REVISION TRANSMITTAL

TO: Cessna Distributors, Cessna Service Facilities, and affected Owners of Record


REASON
To provide corrected copies of the two attached temporary revisions.

Miscellaneous changes as required.

Please replace any copy of CQL-05-01 with the attached copy of CQL-05-01 Revision 1, which is printed in its entirety.

NOTE: You must discard the temporary revisions transmitted by CQL-05-01 and replace them with the temporary revisions transmitted by CQL-05-01 Revision 1.

LOG OF REVISIONS

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Conquest

SERVICE LETTER

CQL-05-01

TITLE
TIME LIMITS/MAINTENANCE CHECKS - NOTIFICATION OF RELEASE OF TEMPORARY REVISION NUMBER 5-5 FOR THE MODEL 425 CONQUEST I/CORSAIR MAINTENANCE MANUAL AND OF TEMPORARY REVISION NUMBER 5-5 FOR THE MODEL 441 CONQUEST/CONQUEST II MAINTENANCE MANUAL

TO:
Cessna Distributors, Cessna Service Facilities, and affected Owners of Record

EFFECTIVITY
All Cessna Model 425 Conquest I and Corsair airplanes
All Cessna Model 441 Conquest/Conquest II airplanes

DESCRIPTION
This service letter provides notification that Temporary Revision Number 5-5 (D2535-6TR5-5) dated February 15, 2013 has been reissued for the Model 425 Conquest I/Corsair Maintenance Manual (D2535-6-13) and that Temporary Revision Number 5-5 (D2518-16TR5-5) dated February 15, 2013 has been reissued for the Model 441 Conquest/Conquest II Maintenance Manual (D2518-16-13).

The temporary revisions revise the two sections of the Model 425 Conquest I/Corsair Manual and the Model 441 Conquest/Conquest II Maintenance Manual that follow:
• 05-14-07 Supplemental Inspection Document (SID) 32-10-07, Main Landing Gear Trailing Link
• 32-10-00 Main Landing Gear and Gear Door - Removal/Installation.

COMPLIANCE
INFORMATIONAL. This service letter is for informational purposes only.

PUBLICATIONS AFFECTED
Model 425 Conquest I/Corsair Maintenance Manual
Model 441 Conquest/Conquest II Maintenance Manual
TEMPORARY REVISION NUMBER 5-5

DATED 15 FEBRUARY 2013

MANUAL TITLE              Model 425 Conquest I/Corsair Maintenance Manual
MANUAL NUMBER - PAPER COPY D2535-6-13
TEMPORARY REVISION NUMBER D2535-6TR5-5

MANUAL DATE   1 February 1984       REVISION NUMBER   6       DATE   1 September 2007

This Temporary Revision consists of the following pages, which affect and replace existing pages in the paper copy manual and supersede aerofiche information.

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<th>SECTION</th>
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<tr>
<td>5-14-07 SID - 32-10-07</td>
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<tr>
<td>32-10-00</td>
<td>406</td>
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</table>

REASON FOR TEMPORARY REVISION
1. To add allowable damage information and assembly/disassembly procedures in 05-14-07 Supplemental Inspection Document (SID) 32-10-07, Main Landing Gear Trailing Link.
2. To revise 32-10-00 Main Gear and Doors - Removal/Installation.

FILING INSTRUCTIONS FOR THIS TEMPORARY REVISION
1. For Paper Publications, file this cover sheet behind the publication’s title page to identify inclusion of the temporary revision in the manual. Insert the new pages in the publication at the appropriate locations and remove and discard the superseded pages.
2. For CD publications, mark the temporary revision part number on the CD label with permanent red marker. This will be a visual identifier that the temporary revision must be referenced when the content of the CD is being used. Temporary revisions should be collected and maintained in a notebook or binder near the CD library for quick reference.

EXPORT COMPLIANCE
1. This publication contains technical data and is subject to U.S. export regulations. This information has been exported from the United States in accordance with export administration regulations. Diversion contrary to U.S. law is prohibited. ECCN: 9E991
1. **Title**  
Main Landing Gear Trailing Link

2. **Effectivity**  
A. Airplanes 425-0002 thru 425-0236.

3. **Inspection Compliance**

<table>
<thead>
<tr>
<th>INITIAL</th>
<th>REPEAT</th>
</tr>
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<tbody>
<tr>
<td>10,000 Landings or 15 Years</td>
<td>2,000 Landings or 4 Years</td>
</tr>
</tbody>
</table>

4. **Purpose**  
A. Detailed inspection of the main landing gear trailing link for cracks due to fatigue, overload, or corrosion. Refer to Figure 1.

5. **Inspection Instructions**  
A. Remove the trailing link. Refer to the Maintenance Manual for removal instructions.
B. Do a visual inspection of the main landing gear trailing link for cracks, overload deformations, and corrosion.
C. Do a magnetic particle inspection of the main landing gear trailing link. Refer to Chapter 5, 5-15-07, Supplemental Inspection Number 32-10-07, for specific instructions.

6. **Disassembly and Assembly Procedures**  
A. Disassembly Procedures  
   (1) Remove the trailing link. Refer to Chapter 32, Main Gear and Doors - Removal/Installation for main landing gear trailing link removal instructions.  
   **CAUTION:** Make sure that the trailing link is not damaged when the axle is removed. Damage to the trailing link can cause more repairs or replacements.
   (2) Remove the bolts and pins that attach axle to the trailing link.
   (3) Discard the pins.
   (4) Use an arbor press to push the axle out of the trailing link.
B. Assembly Procedures  
   (1) Coat the interface surfaces of the axle and trailing link with primer.
   (2) Make sure to turn the axle to the correct position.
   (3) Use an arbor press to push the axle into the trailing link while the primer is wet.
   **NOTE:** Do not apply heat to the trailing link. You can freeze the axle to make the assembly easier.
   (4) Coat the pins with primer.
   (5) Install the pins while the primer is wet.

7. **Access And Detectable Crack Size**

<table>
<thead>
<tr>
<th>Access/Location</th>
<th>Detectable Crack Size</th>
</tr>
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<tbody>
<tr>
<td>Main landing gear trailing link</td>
<td>0.10 inch</td>
</tr>
</tbody>
</table>
8. Inspection Method
   A. Visual and magnetic particle inspection.

9. Repair/Modification
   A. Replace the main landing gear trailing link if a crack is found. Refer to Chapter 32-00-00, Landing Gear, of the Maintenance Manual.

   B. Allowable damage on Upper Machined Barrel and Lower Machined Barrel. Refer to Figure 2.
      (1) The upper piston surface must not have dents, dings or corrosion, in more than five locations.
      (2) The dents, dings and corrosion can be blended and refinished if the maximum depth of the penetration is not more than 0.015 inch. The minimum wall thickness must be maintained. Refer to Figure 2.
      (3) The lower piston surface must not have dents, dings or corrosion blended in that area.
      (4) The scratches which are not more than three inches in length or 0.015 inch in depth can be blended out and refinished. The minimum wall thickness after blending must be with in the limits as shown in Figure 2.
      (5) The scratches or other damage that do not penetrate the hard coat anodized surface need only to be lightly smoothed to remove any rough edges.
      (6) The dents, dings or corrosion must be blended out in a ratio of 5:1 length or width to depth.
      (7) The scratches which penetrate the hardcoat anodized surface must be blended out in a ratio of 5:1 width to depth.
      (8) The surface finish of the blended area must be more than 16 micro inches RMS.

   C. Allowable damage on Axle surface. Refer to Figure 3.
      (1) The axle surface must not have dents, dings or corrosion, in more than three locations.
      (2) The dents, dings and corrosion can be blended and refinished if the maximum depth of the penetration is not more than 0.010 inch. The minimum wall thickness must be maintained. Refer to Figure 3.
      (3) Scratches which do not exceed three inches in length or 0.015 inch in depth may be blended out and refinished. The minimum wall thickness after blending must be within the limits as shown.
      (4) Do not blend in the locations shown in Figure 3, except as noted.
      (5) The dents, dings or corrosion must be blended out in a ratio of 5:1 length or width to depth.
      (6) The surface finish of the blended area must be more than 16 micro inches RMS.

   D. Allowable damage for Fork and Axle Assembly. Refer to Figure 4.
      (1) The aft fork surface must not have dents, dings or corrosion, in more than five locations.
      (2) The dents, dings and corrosion can be blended and refinished if the maximum depth of the penetration is not more than 0.010 inch. The minimum wall thickness must be maintained. Refer to Figure 4.
      (3) Scratches which do not exceed three inches in length or 0.010 inch in depth may be blended out and refinished. The minimum wall thickness after blending must be within the limits as shown.
      (4) Do not blend in the locations shown in Figure 4.
      (5) The dents, dings or corrosion must be blended out in a ratio of 5:1 length or width to depth.
      (6) The surface finish of the blended area must be more than 16 micro inches RMS.

10. Comments
   A. Use the Discrepancy Report form in Supplemental Inspection Document 5-13-00, to report crack(s), corrosion, or damage that is found during this inspection.
Main Landing Gear - Trailing Link
Figure 1 (Sheet 1)
Main Landing Gear - Trailing Link
Figure 1 (Sheet 2)

NOTE: INSPECT SHADED AREAS.
MAINTAIN MINIMUM WALL THICKNESS
OF 0.070 INCH (1.78 mm) ON 5941131-4
AND 0.100 INCH (2.54 mm) ON 5941131-5

NOTE: MAINTAIN THE TOLERANCES FOR THE LOWER BARREL.
BLEND THE INNER SURFACE ONLY FOR 5941150–1 AXLE IN THIS AREA. KEEP A MINIMUM WALL THICKNESS OF 0.198 INCH (5.029 mm)

BLEND OUTER AND INNER SURFACE IN THE NON-SHADED AREA AS LONG AS THE TOTAL DEPTH REMOVED IN ONE AREA DOES NOT EXCEED 0.010 INCH (0.254 mm)
BLEND 0.010 INCH (0.254 mm) FROM OUTER DIAMETER

BLEND THE OUTER SURFACE ONLY OF 5941120–1 FORK IN THE SHADED AREA. MAINTAIN A MINIMUM WALL THICKNESS OF 0.2570 INCH (6.528 mm)

INBD

TRAILING LINK

ARM

BLEND THE OUTER SURFACE ONLY OF 5941120–1 FORK IN THE SHADED AREA. MAINTAIN A MINIMUM WALL THICKNESS OF 0.2570 INCH (6.528 mm)

CENTER LINE

TRAILING LINK ASSEMBLY

Trailing Link Assembly - Main Landing Gear
Figure 4 (Sheet 1)
USE OF TOOL:
1. SCREW BOLT INTO GEAR PIVOT PIN.
2. SCREW NUT ON BOLT TO EXTRACT PIN.
(4) Install aft pivot pin, ensuring washers noted in step A are in place and holes in pivot pin and trunnion are aligned. Install bolt, bonding jumper, washer, nut and cotter pin.
(5) Connect hydraulic brake line.
(6) Insert safety switch in top of trunnion and feed wiring down to switch bracket. Install safety switch to switch bracket. For adjustment of safety switch, refer to Position and Warning - Maintenance Practices. Safety wire switch.
(7) Install actuator rod end in trunnion and insert bolt. If actuator shaft was rotated to remove the bolt. Rotate shaft on actuator the same amount of turns noted in Step A. Tighten jamb nut on actuator rod end and safety wire.
(8) Secure actuator bolt, using washer, nut and cotter pin.
(9) Refer to Figure 403. Secure door rod to trunnion.
(10) Bleed brake system. Refer to Main Wheels and Brakes - Maintenance Practices.
(11) Remove airplane from jacks.

4. Disassembly/Assembly Main Gear

A. Disassembly Main Landing Gear (Refer to Figure 401)
   (1) Completely deflate strut assembly.
   (2) Remove cotter pins, nuts, washers and bolts, securing strut to trunnion and link.
   (3) Cut safety wire and remove safety switch from bracket.
   (4) Remove cotter pin, nut, washer and bolt from spacer.
   (5) Remove cotter pins, nut, thrust washer and pin, securing trunnion to link. Remove spacer from link.
   (6) Remove cotter pin, nut, washer and bolt, securing roller to bracket.
   (7) Cut safety wire. Remove bolts and washers securing bracket to trunnion.

   **NOTE:** If it is necessary to remove the axle from the trailing link assembly. Refer to Supplemental Inspection Document 5-14-07 for assembly and disassembly procedures.

   (8) If bearings and bushings are to be replaced, press bearings and bushings out of trunnion.

   (9) Disassemble strut assembly as follows: (Refer to Figure 402)
       (a) Remove filler plug and packing.
       (b) Remove air pressure valve from piston barrel.
       (c) Remove lock ring and pull piston barrel from upper barrel.
       (d) Slide retainer, scraper, bearing and spacer from piston barrel.
       (e) Remove lock ring, orifice and isolation piston from piston barrel.
       (f) Remove packing and backup rings from isolation piston.
           Discard seal.
       (g) Remove backup rings and seal from piston on piston barrel.
           Discard seal.
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</tr>
<tr>
<td>32-10-00</td>
<td>405 Thru 405B</td>
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REASON FOR TEMPORARY REVISION
1. To add allowable damage information and assembly/disassembly procedures in 05-14-07 Supplemental Inspection Document (SID) 32-10-07, Main Landing Gear Trailing Link.
2. To revise 32-10-00 Main Landing Gear and Gear Door - Removal/Installation.

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EXPORT COMPLIANCE
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1. Title
   Main Landing Gear Trailing Link

2. Effectivity
   A. Airplanes 441-0001 thru 441-0362, and 698.

3. Inspection Compliance
   - INITIAL
     10,000 Landings or 15 Years
   - REPEAT
     2,000 Landings or 4 Years

4. Purpose
   A. To do a detailed inspection of the main landing gear trailing link for cracks, corrosion, or damage.

5. Inspection Instructions
   A. Remove the trailing link. Refer to Chapter 32, Main Landing Gear and Gear Door - Removal/Installation for main landing gear trailing link removal instructions.
   B. Visually inspect the main landing gear trailing link for cracks, overload deformations, and corrosion. Refer to Figure 1.
   C. Do a magnetic particle inspection on the main landing gear trailing link. Refer to Supplemental Inspection Document 5-15-07, Supplemental Inspection Number 32-10-07, for specific instructions.
   D. Install the trailing link. Refer to Chapter 32, Main Landing Gear and Gear Door - Removal/Installation for main landing gear trailing link installation instructions.

6. Disassembly and Assembly Procedures
   A. Disassembly Procedures
      (1) Remove the trailing link. Refer to Chapter 32, Main Landing Gear and Gear Door - Removal/Installation for main landing gear trailing link removal instructions.
      CAUTION: Make sure that the trailing link is not damaged when the axle is removed. Damage to the trailing link can cause more repairs or replacements.
      (2) Remove the bolts and pins that attach axle to the trailing link.
      (3) Discard the pins.
      (4) Use an arbor press to push the axle out of the trailing link.
   B. Assembly Procedures
      (1) Coat the interface surfaces of the axle and trailing link with primer.
      (2) Make sure to turn the axle to the correct position.
      (3) Use an arbor press to push the axle into the trailing link while the primer is wet.
      NOTE: Do not apply heat to the trailing link. You can freeze the axle to make the assembly easier.
      (4) Coat the pins with primer.
      (5) Install the pins while the primer is wet.
7. Access And Detectable Crack Size

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<th>Access/Location</th>
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<td>Main landing gear trailing link</td>
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8. Inspection Method
   A. Visual and Magnetic Particle Inspection.

9. Repair/Modification
   A. Replace the main landing gear trailing link if a crack is found.
   B. Allowable damage on Upper Machined Barrel and Lower Machined Barrel. Refer to Figure 2.
      (1) The upper piston surface must not have dents, dings or corrosion, in more than five locations.
      (2) The dents, dings and corrosion can be blended and refinshed if the maximum depth of the penetration is not more than 0.015 inch. The minimum wall thickness must be maintained. Refer to Figure 2.
      (3) The lower piston surface must not have dents, dings or corrosion blended in that area.
      (4) The scratches which are not more than three inches in length or 0.015 inch in depth can be blended out and refinshed. The minimum wall thickness after blending must be with in the limits as shown in Figure 2.
      (5) The scratches or other damage that do not penetrate the hard coat anodized surface need only to be lightly smoothed to remove any rough edges.
      (6) The dents, dings or corrosion must be blended out in a ratio of 5:1 length or width to depth.
      (7) The scratches which penetrate the hardcoat anodized surface must be blended out in a ratio of 5:1 width to depth.
      (8) The surface finish of the blended area must be more than 16 micro inches RMS.
   C. Allowable damage on Axle surface. Refer to Figure 3.
      (1) The axle surface must not have dents, dings or corrosion, in more than three locations.
      (2) The dents, dings and corrosion can be blended and refinshed if the maximum depth of the penetration is not more than 0.010 inch. The minimum wall thickness must be maintained. Refer to Figure 3.
      (3) Scratches which do not exceed three inches in length or 0.015 inch in depth may be blended out and refinshed. The minimum wall thickness after blending must be with in the limits as shown.
      (4) Do not blend in the locations shown in Figure 3, except as noted.
      (5) The dents, dings or corrosion must be blended out in a ratio of 5:1 length or width to depth.
      (6) The surface finish of the blended area must be more than 16 micro inches RMS.
   D. Allowable damage for Fork and Axle Assembly. Refer to Figure 4.
      (1) The aft fork surface must not have dents, dings or corrosion, in more than five locations.
      (2) The dents, dings and corrosion can be blended and refinshed if the maximum depth of the penetration is not more than 0.010 inch. The minimum wall thickness must be maintained. Refer to Figure 4.
      (3) Scratches which do not exceed three inches in length or 0.010 inch in depth may be blended out and refinshed. The minimum wall thickness after blending must be with in the limits as shown.
      (4) Do not blend in the locations shown in Figure 4.
      (5) The dents, dings or corrosion must be blended out in a ratio of 5:1 length or width to depth.
      (6) The surface finish of the blended area must be more than 16 micro inches RMS.

10. Comments
    A. Use the Discrepancy Report form in Supplemental Inspection Document 5-13-00, to report crack(s), corrosion, or damage that is found during this inspection.
Main Landing Gear - Trailing Link
Figure 1 (Sheet 1)

1. DO A MAGNETIC PARTICLE INSPECTION FOR CRACKS IN THE AREA OF THE RADIUS.
2. DO A MAGNETIC PARTICLE INSPECTION FOR CRACKS IN THE AREA OF THE TRUNNION AND SHOCK STRUT FASTENER HOLES.
3. DO A VISUAL INSPECTION FOR CRACKS IN THE AREA OF THE BRAKE ATTACH FLANGE.
NOTE: MAINTAIN THE TOLERANCES FOR THE LOWER BARREL.
BLEND THE INNER SURFACE ONLY FOR 5741140-1 AXLE IN THIS AREA. KEEP A MINIMUM WALL THICKNESS OF 0.198 INCH (5.029 mm)

BLEND OUTER AND INNER SURFACE IN THE NON-SHADED AREA AS LONG AS THE TOTAL DEPTH REMOVED IN ONE AREA DOES NOT EXCEED 0.010 INCH (0.254 mm)
BLEND 0.010 INCH (0.254 mm)
FROM OUTER DIAMETER

BLEND THE OUTER SURFACE
ONLY OF 5741140–1 FORK IN
THE SHADED AREA. MAINTAIN
A MINIMUM WALL THICKNESS
OF 0.2570 INCH (6.528 mm)

TRAILING LINK

INBD

AXLE

CENTER LINE

TRAILING LINK ASSEMBLY

Trailing Link Assembly - Main Landing Gear
Figure 4 (Sheet 1)
B. Install Main Landing Gear.

**NOTE:** Insure that forward and aft ends (pivot pin opening), roll pin holes and all attach holes of the trunnion is free of paint and bare metal is visible, clean paint off by using Methyl-Ethyl-Ketone and fine emery cloth.

**CAUTION:** USE PRECAUTION IN PRESSING BEARING INTO LANDING GEAR SUPPORT TO AVOID DAMAGE TO RETAINER. PRESS BEARING FLUSH WITH MACHINED SURFACE.

1. If bearings (1) were removed, install as follows:
   a. Press bearings (1) in landing gear supports. Bearings must seat against shoulders in supports.

   **NOTE:** Pivot pins (3) are a slip fit and should be lubricated with light oil to aid in installation.

   **CAUTION:** WHEN REPLACING TRUNNIONS ON AIRPLANES 441-0001 THRU 441-0207, A .20 SHORTER (FORE AND AFT) TRUNNION MAY BE RECEIVED THAN WHAT IS ON THE AIRPLANE AND EXTRA WASHERS WILL BE REQUIRED TO MAINTAIN THE .004 TO .020 FREE PLAY. PLACE AS MANY WASHERS AS POSSIBLE ON THE AFT END OF THE TRUNNION AND STILL KEEP UPLOCK HOOK DIMENSIONS. IF POSSIBLE, MOVE THE UPLOCK HOOK FORWARD TO ALLOW THE TRUNNION TO BE MOVED FURTHER FORWARD AND STILL MAINTAIN UPLOCK HOOK DIMENSIONS.

2. Position trunnion in place and insert forward pivot pin (3) insuring washers noted in step A are in place and holes in pivot pin and trunnion are aligned.

   **NOTE:** For minimum tire clearance maximum washer stack-up at fore and aft end of trunnion shall not exceed .350 inch.

3. Remove AN8 Bolt and flat washer from pivot pin (3). Install pin (4) in trunnion and pivot pin. Safety wire pin (4) around trunnion.

4. Connect hydraulic brake line and strut safety switch wiring.

5. Install actuator rod end (19) in trunnion (5) and insert bolt (20). Rotate shaft on actuator (19) the same amount of turns noted in step A. Tighten jamb nut on actuator rod end and safety wire.

6. Install washer, nut and cotter pin on bolt (20).

7. Install washers (21), spacer (22), door link (7), washer (24) (441-0058 and on) and nut (23) on bolt (20).

8. Bleed brake system. Refer to 32-40-00.

9. Remove airplane from jacks.

4. Disassembly/Assembly Main Landing Gear

A. Disassemble Main Landing Gear (See Figure 401).

1. Completely deflate strut assembly.

2. Remove bolts, washers, nuts and cotter pins securing strut to trunnion (5) and fork (12).

3. Remove roll pin (14), fork pin (16), nut (10) and washers from trunnion (5). Remove spacer (13) from fork (12).

4. Remove nut and bolt securing roller (17) from fork pin (16).

   **NOTE:** If it is necessary to remove the axle from the trailing link assembly. Refer to Supplemental Inspection Document 5-14-07 for assembly and disassembly procedures.
(5) If bearing (15) and bushing (18) are to be replaced, press bearings and bushings out of trunnion using an arbor press.

(6) If bushings (11) are to be replaced, press bushing from fork (12).

(7) Disassemble strut assembly as follows (see Figure 402).
   (a) Remove filler plug and packing.
   (b) Loosen lock nut and remove switch (2) from barrel (1).
   (c) Remove valve (12) and packing from piston (13).
   (d) Remove retainer ring (8), retainer (16) and scraper ring (15). Pull piston (13) from barrel (1).
   (e) Slide bearing (9) and spacer (10) from piston.
Conquest

OWNER ADVISORY

CQL-05-01

TITLE

TIME LIMITS/MAINTENANCE CHECKS - NOTIFICATION OF RELEASE OF TEMPORARY REVISION NUMBER 5-5 FOR THE MODEL 425 CONQUEST I/CORSAIR MAINTENANCE MANUAL AND OF TEMPORARY REVISION NUMBER 5-5 FOR THE MODEL 441 CONQUEST/CONQUEST II MAINTENANCE MANUAL

TO:

Cessna Model 425/441 Owner

REASON

This owner advisory is to inform you that CQL-05-01 Revision 1 has been issued.

CQL-05-01 Revision 1 provides notification that Temporary Revision Number 5-5 (D2535-6TR5-5) dated February 15, 2013 has been reissued for the Model 425 Conquest I/Corsair Maintenance Manual (D2535-6-13) and that Temporary Revision Number 5-5 (D2518-16TR5-5) dated February 15, 2013 has been reissued for the Model 441 Conquest/Conquest II Maintenance Manual (D2518-16-13).

The temporary revisions revise the two sections of the Model 425 Conquest I/Corsair Manual and the Model 441 Conquest/Conquest II Maintenance Manual that follow:

• 05-14-07 Supplemental Inspection Document (SID) 32-10-07, Main Landing Gear Trailing Link
• 32-10-00 Main Landing Gear and Gear Door - Removal/Installation.

COMPLIANCE

INFORMATIONAL. This service letter is for informational purposes only.

LABOR HOURS

Not applicable

MATERIAL AVAILABILITY

Not applicable

WARRANTY

Not applicable

Please contact a Cessna Service Facility for detailed information.

NOTE: As a convenience, service documents are now available online to all our customers through a simple, free-of-charge registration process. If you would like to sign up, please visit the “Customer Support Login” link at www.Cessna.com to register.