

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

2A3
Revision 52
Mooney
M20
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M20B
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December 9, 2010

AIRCRAFT SPECIFICATION NO. 2A3

Manufacturer Mooney Aviation Company, Inc.
Kerrville, TX

Type Certificate Holder Record: Mooney Airplane Company, Inc transferred TC 2A3 to Mooney Aviation Company, Inc. on July 23, 2010. Mooney Aircraft Corporation transferred TC 2A3 to Mooney Airplane Company, Inc. May 6, 2002. Aerostar Aircraft Corporation of Texas transferred TC 2A3 to Mooney Aircraft Corporation October 25, 1973. Mooney Aircraft Corporation transferred TC 2A3 to Aerostar Aircraft Corporation of Texas on June 17, 1970. Mooney Aircraft Inc. transferred TC 2A3 to Mooney Aircraft Corporation on March 10, 1969. Type Certificate initial issuance to Mooney Aircraft Inc 8/24/1955

I. Model M20, 4 PCLM (Normal Category); Approved August 24, 1955

Engine Textron-Lycoming O-320 (Carburetor MA4-SP-A, Flow Setting P/N 10-3678-11)

Fuel 80 octane minimum grade aviation gasoline

Engine Limits For all operations, 2700 r.p.m. (150 hp)

Airspeed Limits
Maneuvering..... 130 m.p.h. (113 knots) True Ind.
Maximum structural cruising..... 150 m.p.h. (130 knots) True Ind.
Never exceed 183 m.p.h. (159 knots) True Ind.
Flaps extended 100 m.p.h. (87 knots) True Ind.
Landing gear extended 120 m.p.h. (104 knots) True Ind.

C.G. Range (+47.0) to (+49.4) at 2450 lbs.
(Landing gear extended) (+40.7) to (+49.4) at 1920 lbs. or less
(Straight line variation between points given).

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I. Model M20 (cont'd)

Empty Weight C.G. Range	None
Maximum Weight	2450 lbs.
No. of Seats	4 (2 at +36.5 to +41.5, 2 at +68.7 for serial numbers 1001 to 1175, or 2 at +70.7 for serial numbers 1176 and up.)
Maximum Baggage	120 lbs. (+93)
Fuel Capacity	49 gallons (three tanks: two 17.5 gal. tanks in wings at +47.6, one 14 gal. tank in fuselage at +68). See Note 3. See NOTE 1 for data on unusable fuel.
Oil Capacity	2 gallons (-6.5)
Control Surface Movements	Wing Flaps Down $21\frac{1}{2}^{\circ} \pm 1^{\circ}$ Aileron..... Up $15^{\circ} \pm 1^{\circ}$ Down $9^{\circ} \pm \frac{1}{2}^{\circ}$ Elevator Up $24^{\circ} \pm 1\frac{1}{2}^{\circ}$ Down $10\frac{1}{2}^{\circ} \pm 1^{\circ}$ Rudder Left $18^{\circ} \pm \frac{1}{2}^{\circ}$ Right $18^{\circ} \pm \frac{1}{2}^{\circ}$ Stabilizer (L.E.) Up $1\frac{1}{2}^{\circ} + 0^{\circ} / -\frac{1}{2}^{\circ}$ Down $3\frac{1}{2}^{\circ} + 0^{\circ} / -\frac{1}{2}^{\circ}$
Serial Nos. Eligible	1001 through 1200. Under the delegation option provisions of Part 21 of the Federal Aviation Regulations (FAR), Delegation Option Manufacturer No. SW-1 is authorized to approve design and production changes on airplane Serial Numbers 1001 through 1200.
Leveling means	Door sill (parallel to thrust line). Spirit level is used to level.
Required equipment	In addition to the pertinent required basic equipment specified in CAR 3, the following items of equipment must be installed: 1(a), (b), (c), (d), or (e), 101(a) and (b); 102(a) or (b), 103(a), 104(a), 201(a), 202(a), 205(a) or (b), 206(a), 301(a) and 303(a) or 301(b) and 303(b), 302(a), 401(a), 601(a).
Datum	For M20, datum is the centerline of the nose gear support bolts and is fuselage station 0.00. The Leading Edge of the wing at wing station 59.25 is 33.00 inches aft of fuselage station 0.00.
Certification basis	Date of application for Type Certificate April 9, 1952. Type Certificate No. 2A3 issued August 25, 1955. No exemptions. <u>Model M20</u> , CAR 3, effective November 1, 1949, as amended to May 18, 1954.
Production basis	None. Prior to original certification of each aircraft manufactured subsequent to March 7, 1969, an FAA representative must perform a detailed inspection for workmanship, materials and conformity with the approved technical data and a check of the flight characteristics.
Equipment	Approval for the installation of all items of equipment listed herein has been obtained by the aircraft manufacturer.

Propeller and Propeller Accessories:**Weight****F.S.****1..... Hartzell constant speed propeller installation**

- | | | |
|--|--------------|-------|
| (a) Hartzell HC-82XG-1B hub, 7636D blades. | 60 lbs. | -29.5 |
| Pitch setting at 28.5 in. sta.: | | |
| Low 11.5° , High 26° | | |
| Hartzell HC-82XL-1B Hub is replacement for HC-82XG-1B Hub. | | |
| Diameter: Max. 76 in. | | |
| Min. allowable for repairs 72 in. | | |
| No further reduction permitted. | | |
| (b) Spinner dome, Hartzell, C-888 | 2 lbs. | -29.5 |
| (c) Spinner bulkhead, Hartzell, C-885..... | 1 lb..... | -25.5 |
| (d) Propeller governor, Hamilton Standard, 1-Q-12..... | 4 lbs. | + 4.0 |
| (e) Propeller governor, Woodward, 210345..... | 3 lbs. | + 4.0 |

I. Model M20 (cont'd)**Weight****F.S.****Engines and Engine Accessories (Fuel and Oil System):**

101. Fuel Pumps		
(a) One, engine-driven, AC type AH, P/N 5594068.....	3 lbs.	+ 1.2
(b) One, electric Bendix, 476087 (or alternate) Facet, (Balkamp) P/N 476-027	2 lbs.	+19.0
102. Oil Radiator		
(a) Harrison, 8523425.....	3 lbs.	-18.0
(b) Harrison, 8526250.....	2 lbs.	-18.0
103. Induction Air Filter		
(a) Air Maze, 13219	1 lb.	-17.0
104. Starters		
(a) Delco-Remy, 1109657	17 lbs.	-18.0
105. Auxiliary Fuel Tank		
(a) Mooney Instl. Dwg. 6071	11 lbs.	+68.0

Landing Gear:

201. Two, Main Wheel/Brake Assemblies, 6.00-6		
(a) Cleveland Wheel/Brake Assy, Model No. 38500-HA/Brake Assy, C-2000H	14 lbs.	+64.5
202. Two main wheel, 6-ply rating, tires		
(a) 6.00-6, Type III w/ regular tubes	17 lbs.	+64.5
205. One, Nose Wheel, 5.00-5		
(a) Goodyear, Model L5NDB, Assy. No. 95206532	3 lbs.	-2.0
(b) Cleveland, Model 40-33.....	4 lbs.	-2.0
206. One, Nose Wheel Tire, 4-Ply Rating, tire		
(a) 5.00-5, Type III w/ regular tube	7 lbs.	-2.0

Electrical Equipment:

301. Generators		
(a) 20 amp, Delco-Remy, 1101899	11 lbs.	-19.5
(b) 35 amp, Delco-Remy, 1101900	17 lbs.	-19.5
302. Batteries		
(a) Reading, S-24.....	24 lbs.	+2.5
(b) Reading, R-33	29 lbs.	+2.5
303. Voltage Regulators		
(a) 20 amp, Delco-Remy 118735B.....	2 lbs.	+7.0
(b) 35 amp, Delco-Remy 1118704 or VR300-14-35 or D GR-7-H-35	2 lbs.	+7.0

Interior Equipment:

401. FAA Approved Airplane Flight Manual		
(a) Flight Manual, dated August 24, 1955.		

I. Model M20 (cont'd)**Miscellaneous:**

601. Stall Warning Indicator
 (a) Safe-Flight, Model R..... 1 lb..... +28.0
602. Vacuum Pumps (Required IFR, Optional VFR) see NOTE 24
 (a) Pesco, 3P-194-FA or 4.0 lbs. 0.0
 (b) Garwin, G450L 4.0 lbs. 0.0

II. Model M20A, 4 PCLM (Normal Category) Approved February 13, 1958

Engine	Textron-Lycoming O-360-A1A or A1D (Carburetor MA4-5, Flow Setting P/N 10-3878, 10-3878-M or 10-4164-1).
Fuel	100LL or 91/96 octane minimum grade aviation gasoline
Engine Limits	For all operations, 2700 r.p.m. (180 hp)
Airspeed Limits	Maneuvering..... 130 m.p.h. (113 knots) True Ind. Maximum structural cruising..... 150 m.p.h. (130 knots) True Ind. Never exceed 183 m.p.h. (159 knots) True Ind. Flaps extended..... 100 m.p.h. (87 knots) True Ind. Landing gear extended 120 m.p.h. (104 knots) True Ind.
C.G. Range (Landing gear extended)	(+47.0) to (+49.4) at 2450 lbs. (+40.7) to (+49.4) at 1920 lbs. or less (Straight line variation between points given). Retraction moment 536 in.-lbs.
Empty Weight C.G. Range	None
Maximum Weight	2450 lbs.
No. of Seats	4 (2 at +36.5 to +41.5, 2 at +70.7)
Maximum Baggage	120 lbs. (+93)
Fuel Capacity	49 gal. Three tanks: Two 17.5 gal. tanks in wings at +47.6, one 14 gal. tank in fuselage at +68. (See Note 3.) See Note 1 for data on unusable fuel.
Oil Capacity	2 gal. (-7.4)
Control Surface Movements	Wing Flaps Down $21\frac{1}{2}^{\circ} \pm 1^{\circ}$ Aileron Up $15^{\circ} \pm 2^{\circ}$ Down $9^{\circ} \pm \frac{1}{2}^{\circ}$ Elevator Up $24^{\circ} \pm \frac{1}{2}^{\circ}$ Down $10\frac{1}{2}^{\circ} \pm 1^{\circ}$ Rudder Left $18^{\circ} \pm \frac{1}{2}^{\circ}$ Right $18^{\circ} \pm \frac{1}{2}^{\circ}$ Stabilizer (L.E.) Up $1\frac{1}{2} + 0^{\circ}/-1\frac{1}{2}^{\circ}$ Down $3\frac{1}{2}^{\circ} + 0^{\circ}/-1\frac{1}{2}^{\circ}$
Serial No's. Eligible	1201 through 1700 and 1700A. Under the delegation option provisions of Part 21 of the FAR, Delegation Option Manufacturer No. SW-1 is authorized to approve design and production changes on airplane Serial Numbers 1201 through 1700A.
Leveling means	Door sill (parallel to thrust line). Spirit level is used to level.
Required equipment	In addition to the pertinent required basic equipment specified in CAR 3, the following items of equipment must be installed: 1(a), (b), and (c) or (d) or 2(a), (b), and (c) or (d) or 3(a), (b), and (c) or (d) or (e) or (f) or (g) or 4(a), (b), and (c) or (d), or (e) or (f) or (g), 101(a), (b), 102(a) or (b), 103(a), 104(a), 201(a) or (b), 202(a), 205(a) or (b), 206(a), 301(a) and 303(a) or 301(b) and 303(b), 302(a), 401(a), 601(a).

II. Model M20A (cont'd)

Datum	For M20A, datum is the centerline of the nose gear support bolts and is fuselage station 0.00. The Leading Edge of the wing at wing station 59.25 is 33.00 inches aft of fuselage station 0.00.
Certification basis	Date of application for Type Certificate April 9, 1952. Type Certificate No.2A3 issued August 24, 1955. No exemptions. <u>Model M20A-CAR 3</u> , effective November 1, 1949, as amended to May 18, 1954.
Production basis	None. Prior to original certification of each aircraft manufactured subsequent to March 7, 1969, an FAA representative must perform a detailed inspection for workmanship, materials and conformity with the approved technical data and a check of the flight characteristics.
Equipment	Approval for the installations of all items of equipment listed herein has been obtained by the aircraft manufacturer.

Propeller and Propeller Accessories**Weight****F.S.****1. McCauley constant speed propeller installation**

- | | | |
|--|--------------|-------|
| (a) Propeller, McCauley 2D36C14 hub, 78KM-4 blades. | 59 lbs. | -31.5 |
| Pitch setting at 30 in. sta.: | | |
| Low 12.7° ± 0.2° | | |
| High 27.5° ± 0.5° | | |
| Diameter: Maximum 74 in. | | |
| Minimum allowable for repairs 72 in. | | |
| No further reduction permitted. | | |
| (b) Spinner assembly, McCauley, D-2135/2136..... | 3 lbs. | -31.5 |
| (c) Propeller governor, Woodward 210105..... | 3 lbs. | +4.0 |
| (d) Propeller governor, Woodward, 210345..... | 3 lbs. | +4.0 |

2. Hartzell constant speed propeller installation

- | | | |
|---|--------------|-------|
| (a) Propeller, Hartzell HC92ZK-8D hub, 8447-12A blades..... | 65 lbs. | -29.5 |
| Pitch settings at 27.0 in. sta.: | | |
| Low 15.4° | | |
| High 30.1° | | |
| Diameter: Maximum 72 in. | | |
| Minimum allowable for repairs 70 in. | | |
| No further reduction permitted. | | |
| (b) Spinner assembly, Hartzell, 835-6..... | 3 lbs. | -28.0 |
| (c) Propeller governor, Woodward, 210105..... | 3 lbs. | +4.0 |
| (d) Propeller governor, Woodward, 210345..... | 3 lbs. | +4.0 |

3. Hartzell constant speed propeller installation

- | | | |
|---|-----------------|--------|
| (a) Propeller, Hartzell, HC-C2YK-1 or HC-C2YR-1 hub, 7666-2 blades..... | 53.75 lbs. | -30.16 |
| See Notes 5 and 7. | | |
| Pitch settings at 30.0 in. sta.: | | |
| Low 13.0 ± 0° (See Note 6) | | |
| High 29.0° ± 2° | | |
| Diameter: Maximum 74 in. | | |
| Minimum allowable for repairs 72.5 in. | | |
| No further reduction permitted. | | |
| (b) Spinner assembly, Hartzell, 835-20..... | 3.25 lbs. | -29.18 |
| (c) Propeller governor, Woodward, 210105..... | 3 lbs. | + 4.0 |
| (d) Propeller governor, Woodward, 210345..... | 3 lbs. | + 4.0 |
| (e) Propeller governor, Hartzell, D-1-4 or D-1-6 or H-1 or H-1L..... | 4.5 lb..... | +3.6 |
| (f) Propeller governor, Edo Aire, 34828014..... | 3 lb..... | +4.0 |
| (g) Propeller governor, McCauley, C290D5/T24..... | 2.75 lb..... | +4.0 |

II. Model M20A (cont'd)**Weight****F.S.****4. Hartzell constant speed propeller installation**

- | | | |
|---|-----------------|--------|
| (a) Propeller, Hartzell, HC-C2YK-1B hub, 7666A-2 blades..... | 53.75 lbs. | -30.16 |
| See Notes 5 and 7. | | |
| Pitch setting at 30.0 in. sta.: | | |
| Low 13.0 ± 0° (see Note 6) | | |
| High 29.0° ± 2° | | |
| Diameter: Maximum 74 in. | | |
| Minimum allowable for repairs 72.5 in. | | |
| No further reduction permitted. | | |
| | | |
| (b) Spinner assembly, Hartzell, 835-20 | 3.25 lbs. | -29.18 |
| (c) Propeller governor, Woodward, 210105 | 3 lbs. | + 4.0 |
| (d) Propeller governor, Woodward, 210345 | 3 lbs. | + 4.0 |
| (e) Propeller governor, Hartzell, D-1-4 or D-1-6 or H-1 or H-1L | 4.5 lb..... | +3.6 |
| (f) Propeller governor, Edo Aire, 34828014 | 3 lb..... | +4.0 |
| (g) Propeller governor, McCauley, C290D5/T24 | 2.75 lb..... | +4.0 |

Engines and Engine Accessories (Fuel and Oil System):**101. Fuel Pumps**

- | | | |
|--|-------------|-------|
| (a) One, engine-driven, AC type AH, P/N 5594068..... | 3 lbs. | + 1.2 |
| (b) One, electric Bendix, 476087 (or alternate) | | |
| Facet, (Balkamp) P/N 476-027 | 2 lbs. | +19.0 |

102. Oil Radiator

- | | | |
|----------------------------|-------------|-------|
| (a) Harrison, 8523425..... | 3 lbs. | -18.0 |
| (b) Harrison, 8526250..... | 2 lbs. | -18.0 |

103. Induction Air Filter

- | | | |
|---------------------------|-----------|-------|
| (a) Air Maze, 13219 | 1 lb..... | -17.0 |
|---------------------------|-----------|-------|

104. Starters

- | | | |
|-------------------------------|--------------|-------|
| (a) Delco-Remy, 1109673 | 18 lbs. | -18.0 |
|-------------------------------|--------------|-------|

105. Auxiliary Fuel Tank

- | | | |
|---|--------------|-------|
| (a) Mooney Installation Drawing 6071..... | 11 lbs. | +68.0 |
|---|--------------|-------|

Landing Gear:**201. Two, Main Wheel/Brake Assemblies, 6.00-6**

- | | | |
|--|--------------|-------|
| (a) Cleveland Wheel Assy, Parker Hannifin,
Model No. 38500-HA/Brake Assy, C-2000H | 14 lbs. | +64.5 |
| (b) Cleveland wheel/brake Assembly Model No. 27-100/
Brake assembly. No. 35-200 | 14 lbs. | +64.5 |

202. Two main wheel tires, 6.00-6

- | | | |
|--|--------------|-------|
| (a) 6.Ply Rating, Type III w/ regular tubes..... | 17 lbs. | +64.5 |
|--|--------------|-------|

205. One, Nose Wheel, 5.00-5

- | | | |
|---|-------------|------|
| (a) Goodyear, Model L5NDB, Assy. No. 95206532 | 3 lbs. | -2.0 |
| (b) Cleveland, Model 40-33..... | 4 lbs. | -2.0 |

206. One, Nose Wheel Tire, 5.00-5,

- | | | |
|--|-------------|------|
| (a) 4-Ply Rating, Type III, w/regular tube | 7 lbs. | -2.0 |
|--|-------------|------|

II. Model M20A (cont'd).**Electrical Equipment:**

301.	Generators		
	(a) 20 amp, Delco-Remy, 1101899	11 lbs.	-19.5
	(b) 35 amp, Delco-Remy, 1101900	17 lbs.	-19.5
302.	Batteries		
	(a) Reading, R-33	29 lbs.	+2.5
303.	Voltage Regulators		
	(a) 20 amp, Delco-Remy 1118735B.....	2 lbs.	+7.0
	(b) 35 amp, Delco-Remy 1118704 or 1119224 or	2 lbs.	+7.0
	50 amp, VR 300-14-50 or DGR-7-H-50	2 lbs.	+7.0

Interior Equipment:

401.	FAA Approved Airplane Flight Manual
	(a) Flight Manual dated February 12, 1958

Miscellaneous:**Weight****F.S.**

601.	Stall Warning Indicator		
	(a) Safe-Flight, Model R.....	1 lb.	+28.0
602.	Vacuum Pumps (Required IFR, Optional VFR) see NOTE 24		
	(a) Pesco, 3P-194-FA or.....	4.0 lbs.	0.0
	(b) Garwin, G450L	4.0 lbs.	0.0

III. Model M20B, 4 PCLM (Normal Category); Approved December 14, 1960

Engine	Textron-Lycoming O-360-A1 A or A1 D (Carburetor MA4-5, Flow Setting P/N 10-3878, 10-3878-M, or 10-4164-1).
Fuel	100LL or 91/96 octane min. grade aviation gasoline
Engine Limits	For all operations, 2700 r.p.m. (180 hp) (Note 5)
Airspeed Limits	Maneuvering..... 130 m.p.h. (113 knots) True Ind. Maximum structural cruising) 150 m.p.h. (130 knots) True Ind. Never exceed 183 m.p.h. (159 knots) True Ind. Flaps extended..... 100 m.p.h. (87 knots) True Ind. Landing gear extended 120 m.p.h. (104 knots) True Ind.
C.G. Range (Landing gear extended)	(+47.0) to (+50.1) at 2450 lbs. (+42.0) to (+50.1) at 2030 lbs. or less (Straight line variation between points given). Retraction moment 536 in.-lbs.
Empty Weight C.G. Range	None
Maximum Weight	2450 lbs.
No. of Seats	4 (2 at +36.5 to +41.5, 2 at +70.7)
Maximum Baggage	120 lbs. (+93.0)
Fuel Capacity	48 gals. usable (Two integral tanks in wings at +48.43) See NOTE 1 for data on unusable fuel.

II. Model M20B (cont'd).

Oil Capacity	2 gal. (-7.4)
Control Surface Movements	Wing Flaps Down $21\frac{1}{2}^{\circ} \pm 1^{\circ}$ Aileron..... Up $12\frac{1}{2}^{\circ}$ to 17° $8^{\circ} \pm 1^{\circ}$ Aileron static position..... Down 0° to 2° Elevator Up $24^{\circ} \pm 1^{\circ}$ Down $10\frac{1}{2}^{\circ} \pm 1^{\circ}$ Rudder Left $18^{\circ} \pm 1^{\circ}$ Right $18^{\circ} \pm 1^{\circ}$ Stabilizer (L.E.) Up 1° to $2\frac{1}{2}^{\circ}$ Down $3\frac{1}{2}^{\circ}$ to $4\frac{1}{2}^{\circ}$
Serial No's. Eligible	1701 through 1851, 1853 through 1939. Under the delegation option provisions of Part 21 of the Federal Aviation Regulations, Delegation Option Manufacturer No. SW-1 is authorized to approve design and production changes on airplane Serial Numbers 1701 through 1851, 1853 through 1939.
Leveling means	Door sill (parallel to thrust line). Spirit level is used to level.
Required equipment	In addition to the pertinent required basic equipment specified in CAR 3, the following items of equipment must be installed: 1(a), (b) and (c) or 2(a), (b), and (c), or 3(a), (b) and (c), 101(a) and (b), 102(a) or (b), 103(a), 104(a), 201(a) or (b), 202(a), 205(a) or (b), 206(a), 301(a), 302(a), 303(a), 401(a), 601(a).
Datum	Datum is the centerline of the nose gear support bolts and is fuselage station 0.00. The Leading Edge of the wing at wing station 59.25 is 33.00 inches aft of fuselage station 0.00.
Certification basis	Date of application for Type Certificate April 9, 1952. Type Certificate No. 2A3 issued August 24, 1955. No exemptions. CAR 3, effective November 1, 1949, as amended to May 18, 1954.
Production basis	None. Prior to original certification of each aircraft manufactured subsequent to March 7, 1969, an FAA representative must perform a detailed inspection for workmanship, materials and conformity with the approved technical data and a check of the flight characteristics.
Equipment	Approval for the installations of all items of equipment listed herein has been obtained by the aircraft manufacturer.

Propeller and Propeller Accessories:**Weight****F.S.****1. McCauley constant speed propeller installation**

- (a) Propeller, McCauley 2D36C14 hub, 78KM-4 blades. 59 lbs. -31.5
 Pitch setting at 30 in. sta.:
 Low $12.7^{\circ} \pm 0.2^{\circ}$
 High $27.5^{\circ} \pm 0.5^{\circ}$
 Diameter: Maximum 74 in.
 Minimum allowable for repairs 72 in.
 No further reduction permitted.
- (b) Spinner assembly, McCauley, D-2135/2136..... 3 lbs. -31.5
- (c) Propeller governor, Woodward, 210345 3 lbs. + 4.0

2. Hartzell constant speed propeller installation

- (a) Propeller, Hartzell HC-C2YK-1 or HC-C2YR-1 hub, 7666-2 blades..... 53.75 lb..... -30.16
 See Notes 5 and 7.
 Pitch settings at 30.0 in. sta.:
 Low $13.0^{\circ} \pm 0$ (See Note 6)
 High $29.0^{\circ} \pm 2^{\circ}$
 Diameter: Maximum 74 in.
 Minimum allowable for repairs 72.5 in.
 No further reduction permitted.

III. Model M20B (cont'd)

	<u>Weight</u>	<u>F.S.</u>
(b) Spinner assembly, Hartzell, 835-20	3.25 lbs.	-29.18
(c) Propeller governor, Woodward, 210345	3 lbs.	+4.0
(d) Propeller governor, Hartzell, D-1-4 or D-1-6 or H-1 or H-1L	4.5 lb.	+3.6
(e) Propeller governor, Edo Aire, 34828014	3 lb.	+4.0
(f) Propeller governor, McCauley, C290D5/T24	2.75 lb.	+4.0
3. Hartzell constant speed propeller installation		
(a) Propeller, Hartzell, HC-C2YK-1 B hub, 7666A-2 blades	53.75 lbs.	-30.16
See Notes 5 and 7.		
Pitch settings at 30.0 in. sta.:		
Low 13.0 ± 0° (See Note 6)		
High 29.0° ± 2°		
Diameter: Maximum 74 in.		
Minimum allowable for repairs 72.5 in.		
No further reduction permitted.		
(b) Spinner assembly, Hartzell, 835-20	3.25 lbs.	-29.18
(c) Propeller governor, Woodward, 210345	3.0 lb.	+ 4.0
(d) Propeller governor, Hartzell, D-1-4 or D-1-6 or H-1 or H-1L	4.5 lb.	+3.6
(e) Propeller governor, Edo Aire 34828014	3.0 lb.	+4.0
(f) Propeller governor, McCauley, C290D5/T24	2.75 lb.	+4.0

Engines and Engine Accessories (Fuel and Oil System):

101. Fuel Pumps		
(a) One, engine-driven, AC type AH, P/N 5594068	3 lbs.	+ 1.2
(b) One, electric Bendix, 476087		
(or alternate) Facet, (Balkamp) P/N 476-027	2 lbs.	+19.0
102. Oil Radiator		
(a) Harrison, 8523452	3 lbs.	-18.0
(b) Harrison, 8526250	2 lbs.	-18.0
103. Induction Air Filter		
(a) Air Maze, 13219	1 lb.	-17.0
104. Starters		
(a) Delco-Remy, 11096-89 or 1109519 or 1109511	17.8 lbs.	-18.0

Landing Gear:

201. Two, Main Wheel/Brake Assemblies, 6.00-6		
(a) Cleveland Wheel Assy, Model No. 27-100/Brake Assy No. 35-200	14 lbs.	See Note 8.
(b) Cleveland wheel/brake Assembly Model No. 40-24/		
Brake assembly. No. 30-5	19 lbs.	+64.5
202. Two main wheel , 6-ply rating, tires		
(a) 6.00-6, Type III w/ regular tubes	17 lbs.	+64.5
205. One, Nose Wheel, 5.00-5		
(a) Goodyear, Model L5NDB, Assy. No. 95206532	3 lbs.	-2.0
(b) Cleveland, Model 40-33	4 lbs.	-2.0
206. One, Nose Wheel, 4-ply rating tire		
(a) 5.00-5, Type III w/ regular tube	7 lbs.	-2.0

III. Model M20B (cont'd)**Electrical Equipment:**

301.Generators
 (a) 50 amp, Delco-Remy, 1101915 Gen..... 16.6 lbs. -19.5
302.Batteries
 (a) Auto-Lite, R-35..... 27 lbs. +2.5
303.Voltage Regulators
 (a) 50 amp, Delco-Remy 1119224 or 1119224C or
 VR300-14-50 or DGR-7-H-50..... 2 lbs. +7.0

Interior Equipment:

401.FAA Approved Airplane Flight Manual
 (a) Flight Manual Supplement, dated July 16, 1962.

Miscellaneous

:

Weight**F.S.**

601.Stall Warning Indicator
 (a) Safe-Flight, Model R..... 1 lb.....+28.0
602.Vacuum Pumps (Required IFR, Opt. VFR) see NOTE 24
 (a) Pesco, 3P-194-FA or..... 4.0 lbs. 0.0
 (b) Garwin, G450L 4.0 lbs. 0.0

IV. Model M20C, 4 PCLM (Normal Category); Approved October 20, 1961

Engine	Textron-Lycoming O-360-A1D or O-360-A1A (Carburetor MA4-5, Flow Setting P/N 10-3878, 10-3878-M, or 10-4164-1).
Fuel	100LL or 100/130 min. grade aviation gasoline (See Note 9)
Engine Limits	For all operations, 2700 r.p.m. (180 hp)
Airspeed Limits	(Aircraft with serial numbers to 680001) Maneuvering..... 132 m.p.h. (115 knots) True Ind. Never exceed 189 m.p.h. (164 knots) True Ind. Flaps extended..... 100 m.p.h. (87 knots) True Ind. Landing gear extended 120 m.p.h. (104 knots) True Ind. Maximum structural cruising..... 150 m.p.h. (130 knots) True Ind. (Aircraft with serial numbers to 680001 to 690001) Maneuvering..... 132 m.p.h. (115 knots) True Ind. Never exceed 189 m.p.h. (164 knots) True Ind. Flaps extended..... 125 m.p.h. (109 knots) True Ind. Landing gear extended 120 m.p.h. (104 knots) True Ind. Maximum structural cruising..... 150 m.p.h. (130 knots) True Ind. (Aircraft with serial numbers to 690001 thru 700091 and 20-0001 and up) Maneuvering..... 132 m.p.h. (115 knots) True Ind. Never exceed 200 m.p.h. (174 knots) True Ind. Flaps extended..... 125 m.p.h. (109 knots) True Ind. Landing gear extended 120 m.p.h. (104 knots) True Ind. Maximum structural cruising..... 175 m.p.h. (152 knots) True Ind.

IV. Model M20C (cont'd)

C.G. Range (Landing gear extended)	(+46.5) to (+49.0) at 2575 lbs. (+42.0) to (+49.0) at 2100 lbs. or less (Straight line variation between points given). Retraction moment 588 in. -lbs.
Empty Weight C.G. Range	None
Maximum Weight	2575 lbs.
No. of Seats	4 (2 at +36.5 to +44.0, 2 at +70.0)
Maximum Baggage	120 lbs. (+93.0), 10 lbs. (+114)
Fuel Capacity	Serial No. 1852, 1940, through 2622 - 48 gals. (Two integral tanks in wings at +48.4) Serial No. 2623 and up - 52 gals. (Two integral tanks in wings at +48.4) See NOTE 1 for data on unusable fuel.
Oil Capacity	2 gallons (-7.4)
Control Surface Movements	(Aircraft with serial numbers up to 690001) Wing Flaps T.O. Position Down $15^{\circ} \pm 1^{\circ}$ Landing Down $33^{\circ} + 0^{\circ}, -2^{\circ}$ Aileron..... Up $12\frac{1}{2}^{\circ}$ to 17° Down $8^{\circ} \pm 1^{\circ}$ Aileron static position..... Down 0° to 2° Elevator Up $24^{\circ} \pm 1^{\circ}$ Down $10\frac{1}{2}^{\circ} \pm 1^{\circ}$ Rudder Left 23° to 24° Right 23° to 24° Stabilizer (L.E.) Up 1 to $2\frac{1}{2}^{\circ}$ Down $4\frac{1}{2}^{\circ} + 5^{\circ}$
Elevator Trim Assist Unit	With stabilizer set at $3\frac{1}{2}^{\circ}$ negative setting to the thrust line, adjust trim assist unit (740044) for elevator up angle of $19^{\circ} \pm \frac{1}{2}^{\circ}$ at the zero spring travel position. (Aircraft with serial numbers 690001-700091, 20-0001 and up) Wing Flaps T.O. Position Down $15^{\circ} \pm 1^{\circ}$ Landing Down $33^{\circ} + 0^{\circ}, -2^{\circ}$ Aileron..... Up $12\frac{1}{2}^{\circ}$ to 17° Down $8^{\circ} \pm 1^{\circ}$ Aileron static position..... Down 0° to 2° Elevator Up $22^{\circ} \pm 2^{\circ}$ Down $22^{\circ} \pm 2^{\circ}$ Stabilizer (L.E.) Up $\frac{1}{2}^{\circ}$ to 1° Down $5\frac{1}{4}^{\circ}$ to $5\frac{3}{4}^{\circ}$ Rudder Left 23° to 24° Right 23° to 24°
Elevator Trim Assist Unit	With stabilizer set at $3\frac{1}{2}^{\circ}$ negative setting to the thrust line, adjust trim assist bungees (740188) for elevator position of $10^{\circ} \pm 1^{\circ}$ at the zero spring travel position of the bungees.
Leveling means	Edge of skin splice over aft fuselage radio access panel. Spirit level is used to level.
Serial No's. Eligible	Serial No. 1852, 1940-3466, 670001-670123, 670125-670134, 670136-670149, 680001- 680077, 680079-680099, 680101-680198, 690001-690096, 690098, 700001-700052, 700055-700089, 700091, 20-0001 thru 20-1258. Under the delegation option provisions of Part 21 of the Federal Aviation Regulations, Delegation Option Manufacturer No. SW-1 is authorized to issue Airworthiness Certificates for Airplane Serial Numbers 2920, 2938, 2959, 2960, through 690022.
Required equipment	In addition to the pertinent required basic equipment specified in CAR 3, the following items of equipment must be installed: 1(a), (b), and (c) or (d) or (e) or 2(a), (b) and (c), or (d) or 3(a), (b) and (c), or (d), or (e), 101(a) or (c) and (b) or (d), 102(a) or (b), 103(a), 104(a) or (b), 201(a) or (b) or (c), 202(a), 205(a) or (b) or (c), 206(a), 301(a) and 303(a) or 301(b) and 303(b) or 301(c) and 303(c), 302(a), 401(a) or (b) or (c) or (d) or (e) or (f), 601(a) or (b) or (c) and (d). See Note 13.

IV. Model M20C (cont'd)

Datum	For <u>M20C</u> , datum is the centerline of the nose gear support bolts and is fuselage station 0.00. The Leading Edge of the wing at wing station 59.25 is 33.0 inches aft of fuselage station 0.00.
Certification basis	Date of application for Type Certificate April 9, 1952. Type Certificate No. 2A3 issued August 24, 1955. No exemptions. <u>Model M20C</u> . CAR 3, effective November 1, 1949, as amended to May 18, 1954.
Production basis	None. Prior to original certification of each aircraft manufactured subsequent to March 7, 1969, an FAA representative must perform a detailed inspection for workmanship, materials and conformity with the approved technical data and a check of the flight characteristics.
Equipment	Approval for the installation of all items of equipment listed herein has been obtained by the aircraft manufacturer.

Propeller and Propeller Accessories:**Weight****F.S.****1. Hartzell constant speed propeller installation**

- (a) Hartzell HC-C2YK-1 or HC-C2YR-1 hub, 7666-2 blades 53.75 lbs. -30.16
 See Notes 5 and 7.
 Pitch setting at 30.0 in. sta.:
 Low $13.0 \pm 0^\circ$ See Note 6.
 High $29.0^\circ \pm 2^\circ$
 Diameter: Max. 74 in.
 Min. allowable for repairs 72.5 in.
 No further reduction permitted.
- (b) Spinner assembly, Hartzell, 835-20 3.25 lbs. -29.18
 (835-33 for S/N 69-0001 & ON)
- (c) Propeller governor
 Hartzell D-1 -4 or D-1 -6 or H-1 or H-1 L 4.5 lb. +3.6
- (d) Propeller governor, Edo Aire 34828014 3.0 lbs. +3.6
- (e) Propeller governor, McCauley, C 290D5/T24 2.75 lbs. +3.6

2. McCauley constant speed propeller installation

- (a) Propeller, McCauley, 2D34C53-A hub, 74E-0 blades 49.25 lbs. -30.31
 Pitch settings at 30.0 in. sta.:
 Low $12.7^\circ \pm 2^\circ$
 High $27.5^\circ \pm 0.5^\circ$
 Diameter: Max. 74 in.
 Minimum allowable for repairs 72.5 in.
 No further reduction permitted.
- (b) Spinner dome, McCauley, D-2808, D-3148 bulkhead and
 fillet assembly 3.28 lbs. -29.18
- (c) Propeller governor, Woodward 210452 3.0 lbs. +4.0
- (d) Propeller governor, EDO Aire, 34828014 3.0 lbs. +3.6

3. Hartzell constant speed propeller installation

- (a) Propeller, Hartzell HC-C2YK-1 B hub 7666A-2 blades 53.75 lbs. -30.16
 See Notes 5 and 7.
 Pitch settings at 30.0 in. sta.:
 Low $13.0^\circ \pm 0^\circ$ (See Note 6.)
 High $29.0^\circ \pm 2^\circ$
 Diameter: Maximum 74 in.
 Minimum allowable for repairs 72.5 in.
 No further reduction permitted.

IV. Model M20C (cont'd)

	<u>Weight</u>	<u>F.S.</u>
(b) Spinner assy, Hartzell, 835-20 (835-33 for S/N 69-0001 & ON)	3.25 lbs.	-29.18
(c) Propeller governor, McCauley, C290D5/T24	2.75 lbs.	+3.6
(d) Propeller governor, Hartzell, D-1-4 or D-1-6 or H-1 or H-1L	4.5 lbs.	+3.6
(e) Propeller governor, Edo Aire, 34828014	3.0 lbs.	+3.6

Engines and Engine Accessories (Fuel and Oil System):

101. Fuel Pumps		
(a) One, engine-driven, AC type AH, P/N 5594068.....	3 lbs.	+ 1.2
(b) One, electric Bendix, 476087 (or alternate) Facet, (Balkamp) P/N 476-027	2 lbs.	+19.0
(c) One, engine-driven, AC type AH P/N GP5623467+A, 5656880, 6440152, 6440174, 6441271, or 6440295.....	1.5 lbs.	+1.2
(d) One, electric, Dukes, 4140-00-21A or 1499-00-21 or (alternate) Weldon, P/N 8164A	1.91 lb.	-1.5
102. Oil Radiator		
(a) Harrison, 8526250.....	2 lbs.	-18.0
(b) Stewart-Warner, Model #8406-E1 or 8406J	2.8 lbs.	-18.0
103. Induction Air Filter		
(a) Air Maze, 13219	1 lb.	-17.0
104. Starters		
(a) Delco-Remy, 11096-89 or 1109519 or 1109511.....	17.8 lbs.	-18.0
(b) Prestolite, MZ4206 or MZ24218 or MZ4222	17.8 lbs.	-18.0

Landing Gear:

201. Two, Main Wheel/Brake Assemblies, 6.00-6		
(a) Cleveland Wheel Assembly, Model No. 27-100/ Brake Assembly No. 35-200	14 lbs.	See Note 8.
(b) Cleveland Wheel Assembly Model No. 40-24/ Brake Assembly No. 30-5.....	19 lbs.	See Note 8.
(c) *Cleveland, Wheel/Brake Assembly Wheel Assembly No. 40-86,/ Brake Assembly No. 30-56A	19 lbs.	See Note 8.
*Optional - Cleveland, 40-86E, 30-56D		
202. Two main wheel, 6-ply rating, tires		
(a) 6.00-6, Type III with regular tubes	17 lbs.	See Note 8.
205. One, Nose Wheel, 5.00-5		
(a) Goodyear Model L5NDB, Assy. No. 95206532	3 lbs.	See Note 8
(b) Cleveland Model 40-33.....	4 lbs.	See Note 8
(c) Cleveland Model 40-87	2.6 lbs.	See Note 8
206. One, Nose Wheel, 4-Ply Rating tire		
(a) 5.00-5, Type III w/ regular tube	7 lbs.	See Note 8.

Electrical Equipment:

301. Generators and Alternators		
(a) Generator, 50 amp, Delco-Remy, 1101915.....	16.6 lbs.	-19.5
(b) Alternator, 60 amp, Prestolite, ALY 8420, ALY 8403, ALY 6420 or ALY 8420M	10.3 lbs.	-19.5
(c) Alternator, 70 amp, Prestolite ALX 8403	10.3 lbs.	-19.5

IV. Model M20C (cont'd)**302. Batteries**

- (a) Auto-Lite, R-35 or Prestolite, R-35 or Gill, 6-GCAB-11
or PS6-11 or Rebat, R-37 27 lbs. +2.5

303. Voltage Regulators

- (a) 50 amp, Delco-Remy 1119224 or 1119224C or
VR300-14-50 or DGR-7-H-50 2 lbs. +7.0
- (b) OEKO, 20082* 1.4 lbs. +7.0
or Electrodelta VR 414* 0.6 lbs. +7.0
or Electrodelta VR 415 or VR 415D
or Mooney 800270-505 0.6 lbs. +7.0
*Use 800331-721 Adapter when Oeco or VR414 is replaced by VR415, VR415D or 800270-505 regulator.

Interior Equipment:**401. FAA Approved Airplane Flight Manual**

- (a) Flight Manual, dated October 20, 1961, required for S/N 1852, 1940 through 2622.
(b) Flight Manual dated August 21, 1970, for S/N 700005 and on. M20C S/N 20-0001 thru 20-0009.
(c) Flight Manual dated January 1974, for S/N 20-0010 through 20-1146. See Note 2.
(d) Flight Manual dated December 1974, for S/N 20-1147 through 20-1172. See Note 2.
(e) Flight Manual dated August 1975, for S/N 20-1173 through 20-1185. See Note 2.
(f) Flight Manual dated October 1975, for S/N 20-1186 through 20-1218. See Note 2. Superseded by (g).
(g) Pilot's Operating Handbook dated October 15, 1977, for S/N 20-1240 and on (replaces (f) for S/N 20-1186 and on.)

Miscellaneous	:	<u>Weight</u>
<u>F.S.</u>		

601. Warning Systems

- (a) Stall Warning Indicator, Safe-Flight, Model R 1 lb. +28.0
- (b) Dual warning indicator, Safe-Flight, Model 283 2 lbs. + 2.5
- (c) Gear warning indicator, Mallory, SC 628 P 1 lb. +50.0
- (d) Stall warning indicator, Mallory, SC 628 1 lb. +50.0

602. Vacuum Pumps (Required IFR, Optional VFR) see NOTE 24

- (a) Airborne, 113A1, or 4.0 lbs. 0.0
- (b) Airborne, 113A5, or 4.0 lbs. 0.0
- (c) Airborne, 200CC, or 3.5 lbs. 0.0
- (d) Airborne, 211CC 2.5 lbs. 0.0

V. Model M20D, 4 PCLM (Normal Category); Approved October 15, 1962

Engine	Textron-Lycoming O-360-A1D or O-360-A2D (Carburetor MA4-5, Flow Setting P/N 10-3878, 10-3878-M, or 10-4164).
Fuel	100LL or 91/96 octane min. grade aviation gasoline
Engine Limits	For all operations, 2700 r.p.m. (180 hp)
Airspeed Limits	Maneuvering 132 m.p.h. (115 knots) True Ind. Never exceed 189 m.p.h. (164 knots) True Ind. Flaps extended 100 m.p.h. (87 knots) True Ind. Maximum structural cruising 147 m.p.h. (128 knots) True Ind.
C.G. Range (Fixed gear)	(+46.5) to (+49.0) at 2575 lbs. (+42.0) to (+49.0) at 2100 lbs. or less (See Note 4) (Straight line variation between points given).
Empty Weight C.G. Range	None

V. Model M20D (cont'd)

Maximum Weight	2575 lbs. or 2500 lbs. with Item 3 installed.
No. of Seats	4 (2 at +36.5 to +44.0, 2 at +70.7)
Maximum Baggage	120 lbs. (+93.0)
Fuel Capacity	Serial No. 1, 101-200 - 48 gals. (Two integral tanks in wings at +48.4) Serial No. 201 and up - 52 gals. (Two integral tanks in wings at +48.4) See NOTE 1 for data on unusable fuel.
Oil Capacity	2 gal. (-7.4)
Control Surface Movements	Wing Flaps Landing Down $33^{\circ} + 0^{\circ}$, -2° Aileron..... Up $12\frac{1}{2}^{\circ}$ to 17° Down $8^{\circ} \pm 1^{\circ}$ Aileron..... Static Position Down 0° to 2° Elevator Up $24^{\circ} \pm 1^{\circ}$ Down $10\frac{1}{2}^{\circ} \pm 1^{\circ}$ Rudder Left 23° to 24° Right 23° to 24° Stabilizer (L.E.) Up 1° to $2\frac{1}{2}^{\circ}$ Down $4\frac{1}{2}^{\circ}$ to 5°
Elevator Trim Assist Unit	With stabilizer set at $3\frac{1}{2}^{\circ}$ negative setting to the thrust line, adjust trim assist unit 740044 for elevator up angle of $12^{\circ} \pm \frac{1}{2}^{\circ}$ at the zero spring travel position. The elevator up angle changes to $19^{\circ} \pm \frac{1}{2}^{\circ}$ when conversion to retractable gear in accordance with Mooney Drawing 950082 is accomplished.
Leveling means	Edge of skin splice over aft fuselage radio access panel. Spirit level is used to level.
Serial No's. Eligible	Serial No. 1, 101 through 260. Under the delegation option provisions of Part 21 of the Federal Aviation Regulations, Delegation Option Manufacturer No. SW-1 is authorized to issue Airworthiness Certificates for Airplane Serial Nos. 256 thru 260; and approve design and production changes on Airplane Serial Numbers 1, 101 through 260.
Required equipment	In addition to the pertinent required basic equipment specified in CAR 3, the following items of equipment must be installed: 1(a) (b), and (c) or (d) or (e) or 2(a), (b), (c) or 3(a), (b), (c) and (d) or 4(a) (b), and (c), or (d) or (e), 101(a) or (c) and (b), 102(a), 103(a), 104(a) or (b), 201(a) or (b), 202(a), 205(a) or (b) or (c), 206(a), 301(a), 302(a), 303(a), 401(a), or (b), 601(a). See Note 13.

Specifications Pertinent to Model:

Datum	For <u>M20D</u> , datum is the centerline of the nose gear support bolts and is fuselage station 0.00. The Leading Edge of the wing at wing station 59.25 is 33.00 inches aft of fuselage station 0.00.
Certification basis	Date of application for Type Certificate April 9, 1952. Type Certificate No. 2A3 issued August 24, 1955. No exemptions. <u>Model M20D</u> CAR 3 effective November 1, 1949, as amended to May 18, 1954.
Production basis	None. Prior to original certification of each aircraft manufactured subsequent to March 7, 1969, an FAA representative must perform a detailed inspection for workmanship, materials and conformity with the approved technical data and a check of the flight characteristics.
Equipment	Approval for the installations of all items of equipment listed herein has been obtained by the aircraft manufacturer.

V. Model M20D (cont'd)**Propeller and Propeller Accessories:****Weight****F.S.****1. Hartzell constant speed propeller installation**

- (a) Propeller, Hartzell HC-C2YK-1 or HC-C2YR-1 hub, 7666-2 blades 53.75 lbs. -30.16
 See Notes 5 and 7.
 Pitch setting at 30.0 in. sta.:
 Low $13.0^{\circ} \pm 0^{\circ}$ (See Note 6.)
 High $29.0^{\circ} \pm 2^{\circ}$
 Diameter: Maximum 74 in.
 Min. allowable for repairs 72.5 in.
 No further reduction permitted.
- (b) Spinner assembly, Hartzell, 835-20 3.25 lbs. -29.18
- (c) Propeller governor, Hartzell, D-1-4 or D-1-6 or H-1 or H-1 L 4.5 lbs. + 3.6
- (d) Propeller governor, Edo Aire 34828014 3.0 lbs. + 3.6
- (e) Propeller governor, McCauley, C290D5/T24 2.75 lb. + 3.6

2. McCauley constant speed propeller installation

- (a) Propeller, McCauley 2D34C53-A hub, 74E-0 blades 49.25 lbs. -30.31
 Pitch setting at 30.0 in. sta.:
 Low $12.7^{\circ} \pm 2^{\circ}$
 High $27.5^{\circ} \pm 0.5^{\circ}$
 Diameter: Maximum 74 in.
 Minimum allowable for repairs 72.5 in.
 No further reduction permitted.
- (b) Spinner dome,
 McCauley D-2808, D-3148 bulkhead and fillet assembly 3.28 lbs. -29.18
- (c) Propeller governor, Woodward, 210452 3.0 lbs. + 4.0

3. McCauley fixed pitch propeller installation

- (a) Propeller, McCauley, 10172/MFA hub, 7460 blades 33.2 lbs. -27.9
 Diameter: Maximum 74 in.
 Minimum allowable for repairs 72.5 in.
 No further reduction permitted.
 Static RPM: Max. 2460./Min. 2360
 No additional tolerance permitted.
- (b) Spinner assembly, McCauley, D-3337 3.5 lbs. -29.18
- (c) Spinner assembly, McCauley, D-3338 -25.5
- (d) Front plate assembly, McCauley, D-3353 -27.9

4. Hartzell constant speed propeller installation

- (a) Propeller, Hartzell, HC-C2YK-1B hub, 7666A-2 blades 53.75 lbs. -30.16
 See NOTES 5 and 7.
 Pitch setting at 30.0 in. sta.:
 Low $13.0^{\circ} \pm 0^{\circ}$ (See Note 6.)
 High $29.0^{\circ} \pm 2^{\circ}$
 Diameter: Maximum 74 in.
 Minimum allowable for repairs 72.5 in.
 No further reduction permitted.
- (b) Spinner assembly, Hartzell, 835-20 3.25 lbs. -29.18
- (c) Propeller governor, McCauley, C290D5/T24 2.75 lbs. + 3.6
- (d) Propeller governor, Hartzell, D-1-4 or D-1-6 or H-1 or H-1L 4.5 lb. +3.6
- (e) Propeller governor, Edo Aire, 34828014 3 lb. +3.6

Engines and Engine Accessories (Fuel and Oil System):**101. Fuel Pumps**

- (a) One, electric Bendix, 476087
 (or alternate) Facet, (Balkamp) P/N 476-027 2 lbs. +19.0

V. Model M20D (cont'd)

	<u>Weight</u>	<u>F.S.</u>
(b) One, engine driven, AC type AH, P/N GP5623467+A, 5656880, 6440152, 6440174, 6441271, or 6440295	1.5 lbs.	+1.2
(c) One, electric, Dukes, 4140-00-21A or 1499-00-21 (or alternate) Weldon, P/N 8164A	1.91 lbs.	-1.5
102. Oil Radiator		
(a) Harrison, 8526250	2 lbs.	-18.0
103. Induction Air Filter		
(a) Air Maze, 13219	1 lb.	-17.0
104. Starters		
(a) Delco-Remy, 11096-89 or 1109519 or 1109511	17.8 lbs.	-18.0
(b) Prestolite, MZ4206 or MZ4218 or MZ4222	17.8 lbs.	-18.0

Landing Gear:

201. Two main wheel/brake assemblies, 6.00-6		
(a) Cleveland, wheel assembly Model No. 27-100/ Brake assembly, No. 35-200	14 lbs.	See Note 8.
(b) Cleveland, wheel assembly Model No. 40-24/ Brake assembly, No. 30-5	19 lbs.	See Note 8.
202. Two main wheel, 6-ply rating, tires		
(a) 6.00-6, Type III, w/regular tubes	17 lbs.	See Note 8.
205. One nose wheel, 5.00-5		
(a) Goodyear, Model L5NDB, assembly no. 95206532	3 lbs.	See Note 8.
(b) Cleveland, Model 40-33	4 lbs.	See Note 8.
(c) Cleveland, Model 40-87	2.6 lbs.	See Note 8.
206. One nose wheel, 4-ply rating, tire		
(a) 5.00-5, Type III w/regular tube	7 lbs.	See Note 8.

Electrical Equipment:

301. Generators		
(a) 50 amp, Delco-Remy, 1101915	16.6 lbs.	-19.5
302. Batteries		
(a) Auto-Lite R-35	27 lbs.	+ 2.5
or Prestolite R-35		
or Gill 6-GCAB-11		
or PS6-11		
or Rebat R-37		
303. Voltage Regulators		
(a) 50 amp, Delco-Remy 111922I or 1119224C or VR300-14-50 or DGR-7-H-50	2 lbs.	+7.0
If 940019 alternator retrofit kit is installed		
(b) OEKO, 20082*	1.4 lbs.	+7.0
or Electrodelta VR 414*	0.6 lbs.	+7.0
or Electrodelta VR 415 or VR 415D or Mooney 800270-505	0.6 lbs.	+7.0

*Use 800331 - 721 adapter when Oeco or VR 414 is replaced by VR 415, VR415D or 800270-505 regulator.

V. Model M20D (cont'd)**Interior Equipment:****401. FAA Approved Airplane Flight Manual**

- (a) Owners Manual, dated October 15, 1962, for S/N 1, 101 thru 200 (See Note 4)
- (b) Owners Manual (Supplement), dated May 14, 1963. S/N 1, 101 thru 260 (See Note 4).
- (c) Owners Manual, dated 1965 for S/N 1, 101 thru 260 (See Note 4).

Miscellaneous:**601. Warning systems**

- (a) Stall warning indicator Safe-Flight, Model R..... 1 lb..... +28.0

602. Vacuum Pumps (Required IFR, Optional VFR) see NOTE 24

- (a) Airborne, 113A1 or 4.0 lbs. 0.0
- (b) Airborne, 113A5 or 4.0 lbs. 0.0
- (c) Airborne, 200 cc or 3.5 lbs. 0.0
- (d) Airborne, 211 cc..... 2.5 lbs. 0.0

VI. Model M20E, 4 PCLM (Normal Category); Approved September 4, 1963

Engine	IO-360-A1A (fuel injector, Model RSA-5AD1, P/N 2524054-1) See Note 20.
Fuel	100LL or 100/130 octane minimum grade aviation gasoline
Engine Limits	For all operations, 2700 r.p.m. (200 hp)
Airspeed Limits	(Aircraft with Serial Numbers to 690001) Maneuvering..... 132 m.p.h. (115 knots) True Ind. Never exceed 189 m.p.h. (164 knots) True Ind. Flaps extended..... 100 m.p.h. (87 knots) True Ind. Landing gear extended 120 m.p.h. (104 knots) True Ind. Maximum structural cruising..... 150 m.p.h. (130 knots) True Ind. (Aircraft with serial numbers to 690001-700061 and 21-0001 and up) Maneuvering..... 132 m.p.h. (115 knots) True Ind. Never exceed 200 m.p.h. (174 knots) True Ind. Flaps extended..... 125 m.p.h. (109 knots) True Ind. Landing gear extended 120 m.p.h. (104 knots) True Ind. Maximum structural cruising..... 175 m.p.h. (152 knots) True Ind.
C.G. Range (Landing gear extended)	(+46.5) to (+49.0) at 2575 lbs. (+42.0) to (+49.0) at 2100 lbs. or less (Straight line variation between points given). Retraction moment 588 in. -lb.
Empty Weight C.G. Range	None
Maximum Weight	2575 lbs.
No. of Seats	4 (2 at +36.5 to +44.0, 2 at +70.7)
Maximum Baggage	120 lbs. (+93.0), 10 lbs. (+114)
Fuel Capacity	52 gals. (Two integral tanks in wings at +48.4) See NOTE 1 for data on unusable fuel.
Oil Capacity	2 gal. (-6.5)

VI. Model M20E (cont'd)

Control Surface Movements	(Aircraft with serial numbers up to 690001) Wing FlapsT.O. Position Down $15^{\circ} \pm 1^{\circ}$Landing Down $33^{\circ} + 0^{\circ}, - 2^{\circ}$ Aileron.....Up $12\frac{1}{2}^{\circ}$ to 17° Down $8^{\circ} \pm 1^{\circ}$ Aileron static position..... Down 0° to 2° ElevatorUp $24^{\circ} \pm 1^{\circ}$ Down $10\frac{1}{2}^{\circ} \pm 1^{\circ}$ Rudder Left 23° to 24° Right 23° to 24° Stabilizer (L.E.) Up 1° to $2\frac{1}{2}^{\circ}$ Down $4\frac{1}{2}^{\circ}$ to 5°
Elevator Trim Assist Unit	With stabilizer set at $3\frac{1}{2}^{\circ}$ negative setting to the thrust line, adjust trim assist unit 740044 for elevator up angle of $19^{\circ} \pm \frac{1}{2}^{\circ}$ at the zero spring travel position. (Aircraft with serial numbers up to 690001-700061, 21-0001 thru 21-1180) Wing FlapsT.O. Position Down $15^{\circ} \pm 1^{\circ}$Landing Down $33^{\circ} + 0^{\circ} / - 2^{\circ}$ Aileron.....Up $12\frac{1}{2}^{\circ}$ to 17° Down $8^{\circ} \pm 1^{\circ}$ Aileron static position..... Down 0° to 2° ElevatorUp $22^{\circ} \pm 2^{\circ}$ Down $22^{\circ} \pm 2^{\circ}$ Stabilizer (L.E.) Up $\frac{1}{2}^{\circ}$ to 1° Down $5\frac{1}{4}^{\circ}$ to $5\frac{3}{4}^{\circ}$ Rudder Left 23° to 24° Right 23° to 24°
Elevator Trim Assist Unit	With stabilizer set at $3\frac{1}{2}^{\circ}$ negative setting to the thrust line, adjust trim assist bungees (740188) for elevator position of $10^{\circ} \pm 1^{\circ}$ at the zero spring travel position of the bungees.
Leveling means	Edge of skin splice over aft fuselage radio access panel. Spirit level is used to level.
Serial No's. Eligible	Serial No. 101-400, 470-1217, 1219, 1221, 1223-1308, 670001-670062, 690001-690073, 700001-700039, 700041-700043, 700045-700052, 700055, 700056, 700060, 700061, 21-0001 thru 21-1180. Under the delegation option provisions of Part 21 of the Federal Aviation Regulations, Delegation Option Manufacturer No. SW-1 is authorized to issue Airworthiness Certificates for Airplane Serial Numbers 460, 607, 622, 625 through 690029.
Required equipment	In addition to the pertinent required basic equipment specified in CAR 3, the following items of equipment must be installed: 1(a), (b) or (d) or (e) and (c) or (f) or (g), or 2(a), (b) or (d) or (e) and (c) or (f) or (g) or (h), 101(a), (b), 102(a), 103(a), 104(a) or (b), 201(a) or (b) or (c), 202(a), 205(a) or (b) or (c), 206(a), 301(a) and 303(a) or 301(b) and 303(b) or 301(c) and 303(b), 302(a), 401(b) or (c) or (d) or (e), 601(a) or (b) or (c) and (d). See Note 13.

Specifications Pertinent to Model

Datum	For <u>M20E</u> , datum is the centerline of the nose gear support bolts and is fuselage station 0.0. The Leading Edge of the wing at wing station 59.25 is 33.00 inches aft of fuselage station 0.00.
Certification basis	Date of application for Type Certificate April 9, 1952. Type Certificate No. 2A3 basis issued August 24, 1955. No exemptions. <u>Model M20E</u> , CAR 3, effective November 1, 1949, as amended to May 18, 1954.
Production basis	None. Prior to original certification of each aircraft manufactured subsequent to March 7, 1969, an FAA representative must perform a detailed inspection for workmanship, materials and conformity with the approved technical data and a check of the flight characteristics.

VI. Model M20E (cont'd)

Equipment

Approval for the installation of all items of equipment listed herein has been obtained by the aircraft manufacturer.

<u>Propeller and Propeller Accessories with Fuselage - Station Locations:</u>	<u>Weight</u>	<u>F.S.</u>
1.....Hartzell constant speed propeller installation		
(a) Propeller, Hartzell HC-C2YK-1 or HC-C2YR-1 hub, 7666-2 blades.....	53.75 lbs.	-30.16
(See Notes 6 and 7.)		
Pitch setting at 30.0 in. sta.:		
Low 14.0° ± 0° (See Note 6)		
High 29.0° ± 2		
Diameter: Maximum 74 in.		
Minimum allowable for repairs 72.5 in.		
No further reduction permitted.		
(b) Spinner assembly, Hartzell, 835-20	3.25 lbs.	-29.18
(c) Propeller governor, Hartzell, D-1-4 or D-1-6 or H-1 or H-1L	4.50 lbs.	+3.6
(d) Spinner assembly, Mooney, 680014-000.....	3.6 lbs.	-29.18
(e) Spinner assembly, Mooney, 680014-501.....	3.6 lbs.	-29.18
(f) Propeller governor, Edo Aire, 34828014	3.0 lbs.	+3.6
(g) Propeller governor, McCauley, C290D5/T24	2.75 lbs.	+3.6
2.....Hartzell constant speed propeller installation		
(a) Propeller, Hartzell HC-C2YK-1B hub, 7666A-2 blades.....	53.75 lbs.	-30.16
(See Notes 6 and 7.)		
Pitch settings at 30.0 in. sta.:		
Low 14.0° ± 0° (See Note 6.)		
High 29.0° ± 2°		
Diameter: Maximum 74 in.		
Minimum allowable for repairs 72.5 in.		
No further reduction permitted.		
(b) Spinner assembly, Hartzell 835-20	3.25 lbs.	-29.18
(c) Spinner assembly, Hartzell, 835-33	3.25 lbs.	-29.18
(d) Spinner assembly, Hartzell, 835-33P	3.25 lbs.	-29.18
(e) Propeller governor, McCauley, C290D5/T24	2.75 lbs.	+3.6
(f) Propeller governor, Hartzell, D-1-4 or D-1-6 or H-1 or H-1L	4.5 lb.....	+3.6
(g) Propeller governor, Edo Aire, 34828014	3.0 lb.....	+3.6
<u>Engines and Engine Accessories (Fuel and Oil System):</u>		
101.Fuel Pumps		
(a) One, electric, Dukes, 4140-00-19A.....	1.91 lb.....	-1.5
(b) One, engine-driven AC 5656696A, 6440160, GP5656999, Type JJ, 6440296, or 6441234	1.6 lbs.	+1.2
102.Oil Radiator		
(a) Stewart-Warner, P/N 8432A or 8432E or 8432F or or 8432F1 or 8432L (S/N 200 and up).....	2.4 lbs.	-18.0
103.Induction Air Filter		
(a) Donaldson, P10-4065 or P11-3576	1.2 lb.....	-19.5
104.Starters		
(a) Delco-Remy, 11096-89 or 1109519 or 1109511.....	17.8 lbs.	-18.0
(b) Prestolite, MZ4206 or MZ4218 or MZ4222	17.8 lbs.	-18.0

VI. Model M20E (cont'd)**Weight****F.S. (in.)****Landing Gear:**

- 201.** Two Main Wheel/Brake Assemblies, 6.00-6
- (a) Cleveland, wheel assembly,
Model No. 27-100/Brake Assembly No. 35-200..... 14 lbs. See Note 8.
 - (b) Cleveland, wheel assembly, Model No. 40-24/
Brake Assembly No. 30-5..... 19 lbs. See Note 8.
 - (c) *Cleveland, wheel assembly, Model No. 40-86/
Brake Assembly No. 30-56A 19 lbs. See Note 8.
- *Optional - Cleveland, 40-86E, 30-56*
- 202.** Two main wheel, 6-ply rating, tires
- (a) 6.00-6, Type III w/ regular tubes 17 lbs. See Note 8.
- 205.** One, Nose Wheel, 5.00-5
- (a) Goodyear Model L5NDB, Assy. No. 95206532 3 lbs. See Note 8
 - (b) Cleveland Model 40-33..... 4 lbs. See Note 8
 - (c) Cleveland Model 40-87..... 2.6lbs. See Note 8
- 206.** One, Nose Wheel, 4-Ply Rating tire
- (a) 5.00-5, Type III w/ regular tube 7 lbs. See Note 8.

Electrical Equipment:

- 301.** Generators and Alternators
- (a) Generator, 50 amp, Delco-Remy, 1101915..... 16.6 lbs. -19.5
 - (b) Alternator, 60 amp, Prestolite, ALY-8420 10.3 lbs. -19.5
 - (c) Alternator, 70 amp, Prestolite, ALX-8403 10.3 lbs. -19.5
- 302.** Batteries
- (a) Auto-Lite, R-35 or Prestolite, R-35 or Gill, 6-GCAB-11
or PS6-11, or Rebat, R-37 27 lbs. +105.8
- 303.** Voltage Regulators
- (a) 50 amp, Delco-Remy 1119224 or 1119224C or VR300-14-50 or
DGR-7-H-50 2 lbs. +7.0
If 940019 alternator retrofit kit is installed.
 - (b) OECO, 20082* 1.4 lbs. +7.0
or Electrodelta VR 414* 0.6 lbs. +7.0
or Electrodelta VR 415 or VR 415D or Mooney 800270-505 0.6 lbs. +7.0
- *Use 800331-721 adapter when OECO or VR414 is replaced by VR415, VR415D or 800270-505 regulator.*

Interior Equipment:

- 401.** FAA Approved Airplane Flight Manual
- (a) Flight Manual dated September 3, 1963, for S/N 101 through 1308.
 - (b) Flight Manual dated August 21, 1970, for S/N 700028 and ON. S/N 21-0001 thru 21-0023 (Aerostar).
 - (c) Flight Manual dated January 1974, for S/N 21-0024 through 21-1160. See Note 2.
 - (d) Flight Manual dated December 1974, for S/N 21-1161 through 21-1180. See Note 2.

Miscellaneous:**Weight****F.S. (IN)**

- 601.** Warning Systems
- (a) Stall warning indicator, Safe-Flight, Model R 1 lb. +28.0
 - (b) Dual warning indicator, Safe-Flight, Model 283..... 2 lbs. +2.5
 - (c) Gear warning indicator, Mallory, SC 628P..... 1 lb. +50.0
 - (d) Stall warning indicator, Mallory, SC 628. 1 lb. +50.0

VI. Model M20E (cont)**602.** Vacuum Pumps (Required. IFR, Optional VFR) see NOTE 24

(a) Airborne, 113A1 or	4.0 lbs.	0.0
(b) Airborne, 113A5 or	4.0 lbs.	0.0
(c) Airborne, 200CC or	3.5 lbs.	0.0
(d) Airborne, 211CC	2.5 lbs.	0.0

VII. Model M20F, 4 PCLM (Normal Category); Approved July 25, 1965

Engine	Textron-Lycoming IO-360-A1A (Bendix fuel injector, Model RSA-5AD1, P/N 2524054-1) See Note 20.
Fuel	100LL or 100/130 octane min. grade aviation gasoline
Engine Limits	For all operations, 2700 r.p.m. (200 hp)
Airspeed Limits	Maneuvering 135 m.p.h. (117 knots) True Ind. Never exceed 200 m.p.h. (174 knots) True Ind. Flaps extended 105 m.p.h. (91 knots) True Ind. (All aircraft to S/N 680001) Flaps extended 125 m.p.h. (109 knots) True Ind. (S/N 680001-700072 and 22-0001 and on) Landing gear extended 120 m.p.h. (104 knots) True Ind. Maximum structural cruising 175 m.p.h. (152 knots) True Ind.
C.G. Range (Landing gear extended)	(+45.0) to (+50.1) at 2740 lbs. (+41.8) to (+50.1) at 2470 lbs. (+41.0) to (+50.1) at 2250 lbs. or less (Straight line variation between points given). Retraction moment 615 in. -lbs.
Empty Weight C.G. Range	None
Maximum Weight	2740 lbs.
No. of Seats	4 (2 at +31.5 to +39.0, 2 at +70.7 to 75.2)
Maximum Baggage	120 lbs. (+95.5), 10 lbs. (+119.0)
Fuel Capacity	64 gals. (Two integral tanks in wings at +48.4) See NOTE 1 for data on unusable fuel.
Oil Capacity	2 gal. (-11.5)
Control Surface Movements	Wing Flaps T.O. Position Down $15^{\circ} \pm 1^{\circ}$ Landing Down $33^{\circ} + 0^{\circ} / -2^{\circ}$ Aileron Up $12\frac{1}{2}^{\circ}$ to 17° Down $8^{\circ} \pm 1^{\circ}$ Aileron static position Down 0° to 2° Elevator Up $22^{\circ} \pm 2^{\circ}$ Down $22^{\circ} \pm 2^{\circ}$ Rudder Left 23° to 24° Right 23° to 24° Stabilizer (L.E.) Up $\frac{1}{2}^{\circ}$ to 1° Down $5\frac{1}{4}^{\circ}$ to $5\frac{3}{4}^{\circ}$
Elevator Trim Assist Unit	(for Aircraft with Serial Nos. to 680001): With stabilizer set at $3\frac{1}{2}^{\circ}$ negative setting to the thrust line, adjust trim assist unit 740128 for elevator up angle of $5^{\circ} \pm 1^{\circ}$ at the zero spring travel position.

VII. Model M20F (cont'd)

Elevator Trim Assist Unit	(for Aircraft with Serial Nos. 680001 and up): With stabilizer set at 3° negative setting to the thrust line, adjust trim assist bungees 740188 for elevator position of 19° $\pm$ 1° at the zero spring travel position of the bungees. (This rigging to be obtained before installation of the 740171 extension springs).
Leveling means	Edge of skin splice over aft fuselage radio access panel. Spirit level is used to level.
Serial No's. Eligible	Serial No. 660002-660004, 670001-670363, 670365-670385, 670387-670482, 670484-670539, 680001-680206, 690003-690090, 690092, 700001-700061, 700063-700066, 700070-700072, 22-0001 thru 22-1439. Under the delegation option provisions of Part 21 of the Federal Aviation Regulations, Delegation Option Manufacturer No. SW-1 is authorized to issue Airworthiness Certificates on Airplane Serial Numbers 660002 through 690035.
Required equipment	In addition to the pertinent required basic equipment specified in CAR 3, the following items of equipment must be installed: 1(a), (b) and (c) or (d) or (e), or 2(a), (b) or (c), (d) or (e) or (f), 101(a), (b), 102(a), 103(a), 104(a), 201(a), 202(a), 205(a), 206(a), 301(a), and 303(a) or 301(b), and 303(b) or 303(c) and 303(d), 302(a), 401(a) or (b) or (c) or (d) or (e) or (f), 601(a) or (b) and (c). See Note 13.
Datum	For <u>M20F</u> , datum is 5.00 inches aft of the centerline of the nose gear support bolts and is fuselage station 0.00. The Leading Edge of the wing at wing station +59.25 is 33.00 inches aft of fuselage station 0.00.
Certification basis	<u>Model M20F</u> CAR 3 effective November 1, 1949, as amended to May 18, 1954, with paragraphs 3.109, 3.112, 3.115, 3.118, and 3.120 of CAR 3 effective May 15, 1956, as amended to October 1, 1959.
Production basis	None. Prior to original certification of each aircraft manufactured subsequent to March 7, 1969, an FAA representative must perform a detailed inspection for workmanship, materials and conformity with the approved technical data and a check of the flight characteristics.
Equipment	Approval for the installation of all items of equipment listed herein has been obtained by the aircraft manufacturer.

Propeller and Propeller Accessories:**Weight****F.S.****1. Hartzell constant speed propeller installation**

- (a) Propeller, Hartzell HC-C2YK-1 or HC-C2YR-1 hub, 7666-2 blades..... 53.75 lbs. -35.16
 See Notes 5 and 7.
 Pitch setting at 30.0 in. sta.:
 Low 14.0° $\pm$ 0° (See Note 6)
 High 29.0° $\pm$ 2°
 Diameter: Maximum 74 in.
 Minimum allowable for repairs 72.5 in.
 No further reduction permitted.
- (b) Spinner assembly, Mooney, 680014-501..... 3.6 lbs. -34.18
- (c) Propeller governor, Hartzell, D-1-4 or D-1-6 or H-1 or H-1L 4.50 lbs. -1.4
- (d) Propeller governor, Edo Aire, 34828014 3.0 lbs. -1.4
- (e) Propeller governor, McCauley, C290D5/T24 2.75 lb. -1.4

2. Hartzell constant speed propeller installation

- (a) Propeller, Hartzell HC-C2YK-1B hub, 7666A-2 blades
 See Notes 5 and 7..... 53.75 lbs. -35.16
 Pitch setting at 30.0 in. sta.:
 Low 14.0 $\pm$ 0° (see Note 6)
 High 29.0° $\pm$ 2°
 Diameter: Maximum 74 in.
 Minimum allowable for repairs 72.5 in.

VII. Model M20F (cont'd)

	<u>Weight</u>	<u>F.S.</u>
No further reduction permitted.		
(b) Spinner assembly, Hartzell 835-33	3.25 lbs.	-34.18
(c) Spinner assembly, Hartzell, 835-33P	3.25 lbs.	-34.18
(d) Propeller governor, Hartzell, D-1-4 or D-1-6 or H-1 or H-1L	4.5 lb.	-1.4
(e) Propeller governor, Edo Aire, 34828014	3 lb.	-1.4
(f) Propeller governor, McCauley, C290D5/T24	2.75 lbs.	-1.4

Engines and Engine Accessories (Fuel and Oil System):

101. Fuel Pumps		
(a) One, electric, Dukes, 4140-00-19A	1.91 lb.	-1.5
(b) One, engine-driven P/N AC 5656696A, 6440160, GP5656999, Type JJ, 6440296, or 6441234	1.6 lbs.	-3.8
102. Oil Radiator		
(a) Stewart-Warner, P/N 8432A or 8432E or 8432F or or 8432F1 or 8432L	2.4 lbs.	-23.0
103. Induction Air Filter		
(a) Donaldson, P10-4065 or P11-3576	1.2 lb.	-24.5
104. Starters		
(a) Prestolite, MZ4206 or MZ4218 or MZ4222	17.8 lbs.	-23.0

Landing Gear:

201. Two Main Wheel/Brake Assemblies, 6.00-6		
(a) *Cleveland wheel assembly, Model No. 40-86/ Brake Assembly No. 30-56A	19 lbs.	See Note 8.
*Optional - Cleveland, 40-86E, 30-56D		
202. Two main wheel, 6-ply rating, tires		
(a) 6.00-6, Type III w/ regular tubes	17 lbs.	See Note 8.
205. One, Nose Wheel, 5.00-5		
(a) Cleveland Model 40-87	2.6 lbs.	See Note 8.
206. One, Nose Wheel, 6-Ply Rating tire		
(a) 5.00-5, Type III w/ regular tube	7 lbs.	See Note 8.

Electrical Equipment:

301. Generators and Alternators		
(a) Generator, 50 amp, Delco-Remy, 1101915	16.6 lbs.	-24.5
(b) Alternator, 60 amp, Prestolite, ALY-8420 or (alternate) ALY8403, ALY6420 or ALY8420M	10.3 lbs.	-24.5
(c) Alternator, 70 amp, Prestolite, ALX-8403	10.3 lbs.	-24.5
302. Batteries		
(a) Auto-Lite, R-35 or Prestolite, R-35 or Gill, 6-GCAB-11 or PS6-11, or Rebat, R-37	27 lbs.	+110.8
303. Voltage Regulators		
(a) 50 amp, Delco-Remy 1119224 or 1119224C or VR300-14-50 or DGR-7-H-50	2 lbs.	+2.0
If 940019 alternator retrofit kit is installed.		

VII. Model M20F (cont'd)

- (b) OEKO, 20082* 1.4 lbs. +2.0
 or Electrodelta VR 414* 0.6 lbs. +7.0
 or Electrodelta VR 415 or VR 415D or Mooney 800270-505 0.6 lbs. +7.0
 *Use 800331-721 adapter when OEKO or VR414 is replaced by VR415, VR415D or 800270-505 regulator.

Interior Equipment:**401. FAA Approved Airplane Flight Manual**

- (a) Flight Manual dated August 21, 1970, for S/N 700035 and ON, S/N 22-0001 through 22-0012 (Aerostar).
 See Note 2.
 (b) Flight Manual dated November 17, 1969, for S/N 700005 and ON. See Note 2.
 (c) Flight Manual dated January 1974, for S/N 22-0013 through 22-1178. See Note 2.
 (d) Flight Manual dated December 1974, for S/N 22-1179 through 22-1272. See Note 2.
 (e) Flight Manual dated August 1975, for S/N 22-1273 through 22-1305. See Note 2.
 (f) Flight Manual dated October 1975 for S/N 22-1306 through 22-1438. See Note 2.

Miscellaneous:**601. Warning Systems**

- (a) Dual warning indicator, Safe-Flight, Model 283..... 2 lbs. -2.5
 (b) Gear warning indicator, Mallory, SC 628P..... 1 lb..... -2.5
 (c) Stall warning indicator, Mallory, SC 628. 1 lb..... +50.0

602. Vacuum Pumps (Required IFR, Optional VFR) see NOTE 24

- (a) Airborne, 113A1 or 4.0 lbs. -5.0
 (b) Airborne, 113A5 or 4.0 lbs. -5.0
 (c) Airborne, 200CC or..... 3.5 lbs. -5.0
 (d) Airborne, 211CC..... 2.5 lbs. -5.0

VIII. Model M20G, 4 PCLM (Normal Category); Approved November 13, 1967

Engine	Textron-Lycoming O-360-A1D (Carburetor MA 4-5, Flow Setting P/N 10-3878-M, or 10-4164-1)
Fuel	100LL or 100/130 octane min. grade aviation gasoline
Engine Limits	For all operations, 2700 r.p.m. (180 hp)
Airspeed Limits	Maneuvering..... 135 m.p.h. (117 knots) True Ind. Never exceed 200 m.p.h. (174 knots) True Ind. Flaps extended..... 125 m.p.h. (109 knots) True Ind. Landing gear extended 120 m.p.h. (104 knots) True Ind. Maximum structural cruising..... 175 m.p.h. (152 knots) True Ind.
C.G. Range (Landing gear extended)	(+42.5) to (+50.1) at 2525 lbs. (+41.8) to (+50.1) at 2470 lbs. (+40.5) to (+50.1) at 2113 lbs. or less (Straight line variation between points given). Retraction moment 615 in. -lb.
Empty Weight C.G. Range	None
Maximum Weight	2525 lbs.
No. of Seats	4 (2 at +31.5 to +39.0, 2 at +70.7 to +75.2)
Maximum Baggage	120 lbs. (+95.5), 10 lbs. (+119)

VIII. Model M20G (cont'd)

Fuel Capacity	52 gals. (Two integral tanks in wings at +48.4) See NOTE 1 for data on unusable fuel.
Oil Capacity	2 gal. (-11.5)
Control Surface Movements	Wing FlapsT.O. Position Down $15^{\circ} \pm 1^{\circ}$ Landing Down $33^{\circ} + 0^{\circ} / -2^{\circ}$ Aileron..... Up $12\frac{1}{2}^{\circ}$ to 17° Down $8^{\circ} \pm 1^{\circ}$ Aileron static position..... Down 0° to 2° Elevator Up $22^{\circ} + 0^{\circ}, 2^{\circ}$ Down $22^{\circ} + 0^{\circ}, -2^{\circ}$ Rudder Left 23° to 24° Right 23° to 24° Stabilizer (L.E.) Up $\frac{1}{2}^{\circ}$ to 1° Down $5\frac{1}{4}^{\circ}$ to $5\frac{3}{4}^{\circ}$
Elevator Trim Assist Unit	(for Aircraft with Serial Nos. to 680001): With stabilizer set at $3\frac{1}{2}^{\circ}$ negative setting to the thrust line, adjust trim assist unit 740128 for elevator up angle of $5^{\circ} \pm 1^{\circ}$ at the zero spring travel position.
Elevator Trim Assist Unit	(for Aircraft with Serial Nos. 680001 and up): With stabilizer set at 3° negative setting to the thrust line, adjust trim assist bungees 740188 for elevator position of $19^{\circ} \pm 1^{\circ}$ at the zero spring travel position of the bungees. (This rigging to be obtained before installation of the 740171 extension springs).
Leveling means	Edge of skin splice over aft fuselage radio access panel. Spirit level is used to level.
Serial No's. Eligible	Serial No. 680001 thru 680164, 690001 thru 690020, 700001 thru 700006. Under the delegation option provisions of Part 21 of the Federal Aviation Regulations, Delegation Option Manufacturer No. SW-1 is authorized to issue Airworthiness Certificates on Airplane Serial Numbers 680001 thru 690009.
Required equipment	In addition to the pertinent required basic equipment specified in CAR 3, the following items of equipment must be installed: 1(a) (b) (c) or (d) or (e), or 2(a) (b) (c), or 3(a) (b) (c) or (d) or (e), 101(a) or (c) and (b), 102(a) or (b), 103(a), 104(a) or (b), 201(a), 202(a), 205(a), 206(a), 301(a) and 303(a) or 301(b) or (c) and 303(b), 302(a), 401(a), 601(a) or (b) and (c). See Note 13.
Datum	For <u>M20G</u> , datum is 5.00 inches aft of the centerline of the nose gear support bolts and is fuselage station 0.00. The Leading Edge of the wing at wing station 59.25 is 33.00 inches aft of fuselage station 0.00.
Certification basis	Date of application for Type Certificate April 9, 1952. Type Certificate No. 2A3 issued August 24, 1955. No exemptions. <u>Model M20G CAR 3, effective November 1, 1949, as amended to May 18, 1954.</u>
Production basis	None. Prior to original certification of each aircraft manufactured subsequent to March 7, 1969, an FAA representative must perform a detailed inspection for workmanship, materials and conformity with the approved technical data and a check of the flight characteristics.
Equipment	Approval for the installations of all items of equipment listed herein has been obtained by the aircraft manufacturer.

Propeller and Propeller Accessories:**Weight****F.S.****1. Hartzell constant speed propeller installation**

- (a) Propeller, Hartzell HC-C2YK-1 or HC-C2YR-1 hub, 7666-2 blades..... 53.75 lbs. -35.16

See Notes 5 and 7.

Pitch setting at 30.0 in. sta.: (See Note 6)

Low $13.0^{\circ} \pm 0^{\circ}$

High $29.0^{\circ} \pm 2^{\circ}$

Diameter: Maximum 74 in.

Minimum allowable for repairs 72.5 in.

No further reduction permitted.

VIII. Model M20G (cont'd)

	<u>Weight</u>	<u>F.S.</u>
(b) Spinner assembly, Hartzell, 835-20	3.25 lbs.	-34.18
(c) Propeller governor, Hartzell, D-1-4 or D-1-6 or H-1 or H-1L	4.50 lbs.	-1.4
(d) Propeller governor, Edo Aire 34828014	3.0 lbs.	-1.4
(e) McCauley governor, C290D5/T24.....	2.75 lbs.	-1.4
2..... McCauley constant speed propeller installation		
(a) Propeller, McCauley, 2D34C53-A hub, 74E-0 blades	49.25 lbs.	-35.31
Pitch setting at 30.0 in. sta.:		
Low $12.7^{\circ} \pm 2^{\circ}$		
High $27.50^{\circ} \pm 0.5^{\circ}$		
Diameter: Maximum 74 in.		
Minimum allowable for repairs 72.5 in.		
No further reduction permitted.		
(b) Spinner dome, McCauley, D-2808, bulkhead & fillet assembly, D-3148.....	3.28 lbs.	-34.18
(c) Propeller governor, Woodward, 210452	3.0 lbs.	-1.0
3..... Hartzell constant speed propeller installation		
(a) Propeller, Hartzell, HC-C2YK-1B hub, 7666A-2 blades.....	53.75 lbs.	-35.16
See Notes 5 and 7.		
Pitch setting at 30.0 in. sta.: (See Note 6)		
Low $13^{\circ} \pm 0^{\circ}$		
High $29.0^{\circ} \pm 2^{\circ}$		
Diameter: Maximum 74 in.		
Minimum allowable for repairs 72.5 in.		
No further reduction permitted.		
(b) Spinner assembly, Hartzell, 835-20	3.25 lbs.	-34.18
(c) Propeller governor, Hartzell, D-1-4 or D-1-6 or H-1 or H-1L	4.5 lb.	-1.4
(d) Propeller governor, Edo Aire, 34828014	3.0 lb.	-1.4
(e) Propeller governor, McCauley, C290D5/T24	2.75 lb.	-1.4

Engines and Engine Accessories (Fuel and Oil System)**101. Fuel Pumps**

- | | | |
|--|---------------|-------|
| (a) One, electric, Bendix 476087
(or alternate) Facet, (Balkamp) P/N 476-027 | 2.0 lbs. | +14.0 |
| (b) One, engine-driven AC type AH, P/N GP5623467 + A,
5656880, 6440152, 6440174, 6441271, or 6440295..... | 1.5 lbs. | -3.8 |
| (c) One, electric, Dukes, 4140-00-21A or 1499-00-21
(or alternate) Weldon, P/N 8164A | 1.91 lb. | +6.5 |

102. Oil Radiator

- | | | |
|---|---------------|-------|
| (b) Harrison, 8526250..... | 2 lbs. | -23.0 |
| (a) Stewart-Warner, Model #8406-E1 or 8406J | 2.8 lbs. | -23.0 |

103. Induction Air Filter

- | | | |
|---------------------------|------------|-------|
| (a) Air Maze, 13219 | 1 lb. | -22.0 |
|---------------------------|------------|-------|

104. Starters

- | | | |
|---|----------------|-------|
| (a) Delco-Remy, 11096-89 or 1109519 or 1109511..... | 17.8 lbs. | -23.0 |
| (b) Prestolite, MZ4206 or MZ4218 or MZ4222 | 17.8 lbs. | -23.0 |

Landing Gear:**201. Two Main Wheel/Brake Assemblies, 6.00-6**

- | | | |
|---|--------------|-------------|
| (a) Cleveland Wheel Assembly, Model No. 40-86/
Brake Assembly No. 30-56A | 19 lbs. | See Note 8. |
| *Optional - Cleveland, 40-86E, 30-56D. | | |

202. Two main wheel, 6-ply rating, tires

- | | | |
|---|--------------|-------------|
| (a) 6.00-6, Type III w/ regular tubes | 17 lbs. | See Note 8. |
|---|--------------|-------------|

VIII. Model M20G (cont'd)

	<u>Weight</u>	<u>F.S.</u>
205. One, Nose Wheel, 5.00-5		
(a) Cleveland, Model 40-87	2.6 lbs.	See Note 8.
206. One, Nose Wheel, 6-Ply Rating tire		
(a) 5.00-5, Type III w/ regular tube	7 lbs.	See Note 8.

Electrical Equipment:

301. Generators and Alternators		
(a) Generator, 50 amp, Delco-Remy, 1101915.....	16.6 lbs.	-24.5
(b) Alternator, 60 amp, Prestolite, ALY8420, ALY8403, ALY6420 or ALY8420M	10.3 lbs.	-24.5
(c) Alternator, 70 amp, Prestolite, ALX8403	10.3 lbs.	-24.5
302. Batteries		
(a) Auto-Lite, R-35 or Prestolite, R-35 or Gill, 6-GCAB-11 or PS6-11, or Rebat, R-37	27 lbs.	+2.5
303. Voltage Regulators		
(a) 50 amp, Delco-Remy 1119224 or 1119224C or VR300-14-50 or DGR-7-H-50	2 lbs.	+2.0
(b) OECO, 20082*.....	1.4 lbs.	+2.0
or Electrodelta VR 414*	0.6 lbs.	+7.0
or Electrodelta VR 415 or VR 415D or Mooney 800270-505	0.6 lbs.	+7.0
*Use 800331-721 adapter when OECO or VR 414 is replaced by VR415, VR415D or 800270-505 regulator.		

Interior Equipment:

401. FAA Approved Airplane Flight Manual	
(a) Flight Manual dated November 17, 1969, for S/N 700005 and ON. See Note 2.	

Miscellaneous:

	<u>Weight</u>	<u>F.S. (IN)</u>
601. Warning Systems		
(a) Dual warning indicator, Safe-Flight, Model 283.....	2 lbs.	-2.5
(b) Gear warning indicator, Mallory, SC 628P.....	1 lb.....	-2.5
(c) Stall warning indicator, Mallory, SC 628	1 lb.....	+50.0
602. Vacuum Pumps (Required IFR, Optional VFR) see NOTE 24		
(a) Airborne, 113A1 or	4.0 lbs.	-5.0
(b) Airborne, 113A5 or	4.0 lbs.	-5.0
(c) Airborne, 200CC or.....	3.5 lbs.	-5.0
(d) Airborne, 211CC.....	2.5 lbs.	-5.0

IX. Model M20J, 4 PCLM (Normal Category): Approved September 27, 1976

Engine	Textron-Lycoming IO-360-A1B6D or IO-360-A3B6D or IO-360-A3B6. (Bendix fuel injector, Model RSA 5AD1, P/N 2524054) See Note 12 and Note 20.
Fuel	100LL or 100/130 octane minimum grade aviation gasoline
Engine Limits	For all operations, 2700 r.p.m. (200 hp)
Airspeed Limits	Maneuvering..... 136 m.p.h. (118 knots) IAS Never exceed 200 m.p.h. (174 knots) IAS *Never exceed 225 m.p.h. (195 knots) IAS

IX. Model M20J (cont'd)

Flaps extended (full flaps)	127 m.p.h. (110 knots) IAS
****(15° flaps).....	145 m.p.h. (126 knots) IAS
Landing gear retraction.....	110 m.p.h. (96 knots) IAS
** “ “ “	123 m.p.h. (107 knots) IAS
Landing gear extension.....	120 m.p.h. (104 knots) IAS
*** “ “ “	152 m.p.h. (132 knots) IAS
**** “ “ “	159 m.p.h. (138 knots) IAS
Landing gear extended	120 m.p.h. (104 knots) IAS
*** “ “ “	152 m.p.h. (132 knots) IAS
**** “ “ “	186 m.p.h. (162 knots) IAS
Maximum structural cruising.....	175 m.p.h. (152 knots) IAS
* “ “ “	200 m.p.h. (174 knots) IAS

* Serial No's. 24-0171 and on, (and 24-0002 through 24-00170 if S.B. M20-198 is complied with).

** Serial No's. 24-0084, 24-0378 thru 24-TBA.

*** Serial No's. 24-0084, 24-0378 thru 24-2999, 24-3079 thru 24-TBA (and previous S/N's if SB M20-209 is complied ith).

**** Serial No. 24-3000 thru 24-3078.

S/N 24-0001 thru 24-3200, 24-3202 thru 24-3217 -- 2740 lbs. gross weight.

C.G. Range	(+45.0) to (+50.1) at 2740 lbs.
(Landing gear extended)	(+41.8) to (+50.1) at 2470 lbs.
	(+41.0) to (+50.1) at 2250 lbs. or less
	(Straight line variation between points given).
	Retraction moment 615 in. -lbs.

S/N 24-3201, 24-3218 thru 24-TBA, and 24-1686 thru 24-3200, 24-3202 thru 24-3217 when c/w MAC dwg. No. 940071 and insertion of applicable AFM supplement - 2900 lbs. gross weight.

C.G. Range	(+45.0) to (+50.1) at 2900 lbs.
(Landing gear extended)	(+43.8) to (+50.1) at 2740 lbs.
	(+41.8) to (+50.1) at 2470 lbs.
	(+41.0) to (+50.1) at 2250 lbs. or less
	(Straight line variation between points given).
	Retraction moment 615 in. -lbs.

Empty Weight C.G. Range None

Maximum Weight 2740 lbs. - S/ N 24-0001 thru 24-3200, 24-3202 thru 24-3217)
2900 lbs. - S/N 24-3201, 24-3218 and ON and S/N 24-1686 thru 24-3200, 24-3202
thru 24-3217 when c/w MAC dwg. No. 940071 and insertion of applicable AFM
Supplement into the appropriate AFM.

No. of Seats 4 (2 at +34.0 to +39.0, 2 at +70.7)

Maximum Baggage 120 lbs. (+95.5), 10 lbs. (+119)

Fuel Capacity 64 gals. (Two integral tanks in wings at +48.4)
See NOTE 1 for data on unusable fuel.

Oil Capacity 2 gal. (-11.5)

Maximum Operating Altitude See Note 19

Control Surface Movements (Aircraft with Serial Numbers 24-0002 thru 24-1037)
Wing FlapsT.O. Position Down 15° +/- 1°
.....Landing Down 33° + 0°/-2°
Aileron..... Up 12½° to 17° Down 8° ± 1°
Aileron static position..... Down 0° to 2°

IX. Model M20J (cont'd)

	Elevator Up $22^{\circ} \pm 2^{\circ}$ Down $22^{\circ} \pm 2^{\circ}$ Rudder Left 23° to 24° Right 23° to 24° Stabilizer (L.E.) Up $\frac{1}{2}^{\circ}$ to 1° Down $5\frac{1}{4}^{\circ}$ to $5\frac{3}{4}^{\circ}$
Elevator Trim Assist Unit	With stabilizer set at 3° negative setting to the thrust line, adjust trim assist bungees 740188 for an elevator position of $19^{\circ} \pm 1^{\circ}$ at the zero spring position of the bungees. (This rigging to be obtained before installation of the 740171 extension springs). (Aircraft with serial numbers 24-1038 and up) Wing Flaps T.O. Position Down $15^{\circ} \pm 1^{\circ}$ Landing Down $33^{\circ} + 0^{\circ}/-2^{\circ}$ Aileron Up $12\frac{1}{2}^{\circ}$ to $14\frac{1}{2}^{\circ}$ Down $8^{\circ} \pm 1^{\circ}$ Aileron static position Down 0° to 2° Elevator Up $22^{\circ} \pm 2^{\circ}$ Down $22^{\circ} \pm 2^{\circ}$ Rudder Left 23° to 24° Right 23° to 24° Stabilizer (L.E.) Up $\frac{1}{2}^{\circ}$ to 1° Down $5\frac{1}{4}^{\circ}$ to $5\frac{3}{4}^{\circ}$
Elevator Trim Assist Unit	With stabilizer set at 3° negative setting to the thrust line, adjust trim assist bungees 740188 for an elevator position of $19^{\circ} \pm 1^{\circ}$ at the zero spring travel position of the bungees. (This rigging to be obtained before installation of the 740171 extension springs).
Leveling means	Edge of skin splice over aft fuselage radio access panel. Spirit level is used to level. Serial No. 24-0002 thru 24-0090 (excluding 24-0084). Leveling screws located above the tailcone access door. Spirit level is used to level S/N 24-0084, S/N 24-0091, and on.
Serial numbers eligible	Serial No. 24-0002 thru 24-3431
Export eligibility	See Note 14.
Required equipment	In addition to the pertinent required basic equipment specified in CAR 3, the following items of equipment must be installed: 1(a)(1) or 1(a)(2), (b), (c), or 2(a)(1), 2(b)(1) and 1(c), 101(a), (b), or (c), 102(a), 103(a), 104(a) or (b), 201(a), 202(a), 205(a), 206(a), 301(a) and 303(a), 301(b) and 303(b), 302(a) or (b) or (c), 401(a) or (b) or (c) or (d) or (e) or (f) or (g) or (h) or (i) or (j) or (k) or (l) or (m), 601(a), (b) or (c), 602(a) or (b) or (c) or (d) or (e).
<u>Specifications Pertinent to Model</u>	
Datum	For <u>M20J</u>, datum is 5.00 inches aft of the centerline of the nose gear support bolts and is fuselage station 0.00. The Leading Edge of the wing at wing station 59.25 is 33.00 inches aft of fuselage station 0.00.
Certification basis	<u>Model M20J</u> CAR 3, effective November 1, 1949, as amended to May 18, 1954, with paragraph 3.74 of Amendment 3-13 dated August 25, 1955; with paragraphs 3.109, 3.112., 3.115, 3.118, and 3.120 of CAR 3 effective May 15, 1956, as amended to October 1, 1959. In lieu of corresponding CAR 3 paragraphs, where applicable - FAR 23, effective February 1, 1965; paragraph 23.29 as amended to March 1, 1978, paragraphs 23.45 through 23.77 as amended to February 17, 1987, paragraphs 23.1441 through 23.1449, as amended to June 17, 1970; FAR 36, effective September 20, 1976.
Production basis	None. Prior to original certification of each aircraft manufactured subsequent to March 7, 1969, an FAA representative must perform a detailed inspection for workmanship, materials and conformity with the approved technical data and a check of the flight characteristics.
Equipment	Approval for the installations of all items of equipment listed herein has been obtained by the aircraft manufacturer.

IX. Model M20J (cont'd)**Propeller and Propeller Accessories:****Weight****F.S.****1..... McCauley constant speed propeller installation**

- (a) (1) Propeller, McCauley, B2D34C212 hub, 78CDA-4 blades
(See Notes 10, 16)..... 49.5 lbs. -35.5
Pitch setting at 30.0 in. sta.:
(S/N 24-0002 thru 24-0083, 24-0085 thru 24-0170)
Low $14^{\circ} \pm 0.2^{\circ}$
High $27.5^{\circ} \pm 0.2^{\circ}$
(S/N 24-0171 thru 24-0377, 24-0002 thru 24-0083,
24-0085 thru 24-0170 if S.B. M20-198 is complied with)
Low $14^{\circ} \pm 0.2^{\circ}$
High $29.5^{\circ} \pm 0.5^{\circ}$
- (a) (2) Propeller, McCauley, B2D34C214 hub, 90DHB-16E blades
or -16EP blades..... 49.5 lbs. -35.5
(See Notes 11, 16)
Pitch setting @ 30.0 in. Sta. (S/N 24-0378 & on)
Low $13.9^{\circ} \pm 0.2^{\circ}$
High $33.0^{\circ} \pm 0.5^{\circ}$
Diameter: Maximum 74 in.
Minimum allowable for repairs 73 in.
No further reduction permitted.
No reduction permitted when equipped with deice boots.
- (b) Spinner assembly, Mooney, 680031-505..... 4.8 lbs. -35.0
(c) Propeller governor, McCauley, C290D5F/T17..... 2.75 lbs. -1.40
(d) Propeller governor, Edo Air, 34-828-014-11..... 3.0 lbs. -1.40
(e) Propeller governor, McCauley, DC290D1/T22..... 2.75 lbs. -1.40
(f) Propeller governor, McCauley, DC290D1/T5..... 2.75 lbs. -1.40

2..... Hartzell constant speed propeller installation

- (a) (1) Propeller, Hartzell HC-C2YK-1BF hub, F7666A-3Q blades..... 54.25 lbs. -35.5
Pitch setting at 30.0 in. sta.:
Low $14.1^{\circ} \pm .1^{\circ}$
High 29.3° to 31.3°
Diameter: 73.0 in.
No further reduction permitted.
(S/N 24-1038 and ON)
- (b) (1) Mooney Spinner assembly, 680031-507 (S/N 24-1038 and ON)..... 4.8 lbs. -35.0

Engines and Engine Accessories (Fuel and Oil System):**101. Fuel Pumps**

- (a) One, engine driven, P/N AC 6440296 or 6441234..... 1.6 lb..... +6.5
(b) One, electric, Dukes, 4140-00-19A, 1499-00-19..... 1.91 lbs. +6.5
(or alternate) Weldon, P/N 8163A..... 2.4 lbs. +6.5
(c) Weldon, P/N 8163B (S/N 24-3000 and ON)..... 2.4 lbs. +6.5

102. Oil Radiator

- (a) Stewart-Warner, 8432F1 or 8432L..... 2.4 lbs. -3.8

103. Induction Air Filter

- (a) Donaldson, P13-0234 or Bracket, BA6210 or Air Maze, 125997-010..... 1 lb..... -25.5

104. Starters

- (a) Prestoline, MZ5206 or MZ4218 or MZ4222 (S/N 24-0001 thru 24-2999).. 17.8 lbs. -23.0
(b) Prestolite, MHB-4016 (S/N 24-3000 and ON)..... 17.8 lbs. -23.0

IX. Model M20J (cont'd)	Weight	F.S.
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Landing Gear:

- 201.**Two Main Wheel/Brake Assemblies, 6.00-6
 (a) Cleveland Wheel /Brake Assembly,
 *Wheel, Model No. 40-86/Brake Assembly No. 30-56A 19 lbs. See Note 8.
 *Optional - Cleveland, 40-86E, 30-56D.
- 202.**Two main wheel, 6-ply rating, tires
 (a) 6.00-6, Type III w/ regular tubes 17 lbs. See Note 8.
- 205.**One, Nose Wheel, 5.00-5
 (a) Goodyear, Model 40-87 2.6 lbs. See Note 8.
- 206.**One, Nose Wheel, 6-Ply Rating tire
 (a) 5.00-5, Type III w/ regular tube 7 lbs. See Note 8.

Electrical Equipment:

- 301.**Alternators
 (a) Alternator, 60 amp, Prestolite, ALY8420, ALY8403,
 ALY6420 or ALY8420M (S/N 24-0001 thru 24-2999) 10.3 lbs. -24.5
 (b) Alternator, 70 amp, Prestolite, ALU6421-LS (S/N 24-3000 and on) 10.3 lbs. -24.5
- 302.**Batteries
 (a) Auto-Lite, R-35 or Prestolite, R-35 or Gill, 6-GCAB-11
 or PS6-11, or Rebat, R-37 (24-0001 thru 24-2999) 27 lbs. +110.8
 (b) Gill, G-242 (S/N 24-3000 thru 24-3200, 24-3202 thru 24-3217) 27 lbs. +110.8
 (c) Gill, G-243 (S/N 24-3201, 24-3218 and thru 24-TBA) 29.5 lbs. +110.8
 (d) Concorde, RG24-11M, or -15 26.5 lb. +110.8
 (S/N 24-3201, 24-3218 and thru 24-TBA)
- 303.**Voltage Regulators
 (a) OECO, 20082* 1.4 lbs. +2.0
 or Electrodelta VR 414*
 or Electrodelta VR 415 or VR 415D or Mooney 800270-505 0.6 lbs. / 0.3lbs. +2.0
 (S/N 24-0001 thru 24-2999)
 *Use 800331-721 adapter when OECO or VR 414 is replaced by VR415, VR415D or 800270-505 regulator.
 (b) Precise Flight, DGR-2, or Electrodelta, VR 802
 (S/N 24-3000 and ON) 0.6 lbs. +2.0
 or 800270-501 0.3 lb. +2.0

Interior Equipment:

- 401.**FAA Approved Airplane Flight Manual
 (a) Pilot's Operating Handbook and FAA Approved Airplane Flight Manual dated September 27, 1976, for
 24-0002 through 24-0083 and 24-0085 through 24-0377. See Note 2.
 (b) Pilot's Operating Handbook dated November 15, 1977, for S/N 24-0084, 24-0378 thru 24-0763. See Note 2.
 (c) Pilot's Operating Handbook and FAA approved Airplane Flight Manual, dated 12-28-78, S/N 24-0764 thru
 24-1037. See Note 2.
 (d) Pilot's Operating Handbook and FAA approved Airplane Flight Manual, dated August 29, 1980, for S/N
 24-1038 thru 24-1213. See Note 2.
 (e) Pilot's Operating Handbook and FAA approved Airplane Flight Manual, dated 9/4/81 for S/N 24-1214 thru
 24-1417. See Note 2.
 (f) Pilot's Operating Handbook and FAA approved Airplane Flight Manual, dated 9/6/83 for S/N 24-1418 thru 24-1499.
 (g) Pilot's Operating Handbook and FAA approved Airplane Flight Manual, dated 10/12/84 for S/N 24-1500
 thru 24-2999 (#1231). Excludes M20J Advanced Trainer, see (j) below.
 (h) Pilot's Operating Handbook and FAA approved Airplane Flight Manual, dated 6/2/86 for S/N 24-3000 thru 24-3078.

IX. Model M20J (cont'd)

- (i) Pilot's Operating Handbook and FAA approved Airplane Flight Manual, dated 11-22-88, for S/N 24-3079 thru 24-3153.
- (j) Pilot's Operating Handbook and FAA approved Airplane Flight Manual, dated 8-89 for S/N 24-1686-14 thru 24-2999. (ATS's only)
- (k) Pilot's Operating Handbook and FAA approved Airplane Flight Manual, dated 3-90 for S/N 24-3154 thru 24-3217, excluding S/N 24-3201.
- (l) Pilot's Operating Handbook and FAA approved Airplane Flight Manual, dated 7-91, for 24-3201. 24-3218 thru 24-3373.
- (m) Pilots Operating Handbook and FAA approved Airplane Flight Manual, dated 1-96 for S/N 24-3374 thru 24-TBA.

Miscellaneous:

	<u>Weight</u>	<u>F.S.</u>
601. Warning Systems		
(a) Gear warning indicator, Mallory, SC 628P.....	1 lb.....	-2.5
(b) Stall warning indicator, Mallory, SC 628	1 lb.....	+50.0
(c) Stall/Gear Warning indicator, IAI, 950D-0309-000.....	1.1 lb.....	+ 4.24
602. Vacuum pumps (see NOTE 24)		
(a) **Airborne, 200CC (24-0001 thru 24-2999) or	3.5 lbs.	-5.0
(b) **Airborne, 211CC (24-0001 thru 24-2999).....	2.5 lbs.	-5.0
(c) Airborne, 241CC-17 (alternate) S/N 24-3000 and ON.....	3.4 lbs.	-5.0
(d) **Airborne, 241CC (alternate - all counter clockwise applications) (24-0001 thru 24-2999) or	3.4 lbs.	-5.0
(e) **Sigma Tek, IU128-003 and IU128-005 or -006 (alternate - all applications) (24-0001 thru 24-2999)	3.4 lbs.	-5.0

X. Model M20K, 4 PCLM (Normal Category); Approved November 16, 1978

Engine	Teledyne Continental Motors TSIO-360-GB1, -GB3, -GB4 (S/N 25-0001 thru 25-0780); TSIO-360-LB1 (S/N 25-0781 thru 25-0889). See Note 17. TSIO-360-MB1 (S/N 25-1000 and 25-1999). TSIO-360-MB2 (S/N 25-2000 thru 25-2012) See NOTE 21. TSIO-360-SB2 (S/N 25-2000 thru 25-2032) See NOTE 21.	
Fuel	100LL or 100/130 octane minimum grade aviation gasoline	
Engine Limits	For all operations, 2700 r.p.m., 40.0 in. MP (210 HP); except -MB-(1) & (2), 36.0 in. MP. & -SB2, 2,600 RPM, 39.0 in. Hg. MP (220 HP).	
Airspeed Limits	<u>S/N 25-0001 thru -0889</u>	<u>25-1000 and Up</u>
	Maneuvering.....135 m.p.h. (117 kts) IAS	123 KIAS
	Never exceed225 m.p.h. (195 kts) IAS	195 KIAS
	Flaps extended.....125 m.p.h. (109 kts) IAS	109 KIAS
	Landing gear retraction 122 m.p.h. (106 kts) IAS	106 KIAS
	Landing gear extension.....150 m.p.h. (130 kts) IAS	140 KIAS
	Landing gear extended150 m.p.h. (130 kts) IAS	165 KIAS
	Maximum structural cruising.....200 m.p.h. (174 kts) IAS	174 KIAS
C.G. Range		
Landing gear extended)	(+43.5) to (+49.3) at 2900 lbs. (+40.6) to (+49.3) at 2360 lbs. or less (Straight line variation between points given). Retraction moment + 615 in. -lb.	
Empty Weight C.G. Range	None	

X. Model M20K (cont'd)

Maximum Weight	2900 lbs. (S/N 25-0001 thru 25-2012) (See NOTE 21) 3130 lbs. (S/N 25-2000 thru 25-TBA) (See NOTE 21)
No. of Seats	4 (2 at +34.0 to +39.0, 2 at +70.7)
Maximum Baggage	120 lbs. (+95.5), 10 lbs. (+119)
Fuel Capacity	72.0 gal. (S/N 25-0001 thru 25-0446); 75.6 gal. usable) (S/N 25-0447 and on). (Two integral tanks in wings at +48.59) See NOTE 1 for data on unusable fuel.
Oil Capacity	2 gal. (-22.19)
Maximum Operating Altitude	24,000 feet for S/N 25-0001 thru 25-0999 28,000 feet for S/N 25-1000 thru 25-1999. (See NOTE 19.) 25,000 feet for S/N 25-2000 thru 25-TBA. (See NOTE 19.)
Control Surface Movements	Wing FlapsT.O. Position Down $10^{\circ} \pm 1^{\circ}$Landing Down $33^{\circ} + 0^{\circ}/-2^{\circ}$ Aileron.....Up $12\frac{1}{2}^{\circ}$ to $14\frac{1}{2}^{\circ}$... Down $8^{\circ} \pm 1^{\circ}$ Aileron static position..... Down 0° to 2° Elevator Up $22^{\circ} + 0^{\circ}$, -2° Down $22^{\circ} + 0^{\circ}$, -2° Rudder Left 23° to 24° Right 23° to 24° Stabilizer (L.E.) Up 3.8° to 4.2° Down 6.5° to 7.0°
Elevator Trim Assist	With stabilizer set at maximum positive setting and elevators full down. Adjust turnbuckle for 14.0 to 16.0 lb. on tensionmeter, tensionmeter reading 20 lbs. maximum permissible. Check for positive clearance between cable end and pulley sheave.
Leveling means	Edge of skin splice over aft fuselage radio access panel. Spirit level is used to level. (Serial No. 25-0002 thru 25-0246) Leveling screws located above the tailcone access door. Spirit level is used to level. (Serial No. 25-0247 and on)
Serial No's. Eligible	Serial No. 25-0001 thru 25-2032
Export Eligibility	See Note 14.
Required equipment	Serial No. 25-0001 thru 25-0999. In addition to the pertinent required basic equipment specified in CAR 3, the following items of equipment must be installed: 1(a) (1) or 1(a) (2) & (b) & (c) or 2(a) & (b) & (c), 101(a), 103(a), 104(a), 201(a), 202(a), 205(a), 206(a), 301(a) and 303(a), 302(a), 401(a) or (b) or (c) or (d) or (e), 601(a) (b), 602(a) or (b), (c). Serial No. 25-1000 thru 25-1999. In addition to the pertinent required basic equipment specified in CAR 3, the following items of equipment must be installed: 1(a) (2) (b) (c) or 2(a) (b), 101(b), 103(b), 104(b), 201(a), 202(a), 205(a), 206(a), 301(b) and 303(b), 302(b), & (c), 401(f) or (g) or (h), 601(a) (b) or (c), 602(a) or (b) or (c). S/N 25-2000 and ON. In addition to the pertinent required basic equipment specified in CAR 3, the following items of equipment must be installed: 1(a)(2)(b)(c) or 2(a)(b), 101(b), 103(b), 104(b), 201(a), 202(a), 205(a), 206(a), 301(b) and 303(b), 302(b) or (c), 401(i) or (j), 601(a)(b) or (c), 602(a) or (b) or (c).
Datum	For <u>M20K</u> , datum is 5.00 inches aft of the centerline of the nose gear support bolts and is fuselage station 0.00. The leading edge of the wing at wing station 59.25 is 33.00 inches aft of fuselage station 0.00.

X. Model M20K (cont'd)

Certification basis

Model M20K (Serial Number 25-0001 through 25-2012) See Note 21. CAR 3, effective November 1, 1949, as amended to May 18, 1954, with paragraph 3.74 of Amendment 3-13 dated August 25, 1955; CAR 3 effective May 15, 1956, as amended to October 1, 1959, paragraphs 3.109, 3.112, 3.115, 3.118, 3.120, and 3.441; in lieu of corresponding CAR 3 paragraphs, where applicable --FAR 23, effective February 1, 1965; as amended to September 14, 1969, paragraph 23.33, 23.901 through 23.953, 23.955 through 23.963, 23.967 through 23.1047, 23.1121 through 23.1193, 23.1351 through 23.1401, 23.1527, 23.1553, as amended to June 17, 1970, paragraphs 23.1441 through 23.1449; as amended to February 1, 1977; paragraphs 23.1091 through 23.1105; as amended March 1, 1978, paragraph 23.29; FAR 36, effective September 20, 1976.

Model M20K (Serial Number 25-2013 and on) See Note 21. CAR 3, effective November 1, 1949, as amended to May 18, 1954, with paragraph 3.74 of Amendment 3-13; CAR 3 effective May 15, 1956, as amended to October 1, 1959, paragraphs 3.109, 3.112, 3.115, 3.118, 3.120, and 3.441; in lieu of corresponding CAR 3 paragraphs, where applicable-- FAR 23, effective February 1, 1965; paragraphs 23.33, 23.901 through 23.953, 23.955 through 23.963, 23.967 through 23.1047, 23.1121 through 23.1193, 23.1351 through 23.1401, 23.1527, 23.1553, of amendment 23-7; paragraphs 23.1441 through 23.1449 of amendment 23-9; paragraphs 23.1091 through 23.1105 of amendment 23-17; paragraph 23.1301 of amendment 23-20; paragraph 23.29 of amendment 23-21; paragraph 23.1529 of amendment 23-26, paragraphs 23.45 through 23.77 of amendment 23-34; paragraph 23.1587 of amendment 23-45; paragraphs 23.1323 and 23.1325 of amendment 23-42; FAR 36, latest amendment at time of certification.

Production basis

None. Prior to original certification of each aircraft manufactured subsequent to March 7, 1969, an FAA representative must perform a detailed inspection for workmanship, materials and conformity with the approved technical data and a check of the flight characteristics.

Equipment

Approval for the installations of all items of equipment listed herein has been obtained by the aircraft manufacturer.

Propeller and Propeller Accessories - Fuselage Station Location:**Weight****F.S.****1. McCauley constant speed propeller installation**

- | | | |
|--|--|---|
| <p>(a) (1) Propeller, McCauley, 2A34C216, 90DHB-16E blades.....</p> <p style="padding-left: 20px;">Pitch setting at 30.0 in. sta.:</p> <p style="padding-left: 40px;">Low 14.7° ± 0.2°</p> <p style="padding-left: 40px;">High 33.0° ± 0.5°</p> <p style="padding-left: 20px;">Diameter 74.0 in.</p> <p style="padding-left: 20px;">No reduction permitted.</p> <p style="padding-left: 20px;">(S/N 25-0001 thru 25-0999)</p> <p>(a) (2) Propeller, McCauley, 2A34C221 hub,</p> <p style="padding-left: 20px;">90DHC-16E or 90DHC-16EP blades.....</p> <p style="padding-left: 20px;">Pitch settings at 30 in. sta.:</p> <p style="padding-left: 40px;">Low 14.7° ± 0.2°</p> <p style="padding-left: 40px;">High 38.0° ± 0.5°</p> <p style="padding-left: 20px;">Diameter: 74 in. No reduction permitted.</p> <p style="padding-left: 20px;">(S/N 25-1000 thru 25-2032) or</p> <p style="padding-left: 20px;">(S/N 25-0001 thru 25-0999 providing S.I. M20-75 has been complied with)</p> <p>(b) Spinner assembly, Mooney, 680032-501.....</p> <p>(c) Propeller governor, McCauley, C290D3F/T20.....</p> | <p>55.2 lbs.</p> <p>55.2 lbs.</p> <p>4.8 lbs.</p> <p>2.75 lbs.</p> | <p>-45.32</p> <p>-45.32</p> <p>-45.32</p> <p>-32.10</p> |
|--|--|---|

2. Hartzell constant speed propeller installation

- | | | |
|---|------------------------|---------------|
| <p>(a) Propeller hub blades assembly</p> <p style="padding-left: 20px;">Hartzell, hub BHC-J2YF-1BF, blades F8459A-11Q</p> <p style="padding-left: 20px;">Pitch settings at 30.0 in. sta.:</p> <p style="padding-left: 40px;">Low 14.7° ± 0.1°</p> | <p>54.00 lbs.</p> | <p>-45.32</p> |
|---|------------------------|---------------|

X. Model M20K (cont'd)**Propeller and Propeller Accessories - Fuselage Station Location (cont'd):****Weight****F.S.**

High 30.0° to 32° (See Note 18.)		
Diameter: 73.0 in.		
No reduction permitted. (S/N 25-0001 thru 25-1999)		
(b) Spinner assembly, Hartzell, A2295 (S/N 25-0001 thru 25-1999)	4.5 lbs.	-45.32
(c) Propeller Governor, McCauley, C290D3F/T()	2.75 lbs.	-32.10

Engines and Engine Accessories (Fuel and Oil System):**101. Fuel Pumps**

(a) One, electric, Dukes, 4140-00-19A, or 1499-00-19	1.91 lbs.	+6.5
or Weldon, 10054A (S/N 25-0001 thru 25-0999)	2.7 lbs.	+6.5
(b) Weldon, 10054B (S/N 25-1000 and on)	2.7 lbs.	+6.5

103. Induction Air Filter

(a) Donaldson, P13-6287 or Airmaze, 125685-004	1 lb.	-14.0
(b) Airmaze, ED04011 00736 (S/N 25-1000 and on)	.5 lb.	-23.92

104. Starters

(a) Teledyne Continental Motors, 634592 (same as Prestolite, MCL 6501 or 646238)	18.1 lbs.	-9.1
(b) TCM, 646275 (S/N 25-0001 and on)	18.1 lbs.	-9.1

Landing Gear:**201. Two Main Wheel/Brake Assemblies, 6.00-6**

(a) *Cleveland Wheel Assembly, Model No. 40-86/ Brake Assembly No. 30-56A	19 lbs.	See Note 8.
<i>*Optional - Cleveland, 40-86E, 30-56D.</i>		

202. Two main wheel, 6-ply rating, tires

(a) 6.00-6, Type III w/ regular tubes	17 lbs.	See Note 8.
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205. One, Nose Wheel, 5.00-5

(a) Cleveland, Model 40-87	2.6 lbs.	See Note 8.
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206. One, Nose Wheel, 6-Ply Rating tire

(a) 5.00-5, Type III w/ regular tube	7 lbs.	See Note 8.
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Electrical Equipment:**301. Alternators/Generators**

(a) Alternator, 70 amp, TCM, 643008 (12V)	11.7 lbs.	-6.9
(Same as Prestolite, ALX-9425A or ALX-9425B) See Note 15.		
(Opt.) 80 amp, TCM, 649281 (12V)		
(b) 70 amp, TCM, 646719 (24V)	11.7 lbs.	-6.9
(Opt.) 70 amp, TCM, 649280 (24V)		
(Opt.) 70 amp, TCM, 649172 (24V)	10.3 lbs.	-5.5
(c) Optional 10 Amp, Generator Electro-Mech, EM8012	5.8 lbs.	-5.04

302. Batteries

(a) Auto-Lite, R-35 or Prestolite, R-35 or Gill, 6-GCAB-11 or PS6-11, or Rebat, R-37 (S/N 25-0001 thru 25-0999)	27 lbs.	+110.8
(b) Gill G242 (S/N 25-1000 thru 25-1196)	27 lbs.	+110.8
(c) Gill, G-243 (S/N 25-1197 and ON)	29.5 lbs.	+110.8
(d) Concorde, RG24-11M, or -15	26.5 lb.	+110.8
(S/N 24-3201, 24-3218 and thru 24-TBA)		

X. Model M20K (cont'd)

	<u>Weight</u>	<u>F.S.</u>
303. Voltage Regulators		
(a) OEKO, 20082*	1.4 lbs.	+2.0
or Electrodelta VR414* or VR415 or VR415D or		
Mooney 800270-505	0.6 lbs.	+2.0
(b) Precise Flight, DGR-2, or Electrodelta, VR 802		
(1 or 2 ea.) or 800270-503		
(S/N 25-1000 and ON)	0.6 lbs.	+2.0
*Use 800331-721 Adapter when Oeco or VR414 is replaced by VR415, VR415D or 800270-505 regulator.		

Interior Equipment:**401. FAA Approved Airplane Flight Manual**

- (a)** Pilot's Operating Handbook dated November 16, 1978, for S/N 25-0001 thru 25-0446. See Note 2.
- (b)** Pilot's Operating Handbook dated August 29, 1980, for S/N 25-0447 thru 25-0612. See Note 2.
- (c)** Pilot's Operating Handbook dated September 4, 1981 for S/N 25-0613 thru 25-0780. See Note 2.
- (d)** Pilot's Operating Handbook dated September 6, 1983, for S/N 25-0781 thru 25-0841.
- (e)** Pilot's Operating Handbook dated October 12, 1984, for S/N 25-0842 thru 25-0889.
- (f)** Pilot's Operating Handbook dated December 16, 1985, for S/N 25-1000 thru 25-1066.
- (g)** Pilot's Operating Handbook dated September 18, 1986, for S/N 25-1067 thru 25-1224.
- (h)** Pilot's Operating Handbook dated March 1990 for S/N 25-1225 thru 25-1999.
- (i)** Pilot's Operating Handbook, #3302 dated 4/97 for S/N 25-2000 thru 25-2012 (See NOTE 21)
- (j)** Pilot's Operating Handbook, #3303 dated 7/97 for S/N 25-2000 thru 25-TBA(See NOTE 21)

Miscellaneous:

	<u>Weight</u>	<u>F.S.</u>
601. Warning Systems		
(a) Gear warning indicator, Mallory, SC 628P	1 lb.	-2.5
(b) Stall warning indicator, Mallory, SC 628	1 lb.	+50.0
(c) Stall/Gear Warning indicator, IAI, 950D-0309-000	1.1 lb.	+ 4.24
602. Vacuum pumps (see NOTE 24)		
(a) ***Airborne, 200CC or	3.5 lb.	-3.8
(b) ***Airborne, 211CC	2.5 lbs.	-3.8
(c) Sigma-TEK, 1U128-003 and 1U128-005		
(alternate for all applications)	3.4 lbs.	-3.8
***Airborne, 241CC (alternate all counter-clockwise applications)	3.4 lbs.	-3.8
***Airborne, 242CW-10 (alternate all clockwise applications)	3.4 lbs.	-3.8
(d) ***Airborne, 241CC-15 (alternate all clockwise applications)	3.4 lbs.	-3.8
(e) ***Airborne, 242CW (alternate all clockwise applications)	3.4 lbs.	-3.8
(f) Sigma-TEK, 1U128-006 (Alt)	3.4 lbs.	-3.8

XI. Model M20L, 4 PCLM (Normal Category); Approved February 25, 1988

Engine	Porsche PFM 3200 N03
Fuel	100 LL min-grade aviation gasoline
Engine Limits	For all operations, 2343 RPM (217 HP)
Airspeed Limits	Maneuvering..... 135 m.p.h. (117 knots) IAS
	Never exceed 225 m.p.h. (195 knots) IAS
	Flaps extended 127 m.p.h. (110 knots) IAS
	Landing gear retraction..... 120 m.p.h. (106 knots) IAS
	Landing gear extension..... 150 m.p.h. (129 knots) IAS
	Landing gear extended 150 m.p.h. (129 knots) IAS
	Maximum structural cruising..... 200 m.p.h. (174 knots) IAS

XI. Model M20L (cont'd)

C.G. Range (Landing gear extended)	(+43.5) to (+49.3) at 2900 lbs. (+41.0) to (+49.3) at 2430 lbs. or less (Straight line variation between points given). Retraction moment 615 in. -lb.
Empty Weight C.G. Range	None
Maximum Weight	2900 lbs.
No. of Seats	4 (2 at +34.0 to +39.0, 2 at +70.0)
Maximum Baggage	120 lbs. (+101.0), 10 lbs. (+125.0)
Fuel Capacity (usable)	60.5 gallons (Two integral tanks in wings at +48.43) See NOTE 1 for data on unusable fuel.
Oil Capacity	13.5 qt. total; 7 qt. in oil tank
Maximum Operating Altitude	N/A
Control Surface Movements	Wing FlapsT.O. PositionDown 10° ± 1° Landing Down 33° + 0°/-2° Aileron.....Up ...12½° to 14½° Down 8° ± 1° Aileron static position..... Down 0° to 2° ElevatorUp22° +0°, -2° Down 22° +0°, -2° RudderLeft23° to 24° Right 23° to 24° Stabilizer (L.E.)Up ...3.8° to 4.2° Down 6.5° to 7.0°
Elevator trim assist	With stabilizer set at maximum positive setting and elevators full Down, adjust turnbuckle for a 14.0 to 16.0 lbs. tensionmeter reading on cable, tensionmeter reading (20 lb. max. permissible.) Check for positive clearance between cable end and pulley end and pulley sheave.
Leveling means	Leveling screws located above the tailcone access door. Spirit level is used to level.
Serial No's. Eligible	Serial No. 26-0001 thru 26-0041
Required equipment	Serial No. 26-0001 thru 26-TBA. In addition to the pertinent required basic equipment specified in CAR 3, the following items of equipment must be installed: 1(a) (b) (c), 101(a), 102(a), 103(a), 104(a), 106(a), 201(a), 202(a), 205(a), 206(a), 301(a), 302(a), 303(a), 304(a) (b), 401(a), 601(a).
Datum	For <u>M20L</u> , datum is 13 inches aft of the centerline of the nose gear support bolts and is fuselage station 0.00. The Leading Edge of the wing at wing station 59.25 is 33.00 inches aft of fuselage station 0.00.
Certification basis	Model M20L CAR 3, effective November 1, 1949, as amended to May 18, 1954, with paragraph 3.74 of Amendment 3-13 dated August 25, 1955; paragraphs 3.109, 3.112, 3.115, 3.118, 3.120, and 3.441 of CAR 3 effective May 15, 1956, as amended to October 1, 1959. In lieu of corresponding CAR 3 paragraphs where applicable FAR 23, effective February 1, 1965, paragraph 23.29 as amended to March 1, 1978, paragraph 23.33, as amended to September 14, 1969; paragraph 23.853(d), as amended to December 20, 1973; paragraphs 23.901 through 23.953, 23.955 through 23.963, 23.967 through 23.1063, as amended to September 14, 1969, paragraphs 23.1091 through 23.1105, as amended to February 1, 1977; paragraphs 23.1121 through 23.1193, 23.1351 through 23.1401 as amended to September 14, 1969; paragraphs 23.1441 through 23.1449, as amended to June 17, 1970, paragraphs 23.1527, 23.1553, as amended to September 14,

XI. Model M20L (cont'd)

Certification basis (cont'd)	1969, paragraph 23.1557, as amended to December 20, 1973; FAR 36, effective September 20, 1976. Exemption No. 4753 dated February 13, 1987, and 4753A dated June 9, 1987, granted an exemption from 23.991(a)(1).
Special conditions	No. 23-ACE-35 effective November 11, 1987, established requirements for single power control lever, protection of electronic ignition system from lightning and unwanted effects of radio frequency (RF) energy.
Production basis	None. Prior to original certification of each aircraft manufactured subsequent to March 7, 1969, an FAA representative must perform a detailed inspection for workmanship, materials and conformity with the approved technical data and a check of the flight characteristics.
Equipment	Approved for the installation of all items of equipment listed herein has been obtained by the aircraft manufacturer.

Propeller and Propeller Accessories - Fuselage Station Location:**Weight****F.S.**

1.....Hartzell constant speed propeller installation		
(a) Hartzell, BHC-J2YF-1C hub, blades B7421	43.2 lbs.	-51.50
Pitch setting at 30.0 in. sta.:		
Low 15.3° ± .1°		
High 40° ± 1°		
Diameter: 74.0 in.		
No reduction permitted.		
(b) Spinner assembly, Hartzell, D5413.....	4.5 lbs.	-51.50
(c) Propeller governor, Woodward, A210778	2.8 lbs.	-12.48

Engines and Engine Accessories (Fuel and Oil System):

101. Fuel Pumps		
(a) 933.620.001.00 (3 required main and emergency).....	2.2 lbs.	+17.62
933.620.00 (boost) (1 required)	2.2 lbs.	+19.25
102. Oil Radiator		
(a) Mooney, 620058-501 or Lori, L8600805.....	5.8 lbs. (dry)	-39.08
103. Induction Air Filter		
(a) 933.110.141.01.....	.78 lb.....	-10.97
104. Starter		
(a) 933.604.001.00.....	8 lbs.	-40.1
106. Fuel filter		
(a) 933.110.380.01.....	.88 lbs.	-.81

Landing Gear:

201. Two Main Wheel/Brake Assemblies		
(a) *Cleveland Wheel Assembly, Model No. 40-86/ Brake Assembly No. 30-56A	19 lbs.	See Note 8.
*Optional - Cleveland, 40-86E, 30-56D		
202. Two main wheel, 6-ply rating, tires		
(a) 6.00-6, Type III w/ regular tubes	17 lbs.	See Note 8.

XI. Model M20L (cont'd)

Weight

F.S.

- 205.**One, Nose Wheel, 5.00-5
(a) Cleveland, wheel assembly, Model 40-87 2.6 lbs. See Note 8.
- 206.**One, Nose Wheel, 6-Ply Rating tire
(a) 5.00-5, Type III w/ regular tube 7 lbs. See Note 8.

Electrical Equipment:

- | | | | | |
|-------------|-------|---|------------------------|---------------|
| 301. | | Alternators | | |
| | (a) | 70 amp, Porsche, 933.603.004.00 (2 required)..... | 13.672 lbs. | -12.80(left) |
| | | | 13.672 lbs. | -10.60(right) |
| 302. | | Batteries | | |
| | (a) | Gill, (Teledyne) G243 (2 required) | 29.5 lbs. (ea.) | +146.0 |
| | (b) | Concorde, RG24-11M or -15 (2 required) | 26.5 lbs. | +146.0 |
| 303. | | Voltage Regulators | | |
| | (a) | Overvoltage control (2 required) | | |
| | | Electrodelta. OS-400..... | 0.4 lbs. | +16.25 |
| 304. | | Ignition boxes and coils | | |
| | (a) | Ignition box, 933.602.007.07 | 3.09 lbs. (ea.) | +64.99 |
| | | (2 required) | | |
| | (b) | Coil, 933.602.005.02 or 933.602.005.01 | 2.205 lbs. (ea.) | -3.62 |
| | | (2 required) | | |

Interior Equipment:

401.FAA Approved Airplane Flight Manual
(a) Pilot's Operating Handbook dated 2/88 for S/N 26-0001 thru 26-0041.

Miscellaneous:

Weight

F.S. (in)

- | | | |
|----------------------------------|---|--------------------|
| 601. Warning Systems | | |
| (a) | Stall/gear warning, IAI-950D-0309-000 | 1.1 lb. +4.24 |

XII. Model M20M, 4 PCLM (Normal Category); Approved June 28, 1989

Engine	Textron-Lycoming TIO-540-AF1A Textron-Lycoming, TIO-540-AF1B (OPT. 27-0001 THRU 27-0210) Standard 27-0211 Thru 27-TBA
Fuel	100 LL or 100 octane min-grade aviation gasoline
Engine Limits	For all operations, 2575 r.p.m., 38.0 in. MP (270 HP)
Airspeed Limits	Maneuvering..... 146 m.p.h. (127 knots) IAS Never exceed 225 m.p.h. (195 knots) IAS Flaps extended..... 127 m.p.h. (110 knots) IAS Landing gear retraction..... 122 m.p.h. (106 knots) IAS Landing gear extension..... 161 m.p.h. (140 knots) IAS Landing gear extended 190 m.p.h. (165 knots) IAS Maximum structural cruising..... 200 m.p.h. (174 knots) IAS

XII. Model M20M (cont')

C.G. Range (Landing gear extended) S/N 27-0001 thru 27-0052	<u>3200 lb. C.G. limits</u> (+45.0) to (+51.0) at 3200 lbs. (+43.0) to (+51.0) at 3000 lbs. (+41.0) to (+51.0) at 2430 lbs. or less (Straight line variation between points given). Retraction moment 615 in. -lbs.
C.G. Range (Landing gear extended) S/N 27-0053 and on, and aircraft S/N 27-0001 thru 27-0052 that have complied with Mooney S/B M20-248.	<u>3368 lb. C.G. limits</u> (+46.0) to (+51.0) at 3368 lbs. (+44.0) to (+51.0) at 3300 lbs. (+41.0) to (+51.0) at 2430 lbs. or less (Straight line variation between points given). Retraction moment 615 in. -lbs.
Empty Weight C.G. Range	None
Maximum Weight	3200 lbs. S/N 27-0001 thru S/N 27-0052. 3200 lbs. Landing, 3368 lbs. takeoff for S/N 27-0053 and on, and those aircraft S/N 27-0001 thru 27-0052 that have complied with Mooney Service Bulletin M20-248.
No. of Seats	4 (2 at +34.0 to +39.0, 2 at +70.7)
Maximum Baggage	120 lbs. (+101.5), 10 lbs. (+126)
Fuel Capacity (usable)	89 U.S. gallons (Two integral tanks in wings at +49.23) See NOTE 1 for data on unusable fuel.
Oil Capacity	10 qt. (at -24.76 in.)
Maximum Operating Altitude	25,000 ft. See Note 19.
Control Surface Movements	Wing FlapsT.O. Position Down $10^{\circ} \pm 1^{\circ}$Landing Down $33^{\circ} + 0^{\circ}/-2^{\circ}$ Aileron..... Up $12\frac{1}{2}^{\circ}$ to $14\frac{1}{2}^{\circ}$ Down $8^{\circ} \pm 1^{\circ}$ Aileron static position..... Down 0° to 2° Elevator Up $22^{\circ} + 0^{\circ}, -2^{\circ}$ Down $22^{\circ} + 0^{\circ}, -2^{\circ}$ Rudder Left 23° to 24° Right 23° to 24° Stabilizer (L.E.) Up 3.8° to 4.2° Down 6.5° to 7.0°

XII. Model M20M (cont'd)

Elevator trim assist	With stabilizer set at maximum positive setting and elevators Full down. Adjust turn buckle for a 14.0 to 16.0 lb. tensionmeter reading on cable. Check for positive clearance between cable end and pulley sheave.
Leveling means	Leveling screws located above the tailcone access door on left side. Spirit level is to be placed on screws for level.
Serial No's. Eligible	Serial No. 27-0001 thru 27-0355
Export Eligibility	See Note 14.
Required equipment	In addition to the pertinent required basic equipment specified in CAR 3, the following items of equipment must be installed: 1(a), (b) or (c), (d), or (f), 101(a) (b), 102(a), 103(a) or (b), 104(a), 201(a), 202(a), 205(a), 206(a), 301(a), 302(a), 303(a), 401(a) or (b) or (c), 601(a), 602(a), (b) or (c).
Datum	For M20M, datum is 13 inches aft of the centerline of the nose gear support bolts and is fuselage station 0.00. The Leading Edge of the wing, at wing station 59.25, is 33.00 inches aft of fuselage station 0.00.
Certification basis	<u>Model M20</u> CAR 3 effective November 1, 1949, as amended to May 18, 1954, paragraph 3.74 as amended to August 25, 1955; paragraphs 3.109, 3.112, 3.115, 3.118, 3.120, and 34.441 of CAR 3 effective May 15, 1956, as amended to October 1, 1959. In lieu of corresponding CAR 3 paragraphs, where applicable - FAR 23, effective February 1, 1965; paragraph 23.29 as amended to March 1, 1978, paragraph 23.33, as amended to September 14, 1969; paragraphs 23.901 through 23.953, 23.955 through 23.963, 23.967 through 23.1063, as amended to September 14, 1969; paragraphs 23.1091 through 23.1105, as amended to February 1, 1977; paragraphs 23.1121 through 23.1193, 23.1351 through 23.1399 as amended to September 14, 1969, paragraphs 23.1401 as amended to August 11, 1971; paragraphs 23.1441 through 23.1449 as amended to June 17, 1970, paragraphs 23.1521 as amended to December 1, 1978; paragraph 23.1525; paragraph 23.1527, as amended to September 14, 1969; paragraphs 23.1545, 23.1549, 23.1553 as amended to December 1, 1978, paragraph 23.1557, as amended to December 20, 1973; paragraph 23.1559 as amended to March 1, 1978; paragraph 23.1563 as amended to September 14, 1969; paragraph 23.1583 as amended to December 1, 1978; FAR 36 effective September 20, 1976, as amended to December 22, 1988. (See Note 22 and 23)
Production basis	27-0001 thru 27-0273: Prior to original certification of each aircraft manufactured subsequent to March 7, 1969, an FAA representative must perform a detailed inspection for workmanship, materials and conformity with the approved technical data and a check of the flight characteristics. PC11SW: 27-0274 thru 27-0316; PC13SW: 27-0317 thru 27-0355.
Equipment	Approval for the installations of all items of equipment listed herein has been obtained by the aircraft manufacturer.

Propeller and Propeller Accessories:**Weight****F.S.****1..... McCauley constant speed propeller installation**

- (a) McCauley, B3D32C417 hub blades 82 NRD-7 75.0 lbs. -49.5
- Pitch setting at 30.0 in. blade station:
- Low 15.1° ± 0.2°
- High 43.0° ± 0.5°
- Diameter: 75.0 in.

XII. Model M20M (cont'd)

	<u>Weight</u>	<u>F.S.</u>
No reduction permitted.		
(b) Spinner assembly, McCauley D-6204.....	4.8 lbs.	-51.00
(c) Spinner assembly, McCauley D-6204-1	4.8 lbs.	-51.00
(d) Propeller governor, McCauley C290D()/T27	3.2 lbs.	-35.80
(e) Propeller de-icing boots, McCauley 690003-501 (S/N 27-0001 and on).....	9 lbs.	-49.50
(f) Propeller governor, McCauley DC 290D(x)/T(x).....	3.2 lbs.	-35.80

Engines and Engine Accessories (Fuel and Oil System):

101.Fuel Pumps		
(a) Electric, Weldon, A10051-D.....	1.9 lbs.	+6.50
(b) Engine driven, Lear-Siegler, RG17980J	2.0 lb.....	-3.00
102.Oil Radiator		
(a) Stewart-Warner, 10614R.....	7.5 lbs.	-32.0
103.Induction Air Filter		
(a) Air-Maze, ED04028 or		
(b) Donaldson, P5242257	1 lb.....	-36.0
104.Starter		
(a) Starter, geared, Textron-Lycoming, 31 B21064.....	18 lbs.	-35.5

Landing Gear:

201.Two Main Wheel/Brake Assemblies, 6.00-6		
(a) *Cleveland Wheel Assembly,		
Wheel, Model No. 40-86/Brake Assembly No. 30-56A	19 lbs.	See Note 8.
*Optional - Cleveland, 40-86E, 30-56D		
(b) Cleveland wheel assembly, model 40-90A,		
Brake Assembly No. 30-652 (27-0117 thru 27-0116)		
202.Two main wheel, 6-ply rating, tires		
(a) 6.00-6, Type III w/ regular tubes	17 lbs.	See Note 8.
205.One, Nose Wheel, 5.00-5		
(a) Cleveland, wheel assembly, Model 40-87	2.6 lbs.	See Note 8.
206.One, Nose Wheel, 6-Ply Rating tire		
(a) 5.00-5, Type III w/ regular tube	7 lbs.	See Note 8.

Electrical Equipment:

301.Alternators		
(a) Alternator, ES 4009 (alternator #1).....	9.25 lb.....	-44.5
ES 4009 (alternator #2) (optional)	9.25 lb.....	-46.3
302.Batteries		
(a) Gill, (Teledyne) G-243 (2 required).....	29.5 lbs. ea.....	+146.0
(b) concorde, RG24-11M or -15 (2 req'd.)	26.5 lb. ea.	+146.0
303.Voltage Regulators		
(a) Precise Flight, DGR-2 or		
Electrodelta, VR802 (2 required).....	0.6 lbs. ea.....	+16.25
or 800270-503 (1 Reed)	0.62 lb.....	+16.25

Interior Equipment:

401.FAA Approved Airplane Flight Manual		
(a) Pilot's Operating Handbook dated 6/89 for S/N 27-0001 thru 27-0052.		

XII. Model M20M (cont'd)

- (b) Pilot's Operating Handbook dated 3/90 for S/N 27-0053 thru 27-0107.
 (c) Pilot's Operating Handbook dated 7/91 for S/N 27-0108 thru 27-TBA.

Miscellaneous:**Weight****F.S.**

601.	Warning Systems		
(a)	Stall/gear warning, IAI, -950D-0309-000	1.1 lb.....	+4.24
(b)	Oxygen installation, 870029 (see note 19)		
602.	Vacuum pumps (see NOTE 24)		
(a)	Airborne, 241CC-15.....	3.4 lb.....	-3.00
(b)	Airborne, 28C214 CW (Clutch Driven).....	3.4 lb.....	-2.50
(c)	Sigma Tec, 1U128-006 (Alternate).....	3.4 lb.....	-3.00
(d)	Mooney, 940104-505	12.4 lb.....	+110.4

XIII. Model M20R, 4PCLM (Normal Category), approved June 30, 1994

Engine Teledyne Continental Motors, IO-550-G(5); -G(6)*; or -G(7)
 *(6) configuration is same as (5) configuration, and may be used, when dry pad adapter is required.

Fuel 100LL or 100 minimum grade aviation gasoline

Engine limits For all operations, 2500 rpm (280 hp)

Airspeed limits

Maneuvering.....	146 mph (127 knots) IAS
Never exceed	225 mph (195 knots) IAS
Flaps extended.....	127 mph (110 knots) IAS
L.G. retraction	122 mph (106 knots) IAS
L.G. extension	161 mph (140 knots) IAS
L.G. extended	190 mph (165 knots) IAS
Maximum structural cruising.....	200 mph (174 knots) IAS

C.G. range (+46.0) to (+51.0) at 3368 lbs.
 (L.G. extended) (+44.0) to (+51.0) at 3300 lbs.
 S/N 29-0001 and on (+41.0) to (+51.0) at 2430 lbs. or less

Empty weight C.G. range None

Maximum weight 3200 lbs. landing, 3368 lbs. takeoff for S/N 29-0001 and on

Number of seats 4 (2 at +34.0) to +39.0, 2 at +70.7)

Maximum baggage 120 lbs. (+101.5), 10 lbs. (+126.0)

Fuel capacity 89 U.S. gallons (two integral tanks in wings at +49.23).
 (usable) See Note 1 for data on unusable fuel.

Oil capacity 8 quarts (-24.76 in.)

Maximum operating altitude See Note 19

Control surface movements

Wing flaps	T.O. position	Down...	10° ± 1°
.....	Landing	Down...	33° +0 / -2°
Aileron.....	Up ...	12½° to 14½°	Down... 8° ± 1°
Aileron static position.....	Down...		0° to 2°
Elevator	Up ...	22° +0°, -2°	Down... 22° +0°, -2°
Rudder	Left ...	23° to 24°	Right... 23° to 24°
Stabilizer (L.E.)	Up ...	3.8° to 4.2°	Down... 6.5° to 7.0°

XIII. Model M20R (cont'd)

Elevator trim assist	With stabilizer set at maximum positive setting and elevators Full down. Adjust turn buckle for a 14.0 to 16.0 lb. tensionmeter reading on cable, tensionmeter reading (20 lb. maximum permissible). Check for positive clearance between cable end and pulley sheave.
Leveling means	Leveling screws located above the tailcone access door on left side. Spirit level is to be placed on screws for level.
Serial numbers eligible	Serial No. 29-0001 thru 29-TBA
Export eligibility	See Note 14.
Required equipment	In addition to the pertinent required basic equipment specified in CAR 3, the following items of equipment must be installed: 1(a) (b) or (c) (d), 101(a) (b), 102(a), 103(a) or (b), 104(a), 201(a), 202(a), 205(a), 206(a), 301(a), 302(a), 303(a), 401(a), 601(a), 602(a) or (d) and (b) or (c).
Datum	For <u>M20R</u> , datum is 13 inches aft of the centerline of the nose gear support bolts and is fuselage station 0.00. The Leading Edge of the wing, at wing station 59.25, is 33.00 inches aft of fuselage station 0.00.
Certification basis	<u>Model M20R</u> CAR 3 effective November 1, 1949, as amended to May 18, 1954, paragraph 3.74 as amended to August 25, 1955; paragraphs 3.109, 3.112, 3.115, 3.118, 3.120, and 34.441 of CAR 3 effective May 15, 1956; as amended to October 1, 1959. In lieu of corresponding CAR 3 paragraphs, where applicable - FAR 23, effective February 1, 1965; paragraph 23.29 as amended to March 1, 1978, paragraph 23.33, as amended to September 14, 1969; paragraphs 23.901 through 23.953, 23.955 through 23.963, 23.967 through 23.1063, as amended to September 14, 1969; paragraphs 23.1091 through 23.1105, as amended to February 1, 1977; paragraphs 23.1121 through 23.1193, 23.1351 through 23.1399 as amended to September 14, 1969, paragraphs 23.1401 as amended to August 11, 1971; paragraphs 23.1441 through 23.1449 as amended to June 17, 1970, paragraph 23.1521 as amended to December 1, 1978, paragraph 23.1525; paragraph 23.1527, as amended to September 14, 1969; paragraphs 23.1545, 23.1549, 23.1553 as amended to December 1, 1978, paragraph 23.1557, as amended to December 20, 1973; paragraph 23.1559 as amended to March 1, 1978; paragraph 23.1563 as amended to September 14, 1969; paragraph 23.1583 as amended to December 1, 1978, FAR 36 effective September 20, 1976, as amended to December 22, 1988. (See Note 22 and 23)
Production basis	29-0001 thru 29-0190: Prior to original certification of each aircraft manufactured subsequent to March 7, 1969, an FAA representative must perform a detailed inspection for workmanship, materials and conformity with the approved technical data and a check of the flight characteristics. PC11SW: 29-0191 thru 29-0279; PC13SW: 29-0280 thru 29-0519; PC18SW: 29-0520 and subsequent.
Equipment	Approval for the installations of all items of equipment listed herein has been obtained by the aircraft manufacturer.

Propeller and Propeller Accessories - Fuselage Station Location:**Weight****F.S.****1. McCauley constant speed propeller installation**

- | | | |
|--|----------------|--------|
| (a) McCauley, 3A32C418-G Hub/Blades ()-82 NRC-9 | 71.8 lbs. | -49.5 |
| Pitch setting at 30.0 in. blade station: | | |
| Low 16.1° ± 0.2° | | |
| High 40.0° ± 0.5° | | |
| Diameter: 73.0 in. - ½ in. reduction permitted. | | |
| (b) Spinner assembly, McCauley D-7192 (painted) | 4.8 lbs. | -51.00 |
| (c) Spinner assembly, McCauley D-7192-1 (polished) | 4.8 lbs. | -51.00 |
| (d) Propeller governor, Mooney 660115-511 | 3.2 lbs. | -38.13 |
| (e) Propeller De-Icing Boots, McCauley, 690005-501..... | 9.0 lbs. | -38.13 |
| (Serial No. 29-0001 thru 29-0199, excluding 29-0183) | | |

XIII. Model M20R (cont'd) **Weight** **F.S. (in.)**

2. McCauley constant speed 241 propeller installation
- (a) McCauley, 2A34C241-G hub, blades 82PGC-6 65 lbs. -49.5
- Pitch setting at 30.0 in. blade station:
- Low 20.0° ± .5°
- High 37.5° ± .5°
- Diameter: 76.0 in. + 0, -.5
- (b) Spinner assembly, McCauley D-7579-2 (painted) 4.8 lbs. -51.00
- (c) Spinner assembly, McCauley D-7579-1 (polished) 4.8 lbs. -51.00
- (d) Propeller governor, Mooney 660115-511 3.2 lbs. -38.13
- (e) Propeller De-Icing Boots, McCauley, 690005-501 9.0 lbs. -49.5
- (S/N 29-0001 thru 29-0199, excluding 29-0183)
3. Hartzell constant speed propeller installation
- (a) Hartzell Hub/Blade Model Number PHC-J3YF-1RF/F7693DF(B)-2 or PHC-J3YF-1RF/F7693DF-2
- Pitch settings at 30" blade station:
- Low 16.5° ± 0.2°
- High 38.0° ± 1.0°
- Diameter - 76.0 in. - 1/2 Inch reduction permitted.
- (b) Spinner assy, Hartzell A-2295-10P (polished)
- (c) Propeller governor, McCauley C290D3X/T45
- (d) Propeller governor, McCauley D-20960-1 (Alternate)

Engines and Engine Accessories (Fuel and Oil System)

101. Fuel Pumps
- (a) Electric, Weldon, A8152B 1.9 lbs. +6.50
- (b) Engine driven, TCM, 649364-4A1 2.0 lb. -9.95
102. Oil Radiator
- (a) TCM, 649479 or 7.8 lbs. -12.24
- (b) TCM, 654585A1 7.8 lbs. -12.24
103. Induction Air Filter
- (a) Air-Maze, ED04028 or
- (b) Donaldson, P5242257 1 lb. -36.0
104. Starters
- (a) Starter, geared, TCM, 646275 14.5 lbs. -9.11
- (b) Starter, geared, TCM, 655566 9.4 lbs. -9.11

Landing Gear:

201. Two Main Wheel/Brake Assemblies, 6.00-6
- (a) *Cleveland Wheel Assembly,
- Wheel, Model No. 40-86/Brake Assembly No. 30-56A 19 lbs. See Note 8.
- *Optional - Cleveland, 40-86E, 30-56D or McCauley D-30670-9, -10, -11, -12.
202. Two main wheel, 6-ply rating, tires
- (a) 6.00-6, Type III w/ regular tubes 17 lbs. See Note 8.
205. One, Nose Wheel, 5.00-5
- (a) *Cleveland, wheel assembly, Model 40-87 2.6 lbs. See Note 8.
- **Optional - McCauley D-305000
206. One, Nose Wheel, 6-Ply Rating tire
- (a) 5.00-5, Type III w/ regular tube 7 lbs. See Note 8.

Electrical Equipment:

301. Alternator
- (a) Alternator, TCM, 649304 (100 amp) 17.5 lb. -38.05
- (Alternator Assy. -649305 includes Hub, etc.)

XIII. Model M20R (cont'd) Weight F.S. (in.)

302. Batteries		
(a) Gill, (Teledyne) G-243 (2 required).....	29.5 lb. (ea.).....	+146.0
(b) Concorde, RG24-11M or -15 (2 required)	26.5 lb. (ea.).....	+146.0
303. Voltage Regulators		
(a) MAC, 800270-501 (alternator)	0.3 lb. (ea.)	+16.25
(b) MAC, 800270-523 (low boost pump).....	0.25 lbs.	+16.25

Interior Equipment:

401. FAA Approved Airplane Flight Manual		
(a) Pilot's Operating Handbook dated 6/94 for S/N 29-0001 thru 29-0199, excluding 29-0183.		
(b) Pilot's Operating Handbook, dated 11/99 for S/N 29-0183, 29-0200 thru 29-0494		
(c) Pilot's Operating Handbook, dated 12/07 for S/N 29-0495 thru 29-TBA		

Miscellaneous:

601. Systems Weight F.S.		
(a) Stall/Gear Warn, IAI-950D-0309-000	1.1 lb.....	+4.24
(b) Oxygen installation, 870029 or 870032 (see note 19)		
602. Vacuum pumps (see NOTE 24)		
(a) Airborne, 242CW.....	3.4 lbs.	-9.11
(b) Airborne, 28C214 CW	3.4 lbs.	+110.40
(c) Sigma Tec, 1U128-006 [Alternate for (a), (d), (e)]	3.4 lbs.	-9.11
(d) Airborne, 212CW.....	3.4 lbs.	+110.40
(e) Airborne, 216CW.....	3.4 lbs.	-110.40
(f) Mooney, 940104-505 [Alternate for (b), (d), (e)]	12.4 lbs.	+110.40

XIV. Model M20S, 4PCLM (Normal Category), February 7, 1999

Engine	Teledyne Continental Motors, IO-550-G(6)
Fuel	100 LL or 100 min-grade aviation gasoline
Engine Limits	For all operations, 2400 RPM, (244 HP)
Airspeed Limits	Maneuvering..... 143 mph (124 knots) IAS Never exceed..... 225 mph (195 knots) IAS Flaps extended..... 127 mph (110 knots) IAS L.G. retraction 122 mph (106 knots) IAS L.G. extension 161 mph (140 knots) IAS L.G. extended 190 mph (165 knots) IAS Max. structural cruising..... 200 mph (174 knots) IAS
C.G. Range (L.G. Extended) S/N 30-0001 and ON	(+45.0) to (+51.0) at 3200 lbs. (+43.0) to (+51.0) at 3200 lbs. (+41.0) to (+51.0) at 2430 lbs. or less
Empty Weight C.G. Range	None
Maximum Weight	3200 lbs. Landing/Takeoff - S/N 30-0001 thru 30-TBA
Number of seats	4 (2 - at +34.0 to +39.0, 2 - at +70.7)
Maximum baggage	120 lbs. (+101.5), 10 lbs. (+126.0)
Fuel capacity (Usable)	75 U.S. gallons (Two integral tanks in wings at +49.23). See Note 1 for data on unusable fuel.

XIV. Model M20S (cont'd)

Oil Capacity	8 quarts (-24.76 in.)
Maximum Operating Altitude	N/A - Service Ceiling is approximately 21,000 ft.
Control Surface Movements:	Wing flaps T.O. position Down $10^{\circ} \pm 1^{\circ}$ Landing Down $33^{\circ} +0 / -2^{\circ}$ Aileron Up $12\frac{1}{2}^{\circ}$ to $14\frac{1}{2}^{\circ}$ Down $8^{\circ} \pm 1^{\circ}$ Aileron static position Down 0° to 2° Elevator Up $22^{\circ} +0^{\circ}, -2^{\circ}$ Down $22^{\circ} +0^{\circ}, -2^{\circ}$ Rudder Left ... 23° to 24° Right 23° to 24° Stabilizer (L.E.) Up 3.8° to 4.2° Down 6.5° to 7.0°
Elevator trim assist	With stabilizer set at maximum positive setting and elevators Full down. Adjust turn buckle for a 14.0 to 16.0 lb. tensionmeter reading on cable, tensionmeter reading (20 lb. maximum permissible). Check for positive clearance between cable end and pulley sheave.
Leveling means	Leveling screws located above the tailcone access door on left side. Spirit level is to be placed on screws for level.
Serial Numbers Eligible	Serial No. 30-0001 thru 30-0065
Export Eligibility	See Note 14.
Required Equipment	In addition to the pertinent required basic equipment specified in CAR 3, the following items of equipment must be installed: 1(a), (b) or (c), (d), 101(a) and (b), 102(a) or (b), 103(a) or (b), 104(a), 201(a), 202(a), 205(a), 206(a), 301(a), 302(a) or (b), 303(a) and (b), 401(a), 601(a), 602(a) or (c) or (d) and (b) or (e).

Specifications Pertinent to Model

Datum	For <u>M20S</u>, datum is 13 inches aft of the centerline of the nose gear support bolts and is fuselage station 0.00. The Leading Edge of the wing, at wing station 59.25, is 33.00 inches aft of fuselage station 0.00.
Certification basis	<u>Model M20S</u> CAR 3, effective November 1, 1949, as amended May 18, 1954; except for paragraph 3.74 amended August 25, 1955; paragraph 3.109, .112, .115, .118, .120, and .441 of CAR 3 effective May 15, 1956, as amended October 1, 1959; and in lieu of corresponding CAR 3 paragraphs, where applicable -- FAR 23, effective February 1, 1965: Paragraph 23.29, as amended by Amdt. 23-21, dated March 1, 1978; Paragraph 23.33, dated September 14, 1969; Paragraph 23.45 through 23.77, as amended by Amdt. 23-34, dated January 15, 1987; Paragraph 23.777, as amended by Amdt. 23-7, dated September 14, 1969; Paragraph 23.901 through 23.953, 23.955 through 23.963, 23.967 through 23.1063, as amended by Amdt. 23-7, dated September 14, 1969; Paragraphs 23.1091 through 23.1105, as amended by Amdt. 23-17, dated February 1, 1977; Paragraphs 23.1121 through 23.1193, 23.1351 through 23.1399, as amended by Amdt. 23-7, dated September 14, 1969; Paragraph 23.1311, as amended by Amdt. 23.49, dated March 11, 1996; Paragraph 23.1337(b), as amended by Amdt. 23-7, dated September 14, 1969; Paragraphs 23.1401, as amended by Amdt. 23-11, dated August 11, 1971; Paragraphs 23.1441 through 23.1449, as amended by Amdt. 23-9, dated June 17, 1970; Paragraph 23.1521, as amended by Amdt. 23-21, March 1, 1978; Paragraphs 23.1525 and 23.1527, as amended by Amdt. 23-7, dated September 14, 1969; Paragraph 23.1529, as amended by Amdt. 23-26, dated October 14, 1980; Paragraphs 23.1545, 23.1549, and 23.1553, as amended by Amdt. 23-23, dated December 1, 1978; Paragraph 23.1555(a), as amended by Amdt. 23-7, dated September 14, 1969; Paragraph 23.1557, as amended by Amdt. 23-14, dated December 20, 1973; Paragraph 23.1559, as amended by Amdt. 23-21, dated March 1, 1978; Paragraph 23.1563, as amended by Amdt. 23-7, dated September 14, 1969; Paragraphs 23.1581 through 23.1589, as amended by Amdt. 23-34, dated January 15, 1987; FAR 36 effective September 20, 1976, the current amendment in effect at date of certification; and Equivalent Level of Safety ref. FAR 23.32(d)(2), issued on January 28, 1999.

XIV. Model M20S (cont'd)

Production Basis	29-0157, 30-0001 thru 30-0030: Prior to original certification of each aircraft manufactured subsequent to March 7, 1969, an FAA representative must perform a detailed inspection for workmanship, materials and conformity with the approved technical data and a check of the flight characteristics. PC11SW: 30-0031 thru 30-0062; PC13SW: 30-0063 thru 30-0065.
Equipment	Approval for the installations of all items of equipment listed herein has been obtained by the aircraft manufacturer.

Propeller and Propeller Accessories:

	<u>Weight</u>	<u>F.S. (in.)</u>
1. ..McCauley constant speed propeller installation		
(a) McCauley, 2A34C239 Hub/Blades 90DMC-15.....	69.0 lb.....	-49.5
Pitch settings at 30" blade station:		
Low $19.7^{\circ} \pm 0.2^{\circ}$		
High $37.5^{\circ} \pm 0.5^{\circ}$		
Diameter - 75.0 in. - ½ Inch reduction permitted.		
(b) Spinner assy, McCauley D-7579-2 (painted).....	4.8 lb.....	-51.0
(c) Spinner assy, McCauley D-7579-1(polished)	4.8 lb.....	-51.0
(d) Propeller governor, Mooney, 660115-523	3.2 lb.....	-38.13

Engines and Engine Accessories (Fuel & Oil Systems):

	<u>Weight</u>	<u>F.S.</u>
101.Fuel Pumps		
(a) Electric, Weldon, A8152B	1.9 lbs.	+6.50
(b) Engine Driven, TCM, 649364-4A1.....	2.0 lb.....	-9.95
102.Oil Radiator		
(a) TCM, 649479 or.....	7.8 lbs.	-12.24
(b) TCM, 654585A1	7.8 lbs.	-12.24
103.Induction air filter		
(a) Air-Maze, EDO4028 or		
(b) Donaldson, P5242257	1 lb.....	-36.0
104.Starter		
(a) Starter, Geared, TCM, 646275.....	14.5 lbs.	-9.11
(b) Starter, geared, TCM, 655566.....	9.4 lbs.	-9.11

Landing Gear:

201.Two main wheel,brake assy, 6.00-6		
(a) Cleveland, Wheel Assembly, Model No. 40-90/ Brake Assembly No. 30-65.....	23.3 lbs.	See Note 8.
202.Two main wheel, 6-ply rating tires,		
(a) 6.00-6, Type III, with regular tubes	17 lbs.	See Note 8.
205.One, nose wheel, 5.00-5		
(a) ** Cleveland, Model 40-87.....	2.6 lbs.	See Note 8.
** Optional-McCauley, D-305000		
206.One, nose wheel, 6-ply rating tire,		
(a) 5.00-5, Type III, w/regular tube.....	7 lbs.	See Note 8.

Electrical Equipment:

301.Alternator		
(a) Alternator, TCM, 649304 (100 amp)	17.5 lb.....	-38.05
(Alternator Assy. - 649305 includes Hub, etc.)		
302.Batteries		
(a) Gill (Teledyne), G-243 (2 red's).....	29.5 lb. (ea.).....	+146.0
(b) Concorde, RG24-11MK or -15 (2 red's).....	26.5 lb. (ea.).....	+146.0

XIV. Model M20S (cont'd)

	<u>Weight</u>	<u>F.S.</u>
303. Voltage Regulators		
(a) MAC, 800270-501 (Alternator)	0.3 lb. (ea.).....	+16.25
(b) MAC, 800270-523 (Low Boost Pump)	0.25 lbs.	+16.25

Interior Equipment:

401. FAA Approved Airplane Flight Manual
 (a) Pilot's Operating Handbook dated 2/7/99 for S/N 30-0001 thru 30-TBA

Miscellaneous:

	<u>Weight</u>	<u>F.S.</u>
601. Systems		
(a) Stall/Gear Warn, IAI, 950D-0309-000.....	1.1 lb.....	+4.24
(b) Oxygen instl, 870029 (see note 19)		
602. Vacuum Pumps (see NOTE 24)		
(a) Airborne, 242CW.....	3.4 lb.....	-9.11
(b) Airborne, 28C214 CW	3.4 lb.....	+110.40
(c) Sigma TEK, 1U128-006 [Alternate for (a), (d), (e)]	3.4 lb.....	-9.11
(d) Airborne, 212CW.....	3.4 lb.....	+110.40
(e) Airborne, 216CW.....	3.4 lb.....	+110.40
(f) Mooney, 940104-505 [Alternate for (b), (d), (e)]	12.4 lb.....	+110.40

XV, Model M20TN, 4PcLM (Normal Category), Approved October 15, 2006

Engine	Teledyne Continental Motors, TSIO-550-G(1), -G(2), -G(3), -G(4) Fuel 100 LL or 100 min-grade aviation gasoline
Engine Limits	For all operations 2500 RPM, (280 HP)
Airspeed Limits	Maneuvering..... 146 mph (127 knots) IAS Never exceed 225 mph (195 knots) IAS Flaps extended..... 127 mph (110 knots) IAS L.G.retraction 122 mph (106 knots) IAS L.G. extension 161 mph (140 knots) IAS L.G. extended 190 mph (165 knots) IAS Max. structural cruising..... 200 mph (174 knots) IAS
C.G. Range (L.G. extended) S/N 31-0001 and ON	(+46.0) to (+5 1.0) at 3368 lbs. (+44.0) to (+5 1.0) at 3300 lbs. (+41.0) to (+5 1.0) at 2430 lbs. or less
Empty Weight C.G. Range	None
Maximum Weight	3200 lbs. landing/3368 lbs. Takeoff – S/N 31-0001 thru 31-TBA
No. of Seats	(2 – at +34.0 to +39.0, 2 – at +70.7)
Maximum Baggage	120 lbs. (+101.5), 10 lbs. (+126.0)
Fuel Capacity	89 U.S. gallons usable (two integral tanks in wings at +49.23). See NOTE 1 for data on unusable fuel.
Oil Capacity	8 qts. (-24.76 in.)

XV, Model M20TN (cont'd)

Max. Operating Altitude	25,000 ft. (See NOTE 19)
Control Surface Movements:	Wing flapsT.O. position Down... 10° ± 1°Landing Down... 33° +0 / -2° Aileron.....Up ...12½° to 14½° Down... 8° ± 1° Aileron static position..... Down... 0° to 2° ElevatorUp ...22° +0°, -2° Down... 22° +0°, -2° Rudder Left ...23° to 24° Right... 23° to 24° Stabilizer (L.E.)Up ... 3.8° to 4.2° Down... 6.5° to 7.0°
Elevator Trim Assist	With stabilizer set at maximum positive setting and elevators full down. Adjust turn buckle for a 14.0 to 16.0 lb. tensionmeter reading on cable, tensionmeter reading (20 lb. maximum permissible). Check for positive clearance between cable end and pulley sheave.
Leveling Means	Leveling screws located above the tailcone access door on left side. Spirit level is to be placed on screws for level.
Serial Nos. Eligible	S/N 31-0001 thru 31-TBA
Export Eligibility	See NOTE 14
Required Equipment	In addition to the pertinent required basic equipment specified in CAR 3, following items of equipment must be installed: 1(a), (b) and (c), 101(a) (b), 102(a), 103(a), 104(a), 201(a), 202(a), 205(a), 206(a), 301 (a), 302(a) or (b), 303 (a), 401(a), 601(a).
Datum	For M20TN, datum is 13 inches aft of the centerline of the nose gear support bolts and is fuselage station 0.00. The leading edge of the wing, at wing station 59.25, is 33.00 inches aft of fuselage station 0.00.
Certification Basis	Model M20TN CAR 3 effective November 1, 1949, as amended to May 18, 1954, paragraph 3.74 as amended to August 25, 1955; paragraphs 3.109, 3.112, 3.115, 3.118, 3.120, and 34.441 of CAR 3 effective May 15, 1956, as amended to October 1, 1959. In lieu of corresponding CAR 3 paragraphs, where applicable FAR 23, effective February 1, 1965; paragraph 23.29 as amended to March 1, 1978, paragraph 23.33, as amended to September 14, 1969; paragraphs 23.20 1 and 23.203 as amended March 11, 1996; paragraphs 23.45 thru 23.77 as amended to March 11, 1996; paragraph 23.77 1 as amended to December 20, 1973; paragraph 23.773 as amended to September 7, 1993; paragraphs 23.901 through 23.953, 23.955 through 23.963, 23.967 through 23.1063, as amended to September 14, 1969; paragraphs 23.1091 through 23.1105, as amended to February 1, 1977; paragraphs 23.1121 through 23.1193 as amended to September 14, 1969; paragraph 23.1301 as amended to September 1, 1997; paragraph 23.1305 as amended to July 25, 1996; paragraphs 23.1307, 23.1311, 23.1321 as amended to March 11, 1996; paragraph 23.1322 as amended to May 10, 1993; paragraphs 23.1323 thru 23.1326 as amended to March 11, 1996; paragraph 23.1327 as amended September 1, 1977; paragraph 23.1329 as amended to March 11, 1996; 23.1331 as amended to May 10, 1993; 23.1337, 23.1359 as amended to March 11, 1996; 23.1351 through 23.1399 as amended to September 14, 1969; paragraphs 23.1401 as amended to August 11, 1971; paragraphs 23.1441 through 23.1449 as amended to June 17, 1970, paragraph 23.1521 as amended December 1, 1978; paragraph 23.1525; paragraph 23.1527, as amended to September 14, 1969; paragraph 23.1529 as amended to October 14, 1980; 23.1541 as amended to March 1, 1978; 23.1543 as amended to February 1, 1997; 23.1553 as amended to December 1, 1978; paragraph 23.1557, as amended to December 20, 1973; paragraph 23.1559 as amended to March 1, 1978; paragraph 23.1563 as amended to September 14, 1969; paragraph 23.1583 as amended to December 1, 1978; paragraph 23.1587 as amended to March 11, 1996; FAR 36, effective September 20, 1976, as amended to December 22, 1988. (See Note 22 and 23)

XV, Model M20TN (cont'd)

Production Basis	PC13SW: 31-0001 thru 31-0128; PC18SW: 31-0129 and subsequent.	
Equipment	Approval for the installations of all items of equipment listed herein has been obtained by the aircraft manufacturer.	

Propeller and Propeller Accessories

1. Hartzell constant speed propeller installation
 - (a) Hartzell Hub/Blade Model Number PHC-J3YF-1RF/F7693DF-2 or PHC-J3YF-1RF/F7693DF(B)-2
 Note: The (B) denotes a booted prop (for TKS)
 Pitch Settings at 30" blade station:
 Low 16.5° ±0.2°
 High 38.0° ±1.0°
 Diameter – 76.0 in. –1/2 inch reduction permitted.
 - (b) Spinner assy, Hartzell, A-2295-10P (polished)
 - (c) Propeller governor, McCauley, D-20960-1
2. Hartzell constant speed propeller installation
 - (d) Hartzell Hub/Blade Model Number PHC-J3YF-1RF/F7498 or PHC-J3YF-1RF/F7498(B)
 Note: The (B) denotes a booted prop (for TKS)
 Pitch Settings at 30" blade station:
 Low 17.° ±0.2°
 High 38.0° ±1.0°
 Diameter – 76.0 in. max., 74.0 in. min.,
 - (e) Spinner assy, Hartzell, A-2295-10
 Propeller governor, McCauley, D-20960-1

Engines and Engine Accessories (Fuel & Oil Systems)

101. Fuel Pumps
 - (a) Electric, Dukes 5791-00-1
 - (b) Engine Driven, TCM, 649362-44A7
102. Oil Radiator
 - (a) TCM, 649479
 - (b) TCM, 654585
 - (c) Niagara Thermal, 10281A
103. Induction air filter
 - (a) Challenger Aviation Products, CPE 1179
104. Starter
 - (a) Starter, Geared TCM, 646275
 - (b) Starter, TCM – 655566

Landing Gear

201. Two, Main Wheel/brake assy, 6.00-6
 - (a) Cleveland, Wheel Assembly, Model No. 40-90-A/
 Brake Assembly No. 30-65..... See NOTE 8
202. Two, main wheel, 6-ply rating tires,
 - (a) 6.00-6, Type III, w/ regular tube See NOTE 8
205. One, nose wheel, 5.00-5
 - (a) ** Cleveland, Model 40-87..... 2.6 lbs. See Note 8.
 ** Optional-McCauley, D-305000
206. One, nose wheel, 6-ply rating tire,
 - (a) 5.00-5, Type III, w/regular tube..... 7 lbs. See Note 8.

XV. Model M20TN (cont'd)**Electrical Equipment**

301. Alternator
- (a) Alternator, Kelly Aerospace, ES-10024-1 (100 amp)
 - (b) Alternator, Stand-by, B&C, BC410-1
 - (c) Alternator, TCM, 656802
302. Batteries
- (a) Gill (Teledyne), G-243 (2 reqd.) or
 - (b) Concorde, RG24-1 1M or -15 (2 reqd.)
303. Voltage Regulators
- (a) Zeftronics, A25EAM, (Alternator)

Interior Equipment

401. FAA Approved Airplane Flight Manual
- (a) Pilots Operating Handbook, 003900 dated 11/2006 for S/N 31-0001 thru 31-0089.
 - (b) Pilots Operating Handbook, 003901 dated 04/02/2008 S/N 31-0001 thru 31-TBA for M20TN Type S equipped with Hartzell Propeller Hub/Blade Model Number PHC-J3YF-1RF/F7498 or PHC-J3YF-1RF/F7498(B).
 - (c) Pilots Operating Handbook Supplement, 003900A dated 12/2008 for S/N 31-0001 thru 31-0089 – When equipped with Heater Modification Kit Only.
 - (d) Pilots Operating Handbook Supplement, 003901A dated 12/2008 for S/N 31-0001 thru 31-TBA M20TN Type S aircraft – When equipped with Heater Modification Kit Only.

Miscellaneous:

601. Systems
- (a) Oxygen instl, 870029 or 870032 (see note 19)
602. Vacuum Pumps – N/A

NOTES APPLICABLE TO ALL MODELS**NOTE 1:**

Current weight and balance report, including list of equipment included in certificate empty weight and loading instructions when necessary, must be in each aircraft at the time of original certification and at all times thereafter (except in the case of air carrier operators having an approved weight control system.) The certificated empty weight and the corresponding center of gravity location must include unusable fuel (not included in fuel capacity) as follows: 4 lbs. (+47.6) for the M20 and M20A; 3.4 lbs. (+48.4) for the M20B, M20C, M20D, M20E, and M20G; 15.0 lb. (+48.4) for the M20F and M20J; 48.0 lbs. (+48.59) for the M20K (S/N 25-0001 thru 25-0446); 18 lbs. (+48.59) for the M20K (S/N 25-0447 and ON); 36 lbs. (+48.43) for the M20L (S/N 26-0001 and ON); 36 lbs. (+49.23) for the M20M (S/N 27-0001 and ON) and M20R (S/N 29-0001 and ON) and M20S (S/N 30-0001 and ON); 36 lbs. (+49.23) for the M20TN (S/N 31-0001 and ON).

NOTE 2: Placards:

- a. The following placards must be displayed in front of and in clear view of the pilot.
- (1) M20, M20A, M20B - "THIS AIRPLANE MUST BE OPERATED AS A NORMAL CATEGORY AIRPLANE IN COMPLIANCE WITH FAA APPROVED FLIGHT MANUAL. NO AEROBATIC MANEUVERS INCLUDING SPINS ARE APPROVED."
 - (2) M20D - "THIS AIRPLANE MUST BE OPERATED AS A NORMAL CATEGORY AIRPLANE IN COMPLIANCE WITH THE OPERATING LIMITATIONS STATED IN THE FORM OF PLACARDS, MARKINGS, AND MANUALS. NO AEROBATIC MANEUVERS INCLUDING SPINS ARE APPROVED. MAXIMUM MANEUVERING FLIGHT LOAD FACTOR: FLAPS UP +3.8, -1.5, FLAPS DOWN +2.0."
 - (3) M20C, M20E, M20F, M20G - "THIS AIRPLANE MUST BE OPERATED AS A NORMAL CATEGORY AIRPLANE IN COMPLIANCE WITH THE OPERATING LIMITATIONS STATED IN THE FORM OF PLACARDS, MARKING, AND MANUALS. NO AEROBATIC MANEUVERS, INCLUDING SPINS, ARE APPROVED. MAXIMUM SPEED LANDING GEAR EXTENDED, 120 MPH, MAXIMUM SPEED FOR OPERATING OF GEAR, 120 MPH. MAXIMUM MANEUVERING FLIGHT LOAD FACTOR: FLAPS UP +3.8, -1.5; FLAPS DOWN +2.0."

- (4) M20J - (S/N 24-0002 THROUGH 24-0083 AND 24-0085 THROUGH 24-0377) - "THIS AIRPLANE MUST BE OPERATED AS A NORMAL CATEGORY AIRPLANE IN COMPLIANCE WITH THE OPERATING LIMITATIONS STATED IN THE FORM OF PLACARDS, MARKINGS, AND MANUALS. NO AEROBATIC MANEUVERS, INCLUDING SPINS, ARE APPROVED. MAXIMUM SPEED WITH LANDING GEAR EXTENDED, 120 MPH. MAXIMUM SPEED TO RETRACT GEAR, 110 MPH. MAXIMUM SPEED TO EXTEND GEAR, 120 MPH. MAXIMUM MANEUVERING FLIGHT LOAD FACTOR-FLAPS UP +3.8, -1.5; FLAPS DOWN +2.0."
- (5) M20J & M20K - (S/N 24-0084, 24-0378 thru 24-2999, 24-3079 thru 24-TBA, 25-0001 thru 25-0999) "THIS AIRPLANE MUST BE OPERATED AS A NORMAL CATEGORY AIRPLANE IN COMPLIANCE WITH THE OPERATING LIMITATIONS STATED IN THE FORM OF PLACARDS, MARKINGS, AND MANUALS. NO AEROBATIC MANEUVERS, INCLUDING SPINS, ARE APPROVED. MAXIMUM SPEED WITH LANDING GEAR EXTENDED 132 KIAS. MAXIMUM SPEED TO RETRACT GEAR 107 KIAS. MAXIMUM SPEED TO EXTEND GEAR, 132 KIAS. MAXIMUM MANEUVERING FLIGHT LOAD FACTOR - FLAPS UP +3.8, -1.5; DOWN +2.0, -0."
- (6) M20D with retractable gear: "MAXIMUM SPEED, LANDING GEAR EXTENDED - 120 MPH; MAXIMUM SPEED FOR OPERATING OF GEAR - 120 MPH".
- (7) "COWL FLAP - PULL TO OPEN - DO NOT OPEN ABOVE 150 MPH." (Not applicable for M20C S/N 680001 and ON or M20G, M20J or M20K).
- (8) "RETRACT FLAPS AFTER LANDING." (hydraulic flaps only)
- (9) M20J - (S/N 24-3000 thru 24-TBA), M20K - (S/N 25-1000 thru 25-TBA) "THIS AIRPLANE MUST BE OPERATED AS A NORMAL CATEGORY AIRPLANE IN COMPLIANCE WITH THE OPERATING LIMITATIONS STATED IN THE FORM OF PLACARDS, MARKINGS, AND MANUALS. NO AEROBATIC MANEUVERS, INCLUDING SPINS ARE APPROVED. MAXIMUM SPEED WITH LANDING GEAR EXTENDED, 165 KIAS. MAXIMUM SPEED TO RETRACT GEAR, 107 KIAS. MAXIMUM SPEED TO EXTEND GEAR, 140 KIAS. MAXIMUM MANEUVERING FLIGHT LOAD FACTOR - FLAPS UP +3.8, -1.5; DOWN +2.0, -0."
- (10) M20L - (S/N 26-0001 and ON) "THIS AIRPLANE MUST BE OPERATED AS A NORMAL CATEGORY AIRPLANE IN COMPLIANCE WITH THE OPERATING LIMITATIONS STATED IN THE FORM OF PLACARDS, MARKINGS, AND MANUALS. NO AEROBATIC MANEUVERS, INCLUDING SPINS, ARE APPROVED. MAXIMUM SPEED WITH LANDING GEAR EXTENDED, 129 KIAS. MAXIMUM SPEED TO RETRACT GEAR, 106 KIAS. MAXIMUM SPEED TO EXTEND GEAR, 129 KIAS. MAXIMUM MANEUVERING FLIGHT LOAD FACTOR - FLAPS UP +3.8, -1.5; DOWN + 2.0, -0."
- (11) M20M - (S/N 27-0001 thru 27-0052 if SB M20-248 has not been complied with) "THE MARKINGS AND PLACARDS INSTALLED IN THIS AIRPLANE CONTAIN OPERATING LIMITATIONS WHICH MUST BE COMPLIED WITH WHEN OPERATING THIS AIRPLANE IN THE NORMAL CATEGORY. THIS AIRPLANE IS CERTIFIED FOR DAY AND NIGHT VFR/IFR OPERATION WHEN THE REQUIRED EQUIPMENT IS INSTALLED AND OPERATIONAL. FLIGHT INTO KNOWN ICING CONDITIONS IS PROHIBITED. NO AEROBATIC MANEUVERS INCLUDING SPINS ARE APPROVED. OTHER OPERATING LIMITATIONS WHICH MUST BE COMPLIED WITH WHEN OPERATING THIS AIRPLANE IN THIS CATEGORY ARE CONTAINED IN THE AIRPLANE FLIGHT MANUAL. MANEUVERING SPEED (3200 LBS.), 123 KIAS; (2400 LBS.), 106 KIAS."

M20M - (S/N 27-0001 thru 27-0052 if SB M20-248 has been complied with and S/N 27-0053 and ON) "THE MARKINGS AND PLACARDS INSTALLED IN THIS AIRPLANE CONTAIN OPERATING LIMITATIONS WHICH MUST BE COMPLIED WITH WHEN OPERATING THIS AIRPLANE IN THE NORMAL CATEGORY. THIS AIRPLANE IS CERTIFIED FOR DAY AND NIGHT VFR/IFR OPERATION WHEN THE REQUIRED EQUIPMENT IS INSTALLED AND OPERATIONAL. FLIGHT INTO KNOWN ICING CONDITIONS IS PROHIBITED. NO AEROBATIC MANEUVERS, INCLUDING SPINS, ARE APPROVED. OTHER OPERATING LIMITATIONS WHICH MUST BE COMPLIED WITH WHEN OPERATING THIS AIRPLANE IN THIS CATEGORY ARE CONTAINED IN THE AIRPLANE FLIGHT MANUAL. MANEUVERING SPEED (3368 LBS.),127 KIAS; (2600 LBS.),111 KIAS."

- (12) M20R - (S/N 29-0001 and ON) "THE MARKINGS AND PLACARDS INSTALLED IN THIS AIRPLANE CONTAIN OPERATING LIMITATIONS WHICH MUST BE COMPLIED WITH WHEN OPERATING THIS AIRPLANE IN THE NORMAL CATEGORY. THIS AIRPLANE IS CERTIFIED FOR DAY AND NIGHT VFR/IFR OPERATION WHEN THE REQUIRED EQUIPMENT IS INSTALLED AND OPERATIONAL. FLIGHT INTO KNOWN ICING CONDITIONS IS PROHIBITED. NO AEROBATIC MANEUVERS, INCLUDING SPINS, ARE APPROVED. OTHER OPERATING LIMITATIONS WHICH MUST BE COMPLIED WITH WHEN OPERATING THIS AIRPLANE IN THIS CATEGORY ARE CONTAINED IN THE AIRPLANE FLIGHT MANUAL. MANEUVERING SPEED (3368 LBS.) 127 KIAS; (2232 LBS.) 103 KIAS."
- (13) M20S - (S/N 30-0001 and ON) "THE MARKINGS AND PLACARDS INSTALLED IN THIS AIRPLANE CONTAIN OPERATING LIMITATIONS WHICH MUST BE COMPLIED WITH WHEN OPERATING THIS AIRPLANE IN THE NORMAL CATEGORY. THIS AIRPLANE IS CERTIFIED FOR DAY AND NIGHT VFR/IFR OPERATION WHEN THE REQUIRED EQUIPMENT IS INSTALLED AND OPERATIONAL. FLIGHT INTO KNOWN ICING CONDITIONS IS PROHIBITED. NO AEROBATIC MANEUVERS, INCLUDING SPINS, ARE APPROVED. OTHER OPERATING LIMITATIONS WHICH MUST BE COMPLIED WITH WHEN OPERATING THIS AIRPLANE IN THIS CATEGORY ARE CONTAINED IN THE AIRPLANE FLIGHT MANUAL. MANEUVERING SPEED (3200 LBS.) 123 KIAS; (2232 LBS.) 103 KIAS."
- (14) M20TN - (S/N 31-001 and ON) THE MARKINGS AND PLACARDS INSTALLED IN THIS AIRPLANE CONTAIN OPERATING LIMITATIONS WHICH MUST BE COMPLIED WITH WHEN OPERATING THIS AIRPLANE IN THE NORMAL CATEGORY. THIS AIRPLANE IS CERTIFIED FOR DAY AND NIGHT VFR/IFR OPERATION WHEN THE REQUIRED EQUIPMENT IS INSTALLED AND OPERATIONAL. FLIGHT INTO KNOWN ICING CONDITIONS IS PROHIBITED. NO AEROBATIC MANEUVERS, INCLUDING SPINS, ARE APPROVED. OTHER OPERATING LIMITATIONS WHICH MUST BE COMPLIED WITH WHEN OPERATING THIS AIRPLANE IN THIS CATEGORY ARE CONTAINED IN THE AIRPLANE FLIGHT MANUAL. MANEUVERING SPEED (3368 LBS) 127 KIAS; (2232 LBS) 103 KIAS.
- a. On storm window: "DO NOT OPEN ABOVE 132 KIAS." M20L - "DO NOT OPEN ABOVE 129 KIAS." (NOTE: Early M20M & M20R aircraft - OPTIONAL "DO NOT OPEN ABOVE 129 KIAS".
- b. On baggage compartment: "WARNING: DO NOT EXCEED 120 LBS. (54.4 Kg) IN THIS COMPARTMENT. SEE AIRCRAFT LOADING SCHEDULE DATA FOR BAGGAGE COMPARTMENT ALLOWABLE."
- c. M20C, M20E, M20F, M20G, M20J, M20K, M20M, M20R, M20S (on hat rack) & M20L (on hat rack door): "WARNING: DO NOT EXCEED 10 LBS. (4.5 Kg) IN THIS COMPARTMENT. USE FOR STOWAGE OF LIGHT SOFT ARTICLES ONLY. SEE AIRCRAFT LOADING SCHEDULE DATA FOR BAGGAGE COMPARTMENT ALLOWABLE."
- d. M20J - On instrument panel (right side):
- (1) When McCauley Model B2D34C212/78CDA-4 propeller is installed: "AVOID CONTINUOUS OPERATION BETWEEN 1600 AND 1950 RPM WITH SETTINGS BELOW 15" Hg. MANIFOLD PRESSURE."
 - (2) When McCauley Model B2D34C214/90DHB-16E or -16EP propeller is installed: "AVOID CONTINUOUS OPERATION BETWEEN 1500 AND 1950 RPM WITH POWER SETTINGS BELOW +15" Hg. MANIFOLD PRESSURE."
- e. On rear seat bottom beneath cushion. (Eff. 24-1214 & UP - M20J, 25-0613 & UP - M20K, 26-0001 & UP - M20L, 27-0001 & UP - M20M, 29-0001 & UP - M20R; 30-0001 & UP -- M20S):
- "WARNING: DO NOT EXCEED 170 LBS. (77.1 Kg) ON THIS SEAT BACK. SEE AIRCRAFT LOADING SCHEDULE DATA FOR BAGGAGE COMPARTMENT ALLOWABLE."
- f. On M20J (24-3000 through 24-3078) above flap switch:
- "FLAP EXTENSION SPEED MAXIMUM, 15°, 132 KIAS; FULL, 115 KIAS."

NOTE 3: Republic 311-221-1/4D or 313-33-1/4D fuel selector valve must be modified per Mooney Dwg. 6122 (610026).

NOTE 4: Retractable landing gear kit may be installed in accordance with Mooney Dwg. 950082. Retraction moment 588 in.-lb. Item 401(b) (M20D only) required with this installation.

NOTE 5: Engine tachometer is to be marked with RED arc between 2000 and 2250 RPM indicating the restriction against continuous engine operating in this speed range for M20A, M20B, M20C, M20D, M20G models with Hartzell HC-C2YK-1/7666 propellers or HC-C2YK-1B/7666A-() propellers.

NOTE 6: Pitch setting at 30 in. sta. for Hartzell HC-C2YK-1/7666-2 or HC-C2YK-1B/7666A-2 when installed on M20E, M20F is:
Low $14.0^{\circ} \pm 0$; High $29.0^{\circ} \pm 2^{\circ}$.

NOTE 7: Engine tachometer is to be marked with a RED arc between 2000 and 2350 RPM indicating the restriction against continuous engine operating in this speed range for M20E and M20F only.

NOTE 8: See aircraft weight and balance data for wheel locations.

NOTE 9: 91/96 Min. grade aviation gasoline acceptable for Model M20C aircraft, Serial Nos. 1940 through 3184.

NOTE 10: Engine tachometer is to be marked with a YELLOW arc between 1600 and 1950 RPM indicating a caution range against continuous operation in this speed range with manifold pressure below 15" Hg.

NOTE 11: Engine tachometer is to be marked with a YELLOW arc between 1500 and 1950 RPM indicating a caution range against continuous operation in this speed range with manifold pressure below 15" Hg.

NOTE 12: A Textron-Lycoming IO-360-A1B6D engine can be converted to a Textron-Lycoming IO-360-A3B6D engine by complying with Mooney Aircraft Corporation Service Bulletin No. M20-206.

NOTE 13: MOONEY OWNERS MANUALS REQUIRED:

Model	Year	Serial Numbers	Date
M20C	1967	670001 - 670123,	November 1966
		670125 - 670134,	
		670136 - 670149	
	1968	680001 - 680077,	November 1967
		680079 - 680099,	
		680101 - 680198	
	1969	690001 - 690096, 690098	July 1968
	1970	700001-700052,	February 1970
		700055-700089, 700091	
	1971	20-0001 -20-0009	February 1970
	1974	20-0010 - 20-1146	January 1974
	1975	20-1173 - 20-1185	August 1975
M20E	1976	20-1186 thru 20-1218	October 1975*
	1977/78	20-1219 thru 20-1258	October 1977*
	1967	670001 - 670062	March 1967
		690001 - 690073	
		700001 - 700039,	
	1969	700041 - 700043,	February 1970
		700045 - 700052,	
		700055 - 700056,	
	1970	700060 - 700061	February 1970
		21-0001 thru 21-0023	
		21-0024 thru 21-1160	
	1971	21-0001 thru 21-0023	February 1970
	1974	21-0024 thru 21-1160	January 1974
	1975	21-1161 thru 21-1179	December 1974
	1975	21-1180 only	June 1975
M20F	1966	660002 - 660004	September 1966
		670001 - 670363,	
		670365 - 670385,	
	1967	670387 - 670482,	September 1966
		670484 - 670539	
		680001 - 680206	
	1968	680001 - 680206	July 1967
	1969	690003 - 690090, 690092	July 1968
	1970	700001 - 700062,	February 1970
		700063, 700066,	
		700070, 700072	
	1971	22-0001 thru 22-0012	February 1970

NOTE 13: (cont'd)

1974.....	22-0013 thru 22-1178	January 1974
1974.....	22-1179 thru 22-1241	December 1974
1975.....	22-1242 thru 22-1272	June 1975
1975.....	22-1273 thru 22-1305	August 1975
	except 22-1246	
1976.....	22-1246, 22-1306 thru 22-1438	October 1975*

*From 1976 model year and ON "Pilot's Operating Handbooks" have replaced "Owner's Manuals" (See Item 401 for each Model aircraft.)

Model	Year	Serial Numbers	Date
M20G	1968.....	680001- 680095,	October 1967
		680097- 680164	
	1969.....	690001 - 690020	October 1968
	1970.....	700001 - 700006	August 1969

NOTE 14: Model M20J (Serial No's. 24-0378 and ON), Model M20K (Serial No's. 25-0001 and ON), M20M (Serial No's. 27-0001 and ON) and M20R (Serial No's. 29-0001 and ON) and M20S (Serial No's. 30-0001 and ON) are eligible for export to France if in compliance with the modifications of Drawing No. 940002, "Electrical - French Modification."

NOTE 15: Model M20K gearing limits alternator output to 60 amperes (S/N 25-0001 thru 25-0999).

NOTE 16: McCauley Model B2D34C214/90DHB-16E or 16EP propeller may be used on aircraft S/N 24-0002 thru 24-0377 when Mooney Service Bulletin #M20-214 has been incorporated.

NOTE 17: A TSIO-360-GB series engine may be replaced with a TSIO-360-LB engine by complying with Mooney Aircraft Corporation Service Bulletin No. M20-228.

NOTE 18: High pitch setting at 30 in. station for Hartzell BHC-J2YF-1BF (Hub S/N 134 & ON) is $36.5^\circ \pm 1.0^\circ$ when installed on M20K S/N 25-1000 thru 25-1999.

NOTE 19: Operating altitude limitations are established in the applicable Pilot's Operating Handbook and FAA Approved Airplane Flight Manual. The Mooney Oxygen System Installation is an approved oxygen installation.

- (a) Oxygen System on the M20J and M20K per Mooney Drawing 870007.
- (b) AVOX/SCOTT Oxygen System on the M20M, M20R, M20S, and M20TN equipped per Mooney Drawing 870029.
- (c) (Optional) Precise Flight Oxygen System on Mooney Models M20R, M20TN per Mooney Drawings 870032 through 870038.

NOTE 20: The dash number following the injector setting number indicates manufacturing revision level of the injector and does not change or dictate the setting of the injector.

NOTE 21: M20K S/N's 25-1000 thru 25-1230 and 25-2000 thru 25-2012 may be retrofitted to TSIO-360-SB2 engine and gross weight increase to 3130 Lbs. when complied with M20K Gross Weight Increase Retrofit Instructions.

NOTE 22: M20 series aircraft with Garmin G1000 Integrated Avionics System installed in M20M, S/Ns 27-0318, 27-0326, 27-0328 thru 27-0355; M20R, S/Ns 29-0334 thru 29-TBA; M20TN S/Ns 31-0001 thru 31-TBA., certification basis as follows:

The certification basis for parts changed or affected by the change since the reference date of application, is based upon Part 23 as amended by Amendment 23-55. The certification basis for this modification was determined to be: Regulations at the latest Amendment 23-0 through 13-55.

NOTE 22: (cont'd)

14 CFR Part	Amendment	14 CFR Part	Amendment
§ 23.143(a)(b)(c)	23-50	§ 23.867(a)(b)	23-49
§ 23.303(a)	23-48	§ 23.1301(a)(b)(c)(d)	23-20
§ 23.303	-	§ 23.1309(a)(b)(c)(d)(e)(f)	23-49
§ 23.305(a)(b)	23-45	§ 23.1311(a)(b)(c)	23-49
§ 23.307(a)	-	§ 23.1321(a)(c)(e)	23-49
§ 23.395(a)(l)	23-7	§ 23.1322(a)(b)(c)(d)(e)	23-43
§ 23.397(a)(b)	23-45	§ 23.1329(a)(b)(c)(d)(e)(f)(h)	23-49
§ 23.561(a)(b)(2)	23-48	§ 23.1335	23-20
§ 23.601	-	§ 23.1351(a)(g)	23-49
§ 23.603(a)(b)	23-23	§ 23.1353(h)	23-49
§ 23.605	23-23	§ 23.1357(a)(b)(c)(d)	23-43
§ 23.607	-	§ 23.1359(a)(b)(c)	23-49
§ 23.609(a)(b)	-	§ 23.1365(a)(b)(d)(e)	23-49
§ 23.611	-	§ 23.1367(a)(b)(c)(d)	-
§ 23.613(a)(b)(c)	23-45	§ 23.1381(a)(b)	-
§ 23.625(a)	23-7	§ 23.1431(a)(b)(e)	23-49
§ 23.671(a)(b)	-	§ 23.1525	23-45
§ 23.677(a)(d)	23-49	§ 23.1529	23-26
§ 23.685(a)(c)(d)	23-17	§ 23.1541(b)(l)(c)(2)	23-21
§ 23.689(a)(l)(2)(3)(b)(c)(d)(e)	23-7	§ 23.1555(a)	23-50
§ 23.771(a)	23-14	§ 23.1581(a)(b)(2)(c)(d)(f)	23-50
§ 23.777(a)(b)	23-51	§ 23.1583(h)(m)	23-50
§ 23.779(a)	23-51	§ 23.1585(j)	23-50

Special Conditions 23-177-SC; GFC 700 AFCS on the Mooney M20.M, M20R, and M20TN with GI000 EFIS; Protection of Systems for High Intensity Radiated Fields (HIRF)

NOTE 23: M20 series aircraft with AmSafe Inflatable Three-Point Safety Belt With an Integrated Airbag Device installed in M20M, S/Ns 27-0318 thru 27-0355; M20R, S/Ns 29-0362 thru 29-TBA; M20TN, S/Ns 31-0001 thru 31-TBA. *Special Conditions 23-156-SC; AmSafe Inflatable Restraint System optional on all seats of the Mooney M20M, M20R, and M20TN*

NOTE 24: Aircraft models that originally were certified with vacuum powered attitude systems that have those systems replaced with a non-vacuum powered attitude system: If the Primary Attitude system has been replaced with an FAA Approved STC'd installation that meets the requirements of 14 CFR 23.1303(f)(i)(ii)(iii)(iv)(v)(vi), 23.1311(a)(1)(2)(5)(6)(b)(c), 23.1321(a)((c)(d)(1), 23.1331(a)(b)(1)(2)(c), thereby leaving no operational systems dependent on a Primary or Standby (if equipped) Vacuum system, then the Primary and Standby (if equipped) Vacuum pumps and associated lines, manifolds, etc may be removed from the aircraft. Refer to engine manufacturer's instructions of removal and capping off of engine driven vacuum pumps.

.....END.....