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Mooney m20j poh pdf

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Al Mooney and his company have developed some absolutely stunning aircraft, the main one being the iconic M20. Our high-quality reproduction guides do these beautiful birds justice. If you need a owners manual, flight guide or guide for operators, you have come to the right place. We publish for a variety of Mooney, including numerous variations of the M20 and generations. These aircraft manuals are NOT FAA-approved replacements for your aircraft's POH. Reference in this case to any specific commercial products by brand, trademark, manufacturer, or otherwise does not imply or offer any approval or affiliation to that manufacturer or supplier. Page 2 Link to any specific commercial trademark, trademark, manufacturer, or otherwise, does not mean or offer any approval or affiliation to that manufacturer or supplier. 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These aircraft manuals are NOT FAA-approved replacements for your aircraft's POH. 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 M200 Family Mooney M20J Role Personal Use of Civilian Aircraft Manufacturer Mooney International Corporation Designer Al Mooney First Flight 1953 Introduction 1955 Manufacturing Status Completed Produced 1955-1971, 1974-2008, 2014-2019 Room built No. 11000 Unit Cost M20U Ovation Ultra: USS728,900, M20V Acclaim Ultra: USS807,900 1 Developed from Mooney M-18 Mite Mooney M20s assembled in 2002 Mooney Caravan aTure Oshkosh, Wisconsin Mooney M20 is a family of piston quadplane, guided propeller, general aviation aircraft, all with low wings and tricycle equipment manufactured by Mooney International Corporation. The M20 was Al Mooney's 20th design, and its most successful. The series has been produced in many variations over the past 60 years, from the wooden wings of the M20 and M20A models of 1955, to the M20V Ultra Acclaim, which debuted in 2016. In total, more than 11,000 aircraft were produced. In November 2008, the company announced that it would cease production as a result of the recession of the late 2000s, but will continue to provide parts and support to the existing fleet. With the infusion of Chinese capital following the company's purchase, M20 production resumed in February 2014. Since then, the company has released two more M20 models. The development of Al Mooney has been developing preliminary projects of the four-seater M20 for some time, while the single-seater M-18 Mite was in production in the late 1940s and early 1950s. When the company moved from Wichita, Kansas, to Kerville, Texas, in early 1953, and when it became clear that the tick was nearing the end of its production, the development of the M20 accelerated. The first M20 flight took place on September 3, 1953 and was certified on August 24, 1955. In 1955, the company sold 10 M20 aircraft. Because of the start-up costs, they lost about \$3,000 on each plane. In 1956 they delivered 51 aircraft, and in 1957 there were 105. The aircraft attracted attention by being able to reach speeds of up to 170 mph (270 km/h) with an O-320 engine with a capacity of 150 hp (110 kW). It should be noted a combination of speed and efficiency. In 1958, the M20A joined the line with a larger engine with a capacity of 180 hp (130 kW) Lycoming O-360-A1A, and by 1959 it was the only proposed model, with a total sales volume of 231 units this year. It was the first year when the company made a profit. The M20A continued production in 1960, when 166 were delivered. These were the last of the Mooneys to have wooden structures in the wings and tail. At the beginning of the model's history, there were several incidents involving the destruction of wooden tails in flight due to water damage and rot. Consequently, most tails are now replaced with fully metal replicas, as required by Mooney Service Bulletin M20-170A and FAA Airworthiness 86-19-10. Without the possibility of metal fatigue, the wooden wing has an uncertain lifespan and is considered by some pilots to provide a smoother ride in turbulence. In January 1960, Mooney persuaded Ralph Harmon to leave McDonnell Aircraft in St. Louis, Missouri, and to take over the management of engineering. He insisted on replacing wood in the M20 with aluminum, and the all-metal M20B was completed by the end of 1960, less than a year after its arrival. In 1961, the company sold 222 M20B aircraft. The following year, the M20C was introduced and 336 were sold this year. Also known as Mark 21, and then Ranger, the M20C had several improvements compared to the M20B, including a greater deviation on control surfaces, reduced bonnet flap holes for better engine cooling, improved exhaust cleaning with Hanlon and Wilson exhaust system, new battery access door, more powerful landing light, lightweight floor, increased gross weight of 2,575 pounds (1,168 kg), a new dashboard layout, and a higher maximum flap angle of 33 degrees. 1967 Mooney M20C. In 1963, the M20D, essentially an M20C with a fixed chassis and a fixed-step pellet, was introduced. This was somewhat lighter than the M20C and was conceived as a basic or coaching model that would have lower insurance costs and which would compete with the Piper Cherokee 180. It could be upgraded with a retractable chassis, and in fact, most of them have been upgraded over the years. The M20D was produced from 1963 to 1966 with a total production of 161 units. In 1964, the M20E Super 21 was introduced. It was also based on the M20C, but with a more powerful 200 hp (150 kW) Lycoming fuel is injected engine. This year, the company sold 366 M20E units. In 1965, a new feature was introduced on the M20. It was called positive control and was a single-axis autopilot manufactured by Britain Industries. It kept the wings of the aircraft in a level position if the button on the control wheel was not suppressed for turns and banks. It was a controversial feature, loved by some pilots and not loved by others. Production and sales of the M20 continued to grow. A total of 760 units were delivered in 1966, including 280 M20C Mark 21 and 473 M20E Super 21 aircraft. The new model, the M20F Executive 21, offered more legroom due to the 10-inch (25 cm) increase in the length of the cockpit, which also allowed for a third window of the side fuselage. It had 64 gallons of U.S. (240 liters) of fuel capacity compared to 52 U.S. (200 liters) in previous models, and collected an additional 165 pounds (75 kg) this year, the company exceeded \$1,000,000 profit. The M20G Statesman, a version of the M20F with a less powerful 180 horsepower (130 kW) engine, was in 1968. He had a bigger glider than that M20C, but the same engine, and as a result was slower. It was not as successful as the M20F and was produced for only three years, from 1968 to 1970, with a total production volume of 189 units. Despite the high sales, Mooney didn't always have cash. The company went into Chapter 7 bankruptcy in early 1969, and was acquired by American Electronics Laboratories and then Butler Aviation International. Sales this year were less than half of the previous year's figures, although the new version of the M20E Chaparral was released with electrical appliances and chassis. Butler Aviation also acquired the troubled aerostar company and merged it with Mooney in an attempt to save both. Mooney's name was dropped in 1970, as was the designation M20; planes were called Aerostars. In early 1971, Butler Aviation closed the Mooney plant and it remained closed for more than two years. In October 1973, Mooney was reacquired by Republic Steel. Robert Cumming, general manager of Republic Steel, has owned the Mooney M20F Executive for years and has flown it frequently and would like to put the Mooney M20 back into production. It began in January 1974 with the reintroduction of the M20F Executive. Roy LoPresti, a former grumman Of American, was hired as vice president of design. Thanks to the efforts of his engineering team, various improvements were made to the M20 to increase its speed, and the M20J was introduced in July 1976. It was also known as the Mooney M20J 201 because it was capable of 201 mph (323 km/h) with a 200 horsepower (150 kW) engine. 201 was a great seller, and a turbocharged version was developed later that year. The following year, 1977, three models were offered: M20C Ranger, M20F Executive and M20J 201. By 1979, the M20C had been dropped, ending production of the short-lived M20. In the same 1979 was released the first turbocharged M20 model: M20K 231, so marked because its top speed was 231 miles per hour (372 km/h). It was based on the previous 201 with further improvement. It had a wider wingspan and a six-cylinder continental engine, and the fuel capacity was increased to 80 gallons of U.S. (300 liters; 67 imp gal). A total of 439 aircraft were delivered this year, less than in the best years of the 1960s, but these deliveries led to healthy profits. From that point until 1986, the M20J and the turbocharged M20K were the only two models on offer. In the 1980s, general aviation production experienced a significant decline since 1982. Mooney was affected along with other producers and was forced to cut back on temporary layoffs. Despite the economic downturn, development work continued. 201 and 231 received more improvements, including a significant reduction in cabin noise. In 1982, deliveries fell to 218, and in 1983 only 154 aircraft Production. The U.S. Air Force announced a competition to develop a replacement for the Cessna T-41 simulator, and Mooney immediately began developing a military simulator based on 231. While the company was in recession, Republic Steel was acquired by Ling-Temco-Vought And fell from Mooney. The company was in the hands of Armand Rivard of Lake Aircraft and Alexander Couvelair, a Mooney dealer from Paris. Sales continued to fall, with a total of 143 in 1984 and 99 in 1985. The next new model, the M20K 252, appeared in early 1986 with a top speed of 252 mph (406 km/h). It replaced the 231 and reached its higher speed with the same 210 horsepower (160 kW) engine. It is equipped with a new 28-volt electric system to power additional equipment and improve cold weather starting. The Continental TS10-360-GB engine in 231 required special pilot training and modified take-off and lift procedures to operate at an acceptable engine temperature in hot weather. Because of this, 252 got the intercala engine TS10-360-MB. Various improvements were copied to the 201 glider, and the new model 205 was released in 1987. The Muni M20L engine with the Porsche PFM 3200 N0

on this aircraft was the replacement of a throttle, mix and control propeller with one power control; The speed of rotation of the mixture and propeller is automatically adjusted depending on the setting of this single control. Mooney PFM is not the last, with a total of 41 units that were manufactured in 1988 and 1989. Most M20Ls no longer use this unique engine since plant support ceased in 2005. In February 1989, the turbocharged Lycoming M20M was released: the M20 M20 TLS (Turbocharged Lycoming Sabre). It was equipped, as the name suggests, with a turbocharged Lycoming six-cylinder engine that produced 270 horsepower (200 kW) at 2,575 rpm, and it had a three-blade propeller. It was capable of cruising at 230 mph (370 km/h) and had a range of 1,060 miles (1,710 km) and a top climbing speed of 2,380 feet (730 m) per minute. In the first year, TLC accounted for 30 of the 143 delivered aircraft, and in 1990 this year increased to 61. Also in 1989, Mooney produced a model trainer based on the M20J. Beech, Cessna and Piper all stopped producing trainers throughout the 1980s, and 201AT was designed to fill that gap. From 1989 to 1992, 20 units were delivered. The next Mooney M20 model of the 1990s was M20J 201, also designated MSE, MSE, in 1990 (although only a few were actually delivered before 1991). It was a 200 horsepower (150 kW) turbocharged model that included many features from TLS. In early 1991, Mooney decided to offer his improved Flight Screener Trainer to the public, given that the Air Force was in no hurry to make a decision about its coach. It had to have a 260 horsepower (190 kW) Lycoming O-540 engine and would be evaluated for aerobatics. However, it did not arouse much public interest. TLS continued production until 1995, and MSE continued, too, until it was replaced by the M20R Ovation in 1994. Once again, Mooney offered two models: one offering high speed (TLS) and the other offering high efficiency. The Mooney M20T Predator, N20XT, exhibited at Sun 'n Fun 2006 The M20T Predator, equipped with a canopy version of the M20 base design powered by the Lycoming AEIO-540 engine, was Mooney's entrant in the USAF Enhanced Flight Screener competition. The prototype, built in 1991, appears in a paint scheme with a tiger stripe. The only prototype registered by N20XT was delivered to the Experimental Market Review category and is still owned by Mooney Aircraft in 2013, although its registration expired on November 30, 2013. The competition for the extended Flight Screener program was finally held in 1992, and the Slingsby T67 Firefly was chosen to replace Mooney EFS. Sales continued to fall, reaching only 64 units in 1993. The location of San Antonio was sold and all operations returned to Kerrville. Development of the M20 continued, however, and the M20R Ovation was released in 1994. It was designed to fill the gap between the usually aspirated MSE and the turbocharged TLS, and it was equipped with a 280 horsepower (210 kW) Continental IO-550 engine. Of the 91 Mooney aircraft produced in 1995, 54 were Ovations. This model was named the single-engine plane of the year Flying in 1994. The following year, the upgraded TLS with the more powerful Lycoming TIO-540-AF1B was named M20M, but was also called Bravo due to the new B engine. Shortly after Bravo's release, the TKS ice protection system was offered for Bravo and Ovation models. The M20K Encore was launched in 1997, with a larger power and higher gross weight, giving it a performance similar to the original M20K. It also had an improved interior and reduced noise levels in the cabin. The M20S Eagle, released in 1999, was equipped with 244 hp (182 kW) Continental IO-550-G. He was followed in 2001 by Eagle 2. This model included such refinements as a standard leather interior. Eagle 2 also used the same 3 blade propeller as the original M20R and was produced from 1994 to 1999. M20TN M20TN years was launched in 2006 on the Continental TSIO-550-G turbocharger with two turbochargers and dual intercules. Acclaim replaced the Mooney M20M Bravo in the company's product line. Mooney laid off 60 employees in June 2008 and cut production, citing a weak economy and sales holding back high fuel prices. Later, in November, all production was stopped. In July 2008, Mooney signed a memorandum of understanding with Rolls-Royce to develop a version of the M20 that will be equipped with the Rolls-Royce RR500 TP turboprop power plant. The project was announced as a joint marketing investigation and an intelligence project, but did not appear to have been successful. In the late 2010s, Mooney Acclaim Ultra More employees were fired. The stated goal was to have fewer than 10 employees in early 2011, with these employees providing parts and support to existing aircraft owners while the company sought new investments. This search ended at the end of 2013; Chinese investment allowed the company to resume production in early 2014. Later that year, the M10T and M10J were announced, both equipped with Continental diesel engines. In 2016, two new models were released: the M20U Ovation Ultra and the M20V Acclaim Ultra. The M20U was based on the M20R and its first flight was on June 4, 2016. It was the first door of the M20, it had a door on the pilot side. It also featured a composite shell front fuselage that replaced traditional aluminum skin. The M20V, which was developed from M20TN Acclaim, had these features as well. The company closed its doors and laid off all employees on November 12, 2019. Designed with the exception of the earliest models that had wings and tails with wooden frames, the M20s are built entirely of metal. They are all low-winged aircraft, and the wing skin is aluminum. Slotted flaps cover 70% of the back edge. Earlier models used a hydraulic hand pump to extend the flaps, while later models have electrically controlled flaps. The front fuselage has a steel tubular cabin structure covered with aluminum leather; The fuselage has a semi monocoque structure. In many places on the skin of the aircraft, flash-mounted rivets are used to reduce resistance. The chassis on the Mooney M20 is made of heat-treated chromium molybdenum steel. The main chassis is attached to the main wing of the spar, while the bow gear is attached to the tubular steel frame. The stacks of rubber percussion discs act as shock absorbers. All models, with the exception of the M20D Master, are equipped with a retractable chassis; on these models, the nose wheel is removed into the rear, and the main wheels are drawn inwards. Early models use a manual lever to lift and lower gear. Manual drive climbs by unlocking the lever just below the throttle, flap, called Johnson Bar and named after Johnson Bar (locomotive), rotating it on the floor and locking it in a fixture on the floor. Reducing the chassis requires the same operations in the opposite order. Interestingly, Al Mooney began working as a young man for the rail industry, hence borrowing the locomotive term for use in describing parts of the aircraft. Beginning in 1969, the chassis's electrical appliance became standard. The Mooney M20 has an average conical wings ratio with 1.5 degrees of wash-out and 5.5 degrees of diegral. More recent models were equipped with stall strips to improve the characteristics of the stall. The Mooney M20 relief is easily recognizable by its unique tail fin with a vertical front edge. (The tail fin looks as if it is leaning forward, but it is roughly vertical at flight level, depending on the trim setting.) The horizontal tail plane, which consists of stationary stabilizers and rear elevators, has no trimming tabs. The entire tail assemblage rods in the back of the fuselage to ensure a step trim. All M20s store fuel in two separate wet wing tanks located in the section of each wing. Fuel is driven from the tank to the injector or carb with an engine-controlled pump backed by an electric pump. To increase power, many M20s also have a ram-air induction system called mooney Power Boost. For normal operation, the air is filtration filtered before it enters the induction system. When the air is selected, partially unfiltered air enters the induction system with higher pressure and therefore multiple pressure increases by about a full inch of mercury flying at an altitude of 7,500 feet above average sea level, which gives more power. The turbocharged options omit this feature, as the turbocharger provides a much larger increase in multiple pressures. The Mooney M20 series comes in three fuselage lengths: short body (M20 via M20E), medium body (M20F via M20K) and long body (M20L via M20V). Although all M20s have four seats, the increase in fuselage length has provided more legroom for the rear passenger, but with a slight decrease in performance: for a similar engine and vintage, the long-footed aircraft is 4-6 knots slower than the short-haul aircraft. Operational History In August 2017, 6,748 Mooney M20 aircraft were registered with the US Federal Aviation Administration, 342 from Transport Canada and 33 in the UK by the Civil Aviation Authority. In June and July 2017, pilot Brian Lloyd made the mooney M20K 231 round-the-world trip, commemorates Amelia Earhart's attempt to bypass Amelia Earhart 80 years ago in 1937. Lloyd followed a route similar to the one Earhart took. Options Data from A. Czernek и Ларри Ball Ball Цилиндры с турбонаддувом? MTOW Production years Production quantity M20 24 August 1955 Lycoming O-320 150 horsepower (110 kW) 4 no 2450 lb (1111kg) 1955–1958 200 M20A 13 February 1958 Lycoming O-360 180 horsepower (130 kW) 4 no 2450 lb (1111kg) 1958–1960 499 M20B 14 December 1960 Lycoming O-360 180 horsepower (130 kW) 4 no 2450 lb (1111kg) 1961 222 M20C Ranger 20 October 1961 Lycoming O-360 180 horsepower (130 kW) 4 no 2575 lb (1168 kg) 1962–1978 2422 M20D Master 15 October 1962 Lycoming O-360 180 horsepower (130 kW) 4 no 2500 lb (1134kg) 1963–1966 161 M20E Super 21 / Chaparral 4 September 1963 Lycoming IO-360 200 horsepower (150 kW) 4 no 2575 lb (1168kg) 1964–1975 1478 M20F Executive 21 25 July 1966 Lycoming IO-360 200 horsepower (150 kW) 4 no 2740 lb (1243 kg) 1966–1977 1112 M20G Statesman 13 November 1967 Lycoming O-360 180 horsepower (130 kW) 4 no 2525 lb (1145 kg) 1968–1970 189 M20J 201 27 September 1976 Lycoming IO-360 200 horsepower (150 kW) 4 no 2740 lb (1243 kg) 1977–1987 1634 M20K 231 16 November 1978 Continental TSIO-360-GB or -LB 210 horsepower (160 kW) 6 yes 2900 lb (1315kg) 1979–1985 888 M20K 252TSE 1986 Continental TSIO-360-MB 210 horsepower (160 kW) 6 yes 2900 lb (1315kg) 1986–1990 222 M20K Encore 1997 Continental TSIO-360-SB 220 horsepower (164kW) 6 yes 3130 lb (1420kg) 1997-1998 27 M20L PFM 25 February 1988 Porsche PFM 3200 217 horsepower (162 kW) 6 no 2900 lb (1315 kg) 1988–1990 41 M20M TLS / M20M Bravo 28 June 1989 Lycoming TIO-540 270 horsepower (200 kW) 6 yes 3368 lb (1528 kg) 1989–2006 314 M20R Ovation / Ovation 2 30 June 1994 Continental IO-550-G 280 horsepower (210 kW) 6 no 3368 lb (1528 kg) 1994–2001 266 M20S Eagle / Eagle 2 7 March 1999 Continental IO-550-G 244 horsepower (182 kW) 6 no 3200 lb (1451 kg) 1999–2003 67 M20TN Acclaim 22 Декабрь 2006 Континентальный TSIO-550-G 280 лошадиных сил (210 кВт) 6 да 3368 фунтов (1528 кг) 2006-2008 M20U Ovation Ultra 18 Март 2017 Континентальный IO-550-G 280 лошадиных сил (210 кВт) 6 no 6 no 6 3368 фунтов (1528 кг) 2017-M20V Acclaim Ultra 28 Март 2017 Континентальный TSIO-550-G 280 лошадиных сил (210 кВт) 6 да 3368 фунтов (1528 кг) 2017- Модификации Моонеys получить их производительность от чистой планера, небольшой кабины поперечного сечения, и перетачить сокращение уточнений на протяжении многих лет. Многие из этих уточнений являются дополнительный тип сертификата (STC) модификации планера, разработанные послепродажного бизнеса. Некоторые из этих модификаций были включены в заводские производственные модели. Ракета 305 в 1990 году, Ракетно-инженерная корпорация Спокан, штат Вашингтон, модифицировала модель M20K 231, заменив стандартный турбированный двигатель мощностью 210 л.с. (160 кВт) Continental TSIO-360 и двухлопастный пропеллер с турбонаддувом мощностью 305 л.с. (227 кВт) Continental TSIO-520-NB и трехлопастным винтом McCauley. Эта комбинация двигателя и пропеллера ранее была Cessna 340 and Cessna 414. On the market as a Rocket 305, this option has delivered 228 knots of speed and a 1,600 foot/minute ascent speed. This significantly increased productivity, but due to higher fuel consumption. The 305 Rocket STC is a 2 1/2 year certification effort, including 1,000 flight test watches. The aircraft underwent all FAA flight tests, including spin, flutter, load, cooling and noise tests. STC covers both 231 and 252 M20K variants. While 231 and 252 had a maximum certified altitude of 24,000 feet (7,300 m) and 28,000 feet (8,500 m), respectively, the engineering target of the 305 rocket was certified to a maximum altitude of 31,000 feet (9,500 m). The height extension to the STC was discontinued due to cost/benefit considerations compared to the difficulties of demonstrating FAA compliance, as well as the necessary changes in additional oxygen systems in this non-german aircraft. The plane, however, climbed nearly 1,000 feet per minute above 24,000 feet (7,300 m). The rocket's conversion was stopped by rocket engineering. The production version of Mooney Acclaim now delivers a higher speed. As rockets are available in the used market for about one third of the price of new acclaim, it maintains its popularity among the small market niche. The aircraft on the Mooney M20 exhibit are preserved near Jandakot Airport as part of the Robin Miller Moonee Super M20E memorial is the plane most closely associated with Robin Miller, an Australian female pilot known as the Sugar Bird Lady for her work in spreading polio vaccines across Australia. These specifications are specifications for the 2016 M20 Acclaim Ultra. Данные с веб-сайта Mooney: 1 Емкость: 1000 фунтов (454 кг) полезная нагрузка или три пассажира Длина: 26 футов 8 в (8,13 м) Wingspan: 36 футов 6 в (11,13 м) Высота: 8 футов 4 в (2,54 м) Пустой вес: 2,380 фунтов (1,080 кг) Валовой вес: 3,380 фунтов (1,533 кг) Макс взлетный вес: 3,368 фунтов (1,528 кг) Силовая установка: 1 й Континентальный TSIO-550-G воздушного охлаждения, 6-цилиндровый, горизонтально противоположный поршневой двигатель, 280 л.с. (209 кВт) Пропеллеры: 3-лезвие Hartzell Scimitar Трехлопастной производительности Круз скорость: 242 kn (278 миль / ч, 448 км/ч) (TAS) Скорость stall: 53 kn (61 mph, 98 км/ч) Диапазон: 1.100 nmi (1.300 mi, 2.000 km) (стандартные баки) Потолок обслуживания: 25.000 ft (7.600 m) Смотрите также Самолет соответствующей роли , конфигурация , and the Beechcraft Bonanza Cirrus SR22 Links to the Procurement Planning Guide (PDF). Business and commercial aviation. Aviation Week Network. June 2019. a b c d e Munson, Kenneth and Michael Taylor: Jane's Pocket Book on Light Aircraft, page 143. Janes Publishing, 1982. ISBN 0710601956 - Montgomery, M.R and Gerald Foster: Aircraft Field Guide, Second Edition, Page Houghton Mifflin, 1992. ISBN 0-395-62888-1 0-395-62888-1 b c d Plane and Pilot: 1978 Aircraft Catalog, pages 54-55. Werner and Werner Corp., Santa Monica CA, 1977. ISBN 0-918312-00-0 a b Nils, Rus (November 2008). Mooney temporarily halts production. 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