

Mooney N4815H  
Model: M20J or "201"  
Year built: 1979



This is a four place single engine, low wing tricycle retractable gear aircraft with Lycoming 200 hp fuel injected engine and constant speed prop . It was used by myself for commuting in all weather conditions and maintained carefully in my personal hangar at Airlake (KLVN)in Lakeville, MN. It 's base color is 'sand beige'. It was built in Kerrville, TX and its manufacturer is still making later models. Many parts are still available.

Note: the FAA considers this a 'Complex' aircraft. Prospective pilots will need an endorsement to act as PIC.

For more information contact:"Tqp"J cpugp"

Go ckn<tpB y kpi uqty j ggn<pgv"

Egm<873/694/3466"

---

Stats:

Year built: 1979

Model: M20-J or '201'

s.n. 24-0888

Airframe:

Recording Tach.Time: 5762 (Airframe hours)

Seats: four-place

Fuel Tanks (integral in wings, 2) Cap: 64 total gals usable, tank switch valve on floor.

Auxiliary electric back-up fuel pump

full IFR panel including HSI, 2 NAV radios, 2 com radios, NDB radio, transponder, intercom system, heated pitot tube, annunciator panel, digital clock, Fuel flow monitor,

Navigation system includes full ILS capability, a 3 axis autopilot with ALT hold, ATTitude hold and full ILS coupling. DME to ground based signals is included.

Night flight required position lights and strobe lamps.

Engine:

Lycoming 4 cylinder, opposed, fuel injected, air cooled and rated at 200 hp.

Note: requires use of 100 LL fuel

TSMOH: 950 hrs.

Propeller:

Constant speed, McCauley, 2-blade

Landing Gear:

Gear are fully retractable via an electro-mechanical series of bellcranks and springs and includes gear warning and emergency lowering systems.

Flight controls

Double yokes are provided as are rudder pedals. Braking pedals are only provided on the left position. Both aileron and trim systems have electric servos to allow control by the autopilot as well as manual trim adjust from the yoke mounted thumb switch. Trim position is also indicated through a lighted display below the panel.

Flap system:

The full span trailing edge flaps are electric and controlled by a panel switch which also includes a lighted flap position indicator.

General Condition:

Hangared at Lakeville (KLVN)

Not used for about 8 years, but fully insured

Stored per manufacturer recommendations (off gear), on engine hangar

engine "exercised" regularly

mechanical condition: excellent

no leaking tanks noted

Cabin Interior

This is a four place aircraft with individual seats for pilot and Rt seat passenger and a full width rear seat assembly which is designed to hold two persons.

Cabin lighting overhead is controllable separately for the front and back seat passengers

Individual "eyeball" style ventilation ports are positioned above each seated position

Seat belts of the lap and over-shoulder style are available at each position.

A four-place intercom is installed in the panel which allows individual passengers to communicate among themselves, or with the pilot. Three headsets are included.

The interior surface is of molded plastic (Royalite) which is in good condition, non-yellowed. Side curtains can be used to reduce sunlight or glare on some windows.

Behind the back seat is a luggage area with separate cargo loading door and further aft is a second storage area for relatively light items.

The floor areas are carpet covered.

Between the front seats is a trim wheel and an emergency gear lowering control, as well as a fuel tank selector and gear position indicator.

Cabin heat is adjustable and provided by exhaust muffler shroud air directed into the cabin.

mounted instruments:

NSD-360 HSI(non-slaved) main heading indicator

The associated computer (Edo-Aire/Century 41) is mounted on the radio rack in the tail cone

Yoke mounted Trim, pitch sync control switches and transmit push button

Panel mounted operational controls and Autopilot annunciator.

KNS-80 Area Rnav/DMS/NAV1

KY-197 Com1

MAC-1800 (upgraded KY-196B) Nav2/Com2

KY-124 audio panel

KY-176 Transponder

KLN-88 Loran (no longer usable in NAS)- although coupled to drive auto-pilot

PC-201 4-place intercom with pilot isolation, includes 3 headsets

digital clock

Shadin Fuel flow monitor

KY-nnnn NDB system with indicator

Annunciator /monitor panel (gear,fuel,vacuum,voltage, Ram Air)

WX-8 convective weather avoidance system

Remote Compass

Flap position switch with position indicator

Trim position indicator

usual IFR required instruments

Power Panel (on right)

all circuit breakers, clearly marked.

EGT (switchable among cylinders), combo with OAT

Manifold Pressure guage

Recording Tachometer,

Demountable instruments

Garmin GN-196 aviation GPS on left yoke

Cabin interior temperature gauge

Exterior condition

excellent paint (original) "desert sand"

Glass: excellent, no cracks, minimal surface abrasion

Wings: excellent paint above and below, completely clean.

(Ailerons have minor denting from hail, almost invisible)

Flaps fully functional (electric drive)

Strobes fully operable

Empennage:

excellent paint no surface damage

tight bearings throughout

Wings:

Laminar flow style (thin)

good paint condition

Heated Pitot tube  
Strobes and clearance lights working  
Integral fuel tanks (not leaking)  
Ailerons are counter-weighted against flutter  
Flaps are full length of trailing edge, electrically operated.

Fuselage:  
Fiberglass cowl in excellent condition  
Single Landing light on this model  
Spinner secure, no problems with mounting  
Spinner lines up with cowl indicating no engine mount sagging  
Excellent glass all around

#### Interior

New upholstery on front seats  
Interior plastic in good condition, everything works  
Seat belts with shoulder belts on all positions  
Glare shield illumination and some individual post lights  
Overhead 'eyeball' ventilation directed at each seat position  
Windscreen defroster system uses heated air from muffler shroud  
Adjustable temperature cabin air heating and ventilation system

#### Gear:

Electrically retractable  
fully operational and maintained inspected

#### Engine Stats:

Engine Mfg: Lycoming s.n.:  
Model: IO-360 A3B6D  
Rated Power: 200 BHP @ sea level  
Fuel injected (Bendix RSA-5-AD1)  
TSMOH: 950 hrs  
Dual Mag (D2000)  
Adjustable pitch Propeller, no seals leaking  
Tanis engine heater installed and working  
individual EGT probes

#### Propeller:

Mfg: McCauley 2-blade  
Constant speed, hydraulically controlled, single acting governor

#### Fuel

Usable capacity: 64 gal  
Requires minimum of 100 LL octane rating