CESSNA CONQUEST II Model Guide

CESSNA CONQUEST II is the Cessna Model 441, a twin-turboprop executive aircraft with two Garrett TPE331-8 engines flat-rated to 635 shp. It was approved in 1977 and production ended in 1984. The library record lists it as single-engine piston, which conflicts with the documents. This guide follows the documents.

KEY TAKEAWAYS

- Two Garrett TPE331-8 turboprops at 635.5 shp each; max takeoff weight 9,850 lb; usable fuel 475 gal (3,183 lb).
- From serial 441-0173 the max operating altitude is 35,000 ft, against 33,000 ft on earlier aircraft. Quick-donning oxygen masks were added at the same point.
- Production ended in 1984 after serial 362. Early tailplane failures led to retrofit fixes, so confirm they were done.
- Check AD compliance, including the fuel boost pump wiring AD, which requires repeat inspections every 200 hours until modified.

AIRFRAME, ENGINES AND LIMITS

Approved 19 August 1977 under type certificate A28CE. Two three-bladed full-feathering propellers are fitted, either Hartzell or McCauley, and both must be the same make. The lighter McCauley is standard from serial 195. VMO is 245 knots. Ramp weight is 9,925 lb, landing 9,360 lb and zero fuel 8,500 lb.

WHAT TO INSPECT

Each FAA AD must be certified separately in the logbook. The boost pump wiring AD (FAA AD 2003-09-09R1) covers serials 0001 through 0362 and 698. It addresses chafing or arcing inside the wing fuel tank. Ask about Cessna Supplemental Inspection Documents (SIDs), which CASA treats as mandatory. Also ask whether the AEA Life Extension Program (STC SVA 528) is fitted.

MODIFICATIONS AND PARTS

The STC index lists Conquest approvals including auto-ignition, a static inverter, RVSM airworthiness, a 3 place couch and TPE331-10 engines. One owner of two Conquest IIs reports 500 to 600 nautical mile trips and fitted an Avidyne glass cockpit with RVSM to serial number 300. The original stall warning horn is no longer available. Service bulletin CQB-34-01 is an optional replacement.

SPECIFICATIONS

Engine Power Shp	635.5
Seats Max	11
Usable Fuel Gal	475
Total Fuel Gal	481.5
Oil Capacity Gal	3.75
Propeller Diameter Max In	90
Propeller Diameter Min In	88.5

PERFORMANCE

Max Operating Altitude Ft	35000
Max Operating Altitude Early Serials Ft	33000
Max Operating Speed Kts	245

V-SPEEDS

Vmo Kts	245
Va Kts	167
Vfe Landing Kts	180
Vfe Approach Kts	200
Vfe Takeoff Kts	200
Vmca Kts	91
Vlo Kts	180
Vle Kts	180

WEIGHT & BALANCE

Max Takeoff Weight Lbs	9850
Max Landing Weight Lbs	9360
Max Zero Fuel Weight Lbs	8500
Max Ramp Weight Lbs	9925
Cg Aft Limit In	178.07
Cg Forward Limit At Max Takeoff In	173.35
Usable Fuel Lbs	3183
Total Fuel Lbs	3227

SAFETY NOTES

- ATSB: a 2017 fatal accident followed a simulated engine failure at about 400 ft after takeoff. The pilot's handbook recommends practicing it at 5,000 ft above ground.
- A 2019 landing at Prestwick: the nose gear was not fully extended and no warning sounded. The crew used the emergency blow-down system. A faulty downlock switch was suspected.
- The fuel boost pump wiring AD warns of arcing in the wing fuel tank. Verify the inspection and modification records.

AI-aggregated guide for the CESSNA CONQUEST II · sources: TYPE CERTIFICATE DATA SHEET NO. A28CE (#4557) · Type Acceptance Report TAR 1/21B/17 - Cessna 441 (#4565) · Airworthiness Directive Schedule Aeroplanes Cessna 441 Series (#4567) · CASA Ruling 1/2014 (#4590) · Conquest SERVICE BULLETIN CQB-34-01 (#4592) · STC INDEX (#4621) · ATSB Transport Safety Report: Loss of control and collision with terrain involving Cessna 441, VH-XMJ (#4556) · AAIB Bulletin: 1/2020 EI-DMG EW/G2019/06/19 (#4619) · Customer Case Study (#23546) · generated 2026-10-17 · Reference only, not for flight. Check the original documents before relying on this guide.