

PIPER PROVIDES THE PROGRAM

that makes learning to fly practical.

LEARN AS YOU TRAVEL

Here is the program, pioneered by Piper, in which thousands of pressed-for-time businessmen have learned to fly while making business trips. Charter a Tri-Pacer from your local Piper dealer. He'll provide a government-rated pilot-instructor . . . lessons will begin with the first take-off. Two other passengers can go along at no additional cost.

LEARN ON VACATION

This nation-wide Piper program makes it possible for you to get your initial flight training—past your first solo—in as little as two weeks of vacation. Airports at prime vacation spots across the country are designated Piper Approved Vacation Flight Centers. Here you can combine a complete family vacation with learning to fly. List of centers available from Piper dealers.

BUY YOUR OWN

Tri-Pacer

LEARN TO FLY IT, FREE

Buy your own Tri-Pacer and your Piper dealer will teach you to fly it, FREE

PIPER AIRCRAFT CORPORATION, LOCK HAVEN, PENNSYLVANIA



New!

SPEED FAIRINGS

Streamlined fairings, which enhance the trim Tri-Pacer lines while adding four miles an hour to cruising speed, are available as optional equipment in 1960. Now, you can cruise at 138 mph.

FLOATS OR SKIS



It's any day, any season, *any surface* when you convert the versatile Tri-Pacer to seaplane or skiplane. Lakes and rivers, in the heart of town or miles removed from civilization, provide limitless runways for a Tri-Pacer equipped with Edo floats. Winter flying, whether for fun or profit, is safe and exhilarating in a Tri-Pacer fitted with Federal skis or retractable wheel-ski combinations.



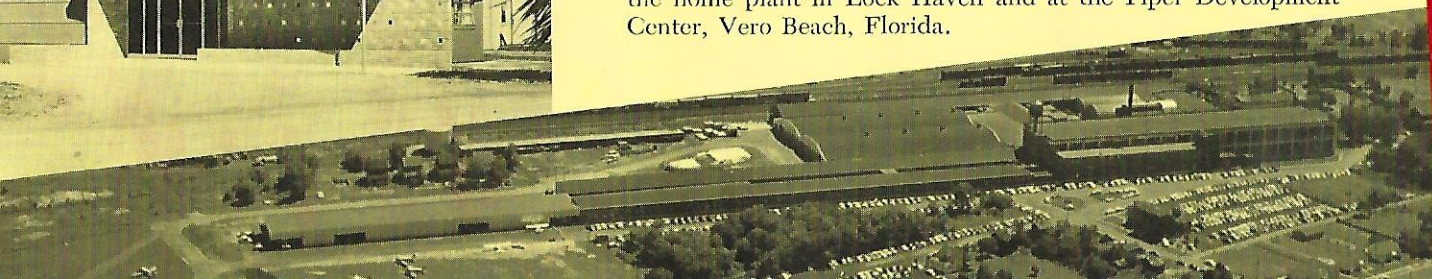
FACTORY CERTIFIED SERVICE ... ALWAYS AVAILABLE

The world over, Piper maintains a network of Factory-Certified Service Centers, staffed by personnel trained at the Piper factory. Wherever you see this sign you'll find expert maintenance, reasonably priced. And wherever you fly, world-wide preference for Piper planes assures ready availability of replacement parts.

VOLUME PRODUCTION

Piper, builder of more airplanes for business and industry than any other manufacturer in the world, maintains a high volume of production in its Lock Haven, Pa., factory — and passes on to the purchaser the savings made possible by volume output.

Engineering research and development are carried on both at the home plant in Lock Haven and at the Piper Development Center, Vero Beach, Florida.



The Look of a Leader

Pride of the flight line—that's the smartly styled, four-star Tri-Pacer for 1960. Distinctive new exterior paint designs harmonize with colorful interiors. For '60 you have your choice of four standard colors, Santa Fe Red, Bahama Blue, Hershey Brown or Montego Green — each teamed with sparkling Daytona White.



Santa Fe Red with Daytona White



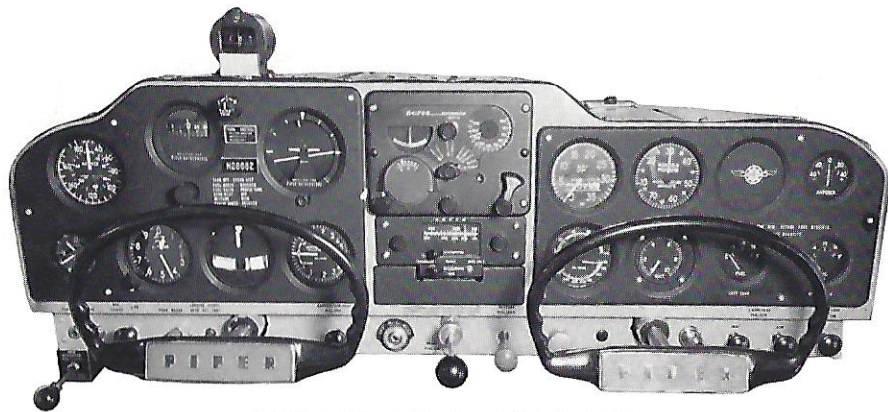
Bahama Blue with Daytona White



Hershey Brown with Daytona White



Montego Green with Daytona White



PILOT-PLANNED INSTRUMENT PANEL

For normal VFR flying, the Standard Tri-Pacer provides a simplified instrument panel with all instruments grouped to the left in front of the pilot. A pre-cut sub panel permits installation of additional instruments at any time without costly modification.

The Super Custom Tri-Pacer, equipped for VFR and IFR flight, has flight instruments grouped to the left, radios in the center and engine instruments to the right.

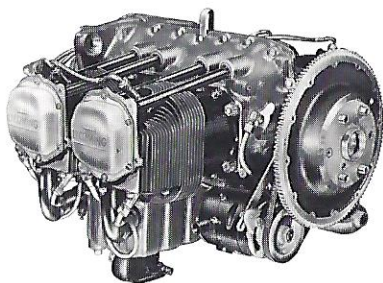
To this ideal instrument layout the AutoFlite Tri-Pacer (shown here) adds Piper AutoControl.

"POWER BY LYCOMING"

... three words that assure the ultimate in engine efficiency and reliability.

The Tri-Pacer's 160 horsepower 0-320-B Lycoming, with dual ignition, has been flight-proved in hundreds of thousands of trouble-free hours. Lively in performance and quiet in operation, the air-cooled 0-320-B is a frugal user of gas — as little as 9 gallons per hour at 75% power. Oil consumption is negligible.

The engine's operating economy is further enhanced by long life between servicing. The Tri-Pacer can normally expect to fly some 100,000 miles (four times around the earth at the equator) between overhauls.

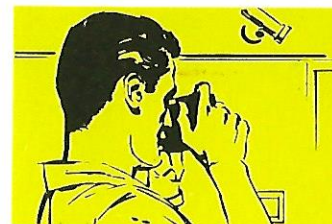
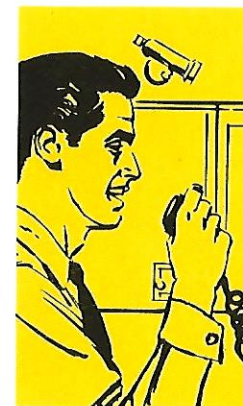


FOR EFFORTLESS
FLYING ...

THE
AutoFlite
TRI-PACER

First, Piper engineers made the Tri-Pacer the best, the safest, the easiest-to-fly airplane in its class. Then, to make a good plane perfect, they added AutoControl.

Piper AutoControl is an exclusive automatic flight system, available as standard equipment, installed at the factory in the AutoFlite Tri-Pacer. With AutoControl, you fly "hands off", except for take-off and landing. While the airplane automatically holds you straight and level on the heading you select, you're free to use your radio, refer to maps, enjoy the scenery, settle back and relax. It's the greatest boon to the private pilot since the hand-cranked propeller gave way to the electric starter. It's the greatest safety advance of recent years, too, for with AutoControl you also make turns smoothly and automatically — avoid clouds or engulfing weather, with all the unhurried time you need to re-route your flight. "Push-button" flying is no longer an airliner luxury. It's yours today in the AutoFlite Tri-Pacer.





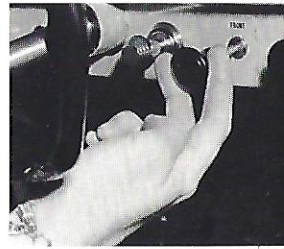
BRIGHT and BEAUTIFUL... INSIDE and OUT

Eye-appeal, comfort and durability have all figured in the interior design of the stunning new Tri-Pacer for 1960.

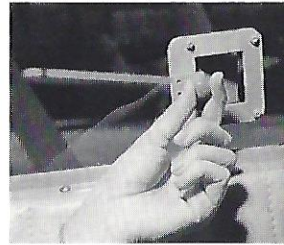
Deeply upholstered seats — with front seats individually adjustable — are covered with long-wearing nylon fabric in glowing jewel tones of ruby, sapphire, aquamarine or amber shot through with silver. Thick carpeting of sponge-cushioned wool tweed comes in harmonizing colors, while the new oyster white headliner and light grey trim add to the bright, spacious effect. Each interior is keyed throughout to complement your choice of exterior color scheme.

In addition to the Tri-Pacer's ample baggage compartment (with easy-to-load outside door), cabin appointments include a roomy hat shelf and "flight deck" plus glove compartment and two zippered pockets to permit handy access to gear wanted in flight.

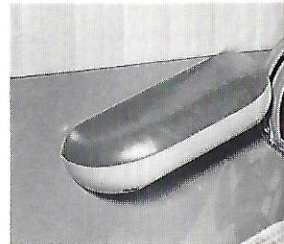
High-volume front and rear cabin heaters and five individually controlled ventilators for cool air keep inside temperature just right, whatever the outside weather.



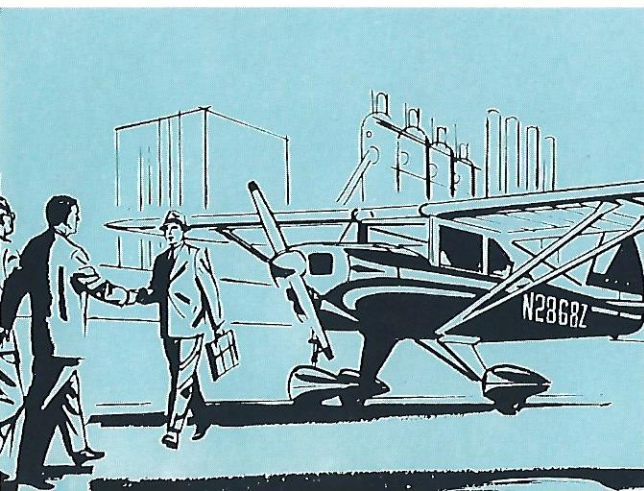
Front and rear heaters



5 fresh air vents

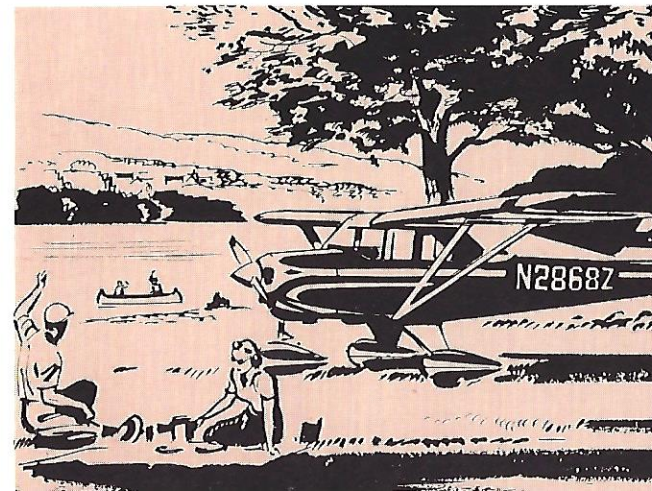


Pilot arm rest



FRIDAY

A prospective customer is picked up close to his home, flown to the factory for a first-hand look at a new product line, and is back in his office by mid-afternoon. Customers appreciate such time-saving convenience . . . admire the progressive management that makes it possible.



A WEEK END OF FAMILY FUN

Week end? You've never known the wonders those words can span until you've Saturday'd and Sunday'd with a Tri-Pacer. Beach . . . mountains . . . the big city . . . distant friends — they're all within week end reach. You'll find more hours to relax in, limitless places to see . . . and not a traffic light or a detour on the horizon.



*Any Day...
Any Season...
a wise, wonderful
investment*

PIPER

Tri-Pacer

1960 PIPER TRI-PACER

Travel for business... travel for fun—travel's always in season... *always a lark* . . . in a Piper Tri-Pacer. ••• Here's modern transportation for four—speed, range, comfort . . . plenty of room for gear . . . all the easy-to-fly features for which Piper is world famous. ••• Travel for business? The Tri-Pacer gets you there and back “as the crow flies”—swiftly, directly, without traffic worries and with surprising economy. ••• Travel for fun? The hardest part here is choosing your destination. You've a whole hemisphere to explore . . . and your Tri-Pacer is rarin' to go. ••• The NEW 1960 TRI-PACER gives you range in excess of 500 miles between fuel stops, and more than 650 miles with optional auxiliary tank installed. With a Lycoming 160 horsepower engine, you take off in less than 200 yards, climb (fully loaded) at better than 800 feet per minute, land at a gentle 49 mph. ••• The Tri-Pacer's simplified controls make flying as straightforward as driving a car . . . exclusive Hydrasorb tricycle gear insures smooth landings, steerable nose wheel simplifies taxiing, parking.

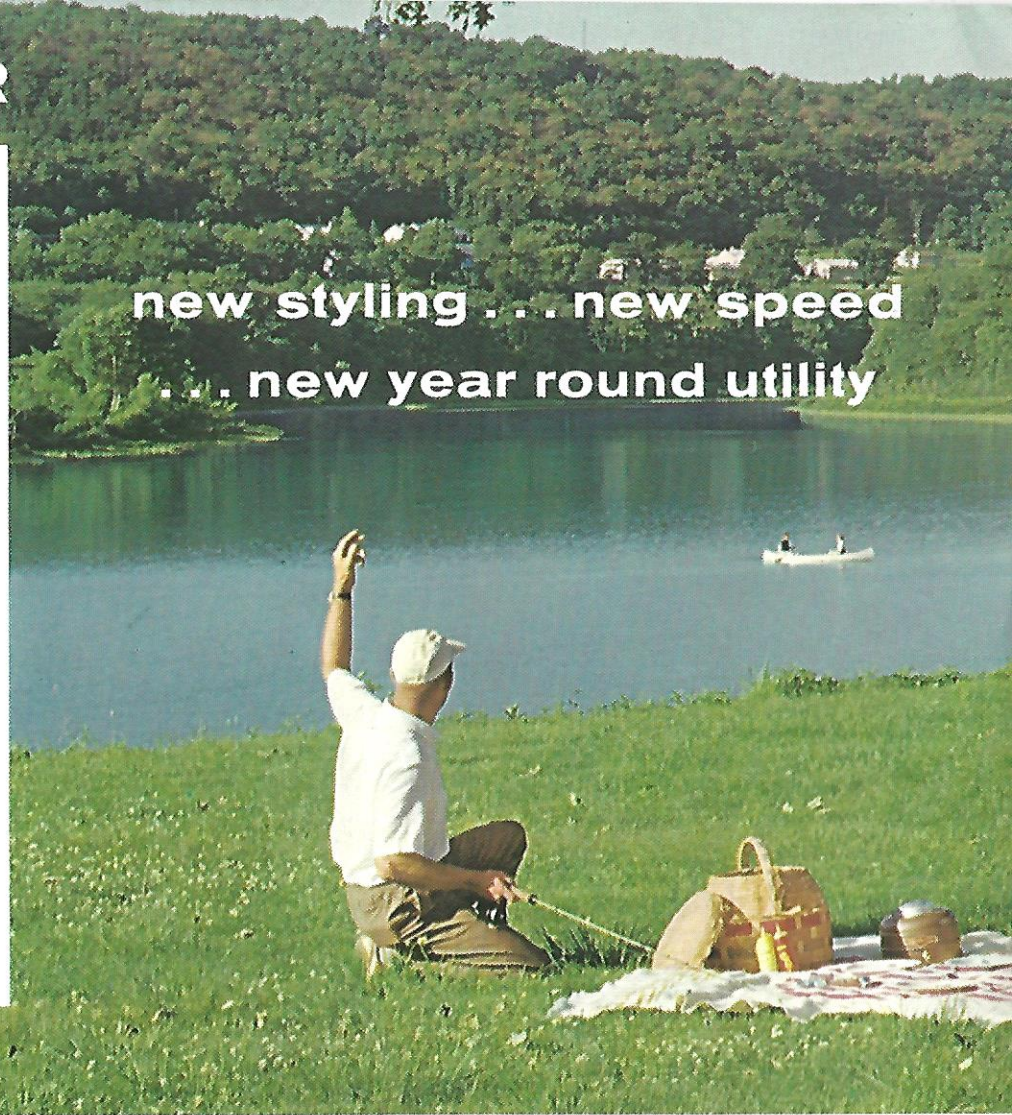
138 MPH CRUISING SPEED!

NOW . . . NEW teardrop speed fairings—available as an option in the 1960 Tri-Pacer—enhance the plane's trim lines while they step up cruising speed to 138 miles an hour.

HAPPIEST OF ALL...

The Tri-Pacer for 1960 is available with exclusive Piper AutoControl, the automatic flight system that lets you laze along “hands-off” . . . a guest in your own plane. ••• ANY DAY . . . ANY SEASON—the smartest, most care-free way to go is in the new Piper Tri-Pacer.

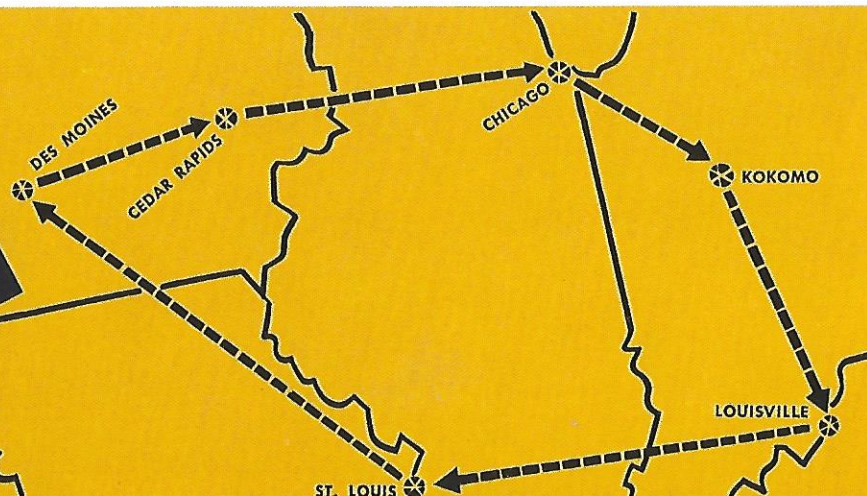
new styling . . . new speed
. . . new year round utility



PILOT
LOG

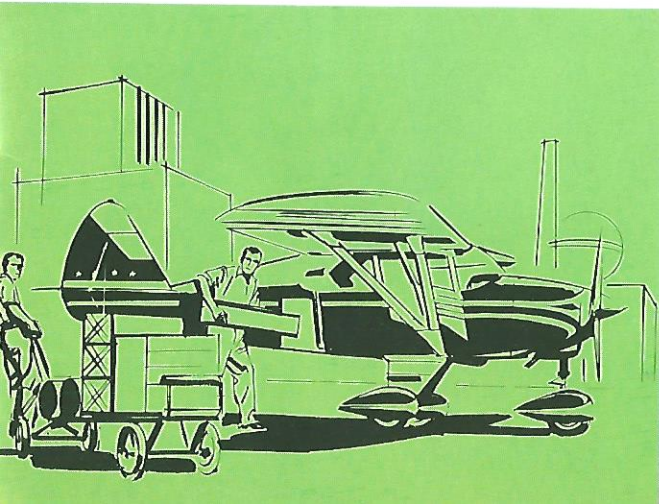
A WEEK FROM THE LOG OF A
TYPICAL “TRIP-ICAL”

Tri-Pacer



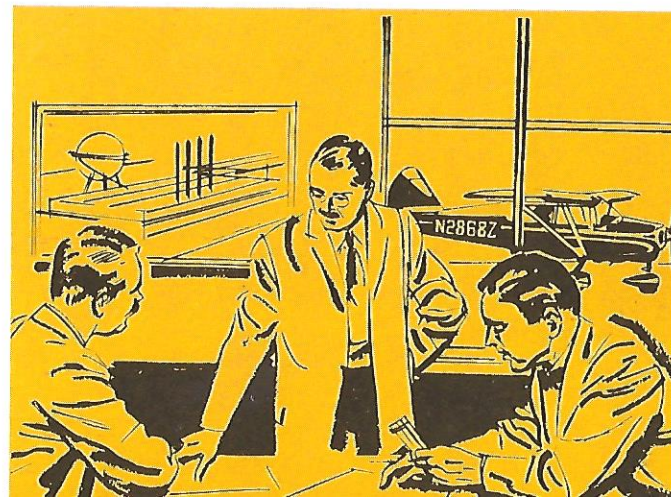
MONDAY-TUESDAY

At the controls of his Tri-Pacer, Company President John Smith easily completes a five-state tour of sales offices. The trip would have taken a hard week by any other means of travel. President-Pilot Smith is home for dinner Tuesday night, back at his desk Wednesday.



WEDNESDAY

Today the company Tri-Pacer becomes a cargo carrier, eliminating a production slow-down by transporting urgently needed parts from supplier to factory. It takes only 15 seconds . . . no tools . . . to remove the rear seat of the Tri-Pacer. Result is 42 cubic feet of cargo space with capacity to 600 pounds.



THURSDAY

Chief Engineer James Brown takes over the pilot's seat of the Tri-Pacer today for a troubleshooting assignment three states away. Brown is one of the company's five qualified pilots, all of whom learned to fly while making business trips.



1960 PIPER TRI-PACER

SPECIFICATIONS

Engine	Lycoming O-320-B
HP and RPM	160 @ 2700
Gross Weight (lbs.)	2000
Empty Weight (lbs.)	1110
Useful Load (lbs.)	890
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)	12.5
Wing Loading (lbs./sq. ft.)	13.5
Baggage Capacity (lbs.)	100
Fuel Capacity (gals.)	36

Auxiliary 8-gallon tank
available as optional equipment

PERFORMANCE

Top Speed (mph)	141
Cruising Speed at 7000' Altitude (at 75% power—mph)	134
With Optional Speed Fairings	138
Stalling Speed (flaps extended—mph)	49
Rate of Climb (fpm)	800
Service Ceiling (ft.)	16,500
Absolute Ceiling (ft.)	19,000
Fuel Consumption (at 75% power—gph)	9.0
Cruising Range with 36 gallons (miles)	536
(at 75% power at 7000')	
Cruising Range with 44 gallons (miles)	655
(at 75% power at 7000')	

Specifications and performance figures are for standard airplanes flown at gross weight under standard conditions as defined by CAA.

EQUIPMENT

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

STANDARD

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

* Gyro and sensitive instruments are reconditioned surplus—CAA Certified.

SUPER CUSTOM

All Equipment of Standard, PLUS:

Arm Rest
Cabin Speaker
Cigarette Lighter
Coat Hooks
Dome Light
External Tie-Down Rings
Navigation and Instrument Lights
with Rheostat
Strut Fairings
Vacuum Pump
Radio—
Narco Superhomer Radio With:
Omnirange Navigation Facilities
VHF Receiver (108 to 127 mc)
VHF Transmitter 12 channels
(121.5, 121.7, 121.9, 122.1,
122.5, 122.6, 122.7, 122.8,
123.0 mc crystals supplied)
Narco LFR-3 Receiver, 200-400
kc Range, 500-1700 kc Broadcast,
with individual power supply.
Loop Box for Homing on both Bands
Radio Homing Loop
Radio Shielding of Engine
*Advanced Instrument Panel With:
Sensitive Altimeter
Artificial Horizon
Directional Gyro
Eight-Day Clock
Manifold Pressure Gauge
Outside Air Temp. Gauge
Rate of Climb
Turn and Bank
Room for Added Instruments
Lights—Landing and Taxi

AUTOFLITE

All Equipment of Super Custom, PLUS:
Piper AutoControl

Piper Aircraft Corporation reserves the right to make changes in specifications, materials, equipment or prices at any time without prior notice, or to discontinue models as required.

Consider these desirable features . . .

The *Tri-Pacer* has them all

SIMPLIFIED CONTROLS that let you fly with wheel alone. It's as natural as driving a car.

TAXIING EASE with full control and positive braking.

RUGGED TRICYCLE GEAR for bounceless landings, easy take-offs, with exclusive Hydrasorb shock system.

LARGE NOSE WHEEL for safer landings on rough ground.

LARGE FLAPS that let you land at less than 50 mph.

DEPENDABLE LYCOMING POWER — your guarantee of top performance anywhere in the world.

RUGGED CONSTRUCTION—steel fuselage and aluminum wings covered with tough, durable Piper Duraclad.

INSTRUMENT PANEL arranged for utmost pilot convenience. Pre-cut sub-panel permits inexpensive addition of instruments at any time.

MOST BAGGAGE ROOM, with large outside door for loading up to 100 pounds of gear.

CARGO CAPABILITY, quickly realized with removal of rear seat. Cargo space of 42 cubic feet has 600-pound capacity.

SUPER STABILITY, that gives you a "solid" ride with big airplane feel.

REAR PASSENGER DOOR, an exclusive Tri-Pacer feature much appreciated by passengers.

ROOMY, WELL-APPOINTED CABIN, with excellent heating and cooling systems, spacious hat shelf, exclusive "flight deck", pilot arm rest, handsome upholstery, deep-cushioned comfort.

LOW INITIAL COST, made possible by volume production, is well below the price of any comparable new airplane on the market.

LOW OPERATING COSTS — 15 miles on a gallon of gas, with expert service and replacement parts available the world over.

TOP TRADE-IN VALUE. In the used aircraft market, Tri-Pacer value remains high — assures you of maximum trade-in or resale prices.

AND, ABOVE ALL, PEERLESS PERFORMANCE

ANY DAY, ANY SEASON, you get all these features . . . and more . . . in the great new PIPER TRI-PACER for 1960.

PIPER AIRCRAFT CORPORATION, LOCK HAVEN, PENNSYLVANIA