

PIPER BRAVE 375

More ag airplane for the dollar.



Now, the new Brave 375 brings added muscle to the Piper family of ag aircraft.

For the ag operator who needs increased payload, shorter take-off and faster rate of climb, here's big news. The new high performance Piper Brave 375 offers all these in abundance, plus a number of unique features which provide this new ag plane with improved operating flexibility and higher return on investment.

Consider these numbers:

With a gross weight of 4800 lbs., useful load of the Brave 375 is 2285 lbs. That means you'll be able to take full advantage of the large 38 cu. ft. hopper, particularly when operating from strips well above sea level and when density altitudes become a problem for lower powered craft.

Also there is more available horsepower for working at the higher

density altitudes. And the additional horsepower gives you the advantage of flexibility to enable you to get the most out of the proven Brave airframe.

Consider these facts, in a comparison with the principal competition:

With 375 horsepower and greatly stepped-up payload and performance, the Brave 375 outperforms any of the lower-powered competitive ag aircraft by a wide margin.

The increased horsepower along with the ag-proven reliability of the Lycoming engines places the Brave 375 squarely in the marketplace for the rice country that was formerly dominated by heavier aircraft.

Powerful, Quiet, Cool-running:

The engine in the new Brave 375 is the proven 8 cylinder Lycoming IO-720,

normally rated at 400 hp but rated by Piper at 375 hp for increased reliability. Max speed of the big 86" propeller is a low 2500 rpm. The slow-turning prop also insures a low noise level. To accommodate the husky 8 cylinder powerplant, a special, heavy duty Lord dynafocal mount system—a Piper exclusive—has been incorporated and the result is a smooth, quiet-running installation. TBO for the IO-720 in ag use is a money-saving 1200 hours. Two 12 volt batteries in series provide 25 amp hour for positive and consistent engine starts. A 35 amp hour system is optionally available. The engine cowling has been specially designed with louvers to provide good static and slow flight engine ventilation, for cooling in all situations.

Plus all of the Brave's years-ahead features:

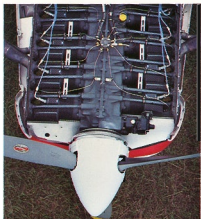
All of the design and performance advantages engineered into the Brave 300 have been retained in the new "375." The roomy, well ventilated cockpit is designed for maximum pilot comfort, safety and flying ease. All instruments and controls are positioned to optimum advantage. Handling characteristics are nimble and responsive to demanding ag flight conditions.

The Brave airframe throughout is designed to meet maximum safety considerations.

Accessibility to all fuselage components is quick and easy with the removal of side and belly panels for cleaning and servicing.

Numerous components of the Brave 375 are interchangeable with the Brave 300—a fact of interest to operators of Piper ag plane fleets.





The Lycoming eight cylinder engine, rated at 375 hp for exceptional reliability, has an exclusive heavy-duty mount that insures very smooth operation.



The big, 86-inch 3-bladed propeller of the Brave 375 turns a low, efficient and quiet 2500 rpm.



You have a wide choice of high, medium and low volume dispersal systems for liquid and dry materials. Spray booms are in full view of pilot.



Tanks are filled with polyurethane safety foam which acts as an infinite baffle and provides maximum slosh suppression.



Brave 375 instrument panel separates upper and lower instruments with large protective roll. Essential instruments are in pilot's line of sight.



The standard 38 cu. ft. hopper, combined with the 2800 lb. gross weight, means stepped-up utility for the Brave 375.

Note: The performance figures are based on maximum weight, except as noted, and are the results of flight tests of an airplane conducted by Piper Aircraft Corporation under factory controlled conditions and will vary with individual aircraft and numerous factors affecting flight performance.

Quick-change system — high, medium or low — applies chemicals at rates to 18 gallons per acre in swath widths to 80 ft.

Side and belly panels removable with quick-release fasteners. Entire plane is readily disassembled.

Doors on both sides have quick-release hinges for fast emergency exit.

Steel truss fuselage structure is heli-arc welded chrome moly steel tubing graded in strength and stability for energy absorption.



• Large top hatch for easy loading of solids or liquids. Side loading for liquids available on one or both sides.

• Spray booms aft of wing minimize drag, are in full view of pilot.

• Choice of stainless steel or aluminum spreaders.

• Landing gear is rugged, simplified, with large 8.50 x 10 tires and husky toe-operated hydraulic disc brakes.

• Landing and taxi lights, anti-collision wingtip strobes, navigation and instrument lights all available.

• Raised cockpit is 38" wide, with contoured seat for lumbar support and ventilation.

• Shoulder harness with inertia reel allows unrestricted movement.

• Seat and canted rudder pedals are adjustable.

• Fully enclosed cockpit area uses filtered "ram air" with positive cockpit pressure for excellent ventilation.

• Optional high volume cockpit heater for cold weather comfort.

• Level one-piece heavy duty cockpit floor is uncluttered.

• High-mounted cockpit, sloping nose, wrap-around rear window and overhead window give pilot exceptional visibility.

• Wire deflector in front of windshield, heavy steel cable from cockpit to rudder tip, main gear wire cutters — all standard.

• Ram type air induction system with dual filters for minimum restricted flow and extra filtration capacity.

• Bendix dual magneto, oil jets for internal piston cooling, standard shielded ignition system and Bendix fuel injector.

• Smooth-running engine uses 100/130 octane fuel; 86 gallons of usable fuel.

• Heavy duty dynafocal engine mount with extra-large Lord vibration absorbers for very smooth operation.

• Bendix fuel injection and Bendix starting booster for easy hot and cold starts and best fuel economy.

• 10 hp power take-off drive, available from engine accessory case, for engine-driven dispersal equipment.

• Shielded ignition system standard, with ignition harness specially routed for easy spark plug servicing.

• Large capacity oil filter standard. Oil quick drains on engine sump and oil cooler for easy oil change.

• 70 amp, 24 volt alternator standard, with ample power for night operations.



Piper Aircraft Corporation,
Lock Haven, PA 17745

Member of GAMA

995-8-208 10/77 Printed in USA