COMING SOON

Piper PA-22/20 Pacer 150

Damp, Germany



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LOT	AUCTION	BRAND	CATEGORY
#119	#102	Piper	Aircraft

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DESCRIPTION

The Piper PA-22/20 Pacer 150 is one of the most respected classic tailwheel aircraft in general aviation — a four-seat, fabric-covered utility airplane that combines vintage charm with excellent short-field performance. Originally built as a Piper PA-22 Tri-Pacer with tricycle landing gear, the PA-22/20 conversion replaces the nosewheel with conventional tailwheel gear, creating a lighter, more capable aircraft that closely resembles the original PA-20 Pacer.

Unlike many vintage aircraft that are valued mainly for nostalgia, the Piper PA-22/20 Pacer 150 remains a practical flying machine. Its combination of a reliable Lycoming O-320 engine, high useful load, responsive handling, and impressive STOL capability has made it a favorite among recreational pilots, backcountry enthusiasts, and collectors alike.

For aviation buyers searching for a Piper PA-22/20 Pacer for sale, classic tailwheel aircraft, short-wing Piper, bush-capable aircraft, four-seat vintage airplane, or fabric-covered utility aircraft , the Piper PA-22/20 Pacer 150 delivers timeless simplicity, dependable performance, and enduring appeal.

Quick Facts

Details

Aircraft type

Four-seat tailwheel utility aircraft

Model focus

PA-22/20 Pacer 150 Conversion

Engine

1 × Lycoming O-320-A2A piston engine

Power

150 hp

Crew / Capacity

1 pilot + up to 3 passengers

Maximum speed

Approx. 135 kt / 155 mph

Key Takeaway: The Piper PA-22/20 Pacer 150 blends classic fabric-covered construction, proven Lycoming reliability, and excellent STOL performance into one of the most desirable short-wing Piper conversions ever built.

Powerplant, Systems & Technical Highlights

The Piper PA-22/20 Pacer 150 is powered by a Lycoming O-320-A2A air-cooled, four-cylinder piston engine producing approximately 150 horsepower . While many aircraft of its era focused on cruise performance, the PA-22/20 was built around simplicity, durability, and dependable utility.

Its defining feature is the tailwheel conversion . Originally manufactured as a PA-22 Tri-Pacer with tricycle landing gear, the aircraft is converted under approved STCs into a conventional taildragger, reducing empty weight while improving propeller clearance, rough-field capability, and overall handling on grass and unimproved strips.

Technical highlights include:

- Powerplant: Lycoming O-320-A2A piston engine
- Power output: 150 hp
- Engine layout: Air-cooled horizontally opposed four-cylinder
- Propeller: Two-blade fixed-pitch or constant-speed (depending on configuration)
- Configuration: High-wing, strut-braced tailwheel aircraft
- Crew: 1 pilot
- Capacity: Up to 3 passengers
- Maximum takeoff weight: Approx. 2,000 lb / 907 kg
- Maximum speed: Approx. 155 mph / 135 kt
- Cruise speed: Approx. 120–125 kt
- Range: Approx. 500 nm

What makes the Piper PA-22/20 Pacer 150 technically attractive? It combines lightweight fabric-covered construction, a dependable Lycoming engine, excellent short-field performance, and straightforward mechanical systems in a practical four-seat package that remains highly capable decades after its introduction.

Buyer Perspective

Strengths

Considerations

Tailwheel handling

Excellent control authority, rewarding stick-and-rudder flying, and outstanding short-field capability

Requires proper tailwheel training and proficiency, especially in crosswind operations

Ownership appeal

Classic short-wing Piper with timeless styling, low operating costs, and strong enthusiast support

Older airframes vary considerably in restoration quality and maintenance history

Utility

Four-seat cabin, excellent grass-strip performance, and practical recreational or backcountry capability

Cabin is relatively compact and baggage capacity is modest compared to newer utility aircraft

Collectability

Highly sought-after PA-22/20 tailwheel conversions with an active collector community

Fabric condition, engine history, STC paperwork, and complete maintenance records are essential

Performance

Reliable Lycoming O-320 power, efficient cruise, low fuel burn, and impressive STOL performance

Not designed for high-speed cross-country travel or heavy payload missions

For pilots asking, "Is the Piper PA-22/20 Pacer 150 a good first tailwheel aircraft?" the answer is: yes, for pilots willing to receive proper tailwheel instruction. It offers predictable handling, low operating costs, and forgiving flight characteristics, but like any conventional-gear aircraft, it rewards disciplined technique during takeoff and landing.

Exterior & Cockpit

The P iper PA-22/20 Pacer 150 has a timeless appearance that immediately identifies it as one of Piper's classic short-wing aircraft. Its rounded fuselage, high wing, steel-tube-and-fabric construction, and conventional tailwheel stance create an unmistakably vintage silhouette.

Compared with modern aluminum aircraft, the PA-22/20 feels more mechanical and handcrafted, offering an authentic flying experience that appeals to pilots who appreciate classic aviation.

Exterior highlights include:

- Tailwheel conversion from the original PA-22 Tri-Pacer
- High-wing configuration with lift struts
- Fabric-covered steel-tube fuselage
- Aluminum wing structure
- Compact short-wing design
- Excellent propeller clearance
- Strong STOL capability
- Classic vintage Piper styling
- Outstanding visibility while operating from grass strips

Inside, the cockpit reflects Piper's practical philosophy. Controls are straightforward, systems are uncomplicated, and visibility through the expansive windows makes the aircraft enjoyable for sightseeing as well as cross-country flying.

Cockpit and cabin highlights include:

- Four-seat cabin configuration
- Dual-control yokes
- Traditional analog flight instruments
- Large side windows for excellent visibility
- Simple engine and fuel management
- Comfortable seating for recreational flying
- Vintage general aviation cockpit feel
- Excellent access for maintenance and restoration

The cockpit of the Piper PA-22/20 Pacer 150 feels honest, mechanical, and engaging. It offers exactly what many vintage-aircraft owners appreciate: direct control feedback, uncomplicated systems, and an authentic connection between pilot and airplane.

The Perfect Airplane For

The Piper PA-22/20 Pacer 150 is perfect for buyers looking for a classic tailwheel aircraft with genuine utility, economical operating costs, and timeless character. It appeals to recreational pilots, backcountry enthusiasts, vintage aircraft collectors, and owner-pilots who value simplicity over complexity.

Who is the Piper PA-22/20 Pacer 150 best suited for? It is best suited for pilots seeking a capable four-seat taildragger that performs well from grass strips, offers affordable ownership, and delivers one of the most enjoyable vintage flying experiences available.

The Piper PA-22/20 Pacer 150 is ideal for:

- Private pilots wanting a classic tailwheel aircraft

- Vintage aircraft collectors
- Recreational weekend flyers
- Grass-strip and backcountry enthusiasts
- Pilots seeking economical ownership
- Flying clubs with tailwheel-qualified members
- Aviation photographers and classic aircraft enthusiasts
- Owners looking for a practical, collectible Piper

The Piper PA-22/20 Pacer 150 is not ideal for buyers seeking high-speed cross-country performance, advanced avionics, or the convenience of modern composite aircraft. Its strength lies in simplicity, character, and capability—qualities that have made the short-wing Piper family enduring favorites among general aviation pilots.

Buyer Type

Fit Level

Why It Works

Experienced owner-pilot

Excellent

Classic tailwheel flying with low operating costs

Vintage aircraft collector

Excellent

Highly respected short-wing Piper conversion

First-time aircraft buyer

Moderate

Best with tailwheel training and instruction

Backcountry enthusiast

Strong

Excellent STOL and rough-field capability

Speed-focused buyer

Moderate

Built for utility rather than outright speed

Recreational flyer

Excellent

Simple, economical, and enjoyable to own

Flying club

Strong

Great introduction to classic tailwheel operations

Potential buyer profile:

- You want a classic four-seat tailwheel aircraft
- You appreciate vintage fabric-covered airplanes
- You enjoy grass-strip and STOL flying
- You value mechanical simplicity and low operating costs
- You understand the importance of fabric condition, engine history, airframe logs, and STC documentation
- You prefer authentic flying characteristics over modern automation
- You appreciate aircraft with strong community support and excellent parts availability

In short, the Piper PA-22/20 Pacer 150 is the perfect airplane for pilots who value simplicity, utility, and classic tailwheel flying. It combines dependable Lycoming power, proven STOL performance, and timeless Piper craftsmanship into an aircraft that remains as rewarding to fly today as it was more than half a century ago.

SPECIFICATIONS

General Information

Model	**PA-22/20 Pacer 150**

Engine & Power Systems

Engine	**Lycoming O-320-A2A**
Engine Type	**Air-cooled Horizontally Opposed Four-Cylinder Piston Engine**
Horsepower	**150 hp**
Propeller Type	**Two-blade fixed-pitch**

Airframe & Exterior

Length	**21 ft 3 in (6.48 m)**
Wingspan	**29 ft 3 in (8.92 m)**
Height	**6 ft 8 in (2.03 m)**
Max takeoff weight	**2,000 lb (907 kg)**

Performance & Specifications

Cruise Speed	**125 mph (201 km/h, 109 kn)**
Range	**500 mi (805 km, 435 nmi)**
Fuel Capacity	**36 US gal (30 imp gal; 136 L)**
Service Ceiling	**15,000 ft (4,572 m)**
Rate of Climb	**800 ft/min (4.1 m/s)**

PHOTOGRAPHS

9 of 10 photographs reproduced here. The complete gallery is on the listing page.

EXTERIOR




AI-ENHANCED IMAGE


AI-ENHANCED IMAGE


AI-ENHANCED IMAGE


AI-ENHANCED IMAGE

MECHANICAL




HARTZELL
HARTZELL
AI-ENHANCED IMAGE


AI-ENHANCED IMAGE

INTERIOR



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