

1957 Piper PA-22-150 Tri-Pacer Tailwheel Conversion
AIRCRAFT SPECIFICATIONS
N-Number: N411RD S/N: 5234

Floats like a butterfly, stings like a Bee. This classic Tri-Pacer Tailwheel Conversion features a smart series of performance enhancing STCs including Vortex Generators, Droop Tips and other excellent upgraded accessories. The most fun on three wheels with a gracious useful load of 849 lbs. Outperforms those Brand X Spam Cans with short field capability! Don't come look unless you are ready to fall in love!

Airframe: 3,872 Hours
Engine: 242 Hours SMOH

Avionics

King KY-97A Comm
King KT 76A Transponder
PS Engineering PM 1000II Intercom
- 4-place
Garmin GPSMap 196

Aircraft Not Equipped with ADS-B

Features

Light Plane Components Tailwheel Conversion STC
Univair Sealed Struts
Aero Plastics Green Tinted WIndshield
B&C Specialty Alternator STC
B&C Specialty Starter STC
B&C Specialty Oil Filter Adapter STC
Brackett Air Filter STC
Steve's Aircraft Gascolator STC
Micro Aerodynamics Vortex Generators STC
Piper Seneca II "Rams Horn" Yokes

Demers "Super Tips" Droop Wing Tops STC

- Increased cruise speed 7-10%
- Rate of climb increase 20%
- Improved Stability by 50%
- Reduces take-off roll by 20-25%
- Stall speed reduced by 20%

Interior

Hooker 4-Point Shoulder Harnesses Crew
Custom Tan Vinyl Seating
Dark Gray Carpet

Exterior

Very Good Condition
Overall White Dope
Bumblebee Yellow Trims and Accents

Details

2017 - Recovered with Ceconite 102 Fabric Process and Randolph dope.

Aircraft Empty Weight: 1151 lbs
Normal (2000 lb) Category Useful Load: 849 lbs
Utility (1680 lb) Category Useful Load: 529 lbs

Lycoming O-320-A2B
s/n L-13959-27

History:

Original N-Number was N7507D
1996 Landing Incident; Logbook Entries and 337 for repairs
1997 Ground loop incident; Logbook Entries and 337 for repairs

Located at 8NC8 ([8NC8 Details](#))

Open Hangar with Fuselage Cover

Call Todd Huvard
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