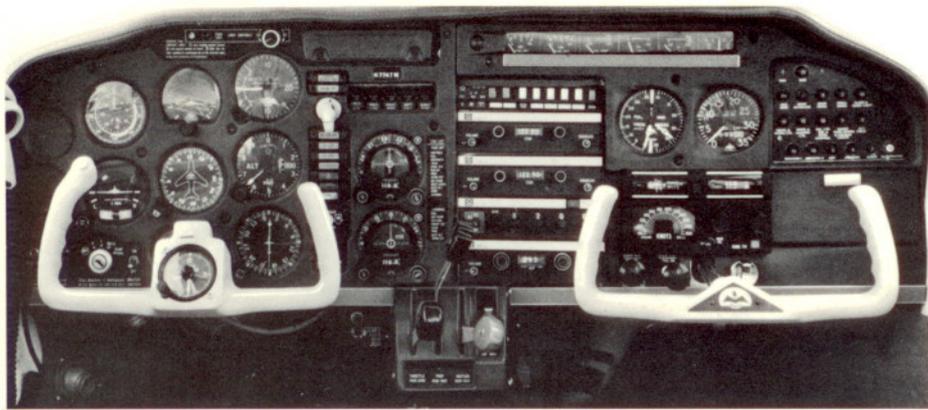


**Mooney Chaparral** T.M.



Full flight instrumentation, including pictorial gyros and turn coordinator, are standard. Choose from several radio packages using Narco or King equipment, each clean-room tested and factory installed for reliability.

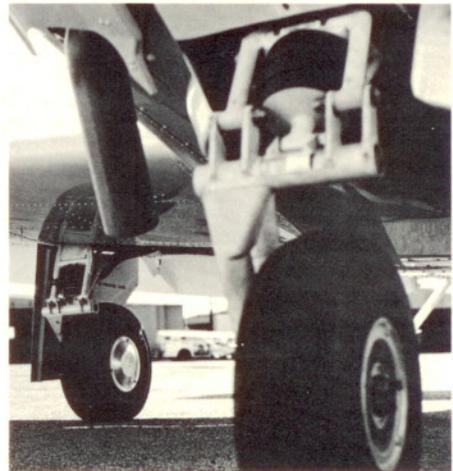
### Mooney Chaparral Buyer's Guide

Fastest. Most economical. The Chaparral's performance\* is unmatched in the 200-hp class.

	MOONEY CHAPARRAL	ARROW II	CARDINAL RG	SIERRA	112
Cruise (75% power)	184 mph	165 mph	171 mph	151 mph	162 mph
Miles per gallon (75% power)	18.0	16.2	15.8	16.1	15.4
Useful load (lbs.)	975	1,133	1,140	1,047	1,035
Range (miles, 48 gallons, no reserve, 75% power)**	864 mi.	778 mi.	758 mi.	773 mi.	739 mi.
Max. cabin load (lbs.)	830	910	830	970	910

\*Comparisons in this brochure are based on manufacturers' information as published in the 1974 FLYING ANNUAL. Naturally, performance may vary with conditions. Consult FAA-approved aircraft flight manuals for complete details.

\*\*Maximum usable fuel: Mooney Chaparral, 52 gallons; Arrow II, 48 gallons; Cardinal RG, 60 gallons; Sierra, 52 gallons; 112, 68 gallons.

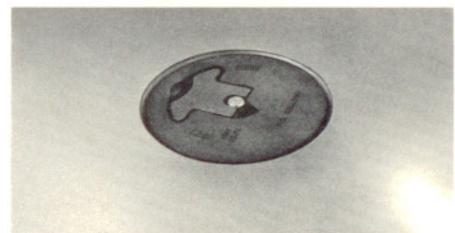


Rugged Mooney gear has no fancy hydraulics or oleos to run up shop bills. Positive-action energy-absorbing electric gear retracts in three seconds, extends in two.

### Mooney Chaparral Specification and Performance Highlights

Engine	Lycoming IO-360-A1A
Horsepower	200
Gross weight	2575 lbs. (1168 kg)
Standard empty weight	1600 lbs. (726 kg)
Useful load	975 lbs. (442 kg)
Wing span	35 ft. (10.7 m)
Length	23'2" (7.1 m)
Height	8'4" (2.5 m)
Power loading	12.9 lbs./HP (5.8 kg/HP)
Wing loading	15.4 lbs./sq. ft. (75.4 kg/sq. m)
Luggage capacity	120 lbs. (54 kg)
Fuel capacity, usable	52 gal. (197 l)
Wheel tread	9 <sup>3</sup> / <sub>4</sub> " (2.8 m)
Wing area	167 sq. ft. (15.5 sq. m)
Landing gear	Retractable
Number of seats	4

Top speed	190 mph/165 k (306 km/h)
Cruise speed, 75% power	184 mph/160 k (297 km/h)
Rate of climb at sea level	1125 fpm (5.72 m/sec)
Takeoff run, 0 wind S/L std. day	760 ft. (232 m)
Landing roll, 0 wind S/L std. day	595 ft. (181 m)
Stall speed (gear & flaps down, power off)	57 mph/49 k (92 km/h)
Service ceiling	21,200 ft. (6462 m)
Fuel flow, 75% power	10.2 gal./hr. (38.6 l/h)
Range, 75% power, 45 min. reserve	798 sm/693 nm (1284 km)
Optimum cruising range, 55% power, optimum altitude	840 sm/729 nm (1352 km)



The Chaparral's flush mil spec fuel caps are just one example of Mooney's extra quality and value.

Performance figures  $\pm 3\%$ . Since equipment and specifications are subject to change without notice, please consult your Mooney Marketing Center for details.

**Fly the fastest, most economical retractable with 200 horses**

With posture-contoured seating for four, reclining seats with adjustable backs and finishing that rivals the most expensive singles, the Chaparral's cabin is somewhere between comfortably functional and opulent. A surprising amount of legroom has been designed into the Chaparral which makes you feel you've entered an expensive foreign sports car which doesn't waste space yet provides occupant comfort. Choose from four interior color selections. Load luggage through the exclusive Mooney

wrap-around luggage door. Stow light items on the convenient, standard hat shelf that is easily accessible from the luggage door.

See your Mooney Marketing Center for a demonstration flight in the Chaparral. Examine the quality, integrity and careful finishing throughout. Then consider how many miles you'll be covering this year and how much it could cost. Wouldn't you rather keep the change? Fly Chaparral.



# Fastest, most economical performer in the 200 hp class.



The Mooney Chaparral doesn't know it has just 200 horsepower. At altitude, with Ram Air boost on, it passes the competition. Striking the skies at up to 184 miles per hour cruise, it's neck and neck with Viking and Centurion—even though Chaparral costs far less. And it costs less on the ground, too, with simple systems that cause less downtime, and a miser's thirst for fuel.

Where can you find an airplane to surpass the Mooney Chaparral's sheer efficiency and performance-per-horsepower? You'd have to buy 100 more horsepower, and burn 5 gallons per hour more, to stay close to the Chaparral. Or stay back with the slowpoke 200-hp retractables which are up to 33 miles per hour *slower*.

Chaparral alone gives you the best of both—speed and economy. It's simply the fastest, most economical retractable in the 200 horsepower class.

And for good reason.

## Efficient Mooney design

Laminar-flow wing with generous use of flush-riveting. Aerodynamically sealed ailerons, rudder, and elevators. Positive-action electric gear which cleans up in just three seconds.

Smooth, clean Mooney lines, mated with a ruggedized 200 horsepower Lycoming engine (1,600 hour recommended TBO), just about the most efficient engine around.

The Mooney exclusive of Ram Air boost combines with tuned manifold for an extra 1"-2" power at altitude without the expense and complication of a turbocharger.

## Ruggedly reliable

The Chaparral has all of the rugged reliability that is Mooney. A continuous-spar wing is more than twice as strong as the FAA requires. Energy-absorbing roll-bar cabin design. Tough, rugged landing gear. Mil spec fuel caps, tough hardware and controls throughout, and a cabin door that closes as solidly as one in a \$100,000 twin. The entire plane is crafted with the same care and attention to detail that used to be reserved only for the most expensive singles.

## 18 miles per gallon... not 16 gallons per hour

The hungry retractables burn almost 6 gallons per hour more than the Chaparral, with little, if any, speed advantage. Fact is the Chaparral delivers a remarkable 18 miles per gallon at 75% cruise to stretch your flying up to 330 miles further with every 50 gallons when compared to other single-engine retractables.

That's where Chaparral economy begins. And it goes on and on. Rugged, simplified systems to keep downtime and maintenance expense low. Energy-absorbing, positive-action electric gear with no hydraulics or oleos to run up shop bills. A straightforward fuel system. Service-engineered access and inspection areas.

No wonder Mooney owners report an actual cost of operation far lower than for any other comparably-powered retractable.

## Fighter feel that's still forgiving

The Chaparral's clean aerodynamics, matched with push-pull control rods for positive control response, make this airplane exceptionally pleasing to fly. You command Chaparral, not *vice versa*, without the undesirable surprises that some clean flyers sometimes demonstrate. Walk a Chaparral near a stall, and you still have positive aileron response that's more like a trainer than a moving machine. Shoot an ILS down to minimums when the wind's wrong and telling you about it every three seconds, and you'll appreciate Chap's agility, positive action controls, and low CG. Try a 60° bank turn in a Chaparral, and compare this clean machine's feel to what it felt like in the box car you may have been flying. Even if the Chaparral didn't get you where you're going a lot faster than most other aircraft, the sheer joy of flying Chaparral would make every trip worth it.

## Positive Control: A Mooney exclusive

The Mooney Chaparral is available with PC, Mooney's Positive Control stability augmentation system that's smooth and sure, and utilizes both roll and yaw servos. PC's "brains" are integrated with the pictorial turn coordinator, which operates electrically. (Backup in the event of electric failure is provided by pneumatic operation.) PC keeps wings level with smooth, positive pneumatic servos, usually found in only the most expensive automatic flight systems. You can "fine tune" roll attitude with an integral roll trim adjustment on the turn coordinator.

## Standard Equipment

### Instruments

Airspeed indicator  
Sensitive altimeter  
Ammeter  
Compass  
Oil pressure gauge  
Fuel pressure gauge  
Recording tachometer  
Manifold pressure gauge  
Hi-lo vacuum indicator lights  
Oil temperature gauge  
Directional gyro  
Pictorial artificial horizon  
Rate of climb indicator  
Turn coordinator  
Eight-day clock  
OAT gauge  
Stall warning indicator  
Plex-ring instrument lighting  
w/rheostat control and dual back up  
circuits  
Internally illuminated placards  
Automatic brightness control for  
panel lights

### Controls

Engine control quadrant with throttle,  
prop, mixture controls and friction  
lock  
Electrically operated retractable  
landing gear  
Illuminated power boost control  
Electrically operated flaps with  
illuminated indicator  
Parking brakes  
Dual flight controls  
Windshield defrost system  
Push-pull rod actuated flight control  
system  
Elevator trim wheel w/illuminated  
indicator  
Removable co-pilot rudder pedals  
Direct nosewheel steering  
Disc brakes—toe operated  
Illuminated rocker switches

### Power Plant

Dual magneto ignition  
Delayed timing starting system  
Electric starter  
Shielded ignition harness  
Oil cooler radiator w/180° thermostat  
Turn-push starter switch  
Dry-type paper air filter  
Dual crossover exhaust system  
Constant speed propeller  
Dynafoal engine mounts  
Ram air power boost  
Adjustable cowl flaps  
Fuel injection  
Dry-vacuum pump w/regulator  
Full flow oil filter  
Quick oil drain

### Electrical System

35 ampere-hour battery, 12V  
60-amp alternator  
Voltage regulator w/overvoltage relay  
and warning light  
Protective pop-out circuit breakers  
Annunciator panel with test switch  
Navigation lights  
Landing/taxi lights  
Rotating beacon

### Fuel System

Two jet-type integral sealed wing tanks  
Engine-driven fuel pump  
Electric-driven auxiliary fuel pump  
Fuel selector valve w/inside drain  
control  
Two flush wing-tank quick drains  
Two electric fuel quantity indicators

---

See Avionics Folder for complete  
information on electronics and  
automatic flight systems available in  
your new Mooney.

### Other Features

Upholstery: long-wearing, hard-finish  
fabric w/Naugahyde trim  
Ignition, cabin and baggage door locks  
Cabin heater w/adjustable outlets and  
illuminated control  
Seven cabin fresh-air vents  
Two pockets back of front seats  
Hat rack shelf  
Wing jack points  
External tie downs (3)  
Tow bar  
Sun visors—pair, tinted  
Individual reclining removable  
rear seats  
Ash trays—4, front and rear  
Arm rests—front and rear  
Tubular steel, welded fuselage cage  
Zinc chromate, anti-corrosion treatment  
Padded instrument glare shield  
Cabin and baggage door light  
Color: Base white with choice of eight  
accent and trim colors

### Optional Equipment At Extra Cost

EGT gauge  
Heated pitot  
Alternate static air source  
Auxiliary power plug  
ELT beacon, 5-year in-service lithium  
battery  
Convenience group: coat hook, assist  
strap, cigar lighter, and access step  
Curtains  
Dual brakes  
Headrests, 2 front  
Headrests, 2 rear  
Polished spinner  
Mooney stability augmentation system  
(PC) with aileron trim (2 axes)  
Tinted windows  
Strobe lights  
Inertia reel shoulder harnesses