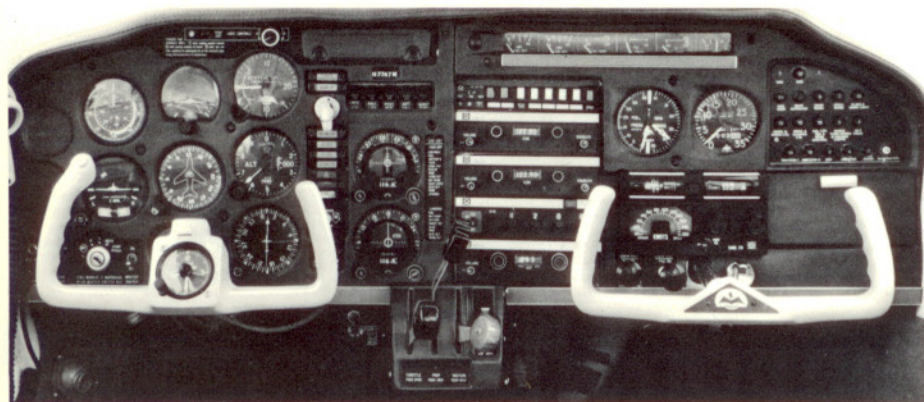




Mooney Ranger T.M.



Full flight instrumentation, including pictorial gyros and turn coordinator, is standard with the Ranger. Choose from Narco or King avionics packages, clean-room tested and factory-installed for reliability.

Mooney Ranger Buyer's Guide

Compare features. Compare performance. * The Ranger is faster, more economical, and lands even slower than you may think.

	MOONEY RANGER	CHEROKEE 180	CARDINAL	SUN- DOWNER	SKYLANE
Cruise (75% power)	172 mph	141 mph	143 mph	143 mph	160 mph
Miles per gallon (75% power)	18.3	16.4	14.2	13.2	11.2
Useful load (lbs.)	1,050	1,060	995	1,020	1,305
Range (miles, 48 gallons, no reserve, 75% power)**	878 mi.	787 mi.	682 mi.	634 mi.	538 mi.
Stall speed (gear and flaps down)	57 mph	61 mph	53 mph	59 mph	57 mph

* 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 Ranger, 52 gallons; Cherokee 180, 48 gallons; Cardinal, 61 gallons; Sundowner, 58.8 gallons; Skylane, 84 gallons.

Mooney Ranger Performance and Specifications Highlights

Engine	Lycoming O-360-A1D
Horsepower	180
Gross weight	2575 lbs. (1168 kg)
Standard empty weight	1525 lbs. (692 kg)
Useful load	1050 lbs. (476 kg)
Wing span	35 ft. (10.7 m)
Length	23'2" (7.1 m)
Height	8'4" (2.5 m)
Power loading	14.3 lbs./HP (6.5 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 3/4" (2.8 m)
Wing area	167 sq. ft. (15.5 sq. m)
Landing gear	Retractable
Number of seats	4

Top speed	176 mph/153 k (284 km/h)
Cruise speed, 75% power	172 mph/149 k (277 km/h)
Rate of climb at sea level	860 fpm (4.37 m/sec)
Takeoff run, 0 wind S/L std. day	815 ft. (248 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	19,500 ft. (5944 m)
Fuel flow, 75% power	9.4 gal./hr. (35.6 l/h)
Range, 75% power, 45 minute reserve	822 sm/714 nm (1323 km)
Optimum cruising range, 55% power, optimum altitude	930 sm/808 nm (1496 km)



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.

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

Stop dragging your gear

Mooney Ranger has Mooney quality and ruggedness, outspeeds fixed-gear 180-hp planes by over 30 mph. Yet it's priced right next to the gear draggers. And delivers the same economy as simple machines.

The Ranger seats four in a functionally opulent cabin. Posture-contoured seats, with adjustable backs are standard. Load luggage through Mooney's exclusive wrap-around door.

Isn't it time you took a demonstration flight in a Mooney Ranger? Your Mooney Marketing Center will show you how you can stop dragging your gear with attractive trade, lease, or finance plans. Gear up and start flying Ranger. You'll like the change—and keep it.



The retractable that's close to fixed-gear planes in cost and miles ahead in performance.



Gear up and go in the Mooney Ranger without going to the bank. In terms of initial investment and operating cost, the Ranger is more like a fixed-gear aircraft. This is the world's lowest-cost production retractable, one you can have for just a little more than those gear draggers. Just a little more for real performance advantage, over 30 miles per hour additional cruise speed than comparably powered fixed-gear airplanes.

With a ruggedized 180 hp Lycoming engine (2,000 hour recommended TBO), the Ranger cruises at 172 mph, seats four comfortably in a sports car cabin, and has a useful load with standard equipment of over 1,000 pounds.

The economy champ

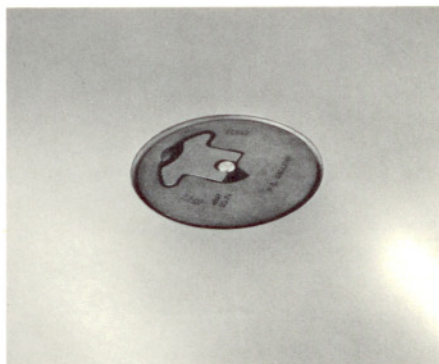
The Ranger delivers over 18 miles per gallon at 75% cruise power, giving you 255 miles more with every 50 gallons of fuel than similarly powered competitive aircraft.

And don't let the Mooney's retractable gear scare you. It's a mechanical dream so rugged and simple that Mooney owners report their maintenance expenses are on a par with some fixed-gear airplanes. That's because there are no fancy hydraulics or oleos to run up shop bills. Just a simple, energy-absorbing, positive-action electric gear that retracts in three seconds and extends in two with the flip of a switch. A weight sensor helps prevent premature retraction, and a throttle-activated warning horn reminds a forgetful pilot in no uncertain terms to extend the gear for landing.

Mooney performance

The Ranger's a Mooney all the way. It cleans up fast for good climb. It has a solid feel in cruise, more like singles costing twice as much than the fixed-gear aircraft priced close to the Ranger.

The Ranger's clean, laminar-flow wing with generous use of flush-riveting slices through the air. Aerodynamically sealed ailerons, rudder, and elevators reduce drag. And push-pull control rods (Cherokee 180, Cardinal, Sundowner, and Skylane still use cables) provide a rugged, positive feel.



Integral fuel tanks with maximum usable fuel of 52 gallons provide cruise range over 900 miles. Letdown and landing are just as pleasing as cruise. Widespan flaps, almost two-thirds of the wing span, and positive-response controls help keep you in command of every landing. The Ranger's stall speed with gear and flaps down of 57 mph at full gross is remarkably lower than comparably-powered fixed-gear airplanes.

Mooney quality

Just because the Ranger's priced like a fixed-gear airplane doesn't mean that corners have been cut. Not by any means. The Ranger has Mooney quality and attention to detail throughout. Zinc chromate corrosion proofing is standard. The interior is finished with the dedication of a furniture craftsman. And the Ranger has all the ruggedness that is Mooney, including a continuous-spar wing that is more than twice as strong as the FAA requires, and energy-absorbing roll bar cabin.

Positive Control: A Mooney exclusive

The Mooney Ranger is available with PC, Mooney's Positive Control stability augmentation system that's sure, smooth, and has the extra reliability of both electric and pneumatic operation. 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
Internally illuminated placards
Automatic brightness control for panel lights
Two overhead panel flood lights

Controls

Engine control quadrant with throttle, prop, mixture controls and friction lock
Electrically operated retractable landing gear
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
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

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
Plex-ring instrument lighting w/rheostat control and dual back up circuits
Strobe lights
Inertia reel shoulder harnesses

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