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PIPER

Tri-Pacer

150

America's Favorite

for

FARM • BUSINESS • INDUSTRY

PRESENTING THE

Tri-Pacer 150

WITH MORE PERFORMANCE...
MORE BEAUTY...
MORE OF EVERYTHING...

Here's the finest Tri-Pacer ever built by Piper — the beautiful new Tri-Pacer 150, more powerful version of the most popular low-cost four-passenger plane on the market today.

Now with 150 horsepower, the Tri-Pacer has more climb, more cruising speed, more payload, more of everything to make this famous airplane

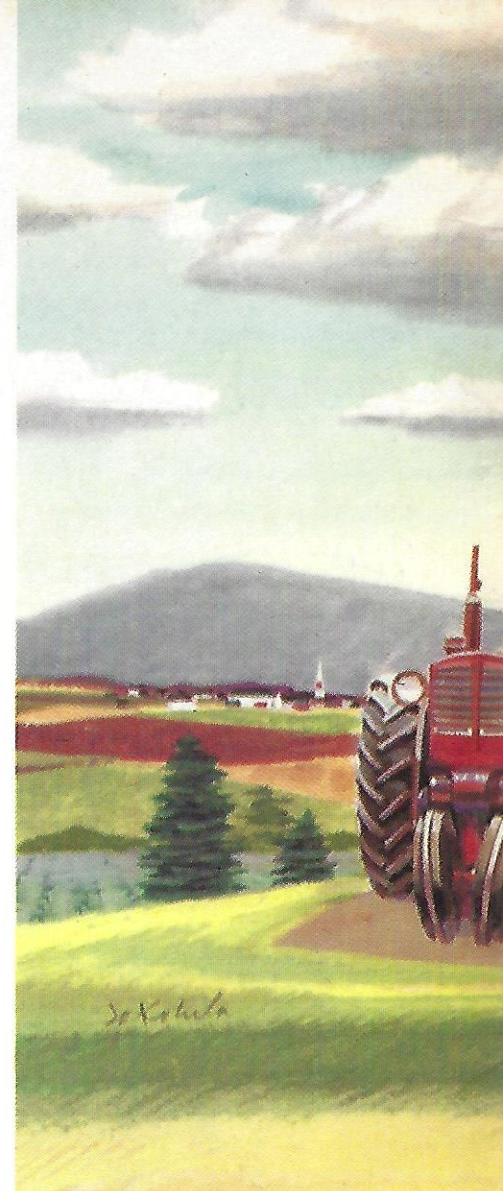
the ideal combination of safety, performance, utility and economy — the four features you want *most* in your airplane.

And its new striking beauty with lengthened profile and gleaming paint scheme make the new Tri-Pacer 150 a stand-out on any flight line. Fly it today at your Piper dealer's.

Tri-Pacer

THE PLANE THAT COMBINES
THE MOST FEATURES
TO SIMPLIFY FLYING

Preferred by experienced pilots, the design features of the Tri-Pacer are ideal also for the person who wants and needs an airplane but who has no previous flying experience. As a result, it combines more features to simplify flying than any other plane on the market today. Little wonder people have soloed the Tri-Pacer after only one day of flight instruction. These features explain why:



◀ TRICYCLE LANDING GEAR

Tricycle gear takes much of the skill out of take-offs and landings. It rolls straight and true, eliminates the need for constant manipulation of the rudders. It makes "stalling-out" unnecessary on landing and virtually eliminates bounces. It automatically compensates for drift on cross-wind landings. These reasons explain why every modern airliner and jet has tricycle landing gear, too.



INTERCONNECTED CONTROLS

In the Tri-Pacer, there is no need to coordinate wheel and rudder pedals together to make proper turns since these two controls are interconnected. This lets you steer with wheel alone or feet alone whichever you prefer. This feature makes it easier to learn to fly and means you use far less effort on a cross-country trip. Plane can be trimmed for hands-off level flight by means of adjustable stabilizer.



BUILT-IN FLIGHT SAFETY

Piper, who has built more airplanes for farm, business and pleasure flying, has always made inherent flight safety paramount in every design and in this regard the Tri-Pacer is exceptional. It is spin-resistant, can be stalled only with the most deliberate effort. And the Tri-Pacer's compact design gives it a solid, big airplane feel that helps smooth out rough air. You can fly a Tri-Pacer with complete confidence.





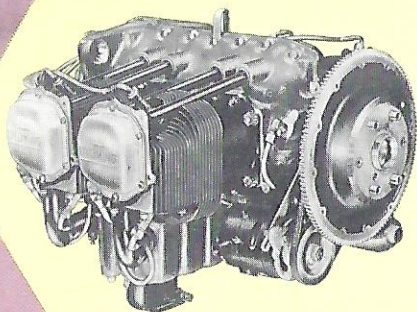
MORE PERFORMANCE WITH ECONOMY

The instant you open the throttle of the new Tri-Pacer 150 you know this plane packs plenty of performance. The added power gives you wonderful acceleration as you gain flying speed quickly for a short take-off. You climb out at a healthy angle that means you can fly from the smallest fields.

Once you level off and check your cruise you'll see she does well over two miles a minute. Actual engineering flight tests show you'll cruise 123 mph at sea level and up to 132 mph at 7000 feet, the optimum cruising altitude of the Tri-Pacer 150. At 12,000 feet you cruise as fast as at sea level!

And with all this you get remarkable economy. Nearly 15 miles to the gallon of gas!

150 HORSEPOWER



The Tri-Pacer is powered with the great 150 horsepower Lycoming O-320 engine, recognized by experienced pilots everywhere as one of the most reliable aircraft engines ever produced. It incorporates every feature and improvement learned by Lycoming in building over 50,000 engines of this same basic design.

Its smoothness amazes all who fly the Tri-Pacer yet the rugged four-cylinder design means far lower cost in servicing and periodic overhauls which are normally required only after every 100,000 miles of flight. For added reliability the engine has two separate ignition systems with dual spark plugs in each cylinder.

RUGGED CONSTRUCTION

These sixteen girls look like a husky load but, actually, the Tri-Pacer's structure is strong enough to stand loads equivalent to 96 of these beauties! That's because the Tri-Pacer is built like a bridge — capable of carrying six times the normal flight loads imposed. The fuselage structure is made up of welded aircraft steel tubing while the wing consists of extruded aluminum spars with aluminum ribs.

The exclusive Piper Duraclad finish covers the whole structure with a smooth, tough, resilient outer surface. This plastic covering is non-flammable, long lasting and comes in pleasing colors.





SPACIOUS INTERIOR and HANDSOME *New* STYLING

The cabin of the new Tri-Pacer 150 offers you quiet comfort and added roominess that lets you reach your destination relaxed and refreshed. And handsome new styling will make you proud to welcome guests aboard. Cabin walls, upholstery and instrument panel are done in an eye-catching combination of black and red, smartly set off by the grey carpeting and cabin head-lining.

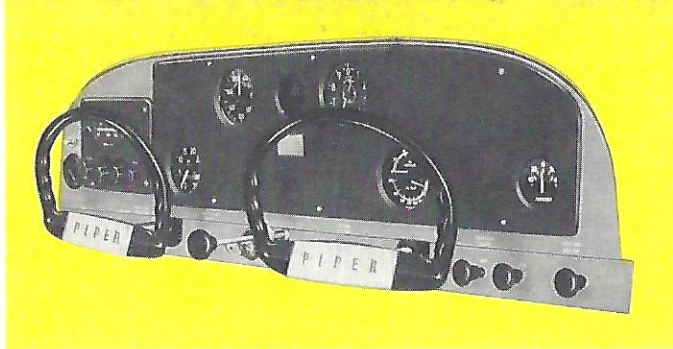
Perfect cabin temperature control, summer and winter, is achieved through high-volume cool and warm air systems. For summer flying, the large cowl airscoop is supplemented by individual window vents for each passenger. In winter, you fly in comfort without a topcoat, even when outside temperatures dip below zero, thanks to two cabin heaters, fore and aft, which circulate engine-heated warm air.

Tightly-sealed windows rule out drafts and also keep down the

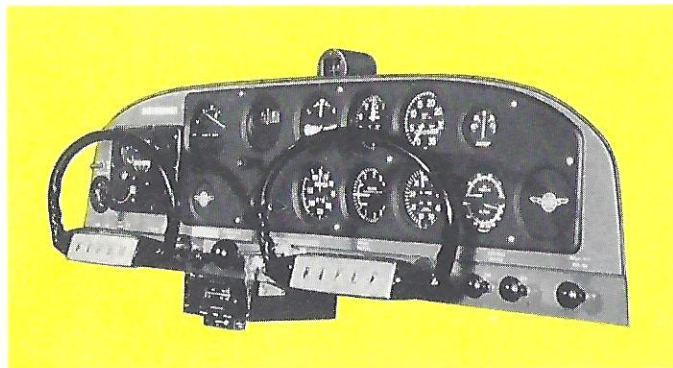
noise level. Further sound-proofing is accomplished by an envelope of thick Fiberglas which insulates the entire cabin. Engine noise is reduced by a stainless steel muffler. So quiet is the Tri-Pacer in flight that you'll carry on conversation in normal tones or listen to the radio through the loudspeaker concealed in the cabin ceiling.

Many other design features of the new Tri-Pacer spell more in-flight convenience for you. A spacious three-foot shelf, aft of the rear seat, accommodates hats, cameras and other bulky items. Two roomy, zipper pockets behind the front seats hold magazines and books, while the cowl above the instrument panel lets the pilot keep maps, plotters and computers within instant, easy reach.

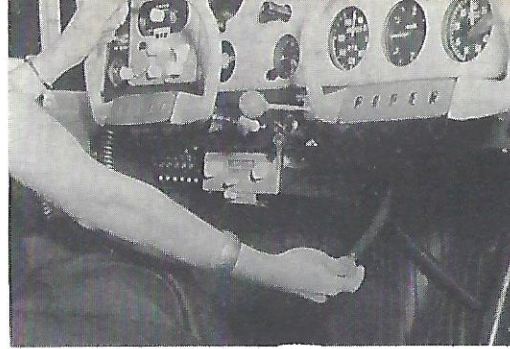
Comfort and convenience in an attractive setting — that's the inside story of the new Tri-Pacer.



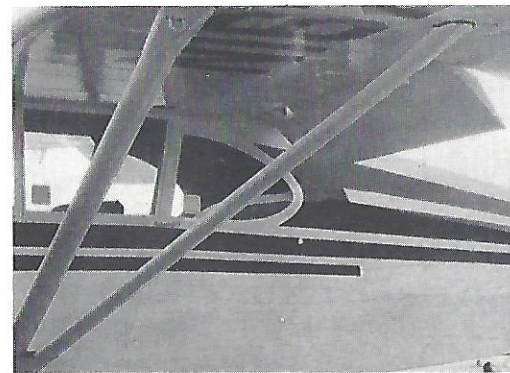
INSTRUMENT PANEL of Standard (without radio) and Custom Tri-Pacer (above) provides all instruments needed for normal flight, and incorporates a subpanel with holes already cut for 14 instruments thus permitting later installation of other flight aids without expensive modification. Two-tone red and black styling adds functional beauty. Standard has glove compartment in place of radio.



SUPER CUSTOM PANEL has, as standard equipment, full gyro instrumentation including artificial horizon, Omni-navigation system, 4-channel VHF transmitter, VHF and low-frequency receiver plus homing loop. Other instruments include clock, rate of climb, bank and turn, manifold pressure, tachometer, ammeter, oil temperature and pressure gauges.



SINGLE HAND BRAKE under the throttle operates brakes on both main wheels. Brakes can be applied as hard as desired without danger of nosing up, thanks to tricycle gear. Ground steering is accomplished with rudder pedals connected to the nose wheel, for simple, positive control.



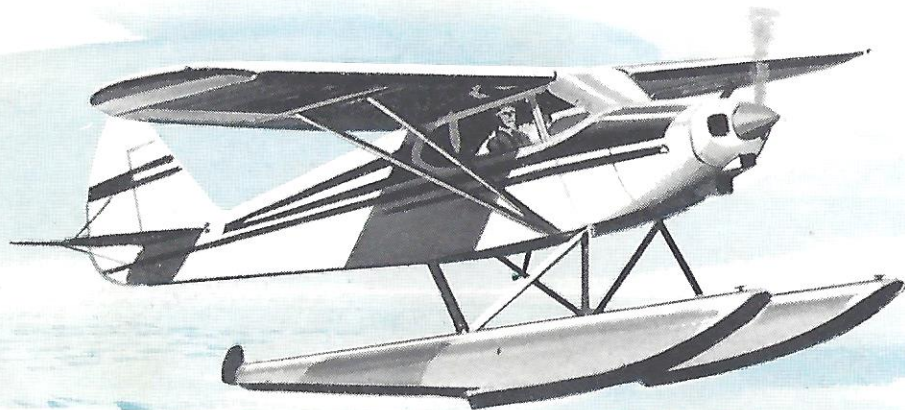
HIGH-LIFT FLAPS give Tri-Pacer excellent short field performance. They are used for shorter take-offs at slower speed, permit steep, accurate approaches and reduce landing speed. Flap handle between seats on floor assures simple, easy operation. Stalling speed with flaps down is 49 miles per hour.



AMPLE BAGGAGE SPACE There's room for all this baggage, 18 cubic feet of it, in the Tri-Pacer. Large separate baggage door makes it easy to load and unload. Hat shelf above baggage compartment is easily removable to provide additional stowage space if needed.



PERFECT FOR CARGO Many business firms and farmers find the Tri-Pacer is ideal for carrying cargo. With the rear seat removable in 15 seconds, there is 42 cubic feet of space available. Large bulky articles can be easily loaded through the separate rear door. Up to 600 pounds capacity.



The TRI-PACER *Seaplane*

For many industrial purposes and for hunting and fishing *supreme*, the Piper Tri-Pacer seaplane is the finest transportation available. Easily convertible for seaplane flying by the installation of Edo Model 2000 floats, the Tri-Pacer seaplane whisks you to distant lakes or streams. Its spacious cargo compartment with special rear door makes it an excellent airplane for carrying freight and supplies. You'll find a whole new concept of flying pleasure when every river, harbor or lake becomes a landing place for your Tri-Pacer seaplane.

TRI-PACER FEATURES AND EQUIPMENT

SPECIFICATIONS

TRI-PACER PA-22 "150"

Engine	Lycoming O-320
HP and RPM	150 @ 2700
Gross Weight (lbs)	2000
Empty Weight (lbs)	1100
Useful Load (lbs)	900
Wing Span (ft)	29.3
Wing Area (sq. ft)	147.5
Wing Chord (ft)	5.25
Length (ft)	20.6
Height (ft)	8.33
Propeller diameter (ft)	6.33
Power Loading (lbs./HP)	13.3
Wing Loading (lbs./sq. ft)	13.5
Baggage Capacity (lbs.)	100
Fuel Capacity (gals.)	36

PERFORMANCE

Top Speed (MPH)	139
Cruising Speed (75% power at S.L.-MPH)	123
Optimum Cruising Speed (75% power at 7000'-MPH)	132
Stalling Speed (flaps extended-MPH)	49
Best rate of climb speed (MPH)	84
Rate of climb (ft./min)	725
Service Ceiling (ft)	15,000
Absolute Ceiling (ft)	17,500
Fuel Consumption (gals./hr — 75% power)	9.0

Performance figures are for standard airplanes flown at gross weight under standard conditions at sea level.

The Tri-Pacer is available in either Standard, Custom, or Super Custom models — providing a wide range of instruments, accessories and equipment to suit your individual needs. Equipment of these models is as follows:

STANDARD

Adjustable Front Seat	Instruments
Ash Trays	Airspeed
Baggage Compartment	Altimeter
Cabin Heater (Front and Rear)	Ammeter
Cabin Ventilators (5)	Compass
Carburetor Air Filter and Heater	Oil Press. and Temp.
Cargo Capacity 42 cu. ft.	Recording Tachometer
Crossover Exhaust	Locks — Door and Window
Dual Controls	Metal Sensenich Propeller
Dual Ignition	Mixture Control
Duraclad Plastic Finish	Muffler-Stainless Steel
Electric Gas Gauges	Parking Brake
Glove or Radio Compartment	Plexiglas Windshield and Windows
High-Lift Wing Flaps	Quick Oil and Gascolator Drains
Hydrasorb Landing Gear	Removable Hat Shelf
Hydraulic Brakes	Soundproofing
	Starter, Heavy Duty 20 AMP Generator and 33 AMP Battery (12 v. system)

CUSTOM All Equipment of Standard, PLUS:

Arm Rest	Radio — Narco VTIR-2 VHF Transmitter (122.1-122.5 mc crystals) Plus LF Receiver (200-400 kc, 500-1700 kc)
Cabin Speaker	Radio Homing Loop
Cigarette Lighter	Radio Shielding of Engine
Coat Hooks	Sensitive Altimeter
Dome Light	Strut Fairings
External Tie-Down Rings	
Navigation and Instrument Lights with Rheostat	

SUPER CUSTOM

All Equipment of Standard and Custom, PLUS:

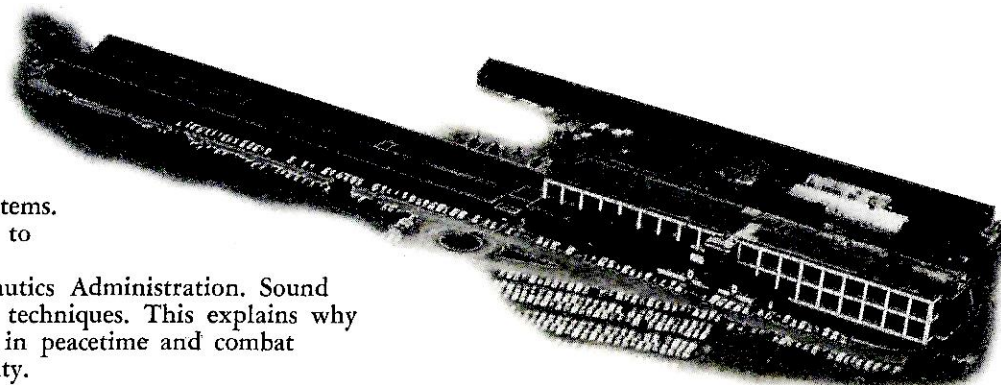
Advanced Instrument Panel With:	Narco Superhomer Radio With:
Artificial Horizon	Omnirange Navigation Facilities
Directional Gyro	VHF Receiver (108 to 126 mc)
Eight-Day Clock	VHF Transmitter 4 Channels (122.1, 122.5, 122.8 mc supplied)
Manifold Pressure Gauge	LFR-1 Receiver (200-400 kc Range, 500-1700 kc Broadcast) with individual power supply
Outside Air Temp. Gauge	Loop Box for Homing on both Bands (Superhomer replaces VTIR-2 in Custom)
Rate of Climb	
Turn and Bank	
Room for Added Instruments	
Lights-Landing and Taxi	

Standard Colors: — Sun Valley Ivory with choice of trim: — Tennessee Red, Miami Blue or Forest Green. Interior (all models): Tennessee Red and Black.

MODERN PLANT, PRODUCTION EFFICIENCY ASSURE YOU OF MAXIMUM VALUE

The Tri-Pacer 150 is built in this modern Piper plant at Lock Haven, Pennsylvania, where more aircraft for business, farm and personal use have been built than any other factory in the world. To build aircraft efficiently and at lower cost to the consumer, Piper has initiated many production firsts such as the first over-head monorail system to move fuselages and wings swiftly and efficiently. Millions of dollars worth of machinery add to economical production systems.

From the initial design to final production every safeguard is observed to build an airplane of unquestioned sturdiness and reliability. Every Piper design is engineered to meet all safety requirements of the Civil Aeronautics Administration. Sound construction is rigidly adhered to and backed up by rigorous inspection techniques. This explains why tens of thousands of Piper planes flying millions upon millions of hours in peacetime and combat flying have established an enviable record for ruggedness and dependability.





Sooner **THAN YOU THINK...**

You can enjoy flying the Piper TRI-PACER

and putting it to PROFITABLE use!

This could be YOU heading out on a cross-country trip in your own Piper Tri-Pacer. Your destination? Wherever you may wish . . . half way across the continent before dinner or nowhere at all just enjoying the sheer beauty and pleasure of flight.

If you're a businessman, this could be you off on a time-saving sales trip. If you're a contractor or engineer it could be you flying out to check some distant project. If you're a professional man this could be you off to a distant meeting or client visit. If you're a farmer or rancher you could be heading to some far-off cattle sale. Or it could be you and your family off on a pleasure trip or all the way to Alaska, the Caribbean, or even South America — if you wish.

But whoever you may be, you accomplish *this* when you fly your own Piper Tri-Pacer: Travel becomes so simple, so pleasant, so effortless, so convenient. You write your own time table. You avoid the strain and congestion of ground travel. You get far more done in much less time — at surprisingly little cost. And with it all, when you fly yourself you experience an immense feeling of satisfaction and achievement.

Now you can enjoy the benefits and pleasure of flying sooner than you think, thanks to two important developments by Piper. One is the design of the easy-to-fly Tri-Pacer that takes much of the skill out of flying. The other is Piper's famous "Learn-as-you-travel" program that lets you combine business trips with flight instruction as you travel en route.

Your Piper dealer will be glad to explain in detail this remarkably easy learn-to-fly program and also to arrange a demonstration flight. See him today!

PIPER AIRCRAFT CORPORATION

Lock Haven, Pennsylvania