



MARK 22

Occasionally, an aircraft comes along that is a world apart from its contemporaries . . . one that is distinctively different in its ability to deliver a whole new realm of flight capability. The MARK 22 is such an aircraft—an extraordinary airplane.

The MARK 22 is the world's first pressurized single engine aircraft. Now, you and your passengers can cruise in uncrowded skies in the calm, quiet air, high above weather and turbulence.

You'll discover how comfortable and smooth it is to fly at altitudes up to 24,000 feet without the bother of cumbersome oxygen masks. No other single engine business aircraft and few piston powered twins can match the MARK 22's top speed of 256mph at full gross. You pay well over \$100,000 *more* to get this kind of pressurized, high altitude performance in any other aircraft.

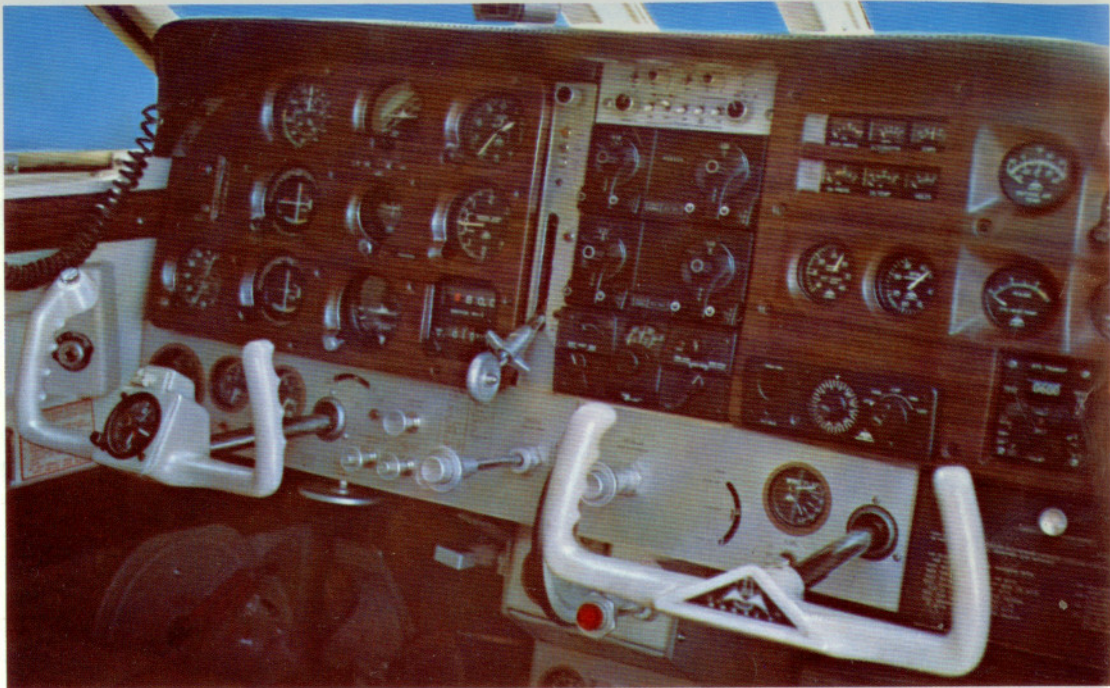
The Mooney MARK 22 is a big airplane that delivers 100% turbo-supercharged power right on through 20,000 feet. Control pressures are light and responsive. Optional electric pitch trim assist and *Positive Control* cutoff are integrated into the yoke. Double-slotted jet-type flaps provide low stall speeds and safer, slower landing speeds.

Inside this unique, modern aircraft, you'll find value engineered seating for four (five optional), luxury styled in today's finest leathers, fabrics and vinyls. The MARK 22's unique passenger door opens horizontally to provide a large opening to facilitate loading of passengers and cargo. Baggage area inside the pressurized cabin is accessible in flight.

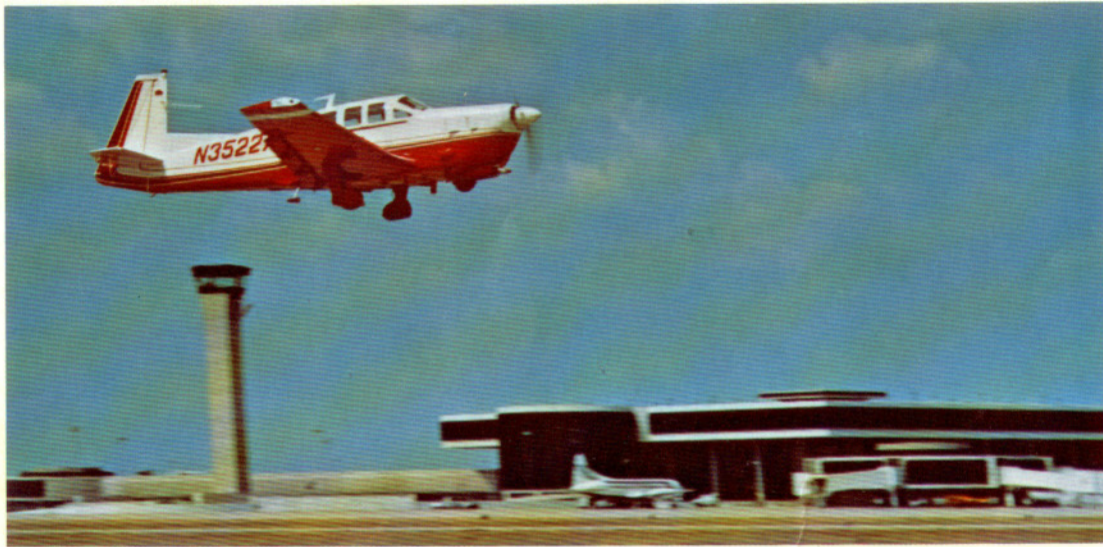
The MARK 22 represents a bold new step in aircraft ownership and pilot achievement . . . an aircraft that distinctively marks you as one who is a step ahead in the aviation fraternity of professional pilots.



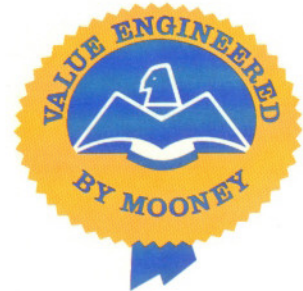
make the CADET ideally suited for student training.



MARK 22 FRONT OFFICE. Here you'll find instrumentation planned to professional pilot standards. Flight instruments are "T" grouped directly in front of the pilot. Plex-ring lighting is ideal for night flying. PC release button and electric pitch trim and roll trim are integrated in the yoke. Overhead console gives convenient access to master switch and electrical control switches. Fuel selector and cabin pressurization controls are pedestal-mounted for easy accessibility.



MARK 22 PRESSURIZATION . . . An AiResearch compressor provides both supercharging and pressurization for the MARK 22. The entire passenger area, baggage compartment and radio equipment racks are located *inside* the pressurized cabin. Cabin is pressurized to 4.0 psi. Cabin altitude at 20,000 feet is only 8,200 feet. Pressurization eliminates the need for cumbersome and uncomfortable oxygen masks.



QUALITY CONSTRUCTION . . . The first criteria in Mooney's design and value engineering philosophy are to build airplanes *stronger* than they have to be and to build them even better than FAA requirements specify. Inside every Mooney is an extra measure of strength and muscle not found in most other aircraft. Step up to value engineering, quality construction and structural integrity second to none.

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	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%.