

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

A-797  
Revision 11  
FS 2002 Corp.  
  
PA-14  
  
March 30, 2001

**AIRCRAFT SPECIFICATION NO. A-797**

Type Certificate Holder                      FS 2002 Corporation.  
709 Dupont Street, P. O. Box 1678  
Bellingham, WA 98227-1678

Type Certificate Ownership Record      The New Piper Aircraft, Inc.  
2926 Piper Drive  
Vero Beach, Florida 32960  
TC 797 transferred 9-25-00, reissued 3-30-01

**I - Model PA-14: 4 PCLM (Normal Category), 2 PCLM (Utility Category); Approved August 26, 1948**

Engine                                              Lycoming O-235-C1

Fuel                                                 80 minimum octane aviation gasoline

Engine Limits                                 Take-off, 2800 r.p.m. (115 hp)

Airspeed Limits                                Maneuvering                                      97 mph    (84 knots)  
(True Indicated)                                Max. Structural Cruising                      110 mph   (96 knots)  
Never exceed (Normal Category)            138 mph   (120 knots)  
Never Exceed (Utility Category)            148 mph   (129 knots)  
Flaps extended                                    85 mph    (74 knots)

C. G. Range                                     Normal Category:    (+9.0)    to    (+21.0)  
Utility Category:    (+9.0)    to    (+18.6)

Empty Weight C. G. Range                (+8.6) to (+12.9) for Serial Nos. 14-1 to 14-489  
                                                          (+8.6) to (+11.7) for Serial Nos. 14-490 and up with adjustable front seats

Ranges are valid regardless of category but are not valid for non-standard arrangements.  
When empty weight C. G. falls within the pertinent range, computation of critical fore  
and aft C. G. positions is unnecessary.

Datum                                              Wing leading edge

Leveling Means                                Plumb bob from hole in upper door frame near center to hole in lower door frame

Maximum Weight                              Normal Category: 1850 lbs.  
Utility Category: 1550 lbs.

Number of Seats                                4                        (2 at +12 and 2 at +42)  
Rear seats may not be occupied for operation in Utility Category.  
On Serial Nos. 14-490 and up, front seats are adjustable from (+12) to (+15).

Maximum Baggage                              80 lbs.                (+60) for Normal Category only

Fuel Capacity                                    35 gallons            (Two 17.5 gallon wing tanks)            (+23)

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Oil Capacity 1.5 gallons (-41)

<u>Control Surface</u>	Stabilizer	1° 15'	Up	5° 30'	Down
<u>Movements</u>	Elevator	27°	Up	18°	Down
	Aileron	31°	Up	25°	Down
	Rudder	20°	Left	20°	Right
	Flaps	50°	Down		

Serial Numbers Eligible 14-1 and up

Required Equipment In addition to the pertinent required basic equipment specified in CAR 3, the following items of equipment must be installed:

Landplane: Items 1, 201(a), 202, 204(a), and 401(a).

Skiplane: Items 1, 205, 401(a) and (b).

Airplane is eligible for original certification with or without wing flaps.

#### Specifications Pertinent to All Models

Certification Basis Type Certificate No. 797 (CAR 3)

Production Basis None.

Export Eligibility Deleted as of August 14, 1995.

Equipment: A plus (+) or minus (-) sign preceding the weight of an item indicates net weight change when that item is installed.

Approval for the installation of all items of equipment listed herein has been obtained by the aircraft manufacturer except those items preceded by an asterisk (\*). The asterisk denotes that approval has been obtained by someone other than the aircraft manufacturer.

#### Propellers and Propeller Accessories

1. Propeller - Sensenich FP-76RM39, or any other fixed pitch wood propeller which is eligible for the engine speed and power and which meets the following limits: +11 lbs. (-62)
  - Static r.p.m. at max. permissible throttle setting:
    - Not over 2500, not under 1970.
    - No additional tolerance permitted.
  - Diameter: Not over 76 inches, not under 72.5 inches
- \*2. Propeller - Koppers Aeromatic F200 with 00-74E blades +21 lbs. (-62)
  - Parts List Assembly No 4292-A, dated April 9, 1948.
  - Low pitch 11° at 24" station.
  - Static r.p.m. at max. permissible throttle setting:
    - Not over 2750, not under 2650.
    - No additional tolerance permitted.
  - Diameter: Not over 74 inches, not under 72.5 inches
  - The following note must be inserted in the Airplane Flight Manual:
    - "Aeromatic Propeller F200/00-74E - Installation and Operation, must be accomplished in accordance with Koppers 'Installation Procedure and Operation Limitation' dated March 10, 1948."
  - Item 401(c) required with this propeller.
- \*3. Propeller - 2 position controllable, Sensenich Hub C-2FM-4, Blades PC-276A6 +15 lbs. (-62)
  - Pitch settings at 28.5" sta.: Low 11.5°, high 14.5°
  - Diameter: Not more than 74 inches, not less than 72.5 inches
  - Item 401(c) required with this propeller.
- \*4. Propeller - fixed pitch metal, McCauley 1C90-LM/7254 +23 lbs. (-62)
  - or any other model 1C90-LM propeller which meets the following limits:
    - Static r.p.m. at max. permissible throttle setting:
      - Not over 2310, not under 2180.
      - No additional tolerance permitted.
    - Diameter: Not over 72 inches, not under 70.5 inches
  - Item 401(c) required with this propeller.

- \*5. Propeller - fixed pitch metal, Sensenich model M76AM-2-47, M76AM-2-54 or any other M76AM propeller which meets the following limits: +24 lbs. (-62)  
 Static r.p.m. at max. permissible throttle setting:  
 Not over 2500, not under 2150.  
 No additional tolerance permitted.  
 Diameter: Not over 74 inches, not under 72.5 inches  
 Item 401(c) required with this propeller.

Engines and Engine Accessories - Fuel and Oil Systems

- \*101. Oil filter, Fram PB5, Kit No. K-520, Fram Dwg. 62704 and Instruction Sheet 62703 +5 lbs. (-28)  
 (weight includes 1 quart oil)

Landing Gear and Floats

201. Two main wheel-brake assemblies, 8.00-4, Type III  
 (a) Goodrich Model 841A +10 lbs. (+1)  
 Wheel Assembly #D-3-13-A-1  
 Brake Assembly #D-2-113  
 202. Two main wheel 4 ply-rating tires, 8.00-4, Type III with reg. tubes +21 lbs. (+1)  
 204. Tail wheel assembly +5 lbs. (+200)  
 (a) Scott Model 3-24B, Steerable, full swiveling  
 205. Two skis Use Actual Weight  
 (a) Federal A-1850 Change  
 (b) Federal A-2000 or A-2000A per Federal Dwg. 11R262  
 \*(c) Wesco per Western Aircraft Equipment Company Dwg. Nos. 12 and 148:  
 (1) AS-2, (2) AS-2A, (3) AS-2B, (4) A-20, (5) A-25  
 \*210. Consolidair Model 17 wheel fenders (installed in accordance with Consolidair +9 lbs. (+1)  
 Dwg. No. 0039)  
 \*211. Tandem gear Model GW-100 installed in accordance with A. W. Whitaker, +46 lbs. (+1)  
 5001 N.E. Union Avenue, Portland, Oregon, Dwg. T-10 and Installation Instructions  
 dated June 8, 1949.

Electrical Equipment

301. Battery (12 volt) and box +25 lbs. (+7)  
 302. Position lights +3 lbs. (+65)  
 303. Landing lights in wing leading edge per Piper Dwg. 12534 +4 lbs. (+5)

Interior Equipment

401. (a) CAA (FAA) Approved Airplane Flight Manual, Piper Model PA-14, dated +25 lbs. (+7)  
 March 10, 1948, for Serial Nos. 14-1 to 14-489 and dated December 16, 1948, for Serial  
 Nos. 14-490 and up.  
 (b) Skiplane Supplement to Manual as follows:  
Performance Information with Ski Installation.  
 Climb: Skiplane climb performance is essentially equal to that of the landplane.  
 Take-off and landing: Under the most favorable conditions of smooth packed  
 snow at temperature approximating 30°F, skiplane take-off distance is  
 essentially equal to the landplane distance. Landing distance is  
 approximately 20% greater than the landplane distance. In  
 applying the performance data, caution should be exercised in that lower  
 temperatures or other snow conditions will increase the ski friction and  
 hence increase the take-off run and decrease the landing run.  
 (c) When the Item 2, 3, 4 or 5 propeller is installed, the Airplane Flight Manual  
 should be revised to reflect this installation under "Limitations" section and under  
 "Performance" section, the following statement shall be added following Item 4 of  
 the section: "5. Performance with the model \_\_\_\_\_ propeller has been  
 demonstrated to equal or exceed that presented herein over the altitude and  
 temperature range shown."

Miscellaneous (not listed above)

- \*601. Fuselage metal plating when installed in accordance with Met-Co-Aire's +25 lbs. (+7)  
 Dwg. No. 12108, 13108, and Installation Instructions dated June 17, 1954, issued by +3 lbs. (+65)  
 Met-Co-Aire Co., Municipal Airport, Fullerton, California. +4 lbs. (+5)  
 Use Actual Weight  
 Change and Moment  
 Arm

NOTE 1. Current weight and balance report including list of equipment included in certificated weight empty, and loading instructions when necessary, must be in each aircraft at the time of original certification and at all times thereafter (except in the case of air carrier operators having an approved weight control system).

NOTE 2. The following placards must be displayed on the instrument panel in full view of the pilot:

- (a) "This airplane must be operated as a Normal or Utility Category airplane in accordance with the Limitations in the CAA Approved Airplane Flight Manual. Airplane marked and placarded for Normal Category. No acrobatics including spins approved in Normal Category. No acrobatics approved for Utility Category except those listed in Airplane Flight Manual."
- (b) "No Smoking."
- (c) "Right tank should be used in level flight only."

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