

Piper PA-14 Family Cruiser Model Guide

The Piper PA-14 Family Cruiser is a four-seat, single-engine piston airplane built in 1948 and 1949. The supplied documents give no variant-specific specs or weights, so check the airplane's own papers. Registry data for the PA-14 family shows up to 96 kt cruise and up to 435 nm range. Piper no longer holds its type certificate.

KEY TAKEAWAYS

- Four-seat piston single, built only in 1948 and 1949, so every example is vintage.
- Family-level registry maxima: 96 kt cruise, 435 nm range, 12,500 ft ceiling. Treat them as upper limits.
- Piper does not hold the PA-14 type certificate. Identify the current holder through the FAA.
- Check brake fluid type and magneto impulse couplings before buying.

WHAT THE REGISTRY SAYS

The registry lists the PA-14 as a piston airplane. Family-level maxima are 96 kt cruise, 435 nm range, a 12,500 ft service ceiling and 800 kg maximum takeoff weight. These are upper figures for the family, not guaranteed numbers for any one airplane. Get real weight and performance data from the airplane's own flight manual and records.

BRAKES AND FLUID

Piper Service Memo No. 4 lists the PA-14 as using Univis #40 fluid (red or amber), which Piper records show in use from about 1942 on. If blue Lockheed #21 fluid is already in the system, the memo says to keep using it. Red or amber fluid in an expander tube not made for it can damage the tube. Ask which fluid is in the system and check the expander tube stripe markings.

SUPPORT AND SERVICE HISTORY

Piper's service bulletin index says the PA-14 type certificate is not held by Piper, so confirm the current holder through the FAA. The supersession list tags SB 0105, 0106, 0109 and SL 0113 as PA-12/14 items no longer maintained by Piper. Piper's index also says to check current FAA Airworthiness Directive listings. Ask for a full AD and bulletin compliance history.

PERFORMANCE

Family Max Cruise Speed Kt	96
Family Max Range Nm	435
Family Max Service Ceiling Ft	12500

SAFETY NOTES

- Lycoming SB 464A (via Piper VSP-62) covers PA-14 serial numbers 14-01 through 14-523. A failed magneto impulse coupling can mean total loss of engine power.
- Confirm magnetos with impulse couplings were inspected and stamped 'F', and that the engine log has the entry. The bulletin requires this for couplings under 300 operating hours.
- Do not mix brake fluids blindly. Wrong fluid can damage brake expander tubes.