

*Step up
to
Mooney*





CHAPARRAL

What does it take to set one aircraft apart from anything else in its class? Nothing does it quite like performance and nothing else in its class even comes close to matching the CHAPARRAL's 190mph speed and response! Ask anyone who has flown it. Better yet, slip behind the wheel of the new CHAPARRAL and see for yourself. But get ready to be spoiled!

Inside, you'll discover features you never dared hope could be standard on any plane at such a modest price. Built into the ram's-horn control wheel, is the Positive Control release button. PC is the revolutionary flight stability system that helps you fly like a veteran pilot. It's like having a silent copilot along to keep wings level while you check for traffic, figure an ETA or just relax between VOR stations.

Up front is a beautifully planned and efficient instrument panel with plenty of room for radios and an annunciator panel for flight systems. And now, try the control console . . . throttle, mixture, prop and electric flap controls are at your fingertips, pedestal-mounted for multiengine style operation.

You'll discover the CHAPARRAL is equipped with electrically operated retractable gear — the fastest gear flying. It's up in 3 seconds — down in 2.

Now look around you: the CHAPARRAL interior is smart and comfortable and larger than you thought! It's value engineered for comfort and value engineered for speed. Fly it once and everything else seems dull by comparison. Step up to speed. Step up to CHAPARRAL. Discover what flying's all about.

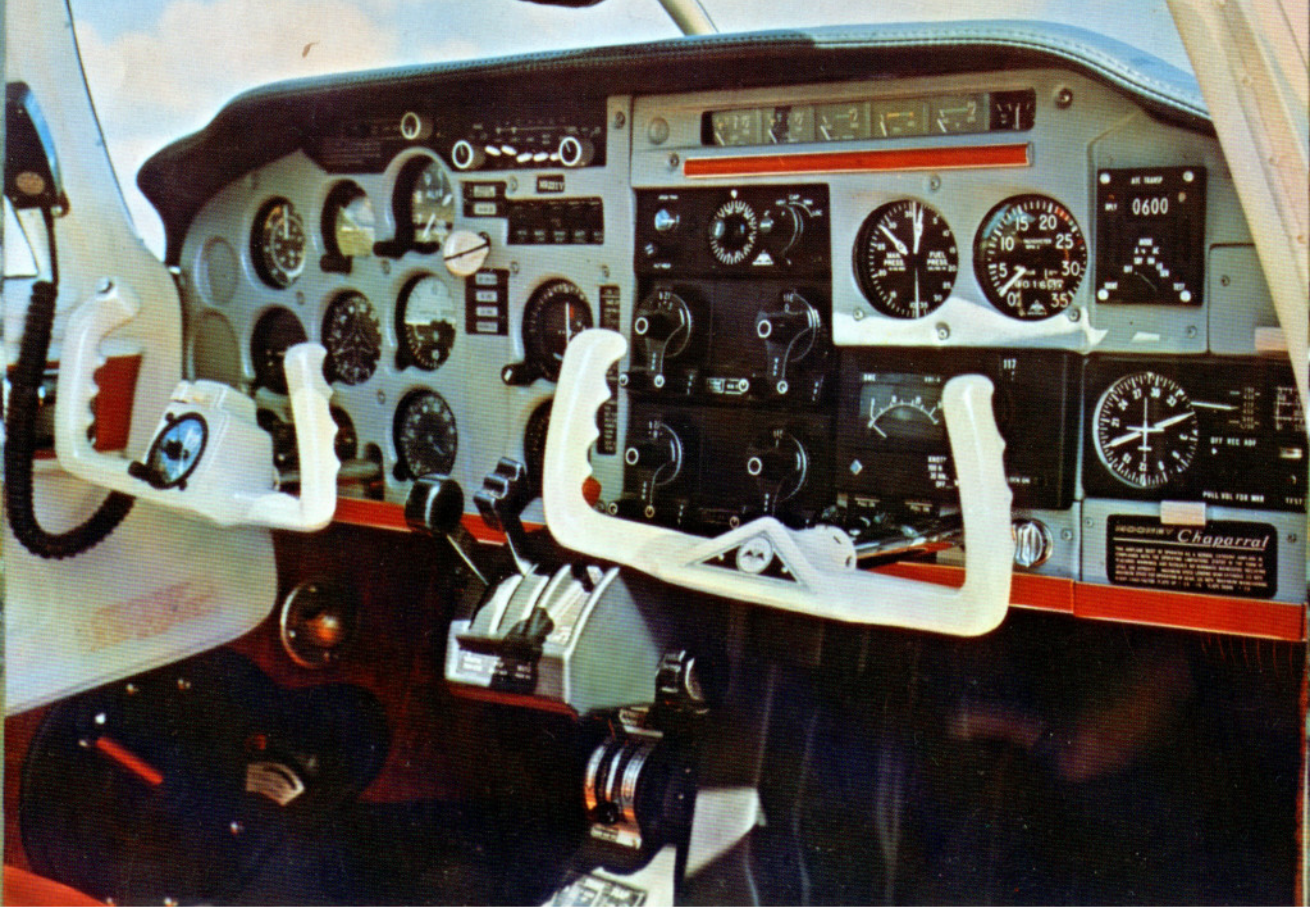


MOONEY CONTROL CENTER

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.



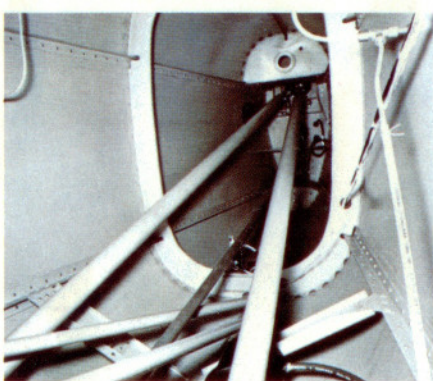




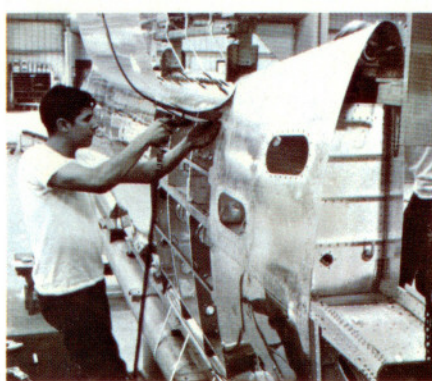
PC is standard equipment on all Mooney aircraft except the CADET. A PC release button is located at pilot's thumbtip in the ram's-horn control yoke. Press the button and Positive Control is disengaged; release the button and, unassisted, the aircraft returns to wings level attitude in a positive, coordinated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



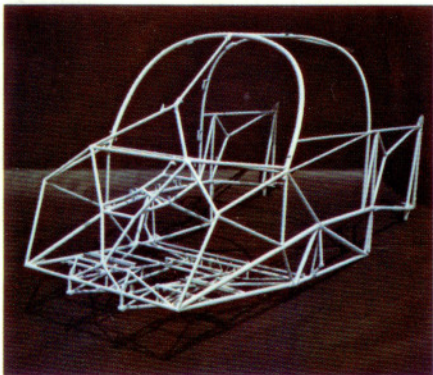
PUSH/PULL CONTROL RODS instead of wire lines and pulleys provide safer and more positive aileron and rudder control and instant response. This feature is the most positive method of connecting the pilot to the control surfaces.



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.



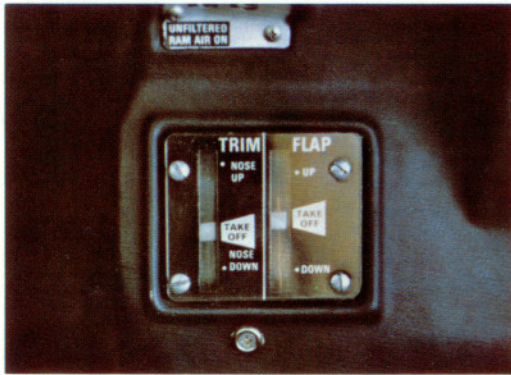
FUELING . . . jet-type integral wing tanks are easy to fill. Each fuel cell has a sump drain located under the wing for easy sampling. The sealed, wet-wing tank is easy to maintain and is an added safety feature.



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.

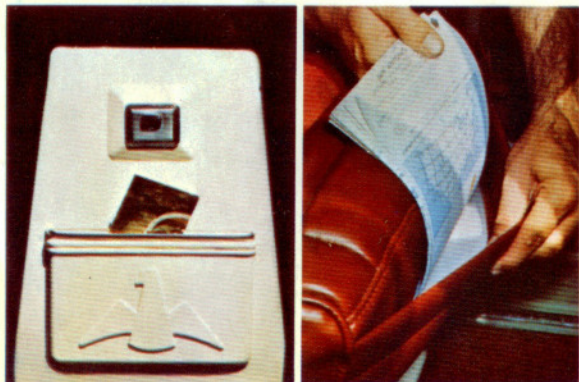


ELECTRIC GEAR — WIDETRACK STABILITY . . . Electrically operated retractable landing gear is standard equipment on all Mooney aircraft except the CADET. The Mooney retractable gear system is the fastest flying — 3 seconds

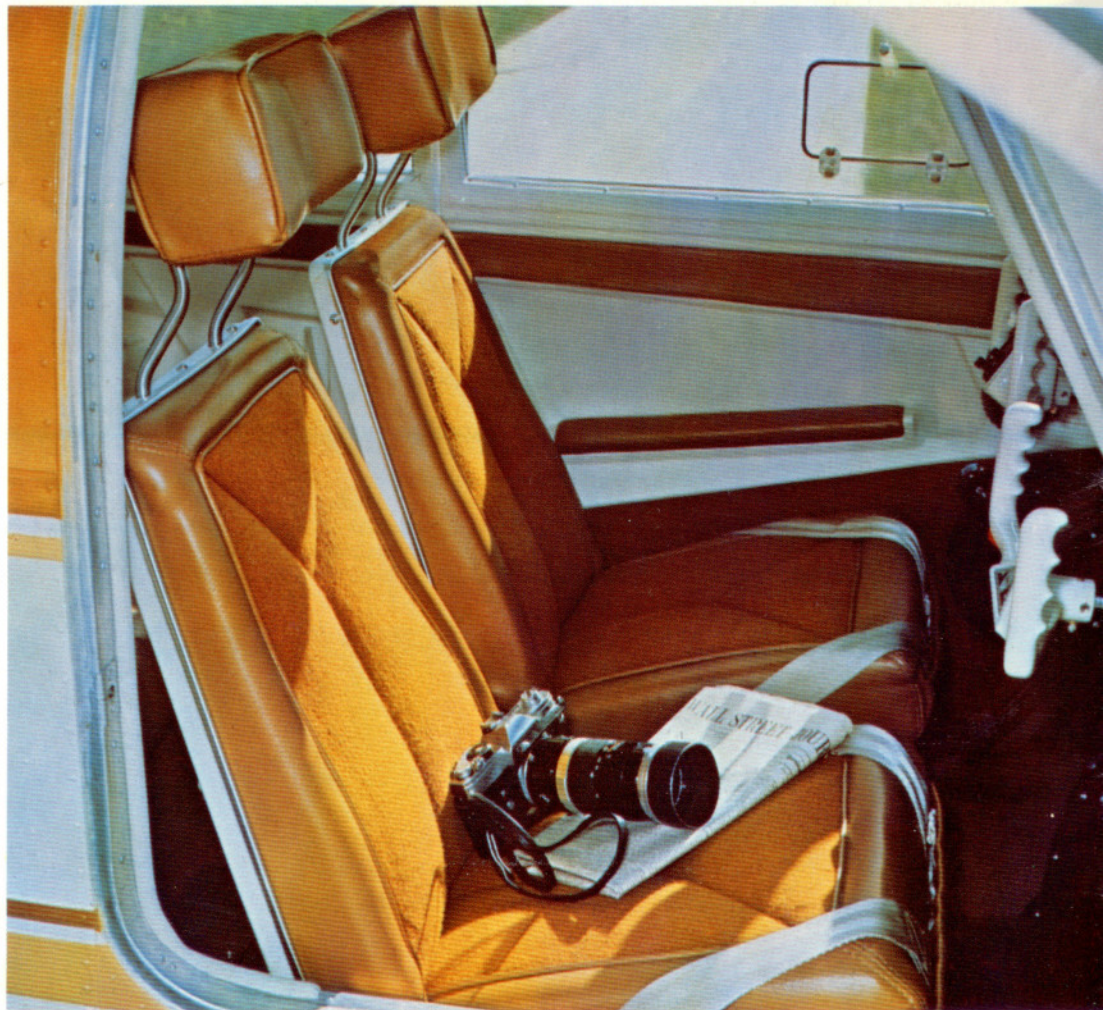
up and 2 seconds down! Wide stance, tricycle gear and steerable nose wheel make ground handling easy. Crosswind and high wind conditions are no problem with Mooney's widetrack stability and shock-absorbing gear.



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' ¾"	9' ¾"	9' ¾"	9' ¾"	7' 9"
Engine—Lycoming	T10-541-A1A	I0-360-A1A	I0-360-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%.