

# Step up to Mooney










# RANGER



Some airplanes lead. Some follow. The Mooney RANGER puts you in the lead — the wheel-draggers follow. Mooney engineers had one specific thought in mind when they designed it: they wanted to change your way of flying. When you pick up your wheels and go, you'll discover cross-country flying at its best! The Mooney RANGER puts you distance and dollars ahead of all the others, no matter how they try.


With its long, lean lines, its 176mph top speed at full gross, its feather-light response and its miserly fuel consumption, the Mooney RANGER puts you out in front of anything near its price.

This is one of the easiest, safest and most economical airplanes you can own and fly. Even with speeds to 176mph, the RANGER still lands at a slow 57mph. It is also right at the bottom of the price range for four-place retractable aircraft. And speaking of retractable gear, forget about using muscle power. The RANGER's gear retracts in just three seconds, electrically. And it's down in just two seconds, electrically. Flaps are electrically operated, too. It's all standard equipment on the RANGER.

But that's not all you get in the base price. Reclining seats, front and back, full-trim tail, jet-type integral fuel tanks, Mooney's exclusive *Positive Control* flight stability system and pedestal-mounted controls are *all* standard equipment.

The RANGER's control console puts throttle, mixture, prop and flap controls right at your fingertips for fast, positive action.

Step up to the airplane that moves ahead of all the others in beauty, comfort, speed and peak performance: the Mooney RANGER!

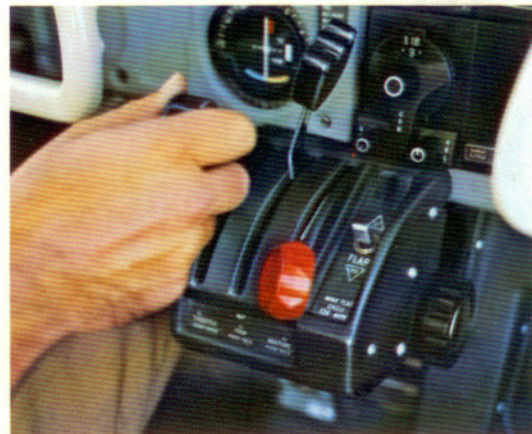




## MOONEY CONTROL CENTER

Up front you'll find some of the most distinctive features in this year's models. Instrumentation and power controls are pilot-planned for convenient and efficient flight management. This year's panel is larger and completely redesigned in keeping with airline category styling including functional, eye-pleasing grey color and efficient, pilot-oriented instrument layout. There is ample room to accommodate the most sophisticated IFR avionics package. PC release button and 8-day clock are integrated in the left side ram's-horn control yoke. Plex-ring panel lighting gives excellent full-instrument illumination for positive readout during night flights. Overhead eyeball light provides cabin lighting and backup panel lighting.

Pedestal-mounted POWER CONSOLE provides airline-type power management. Throttle, mixture and prop controls are at your fingertips for instant action. Multiengine type friction knob on the power quadrant lets you set control friction at the desired level. Electric flap actuator switch is located on the control pedestal.







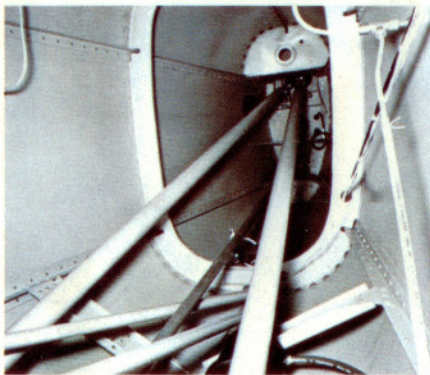


PC is standard equipment on all Mooney aircraft except the CADET. A PC release button is located at pilot's thumbtip in the ram's-horn control yoke. Press the button and Positive Control is disengaged; release the button and, unassisted, the aircraft returns to wings level attitude in a positive, coordinated maneuver.

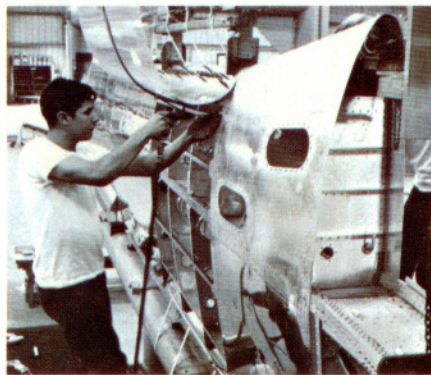


PC is Positive Control . . . from lift-off to touch-down, it serves as your link to a unique concept in flight stability that corrects for yaw and roll with coordinated control. PC takes the pressure out of flying and puts the pleasure in! It's like having an extra pair of hands. PC is the greatest single advancement in over a decade toward safer, more enjoyable, more relaxed flying.





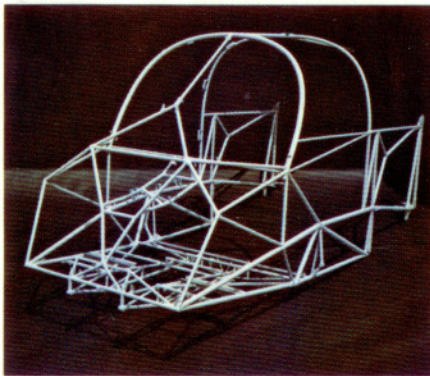
**PUSH/PULL CONTROL RODS** instead of wire lines and pulleys provide safer and more positive aileron and rudder control and instant response. This feature is the most positive method of connecting the pilot to the control surfaces.



**RUGGED WING SPAR** . . . "Z" type wing spar with straight through, step taper construction and multiple load path design strongest in the low price field . . . value engineered to provide an extra margin of safety.



**FUELING** . . . jet-type integral wing tanks are easy to fill. Each fuel cell has a sump drain located under the wing for easy sampling. The sealed, wet-wing tank is easy to maintain and is an added safety feature.

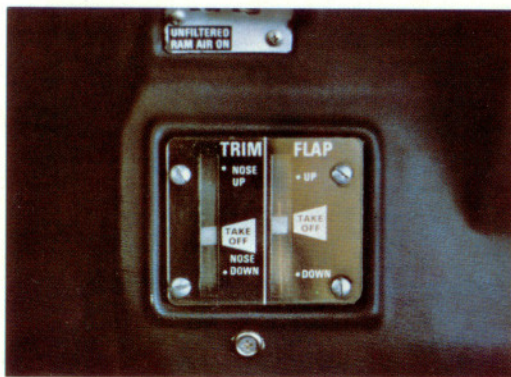


**ROLL BAR CABIN** . . . for an extra measure of safety. Unique among today's competitive models, Mooney adds the security of an all-steel, energy-absorbing, tubular structure completely surrounding the passenger area.



**PANORAMIC VIEW** . . . six big, wide-view windows in the EXECUTIVE and STATESMAN models give pilot and passengers excellent visibility. One-piece windshield presents a low drag frontal area. Trim-line center post is stainless steel for maximum strength and minimum compass deviation.





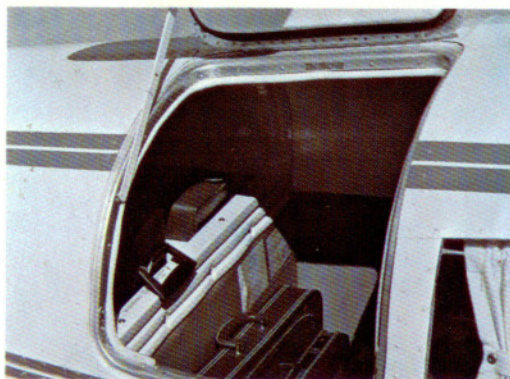
FLAP AND TRIM indicators are located on the center pedestal for easy readout. Trim-ease control wheel at right of pilot seat affords convenient fingertip control.



LOUNGE CHAIR COMFORT . . . Rear seatbacks individually recline for your personal comfort. Recessed armrests are located at each seat.



CLIMATE CONTROL . . . Louvered overhead air vents for each occupant let you adjust fresh air quantity and direction for your personal comfort.



LARGE BAGGAGE SPACE . . . Ample room for 130 pounds of baggage is easily accessible from ground level. A recessed storage area accommodates light bulky items such as hats, cameras, briefcases, etc.



LAMINAR FLOW WING . . . This is a low-drag, high performance wing. All metal, wrap-around wing skins are flush-riveted and control surfaces are gap-sealed to minimize drag. The Mooney wing affords maximum strength and performance.



FULL TRIM TAIL . . . Pioneered and perfected by Mooney. The entire horizontal and vertical tail section trims as a unit for best angle of attack and maximum performance.





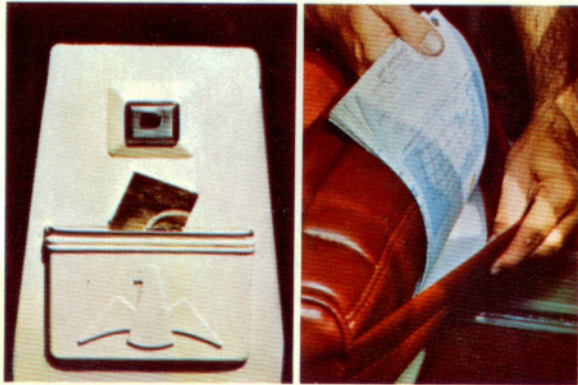
**ELECTRIC GEAR — WIDETRACK STABILITY . . .** Electrically operated retractable landing gear is standard equipment on all Mooney aircraft except the CADET. The Mooney retractable gear system is the fastest flying — 3 seconds

up and 2 seconds down! Wide stance, tricycle gear and steerable nose wheel make ground handling easy. Crosswind and high wind conditions are no problem with Mooney's widetrack stability and shock-absorbing gear.

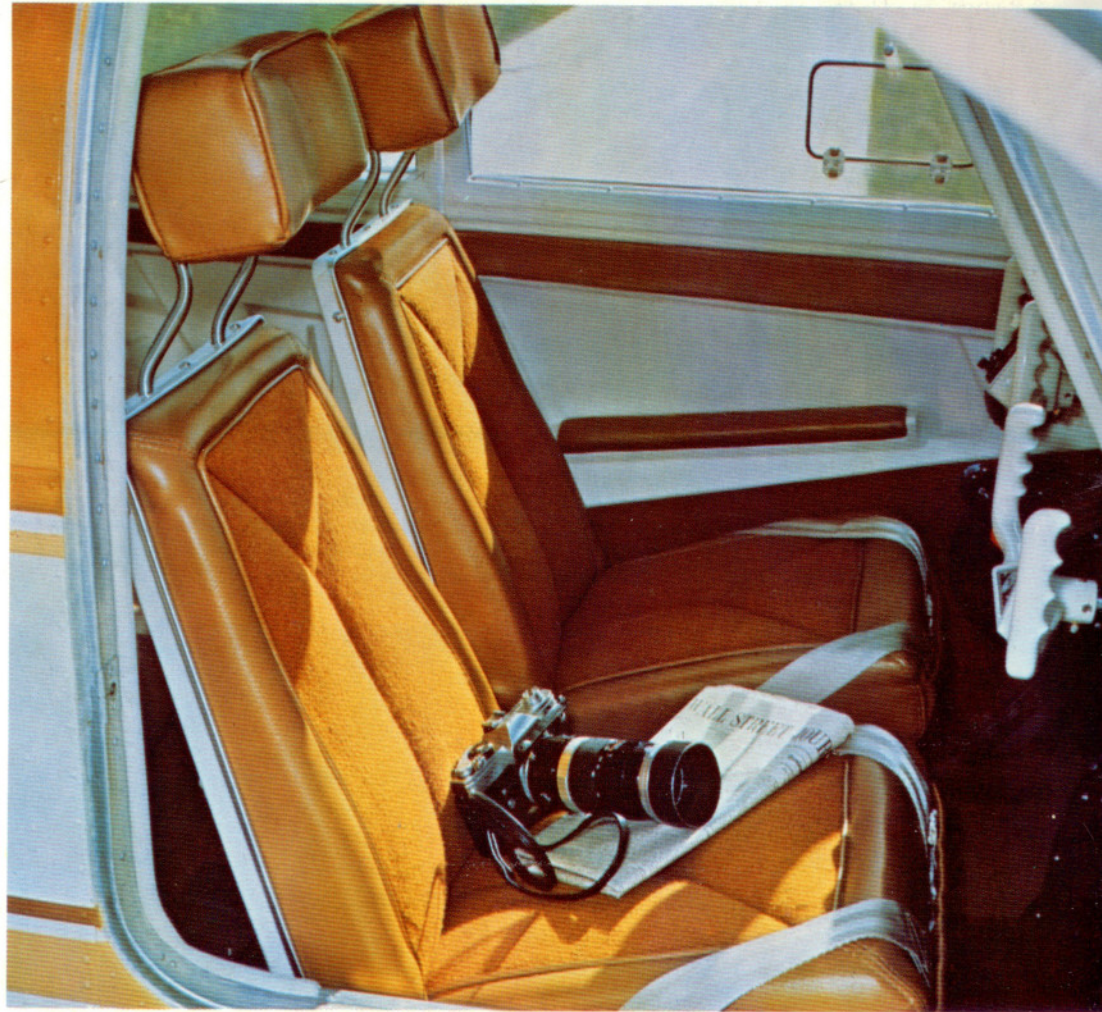




LEAN BACK AND RELAX . . . headrests are available (optional) for all passenger and pilot seats. Rear seats individually recline for lounge chair configuration. You sleep or relax in comfort on long trips.



STYLE AND UTILITY . . . seats are beautifully styled and practical, too! Backs have built-in ashtray and utility pocket. A kangaroo pouch in front is ideal for maps, computer and flight plans.



WELCOME ABOARD! You've never seen an aircraft more smartly dressed or invitingly comfortable. Inside, the cabin is bigger than you think. You'll discover beautiful styling, comfortable seating, convenient utility and all the nice, extra appointments that make flying a wonderful way to travel. Deep-pile carpet throughout cabin and baggage area, sound-dampening headliner and circular dome light are just a few of the extras that are standard equipment. Headrests, window curtains and all-leather interiors are available options.



## SPECIFICATIONS

	M-22	EXECUTIVE	CHAPARRAL	STATESMAN	RANGER	CADET
Maximum Gross Weight	3680 lbs.	2740 lbs.	2575 lbs.	2525 lbs.	2575 lbs.	1450 lbs.
Empty Weight	2440 lbs.	1640 lbs.	1600 lbs.	1590 lbs.	1525 lbs.	950 lbs.
Useful Load	1240 lbs.	1100 lbs.	975 lbs.	935 lbs.	1050 lbs.	500 lbs.
Maximum Baggage	270 lbs.	120 lbs.	120 lbs.	120 lbs.	120 lbs.	90 lbs.
Fuel Capacity	92 gal.	64 gal.	52 gal.	52 gal.	52 gal.	24 gal.
Wing Loading (lbs./sq. ft.)	22	16.4	15.4	15.1	15.4	10.2
Wing Span	35'	35'	35'	35'	35'	30'
Wing Area	167 sq. ft.	167 sq. ft.	167 sq. ft.	167 sq. ft.	167 sq. ft.	142 sq. ft.
Height	9' 10"	8' 4"	8' 4"	8' 4"	8' 4"	7' 8"
Length	27'	24'	23' 2"	24'	23' 2"	20' 8"
Tread	11'	9' 3/4"	9' 3/4"	9' 3/4"	9' 3/4"	7' 9"
Engine — Lycoming	TIO-541-A1A	IO-360-A1A	IO-360-A1A	O-360-A1D	O-360-A1D	C-90-16F
Landing Gear	Electric	Electric	Electric	Electric	Electric	Fixed
Pressurization	4.0 psi	—	—	—	—	—
Flap	Electric	Electric	Electric	Electric	Electric	—

## PERFORMANCE\*

	M-22	EXECUTIVE	CHAPARRAL	STATESMAN	RANGER	CADET
Speed Maximum	256mph	185mph	190mph	174mph	176mph	118mph
Range (Taxi, climb, 45 minutes reserve)	1493 miles	1147 miles	965 miles	979 miles	1001 miles	522 miles
Rate Climb at Sea Level	1125fpm	1330fpm	1400fpm	1100fpm	1000fpm	835fpm
Takeoff Run 0 Wind S/L Std/Day	1142'	879'	760'	847'	815'	334'
Landing Roll 0 Wind S/L Std/Day	958'	785'	595'	724'	595'	431'
Stall Speed						
(Gear and flaps down, power off)	67mph IAS	62mph IAS	57mph IAS	61mph IAS	57mph IAS	46mph IAS
Operational Ceiling	24,000'	—	—	—	—	—
Service Ceiling at Normal Weight	—	18,800'	21,200'	14,600'	19,500'	15,500'
Power	310hp Lyc.	200hp Lyc.	200hp Lyc.	180hp Lyc.	180hp Lyc.	90hp Cont.
Propeller (Constant speed)	constant speed 80"	constant speed 74"	constant speed 74"	constant speed 74"	constant speed 74"	fixed pitch 71"

\*Performance Figures are ± 3%.