**DEPARTMENT OF TRANSPORTATION**  
**FEDERAL AVIATION ADMINISTRATION**

**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**

<table>
<thead>
<tr>
<th>Engine</th>
<th>Lycoming O-235-C1</th>
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<tbody>
<tr>
<td>Fuel</td>
<td>80 minimum octane aviation gasoline</td>
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<tr>
<td>Engine Limits</td>
<td>Take-off, 2800 r.p.m. (115 hp)</td>
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<tr>
<td>Airspeed Limits</td>
<td>Maneuvering 97 mph (84 knots)</td>
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<td></td>
<td>Max. Structural Cruising 110 mph (96 knots)</td>
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<tr>
<td></td>
<td>Never exceed (Normal Category) 138 mph (120 knots)</td>
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<tr>
<td></td>
<td>Never Exceed (Utility Category) 148 mph (129 knots)</td>
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<tr>
<td></td>
<td>Flaps extended 85 mph (74 knots)</td>
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</tbody>
</table>

| 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)
Oil Capacity 1.5 gallons

Control Surface
Movements
- Stabilizer: 1° 15' Up 5° 30' Down
- 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:
- For Landplane: Items 1, 201(a), 202, 204(a), and 401(a).
- For 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:
   - 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
   +11 lbs. (-62)

2. Propeller - Koppers Aeromatic F200 with 00-74E blades
   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:
     "Aerromatic Propeller F200/00-74E - Installation and Operation, must be accomplished in accordance with Koppers 'Installation Procedure and Operation Limitation' dated March 10, 1948."
   +21 lbs. (-62)

3. Propeller - 2 position controllable, Sensenich Hub C-2FM-4, Blades PC-276A6
   Pitch settings at 28.5" sta.: Low 11.5°, high 14.5°
   - Diameter: Not more than 74 inches, not less than 72.5 inches
   +15 lbs. (-62)

4. Propeller - fixed pitch metal, McCauley 1C90-LM/7254
   or any other model 1C90-LM propeller which meets the following limits:
   - Static r.p.m. at max. permissible throttle setting:
     - No over 2310, not under 2180.
     - No additional tolerance permitted.
   - Diameter: Not over 72 inches, not under 70.5 inches
   +23 lbs. (-62)
**5. Propeller - fixed pitch metal, Sensenich model M76AM-2-47, M76AM-2-54 or any other M76AM propeller which meets the following limits:**

- **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 (weight includes 1 quart oil) +5 lbs. (-28)

**Landing Gear and Floats**

201. Two main wheel-brake assemblies, 8.00-4, Type III (a) Goodrich Model #41A Wheel Assembly #D-3-13-A-1 Brake Assembly #D-2-113 +10 lbs. (+1)

202. Two main wheel 4 ply-rating tires, 8.00-4, Type III with reg. tubes +21 lbs. (+1)

204. Tail wheel assembly (a) Scott Model 3-24B, Steerable, full swiveling +5 lbs. (+200)

205. Two skis Use Actual Weight Change

(a) Federal A-1850
(b) Federal A-2000 or A-2000A per Federal Dwg. 11R262
*(c) Wesco per Western Aircraft Equipment Company Dwg. Nos. 12 and 148:

*210. Consolidair Model 17 wheel fenders (installed in accordance with Consolidair Dwg. No. 0039) +9 lbs. (+1)

*211. Tandem gear Model GW-100 installed in accordance with A. W. Whitaker, 5001 N.E. Union Avenue, Portland, Oregon, Dwg. T-10 and Installation Instructions dated June 8, 1949. +46 lbs. (+1)

**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**


   (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 Dwg. No. 12108, 13108, and Installation Instructions dated June 17, 1954, issued by Met-Co-Aire Co., Municipal Airport, Fullerton, California. 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."

....END....