

**MOONEY AIRCRAFT CORPORATION
LOUIS SCHREINER FIELD
KERRVILLE, TX. 78028**

FAA APPROVED

**AIRPLANE FLIGHT MANUAL SUPPLEMENT
FOR
MOONEY AIRCRAFT MODELS**

**M20J (S/N 24-3000 thru 24-TBA)
M20K (S/N 25-1000 thru 25-TBA)
M20L (S/N 26-0001 thru 26-TBA)
M20M (S/N 27-0001 thru 27-TBA)
M20R (S/N 29-0001 thru 29-TBA)
M20S (S/N 30-0001 thru 30-TBA)**

WITH

Stormscope "WX-950" Weather Mapping System

Model No. _____

Reg. No. _____

Serial No. _____

This supplement must be attached to the applicable FAA Approved Airplane Flight Manual and Pilot's Operating Handbook when the Stormscope "WX-950" Weather Mapping System is installed in accordance with Mooney Drawing 810437. The information contained herein supplements the information of the basic POH/AFM; for Limitations, Procedures and Performance information not contained in this Supplement, consult the basic POH/AFM.

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LOG OF REVISIONS

Revision Number	Revision Pages	Description of Revisions	FAA Approved	Date
A	ALL PAGES	ADDED M20S APPLICATION TO AFM SUPPLEMENT.	<i>Charles A. Bates</i>	2/1/99

The revised portions of affected pages are indicated by vertical black lines in the margin.

SECTION I - GENERAL

The Stormscope Series II Weather Mapping System, WX-950, is a passive system that provides a visual screen readout of electrical discharges associated with thunderstorms within a 200 nautical mile radius of the aircraft. This information, with proper interpretation, will allow the pilot to detect severe thunderstorm activity. The two major components of the WX-950, Stormscope are the Display/Processor and the Antenna.

The antenna detects the electric & magnetic fields generated by intra-cloud, inter-cloud, or cloud-to-ground electrical discharges that occur within a 200 nautical mile radius of the aircraft. These "discharge signals" are digitized, analyzed, and converted into range and bearing data, then stored in memory. The WX-950 system displays discharge data as storm cells or strikes, depending upon display mode selected by the pilot. The pilot selects the mode he desires for the display. Refer to the Stormscope, Series II WX-950 Pilot's Guide for more detailed information.

SECTION II - LIMITATIONS

- A. The Pilot's Guide for the Stormscope, Series II Weather Mapping Systems, Model WX-950 should be available to the operator/pilot during all operations if the WX-950 system is to be utilized for thunderstorm avoidance.
- B. The WX-950 Stormscope System signal displays are not intended for the purpose of penetrating thunderstorm areas or areas of severe turbulence; such intentional use is prohibited.

| NOTE |

Displayed range is based on signal strength and is not to be used for accurate determination of thunderstorm location.

- C. Placard required:

LIGHTNING DETECTION
EQUIPMENT NOT TO BE
USED FOR THUNDERSTORM
AREA PENETRATION

or (alternate versions)

SECTION III - EMERGENCY PROCEDURES

No Change.

SECTION IV - NORMAL PROCEDURES

The Stormscope, Series II, WX-950 Pilot's Guide should be read thoroughly by the operator/pilot before using the displayed data to interpret thunderstorm activities.

- A. Operation

Refer to Stormscope, Series II, WX-950 Pilot's Guide, Operating Instructions, for complete operating procedures. *

| NOTE |

The operator should be aware that occasional aircraft electrical system (pitot heat, radio transmissions, etc.) activations or noisy external electrical devices in close ground proximity may cause segments to be displayed.

Read the WX-950 Pilot's Guide, Chapter 4, for complete explanation and interpretation of the display.

SECTION V - NORMAL PROCEDURES

No Change

SECTION VI - WEIGHT AND BALANCE

Entry to be made when system is installed in aircraft.

SECTION VII - SYSTEMS

The WX-950 Stormscope system requires:

24.0 watts when operating (2.0 amps +/- 0.5) @14 volts
20.0 watts when operating (0.8 amps +/- 0.25) @ 28 volts).

SECTION VIII - HANDLING AND SERVICE

No Change

SECTION IX - SUPPLEMENTAL DATA

WX-950 Supplement added if system is installed in aircraft.

SECTION X - SAFETY TIPS

No Change