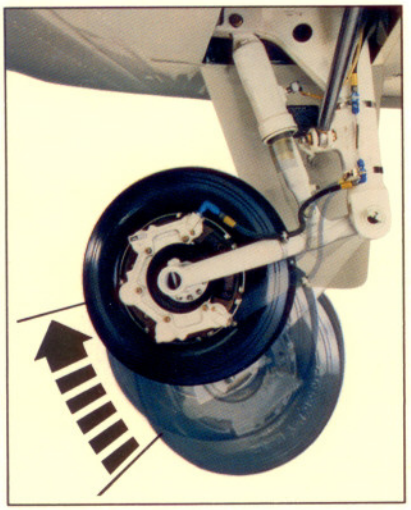
The Conquest II: Your most efficient link between the business centers of the world.

The Conquest II: a showcase of advanced engineering.

The Conquest II started as a clean sheet of paper. This means Cessna engineers started from scratch, using the very latest materials and technology to create the most advanced propjet in aviation history.



Here are some of the technological advances that substantiate that claim.

Trailing link landing gear. Only Cessna propjets utilize the trailing link landing gear, a landing gear known for its smooth, sure landings and taxis.

Its knee-action design allows the main wheels to move both vertically and longitudinally resulting in softer, smoother landings and taxis—benefits you will notice with every flight.

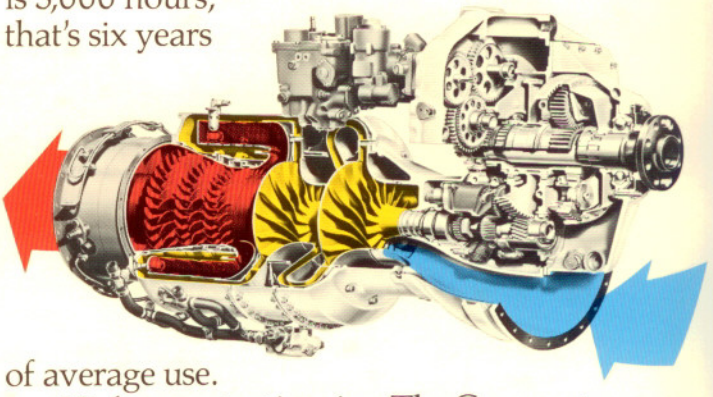
Computerized fuel metering. To help maximize high altitude efficiency and minimize pilot workload, the Conquest II has an electronic computer that meters fuel according to changing outside temperatures, altitudes and power settings. This is standard equipment on the Conquest II. No other turboprop has this remarkable device—at any price.

All other turboprops use a manual fuel metering system. The Conquest II uses it too—as a backup.

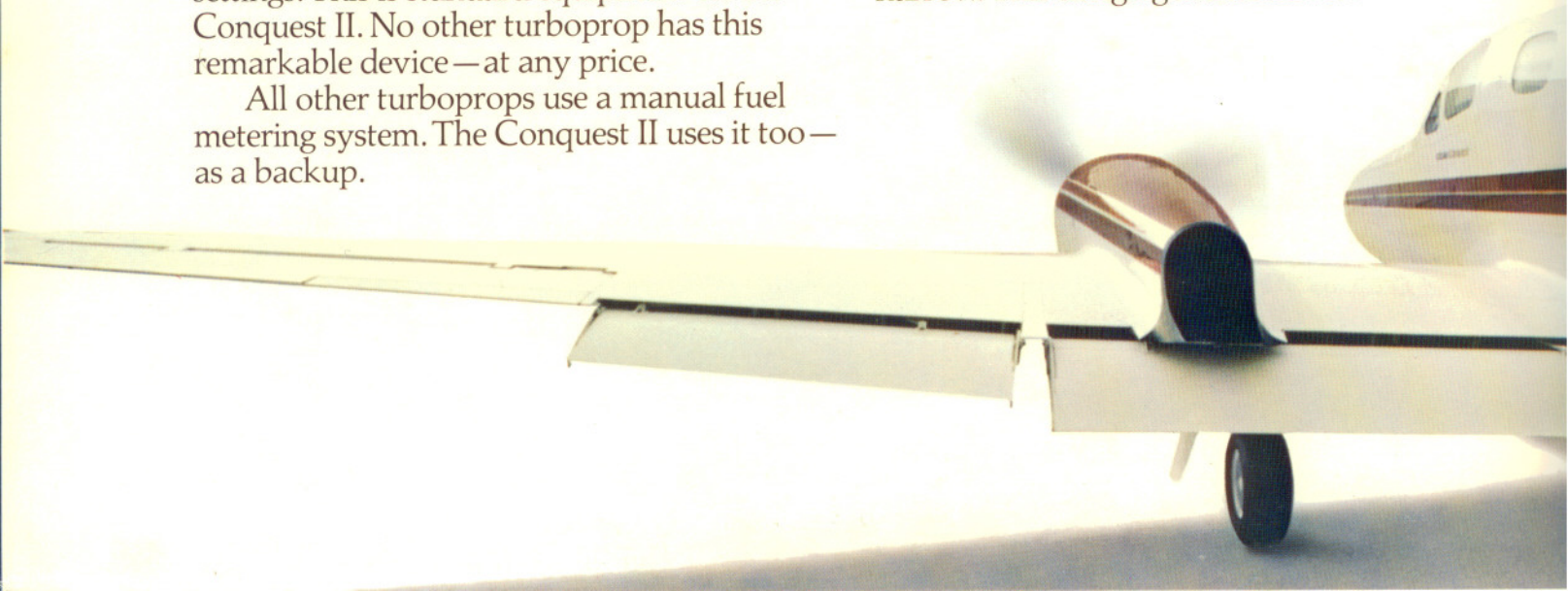
Flat rated powerplants. The engines used in the Conquest II are specially designed to produce their full rated power to higher altitudes and on hotter days than the engines of any competitive turboprop. This means the Conquest II can often take off from shorter fields with a greater margin of safety than its competition.

And it can climb to altitude faster and cruise at higher, more fuel efficient heights without the huge sacrifices in speed demanded by some turboprops.

These reliable powerplants also require little maintenance. Time Between Overhauls (TBO) is 3,000 hours, that's six years of average use.



High aspect ratio wing. The Conquest II's wings are relatively long and narrow. This design generates more



New heights in propjet performance.

A propjet's performance is measured by its ability to fly fast, far and high. The Conquest II not only flies faster, farther and higher on less fuel than any other turboprop, it also gives most small business jets a run for their money —while consuming less than half the fuel.

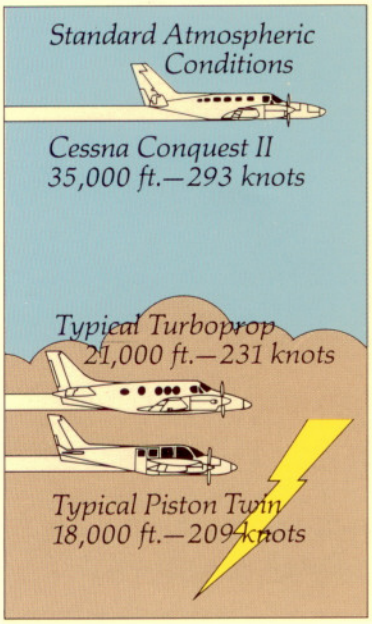
The Conquest II flies faster.

The Conquest II cruises at 337 miles per hour (293 knots). Nothing with two props flies 10 passengers so fast on so little fuel. Even with its jet-like speed, the Conquest II can take you farther on a gallon of fuel than any other turboprop.

With the superior speed of the Conquest II you spend less time flying and more time working.

The Conquest II flies farther.

Because the Conquest II is so fuel efficient, it can fly more than 2,000 nautical miles without refueling. Ironically, this long range is also important when you take trips in the 300-500 mile range.



For example, with the speed and range of the Conquest II you can fly from Chicago to Topeka to Dallas to Nashville and back home again the same day without refueling. This phenomenal range gives you a comfortable feeling should you be unexpectedly rerouted due to weather.

The Conquest II flies higher.

The Conquest II can fly at 35,000 feet. At this altitude, efficiency is at its peak. Since the air is thinner at high altitudes, there is less drag. You fly farther using less fuel. And unlike other turboprops, the Conquest II's cruise speed does not diminish greatly at these fuel efficient heights.

When you fly at higher altitudes you fly above most rough weather. Therefore, you don't lose time detouring around poor conditions. Your flight is smoother and more comfortable.

Of course a high performance propjet must be able to climb quickly to its cruise altitude or you spend too much time in inefficient ascents. With the Conquest II's superior climb performance even short trips can be flown at higher, more efficient altitudes.

The Conquest II flies more efficiently.

The Conquest II achieves its unmatched propjet performance with more efficiency than some piston twins and *all* competitive turboprops. In fact, the Conquest II produces its jet-like performance while using less than half the fuel of most small business jets.

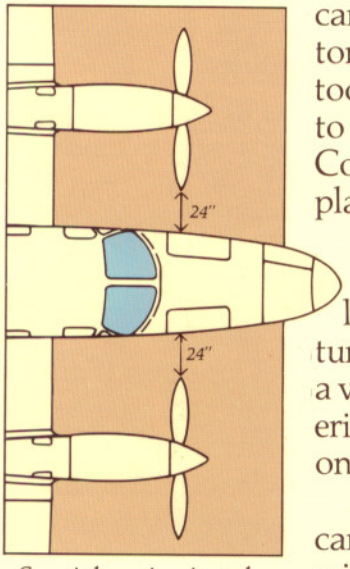
Greater single engine performance offers greater margins of safety.

It's reassuring to know the Conquest II has such remarkable single engine performance. Its 715 foot-per-minute rate of climb and 21,380 foot single engine service ceiling combine to give you a comfortable margin of safety.

For stable single-engine handling, the Conquest II features negative torque sensing as standard equipment. This feature reduces pilot workload by automatically sensing significant decreases in engine power and immediately changing the pitch of the props to reduce drag and minimize yaw.

Welcome to the incredible quiet of the Conquest II.

The cabin environment of a fine business plane should be a quiet place where discussions can be held in a normal tone of voice. Cessna took a number of steps to assure the cabin of the Conquest II is such a place.



Special engine installation places props away from the passengers so cabin noise and vibration are kept to a minimum.

Cessna acoustic engineers achieved this level of quiet, in part, by tuning the fuselage with a vibration damping material similar to that used on the Space Shuttle.

Next, the cabin was carefully sound-proofed with fiberglass panels to eliminate virtually all high-frequency sound such as wind noise.

In addition, every Conquest II has a propeller synchrophaser that precisely matches the speed and phase angle of the two propellers. This eliminates the annoying drone common to many twin engine aircraft.

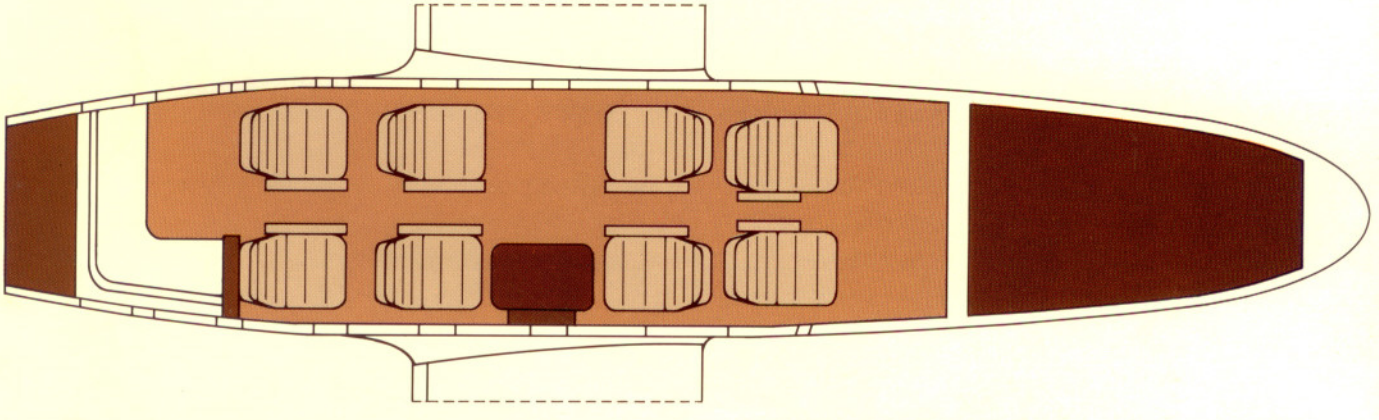
Relax with a beverage—hot or cold—from the on board refreshment center.

The result of this painstaking attention: the Conquest II cabin is so quiet, you will find it hard to believe that you are cruising along at well over 300 mph.

Cessna gave a lot of thought to baggage space so you wouldn't have to.

Not only is the Conquest II able to stow and carry 1,500 pounds of baggage, it handles it better than any other turboprop in its class. The 26 cubic foot nose compartment is so spacious you can stow anything from large projection screens to skis. Items that might otherwise clutter the aisle in other planes—or stay at home.

Should you need access to baggage inside, the Conquest II can accommodate briefcases and garment bags in the aft cabin within easy reach.



The Conquest II offers you several variations on this comfortable club style seating arrangement.

are functionally grouped for maximum pilot efficiency. Everything on the panel—

Conquest II avionics are functionally for maximum efficiency.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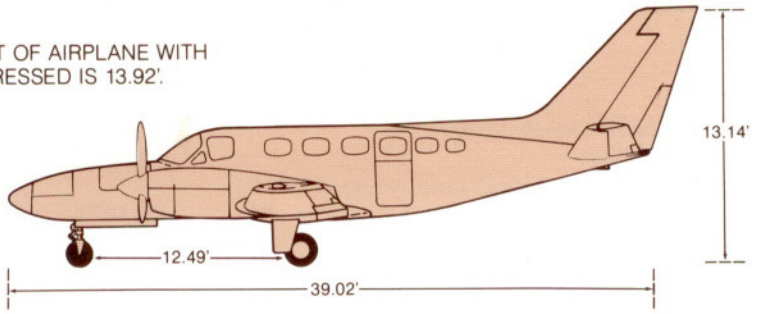
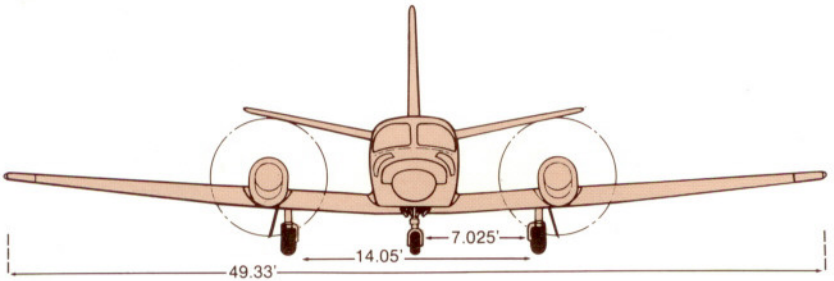
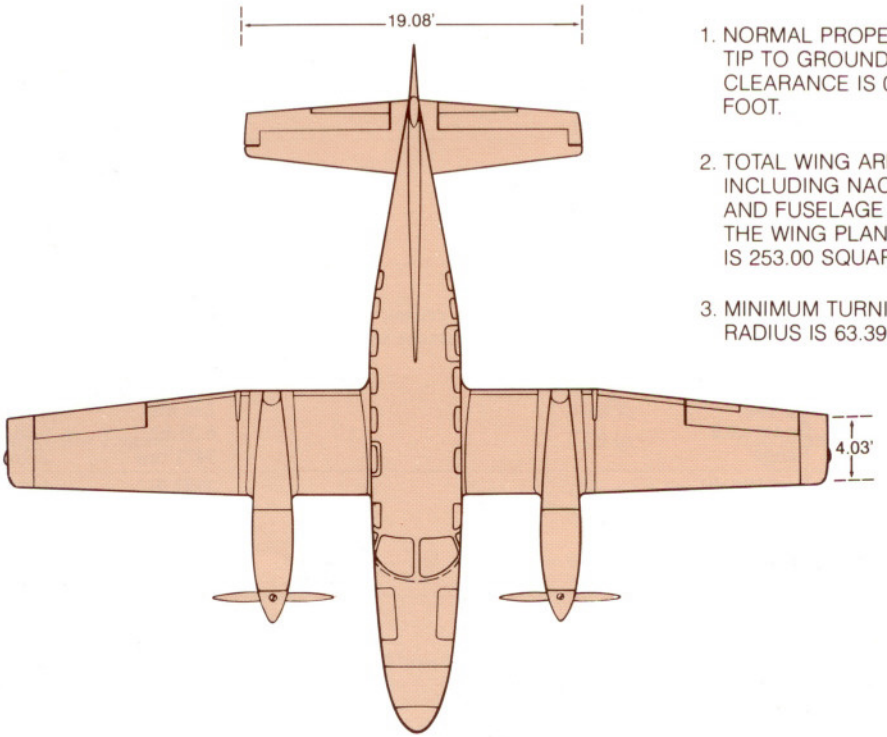
Cessna

Specifications & Performance

* MAXIMUM HEIGHT OF AIRPLANE WITH NOSE GEAR DEPRESSED IS 13.92'.







1. NORMAL PROPELLER TIP TO GROUND CLEARANCE IS 0.85 FOOT.

2. TOTAL WING AREA, INCLUDING NACELLES AND FUSELAGE WITHIN THE WING PLANFORM, IS 253.00 SQUARE FEET.

3. MINIMUM TURNING RADIUS IS 63.39 FEET.

Conquest II Performance and Specifications

Maximum Weight		
Ramp	9925 lb	4502 kg
Takeoff	9850 lb	4468 kg
Landing	9360 lb	4246 kg
Zero Fuel	8500 lb	3856 kg
Approximate Standard Empty Weight	5715 lb	2588 kg
Maximum Useful Load	4210 lb	1914 kg
Maximum Speed (Based on a mid-cruise weight of 8350 lb)		
Speed	295 knots	547 kph
Percent RPM	100%	100%
Altitude	16,000 ft	4877 m
Maximum Cruise Speed (Based on a mid-cruise weight of 8350 lb)		
Speed	293 knots	543 kph
Percent RPM	96%	96%
Altitude	24,000 ft	7315 m
Range at Maximum Cruise Power (Allowance for start, taxi, takeoff, climb, cruise, descent and a 45-minute reserve at cruise power. Speed based on a mid-cruise weight.)		
Fuel Weight	3183 lb	1444 kg
Altitude	17,000 ft	5182 m
Speed	290 kts	537 kph
Endurance	4.23 hr	4.23 hr
Range	1199 nm	2222 km
Fuel Weight	3183 lb	1444 kg
Altitude	25,000 ft	7620 kg
Speed	292 kts	541 kph
Endurance	5.52 hr	5.52 hr
Range	1571 nm	2911 km
Fuel Weight	3183 lb	1444 kg
Altitude	33,000 ft	10,058 m
Speed	287 kts	532 kph
Endurance	7.40 hr	7.40 hr
Range	2063 nm	3823 km
Fuel Weight	3183 lb	1444 kg
Altitude	35,000 ft	10,668 m
Speed	283 kts	524 kph
Endurance	7.98 hr	7.98 hr
Range	2193 nm	4064 km
Range at Maximum Range Power Allowance for start, taxi, takeoff, climb, cruise, descent and a 45-minute reserve at cruise power. Speed based on a mid-cruise weight.)		
Fuel Weight	3183 lb	1444 kg
Altitude	17,000 ft	5182 m
Speed	234 kts	434 kph
Endurance	6.35 hr	6.35 hr
Range	1471 nm	2726 km
Fuel Weight	3183 lb	1444 kg
Altitude	25,000 ft	7620 m
Speed	246 kts	456 kph
Endurance	7.46 hr	7.46 hr
Range	1816 nm	3365 km
Fuel Weight	3183 lb	1444 kg
Altitude	33,000 ft	10,058 m
Speed	257 kts	476 kph
Endurance	8.75 hr	8.75 hr
Range	2212 nm	4099 km

Fuel Weight	3183 lb	1444 kg
Altitude	35,000 ft	10,668 m
Speed	259 kts	480 kph
Endurance	8.99 hr	8.99 hr
Range	2291 nm	4246 km

Rate of Climb		
Twin Engine	2435 fpm	742 mpm
Single Engine	715 fpm	218 mpm
Service Ceiling		
Twin Engine	35,000+ ft	10,668+ m
Single Engine	21,380 ft	6,517 m
Takeoff Performance (Flaps 10°)		
Ground Roll	1785 ft	544 m
Total Distance Over 50-ft Obstacle	2465 ft	751 m
Landing Performance (Flaps 30°)		
Ground Roll	1095 ft	334 m
Total Distance Over 50-ft Obstacle	1875 ft	572 m
Baggage Allowance	1500 lb	680 kg
Wing Loading	38.8 lb/ft^2	189.4 kg/m^2
Span Loading	199.7 lb/ft	297.2 kg/m
Power Loading	7.88 lb/shp	3.57 kg/shp
Stall Speeds (CAS at Flight Idle)		
Gear and Flaps Up at 9850 lb (4468 kg)	90 kts	167 kph
Gear and Flaps Down at 9850 lb (4468 kg)	76 kts	141 kph
Gear and Flaps Down at 9360 lb (4246 kg)	75 kts	138 kph
Airspeed Limits (CAS)		
Maximum Operating Speed - (Mach No.)	243 kts (.55)	450 kph (.55)
Maneuvering Speed	167 kts	309 kph
Maximum Flap Extended Speed		
Takeoff	199 kts	369 kph
Approach	199 kts	369 kph
Landing	179 kts	332 kph
Maximum Gear Extended Speed	179 kts	332 kph
Minimum Control Speed	92 kts	170 kph
Wing Span	49.33 ft	15.04 m
Wing Area	253.60 ft^2	23.56 m^2
Length	39.02 ft	11.89 m
Height	13.14 ft.	4.01 m
Fuel Capacity		
Total	481.5 gal	1822 liters
Usable	475 gal	1798 liters
Usable	3183 lb	1444 kg
Oil Capacity (Per Engine)	7.50 qt	7.10 liters
Engines		
Manufacturer	Garrett AiResearch	
Model	TPE 331-8-403S	
Shaft Horsepower		
Flat Rated Power	635.5	
Propeller RPM (100%)	2000	
TBO	3000 hr	
Propellers		
Constant Speed, Full Feathering, Reversible, Three-Bladed - 90 in. diameter (2.29 m)		

Conquest II Range/Payload

Number of People (170 lbs. each)	4		6		8		8[1]		10		11	
Baggage	120 lb	54 kg	180 lb	82 kg	240 lb	109 kg	240 lb	109 kg	300 lb	136 kg	330 lb	150 kg
Allowance for additional baggage or options	27 lb	12 kg					985 lb	447 kg				
Takeoff weight	9850 lb	4468 kg	9850 lb	4468 kg	9850 lb	4468 kg	9850 lb	4468 kg	9850 lb	4468 kg	9850 lb	4468 kg
Usable fuel	3183 lb	1444 kg	2810 lb	1275 kg	2410 lb	1093 kg	1425 lb	640 kg	2010 lb	912 kg	1810 lb	821 kg
17,000 ft.												
Range @ Max Cruise	1199 nm	2221 km	1026 nm	1900 km	841 nm	1558 km	386 nm	715 km	656 nm	1215 km	563 nm	1043 km
Speed	290 kts	537 km/h	289 kts	535 km/h	289 kts	535 km/h	288 kts	533 km/h	289 kts	535 km/h	288 kts	533 km/h
Range @ Max Range	1471 nm	2724 km	1274 nm	2359 km	1060 nm	1963 km	528 nm	978 km	844 nm	1563 km	736 nm	1363 km
Speed	234 kts	433 km/h	234 kts	433 km/h	235 kts	435 km/h	236 kts	437 km/h	235 kts	435 km/h	235 kts	435 km/h
25,000 ft.												
Range @ Max Cruise	1571 nm	2909 km	1344 nm	2489 km	1106 nm	2048 km	524 nm	970 km	869 nm	1609 km	751 nm	1391 km
Speed	292 kts	541 km/h	291 kts	539 km/h	291 kts	539 km/h	289 kts	535 km/h	290 kts	537 km/h	290 kts	537 km/h
Range @ Max Range	1816 nm	3363 km	1577 nm	2921 km	1313 nm	2432 km	655 nm	1213 km	1047 nm	1939 km	914 nm	1693 km
Speed	246 kts	456 km/h	247 kts	457 km/h	248 kts	459 km/h	250 kts	463 km/h	249 kts	461 km/h	249 kts	461 km/h
33,000 ft.												
Range @ Max Cruise	2063 nm	3821 km	1769 nm	3276 km	1456 nm	2697 km	697 nm	1291 km	1145 nm	2121 km	991 nm	1835 km
Speed	287 kts	532 km/h	285 kts	528 km/h	284 kts	526 km/h	280 kts	519 km/h	282 kts	522 km/h	282 kts	522 km/h
Range @ Max Range	2212 nm	4097 km	1916 nm	3548 km	1593 nm	2950 km	788 nm	1459 km	1268 nm	2348 km	1104 nm	2045 km
Speed	257 kts	476 km/h	256 kts	474 km/h	257 kts	476 km/h	259 kts	480 km/h	258 kts	478 km/h	258 kts	478 km/h
35,000 ft.												
Range @ Max Cruise	2193 nm	4061 km	1871 nm	3465 km	1537 nm	2847 km	733 nm	1358 km	1207 nm	2235 km	1044 nm	1933 km
Speed	283 kts	524 km/h	281 kts	520 km/h	279 kts	517 km/h	274 kts	507 km/h	277 kts	513 km/h	276 kts	511 km/h
Range @ Max Range	2291 nm	4243 km	1987 nm	3680 km	1651 nm	3058 km	812 nm	1504 km	1313 nm	2432 km	1142 nm	2115 km
Speed	259 kts	480 km/h	260 kts	481 km/h	261 kts	483 km/h	264 kts	489 km/h	262 kts	485 km/h	263 kts	487 km/h

The above ranges allow for start, taxi, takeoff, climb, cruise, descent and a 45-minute reserve at cruise power with the aircraft equipped with 200 pounds of options.

NOTE: [1]Maximum payload

Brochure items are subject to change without notice. Performance figures are "Standard Day" calculated values. Individual aircraft performance may vary.