



N3605H



Mooney

Aircraft Corporation/Kerrville, Texas 78028 Member of GAMA
Subsidiary of Republic Steel



Mooney Ranger Specifications, Performance Data

EngineLycoming O-360-AID
 Horsepower180
 Gross weight2575 lbs. (1168 kg)
 Empty weight1,525 lbs. (692 kg)
 Useful load1,050 lbs. (476 kg)
 Wing span35 ft. (10.7m)
 Length23'2" (7.1m)
 Height8'4" (2.5m)
 Power loading14.3 lbs./HP (6.5kg/HP)
 Wing loading15.4 lbs./sq. ft.
 (75.4kg/sq.m)
 Luggage capacity120 lbs. (54 kg)
 Fuel capacity, usable52 gal. (197 l)
 Wheel tread9'3/4" (2.8m)
 Wing area167 sq. ft. (15.5 sq. m)
 Top speed169mph/147k (273 km/h)
 Cruise speed, 75% power ..165mph/143k (266 km/h)

Rate of climb at sea level ... 800fpm (4.07m/sec)
 Stall speed (gear & flaps
 down, power off)57mph/49k (92 km/h)
 Service ceiling16,500 ft. (5030 m)
 Fuel flow, 75% power9.4 gal./hr. (35.61/h)
 Range, 75% power, no
 reserve912 sm/792 nm (1471km)
 Optimum cruising range,
 55% power, optimum
 altitude1047 sm/910 nm (1689km)

Performance figures ± 3%

Mooney Aircraft Corporation reserves the right to make changes to specifications, materials, standard equipment, and optional equipment offered on its products at any time without incurring any obligations to equip or modify models manufactured prior to or after the effective date of such change.

Buyer's Guide*	Mooney Ranger	Cessna Skylane	Piper Archer II	Grumman Tiger	Piper Arrow III
Top speed/HP	169mph/ 180hp	170mph/ 230hp	153mph/ 180hp	170mph/ 180hp	175mph/ 200hp
Cruise speed, 8000' /mpg	165mph/ 17.6mpg	166mph/ 13.1mpg	147mph/ 16.3mpg	160mph/ 14.8mpg	158mph/ 15.5mpg
Stall Speed	57mph	62mph	61mph	61mph	63mph
Rate of climb (fpm)	800	1010	740	850	831
Service ceiling (ft.)	16,500	16,500	13,650	13,800	16,000
Equipped payload, 750 miles, 75% power	705 lb.	843 lb.	784 lb.	735 lb.	762 lb.
Cabin width, elbow-to-elbow	43.5"	45.5"	42.0"	41.0"	42.0"
Suggested base price, January, 1978	\$32,700.	\$37,350.	\$27,510.	\$33,430.	\$40,650.
*Comparisons based on manufacturers' information published in FAA-approved flight manuals. Performance may vary with conditions. Cabin measurements made by Mooney Aircraft Corporation on current production aircraft.					

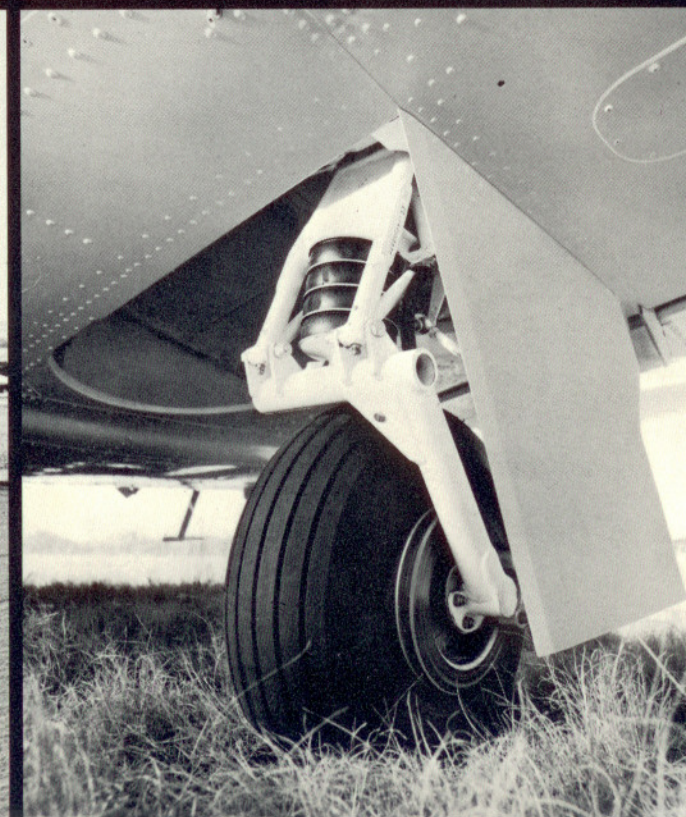
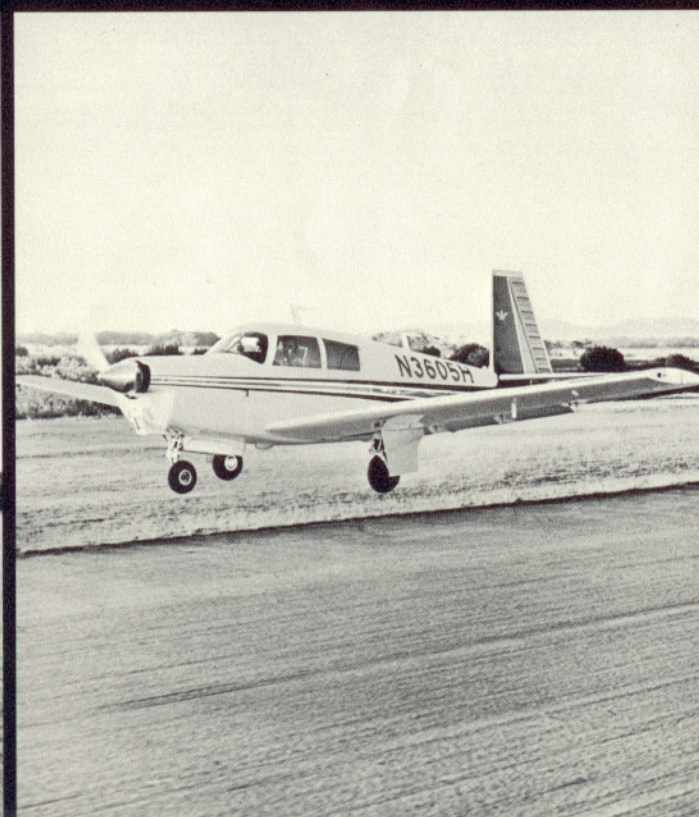
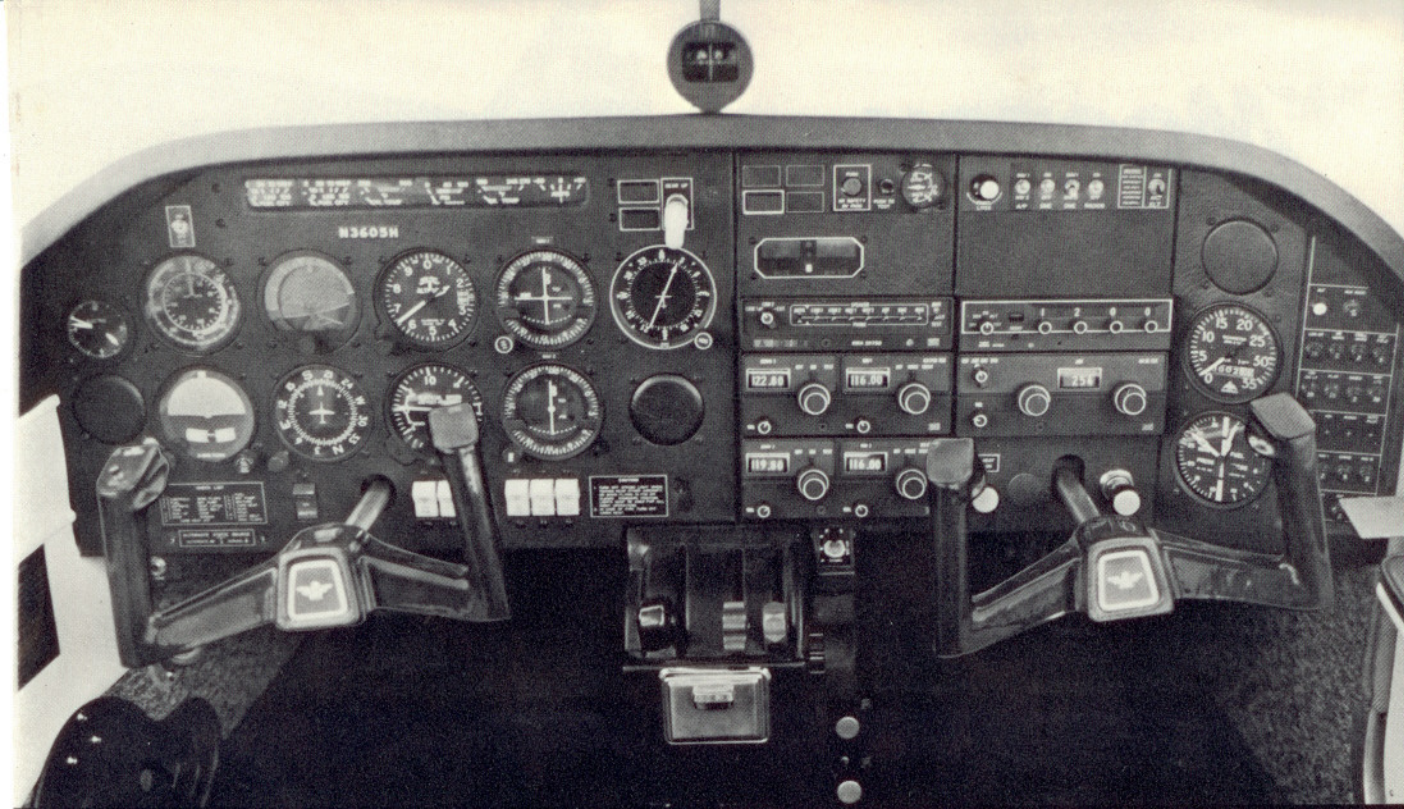
The Ranger's New Dimension Panel has room for a full compliment of avionics and autopilots, including an optional flight director.

A classic metallic spinner is standard equipment with the Ranger.

The forward slant of the Mooney rudder provides better control at low speeds, placing it more diagonal to the windstream.

The Ranger's low 57mph stall speed makes it an excellent advanced training aircraft.

The Ranger's wide, rugged gear is all-electric, and retracts or extends in just seconds. Energy-absorbing rubber disc shock absorbers require no maintenance.



Why buy a gear dragger when a Ranger costs you less?

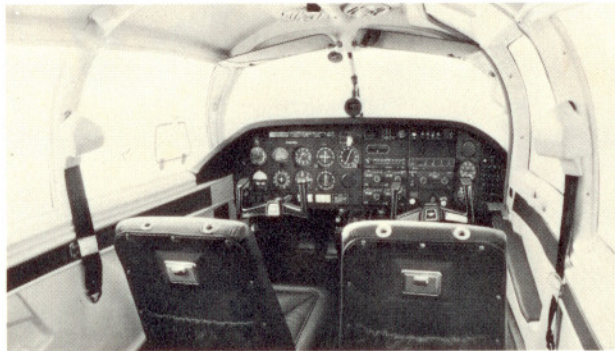
It's a fact. You can spend several thousand dollars more than the cost of a Ranger for a comparably equipped fixed-gear plane. And what do you get for your additional investment? A cruise speed that's up to 30mph *slower* than the Ranger's.

The Ranger is today's best aviation value. With a ruggedized 180hp Lycoming engine (2,000 hour recommended TBO), the Ranger cruises at 165mph, seats four comfortably and has a useful load with standard equipment of over 1,000 pounds. But the day you buy your Ranger is only the beginning of your savings.

Every time the gear goes up your costs come down

The Ranger delivers over 17.6mpg at 75% cruise power. What that means compared to comparably powered gear-draggers is an extra 255 miles more flying on every 50 gallons of fuel. That adds up to big savings on fuel costs. It also adds up to big savings on your valuable time. You'll not only get where you're going faster, you'll be able to skip many of those time consuming stops to refuel.

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 or extends in 5-7 seconds with the flip of a switch. An airspeed switch helps prevent premature retraction, and a throttle-activated warning horn reminds a forgetful pilot in no uncertain terms to extend the gear for landing.

You'll like the feel of a Ranger

The Ranger has a solid feel, much like singles costing twice as much. The push-pull controls instead of cables provide a rugged, positive response. And you'll probably find a Ranger easier to land than the fixed-gear plane you're used to. Widespan flaps, almost two-thirds of the wing span, and positive response controls help keep you in control. At full gross, the

Ranger stalls at 57mph. That's remarkably lower than comparably powered gear-draggers.

The Ranger's cabin is laid out with flying convenience in mind. It's 43.5" wide, elbow-to-elbow, as wide as most Bonanzas in the fleet.

If you're serious about flying, you'll be glad to see the Ranger is too. The New Dimension panel is arranged to minimize the amount of work involved in your scan. And this year the Ranger comes with a choice of five autopilots and seven different avionics packages that include DME, HSI, RNAV and radar altimeter options.

Built like its big brother the 201

The Ranger and the Mooney 201 have a lot more in common than the same paint scheme. 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 far stronger than the FAA requires, and energy-absorbing alloy steel roll bar cabin.

When you consider the quality, cost and efficiency, we think you'll agree with us. Compared to a Ranger, fixed-gear aircraft are a drag.