



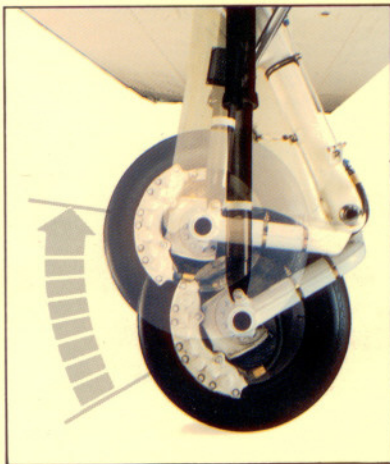




# A showcase of Cessna engineering.

Cessna has always been in the forefront of aviation innovations and the Conquest I is a flying showcase of examples.

*Trailing-link main landing gear.* A landing gear known to pilots as the surest, easiest way to land, giving you the most control from touchdown through taxi.



The reason: 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, in every runway condition.

And only Cessna offers turboprops with this advanced type of gear.

*High-aspect ratio wing.* The Conquest I's high-aspect ratio wing helps this high-flying aircraft climb to maximum operating altitudes quickly. This enables it to take advantage of the greater economy and smoother flying of high altitudes on short trips as well as long.

higher, more fuel-efficient heights without the huge sacrifices in speed demanded by some turboprops.

These reliable power plants also require little maintenance. Time Between Overhauls (TBO) is 3,500 hours, that's six years of average use. Compare the Conquest I's overhaul reserves to that of older turboprops or piston twins with TBO's 1,200 to 1,600 hours.

**The Conquest I cockpit: the industry standard for comfort and efficiency.**

Every control is logically placed and easy to reach. Avionics are functionally grouped for maximum efficiency. Everything on the panel—switches, gauges, instruments, avionics and power lever positions—is arranged for fast scanning and easy identification.

The Conquest I comes equipped with avionics comparable to the airlines. This means you are seldom grounded or rerouted due to poor weather conditions. And Cessna offers a wide selection of top-of-the-line avionics equipment to satisfy even the most advanced requirements. Avionics from manufacturers such as Cessna, Collins, Sperry and Bendix.

Regardless of the avionics you choose, they are all designed with minimum weight and maximum



*Pratt & Whitney turbine engines...* famous for performance, efficiency and reliability. The engines used in the Conquest I 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 I can often take off from shorter fields with a greater margin of safety than its competition.

And it can climb to altitudes faster and cruise at

reliability. And all are installed at the factory so there is no time spent in a completion center after delivery.

With its simplicity of design, the Conquest I is easy to fly. Most pilots find it a simple transition from their present aircraft. And to assure that transition is trouble-free, Cessna includes crew training for two at no extra charge when you purchase a new Conquest I.



# Performance far beyond the realm of the piston-twin.

What should you demand from the performance of a propjet?

First, it should be able to climb to and cruise at high altitudes, where efficiency is best.

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.

To really be effective, a propjet must be able to climb quickly so that it can take advantage of the added economy of high altitude flying on short trips as well as long.

The Cessna Conquest I does more than just

meet these requirements. The Conquest I *flies higher, faster and climbs more quickly than any other turboprop in its class.*

And remember, the Conquest I does all this while maintaining better fuel efficiency than any of the competition.

Some startling specifics: The Conquest I can take off, fully loaded, in less than 2,500 feet. It can



*Fly at high altitudes where propjets operate most efficiently.*

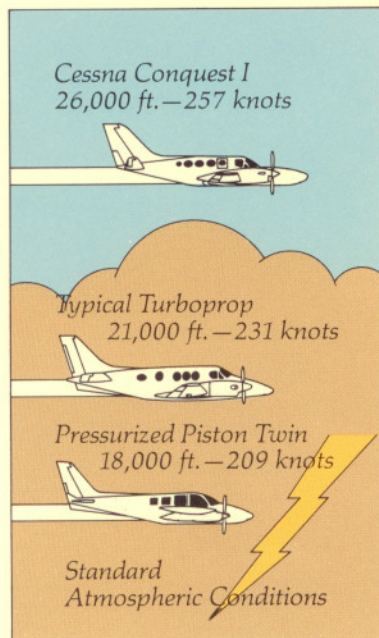
climb from sea level to a cruise altitude of 26,000 feet and once there, cruise at 295 mph (257 kts).

When it's time to land, the Conquest I can stop in as little as 2,150 feet. When you add the braking power of its reversible props, the hydraulic brakes needn't work as hard. Brake service life is increased.

What all this means to you is that in the Conquest I, you have a fast, economical propjet, that will get you in and out of small airstrips or downtown airports, so you can land closer to your destination.

The Conquest I also flies far beyond the competition in terms of range and payload capacity.

Its maximum range of 1,576 nautical miles is best in its class. And its standard useful load of 3,716 pounds easily accommodates six travelers and a full load of baggage.









# Welcome to the incredible quiet of the Conquest I.

Once you are airborne you'll immediately notice something different about the cabin of the Conquest I. It's incredibly quiet.

Cessna achieved this quiet, in part, by using low noise Pratt & Whitney engines placed farther from the fuselage. Then, Cessna's acoustic engineers tuned the fuselage with a vibration dampening material similar to that used on the Space Shuttle. Next, the cabin was carefully soundproofed with fiberglass panels to eliminate virtually all high-frequency sound such as wind noise.

The result of this painstaking attention: The Conquest I cabin is so quiet business can be conducted in a normal tone of voice.

## How to create the perfect business climate.

A hushed interior is only part of the Conquest I's

*Special engine installation places props farther from the fuselage so your flight is quiet and relaxing.*

productive cabin atmosphere. Environmental control systems are equally important.

In addition to providing precise temperature

control and fresh air during flight, you can preheat or precool your Conquest I on the ground without even starting the engines. You always start your business trips refreshed and relaxed. You'll never have to begin a business flight feeling like you're in an icebox or oven.

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

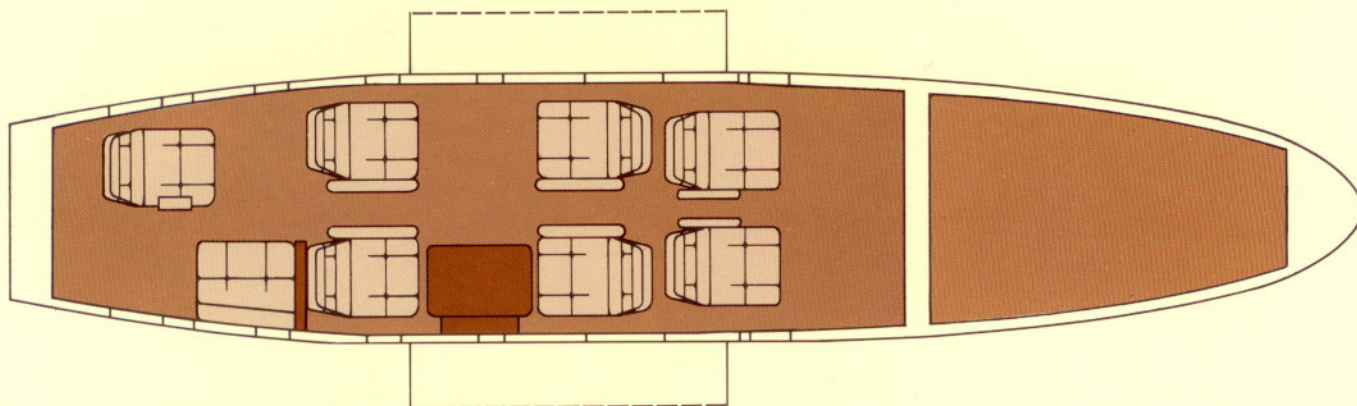
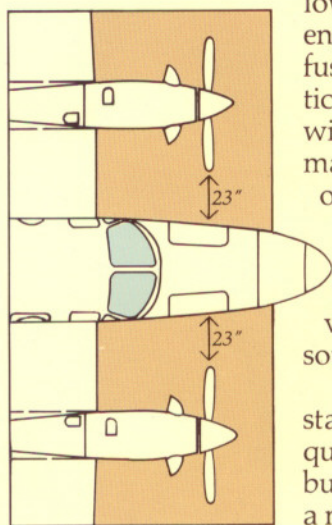
Not only is the Conquest I able to handle 1,100 pounds of baggage, it handles it better than any propjet in its class.

The 33 cubic foot nose compartment is so spacious it can hold at least 7 large suitcases or odd sized items—from large projection screens to skis. In other planes, they would stay at home, or crowd the cabin.

If you've ever had to pick your way through the aisle of a business plane strewn with oversized charts, screens and machine parts, you'll appreciate the benefits of the spacious Conquest I nose compartment.

The Conquest I has an additional 500-pound capacity baggage area inside the cabin in the aft section, perfect for garment bags, brief cases and a host of other travel items.

Baggage remains out of the way, yet it's easy to reach, anytime you need it.



The Conquest I offers you several cabin configurations including this comfortable club style seating arrangement. The 77" long nose compartment has 33 cubic feet of baggage space.



Conquest I avionics are functionally grouped for maximum efficiency.





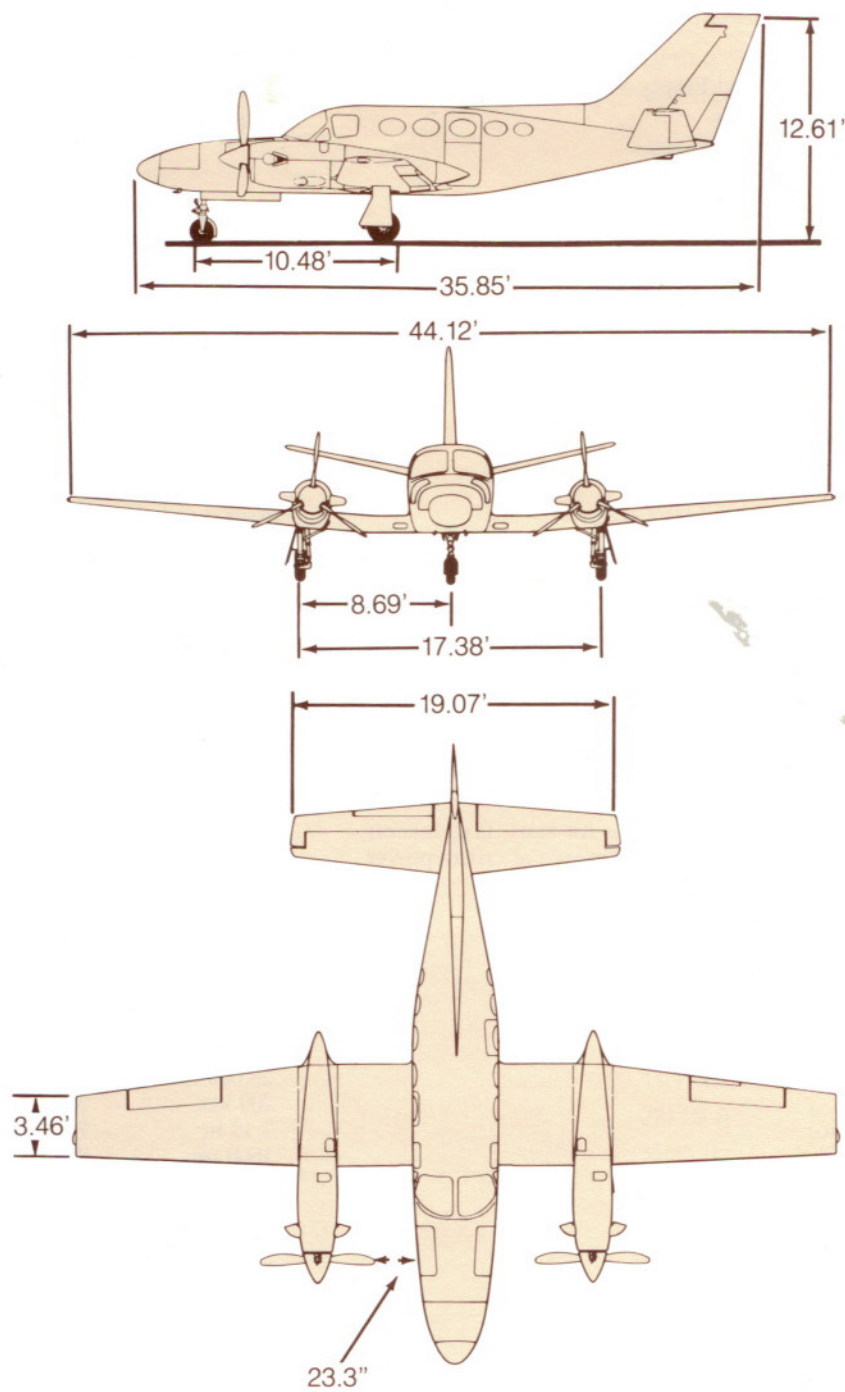








# Performance and Specifications





# Conquest I Performance and Specifications

Maximum Weight		
Ramp	8675 lb	3935 kg
Takeoff	8600 lb	3901 kg
Landing	8000 lb	3629 kg
Zero Fuel	7000 lb	3175 kg
Approximate Standard Empty Weight	4959 lb	2249 kg
Maximum Useful Load	3716 lb	1686 kg
Maximum Cruise Speed		
(Based on a weight of 7400 pounds)		
Speed	263 knots	487 km/h
Altitude	17,800 ft	5425 m
Range at Maximum Cruise Power		
Range data includes allowances for start, taxi, takeoff, climb, descent and 45-minute reserve at cruise power.		
Speeds are at mid-cruise weight.		
Fuel Weight	2452 lb	1112 kg
Altitude	20,000 ft	6096 m
Speed	261 kts	483 km/h
Endurance	3.96 hr	3.96 hr
Range	1011 nm	1872 km
Fuel Weight	2452 lb	1112 kg
Altitude	26,000 ft	7925 m
Speed	256 kts	474 km/h
Endurance	4.93 hr	4.93 hr
Range	1238 nm	2293 km
Fuel Weight	2452 lb	1112 kg
Altitude	30,000 ft	9144 m
Speed	247 kts	457 km/h
Endurance	5.72 hr	5.72 hr
Range	1385 nm	2565 km
Range at Maximum Range Power		
Range data includes allowances for start, taxi, takeoff, climb, descent and 45-minute reserve at cruise power.		
Speeds are at mid-cruise weight.		
Fuel Weight	2452 lb	1112 kg
Altitude	20,000 ft	6096 m
Speed	206 kts	382 km/h
Endurance	6.52 hr	6.52 hr
Range	1342 nm	2485 km
Fuel Weight	2452 lb	1112 kg
Altitude	26,000 ft	7925 m
Speed	209 kts	387 km/h
Endurance	7.18 hr	7.18 hr
Range	1508 nm	2793 km
Fuel Weight	2452 lb	1112 kg
Altitude	30,000 ft	9144 m
Speed	213 kts	394 km/h
Endurance	7.41 hr	7.41 hr
Range	1576 nm	2919 km
Rate-Of-Climb at Sea Level		
Twin Engine	1861 fpm	567 mpm
Single Engine	357 fpm	109 mpm



Service Ceiling		
Twin Engine	33,400 ft	10,180 m
Single Engine	17,200 ft	5,243 m
Takeoff Performance		
Ground Roll	2170 ft	661 m
Total Distance over 50-foot Obstacle	2490 ft	759 m
Landing Performance, Flaps 45o		
Ground Roll	955 ft	291 m
Total Distance over 50-foot Obstacle	2150 ft	655 m
Baggage Allowance	1100 lb	499 kg
Wind Loading	38.23 lb/ft <sup>2</sup>	186.65 kg/m <sup>2</sup>
Span Loading	194.9 lb/ft	290.03 kg/m
Power Loading	9.56 lb/shp	4.34 kg/shp
Powerplant:		
Manufacturer	Pratt & Whitney of Canada Ltd.	
Model	PT6A-112	
Shaft Horsepower	Flat-rated 450 shaft horsepower	
Takeoff and Max Conditions	450 shaft horsepower	
Propeller RPM (100%)	1900	
TBO	3500 hours	
Propellers:		
Manufacturer	McCauley	
Model	3GFR34C701	
Type		
Constant Speed, Full		
Feathering, Reversible		
Number of Blades	3	
Diameter	93.0 in	2.36 m
Stall Speeds, Flight Idle - CAS		
Gear and Flaps Up	88 kts	163 km/h
Gear and Flaps Down	79 kts	146 km/h
Airspeed Limits - CAS		
Max Operating Speed - (Mach No.)	229 kts (.52)	424 km/h (.52)
Air Minimum Control Speed	92 kts	170 km/h
Maneuvering Speed	157 kts	291 km/h
Max Flap Extended Speed		
15°	174 kts	322 km/h
45°	145 kts	269 km/h
Max Gear Extended Speed	174 kts	322 km/h
Wing Span	44.12 ft	13.45 m
Wing Area	224.98 ft <sup>2</sup>	20.90 m <sup>2</sup>
Length	35.85 ft	10.93 m
Height	12.61 ft	3.84 m
Oil Capacity Per Engine	2.6 gal	9.84 liters
Fuel Capacity, Total	372.8 gal	1411 liters
Usable	2452 lb	1112 kg
Usable	366 gal	1385 liters



## Conquest I Range/Payload

Number of People (170 lbs each)	4 (Max Fuel)		6		8		8 (Max Payload)	
Baggage	120 lbs	54 kg	180 lbs	82 kg	240 lbs	109 kg	240 lbs	109 kg
Allowance for Additional Baggage or Options	264 lbs	120 kg	0 lbs	0 kg	0 lbs	0 kg	241 lbs	109 kg
Takeoff Weight	8600 lbs	3901 kg	8600 lbs	3901 kg	8600 lbs	3901 kg	8600 lbs	3901 kg
Usable Fuel	2452 lbs	1112 kg	2316 lbs	1051 kg	1916 lbs	869 kg	1675 lbs	760 kg
<b>20,000 ft.</b>								
Range at Max Cruise:	1011 nm	1872 km	940 nm	1741 km	731 nm	1354 km	605 nm	1120 km
Speed	261 kts	483 km/h	261 kts	483 km/h	260 kts	482 km/h	260 kts	482 km/h
Range at Max Range:	1342 nm	2485 km	1248 nm	2311 km	976 nm	1808 km	815 nm	1509 km
Speed	206 kts	382 km/h	206 kts	382 km/h	206 kts	382 km/h	206 kts	382 km/h
<b>26,000 ft.</b>								
Range at Max Cruise:	1238 nm	2293 km	1151 nm	2132 km	897 nm	1661 km	745 nm	1380 km
Speed	255 kts	472 km/h	254 kts	470 km/h	253 kts	469 km/h	253 kts	469 km/h
Range at Max Range:	1508 nm	2793 km	1400 nm	2593 km	1089 nm	2017 km	905 nm	1676 km
Speed	209 kts	387 km/h	209 kts	387 km/h	210 kts	389 km/h	211 kts	391 km/h
<b>30,000 ft.</b>								
Range at Max Cruise:	1385 nm	2565 km	1287 nm	2384 km	1002 nm	1856 km	832 nm	1541 km
Speed	246 kts	456 km/h	246 kts	456 km/h	244 kts	452 km/h	243 kts	450 km/h
Range at Max Range:	1576 nm	2919 km	1460 nm	2704 km	1128 nm	2089 km	934 nm	1730 km
Speed	213 kts	394 km/h	213 kts	394 km/h	214 kts	396 km/h	215 kts	398 km/h

The above ranges allow for takeoff, climb, cruise, descent and 45 minutes reserve at the particular cruise power.

A selected options package of 200 lbs pounds was used.

30 pounds of baggage was allowed per person.

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

## Cessna Conquest I

Cessna Aircraft Company / Wichita, Kansas 67201