Murphy Moose Specifications N384JP

Summary

At 360+ Hp, this Moose is an excellent performing aircraft, with many safe family trips to Canada and Alaska to illustrate its successful path to adventure. I incorporated numerous upgrades to the fuselage based on reading about and observing how other Moose pilot's addressed their operating issues. I learned from many other pilot experiences and improved the plane so you don't have to!

An A&P/IA from the Midwest came out and did a prepurchase inspection for a prospective buyer (who ultimately couldn't raise the money even though he really wanted to buy the plane). Point being, the A&P/IA who did the pre-buy found only one hex stop nut that he would possibly change to a castle nut; He found absolutely nothing else wrong during his thorough inspection!

Float fittings are already installed, both fore and aft. You will still need wiring & hydraulics if you go the amphib route.

During initial construction, several A&P's observed all the work I did. Similarly, A&P's at my local airport observed and commented later as I incrementally improved several areas.

A full certified IFR panel adds to the overall capability of this plane, insuring that you can get into (or out of) airports on those long cross country flights where unexpected weather quickly changes (e.g. along the BC & Alaska coast).

Videos

- https://www.youtube.com/watch?v=A4liXjKZ0tQ (landing at Hamathko Camp in BC, Canada)
- https://www.youtube.com/watch?v=cBIYXguzBoU takeoff from 5,000' elevation (density altitude higher)
- Search YouTube using < "Ted Waltman" Moose > search terms for more videos

48 detailed pictures: http://eaerofab.com/MooseForSale/MooseSlides/index.html

Alaska Trips

I flew another Moose to Alaska in 2005 (I bought my first Moose—prior to me getting into building my own & other Moose). This website has a lot of information about that Moose, our dream vacation as well as pictures, trip stories, et cetera…enjoy! http://www.fly2ak.com/default.html

I flew this Moose to Alaska in 2012. Here is a link to pictures from that awesome adventure! http://eAeroFab.com/Alaska2012e/index.html

Related Information

A lot of people ask me how I first got interested in a Moose; Why I now seek to sell my Moose. Please read this document for answers to these & other questions.

Overview

- Serial Number 303
- Completed build & Phase I test flights in 2009
- Airframe hours: 615 hours
- Engine hours: 725
- TBO: 1,200 - 1,500 hours per experts at M-14P, Inc in Kingman AZ
- Interior condition: Lightweight indoor/outdoor carpet with 1/8" insulation backing installed 2012. 8+/10
- Exterior condition: Painted with PPG Concept in 2009; Always hangared; No dents or hangar rash 8+/10

Avionics

- Dynon Skyview 10" EFIS
- Garmin 430W (comm, GPS, VOR, Glideslope, Localizer, WAAS)
- Garmin 420 (comm & GPS)
- Garmin GTX 327 Mode C Transponder
- Garmin GMA 340 Audio Panel
- TruTrak DFC-250 series 2-axis autopilot—coupled to GPS & Dynon
- Astrotech LC-2 digital chronometer
- Whelen Landing & Taxi light controller with Pulse feature
- Standard (backup) Altimeter
- Standard (backup) Airspeed
- Standard (backup) Turn & bank
- Engine start air-bottle pressure gauge
- 12V aux power plug
- Music in plug
- Related switches & breakers
- Ack Technologies E04--406 (newest style ELT)
- VOR and localizer/glideslope antennas

Engine

- Russian Vedeneyev 360+ Hp 9-cyclinder radial (Dyno'd higher than 360)
- Current oil consumption within new specs of 1/3 to 1/2 quart per hour
- Cylinder compressions all > 75 at last annual
- Aviation Development Corporation oil screen with spare screen
- 7mm shielded wire & auto-spark plug upgrade kit installed
- Quick drain oil sump fitting
- Engine chip-detector & cockpit alert light
- #4, #5 and #6 cylinder intake manifold drain fittings installed
- Kimball Enterprises engine oil scavenge pump installed to take oil from sump back to main oil tank (prevent hydrolock)
- Kimball Enterprises metric to SAE fitting conversion kit installed for key engine hose fittings
- Kimball Enterprises oil shutoff valve kit installed (after shutdown to prevent hydrolock)
- Air start. Two (primary & alternate) air bottles; Capacity for up to 6+ starts each
- **M9F mags overhauled to new specs Feb 2016, including new coils ($2,400 value.** Reason for overhaul: Recommendation to grease mag drive by engine shop
- **New AK-14P carburetor installed April 2017 ($2,000 value).** Recommendation based on mid-time engine per staff at **http://m-14p.com**

Propeller

- Vperod Russian 2 blade V-530-DA35 two blade propeller
- Whirl Wind $2,000 Propeller overhaul and upgrade to nickel leading edge in 2011
- No nicks or other marks on propeller
- http://whirlwindpropellers.com/530/?page_id=1544

Other Features

- Annual Condition Inspection: May 2016; New annual w/ purchase
- Complete log books (Engine, Airframe, Propeller)
- Alaska Bushwheel tailwheel ($1,800 upgrade)
- Cessna-style locking tailwheel assembly ($1,200 upgrade)
- Pacific Northwest Aero Vortex Generators (wings & tail) $350
- Electric flaps using linear actuator (same actuator RV-10 uses for same size flap)
- Seaplane pilot & co-pilot doors (open up rather than forward, giving significantly better forward taxi visibility)
- Seaplane baggage door (opens up for additional access)

- Two 12V Gel-cell batteries in series (lighter weight than traditional single 28V battery)
- Front & rear float mounts installed
- All factory service bulletins complied with
- 10" wheels & brakes to support larger main gear ($4,500 upgrade)
- 26” Tires
- 4 Oregon Aero custom seats
- All fuselage, wing, tail and control surface access/inspection panels have nut-plates (rather than factory std sheet metal screw or riveted access)
- 80 gallon (40g per side) fuel tanks
- 4 gallon oil tank
- EFIS has FloScan totalizer accurate to 1/10g fuel quantity reading; additional std fuel quantity analog gauge in panel
- Full balanced elevator, rudder & ailerons (extra lead added as req’d)
- Custom wing strut tie-down rings

Damage History

- Rudder flutter incident 2011 completely repaired with tail reinforcements & full control balancing
- 275+ hours on airframe since above incident with zero problems
- Repairs fully documented in log book
- Want more info: Please read this document I prepared

Additional Options Included In Sale

- Custom Kennon Engine & Fuselage covers (value: $800)
- Spare brand new Jasco 28V alternator (value: $1,500)
- Spare brand new Jasco 28V voltage regulator (value: $300)
- Spare engine driven air pump (value: $1,000)
- Spare cylinder housing (value: $800)
- Extensive spare engine gaskets, valve covers, valve springs, metric nuts, parts, et cetera (value: $1,500++)
- Custom Russian factory engine tool kit (value: $385+ as you can’t find them anymore)
- Spare M9F magneto rotor (value: $300)
- One spare M9F magneto (value: $800+)

- Two spare M35 magnetos (value: $1,500+)
- Custom tailwheel tow bar (value: $150)
- Complete (English Translation) poster size engine drawings kit (value: $70)
- PDF M-14P radial engine manual (paper & PDF)
- PDF M-14P radial engine operations manual (PDF)
- Additional custom tools (Solenoid removal tool; special magneto wrench) $500
- Custom wing-strut tie-down fittings $250
- Droop wingtips (factory upgrade) giving several feet of additional wing area = more lift & slower stall
- 26" main gear tires & spare set of new 26" tires (value: $200)
- Custom fiberglass dorsal fin (smaller than std thereby less side surface area = better/higher crosswind component)
- Droop aileron feature linkage (when flaps deploy aileron droops = lower landing speed): currently not installed but available (10 min install)
- Additional control stick trim operation switches (4 spare: value $30)
- Custom main gear jack support bracket (factory option: value $100)

Moose Familiarization & Flight Checkout (Optional)

- M-14 start procedures
- M-14 hydro-lock: Addressing prevention & elimination if occurs
- Moose flight envelope discussion—recommendations & experiences based on my and other pilot/aircraft operating parameters
- Moose flight(s) to demonstrate pre-flight, start, taxi, climb, cruise, approach and landing (3-point & wheel) operating characteristics

Summary of My Moose Experience

- Link here