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Headliner Replacement

By Charles M. Guyler

Replacing a headliner is not hard to do, but it does take quite a bit of time, and you need the help of another individual one or two times during the removal and installation. It will take about 12 - 14 hours to do the job the first time, not counting time which may or may not be necessary to remove rust and the painting of tubing and bows, cutting a new plywood base for the speaker, etc. (If you have reason to do the job on another airplane, it would go much faster the second time).

I purchased a vinyl replacement headliner from Airtex. Vinyl was chosen over their Duraliner because of the 50% premium ($90 vs $135). If you want a professional, smooth, tight, no wrinkle fit, the Duraliner is for you. It tightens the way Ceconite does — with heat. However, I am completely satisfied with the vinyl, even though there are one or two small areas that are not as tight as I would have liked. Be sure to
Way back when I was younger and started flying I did some rather foolish things, like running out of gas. This is how it happened.

A friend invited me to watch him race his Jaguar at Lime Rock, Connecticut. This is a sports car road race track, and of course I was interested in watching these fine machines race about. I had just recently bought my Vagabond with the 65 HP LYC engine and standard 12-gallon fuel tank.

I left early in the morning and headed for Manchester Airport in Massachusetts, which was the closest airport to Lime Rock. It was a beautiful flight, but as I neared Manchester and the mountains came up higher and higher, the valleys were filled with fog. I arrived over the airport but it was completely fogged in. Keep in mind that all of this navigation was done by pilotage.

The fuel supply is only 12 gallons, approximately 3 hours maximum endurance. I circled the field for 15 or 20 minutes, and then the shocking realization dawned on me. This fog was not going to lift in time before my fuel ran out.

I quickly headed back the way I came, remembering that an airport was not too far away. However, within 30 minutes of flying time, it became obvious that I was not going to make it to that airport either before my fuel ran out. Therefore some immediate decision had to be made, like get on the ground before that fan stops!

Again I made a 180° turn and headed towards an open farmer’s field, which I am always looking about for such places to land, and remembered that there was a rather suitable one just a little ways back.

I found this field without trouble, circled it several times, looking it over carefully. This farmer’s field looked reasonably smooth and did have what appeared to be a road running down the middle. I lined up on the so-called road, and made my approach low and slow; made a decent 3-point landing, but, oh, was that ground rough. The little Vag bounced and jarred to the point where I just hung on with the stick full back for dear life. There was also what appeared to be mud flying off the wheels, hitting the bottom of the wings, the struts and even the propeller, and being thrown into the air with bit thuds of something brown and mushy.
I came to a stop, and all the big pieces seemed to be intact. I opened the door, stepped out, and was up to my ankles in manure! This field had just been freshly spread.

Well, the smell was the least of my problems. I was about out of fuel, and there was no way to get out of this mess without putting some of that go-juice in the tank.

I walked down to the farmer’s house and knocked on the door, politely waited. Finally the door opened. A tall man in overalls looked at me and grinned from ear to ear. “Where have you come from?” was his comment.

“Oh, I just landed in your field. Precautionary, you know. No problem. But I could use some gas.”

His comments were, “I thought I heard a plane circling rather low, and I do have some gas. I run my pickup and tractor on it. I guess it will run an airplane, too.”

I followed him off to his barn where he had a hand pump and proceeded to pump me a tin of 5 gallons. We climbed into his pickup truck and drove off to the Vag. He didn’t mention the fresh manure on the field and on my shoes, and neither did I. We filled the Vag tanks with the precious fuel, and he suggested that I push the plane to the very top of the field and as close as possible to the joining field that had a good stand of corn. He said it was smoother there and slightly downhill, and would be a good take-off. Also, there was no manure there!

He watched as I swung her around and pushed her in place, and hand propped her, climbed into the dirty old bird and gunned her for all she was worth. I held her down until I was good and sure I had more than adequate flying speed and then hauled her off, set my course for the nearest airfield to clean up and fill the tank.

The rest of the trip was uneventful, and I did make it to Lime Rock and watched my friend race; however, it was not until the next day that I got back to New Jersey because of weather. A rainstorm moved in that night and I thought I had better stay on the ground. One experience was enough for this day.

When I did arrive home, one of the things I set my sights on was to put more fuel in that Vag and a bigger engine to carry all of it.

Now I have accomplished this, and it was the best thing I ever did to the Vag. I also learned quite a bit about planning ahead and making sure I don’t get into trouble. It’s a lot easier to avoid trouble than it is to get out of it once in it.

The above is an account of my first off-airport landing, and I must say I did learn a lot from it. However, it was not the last unauthorized off-airport landing that I had to make.

In the next issue, I’ll tell you about another instance.

Support The TPOC
Tell A Friend
Vagabond Wing Tanks

By Dave Harmon

Recently Bill McGrue of Queensland, Australia, wrote to me asking about wing tanks for a Vag. I sent him some photos and installation drawings on the Stoddard tanks. These have worked out fine for me. They are galvanized Ternplate, with soft soldered Pittsburg seams. The tanks have brass tubes running through them for the drag wires.

Bill is also in need of door and fuelage drawings. If I can get the fuselage drawing reduced I’ll send it. Does anyone have any connections for this type of work?

The above two photos show the routing of the fuel line from the wing tank to the fuselage. The placard above the wing tank shut off valve reads, “Auxillary fuel, 9 gallons, Transfer fuel in level flight only. Turn valve on when main tank gets below ¾ full. Turn valve off before refilling tank.” For you younger non-Vag pilots the fuel gauge on the main tank is similar to those used on the Model “A” Fords. The placard on the main tank lists the distances necessary to reach an altitude of 50 feet after take-off under various temperatures and altitudes. It is a nice reminder and may make you think twice and decide to wait for the sun to get lower when you are planning to fly out of “hot and high” field.
Winds Hamper Ansonia Vag Meet

By JIM JENKINS

The Ansonia Vagabond Fly-In went off well except for high winds which prevailed all day long. Many Vags were prevented from making the annual “trek.” Nine Vagabonds, two Tri-Pacers, a Pacer and several other aircraft defeated the weather. The winds prevented the usual buddy rides and formation flying. Late in the afternoon, after the wind abated somewhat, some formation flying was performed. If the weather had been nicer a much more satisfactory fly-in could have been held.

The PA-15’s making the trip were flown by Martin Golfarb, Cheshire, CT; Deth Ansin, Boonton, NJ; Jim Jenkins, Huntington, CT; Dave Harmon, Short Hills, NJ; Dennis Morris, Quebec, Canada; and Tom Murphy, Torrington, CT. Two PA-17’s were there, one belonged to Jim Jenkins and the other was flown in by Bruce Clark, Salem NH. Dave Acher, of Torrington, arrived in his 135 Pacer, while Joe Marsillio of Oxford, CT brought his 150 Tri-Pacer, and TPOC Historian/Librarian flew in with his “big” 160 Tri-Pacer from Long Island, NY.

The rarest plane at the fly-in was a 1929 Fleet, a golden oldie. In addition there was a Wag-Aero Cuby, a J-3, a J-5, and a Beech Baron B-55.

Views From Ansonia

Pilots attending the annual Ansonia Fly-In will recognize this view of Ansonia, Conn. Vagabond restorer Jim Jenkins keeps his “family jewels” at the Ansonia Airport.
Deth Ansin and his young son wear blue and white jackets which match the colors of their Vagabond.

The line of short-wing Pipers stretched from here to way out there at the Ansonia gathering of the Vagabonds.

The Vagabond is a popular ship in Canada, this PA-15, with Canadian registry is owned by Dennis Morin. It is powered by a 85 hp Continental, and is equipped with shocks for winter operation with skis.

This mint condition PA-17 in the original Cub yellow with the black stripe, which was missing from the original PA-15's, won the Grand Champion award for TPOC member Jim Jenkins at Oshkosh '81.

Bruce Clark taxies in with his PA-17.

Dave Harmon's PA-15 seldom misses a gathering of the Vags. He made it to Ansonia in spite of the wind.

Lonnie McLaughlin arrived at Ansonia in his "Heavy Iron" PA-22-160.
To Puerto Rico In A Vagabond

By Steve Ogles

(The following appeared in the November 1977 issue of the VAGABOND NEWS and it deserves to be rerun.)

When you finish something that you have spent a good deal of time, money, and energy on (and a little bit of someone else’s time, and money) you would quite naturally like to do something to reward yourself and in some way include your project. So it is that N4696H with an engine retrofit and assorted goodies, and a pilot with an eye for distant places take to the air for a flight...On Summer Wings.

For some time I have had my eye on a round trip to Puerto Rico. I just happen to love the ocean being an avid waterman, and having lived by it my entire life. Flying to distant places is pretty much a novelty in itself. When you can fly to a place and enjoy the sun, beaches, and tropical clear waters and even have that place a foreign territory, well that can be even more pleasureable. We join our flight now in the hangar at Hemet Ryan Field in the final hours before embarking.

I finish up my wingtip strobe installation (I was told by a fellow pilot one night that the strobes make the Vagabond look as if it were moving at 200 kts) and start to load the plane. The empty void under the seats and just behind provided ample space for: one 4 ft. Morey Surfrider, two full sized pillows, masks, fins, snorkels and wetsuits for two, two bedroll mats, plus assorted life support systems. Seat bar back in place we fill the baggage compartment to the limit which incidently came to considerably more than 401 lbs. Between the seats (I have bucket seats) we find ample room for flashlight, rags, oil funnel, cookies, etc. At the flite deck where the pilot spends a great deal of his time, when not chasing girls behind the baggage compartment, we have the real necessities of flight. Of course this leaves room for me, 170 lb pilot in command and Mike, 120 lb passenger in command. Mike is 18 and has never been too far from home, non-pilot but avid waterman and friend. And yes he has half the cash for gas.

"4696H off the ground at 0445," I broadcast on Unicom like an airliner confirming time off with his dispatcher. Surely there in the Los Angeles basin someone heard this historic flight heading out to somewhere. Searching out over the mountains we pick up our eastbound heading. I’ve this notion to try my best to make Ozona, Texas the day’s terminating point. Oil temperature up a bit, a sure sign of the sun. Times are good now, there are only two PSA DC-10’s hugging dry-shelter under the sun on the ramp at Marana, Arizona. Back in ’73 I remember row upon row of 707’s, DC-8’s and others as the recession took its toll. At Marana the engine is introduced to its first dose of 100LL. This will not be the last of this as Oct. ’80 was only to be had at a few places. Quickly back into the air so as to beat the desert heat we proceed on toward Tuscon. The military jets in the pattern there like to...
have pushed us into the mountains. Perhaps just curious about this little plane. Maybe they were using us for a target, boy if they had only known who they were tangling with. We could have opened up on them with peanut butter and squirts of apple juice. As we near Sunland, Texas I tune to 122.0, a Falcon jet somewhere in the stratosphere recites winds aloft to El Paso flight watch and ask for weather at Las Vegas. Hmm...I thought flight watch was for kids like me 10,000 ft. and below. All is well up to the point when we are about 20 miles out inbound. Monster thunderstorm with winds and rain which we can clearly see is expected to clash with us at Sunland. Flight watch asks me what the picture looks like from my viewpoint. "Well sir it's rip roaring to the north and ahead and mellow, mellow to the south and behind." Flight watch stays with us until we are 5 miles out, thanks Pardner! Cat-tails at the approach end of the runway yield to the wind. We slide overhead and are stopped at the numbers. A lineman beckons us to expedite to a tiedown directly in front of the pumps. Pumped with 24 gallons of green gas Mike and I make haste to keep our wings firm on Texas soil so that we may continue our venture at storms end. Time slips us by and it is 3:30 before we are skyborne. We're so close to the border here that Mike enjoys tacos and a bullfight, while on the other half of the plane I keep an ear to El Paso Approach Control and sadly contemplate the tail end of a Peanut Butter sandwich.

Somewhere between this dot and that on the sectional across my lap it happened. After an all morning long session of beef jerky, cheese crackers, oatmeal cookies, candy and apple juice (warm), Mike was looking green. With a green wink of the "I'm feeling sick" type he dissapeared to the confines of an American Airlines motion discomfort bag. Bless me for having some nice white bags on board as bumpy air got another one.

Shortly we began to pick up foul headwinds ripping across the Texas plains. Resulting dust storms occasionally take the ground from our view along with a town or two. By coincidence the rising dust cloud rises to my cruising altitude. My fat tires just roll across the top, on we go. Crazy winds, a fuel stop at Fort Stockton and we continue eastbound, the sun finishing its zillionth trek across...across the sky. Compass headings abandoned, the wind takes its toll. In darkness our flight continues smoothly over headlights on the highway. A light rain under a Texas sky and passenger-in-command has journeyed to a silent world of dreams. Half-an-hour goes by and it's 96H on final at Ozona. Heavy summer night baseball action at the approach end of the runway on two fields. The whole crowd looks up to a magnificent set of wings. As the time of night would have it the airport is deserted. Absolutely perfect, we secure the plane on the grass right in front of the terminal shack. Mike and I check the maps for our next day's flight. A car wheels up, windows all rolled down, happy faces with hotdogs stuffed in them give wide eyed looks of curiosity, then disappear. No lousy tiedown fees, no bother no nothing. Ozona will always be home for an ovo Oil!
transcontinental excursions. A Vagabond pilot's place. We catch some
sleep now and I think, 11.8 hours and nearly 1000 miles in spite of rain,
winds and darkness, we did it!

Dreams of coast to coast flight in two days deflated the following day
as eastbound progress leads our flight into increasingly poor weather.

We met a real nice guy out there in Mississippi wilderness, at an air­
port, that was just that, a runway and nothing else. We landed with less
than an hour's fuel left and wouldn't you know I happened to pick this
one for a fuel stop and there is obviously no fuel. All is not lost however
for it happens to be skydiver training day out here on the bayou, and the
jumpmaster just happens to have a 55 gallon drum on a trailer towed in
for the occasion (his not mine). This guy must have seen me coming
from the time I left California. To make a long story short it was simply
that four pumps on the handle was about half a gallon not a whole
gallon. Well Mike pumped and I counted. The guy soon yelled to stop,
"That's all I can
spare." A fiver slips my fingers and is neatly tucked
between his. "That's my price son." Airborne with our $1.66 a gallon
100LL I throttle us into the most economical power setting beelining for
Tyler Municipal where a very friendly radar controller brought us all
the way down to final approach amongst thick rain cells and accom­
panied weather phenomenon. What kind of service is this for a non­
transpondering slow old plane...insane, just insane.

Fueled and questioned, and even a "Hey I used to own one of those
little buggers!" from someone's not too distant memories. Lucky for us
the radar man that led us here by the nose led us out the same (remind
me to send him a card at Christmas). As forked lightning flashed on
Mike's right, a body moved increasingly close to mine, (it would be a
good time to sleep now Mike). As we rode this rollercoaster out I was
full of laughter and smiling while my passengers puzzled face looked
to me as if to question my sanity. Soon we were in smooth air under this
thin (thick?) overcast in drizzle which dictated landings at various
'unhabited' airports. Upon landing where we thought we would call
FSS we found ourselves viewing a shot gun shelled phone complete
with wasps and an old Cessna 201 seized by the Sheriff himself.
Deciding this was a loser for the night we fled the place after two hours
eating oatmeal cookies. Half an hour more and it's over for the day. Sur­
rounded by trees it is out here in the boondocks engulfed by that
steamy, empty after rain silence that empinges upon our ears. Mos­
quitos rise in direct proportion to my skin temperature, Mike's too.

Morning finds two weary bodies (smelling good) sitting by the plane.
Our faces pointed skyward where we think the sun might be. We could
finally see the sawmill tower and by midafternoon we were radar con­
tact and on the ground at Jacksonville, Florida. Mike has a friend here
so we part company for a few days. I fly on over to Waycross, Georgia
to stay with the Garrett family. The family that treated me so well on my
first venture to the east coast. A shower, clean hair and airconditioning
make on feel real again. A few days spent, a few days gone by I depart
Waycross for Jacksonville International. Call approach at 10. They say report 5 miles and expect vectors to runway niner. They understand that I'm a negative squawker. "96H is 5 miles" 96H descend to and maintain 2000 on 220 heading, call when airport is in sight", minutes pass, "Jax, 96H don't have field in sight", then from out of the blue, "Jax approach, Eastern 269 we got the little guy insight and he is just about there," "Oh! thanks Eastern". The pulp mill smoke has a break right at the edge of runway 9. "96H airport in sight." So goes it, still air, stinky smoke, and a two mile stretch that is runway Niner. The orange shirted man fills a small gap between a T-tailed King Air and a Lear 25 with 96H, is this guy laughing? 'I close the thrust lever, the engines spool down and the faint smell of kerosene fills the air. The electric gyros whir as digital readouts catch my eye and this dream fades.' I tell the guy I'll take on 60 pounds of 100 octane and smile. Mike says to hurry, let's get out of here, "I'm about to choke on this foul air." Pulp smoke fills our noses while I click the proper frequencies and our wings speed away from the ground. 96H airborne again with friend south bound. Our intended destination lay beyond the entry doors and myths of the Bermuda Triangle! *(To be continued)*

**150 HP Clipper STC**

Several months ago we had a 150 hp Clipper on the front cover as Plane of the Month. The ship is owned by Clarence Lucking, Jansen, Nebraska, and the plane had been modified when he purchased it.

Some interest in the modification has been shown by our members. Bud Lancaster, New Whiteland, Indiana has been trying to get a similar mod approved, but ran into problems with the FAA. The NEWS put Bud in contact with Lucking and the latter sent his paperwork to Bud, who at last report indicated that it was just what he needed.

The history of this mod on Clipper N5896H goes all the way back to 1964, at which time Horton Aero Service of Lubbock, Texas installed a Lycoming O-320-A2B engine and a McCauley 1A170 prop on a Clipper 5855H. The plane was licensed in the Experimental catagory under STC SA350SW.

Earlier the plane had its fuel tanks changed, and PA-22 tanks installed on a 337 Form. The changes at the time of the engine mod included the installation of a Tri-Pacer oil cooler, which was mounted in the same way it is on the TP, and a PA-22 carburator heat box. The TP exhaust system was also used. The standard Clipper cowling and power plant controls were used. The engine accessories were the same as the PA-22-150 used.

The fuselage was tested to see if it could stand the load of the bigger engine. The landing gear was removed and the plane was "supported on a concrete floor by steel "U" channels at the landing gear-lift strut fitting. The tail was tied to the floor using steel aircraft
Vagabond Restoration Nearly Complete

By JIM JENKINS

Bill Pohlman's PA-15, N4415H is coming along well with everything completed except for the final color on the fuselage, the final fit of the all new cowling—which I am making at this time—and the preliminary fit of the windshield.

Randolph's Durafilm finishing process is being used, with their Ranthane poly for a finish. So far it looks real nice, I am using Daytona White with a lot of Cadillac Red trim.

This is the Pohlman Vag as it awaited covering. The general assembly of the components can be seen.

This rebuild has been one of my typical, from the ground up restorations. The fuselage was sand blasted and I built everything up with new hardware, and am going over all systems while everything is apart.

One item of interest, which has come up on some other Vags, is the forward stabilizer spar. The one on this Vag was original, which I removed and replaced because it was bent and kinked at the fuselage attach point. This damage was not visible from outside while the aircraft was assembled. This is an area which should be looked at during an annual. Get down in the tail cone if you are small enough.

Univair Aircraft does make this forward spar assembly, and I have
installed two and they fit very well. If you are planning a rebuild or recover job in a Vagabond, I suggest that you at least have the old spar magnifluxed for hidden cracks. The new one is only about $35.00, well worth the money for a lot of piece of mind.

This Vag will be flying by the time the next issue of the SHORT-WING PIPER NEWS is out, and I will send some photos of the completed project.

The next project awaiting its turn in my shop is my PA-15, N4534H. It is now flying with a 65 hp Lycoming engine, and it will be brought home and the engine removed as soon as N4415H is out of the shop. I hope to have 34H flying in the spring with a 100 hp Continental.

This modification will be covered in future issues of the NEWS as I go through the steps of the conversion.

Engine Case Cracks

Cecil Ogles, The Vag expert from Coronado, CA, reports that he found a crack in the case of his 0-200 about 1” below the 4 o’clock stud on #3 cylinder. He tore the engine down and exchanged the case with a chrome plate out of San Antonio, Texas. He put it all back together again had the plane back in the air after being grounded for a month. The engine only had 280 SMOH. After talking with several firms which weld cases, Cecil learned that 0-200’s have a tendency to crack at the studs. The repair cost $420 including shipping and took about three days work. A friend of Ogles, who flies a Beech A-36, had a cracked case on his IO-520, and it cost him $10,200 to get the engine repaired. Does that tell you something about the advantage of owning a Short-Wing Piper?

Letters to The Vag Editor

Mr. Editor / We are a group of people presently restoring a Piper PA-17 Vagabond, s/n 17-70, ex-N4665H, here in Denmark. We have just recently become aware of your organization and would be interested in joining. Please quote your rates. Hopefully you or any other members in your organization can solve a problem we have with the interior. We would like to restore the interior to its original state, and we hope you can be of some assistance. Vagabond Group, c/o Paul S. Nielsen, Tromsovej 8, DK-6950 Ringkøbing, Denmark.

Thank you for your letter. Yes, we can help you on your restoration of your Vag. I am sending pictures and some back issues of the “Vag News” with pages marked telling what the original interior was and the colors. Also enclosed are some photos of Jim Jenkins Vag 4534H, however the interior is not original. The other pictures are of my Vagabond 4434H with wing
tanks and an 85 hp engine. Welcome to the "Short-Wing Pipers". We hope you will join and show the NEWS to your friends in Denmark. D.H.

***

Mr. Editor / The snapshot was taken after I completed the assembly of C-GBEH (17-111). It now is hangared along side Denis Morin's 85 hp PA-15. Denis has a beautiful Vagabond. He gets off much faster than I can due to his 85 hp. The smaller 65, I think is on the low power side somewhat. I have a cruise prop now, and that doesn't help climb.

I used Ceconite in recovering (Cooper) and the dope finish is Daytona white with blue trim.

By way of suggestions, would it not be useful to have a list of Vagabond members included in one issue sometime in future, or maybe as a separate supplement to an issue? Maybe I should rephrase that and say simply "members" and not just Vagabond members, as I recently saw a beautiful Colt and that got me thinking. If anyone has a Colt in this general area, I would appreciate a short flight in one.

Have not had any responses to the letter or ad published in last issue so far, I guess I am too far away really.

Thanks again for putting together a first class news publication. It keeps getting bigger and better. Ron Hynes, 12299 Salk Ave., Montreal North, Quebec, Canada HIG4Z5.

PA-17-111 C-GBEH is the Vagabond Ron Hynes will fly to Florida to escape the Canadian Cold.

Computer Navigation

In the last issue of the NEWS we mentioned that Ron Hynes was in need of information concerning flying a Vagabond from Canada to Florida. One of our other Canadian members, Jim Goldstone of Gracefield, Quebec, picked up the ball and wrote a long letter to Hynes, plotting a detailed course, with 18 check-
Original Vagabond Found

The computer center in Lonnie McLaughlin's basement has located the PA-15 Vagabond Serial Number 1. The owner is Joe Fazzingo and he lives not far from Lonnie's at Bohemia, NY.
Vagabond N4153H is now disassembled and the rebuilding job has been put on the back burner for a while. We hope that Joe will be able to find the time to put the Vag back into flying condition and be able to attend some of our Short-Wing Piper Fly-ins. He would be a shoo-in for the Oldest Vagabond award.

The original Vagabond, Serial #1, as it looked when Joe Fazzingo bought it several years ago. He is giving it a complete rebuild. The fuselage has been covered.

Paul and Joan Good flew their Vagabond 4307H from Phoenix, Arizona to take part in the Oshkosh '82. Their Vag is a 1948 model with a C-85 up front.
Rigging The VAGABOND

By Dave Harmon

Here is a picture story of how to rig a Vagabond in your backyard using scrap lumber, a level and a plumb bob.

A plumb bob is used to level the aircraft. Run the string of the bob through the hole in the upper door frame on the right side of the fuselage. Raise the tail and a wing until the plumb bob is lined up with the punch mark on the seat cross member.

Fasten two 1” x 4” boards together with a bolt through a hole about 6” from the end of each board. Make a “V” as shown in the photo and support the tail wheel spring between the two boards. A doubled rope is wrapped around the lower portion of the boards, and using a stick at the center of the rope the rope can be twisted and the distance between the two boards widened or narrowed until the plane is level for and aft.

Have You Told A Friend About The TPOC?
With the wings level and tied down firmly to the ground at the top front end of the front strut, raise the rear strut with an adjustable board. I used a 2 x 4 and a 1 x 6 held together with "C" clamps so I could lengthen or shorten the board to twist the wing to the proper angle. Place a 1 3/8" block of wood between the level and the bottom of the rear spar at the outboard aileron rib. If the bubble is centered the wing has 2½° washout. My Vag flies best with the bubble off center by a half bubble, which gives approximately 2° washout.
**SERVICE MEMO**

Service Memo No. 49

General Specifications and Performance Data for the Piper Vagabond PA-15 and the Piper Vagabond Trainer PA-17

<table>
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<tr>
<th>MODEL PA-15</th>
<th>MODEL PA-15 &amp; PA-17</th>
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<tbody>
<tr>
<td><strong>Top Speed (MPH)</strong> 100</td>
<td>Wing Span (ft.) 29.3</td>
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<tr>
<td><strong>Cruising Speed (MPH)</strong> 90</td>
<td>Wing Area (sq. ft.) 147.5</td>
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<td><strong>Stalling Speed (MPH)</strong> 45</td>
<td>Length Overall (ft.) 18.7</td>
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<td><strong>Rate of Climb (RPM)</strong> 510</td>
<td>Height Overall (ft.) 6.0</td>
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<td><strong>Gross Weight (lbs.)</strong> 1100</td>
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<td><strong>Empty Weight (lbs.)</strong> 630</td>
<td>Fuel Capacity (gals.) 12</td>
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<tr>
<td><strong>Top Speed (MPH)</strong> 100</td>
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<td><strong>Empty Weight (LBS)</strong> 650</td>
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Specifications and standard equipment subject to change. Performance at gross load under standard sea level conditions.

**PIPER AIRCRAFT CORPORATION, LOCK HAVEN, PA., U. S. A.**
PIPER CLIPPER
MODEL PA-16

DIMENSIONS AND WEIGHTS

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<th>Description</th>
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<tr>
<td>Gross Weight (lbs.)</td>
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<td>Propeller Diameter (in.)</td>
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<td>Power Loading (lbs./hp)</td>
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<td>Baggage Capacity (lbs.)</td>
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<td>Tire Pressure (lbs./sq. in.)</td>
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PERFORMANCE

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<td>Cruising Speed (mph)</td>
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<td>Take-off Run (ft.)</td>
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<td>Landing Roll (ft.)</td>
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<td>Ceiling (ft.)</td>
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<td>Fuel Consumption (full rich)</td>
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<tr>
<td>Fuel Consumption (lean)</td>
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