

PIPER SUPER PACER



PILOTS MANUAL

by Lionheart Creations Ltd.

PILOTS MANUAL

INTRODUCTION
AND
SPECIFICATIONS

by Lionheart Creations Ltd.

PILOTS MANUAL INTRODUCTION

THE PIPER PACER HAS A VERY INTERESTING HISTORY. FIRST, THE COMPANY IT CAME FROM WERE FAMOUS FOR PRODUCING THE EVER FAMOUS, WORLD RENOWN PIPER J-3 CUB WHICH WAS SO WELL KNOWN THAT IT WAS EVEN USED IN WWII AS AN OBSERVER AIRCRAFT AS WELL AS BEING THE PLANE OF CHOICE IN THE OLD DAYS AS A TRAINER FOR STUDENT PILOTS IN THE CIVILIAN SECTOR.

PIPER THEN CREATED THE PACER SERIES, A 4 SEATER AIRCRAFT WITH ONE DOOR ON EACH SIDE, ONE ON THE RIGHT FRONT, AND ONE ON THE LEFT REAR. THE PLANE, A TAIL DRAGGER, CREATED FIRST IN 1949, WENT INTO PRODUCTION IN 1950. THE AIRCRAFT HAD A HUGE FOLLOWING, AND PIPER HOPING TO MAKE THE PLANE EVEN MORE SAFE AS AN ECONOMICAL WAY TO BOTH FLY AND TRAVEL, CREATED THE TRI-PACER, ALSO KNOWN AS THE FLYING MILK STOOL. THIS VERSION WAS MORE EASY TO TAKE OFF AND TAXI IN, BUT FOLLOWERS AND ENTHUSIASTS STILL PREFERRED THE TAIL DRAGGER, WITH SOME BUYERS ACTUALLY RETRO-FITTING THE TAIL DRAGGER LANDING GEAR TO THE TRI-PACER, REVERTING IT BACK TO A TAIL DRAGGER.

PRODUCTION CONTINUED FOR THE PACER, GOING UP INTO 1960 WITH OVER 10,000 UNITS OF THE PACER FAMILY BEING PRODUCED, ROUGHLY OVER A THOUSAND IN TAIL DRAGGER VARIATION AND OVER 9,000 IN TRI-PACER VARIATION.

THE PLANES WERE VERY AFFORDABLE, ECONOMICAL TO OWN AND FLY, AND WERE SEEN EVERYWHERE. THEY WERE RUGGED AND GREAT FOR LANDING IN THE COUNTRY SIDES IN THE GRASS, ON ROADS, ETC. HUNTERS BOUGHT THEM AND COULD LAND IN THE OUTLANDS EASILY. BUSINESS MEN HAD THEM AND COULD FLY ALL OVER THE UNITED STATES WITHOUT HAVING TO WORRY ABOUT PLANE TICKETS AND BOARDING LINES. YOU WERE YOUR OWN CAPTAIN.

NOW, DECADES LATER, FAR INTO THE FUTURE, INTO THE YEAR 2012, WE STILL FIND THAT AMAZINGLY, THE PIPER PACER IS STILL WIDELY USED. SEEN AT MOST PRIVATE AIRPORTS AND ALL OVER ALASKA, THESE PLANES HAVE WITHSTOOD THE TEST OF TIME, STILL FLYING, DOING MISSIONS IN BUSH FLYING WITH KITS PUT ON THEM SUCH AS NEW, HIGH TECH PANELS, NEW HEAVY-DUTY LANDING GEAR WITH GIANT TUNDRA TIRES AND OTHER HIGH TECH EQUIPMENT AND FITTINGS TO MAKE THEM EVEN MORE EFFICIENT IN FLYING. WITH AN AIRFRAME MADE OF STEEL TUBING, FABRIC AND WOOD, THIS BIRD REFUSES TO GO INTO ITS REST. IT JUST KEEPS ON FLYING.

I WANTED FOR YEARS TO MAKE THIS FOR FLIGHT SIMULATOR. MY FS MENTOR, BILL LYONS HAD MADE ONE, AND NOW, FOR PREPAR3D (AND FSX) I HAVE BEEN ABLE TO CREATE ONE MYSELF WITH TONS OF NEAT FEATURES I FELT WOULD BE GREAT IN THE VIRTUAL SKIES OF FS.

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by Lionheart Creations Ltd.

PILOTS MANUAL

INTRODUCTION

AT FIRST, I SET OUT ONLY TO CREATE THE TAIL DRAGGER VINTAGE CLASSIC PACER TAIL DRAGGER, THE PA20. BUT, AS WE (THE TEAM AND I) GATHERED MOMENTUM IN THE PROJECT, THINGS KEPT GETTING ADDED. SOON, WE HAD A FLOAT VERSION WITH CLASSIC, VINTAGE PONTOONS. THEN CAME ANOTHER PANEL VERSION. TALK CAME TO THE FLIGHT SIM FORUMS AND ONE BUSH PILOT ENTHUSIAST ASKED 'I DO HOPE YOU WILL HAVE A BUSH VERSION WITH TUNDRA TIRES!', SO THAT WAS ADDED TO THE LIST. THEN THE TRI-PACER; 'BILL, YOU HAVE TO MAKE THAT! YOU MUST!' SO THAT TRI-PACER CAME ABOUT.

NOW, SEVERAL MONTHS LATER, THE QUICK PROJECT HAD BECOME A BEHEMOTH, SPORTING 4 DIFFERENT LANDING GEAR SYSTEMS, 3 DIFFERENT ERA'S OF INSTRUMENT PANELS, 2 VERSIONS OF ERA INSTRUMENTATION (GAUGES), 2D PANELS, AND PAINT SCHEMES THAT RANGE FROM VINTAGE 'NEW' (FOR THAT TIME) TO WORN OUT, FADED, MUD COVERED, OVER WORKED ALASKAN BUSH PLANES WITH GIANT HIGH-IMPACT TUNDRA TIRES ON THEM. INTERIORS RANGE FROM MINT CONDITION 1950'S CLOTH AND VINYL TO WORN OUT, SMUDGED UP, DIRTY INTERIORS. YOU EVEN HAVE SOME NEAT FEATURES LIKE A 'CLEAN YOUR PLEXIGLASS!' SYSTEM. CLICK THE PLEXI CLEANING BOTTLE ON THE FLOOR TO CHANGE THE PLEXI STATUS 3 FOLD; NORMAL, REALLY DIRTY WITH BUGS AND THINGS, AND SUPER CLEAN. THIS EVEN WORKS WITH THE GAUGES. WHEN YOU CLEAN THE PLEXI, YOU CLEAN THE GAUGES AS WELL AND THEY ARE SEEN BETTER. ANOTHER FEATURE IS THE CARGO OPTION. CLICK THE WALLET LOOKING SATCHEL NEXT TO YOU ON THE SEAT AND CARGO APPEARS IN THE REAR, TIED DOWN AND READY FOR FLIGHT. ANOTHER COOL FEATURE IS WHEEL SKIRTS, (ONE OF MY FAVES). ON THE PANEL NEXT TO THE MIXTURE IS A SWITCH CALLED 'SKIRT SELECTOR'. MIND YOU, ITS NOT FOR DRESSES, BUT WHEEL SKIRTS. WHEN YOU BOOT UP INTO A PACER, YOU WILL HAVE THE VERY EARLY SKIRTS FITTED. CLICK THE SELECTOR AND THE MORE MODERN VERSION APPEAR. CLICK AGAIN AND THEY ARE ALL GONE, NOTHING BUT BARE WHEELS, WHICH MOST PACERS HAD BACK IN THE OLD DAYS AS MOST LIKE TO LAND ON GRASS RUNWAYS AND OUT IN THE COUNTRYSIDES.

SO, THERE YOU HAVE IT. THIS, I PRESENT TO YOU, THE PIPER PACER PROJECT 'SUPER PACK', FEATURING 4 VARIATIONS OF PLANES, 3 VARIATIONS OF PANELS, AND TONS OF PAINT SCHEMES THAT FEATURE BUGS, MUD, DUST, DIRT, WAX, TENDER LOVING CARE AND ALSO JUST PLAIN WORN OUT AND FADED. ALL YOU CAN IMAGINE (ALMOST) IN PIPER PACERS SHOULD BE IN HERE. THIS IS THE MOST I CAN DO FOR IT, SO PLEASE DO NOT ASK FOR MORE. HAVE FUN AND ENJOY THE PLANE. ITS A BLAST TO FLY AND WITH MANY TIME-ERA VARIANTS AND PAINT SCHEMES, IT SHOULD TAKE A LONG TIME TO GET BORED WITH. :)

BILL ORTIS
MANAGER
LIONHEART CREATIONS

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PERFORMANCE AND SPECS

GENERAL CHARACTERISTICS

CREW: ONE

CAPACITY: THREE PASSENGERS

LENGTH: 20 FT 6 IN (6.25 M)

WINGSPAN: 29 FT 3 IN (8.92 M)

HEIGHT: 8 FT 4 IN (2.54 M)

WING AREA: 147.5 SQ FT (13.70 M²)

EMPTY WEIGHT: 1,110 LB (503 KG)

GROSS WEIGHT: 2,000 LB (907 KG)

FUEL CAPACITY: 36 U.S. GALLONS (140 L; 30 IMP GAL)

POWERPLANT: 1 \diamond LYCOMING O-320-B FOUR CYLINDER,

PISTON AIRCRAFT ENGINE, 160 HP (120 KW)

PROPELLERS: 2-BLADED METAL, FIXED PITCH

PERFORMANCE

MAXIMUM SPEED: 141 MPH (227 KM/H; 123 KN)

CRUISE SPEED: 134 MPH (116 KN; 216 KM/H) 75%

POWER, 7000FT

STALL SPEED: 49 MPH (43 KN; 79 KM/H)

RANGE: 500 MI (434 NMI; 805 KM) WITH RESERVES, 610

SERVICE CEILING: 16,500 FT (5,029 M)

RATE OF CLIMB: 800 FT/MIN (4.1 M/S)

WING LOADING: 13.5 LB/SQ FT (66 KG/M²)

ROLE CIVIL UTILITY AIRCRAFT

MANUFACTURER PIPER AIRCRAFT

FIRST FLIGHT 1949 (PA-20)

1950 (PA-22)

PRODUCED 1950-1954 (PA-20)

1950-1964 (PA-22)

NUMBER BUILT 1120 (PA-20)

9490 (PA-22)

PERFORMANCE

TAKE-OFF RUN, FT 1120

BEST RATE OF CLIMB SPEED (MPH) 84

RATE OF CLIMB (FPM) 800

SERVICE CEILING (FT) 16,500

ABSOLUTE CEILING (FT) 19,000

TOP SPEED (MPH) 141

CRUISING SPEED SEA LEVEL(MPH)125

CRUISING SPEED 7000 FT (MPH) 134

CRUISING RANGE 75% POWER SEA LEVEL 500 MILES

STALLING SPEED FLAPS DOWN (MPH) 49

LANDING ROLL FLAPS DOWN (FT) 1480

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SIM MODEL FEATURES

FEATURES:

HIGH RESOLUTION EXTERIOR 2048 TEXTURES

33 TOTAL VARIANTS

4 VERSIONS OF LANDING GEAR MODELS;

* REGULAR CLASSIC TAIL DRAGGER WITH 3 VERSIONS OF MAIN GEAR;

---EARLY WHEEL FAIRINGS

---MODERN WHEEL FAIRINGS

---NO WHEEL FAIRINGS

* TRI-PACER LANDING GEAR WITH 2 VERSIONS OF GEAR

---MODERN WHEEL SKIRTS

---NO WHEEL FAIRINGS

* BUSH PLANE TUNDRA LARGE DIAMETER TIRES

* FLOAT PLANE

3 VERSIONS OF 'INSTRUMENT PANELS'.

* CLASSIC EARLY PACER ERA WITH DISAPPEARING RADIOS FOR EARLY VERSIONS

* TRI-PACER ERA PANEL WITH DUAL PANEL SIDES

* BUSH VERSION MODERN AIRCRAFT CARBON FIBER ADDON WITH MORE MODERNIZED AVIONICS

DISAPPEARING MAGNETIC WHISKEY COMPASS ON OLDER

VERSION PANELS

2D PANELS FOR ALL 3 PANEL TYPES

THIS AIRCRAFT PACKAGE USES THE MAULE STOCK SOUND

INSTALLER HAS BOTH FSX AND PREPAR3D

CLEANABLE PLEXIGLASS; 3 LEVELS OF CLEAN TO DIRTY

CLICK SOUNDS

GPS SYSTEM

GAUGE GLASS ON INSTRUMENTATION FOR REALISM

SLIDING SIDE WINDOWS USE 'MOUSE DRAG' TO OPEN

CLICKABLE 'LOAD CARGO' FILLS BACK SEAT WITH CARGO

SOME BUSH PLANES COME WITH MUD ON THEIR TEXTURES

BUSH MODEL FEATURES LARGE, SOFT TUNDRA TIRES AND

HEAVY IMPACT LANDING GEAR

MULTITUDES OF PANEL TEXTURES, FROM NEW (ORIGINAL)

FRESH KRINKLE BLACK TO CHIPPED UP WORN OUT

KRINKLE BLACK TO RESTORED PAINTED PANELS TO CARBON

FIBER PANELS WITH MODERN INSTRUMENTATION

ANIMATED PILOT HEAD MOVEMENTS; SCANS INSTRUMENTS

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EXTERIOR

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EXTERIOR FEATURES

**HIGH DETAIL
TAIL WHEEL
AND LINKAGES**

**TAIL LIFT
HANELS**

**SLIDING
WINDOWS**

**3D RAISED
RIBBING ON
WINGS,
FUSELAGE AND
RUDDER
SURFACES**

**SWITCHABLE
SKIRTS; OLD,
NEW, NONE.**



**DIRTY TO CLEAN
PLEXIGLASS**

**3D CUTTING IN
COWLING LINES**

**METAL FATIGUE
AROUND FUEL
TANK COVERS,
TOPS OF WINGS**

**3D SCREWS
THROUGHOUT
INTERIOR AND
EXTERIOR**

**3 POINT
'OPTION' FLAPS,
(MODIFIED
FROM 2
NOTCHES BY
MOST PACER
OWNERS).**

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EXTERIOR FEATURES

**HIGH DETAIL
WINGS SHOW
EXTREME 3D
RIBBING**

**3D COWLING
HINGES**

**FLOATS
FEATURE 3D
CAPS AND
BUMP MAPPING
RIVET DETAIL
THROUGHOUT**



**RAISEABLE
WATER
RUDDERS,
ANIMATED,
CONTROLLED BY
LIFT RING /
CABLE INSIDE
COCKPIT**

**HIGH DETAIL
NAV LIGHTS
AND LANDING
LIGHT
ASSEMBLIES**

**CONTROL
CABLES AND
FLYING WIRES**

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EXTERIOR FEATURES

**LIFT ENHANCER
TABS ON BUSH
MODEL WINGS
ALONG UPPER
SURFACES**

**LARGE
DIAMETER
TUNDRA TIRES
ON BUSH
MODELS**

**SOME PAINT
SCHEMES
FEATURE
CHIPPED PAINT,
FADING, AND
SPLASHED MUD
UNDER THE
WINGS FROM
WET FIELD
LANDINGS AND
BEACH
LANDINGS**



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EXTERIOR FEATURES

BUSH PLANE

FEATURES WING
LIFT
ENHANCERS
ALONG LEADING
EDGES OF
WINGS

3D FUEL CAPS
AND FUEL TANK
COVERS HAVE
3D SCREWS.
NOTE 3D
RIBBING ON
WINGS AND
FUSLAGE 'WITH'
BUMP MAPPING
OF DACRON
'TAPE' AS WELL.

LIFT HANDLES
ON TAIL
DRAGGERS AT
TAIL OF
FUSELAGE



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INTERIOR

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EXTERIOR FEATURES

**HIDE-ABLE WHISKY
COMPASS ON OLDER
PACERS**

**HIDE-ABLE CONTROL
YOKES ENABLE GOOD
INSTRUMENT VIEWING**

**VINTAGE
INSTRUMENTATION
SHOWING A BIT OF AGE
AND WEAR**

**INSTRUMENTS
FEATURE GLASS OVER
THE GAUGE FACES**

**PACKAGE FEATURES 3
VERSIONS OF
INSTRUMENT PANELS**



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EXTERIOR FEATURES

BUSH PANEL

CARBON FIBER SURFACE

**MODERN
INSTRUMENTATION**

VERTICAL COMPASS

GPS GNS-430

**MODERN ROCKER
SWITCHES**

**GAUGE GLASS 'CLEANS'
WITH THE PLEXI-GLASS 3
STAGE CLEANING SYSTEM
(NOTE SMUDGES ON
GAUGE GLASS).**



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EXTERIOR FEATURES

**CLASSIC INTERIOR
UPHOLSTERY
FEATURES PIPING IN
VARIOUS COLORS,
CHROME HANDLES,
ARM RESTS**

**CLASSIC 1950's
COLORS OF FABRICS
AND VINYL**

**CLICKABLE OVERHEAD
DOME LIGHT AND
INSTRUMENTATION
LIGHTS**

**OVERHEAD ELEVATOR
TRIM CRANK, ROTATES
ABOUT 6
REVOLUTIONS,
FEATURES TRIM
INDICATOR NEEDLE**



**SOME INTERIORS
FEATURE SOME
DIRT AND GRIME
AND SMUDGES IN
THE FABRICS.**

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EXTERIOR FEATURES

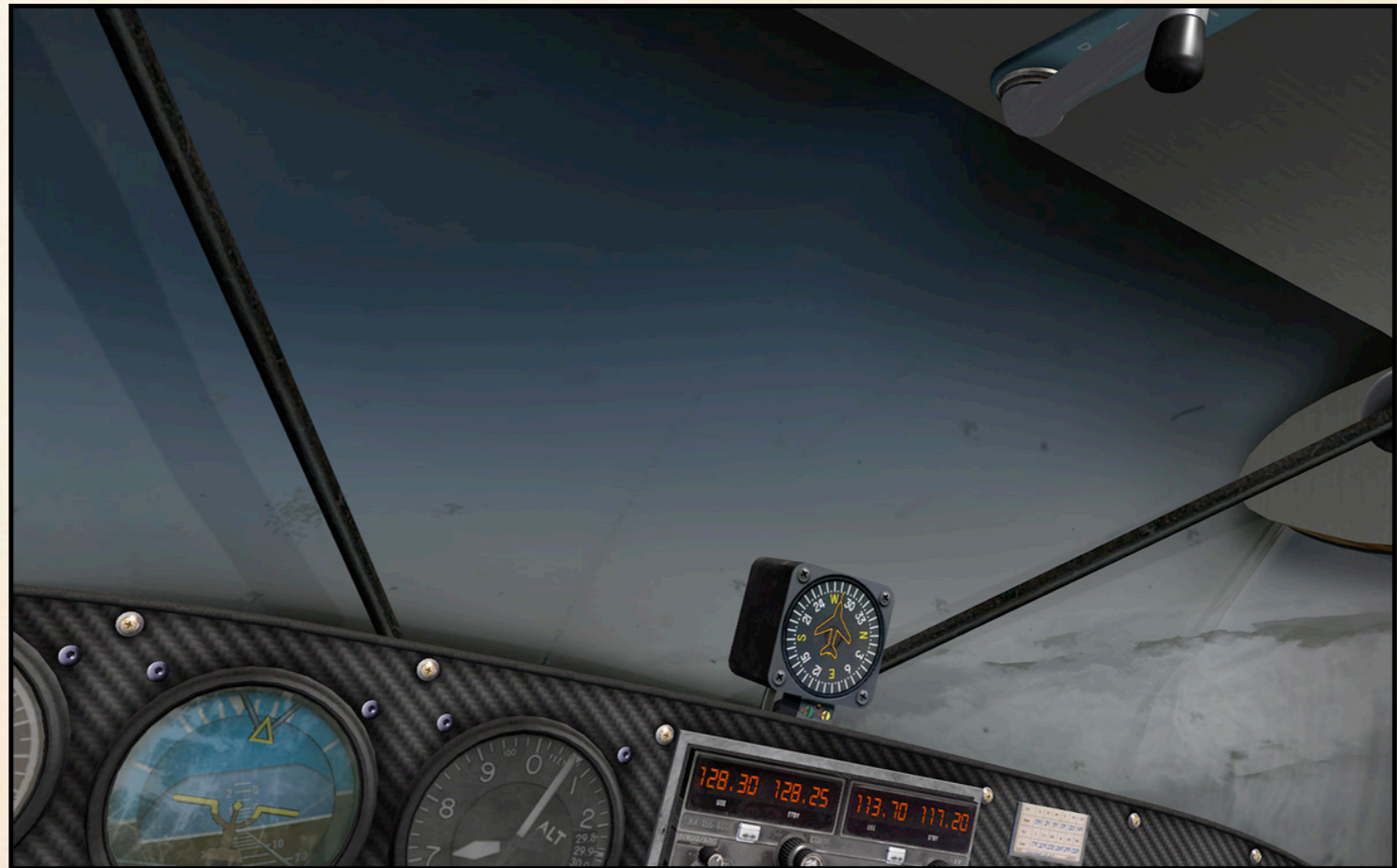
'CLEAN YOUR PLEXI!'

**PLEXI CLEAN SYSTEM
FEATURES 3 LEVELS OF
PLEXI CLEAN;**

**NORMAL
REALLY DIRTY!
SUPER CLEAN**

**DIRTY FEATURES POOR
SPLATTERED BUGS
IMPORTED FROM THE
TUNDRA LANDS OF
ALASKA**

**CLICK PINK 'PLEXI
CLEANER' BOTTLE OF
FLOOR, OR
WINDSCREEN, TO
'CLEAN YOUR PLEXI!'**



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EXTERIOR FEATURES

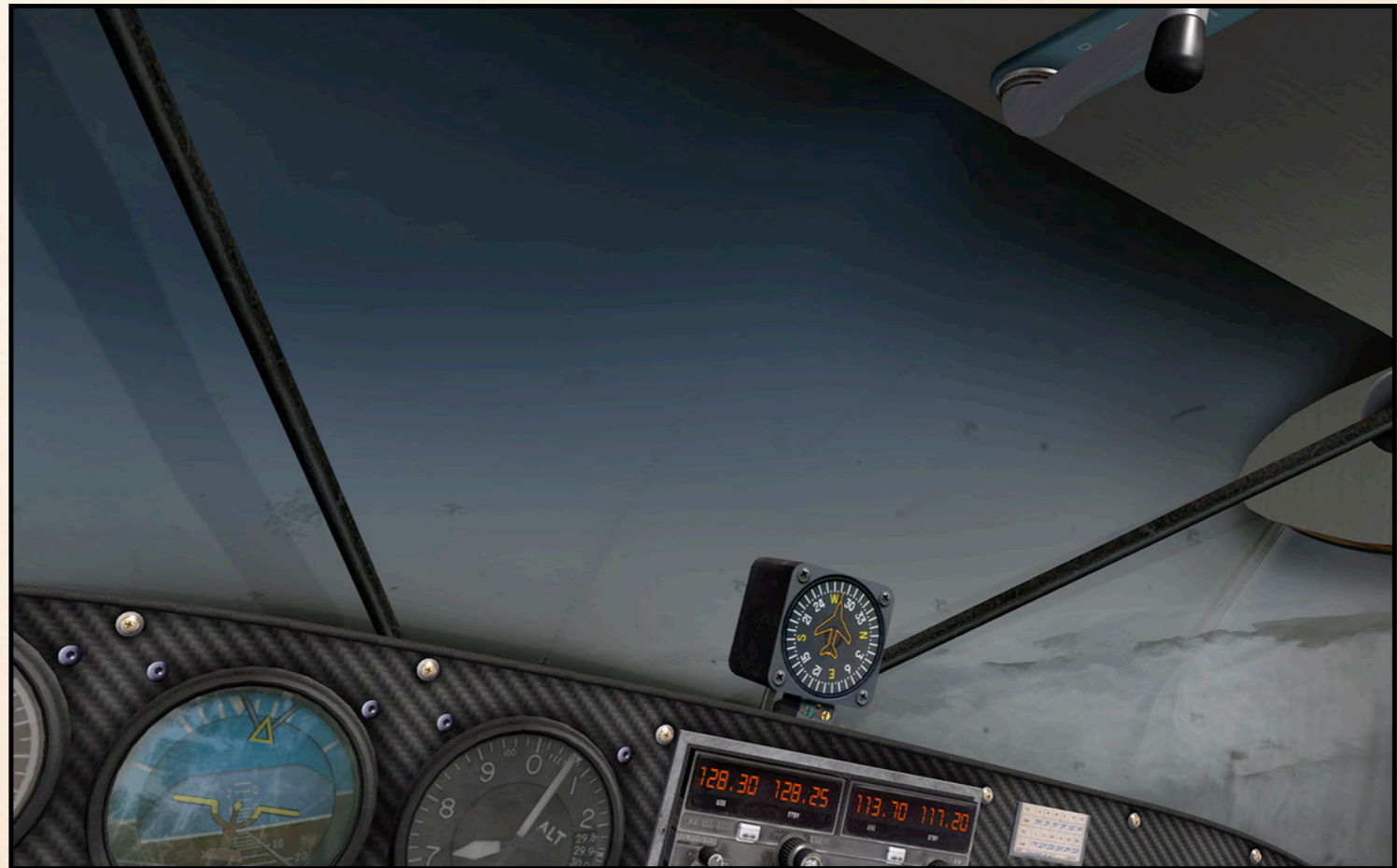
'CLEAN YOUR PLEXI!'

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**CLICK PINK 'PLEXI
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'CLEAN YOUR PLEXI!'**



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RED BULLET PAINT SCHEME



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INSTRUMENT
PANEL

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2D PANELS

**CLASSIC PANEL
FEATURES ERA
VINTAGE
INSTRUMENTATION**



**TRI PACER STYLE
PANEL FEATURES
GPS, ADF SEEKER
AND CLASSIC PACER
INSTRUMENTATION
LAYOUT**



**HIGH TECHNOLOGY
CARBON FIBER BUSH
PLANE PANEL (ADDON)
FEATURES GPS AND
NICE, MODERN
INSTRUMENTATION**



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CLASSIC EARLY PANEL



**RADIO IS ON THE LEFT
WITH TRANSPONDER**

**CLICK GLOVE BOX TO
MAKE RADIOS
DISAPPEAR FOR EARLY
NON-RADIO FITTED
APPEARANCE**

**ADF GAUGE IS UNDER
PANEL, LEFT SIDE**

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ALL KNOBS ANIMATE.

**CONTROL YOKES ARE
HIDE-ABLE**

**SKIRTS SELECTOR
SELECTS WHEEL SKIRTS
OF CHOICE**

TRI PACER PANEL



**ERA VINTAGE
INSTRUMENTS WITH A
LITTLE BIT OF AGING**

**KRINKLE BLACK IS
NICELY ROUGH,
CHIPPED IN SOME
PAINTSCHEMES**

**GPS SYSTEM IN
THE TRI AND BUSH
PANELS**

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**NOTE THE SMOOTH
BAZEL INDENTIONS OF
THE TWO INSTRUMENT
COVER PANELS, THE
NICELY ROUNDED
EDGES AND THE
VINTAGE BIG GAUGE
KNOBS.**

BUSH PLANE PANEL



**COOL LOOKING HIGH
TECH CARBON FIBER
PANEL INSTALLED INTO
THIS RUGGED BUSH
BIRD RESTORED FOR
DOING SERIOUS RUNS
IN THE ALASKAN AND
CANADIAN LANDS.**

**NICE RADIO STACK IN
THIS PANEL.
UPGRADED LARGE,
MODERN ROCKER
SWITCHES.**

**ALL KNOBS ANIMATE.
CONTROL YOKES ARE
HIDE-ABLE**

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PILOTS MANUAL

FLYING

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FLYING THE PIPER SUPER PACER IS FUN. THAT IS THE MAIN THING I HAVE REALIZED IN HEARING THE INPUT FROM OWNERS, BUT THEY HAVE ONE THING THAT YOU NEED TO BE AWARE OF; SPEED! THEY WILL LOSE ALTITUDE VERY FAST IF YOU DO NOT WATCH YOUR LOWER SPEEDS. LOSE POWER AND YOU NEED TO IMMEDIATELY START LOOKING FOR A PLACE TO PUT DOWN. ASIDE FROM THAT, THE OWNERS FALL IN LOVE WITH THESE PLANES.

ITS HARD TO IMAGINE THAT THEY HAVE BEEN AROUND SINCE THE 1950s, AND NOW MANY YEARS LATER. INCREDIBLE HOW THEY HAVE HELD UP TO THE TEST OF TIME AND ARE STILL WIDELY FLOWN AND QUITE POPULAR AS WELL AS THE FACT THAT THEY WERE CONSTRUCTED OF WOOD, STEEL TUBING, AND CLOTH!

PREFLIGHT:

WHEN YOU GET INTO THE PACER, YOU WILL FIRST NOTE (ON THESE PLANES) THAT YOU WILL NOT HAVE A FUEL CUTOFF, NO BATTERY SWITCH (EXCEPT ON THE BUSH PLANE), AND NO AVIONICS SWITCH. JUST YOUR STARTER AND A SERIES OF LIGHT SWITCHES. THATS IT. AS A MATTER OF FACT, THE ACTUAL STARTER SWITCH IS HIDDEN UNDER THE SEAT, FOR WHAT REASON, I DO NOT KNOW. BUT FOR FLIGHT SIM PEOPLE, I OPTED TO KEEP THE STARTER AT THE KEYS SWITCH FOR SAKE OF VISIBILITY. (WHO CAN LOOK UNDER THE SEAT IN FS?)

SWITCH ON ALL THAT YOU NEED, FUEL SELECTOR SHOULD BE ON BOTH, BUT YOU CAN SET A TANK IF YOU LIKE. THE ACTUAL PACERS HAVE LEFT AND RIGHT 'ONLY' ON THE FUEL SELECTOR, BUT PLANES IN THE REAL WORLD ALSO FLY BETTER WITH HALF A TANK ON ONE SIDE IN REAL LIFE THEN IN THE FS VIRTUAL WORLD, SO ON THAT, I OPTED TO MAKE A 'BOTH' SELECTION ON THE FUEL TANK SELECTOR TO MAKE THE PLANE JUST A BIT MORE FRIENDLY TO FLY IN FS.

SO, WITH LIGHTS ON, MIXTURE ON, FUEL SELECTOR ON, GIVE THE PRIMER A PULL AND PUSH, SET THROTTLE UP A TAD AND CRANK THE STARTER. YOUR SUPER PACER SHOULD START RIGHT UP.

TAKE OFF; TAILDRAGGER:

IF YOU ARE FLYING THE TAIL DRAGGER AND YOU ARE NEW TO TAIL DRAGGERS, YOU ARE IN FOR A BIG SURPRIZE. THIS WILL NOT BE EASY. YOUR PLANE WILL BE ADVERSELY EFFECTED BY THE TORQUE OF THE ENGINE VIA THE PROPELLER AS WELL AS ROTATIONAL WIND GOING OVER THE PLANE. THE PROP IS ALSO ACTING LIKE A GYROSCOPE AND WILL EFFECT YOUR LITE CRAFT AS WELL IN THAT RESPECT. WHAT YOU WILL HAVE IS A PLANE THAT WHEN YOU 'PUNCH IT', YOU WILL AT FIRST VEER TOWARDS THE RIGHT, THEN SUDDENLY, IT WILL PULL TO THE LEFT 'HARD'. YOUR JOB IS TO KEEP IT GOING STRAIGHT AS YOU CAN WITH OUT THE TAIL WHIPPING AROUND, OR DOING A GROUND LOOP. SO, YOU LINE YOUR PIPER UP ON THE RUNWAY, THEN GO AHEAD AND EASE THE THROTTLE IN TO 100%. AS SHE BEGINS TO ACCELERATE, YOU WILL NEED TO GIVE HER LEFT PEDAL TO COMPENSATE THE FIRST BIT OF RIGHT PULL, THEN STAB TO THE RIGHT TO FIGHT THE QUICKLY REVERSING 'LEFT PULL' THAT WILL NOW TAKE OVER AS YOU ARE GAINING SPEED.

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AS YOU ARE RACING DOWN THE RUNWAY, YOUR TAIL WILL BEGIN TO LIFT UP. NOW, UNDER NORMAL LOAD CONDITIONS, TEMPERATURES (NOT TOO HOT) AND YOUR ALTITUDE IS NOT HIGH (GROUND ALTITUDE), WHEN YOU REACH 60+ KNOTS, YOU CAN BEGIN PULLING BACK ON THE YOKE AND ATTEMPTING TAKE OFF. ONE NOTCH OF FLAPS IS RECOMMENDED AND USE IT IF YOU HAVE A SHORT RUNWAY AND/OR HAVE A HIGH ALTITUDE RUNWAY.

CRUISE FLIGHT:

FLAPS UP, TRIM THE ELEVATORS VIA THE OVERHEAD CRANK, SET UP FOR DYNAMIC CRUISE. THROTTLE SHOULD BE AT 75%. CRUISE IN THE PIPER PACER CAN VARY FROM 120 KNOTS TO 140 KNOTS. TRY TO BE EASY ON YOUR ENGINE, NOT TO OVERHEAT IT ON CLIMBS AND HOT DAYS AT HIGH RPM. NORMAL CRUISE IS 2500 RPM WHICH COMES TO ABOUT 75% THROTTLE. 85% WOULD BE HIGH CRUISE / FAST CRUISE.

NOTE THAT ON OTHER AIRCRAFT, YOU WOULD USE THE MANIFOLD PRESSURE GAUGE TO ADJUST SPEEDS, BUT ON THE PACER, YOU HAVE A FIXED PROP, NO BLADE ADJUSTING TO DO IN FLIGHT, SO WE WILL USE ONLY THE RPM GAUGE TO VERIFY OUR SPEED SETTINGS. (HOLDING THE MOUSE OVER THE THROTTLE IN THE VC WILL ALSO SHOW YOU WHAT YOUR THROTTLE IS SET AT).

PLEASE NOTE THAT THE AIRFRAME IS NOT DESIGNED TO GO OVER 160 KNOTS, SO THAT IS YOUR RED LINE IN SPEED (ACTUAL KNOTS INDICATED). THE ORIGINAL PACERS WERE RESTRICTED TO SPEEDS IN THE 120 KNOT RANGE, SO BE GREATFUL YOU HAVE A 'SUPER PACER' CAPABLE OF 140 KNOTS.

YOUR FUEL RANGE SHOULD PUT YOU AT 500 NAUTICAL MILES WHEN HOLDING TO 75% THROTTLE. THATS QUITE A DISTANCE, SO I HOPE YOU BROUGHT BOTTLED WATER, SODA'S AND SNACKS!

APPROACH:

DECELERATING THE PACER IS LIKE SLOWING DOWN A SLOW ROCKET. SHE IS SLIGHTLY HEAVY, AND HER WINGS ARE NOT HUGE, SO SHE TENDS TO DROP FAST AND KEEP HER SPEED. USE YOUR FLAPS, BUT REMEMBER WITH THE WEIGHT AND LIFT AND SMALL FLAPS AREA, YOU WILL NOT GET ALOT OF LIFT, BUT INSTEAD YOU WILL SLOW DOWN AND INCREASE YOUR DESCENT RATE, SO WHEN YOU DROP YOUR FLAPS, MAKE SURE YOU ARE READY AND THE RUNWAY IS IN SITE, ETC.

FIRST NOTCH OF FLAPS SHOULD 'NOT' BE DONE OVER 120 KNOTS. YOUR PACER HAS THE OPTIONAL MODIFICATION WHERE AN EXTRA NOTCH OF FLAPS WAS CREATED, SO YOU WILL HAVE 3 NOTCHES TOTAL TO WORK WITH. FULL FLAPS IS 60 DEGREES BUT EVEN WITH FULL FLAPS, YOU WILL NOT SLOW DOWN AS MUCH AS YOU MIGHT WITH OTHER PLANES, SO DO NOT RELY ON YOUR FLAPS FOR MUCH LIFT OR MODERATE SPEED BRAKING. THEY WILL HELP YOU SLOW DOWN, BUT THAT IS ABOUT IT.

LANDING:

LANDING THE PIPER PACER IS A NICE EXPERIENCE. SHE WILL LAND VERY GENTLY. YOU'LL FIND IT VERY EASY (AFTER A FEW LANDINGS) TO DO 3-POINT LANDINGS. IT IS NOT A CHALLENGING PLANE TO LAND AT ALL 'UNTIL' YOU START TO SLOW DOWN ON THE GROUND. THEN YOU WILL NEED TO STAY

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STAY ALERT AS YOU TRY TO KEEP YOUR BIRD STRAIGHT, GOING DOWN THE RUNWAY. REMEMBER, YOU ARE STEERING YOUR CRAFT FROM THE TAIL, AND ITS FAR BACK THERE, SO IF YOU OVER-CORRECT, YOU SPIN OUT QUITE EASILY. ONCE IT STARTS COMING AROUND, HOLD ON. SO, SUBTLE ADJUSTMENTS AND MAKE SURE YOU STAY AHEAD OF WHAT YOUR CRAFT WANTS TO DO.

TIE DOWN:

NOTE THAT AS I MENTIONED EARLIER, YOU HAVE NO BATTERY SWITCH, NO AVIONICS SWITCH, ETC. ONLY YOUR IGNITION SWITCH. SHUT EVERYTHING OFF AND FUEL SELECTOR TO OFF, AND YOU ARE READY TO DE-PLANE AND TIE DOWN YOUR SHIP. MAKE SURE YOU ARE CAREFUL NOT TO TURN OFF THE ENGINE WITH THE GPS 'ON'. TURN IT OFF BEFORE SHUTTING DOWN TO SAVE THE POSSIBILITY OF BLOWING FUSES, ETC, VIA THE ALTERNATOR SENDING BACK A SPIKE AS THE ENGINE KICKS OUT.

NOTES ON HANDLING:

BANKING: WHEN YOU TURN IN TRAFFIC, THE PACER WILL START TO DESCEND 'REALLY NICELY!' THAT CAN BE BAD. SO KEEP YOUR NOSE UP WHEN TURNING / BANKING.

COMPASSES: YOU WILL HAVE 2 COMPASSES IN THE VINTAGE PACERS. WHY? WELL, LET ME TELL YOU. ONE IS THE SIMPLE WHISKEY COMPASS (REGULAR BASIC MAGNETIC THING ON TOP OF THE PANEL, BALL IN A CASE OF LIQUID, FLOATS). THAT IS USED TO ADJUST YOUR 'GYROSCOPE COMPASS!' SO, WHEN YOU START UP YOUR BIRD, YOU WILL IMMEDIATELY NEED TO SET YOUR GYRO COMPASS TO THE SAME MAGNETIC HEADING AS YOUR WHISKEY COMPASS (ON THE DASH). THE BEAUTY OF YOUR GYROSCOPE COMPASS IS THAT IT WILL NOT GO BACK AND FORTH IN HEADINGS WHEN YOU ARE TURNING. IT WILL ALWAYS READ THE 'TRUE' HEADING, WHILE THE MAGNETIC COMPASS IS BUSY FLOATING AROUND IN THE FLUID FILLED CASING, CHANGING DIRECTIONS ABOUT 10 TO 15 DEGREES.

FLAPS: THESE ARE MANUAL. THEY ARE CONTROLLED VIA THE STICK IN THE MIDDLE OF THE FRONT SEATS NEAR THE FLOOR. UP IS 'FLAPS DOWN'. DOWN IS 'FLAPS UP'. JUST LOOK OUT THE WINDOW ALOT TO SEE WHERE THEY ARE LOCATED IF YOU FEEL CONFUSED. THEY ARE MANUAL, SO NO FUNNY, COOL SERVO SOUNDS. JUST A RATCHET CLICK SOUND.

BRAKES: YOUR BRAKES IN A 'REAL WORLD' PACER WERE A BAR UNDER THE CENTER OF THE PANEL. THIS WORKED BOTH BRAKES AND YOU SLOWED DOWN THUS. THE SUPER PACER HAS TOE BRAKES ADDED AT THE PILOTS SIDE 'ONLY'. I LEFT THE OLDER BRAKE HANDLE IN THERE FOR THE SAKE OF THOSE THAT LOVE THAT THING, BUT... IT ONLY ANIMATES VIA 'PARKING BRAKE MODE'. SORRY.

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PILOTS MANUAL

ALASKAN
SCENERY

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IF YOU LOVE WILDERNESS FLYING AND YOU DO NOT OWN ANY OF THE FAMOUS ORBX SCENERY, THEN YOU MIGHT TRY OUT THE ALASKAN SCENERY PACK THAT THIS PACKAGE COMES WITH. THIS PACKAGE FEATURES SOME NEAT ADDITIONS TO VERY BASIC 'STOCK' AIRPORTS IN FSX AND PREPAR3D. WHERE THEY ONLY HAD A BUILDING OR TWO, NOW THEY HAVE TONS OF HANGERS AND SCENERY OBJECTS AT SEVERAL AIRPORTS. I DIDNT STOP THERE. YOU HAVE TO HAVE WILDERNESS PLACES TO LAND AT AS WELL IF YOU ARE GOING TO REALLY BE A BUSH PILOT. SO... I ADDED CABINS IN THE WOODS THAT HAVE A PLANE PARKED OUT FRONT, CABINS ON LAKES WITH A DOCK SO YOU CAN LAND ON THE LAND AND DOCK THERE. YOU HAVE CAMP SITES ON GLACIERS, YOU HAVE RESORTS IN REMOTE LOCATIONS, LARGE MINE COMPLEXES, AND ON THE INLETS YOU'LL SEE TONS OF SHIPS AND FISHING BOATS. THERE IS EVEN A CARRIER OUT IN THE OCEAN SOUTH OF ANCHORAGE.

ALL OF THIS SCENERY IS BASED AROUND HOPE, SOUTH OF ANCHORAGE, SOUTH OF, AND ACROSS THE INLET. THE BASIC AIRPORTS USED ARE;

- *HOPE AIRPORT**
- *QUARTZ CREEK AIRPORT**
- *SUMMIT LAKE AIRPORT**
- *SOUTH GASLINE AIRPORT**
- *SEWARD AIRPORT**
- *LAWING AIRPORT**
- *WHITTIER AIRPORT**
- *PERRY ISLAND**

THE REST ARE VARIOUS CABINS, LAKES, ETC, WITH NO WAY TO FIND THEM ASIDE FORM GPS COORDINATES (SUPPLIED) AND BARELY BROADCASTABLE NDB - ADF SIGNALS (THUS THE INCLUSION OF THE ADF INSTRUMENTATION IN THE PACERS PACKAGE). OH, THERE IS ALSO A CRASHED UFO ON A MOUNTAIN GLACIER, BUT PROJECT MAJIC HAS ALREADY FOUND IT (AIR FORCE) AND A CAMP IS AROUND IT. YOU MIGHT JUST FIND IT IF YOU HURRY.

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SCENERY LOCATIONS FOR THE SUPER PACER PACKAGE

HOPE AIRPORT
GPS COORDINATES
60 54.34
-149 37.45
ALTITUDE 204 FT
ADF SIGNAL 777

SUMMIT LAKE
GPS COORDINATES
60 37.84
-149 30.25
ALTITUDE 1264
ADF SIGNAL 776

QUARTZ CREEK AIRPORT
GPS COORDINATES
60 28.85
-149 43.33
ALTITUDE
ADF SIGNAL 775

SOUTH GASLINE AIRPORT
GPS COORDINATES
60 41.75
-150 10.94
ALTITUDE 385
ADF SIGNAL 774

LAWING AIRPORT
GPS COORDINATES
60 24.70
-149 22.16
ALTITUDE 479
ADF SIGNAL 778

SEWARD AIRPORT
GPS COORDINATES
60 8.01
-149 25.27
ALTITUDE 26
ADF SIGNAL 773

WHITTIER AIRPORT
GPS COORDINATES
60 46.67
-148 43.23
ALTITUDE
ADF SIGNAL 772

PERRY ISLAND
GPS COORDINATES

60 39.42
-147 56.26
ALTITUDE 0
ADF SIGNAL 771

LAKE CABIN 1
GPS COORDINATES
60 21.68
-149 2.18
ALTITUDE
ADF SIGNAL 770

LAKE CABIN 2
GPS COORDINATES
60 28.87
-149 4.92
ALTITUDE 1229
ADF SIGNAL 769

GLACIER CAMPSITE 1
GPS COORDINATES
60 13.10
-149 52.75
ALTITUDE 2821
ADF SIGNAL 768

UFO CRASH SITE
GPS COORDINATES
60 6.35
-150 0.97
ALTITUDE 4152
ADF SIGNAL 767

GLACIER CAMPSITE 2
GPS COORDINATES
60 14.24
-150 4.74
ALTITUDE 2398
ADF SIGNAL 766

FOREST CABIN 1
GPS COORDINATES
60 23.08
-150 6.25
ALTITUDE 237
ADF SIGNAL 765

AIRSTRIPE 1
GPS COORDINATES
60 23.62
-150 7.83
ALTITUDE 209
ADF SIGNAL 764

MINE COMPLEX 1

GPS COORDINATES
60 32.42
-149 36.32
ALTITUDE 1152
ADF SIGNAL 763

WILDERNESS RESTORT DOCK 1
GPS COORDINATES
60 28.41
-149 13.04
ALTITUDE 631
ADF SIGNAL 762

CABIN LAKE 3
GPS COORDINATES
60 30.24
-149 25.42
ALTITUDE 472
ADF SIGNAL 761

FOREST CABIN 2
GPS COORDINATES
60 33.33
-149 16.32
ALTITUDE 808
ADF SIGNAL 760

LAKE PORT 1
GPS COORDINATES
60 46.24
-148 48.84
ALTITUDE 122
ADF SIGNAL 759

LAKE RESORT
GPS COORDINATES
60 49.55
-148 30.49
ALTITUDE 4
ADF SIGNAL 758

RENTAL CABINS DOCK
GPS COORDINATES
60 21.44
-149 22.17
ALTITUDE 436
ADF SIGNAL 757

WATER AND LAND PORT
GPS COORDINATES
60 20.27
-149 22.09
ALTITUDE 430
ADF SIGNAL 756

HOTEL
GPS COORDINATES
60 23.47
-149 30.95
ALTITUDE 436
ADF SIGNAL 755

MINE COMPLEX 2
GPS COORDINATES
60 59.17
-149 25.12
ALTITUDE 279
ADF SIGNAL 754

WATER PORT 1
GPS COORDINATES
60 57.83
-149 27.78
ALTITUDE 4
ADF SIGNAL 753

WATER PORT 2
GPS COORDINATES
60 58.80
-149 36.77
ALTITUDE 4
ADF SIGNAL 752

FIRE ISLAND
GPS COORDINATES
61 9.93
-150 9.85
ALTITUDE 59
ADF SIGNAL 751

RANGER TOWER COMPLEX
GPS COORDINATES
60 32.89
-149 55.97
ALTITUDE 3825
ADF SIGNAL 750

RANGER TOWER
HIGH ALTITUDE RANGER STATION AND
LIVING QUARTERS, DELIVER GOODS AND
MAIL IF YOU CAN LAND ON THE TOP.
GPS COORDINATES
60 32.89
-149 55.97
ALTITUDE 3825 FT
ADF SIGNAL 750

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ACTUAL PACERS



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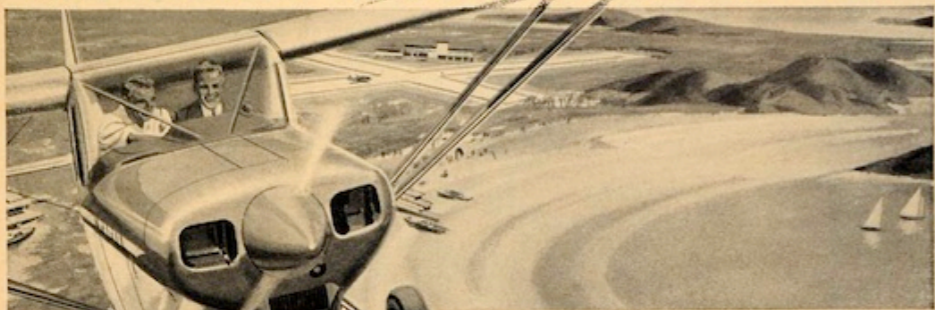
ACTUAL PACERS



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ACTUAL PACERS

Now, YOU can learn to fly so easily
with the PIPER "LEARN AS YOU TRAVEL" PLAN



Here's the happy answer for the busy person like yourself who knows an airplane will help increase business but can't seem to find the time to learn to fly. Now, you can now learn to fly while you're making business trips!

Piper pioneered this "Learn as you Travel" program; your Piper dealer offers it to you.

It's the simplest, most effective way to learn. Here's how it works. When planning business or pleasure trips, just rent a sleek, new four-passenger Piper Tri-Pacer from your nearby Piper dealer. A government-rated pilot-instructor will accompany you. Right from the start, under his careful guidance, you'll do the flying. As you go cross-country you'll learn both how to handle the airplane and how to navigate. And you'll be surprised at how simple the Tri-Pacer is to fly.

At airports along the route or at your home field you'll practice take-offs and landings. Before you know it you'll be flying solo and well on your way to your license which requires only 35 hours of flying time. Thousands of businessmen have learned economically and efficiently with this Piper program.

Then a whole new world awaits you. With your ability to fly your own plane, your business benefits. You'll be able to make business trips much more conveniently, more often, in less time.

And along with untold usefulness, your ability to fly opens a whole new world of pleasure. Flying is a fascinating recreation that never loses its appeal. Pleasure-cruising the Caribbean, Alaska, Canada, Mexico in your own airplane opens up an entirely new type of vacation.

This summer is the ideal time to take up flying. Why not plan your next trip in a Piper Tri-Pacer and *learn while you travel?* Just phone your nearest Piper dealer or write for details.

LEARN IN THE PIPER

Tri-Pacer

THE PLANE THAT COMBINES THE MOST FEATURES TO SIMPLIFY FLYING

The four-passenger Tri-Pacer is by far the most popular plane in its class. Simplified, inter-connected controls make flying as simple as driving. Rugged, hydrosorb, tricycle landing gear takes the skill out of take-offs and landings. Famed Piper stability means built-in safety. Performance, too, for fast, economical travel—over 130 mph cruising speed at 7,000'. Quiet, comfortable, tastefully appointed cabin. Superbly dependable 150 hp Lycoming engine. Standard model \$7,830.

MORE PEOPLE
HAVE BOUGHT PIPERS
THAN ANY OTHER
PLANE
IN THE WORLD

PIPER AIRCRAFT CORPORATION
LOCK HAVEN, PA.

Please send:

- Full-color brochure describing Piper Tri-Pacer Dept. T-11
 "Learn as you Travel" brochure
 Name of nearest Piper dealer

Name: _____

Address: _____

TIME, JUNE 10, 1957



Daves plane in Alaska



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THE PACER TEAM



DAVE RONALDSON

PIPER PACER
CONSULTANT AND BETA
TESTING



WAYNE TUDOR

PIPER PACER CONSULTANT AND
BETA TESTING
PHOTO TAKEN IN A B-17 IN
FLIGHT!!!



DWIGHT FURLEIGH

WORLD RENOWN
GAUGE CODE GURU



BILL ORTIS

WORKAHOLIC TEAM
LEADER
MESH MAKER AND
POLYGON TORTURER



ROGER LAW

PRO SIMULATION BETA
TESTING



NICK CHURCHILL

WORLD RENOWN SCREENSHOT
ARTIST AND PRO
PHOTOGRAPHER

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LIONHEART CREATIONS LTD.

WHO WE ARE...

WHAT WE DO...

Piper Super Pacer

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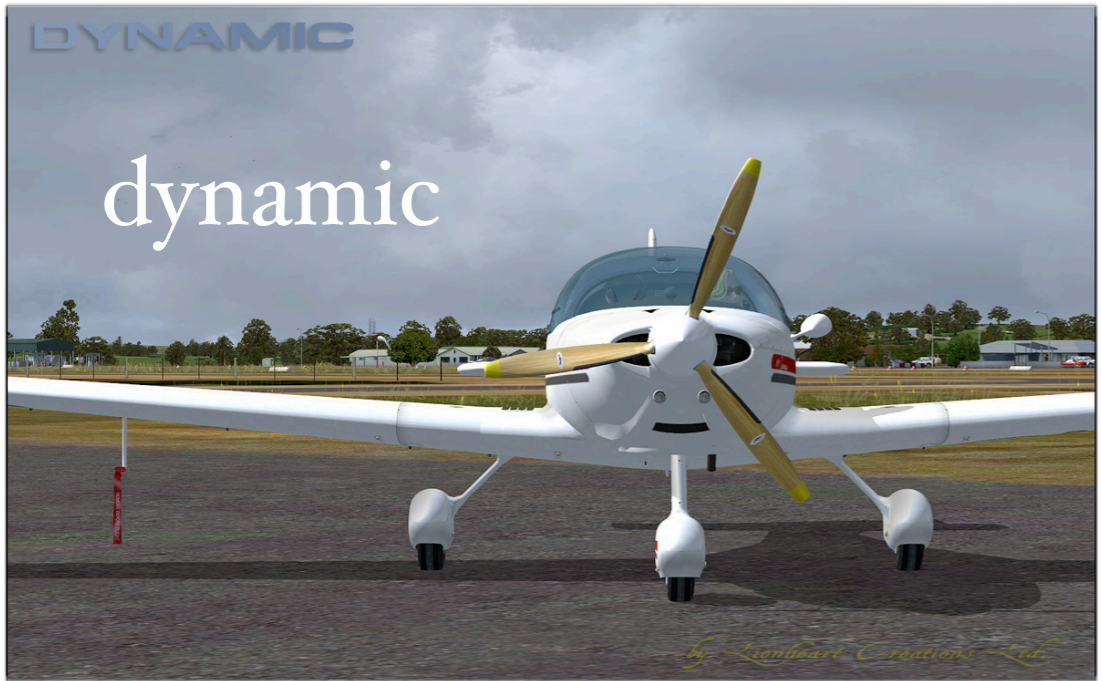


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dynamic



epic victory

OTHER AIRCRAFT BY LIONHEART CREATIONS

by Lionheart Creations Ltd.