



An Introduction to the
**Short Wing
Piper Club**



Supporting and flying Piper's classic design

www.shortwingpiperclub.org

Why Join or Belong to the Short Wing Piper Club?

Still in the Club? Here're benefits and reasons for staying. Left the Club or want to join it? Same reasons. We offer more for our members than any other Short Wing-related club, website, publication, or organization.

Short Wing Piper News: Quarterly Book-style publication: Technical articles, travel and chapter stories, upcoming events, Club reports, classified ads: 96 pages or more.

Piper Short Wing drawings: Two drawing CDs containing almost 900 original Piper blueprints and manufacturing drawings. More available than anywhere else: Fuselage, Wing, Tail Surfaces, Power Plant, Landing Gear. Available from Club Store.

Rigging Your Short Wing: CD showing the steps to rig all Shortwing Models. Includes landing gear alignment. Available from Club Store.

Technical articles and "How-to's": Tips and Techniques: 1950 technical articles from 31 years of members' experience: all Short Wing aircraft systems (Wing, fuselage, cockpit, controls, fuel system, landing gear, brakes, electrical, engine, radio, performance, maintenance, general info, restorations, airplane pictures): available in print or CD from Club Store.

Maintenance Data Depot: Contains hundreds of technical documents critical to the ownership, operation, and airworthiness of Short Wing Pipers. Namely, for each SWP type, Aircraft Specifications (TCDS), all airframe, engine, & propeller ADs, Piper & Lycoming Service Letters & Bulletins, STC's, Field Approvals, and essential operating manuals, all in an easy-to-search and accessible format.

Short Wing Piper Aircraft Colors and Designs: 450 paint scheme images: available on CD from Club Store

Website: www.shortwingpiperclub.org...or just type Short Wing piper into your browser. Website is a wide-ranging resource: Part public (non-members can access it), Part member-only. Buy/sell aircraft/projects/parts, ask questions, post comments, post/read stories, and much more.

Website Forum: Go to the Club website: www.shortwingpiperclub.org. Post technical information, ask questions, get answers/comments from members and our technical advisors.

Facebook:

Much technical information and discussions + photos and video. A significant source of info and friendship. Links between our website forum (above) and our Facebook page.

Panel of Technical Advisors: Direct access to ten Short Wing mechanics and experts who can answer your questions. Tom Anderson, A&P/IA, teanderson@cinci.rr.com 513-398-2656; Ralph Gutowski, A&P/IA, 513-523-2647, tripacer24D@gmail.com; Steve Pankonin, A&P/IA, 541-826-3200, steve@stevesaircraft.com; Lloyd Perkins, A&P/IA, 540-786-2838 or 540-847-7340 (C), eagleavn@verizon.net; Frank Sperandeo, A&P/IA, miss_pearl@cox.net, FAA Designee, DAR, DER, 479-521-2609; Doug Arpke, A&P/IA, 425-776-8033; Doug Stewart, A&P/IA, 509-679-3485, tdoug11@nwi.net; Eric Presten, A&P/IA, EAA appointment as Experimental Aircraft Maintenance Advisor, 707-939-8913 or 707-338-9287 (C), ericpresten@aol.com; Clyde Smith, Jr.,

A&P/IA, 570-748-7995 or 570-916-9866 (C), cubdr@comcast.com; Ralph Widman, A&P/IA, 937-364-6050, widmanralph@gmail.com

Tools and Library: Check out books, magazines, videos; Borrow any of the club's tools for just the cost of shipping. These include Maule fabric and strut tester, bungee installation tool, Borescope, cylinder wrenches, cable tensioner, hose fitting tool kit, nicopress swaging tool, wing rotation fixture and many more: Terry and Claire Karlson, 602-509-0388, swpclublibrary@yahoo.net

Club Store: Short Wing items to purchase: Dan Miller, 818-438-2138, SWPCSTORE@centurylink.net or dm1310@centurylink.net. Club store is also on our website: www.shortwingpiperclub.org. Credit cards accepted.

Chapter Meetings: 25 local chapters in US and Canada: Join new and old members in food, fun, fellowship & flying.

Annual Convention: Held at a different place in the US or Canada each year. 2017 was our 35th consecutive convention. 2018? Grayling, Michigan. Members and non-members always welcome.

About the Club

The Short Wing Piper Club is open to anyone who owns, flies, or is interested in the classic "Short Wing" Piper aircraft of the 40s, 50s, and 60s. These include the Piper Vagabond, Clipper, Pacer, Tri-Pacer, and Colt, delightful airplanes that are as easy to own as they are to fly. The club, originally formed in 1978, aids members in the preservation, restoration, maintenance, flying, and enjoyment of these great aircraft. They are known as "Short Wing Pipers" because the standard Piper J-3 Cub wing was shortened three feet to produce a more economical airplane out of a surplus of J-3 wing components.

Back in 1978, four Tri-Pacer pilots had a chance meeting at a little grass strip outside Philadelphia where they organized into a group they called the Tri-Pacer Owners Club. Chapters quickly sprang up across the country to provide an opportunity for owners to pool their knowledge related to operating their airplanes. At the second national convention in 1984, the club officially expanded to include all five of the Short Wing aircraft models and the name was changed to the Short Wing Piper Club. Little did the founders know that their organization would grow substantially, at one point having over 3500 members internationally, with a bimonthly news magazine exceeding 100 pages and a yearly gathering of aircraft and pilots known as, "The Convention".

Today, the SWPC continues to provide information and support for our aircrafts' operation, maintenance, and refurbishment. Members enjoy the use of a free lending library offering technical information, books, videos, and an extensive collection of tools. Our members participate in on-line forums dedicated to sharing social, technical, safety, and general aviation related information. They also participate in reviewing and commenting on FAA airworthiness concerns prior to the issuance of Airworthiness Directives (AD's) or other official action affecting safety and operations of these aircraft. The SWPC sponsors scholarships in aviation related studies to qualifying applicants through its Education Foundation, financed in part by our online store that offers unique merchandise geared to the SWPC enthusiast. The SWPC also has the most extensive set of technical data available in the world for the five Short Wing aircraft types, all available to our members.

If you are interested in this class of Vintage Aircraft, currently own or are interested in purchasing a Short Wing Piper, this Type Club is definitely for you. We invite you to apply for membership either via our web site (www.shortwingpiperclub.org) or with the form in the back of this brochure.

Come fly with us!

By the Way...

You likely know that the new Class III medical rule, called BasicMed, gets rid of the FAA Class III medical exam and, if your personal doctor checks the boxes and signs the BasicMed exam papers, your physical is good for four years. You only have to retake the BasicMed on-line medical exam every two years. And, you can't fail it. If you don't get the required 80% grade, you can take it again.

Our Five Short Wing Piper Aircraft



PA-15/17 Vagabond



PA-16 Clipper



PA-20 Pacer



PA-22 Tri-Pacer



PA-22 Colt

History of the Short Wing Piper Aircraft

In 1947 Piper decided to build the cheapest, two-place general-use airplane possible and do so from parts they already had on hand. J-3 Cub wings were shortened by six feet as was the fuselage, which gave birth to the Short Wing Piper.

PA-15/17 Vagabond

The name "Vagabond" applies to two of our models: the PA-15 and -17. The airplanes are nearly identical and are great fliers. The differences include a right side control stick in the -17 as well as swapping the -15's ultra-simple, rigid landing gear with the familiar bungee system. Originally equipped with a 65 hp Continental, many have been upgraded with 75 hp or 85 hp engines, which greatly improve their climb performance.

PA-16 Clipper

Where the Vagabond started it all, the 1949 Clipper set the shape of things to come. With a right side door for the front and a left side door for the back, it carried four people and had good performance on only 115 hp. It had sticks, rather than control yokes, and got most of its performance by simply being light weight. Due to an objection by Pan American Airways over the use of the Clipper model name, insisting they had it copyrighted and that Piper should cease and desist, Clippers were only produced for one year.

PA-20 Pacer

In 1950, Piper introduced the Pacer. Essentially a modified Clipper, the engine was a 125 or 135 hp O-290 Lycoming and the sticks were now gone, replaced by a pair of control yokes. The airplane had flaps and Piper improved the cockpit furnishings to give it a more finished look. With its short fuselage and faster-than-Cub touchdown speeds, the airplanes gained a reputation of being a little quick on the runway. That doesn't seem to be a problem as many Tri-Pacers have been converted into Pacers. The Pacer never received the 150/160 hp Lycoming that Piper put in the later Tri-Pacers but doing so is another popular conversion. Climb performance with the larger engine is greatly improved.

PA-22 Tri-Pacer

The Tri-Pacer is a solid, easy to fly airplane that in the 150-160 hp versions is a good solid, four-place airplane. Their reputation is one of being fast on final, but that's not true. Yes, it is faster than a Cessna but a few trips around the pattern and you'll have it mastered. Also, the airplane can fly out of a shorter field than many might believe. Originally powered by the same 125/135 Lycoming as the Pacer, they are solid 125-130 mph cruisers with the bigger engines and if the air is even remotely smooth, they can easily be trimmed for hands off flight while you watch the scenery go by.

PA-22-108 Colt

Essentially, a stripped down, two-place Tri-Pacer, although with a slightly narrower fuselage that is without the "hump back" of the later Tri-Pacers, the Colt is perhaps the least known of the Short Wing family. It flies a lot like a Vagabond and is just as much fun. It will cruise easily at 110 mph on 6.5 gallons an hour and with 36 gallons of fuel it has excellent range. Interior room is more than a C-150 and Colts make excellent trainers or personal aircraft. The Colt's 108 hp, O-235 engine is a solid motor that with minimal care will easily run to its 2400 hour TBO. Prices are low so you can buy a Colt with a mid-time engine, fly it for a bunch of years and sell it for what you paid for it.

Specifications

Piper PA-15/17 Vagabond

Production: January 1948 to August 1948 Number built: 348 Price: 1948 - \$1,995 / \$2,195

Steel tube frame - fabric covered

Engine: 65 hp Lyc O-145-B2 / 65 hp Continental A65-B

Seats: Two Controls: Stick Flaps: No Wing Span: 29 ft. 3 in.

Length: 18 ft. 8 in.

Height: 6 ft.

Fuel Capacity: 12 US Gallons

Performance	PA-15	PA-17
Max Speed	102 mph	100 mph
Cruise Speed	92 mph	90 mph
Fuel Burn	4 gph	4 gph
Stall Speed	45 mph	45 mph
Rate of Climb	510 fpm	530 fpm
Range	255 sm	250 sm



Piper PA-16 Clipper

Seats: Four

Controls: Stick. Flaps: No, full span ailerons. Wing Span: 29 ft. 3 in.

Length: 20 ft. 8 in.

Height: 6 ft. 2.5 in.

Fuel Capacity: 36 US Gallons

Production: January 1949 to November 1949 Number built: 736 Price: 1949 - \$2,995 Steel tube frame - fabric covered Engine: 108 hp Lyc O-235

Performance	PA-16
Max Speed	125 mph
Cruise Speed	112 mph
Fuel Burn	6 gph
Stall Speed	50 mph
Rate of Climb	600 fpm
Range	480 sm



Piper PA-20 Pacer

Production: January 1950 to September 1954 Number built: 1120 Price: 1952 - \$5,359 Steel tube frame - fabric covered Engine: 125/135 hp Lyc O-290-D / D2 /

Seats: Four. Controls: Yoke Flaps: Yes Wing Span: 29 ft. 4 in.

Length: 20 ft. 5 in.

Height: 6 ft. 2 in.

Fuel Capacity: 36 US Gallons

Performance	125 hp	135 hp
Max Speed	135 mph	139 mph
Cruise Speed	125 mph	134 mph
Fuel Burn	7 gph	7.5 gph

Stall Speed	48 mph	48 mph
Rate of Climb	810 fpm	850 fpm
Range	580 sm	580 sm



Piper PA-22 Tri-Pacer

Production: December 1950 to August 1960 Number built: 7629 Price: 1956 - \$7,295 Steel tube frame - fabric covered

Engine: Lycoming O-290D / D2 Lycoming O-320

Seats: Four. Controls: Yoke Wing Span: 29 ft. 4 in.

Flaps: Yes

Length: 20 ft. 5 in. Height: 8 ft. 3 in.

Fuel Capacity: 36 US Gallons

Performance	125 hp	135 hp	150 hp	160 hp
Max Speed	133 mph	137 mph	139 mph	141 mph
Cruise Speed	123 mph	132 mph	132 mph	134.mph
Fuel Burn	7.7 gph	7.7 gph	9.0 gph	9.5 gph
Stall Speed	48 mph	48 mph	49 mph	49 mph
Rate of Climb	810 fpm	850 fpm	725 fpm	800 fpm
Range	580 sm	580 sm	528 sm	536 sm



Piper PA-22-108 Colt

Production: November 1960 to March 1964 Number built: 1849. Price: 1962 - \$4,995 Steel tube frame - fabric covered Engine: 108 hp Lyc O-235

Seats: Two Controls: Stick Flaps: No Wing Span: 29 ft. 3 in.

Length: 20 ft. 2 in.

Height: 8 ft. 3 in.

Fuel Capacity: 18 or 36 US Gallons

Performance	PA-22-108
Max Speed	120 mph
Cruise Speed	110 mph
Fuel Burn	6.5 gph
Stall Speed	56 mph
Rate of Climb	610 fpm
Range	648 sm



Conversions

The Piper PA-22/20

Tail-dragger Conversions

Engine: Up to 180 hp Lycoming O-235's, O-320's and O-360's

Because of nostalgia, aesthetics, and performance (primarily speed) gains, a popular modification to both Tri-Pacers and Colts is to convert them to tail-draggers. These aircraft use the designation PA-22/20. Here are two PA-22 Tri-Pacer Conversions



Where To Find Us

Local chapters, located easily by looking on

our web site, may provide technical help and information, as well as regular meetings that provide a good excuse to fly somewhere and have a good time. The goal is to provide opportunities for flying, fun, food, and friendships.

Conventions

We hold an annual convention, at a different location in the United States and Canada.

Anyone is welcome.





How To Join

Go to our website, www.shortwingpiperclub.org or print the membership application, fill it out and send it in. We accept credit cards (VISA and MasterCard) and personal checks or money orders

MEMBERSHIP APPLICATION

Membership in the Short Wing Piper Club is open to all persons who own, fly or are interested in the Piper Vagabond, Clipper, Pacer, Colt, and/or Tri-Pacer. The primary objective of the club is to aid members in the preservation, restoration, maintenance, flying and enjoyment of these aircraft. The membership year is 12 calendar months from the date of acceptance. (Payments accepted in US funds only.)

Name: _____

SWPC Member Since: _____

Mailing Address: _____

City _____ State: __ Zip: _____

Home Phone: _____ Work/cell: _____

E-Mail: _____

Occupation/Special Skills: _____

Individual memberships (per year):

\$ _____ E-News only \$40 (no matter where you live!)

\$ _____ With Mailed SWPN: U.S \$45 USD/yr.; Canada \$55 USD/yr.;
other foreign \$80 USD/yr. (Charges include increased postage costs)

Family Memberships (Per Year)

\$ _____ E-News Only \$50

\$ _____ With Mailed SWPN: US \$55; Canada \$65 USD; Other foreign \$90 USD

Spouse/Partner name: _____ Please list children's names

_____ and ages on the back of this form

\$ _____ Student Memberships - high school or college under the age of 24 (E-News only and non-voting): \$20.

\$ _____ Additional Individual Membership: \$7/yr. (Spouse Partner)

\$ _____ Additional Years (at regular rate): 1, 2, or 3 (Circle total years)

\$ _____ Donations*: SWPC 501 (c)4 \$ _____ Club Library \$ _____
Education Foundation 501(c)3 \$ _____

\$ _____ Total

Spousal and partner memberships (and one other of the Family Membership) will receive the Short Wing Piper E-News only if desired; otherwise, they will have full membership privileges, including telephone and mail access to the Club Library collection (including tools) and voting privileges. They will also have their own access to the members' only section (where issues of the SWP E-News are found) on the club website if they have a separate e-mail address.

*Dues and donations to the Club and Club Library are not tax deductible; however donations to SWP Education Foundation are deductible insofar as permitted by Federal and State Laws. Please, check with your tax representative.

I authorize The Short Wing Piper Club to charge my credit card as follows:

Total Amount \$ _____ Visa _____ MasterCard _____ Other _____ Exp Date: _____
Card number: _____

Signature: _____ Date: _____

I authorize the club to use the above card number for Automatic Renewal

Yes _____ No _____ Signature _____
Mail to: Short Wing Piper Club, P.O. Box 10822, Springfield, MO 65808

