Mooney Offers Two New Models For 1967

Mooney Aircraft, Inc., unveiled its two newest production line aircraft models for 1967 at its annual dealer-distributor meeting held in Kerrville, Tex., in mid-September.

According to Mooney President Hal Rachal, the two—the *Executive 21* and the *Mark 22 Mustang*—are expected to immediately capture a large share of the high performance single-engine market. They bring to five the number of models now offered by Mooney.

The *Executive 21* combines the features of its forerunners into a longer fuselage, with more room between front and back seats and in the baggage compartment. Powered by a 200 h.p. fuel-injected Lycoming engine, it has a reported top speed of 197 m.p.h., a cruise speed of 185 and a range of 1,400 miles with 64 gallons of fuel.

Designed with comfort and convenience in mind, the four-place *Executive 21* emphasizes roominess in the cockpit. But the extra length of the fuselage, a full-length rudder and modified wing tips also contribute to improved handling and crosswind landing characteristics, company officials claim.

The *Mark 22 Mustang* is the world's first commercial single-engine aircraft with cabin pressurization. Company spokesmen claim it ushers in an entirely new era of flight. A five-place model, it has a ceiling of 24,000 feet. Its turbosupercharged 310 h.p. Lycoming engine gives it a high altitude top speed of more than 250 m.p.h. and a cruising speed of 230 m.p.h. It received full FAA certification on Sept. 26, Mooney officials reported.

The *Mustang* is pressurized to four pounds per square inch, providing an 8,000-foot cabin altitude at 20,000 feet and 11,000-foot cabin altitude at 24,000 feet. Besides its high altitude features, the *Mustang* reportedly is designed for loading and hauling of respectable cargo loads in pressurized protection.

According to Mooney officials, 83 *Mustangs* were on order before production began last month.

Production of the company's 1967 models of the *Super 21* and *Mark 21* is scheduled to get underway in January. Several refinements have been made in both that cause Mooney officials to feel confident they will maintain their single-engine retractable gear sales lead.

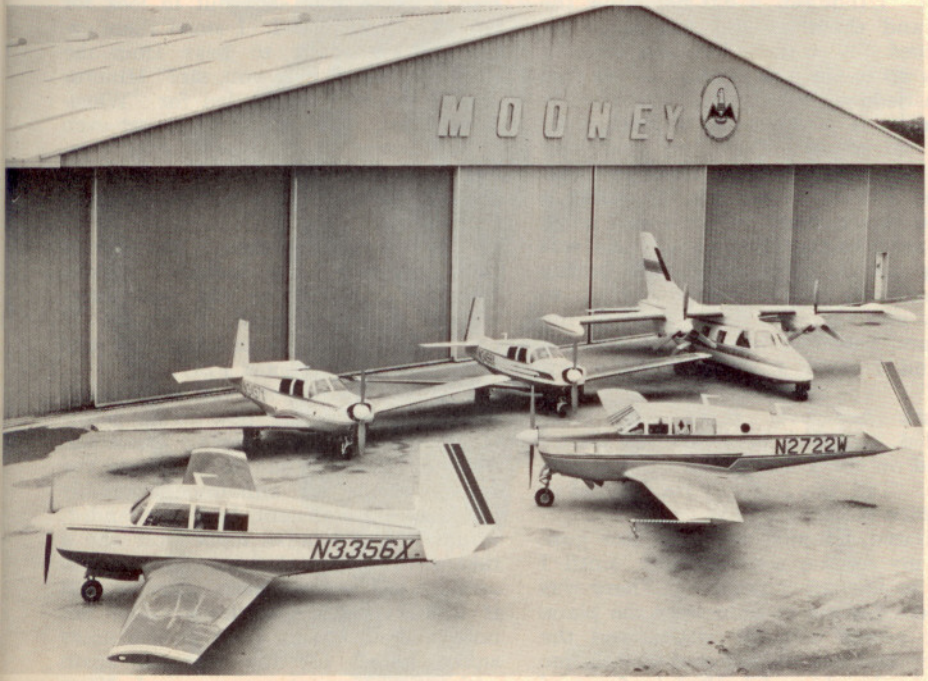
The twin-turboprop Mooney *MU-2* was introduced to the U.S. market last year and is programmed for accelerated production and merchandising during 1967. A seven-place business aircraft designed to take advantage of turboprop power, it has a reported cruising speed of 310 m.p.h. at 26,500 feet. Full span, double slotted Fowler flaps and reversible props give the *MU-2* exceptional short-field capabilities.

Mooney spokesmen said all 1967 company models will feature bold new colors and styling, both inside and out. They will also be equipped with Positive Control, the Mooney-introduced full time safety system that provides roll and yaw stability for wings-level flight.

An added safety feature installed as

standard equipment on the 1967 Mooney line is the Brittain Turn Co-ordinator, which replaces the old turn and bank instrument. Also offered in the single-engine models is the RAM II "communications control center." It provides for multiple nav/com receivers, ADF, marker beacon and DME in a single lightweight unit that requires little space in the instrument panel.

Base prices for the Mooney 1967 line are reported at $20,095 for the *Executive 21*, $33,950 for the *Mustang*, and about $350,000 for the *MU-2*, with electronics. While plans for the 1967 *Mark 21* and *Super 21* still are tentative, prices are expected to be in line with those in 1966. □



Mooney "family portrait" for 1967 (from lower left, clockwise): The Executive 21, Mark 21, Super 21, MU-2 and the pressurized Mustang