

The 1983 Warrior II



First class economy.

More speed. More range. Less cost.

Some people don't think "comfort" and "economy" will fit in the same breath. Some aircraft manufacturers don't think so, either. But Piper brought comfort, economy and a lot of other features together in our popular Warrior II. Because we don't feel you have to give up all but the basics to save some money. Not when our engineering expertise can make the most of a fuel-efficient powerplant to bring you an aircraft that's big on room, comfort and performance without putting a big dent in your bank account.

This is no "bare bones" plane. You'll get plenty of use from your Warrior II. With four people on board you can still load up the big luggage area with 200 pounds of baggage. But one thing you'll be leaving behind is the competition. They can't keep up with the Warrior II as it cruises the sky at 127 knots (146 mph). They can't keep up with the Warrior II's distance, either. On a flight from Houston, for instance, the Warrior's 640 nautical mile range will have you at your St. Louis destination nonstop. And do it all with a 160 hp Lycoming engine that's long on reliability and short on expense.

The Warrior II's smooth, accurate response makes flying a pleasure. Low wing design brings you the added security of visibility in turns and lets

you keep both feet on the ground for pre-flight and fuel servicing. Optional lockable fuel caps add security. And the tough, oleo strut main landing gear can help tame the rough strips and crosswinds.

All you give up is expense.

Most people don't expect exceptional economy from an aircraft engineered for performance. So you might be wondering how it all translates into dollars and cents. Sure, the Warrior II has the lowest base price in its class. But the real test of economy comes when you add up the cost of flying. Go ahead and compare. Figure in a 2,000-hour TBO and easy maintenance and it all adds up to money you can keep in the bank.

The Warrior II. It costs less to buy. It also moves you faster and farther. And while everyone else is trying to figure out how you get all this for so little, Piper is giving you still more.

Style outside, comfort inside.

The look of the 80's.

This is an economy model you won't want to hide in the hangar. Clean, graceful lines and bold new paint schemes for 1983 make your Warrior II one of the best looking planes on the ramp. Take your choice of standard or optional base tones, then complete the appearance you want from a generous selection of accent colors. Optional polyurethane paint keeps it all looking great year after year.

First-class comfort.

Piper doesn't believe that economy has to feel like economy. So we didn't compromise on the Warrior II's interior. Front to back, the big cabin is

over 8 feet of pure comfort, finished in durable vinyl and fabric seats, deep pile carpeting and matching curtains. But that's only the beginning of flying pleasure for you and your passengers. Reclining front seats adjust fore and aft, and optional vertical adjustment is available. The wide, comfortable rear bench seat has a separate shoulder belt system available as an option. And it can all be finished in your choice from a variety of standard and optional colors, fabrics and patterns. For an even more personal and luxurious interior, order one of Piper's Deluxe Interior Groups that lets you choose from fabrics like our cool knits and luxurious crushed velours in a variety of decorator colors.

The Warrior II is big on the little things that make a flight more enjoyable. Thoughtful conveniences include storage pockets, ashtrays and even individually controlled outlets for fresh or heated air. All standard. An optional fresh air system brings the added comfort of forced ventilation and overhead ducts, or cool your Warrior II in style with the PiperAire air conditioning option.

Front to back, inside and out, nothing about the Warrior II says economy except your bankbook. And we're happy to tell the competition how we did it: experience. Over fifty years of Piper know-how lets us bring you more aircraft for the dollar.

The Warrior II shows its colors at Merritt Island, Florida, with Firethorn Red and Ocala Orange stripes accenting the Sandalwood Tan/Juneau White base tones.



A cockpit for pilots.

First we listen, then we design.

When pilots talk about cockpits, two things always come up: visibility and room. The Warrior II gives you both. Instead of flying with your knees in your forehead Piper gives you plenty of room to relax and enjoy the great visibility through a big wraparound windshield. Power settings and checklists are printed on see-through sunvisors for quick reference. Dual controls are standard. Mixture and throttle controls are in easy reach on a central power quadrant, with no "push-pull" controls. Instead, a professional T-bar throttle lets you feel like you're adding power, not opening a vent.

You choose the avionics. We give you a place to put them.

Flight instruments should be scanned in a logical sequence. So that's how we group them. And we make sure they can be seen.

The instrument panel sits low for visibility and wide for space, so there's plenty of room for anything you want in avionics. Which brings up another important Piper difference: choice. We let you choose your avionics from among the best names in the business. It's your decision whether you want King, Collins, Narco or others. So you can have the features you want for your type of flying, like the new King KX 155 or KX 165 radios, each with 720 comm and 200 nav/loc frequencies and self-contained glideslope. Most avionics "packages" include the Edo Avionics Century 21 autopilot with heading hold, coupling to VOR receivers and localizer front and back course coupling. Have the convenience of a radio master switch and yoke-mounted digital clock/timer. The available options for Warrior II include everything you need to make flight management easier. It's a big choice, and no matter what you decide you'll save money with expert factory installation and our dollar-stretching packages. Because Piper wants to help

you keep your economy aircraft economical.





Economy without compromise.

When you know aircraft design and engineering like Piper does, there's no need to cut corners. You'll be as proud to own one as we are to build it: the Warrior II for 1983. And it's all backed by service and parts from Piper's worldwide Qualicare program.

See your Piper dealer. Fly the Warrior II. You'll quickly discover that an affordable aircraft can still be big on room, comfort, and the joy of flying.

If it's a Piper.

Interior color selections include this attractive Firethorn.

Piper Aircraft Corporation reserves the right to make changes in specifications, materials, equipment or prices at any time without prior notice, or to discontinue models as required.

It is the responsibility of the pilot to conduct all operations in accordance with the FAA-approved Pilot's Operating Handbook, which is the only official source of data.

Warrior II

75% Cruise	127 kts
Service Ceiling	11,000 ft
Range*	640 nm
Take-off†	1,650 ft
Rate of Climb††	644 fpm
Ramp Weight	2,447 lbs
Useful Load	1,099 lbs

*55% Power, 45 min. Reserve

†Over 50 ft obstacle

††@ Sea Level



Panel shown has Narco Centerline II avionics (NTC-2 package) with digital nav/comm displays, and King KAP 100 microprocessor-based digital autopilot.

