

M20K repair project for sale

VH-WNP has wing spar corrosion which has made the aircraft unserviceable so this has become a project for repair for someone.



Aircraft details

1980 Mooney 231 Turbo upgraded to Mooney 252
IFR with factory fitted 4 place oxygen for flight levels
Exterior 8/10 Interior 8/10
Location Smartair, Albury NSW
Total Time 3246 h

Engine

TSIO-360-LB1 6 cylinder Continental with 765 h to run
Slick Magnetos; GAMI Injectors; M-20 oil separator
Hartzell Engine Technologies turbo with over boost safety valve and turbo Intercooler
(giving max speed of 209kts at 24,000 feet)
Automatic waste gate (Merlyn Black Magic) Merlyn Differential pressure controller

Propeller

Three bladed McCauley with 765 h to run

Fuel

Main tanks 272 L useable; Long range tanks 130 L useable; Total 402 L useable (at 50 L/h gives approximately 8 hours flying, 1,000 n.m. with reserves)

Electrical System

14 Volt with 70 amp Alternator

Instruments

Standby vacuum system

Alternate Static Source

JPI 830 EDM Engine monitor

Audio Panel King KMA 24

COM 1 – Garmin 430WAAS

COM 2 -King KY-197 TSO

NAV 1 – Garmin 430W

NAV 2 – King KN-53

ADF – King KR-87

DME – King KN-62A

Transponder – King KT-74

HF Com – Codan 1000

HSI – King

Autopilot – King KFC 200 with Flight Director and Altitude Hold

ELT – ME406 Installed

4 place intercom



Electric “Dragger” tow tug and cabin cover

Offers welcome

For more information and photos of the corrosion, contact Michael Murphy at vhjdm@mail.com