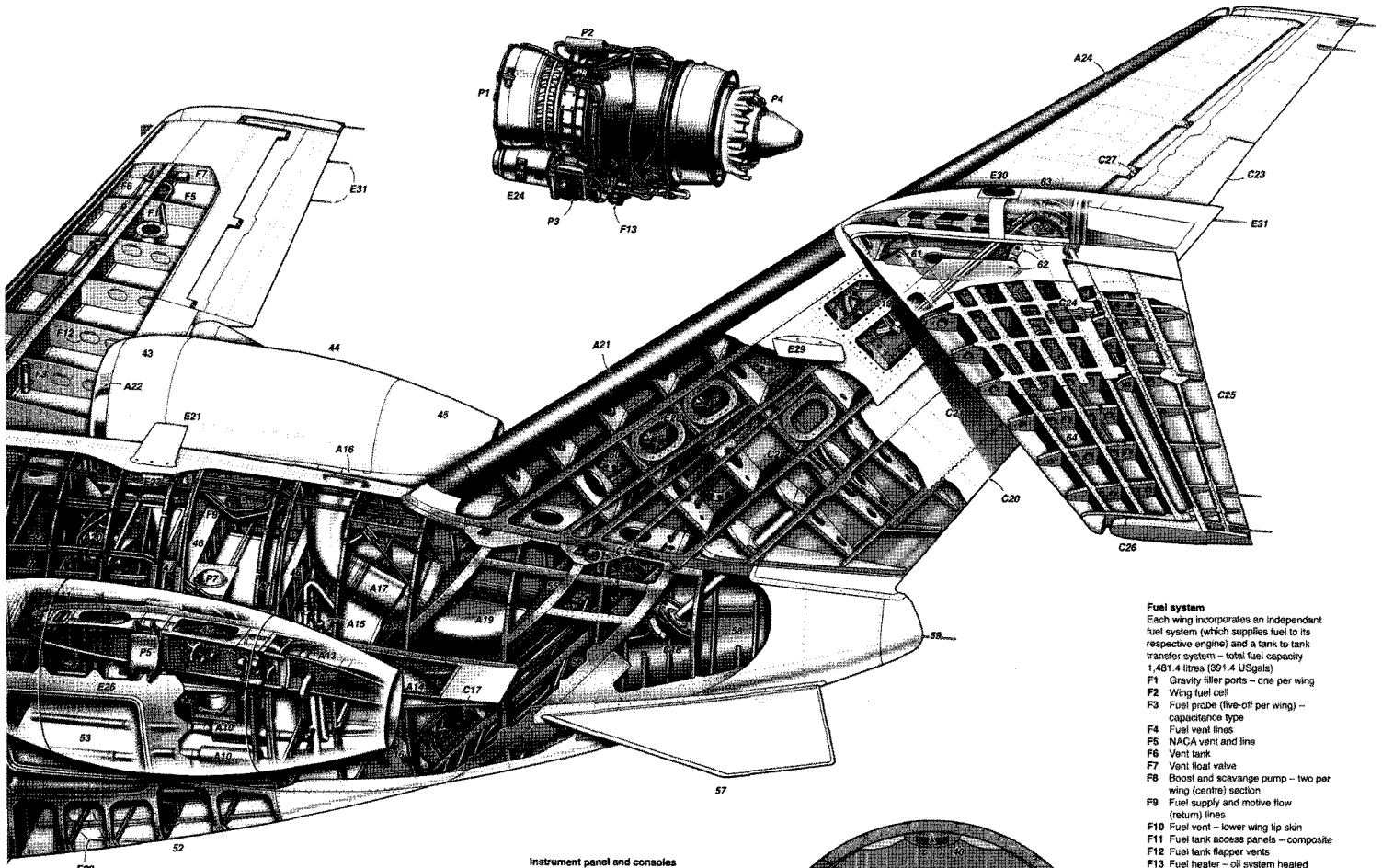
- 55 Fin-to-fuselage (centre) sloping attachment frame
- 56 Rear fuselage bulkhead/fin (rear) sloping attachment frame - built-up and machined aluminium alloy
- 57 Ventral fin (both sides) - single piece composite construction
- 58 Tailcone - built-up and machined aluminium alloy
- 59 Tail-tip - composite

- Air conditioning and anti-icing**
High pressure bleed air is typically supplied from the starboard engine for the cabin environmental control system (ECS) and from the port engine for the cockpit system
- A1 Cockpit side window conditioned air supply
 - A2 Avionics cooling vents
 - A3 Windscreens - electrically anti-iced over three zones per panel

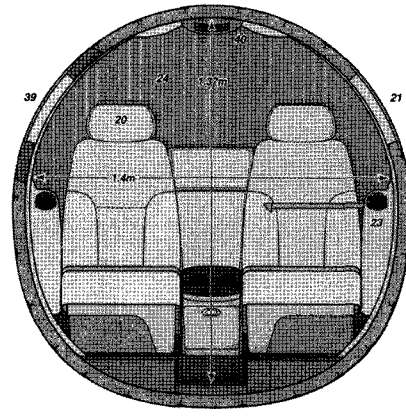
- A4 Cockpit conditioned air outlets
- A5 Cockpit side window conditioned air de-mist outlets
- A6 Cabin conditioned air vents - upper and lower side-wall panels
- A7 Wing (full span) pneumatic de-icing boot - bleed air regulated
- A8 Cabin conditioned air and gasper supply ducts
- A9 Cabin pressure outflow valves - two-off
- A10 ECS mufflers (two-off) below baggage compartment floor



Instrument panel and centre console detail



- Instrument panel and consoles**
- D1 Full colour multifunction display – MFD
 - D2 Digital audio control panel
 - D3 Master caution/warning annunciator panel
 - D4 Aircraft call sign
 - D5 Engine (port) fire warning and extinguisher control
 - D6 Autopilot controller
 - D7 Standby electronic airspeed indicator
 - D8 Standby electronic altimeter
 - D9 Standby electronic attitude indicator
 - D10 Engine (starboard) fire warning and extinguisher control
 - D11 Rotary test panel
 - D12 Oxygen supply pressure indicator
 - D13 Oxygen shut-off
 - D14 Flight hour meter
 - D15 Right-hand lower panel – ECS and emergency locator transmitter (ELT) controls
 - D16 Lighting control panel
 - D17 Flap lever
 - D18 Throttle levers with integral speed brake controls and go-around buttons
 - D19 Remote flight management system (RMS) and MFD control keyboard
 - D20 Rudder and aileron electric trim panel
 - D21 Control yoke with PTT, touch control steering, autopilot and elevator trim switches
 - D22 Rudder trim wheel
 - D23 Landing gear control panel
 - D24 Left-hand lower panel – AC power, avionics, fuel, engine start and anti-icing controls
 - D25 Magnetic compass
 - D26 Parking brake handle
 - D27 Emergency brake handle
- Avionics and electrical**
- E1 Garmin GXW-66 digital weather avoidance radar antenna
 - E2 Data-link – graphical weather
 - E3 Automatic direction finder
 - E4 BMT converter
 - E5 Forward baggage compartment light
 - E6 DME antenna
 - E7 Diversity transponder (lower) antenna
 - E8 Transponder antenna
 - E9 Marker beacon antenna
 - E10 Pilot probe – two off
 - E11 Circuit breaker panels – both sides
 - E12 Ice detector lights – two off
 - E13 Overhead panel with lights and speakers
 - E14 GPS antennas
 - E15 Diversity transponder (upper) antenna
 - E16 ADF antenna
 - E17 Wing inspection light
 - E18 Landing and taxi lights
 - E19 Anti-collision strobe and navigation light
 - E20 VHF COM 1 antenna
 - E21 ELT antenna
 - E22 Electrical system primary junction box
 - E23 VHF COM 2 antenna
 - E24 Engine driven electrical generator – both engines
 - E25 Battery – 28 Ampere-hr
 - E26 Ground power receptacle
 - E27 Emergency locator transmitter
 - E28 Magnetometers – two-off
 - E29 VOR antennas
 - E30 Rear anti-collision strobe/navigation lights
 - E31 Static discharge wicks



Cabin cross-section detail

- A11 Conditioned air heat exchanger air intake
 - A12 Bleed air supply from engine
 - A13 Conditioned air heat exchanger
 - A14 Heat exchanger air exhaust
 - A15 Bleed air pressure regulators
 - A16 Condenser exhaust
 - A17 Condenser fan
 - A18 Condenser
 - A19 Condenser intake
 - A20 Cooling air system compressor
 - A21 Fin leading edge pneumatic de-icing boot – bleed air regulated
 - A22 Engine intake anti-icing – bleed air
 - A23 Fresh air ventilation fan
 - A24 Tailplane (full span) pneumatic de-icing boot – bleed air regulated
- Flying controls**
- C1 Pilot's rudder pedals with full nosewheel steering
 - C2 Control column and yoke
 - C3 Aileron control cable runners
 - C4 Flap asymmetric extension control quadrant
 - C5 Flap hinge and aerodynamic fairing – three per flap
 - C6 Flap actuator – electro-mechanically actuated via flexible drive shaft
 - C7 Flap actuator can
 - C8 Two piece (above and below the wing) speed brakes – electro-mechanically actuated
 - C9 Single piece "Fowler" type flap
 - C10 Aileron trim tab – electro-mechanically actuated
 - C11 Hinge-mounted aileron – built-up and machined aluminium alloy construction
 - C12 Aileron hinges – three-off
 - C13 Aileron control cable conversion quadrant
 - C14 Aileron mass balance
 - C15 Control cable (upper) runners
 - C16 Control cable (lower) runners
 - C17 Control servo (autopilot) – electrically actuated
 - C18 Rudder control quadrant and torque tube
 - C19 Elevator control quadrant and push-rod
 - C20 Rudder trim tab – electrically actuated
 - C21 Hinge-mounted rudder – built-up and machined aluminium alloy construction
 - C22 Elevator control horns
 - C23 Elevator trim tab – mechanically actuated
 - C24 Elevator trim tab actuator and linkage
 - C25 Hinge-mounted elevator – built-up and machined aluminium alloy construction
 - C26 Elevator mass balance
 - C27 Elevator hinges – three-off
 - C28 Rudder hinges – three-off

- Fuel system**
- Each wing incorporates an independent fuel system (which supplies fuel to its respective engine) and a tank to tank transfer system – total fuel capacity 1,481.4 litres (391.4 USgals)
- F1 Gravity filler ports – one per wing
 - F2 Wing fuel cell
 - F3 Fuel probe (five-off per wing) – capacitance type
 - F4 Fuel vent lines
 - F5 NACA vent and line
 - F6 Vent tank
 - F7 Vent float valve
 - F8 Boost and scavenge pump – two per wing (centre) section
 - F9 Fuel supply and motive flow (return) lines
 - F10 Fuel tank – lower wing lip skin
 - F11 Fuel tank access panels – composite
 - F12 Fuel tank flapper vents
 - F13 Fuel heater – oil system heated
- Powerplant**
- P1 Pratt & Whitney Canada PW615F turbofan engine – rated at 1,350hp (8kN)
 - P2 Exciter box
 - P3 Accessory gearbox with integral oil tank – fuel pump, fuel meter and electrical generator
 - P4 Engine exhaust and mixer
 - P5 Engine forward mount
 - P6 Engine rear mount
 - P7 Engine fire extinguisher – Halon
 - P8 Dual channel Full authority digital engine control (FADEC) units – two-off
- Undercarriage and hydraulics**
- U1 Hydraulic filters
 - U2 Hydraulic pump (electric) – charges accumulator to 1,100–1,500 PSI and discharges automatically when system is not in use
 - U3 Hydraulic accumulator
 - U4 Hydraulic reservoir
 - U5 Pneumatic storage bottles (two-off) – emergency landing gear extension and emergency braking
 - U6 Nose landing gear (NLG) doors – composite
 - U7 Forward retracting hydraulically actuated and mechanically steered oleo pneumatic NLG with shimmy damper and chined tyre
 - U8 Main landing gear (MLG) leg door – composite
 - U9 Inboard retracting hydraulically actuated oleo pneumatic trailing link MLG with dual rotor (carbon-steel) digital antiskid brakes
 - U10 MLG shock strut
 - U11 MLG up-lock
 - U12 MLG retraction actuator and side brace
 - U13 MLG wheel bay