



DATE: May 20, 2008

TO: Customers

FROM: Jim Clifford, Clifford Development

RE: News Story

This morning, *AviationWeek.com* reported on an April 25, 2008 test flight in which our Citation II, modified with Williams International FJ44-3 engines, did not restart during a planned in-flight engine shutdown/restart test sequence.

We are disappointed with the tone and the incompleteness of the story. Test flights, of course, are designed to verify every aspect of an airplane's operation and performance.

In the intervening weeks since the April 25th flight test, the problem has been analyzed and corrected. The airplane resumed flight testing on May 15th in Mojave, CA.

The Rest Of the Story

April 25, 2008 -- Test flight mission for the day—Test the in-flight envelope for engine re-start. During the first of a series of in-flight shutdown and relight tests, the engine would not relight in windmill or starter-assist mode. The aircraft safely returned to base and the aircraft maintenance team started a detailed review.

It was noted the ground fault protection had activated, also causing a FADEC fault. A system reset was performed and ground testing of the manual ignition system checked normal. A normal ground start was performed and all systems checked normal. The team configured the aircraft to duplicate an in-flight condition. It was confirmed that the auto and manual ignition systems worked. However, when a starter-assisted start was attempted, the opposite generator fell off-line and a ground fault occurred. After much ground troubleshooting, it was determined that a problem existed within the original aircraft wiring. After determining that normal systems functioned correctly and no safety-of-flight condition existed, the aircraft was released to return to the development center in Kalamazoo, Michigan.

April 27, 2008 -- Once the aircraft arrived at Kalamazoo, the maintenance and engineering team re-verified that the new wiring installed during the modification process was correct, and that the finding of the field maintenance team was also correct. The focus then turned to the original aircraft wiring and, after much troubleshooting, it was determined that Cessna SB24-6 had been installed incorrectly at some point earlier in the aircraft history. This incorrect installation would not have allowed the original P&W JT15 engines to start during a starter-assisted air-start either. Correction of the wiring was completed. The aircraft was ground and flight tested in Kalamazoo to assure all systems performed correctly.

May 15, 2008 -- The aircraft returned to Mojave to continue its required flight testing. The next test flight by Flight Test Associates confirmed that the aircraft met all the FAA required in-flight re-start criteria.

We look forward to completing the remaining test flights over the next three weeks. This event confirms why Clifford Development chose to do extensive test flying, by an outside professional test flight organization. We do not ever want one of our customers to be a test pilot. The nature of testing dictates that problems will be identified and gives us the opportunity to correct problems before final certification. The aircraft has now been flown by 15 outside pilots; all have been amazed that a Citation II can achieve such spectacular performance.