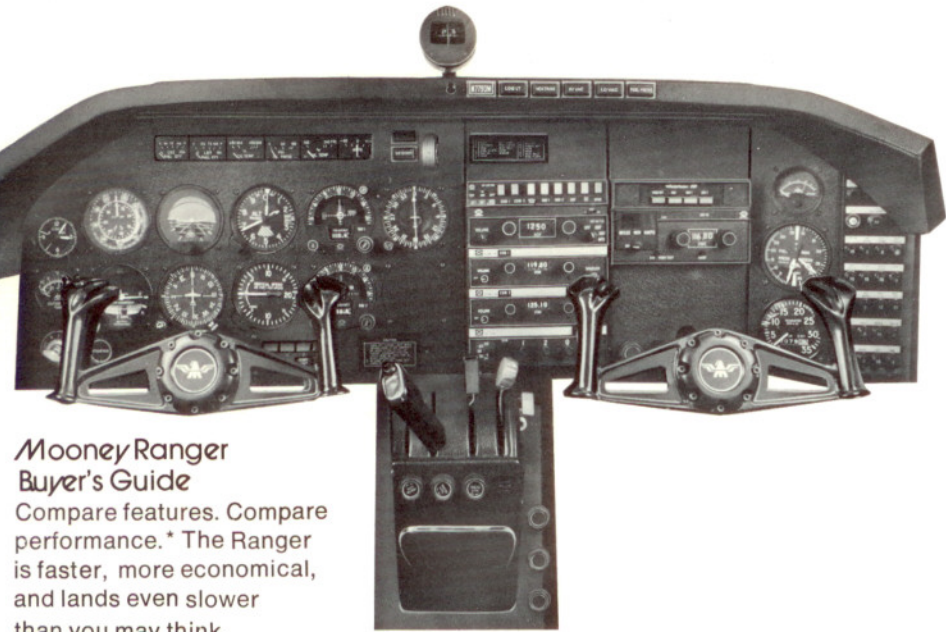


Mooney Ranger





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 CARDINAL 180	SUN- DOWNER	SKYLANE
Cruise (75% power)	172 mph	143 mph	150 mph	131 mph
Miles per gallon (75% power)	18.3	16.2	14.9	12.2
Equipped Useful load	961 lbs.	979 lbs.	931 lbs.	1,239 lbs.
Equipped Payload, 700 miles, 75% power	732 lbs.	720 lbs.	649 lbs.	772 lbs.
Stall speed (gear and flaps down)	57 mph	61 mph	53 mph	59 mph

* Comparisons are based on manufacturers' information as published in the 1975 FLYING ANNUAL. Naturally, performance may vary with conditions. Consult FAA-approved aircraft flight manuals for complete details.

Mooney Ranger Performance and Specifications Highlights

Engine	Lycoming 0-360-A1D
Horsepower	180
Gross weight	2575 lbs. (1168 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	9'¾" (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, 822 sm/714 nm 45 minute reserve	(1323 km)
Optimum cruising range, 55% power, optimum altitude	930 sm/808 nm (1496 km)

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.



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

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

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

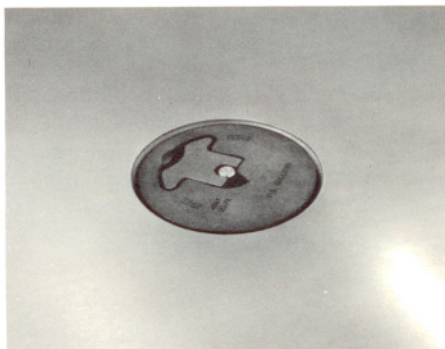
The Ranger delivers over 18 miles per gallon at 75% cruise power, giving you up to 305 miles more with every 50 gallons of fuel than similarly powered competitive aircraft.

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 or extends in just seconds 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.)

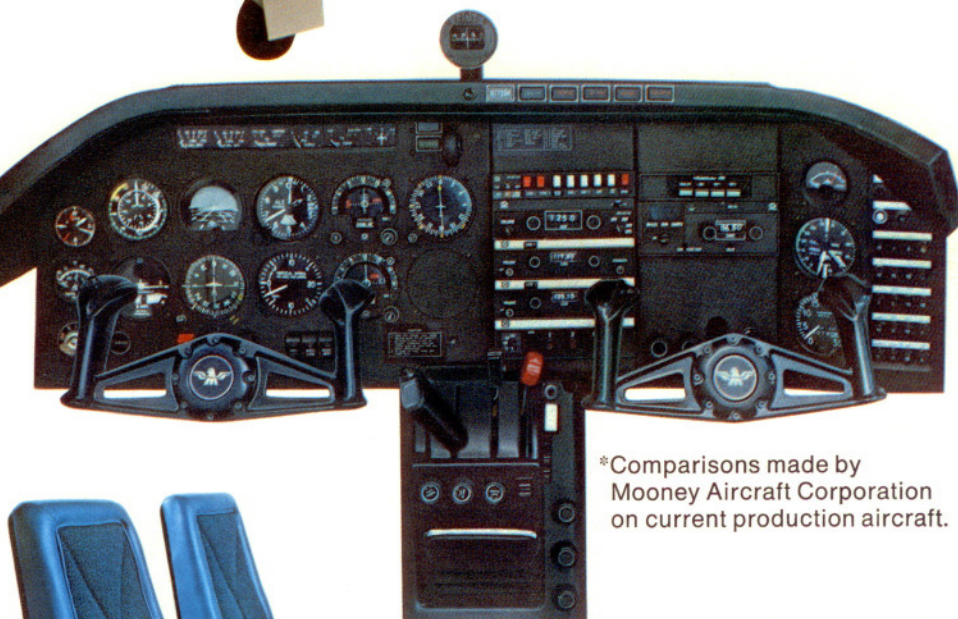
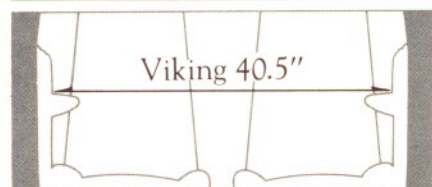
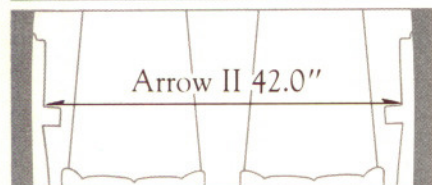
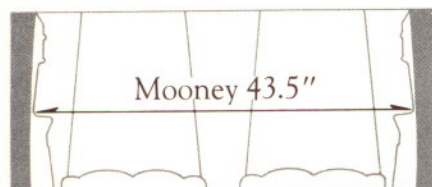
PC keeps wings level with smooth, positive pneumatic servos, usually found in only the most expensive automatic flight systems. You can "fine tune" roll attitude with an integral roll trim adjustment on the turn coordinator.



The New Dimension Mooney Ranger gives you more room, an all-new panel, with the same Ranger economy.

Take a close look at the Ranger's New Dimension Panel. It's all-new, all-professional. You'll see annunciator lights mounted in the glareshield for line-of-sight viewing, flight instruments in the preferred T-configuration, new ProPower quadrant with larger throttle, integral landing light switch, electric flap pre-select, centrally stacked avionics, power instruments canted towards the pilot for easier monitoring, and circuit breakers in plain view. Human-factors engineered control wheel with integral autopilot interrupter switch, maplight, push-to-talk MIC button. (See the Mooney equipment brochure for all of the Ranger's standard features, and your choice of avionics and automatic flight systems.)

Scrutinize the Ranger's New Dimension



*Comparisons made by Mooney Aircraft Corporation on current production aircraft.



interior. With more elbow room than Arrow II or Viking.* Your choice of eleven plush interior decors matching seven exterior color combinations. New handy pockets behind front seats. Fully reclinable rear seats (standard), adjustable front seats, optional head rests and front seat shoulder harnesses.

Then see how we've cleaned up the Ranger, with a remote outside air temperature gauge, flush door handle. You'll find traditional Mooney quality features like flush riveting where it counts for low drag, and a long standard equipment list including full flight instrumentation and wingtip strobes at no extra charge.



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