

Piper PA-28 Cadet Model Guide

The Piper PA-28 Cadet is a four-seat, single-engine piston trainer, listed for 1988 to 1992. The maintenance manual identifies it as the PA-28-161 Cadet, built by Piper at Vero Beach, Florida. The flight data supplied here comes from PA-28-161 Warrior checklists, so confirm every figure against the Cadet's own handbook before you rely on it.

KEY TAKEAWAYS

- Four-seat piston single, 1988-1992; the maintenance manual calls it the PA-28-161 Cadet.
- Supplied Warrior checklists show 48 USG usable fuel and about 10 USG/hour burn without leaning.
- Warrior II checklist lists max takeoff weight as 2325 lbs and says to check weight and balance with 3 on board.
- An illustrated parts catalog (reissued August 1, 1999) and a maintenance manual exist for the Cadet.

WHAT THE DOCUMENTS COVER

The Cadet-specific documents are the PA-28-161 Cadet maintenance manual and the parts catalog. The speeds, fuel and weight figures come from PA-28-161 Warrior checklists. They are a guide only. Verify them against the Cadet's approved flight manual.

PRE-BUY CHECKS FROM THE CHECKLISTS

Check engine oil (checklists give 6 qts minimum), alternator belt tension, fuel sumps and strainer drains, and fuel vents. Main gear strut extension should be about 4.5 in and nose strut about 3.25 in. At run-up, magneto drop should be no more than 175 RPM, with no more than 50 RPM difference between magnetos. Check carb heat gives an RPM drop.

WEIGHT AND BALANCE RECORDS

The PA-28-161 handbook says the mechanic must compute a new basic empty weight and CG after any equipment addition or modification. They must record it in the log book and Weight and Balance Record. Ask to see the current figures. The airplane cannot carry full fuel, maximum passengers and maximum baggage together.

SPECIFICATIONS

Seats	4
Production First Year	1988
Production Last Year	1992
Max Takeoff Weight Lbs	2325
Usable Fuel Gal	48
Main Gear Strut Extension In	4.5
Nose Gear Strut Extension In	3.25

PERFORMANCE

Fuel Burn Gph	10
Max Demonstrated Crosswind Kts	17

V-SPEEDS

Best Rate Climb Kts	79
Best Angle Climb Kts	63
Stall Landing Config Kts	44
Stall Flaps Up Kts	50
Max Flap Extension Kts	103
Max Structural Cruising Kts	126
Never Exceed Kts	160
Best Glide Kts	73

WEIGHT & BALANCE

Max Takeoff Weight Lbs	2325
Usable Fuel Gal	48

SAFETY NOTES

- Engine roughness: carb heat ON; if it persists after one minute, adjust mixture, fuel pump ON, switch tanks, check mags L, R, BOTH.
- Aerobatics and spinning are prohibited per the Warrior II checklist. Spin recovery: throttle idle, ailerons neutral, full opposite rudder, wheel forward.
- If the door opens in flight, slow to 89 KIAS, close cabin vents, open the storm window, then latch the side latch and the top latch.