

SPECIFICATIONS

PERFORMANCE

Maximum Rate of Climb	1,550 fpm.
Service Ceiling	18,800 ft.
Takeoff Runway Length.....	1,000 ft.
Landing Runway length	1,500 ft.
Stall Speed.....	61 Knots
Engine	Continental IO-550-A

ECONOMY

8,000' yields 14 mpg at	230 mph.
12,000' yields 17 mpg at	225 mph.
16,000' yields 20 mpg at	215 mph.

WEIGHT AND CAPACITIES

Additional Weight	250 lbs.
Gross Takeoff Weight	3000 lbs.
Standard Empty Weight	1993 lbs.
Useful Load	1007 lbs.
Landing Weight	2900 lbs.

COMPARE FOR YOURSELF

	201 Mooney	300 Missile
Speed		
Max 100% app.	201 mph	230 mph
Cruise 77%	182 mph	230 mph
65%	169 mph	225 mph
55%	157 mph	215 mph
Fuel Flow		
77%	13.2 gph	16.8 gph
65%	11.3 gph	13.8 gph
55%	10.0 gph	11.2 gph
Stall Speed	60 kts	61 kts
Rate of Climb	1080 fpm	1550 fpm
Service Ceiling	18,800 ft.	18,800 ft.
Takeoff*	1200 ft.	1000 ft.
Landing*	1500 ft.	1500 ft.
(*over 50-ft. obstacle)		
Gross Takeoff Weight	2740 lbs.	3000 lbs.
Standard Empty Weight	1743 lbs.	1993 lbs.
Useful Load	997 lbs.	1007 lbs.
Engine Manufacturer	IO-360	Continental IO-550
Engine Horsepower	200 hp	300 hp
Propeller	2 Blade	3 Blade Full Feathering

300 Missile Conversion



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SPEED

Fly 30 to 50 miles per hour faster with a 300 Missile Conversion!

The 300 horsepower Continental 10-550-A engine (same as on the Beech Bonanza) with a 3 blade full feathering propeller will produce speeds approaching 235 mph. (200 kts)

The 300 Missile Conversion will give the Mooney 201 that extra kick it needs to be one of the fastest non-turboed singles in the sky!

At maximum power of 100%, you will missile to speeds up to 225 mph, at an altitude of 12,500 feet, with a fuel burn rate of 13.4 gph, showing settings of 20 inches and 2250 rpm.

At 77.5% power, you will scream to speeds approaching 230 mph and only burn approximately 16.8 gph.

Conservative? Burn a scant 11.2 gph at a 55% power setting and reach 215 mph. and do all this smoother and quieter than any other single.

The 300 Missile handling characteristics are impressively smooth, solid, firm, and stable. The powerful acceleration puts you back in your seat with lift-off in half the time of the standard Mooney 201, yet with the same economy.

This high performance experience of speed and power can be yours... order your 300 Missile Conversion today!

ALTITUDE

The 300 Missile Conversion allows you to climb at the rate of 1,550 feet per minute, at gross weight at sea level, continue to climb, at 1000 feet per minute at 10,000 and still climb at 500 feet per minute approaching 15,000 feet.

On take-off, the 300 Missile jumps to 80 mph, and once the wheels are up you have sufficient altitude to return safely to the field if needed.

With this kind of power, the 300 Missile gets up and over weather in half the time of a standard Mooney 201 at cruise speeds well over 220 mph, with the added plus of burning less than 12 gallons per hour.

THE 300 CONVERSION WILL

- Remove everything from the firewall forward including the propeller.
- Install a new or remanufactured 300 horsepower engine and fit it with a new "321" stainless steel exhaust.
- Modify the firewall - install the eight point engine mount attachment.
- Install new quiet muffler system, reman. starter, alternator, magnetos, vacuum pump, and all new attaching hardware.
- Install all new baffling, seals, and hoses firewall forward.
- Install a new three bladed propeller, spinner, and governor.
- Install a new battery box assembly with dual new batteries.
- Make fiberglass modifications to a 231 cowl and apply touch up paint to match.
- Install all controls, cables, electrical, and instruments.
- Conduct test flight and provide instruction for owner.

SAFETY

And most importantly, the 300 Missile has intensified safety features:

- High performance takeoffs with greater altitude for emergency landings.
- High rates of climb to get on top of weather and avoid icy conditions.
- Full feathering propeller for added glide range in an emergency.
- Eight point, 9G FAA stress tested engine mount for added security.
- Dual batteries for added electrical power, and optional dual alternators.
- Four (4) place certified factory built and FAA S.T.C.'d aircraft.

TOP NOTCH EXPERIENCE

Darwin Conrad, the President of Rocket Engineering, has eight years of aircraft modification experience. He has been involved in the issuance of 16 successful Supplemental Type Certificates (S.T.C.). In addition he is a D.E.R. Flight Test Pilot for the FAA.

Rocket Engineering has in-house engineering experience of over ten years in aircraft modifications. In addition, Rocket Engineering has the finest fiberglass department in the business for the minor cowling changes.