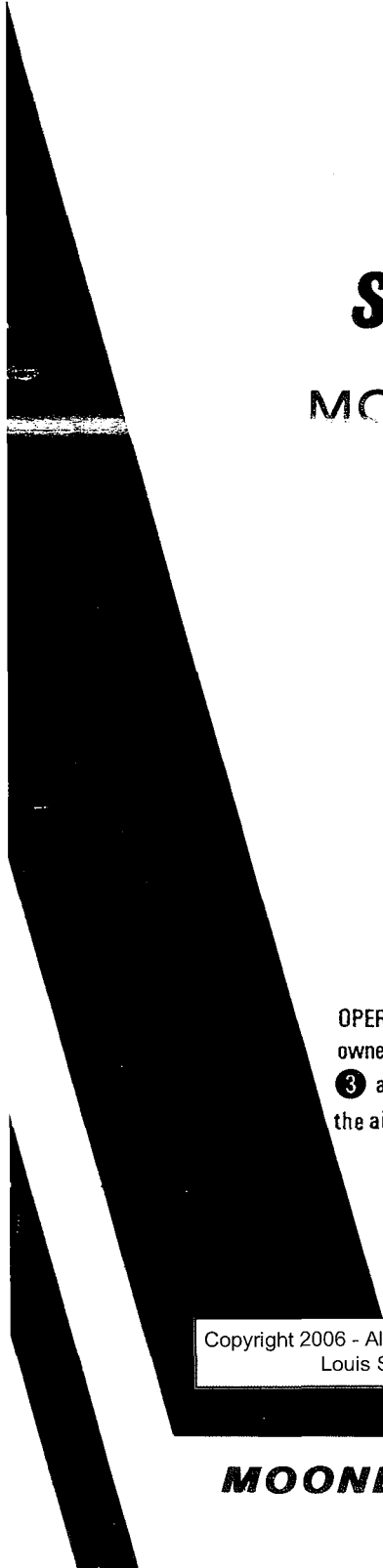




SUPER 21

MODEL M 20 F

1966 1967 OWNERS MANUAL

OPERATE THIS AIRCRAFT ONLY – ① after reading
owners manual ② with owners manual on board
③ after you are fully qualified & understand all of
the aircraft operating characteristics & limitations

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POH1196

MOONEY AIRCRAFT, INC.



LANDING PROCEDURES

Use the following check list before landing:

1. Fuel selector on fuller tank.
2. Boost pump on.
3. Mixture full rich (control forward).
4. Power Boost OFF (control full forward).
NOTE. Warning light adjacent to Power Boost control will be on if gear is down and Power Boost is not off.
5. Landing gear down (lower at 120 mph or less).
NOTE: The low frequency Warning Horn will sound intermittently (beep) if gear is not down and locked and throttle is retarded. Check for green "down and locked" light. If green light is not working, it can be screwed out and replaced in flight with the red "Gear Up" light to verify the locked position.
6. Propeller high rpm (control forward).
7. Seat belts fastened.

It is recommended that the base leg be flown at 90 mph. Upon turning final, or sooner if necessary, extend the desired amount of flaps. Flap speed is 100 mph. As the flaps are extended, the aircraft will become nose heavy. Roll the trim back so that the aircraft will glide hands-off at approximately 80 mph. The addition of a slight amount of power will flatten out the glide considerably. The high frequency stall warning horn will blow continuously if airspeed is reduced to within 5 to 10 mph of stalling speed.

NORMAL LANDING

Begin your flare-out for landing closer to the ground than you ordinarily would. This is done for two reasons:

1. The Super 21 sits lower to the ground than most aircraft.
 2. The Super 21 requires very little altitude to make a transition from a glide to a landing attitude. A slight addition of back pressure is sufficient to stop the rate of descent.
- It is recommended that full flaps be used on normal landings, because of the added visibility over the nose that it affords. However, the use of full flaps tends to make an aircraft nose-heavy,

and it is therefore necessary to roll the trim well back to make a good landing.

In a normal final landing approach, the aircraft should be trimmed for hands-off flight to the point of flare-out.

CAUTION

Under no circumstances should the aircraft be allowed to touch down in a nose-low attitude or at too high an airspeed. Either of these conditions will allow the nose wheel to contact the runway first, which may cause the aircraft to porpoise and damage the gear.

A good landing has been made when the main gear gently touches down before the nose wheel is allowed to make contact with the runway. This is the conventional and safest landing procedure for tricycle-gear aircraft.

After leaving the runway:

1. Open cowl flaps.
2. Retract wing flaps.
3. Taxi at 1000 to 1200 RPM for uniform engine cooling.
4. Set trim for TAKE-OFF.
5. Turn boost pump off.

STOPPING THE ENGINE

Stop the engine in the following manner:

1. Idle the engine at 1000 to 1200 RPM.
2. Pull the mixture control to the "idle cutoff" position.
3. As the engine stops firing, retard the throttle all the way out to reduce engine vibration.
4. When the propeller stops, turn the magneto and master switches to the "off" position.