

PILOT'S OPERATING HANDBOOK

AND

FAA APPROVED

AIRPLANE FLIGHT MANUAL

MOONEY

M20K

THIS HANDBOOK INCLUDES THE MATERIAL REQUIRED TO BE
FURNISHED TO THE PILOT BY THE FEDERAL AVIATION
REGULATIONS, AND CONSTITUTES THE FAA APPROVED AIRPLANE
FLIGHT MANUAL.

THIS DOCUMENT MUST BE CARRIED IN THE AIRCRAFT AT
ALL TIMES.

MOONEY AIRCRAFT CORPORATION
P.O. BOX 72, KERRVILLE, TEXAS 78029-0072

SERIAL NUMBER: _____

REGISTRATION NUMBER: _____

FAA APPROVED: _____

for Don P. Watson, Manager
Aircraft Certification Division
FEDERAL AVIATION ADMINISTRATION
Department of Transportation
Southwest Region
Fort Worth, Texas

FAA APPROVED in Normal Category based on CAR PART 3 and
applicable portions of FAR PART 23; applicable to Model M20K S/N listed
above only.

| NOTE |

When using the Alternate Static Source the pilot's window and air vents must be kept closed.

Alternate Static Source	PULL ON
Airspeed and Altimeter Readings	CHECK
	Calibrations Tables

UNLATCHED DOOR IN FLIGHT

If the cabin door is not properly closed it may come unlatched in flight. This may occur during or just after take-off. The door will trail in a position approximately 3 inches (7.6 cm) open, but the flight characteristics of the airplane will not be affected. Return to the field in a normal manner. If practicable, during the landing flare have a passenger hold the door to prevent it from swinging open.

If it is deemed impractical to return and land, the door can be closed in flight, after reaching a safe altitude, by the following procedures:

Airspeed	.96 KIAS
Pilot's Window	OPEN
Aircraft	RIGHT SIDESLIP (Right bank with left rudder)
Door	PULL SHUT & LATCH

ICE PROTECTION

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///WARNING///
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DO NOT OPERATE IN KNOWN ICING CONDITIONS.

The Model M20K is **NOT APPROVED** for flight into known icing conditions and operation in that environment is prohibited. However, if those conditions are inadvertently encountered or flight into heavy snow is unavoidable, the following procedures are recommended until further icing conditions can be avoided:

Pitot Heat	ON
Propeller Deice	ON (if installed)
Alternate Static Source	ON (if required)
Manifold Pressure Gauge	MONITOR
	for any engine power reduction

SECTION III EMERGENCY PROCEDURES

MOONEY
MODEL M20K

approach speeds and be prepared to use more power during descent and landing flare to overcome increased drag due to ice. Use of flaps during the approach with ice accumulation should be limited because of unpredictable changes in airflow over the tail surfaces.

EMERGENCY EXIT OF AIRCRAFT

CABIN DOOR

PULL latch handle AFT.
OPEN door and exit aircraft.

BAGGAGE COMPARTMENT DOOR

Fold rear seat backs forward, CLIMB OVER.
PULL off plastic cover.
PULL white button.
Lift red handle "UP".
OPEN door and exit aircraft.

To VERIFY RE-ENGAGEMENT of outside latch mechanism; open outside handle fully, close inside red handle to engage pin into cam slide of latch mechanism, push in on white button until it snaps in place. Replace cover. CHECK & operate outside handle in normal manner.

SPINS

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///WARNING///
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Up to 2,000 ft. altitude may be lost in a one turn spin and recovery; STALLS AT LOW ALTITUDE ARE EXTREMELY CRITICAL.

| NOTE |

The best spin recovery technique is to avoid flight conditions conducive to spin entry. Low speed flight near stall should be approached with caution and excessive flight control movements in this flight regime should be avoided. Should an unintentional stall occur, the aircraft should not be allowed to progress into a deep stall. Fast, but smooth stall recovery will minimize the risk of progressing into a spin. If an unusual post stall attitude develops and results in a spin, quick application of antispin procedures should shorten the recovery.

INTENTIONAL SPINS ARE PROHIBITED.

In the event of an inadvertent spin, the following recovery procedure should be used:

Rudder Apply FULL RUDDER
. opposite the direction of spin

Control Wheel FORWARD of neutral in a brisk
. motion. Additional FORWARD
. elevator control may
. be required if the rotation
. does not stop.

Allerons NEUTRAL

Throttle RETARD to IDLE

HOLD ANTI-SPIN CONTROLS UNTIL ROTATION STOPS.

Flaps (If extended) RETRACT
. as soon as possible

Rudder NEUTRALIZE when spin stops

Control Wheel SMOOTHLY move aft to bring
. the nose up to a level
. flight attitude.

OTHER EMERGENCIES

Refer to Section IX for Emergency Procedures of Optional Equipment.

STALL SPEED vs ANGLE OF BANK

STALL SPEED vs ANGLE OF BANK

ASSOCIATED CONDITIONS:

Forward C.G.
Power Idle

GROSS WEIGHT	GEAR AND FLAP POSITION	ANGLE OF BANK											
		0°				30°				45°			
		KCAS	KIAS	KCAS	KIAS	KCAS	KIAS	KCAS	KIAS	KCAS	KIAS	KCAS	KIAS
2900 LBS (1315 KGS)	GEAR UP, FLAPS 0°	62.5	61.0	67.0	67.0	67.0	67.0	74.5	74.5	88.5	89.5	88.5	89.5
	GEAR DOWN, FLAPS 10°	61.5	60.5	66.5	66.5	66.5	66.5	73.5	73.5	87.5	87.5	87.5	87.5
	GEAR DOWN, FLAPS 33°	57.5	59.0	61.5	63.5	61.5	63.5	68.0	70.0	81.5	84.0	81.5	84.0
2600 LBS (1179 KGS)	GEAR UP, FLAPS 0°	59.0	58.0	63.5	63.0	63.5	63.0	70.5	70.5	83.5	84.0	83.5	84.0
	GEAR DOWN, FLAPS 10°	58.5	58.0	63.0	62.5	63.0	62.5	69.5	69.5	82.5	82.5	82.5	82.5
	GEAR DOWN, FLAPS 33°	54.5	56.5	58.5	60.5	58.5	60.5	64.5	66.5	76.5	79.0	76.5	79.0
2300 LBS (1043 KGS)	GEAR UP, FLAP 0°	55.5	55.0	60.0	59.5	60.0	59.5	66.0	66.0	78.5	79.0	78.5	79.0
	GEAR DOWN, FLAPS 10°	55.0	54.5	59.0	58.5	59.0	58.5	65.5	65.0	77.5	77.5	77.5	77.5
	GEAR DOWN, FLAPS 33°	51.0	50.0	55.0	57.0	55.0	57.0	60.5	62.0	72.0	74.0	72.0	74.0

NOTE:

Up to 500 feet altitude loss may occur during stalls at maximum weight.

EXAMPLE:

Weight 2600 LBS (1179 KGS)
Landing Gear Down
Flaps 10°
Angle of Bank 45°
Stall Speed 69.5 KCAS (69.5 KIAS)