

NEW SAFETY • NEW COMFORT • NEW ECONOMY

PIPER
PAWNEE



The Ag Plane that's **RIGHT**



PIPER PAWNEE

C

- THOROUGHLY PROVED
- CONTINUALLY IMPROVED

The Ag Plane that's RIGHT for the farmer, operator and pilot!

Since the Pawnee's introduction, it has become the world's most widely purchased Ag plane. Thousands are in world use—spraying crops and forests, dusting fields, seeding, fertilizing, controlling mosquitos, even spreading rock salt on icy roads! The Pawnee operates from short, rough fields or roadways. It carries up to 150 gallons of liquid, or 1,200 pounds of solids in its big, multi-purpose hopper, and is readily adaptable for application of the new low-volume concentrates.

From the vast experience of nearly 4,000 Pawnees operating throughout the world under every conceivable condition have come a variety of suggestions for improvement and design refinement which have been evaluated, engineered and incorporated into the Pawnee.

The Pawnee C has emerged with a whole new round of improvements for increased pilot safety...easier maintenance...improved operating economy...and better dispersal systems—thanks to the continual evaluation “feedback” from operators, pilots and farmers.

And now the ruggedized 260 horsepower Lycoming O-540-E engine is offered in the Pawnee C as an optional choice in addition to the ruggedized 235 horsepower Lycoming. This extra power plus optional constant speed propeller provides a touch of extra performance for those hot days; and easier operations with maximum load from shorter fields.

Today, more than ever, the Piper Pawnee is the Ag plane that's right!

**New Economy,
New Safety,
New Maintenance Ease
and New Comfort
Make the Versatile
PAWNEE
Now Even Better**



NEW quickly removable turtleback and side panels make every area of the Pawnee's fuselage quickly accessible. Such maintenance ease is one reason for the Pawnee's remarkable economy of operation.



NEW safety exits on each side for added pilot safety. Entire window assembly disengages from cockpit for quick emergency exit. New safer fuel system, too, with burst-resistant polyurethane fuel tank. A splash bulkhead isolates fuel tank bay from cockpit.

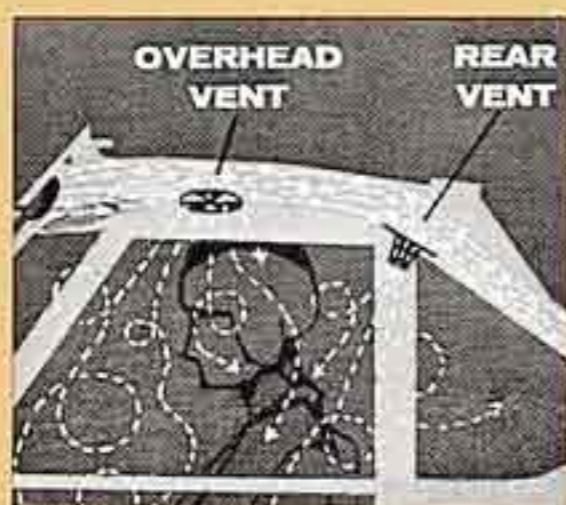


NEW engine area improvements include asbestos-covered oil and electrical lines; high-temperature shielded ignition system; 37 amp alternator; new blast tube to cool exhaust stack; new heavy duty muffler; new heat deflectors on the dynafocal mounts.

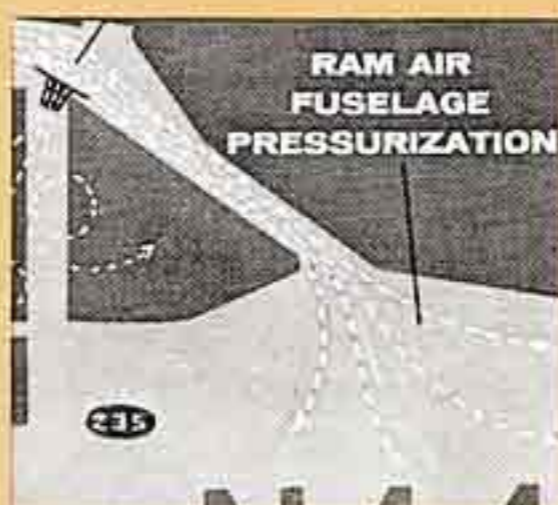
The 235 hp Lycoming engine operates on 80 or 100 octane.



NEW air-oil (oleo) landing gear has longer service life. Unlike some other gear systems, oleo gear reduces rebound, eliminates tendency to "walk" the plane sideways when operating from rough, narrow roads or fields.



NEW ventilation system includes three overhead, individually adjustable vents which keep air circulating throughout the entire cockpit to assure pilot comfort. Electric fan, mounted near floor, is now standard.



NEW ram air system forces air down into fuselage, creating a pressure differential which helps keep chemicals and dirt out. This keeps cockpit free from chemicals and reduces need to clean fuselage.



NEW pilot's seat is adjustable up, down, fore and aft to assure proper vision and comfort for almost any size pilot. New contour back adds to comfort. New compartment beneath seat for maps and personal items.

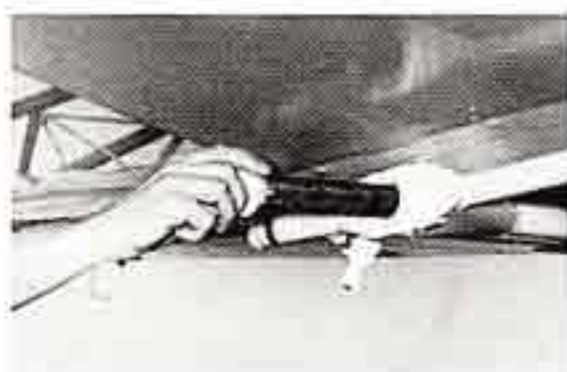
PIPER PAWNEE

G

...RIGHT for the farmer



Large-diameter spray booms give low pressure drop—less than 2 psi at the outboard nozzles. Your choice of 24 or 44 nozzles. Located below and aft of wing for most uniform coverage possible, within view of pilot.



Central spray boom drain/filter keeps foreign matter from clogging nozzles, provides easy spray system flushout. Dusting system, too, is easy to clean, easy to maintain, and provides uniform coverage.



Side nozzle (optional) expedites loading liquid chemicals, keeps ground personnel clear of prop, eliminates possibility of chemicals splashing on pilot, ground crew and aircraft. 60 second turn-around is routine.



Quick change between dusting or spraying configurations: one man can change from dust to spray rig in only 15 minutes, using only a screwdriver. Rugged spray booms, pump and dust-er venturi were designed for easy serviceability, too.



Fiberglass hopper holds 150 gallons of liquids, 1,200 pounds of solids... enough for large jobs, yet still economical for smaller jobs. Thoroughly corrosion-proofed—with smooth sides for easy cleaning and no puffing effect from hang-up of dust—the entire hopper is quickly and easily removed.



New nose cowl is made of stronger, reinforced fiberglass. Larger oil cooler duct and new 13-vane oil cooler provide efficient engine cooling, even in the hottest operating conditions. Landing light is optional.



New corrosion-proofed all-metal turtleback is removable in only 60 seconds, with just a screwdriver. The entire rear of the fuselage is exposed to reduce cleaning time and contribute to maintenance ease. New drain opening for fuselage flushout convenience. A large inspection plate for checking the elevator trim spring is at the rear elevator trim control station.

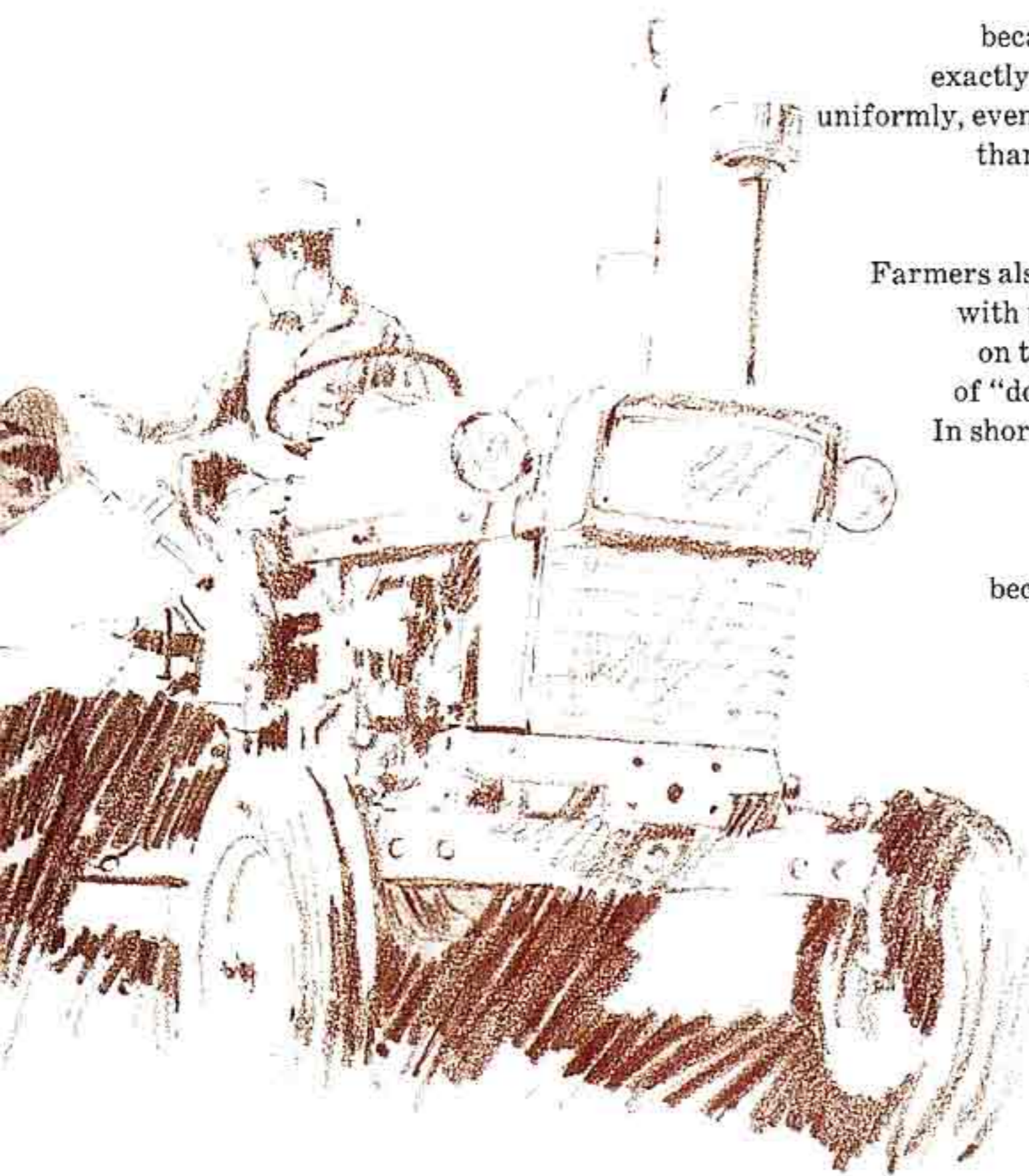
THE HIDDEN PLUS: thorough corrosion proofing.

Because of the highly corrosive action of many chemicals used in aerial application, particular attention has been paid in the Pawnee's design and construction to complete and thorough corrosion-proofing of all parts and components.

The Pawnee's fuselage structure is sand blasted, degreased, zinc chromated. Bottom longerons are treated internally with Lioil and sealed to prevent corrosion. Engine mounts are sealed, too. Two coats of activated copon, a highly corrosion-resistant material, are then applied electrostatically to insure complete, uniform fuselage coverage. Struts, jury struts, inboard wing ribs and leading edge also receive this careful corrosion treatment. In fact, all other metal components are either zinc chromated or copon treated as well.

Such measures add considerably to the low maintenance and the operating economy of the Pawnee.

...RIGHT for the operator



RIGHT FOR THE FARMER

because the Pawnee provides precise coverage—exactly the amount of chemicals specified per acre—uniformly, evenly applied. And coverage *only* where desired, thanks to positive dust and spray system shut-off that eliminates dripping beyond the borders of the area being treated.

Farmers also know they can expect service without delay with the Pawnee because its dependability keeps it on the job, ready-to-go with minimum possibility of “down time” because of equipment malfunction. In short, farmers can be sure of the very best results when the Pawnee does the job.

RIGHT FOR THE OPERATOR

because the Pawnee has the lowest purchase and operating cost of any comparable Ag plane.

And Pawnee performance is impressive, too: the Pawnee handles its big hopper load with ease from short, rough fields or narrow roadways, close to the job. The large hopper for up to 150 gallons of liquids or 1,200 pounds of solids means less time on the ground, more time on the job.

Quick-change between dusting and spraying configurations lets the Pawnee do any job required.

For the operator the Pawnee is a great all-around Ag plane. Performance and load carrying capability for the big job; economy enough for the small job. “P” for Pawnee is also “P” for Profit.

PREFERRED CONSTRUCTION

The Pawnee’s construction is particularly suited to the requirements and rigors of the dusting and spraying business. The fuselage is made up of welded steel truss structure, covered with Grade A fabric and treated with non-flammable butyrate. The wing is made up of extruded aluminum spars, nicral ribs and also covered with Grade A. This type of construction lends itself best to on-the-spot repairs with minimum cost or time lost. A recent survey among aerial applicators indicated that 96 percent favored the Pawnee’s type of construction as being more practical.

PIPER PAWNEE

C

RIGHT for the

More important than anything else in the Pawnee's design and continual improvement program has been consideration for the pilot. The Pawnee was designed in the first place to prevent accidents from occurring — rugged construction... good flight characteristics with minimum trim change as the load decreases... best possible



Quick dump. Whole liquid load can be dumped in five seconds in emergency, or the pilot can quickly dump any portion of the load.



New storm windows on both sides add to comfort while taxiing, enable pilot to wipe off windshield from inside cockpit.



Three individually adjustable overhead vent locations for maximum comfort. Shown is new rear vent, which cools pilot's back and shoulders. Electric fan, mounted near floor, is now standard. The Mark 8 is optionally available for navigation and communications, with the speaker located in the headrest.

Ruggedized engine with new larger oil cooler, asbestos insulation. New 37 amp alternator. New high temperature shielded ignition harness.

Fiberglass hopper carries 150 gallons/1,200 pounds, easily removable for service.

Burst-resistant polyurethane fuel tank for added safety.

New ventilation system, standard electric fan.

Contour back, 4-way adjustable seat.

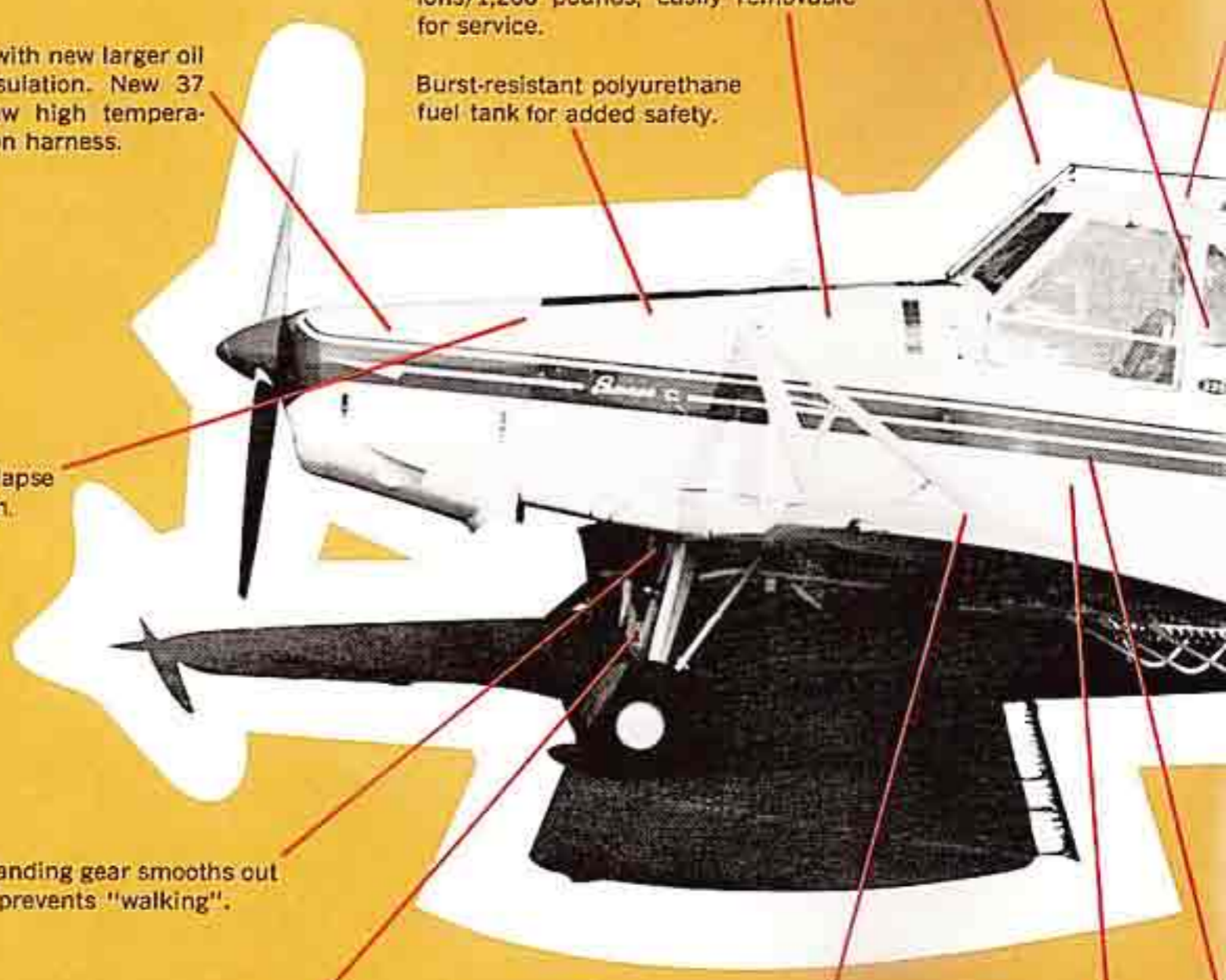
Progressive-collapse fuselage design.

Air-oil (oleo) landing gear smooths out rough fields, prevents "walking".

Wire cutters on landing gear, wind shield.

High-lift US-35B airfoil for best performance. Low wing for best visibility, maximum spray downwash.

Cockpit floor located 10" above bottom of fuselage for added safety.



pilot

visibility...maximum comfort and good ventilation to reduce fatigue. Then, in the event an accident should occur, every possible provision was made to protect the pilot. The remarkable safety record of the Pawnee attests to how well these design features have proved themselves.



famous
"SAFETY CAPSULE"
cockpit

Cockpit placed aft for maximum pilot protection, placed high for 360° visibility and exceptional downward visibility directly in front of the plane.

Quickly removable turtleback and side panels for economy.

Deflector cable from top of cockpit to tail for added safety.

Double tail braces for added strength.

Battery located aft for service ease.

Optional side nozzle for faster, safer loading of liquid chemicals.

Spray boom in full view of pilot, located for maximum downwash.

Longerons designed to buckle outward for added safety.

PROTECTION FROM IMPACT

- 1. RUGGED TURN-OVER STRUCTURE**—Welded steel structure over and around cockpit protects pilot in case of nose-over. Large fiberglass plate over cockpit will keep structure from sinking into soft mud.
- 2. CRASH ROLL**—Rounded aluminum cushion above instruments provides best impact absorption with minimum injury, should pilot's head pitch forward.
- 3. CUSHIONED HEAD REST**—Cushions back of head and cervical spine against "whip-lash" rear loads.
- 4. SHOULDER STRAPS**—Keep pilot securely attached to seat, prevent head or body from pitching forward. Inertia reel permits freedom of action. Wide, extra strong seat belt included, too, attached directly to structural stress points in fuselage. Shoulder harness inertia reel release in new, more convenient location.
- 5. PILOT COMFORT**—To reduce pilot fatigue (cause of many accidents) proper seating and ventilation are provided. (See details elsewhere.)
- 6. PROTRUSIONS ELIMINATED**—All instruments and controls have been placed beyond possible reach of pilot's head.
- 7. SAFETY PEDALS**—All protrusions from rudder pedals have been removed to prevent injury to ankles.
- 8. LARGE EXIT SPACE**—Provides ample room to exit quickly from either side. New emergency window releases also expedite exit.
- 9. ROOMY COCKPIT**—Keeps pilot as far away as possible from structure of airplane.
- 10. RAISED COCKPIT FLOOR**—Cockpit floor is raised 10 inches above bottom of fuselage which provides energy absorption in case of relatively flat ground impact.
- 11. REARWARD COCKPIT LOCATION**—Pilot sits as far aft as possible, with weight of engine, fuel, hopper load forward to provide buffer effect. Fuselage is scientifically designed to collapse progressively to reduce deceleration of "safety capsule" cockpit. Except under most severe conditions, cockpit area will remain intact.
- 12. OUTWARD BENDING LONGERONS**—Fuselage members are bowed slightly so they will tend to buckle outward to eliminate possible cause of injury.

PAWNEE C 235

SPECIFICATIONS

	Without dispersal equipment	Duster	Sprayer
Engine	Lycoming O-540		
HP and RPM	235 @ 2575		
Gross weight	2900	2900	2900
Empty weight (lbs.)	1420	1479	1488
Useful load (lbs.)	1480	1421	1412
Wing span (ft.)	36.2	36.2	36.2
Wing area (sq. ft.)	183	183	183
Length (ft.)	24.7	24.7	24.7
Height (ft.)	7.2	7.2	7.2
Propeller diameter (in.)	84	84	84
Power loading (lbs./hp.)	12.3	12.3	12.3
Wing loading (lbs./sq. ft.)	15.8	15.8	15.8
Fuel capacity (gals.) (36 gals. usable)	38	38	38

PERFORMANCE

	Without dispersal equipment	Duster	Sprayer
Cruising range (miles, 75% power)	290	255	270
Top speed, sea level (mph)	124	110	117
Cruising speed (mph, 75% power)	114	100	105
Stalling speed, max. gross, flaps down (mph)	61	61	61
Stalling speed as usually landed (mph) (1700 lbs.)	46	46	46
Take off run (ft.)	785	956	800
Take off over 50' barrier (ft.)	1350	1470	1370
Landing roll, max. gross (ft.)	850	850	850
Best rate of climb speed (mph)	83	80	83
Rate of climb (ft. per min.)	700	500	630
Fuel consumption* (gal./hr., 75% power)	14	14	14

PAWNEE C 260

SPECIFICATIONS

	FIXED PITCH PROPELLER			CONSTANT SPEED PROPELLER		
	Without dispersal equipment	Duster	Sprayer	Without dispersal equipment	Duster	Sprayer
Engine	Lycoming O-540					
HP & RPM	260 at 2700					
Gross weight (lbs.)	2900	2900	2900	2900	2900	2900
Empty weight (lbs.)	1472	1531	1540	1488	1547	1556
Useful load (lbs.)	1428	1369	1360	1412	1353	1344
Wing span (ft.)	36.2	36.2	36.2	36.2	36.2	36.2
Wing area (sq. ft.)	183	183	183	183	183	183
Length (ft.)	24.7	24.7	24.7	24.7	24.7	24.7
Height (ft.)	7.2	7.2	7.2	7.2	7.2	7.2
Propeller diameter (in.)	84	84	84	84	84	84
Power loading (lbs./hp.)	11.2	11.2	11.2	11.2	11.2	11.2
Wing loading (lbs./sq. ft.)	15.8	15.8	15.8	15.8	15.8	15.8
Fuel capacity (gals.) (36 gals. usable)	38	38	38	38	38	38

PERFORMANCE

	FIXED PITCH PROPELLER			CONSTANT SPEED PROPELLER		
	Without dispersal equipment	Duster	Sprayer	Without dispersal equipment	Duster	Sprayer
Cruising range (miles, 75% power)	285	230	265	290	230	265
Top speed, sea level (mph)	128	113	120	128	113	120
Cruising speed (mph, 75% power)	115	100	106	116	100	106
Stalling speed, max. gross, flaps down (mph)	61	61	61	61	61	61
Stalling speed as usually landed (mph) (1700 lbs.)	46	46	46	46	46	46
Take off run (ft.)	730	890	740	660	830	680
Take off over 50' barrier (ft.)	1250	1420	1270	1200	1370	1220
Landing roll, max. gross (ft.)	850	850	850	850	850	850
Best rate of climb speed (mph)	83	83	83	83	83	83
Rate of climb (fpm)	755	555	685	775	575	705
Fuel consumption (gph, 75% power)	14.1	14.1	14.1	14.1	14.1	14.1

INCREASED GROSS WEIGHT APPROVED FOR BOTH PAWNEE C 235 AND 260

At the operator's discretion, and under proper conditions, an increased gross weight is approved under CAM-8 for both the Pawnee C 235 and 260.

STANDARD EQUIPMENT

Engine: Lycoming O-540, 235 hp. or Lycoming O-540, 260 hp.
Six cylinder, dual ignition
(High temperature shielded ignition harness)

Adjustable seat (fore & aft and vertically); utility compartment under seat	Non-corrosive hopper tank—21 cu. ft. capacity, 150 gal.
Airspeed	Oil temperature and pressure gauge
Ammeter	Parking brake
Balanced rudder and elevators	Quick change boom brackets
Cabin heater	Quick drain gascolator
Cabin ventilating fan	Quick drain oil sump
Carburetor air filter and heater	Quick dump valve—empties liquid chemical load in 5 seconds; dry chemical load takes slightly longer
Circuit breakers	Quick release hinge pins in left and right side windows. "T" handles mounted on left and right sides of instrument panel
Compass	Recording tachometer
Cool air vents—adjustable	Sensitive altimeter
Duraclad finish	Stainless steel exhaust muffler
8" Scott steerable tail wheel	Tie-down rings
Electrical system—starter	Top-deck loading door
37 amp alternator; 12 volt 25 amp hour battery; battery charging diode	Top of rear fuselage quickly removable
Fuel shut-off valve	Large oil cooler
Heavy-duty safety belt and shoulder harness with inertia reel	2 main 8.00 x 6 tires, 4-ply rated with toe actuated Cleveland type brakes
Isolation bulkhead between fuel tank and cockpit	Windshield wire cutter
Landing gear air/oil oleo shock absorbers	Wire cutters on landing gear
Wing flaps	Wire deflector—cabin to vertical fin
Metal propeller	Wing fillets and tail brace wires
Metal propeller spinner	
Mixture control with ratchet lock	
Burst-resistant polyurethane fuel tank	
38 gallon capacity	

AGRICULTURAL DISPERSAL EQUIPMENT

Low output spray (24 nozzles) with quick change pump
High output spray (44 nozzles) with quick change pump
Duster with quick change distributor
Combination unit with low output spray with quick change pump and distributor
Combination unit with high output spray with quick change pump and distributor
Side loading

OPTIONAL EQUIPMENT

Radio—Mark 8
Omni-navigation with localizer plus
Omni antenna and whip, headphone and mike. Transistorized power supply.
Oil filter—full flow
*Landing lights
*Navigation lights
*Rotating beacon
*Electric turn and bank
Metallization
Control lock
Fire extinguisher (hand)
Fire extinguisher (engine compartment)
Constant speed propeller (PA-25-260 only)
*Approved under Part 8



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