

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

A-805
Revision 12
Piper Aircraft, Inc

PA-17

August 7, 2006

AIRCRAFT SPECIFICATION NO. A-805

Type Certificate Holder Piper Aircraft, Inc.
2926 Piper Drive
Vero Beach, Florida 32960

Type Certificate Holder Record The New Piper Aircraft, Inc transferred TC A-805 to Piper Aircraft, Inc on August 7, 2006.

I - Model PA-17, 2 PCLM (Normal and Utility Categories), Approved August 26, 1948

Engine Continental A-65-8 or -8F

Fuel 80 minimum grade aviation gasoline

Engine Limits For all operations, 2300 r.p.m. (65 hp)

Airspeed Limits
(True Indicated) Maneuvering (Normal Category) 87 mph (76 knots)
Maneuvering (Utility Category) 94 mph (82 knots)
Maximum Structural Cruising 100 mph (87 knots)
Level Flight or Climb 100 mph (87 knots)
Never Exceed (Normal Category) 126 mph (110 knots)
Never Exceed (Utility Category) 135 mph (117 knots)

C. G. Range Normal Category: (+12.5) to (+19.0)
Utility Category: (+12.5) to (+17.0)

Empty Weight C. G. Range (+12.9) to (+17.6) in both categories.
When empty weight C. G. falls within this range, computation of critical fore and aft C. G. positions is unnecessary. Range is not valid for non-standard arrangements.

Maximum Weight 1150 lbs.

Number of Seats Two (+22)

Maximum Baggage 40 lbs. (+48) for Normal Category only.

Fuel Capacity 12 gallons (Fuselage tank) (-9)

Oil Capacity 1 gallon (-24)

Control Surface
Movements Elevator Trim Tab 25° Up 41° Down
Elevator 24° Up 23° Down
Aileron 17° Up 17° Down
Rudder 16° Left 16° Right

Serial Numbers Eligible 17-1 and up

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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(a), 204(a), and 401(a).
 Seaplane: Items 1, 205, 401(a), and 401(b).

Specifications Pertinent to All Models

Datum Wing leading edge
Leveling Means Plumb from hole in upper door channel to center punch mark on front seat cross tube.
Certification Basis Type Certificate No. 805 (CAR 3)
Production Basis Approved for manufacture of spare parts only under Production Certificate No. 206.
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. An item marked with an asterisk may not have been manufactured under an FAA monitored or approved quality control system, and therefore conformity must be determined if the item is not identified by a Form ACA-186, PMA or other evidence of FAA production approval.

Propellers and Propeller Accessories

1. Propeller - Sensenich 72C42 or any other fixed pitch wood propeller which is eligible for the engine power and speed and which meet the following limits: +11 lbs. (-44)
 Static r.p.m. at max. permissible throttle setting:
 Not over 2250, not under 1950.
 No additional tolerance permitted.
 Diameter: Not over 72 inches, not under 68.5 inches
2. Propeller - McCauley 1B90/CM7248 or any other Model 1A90 or 1B90/CM propeller which meets the following limits: +21 lbs. (-44)
 Static r.p.m. at max. permissible throttle setting:
 Not over 2250, not under 2150.
 No additional tolerance permitted.
 Diameter: Not over 72 inches, not under 71 inches.
 Applicable Airplane Flight Manual shall be revised by the Modifier and approved by the applicable FAA Aircraft Certification Office to reflect this installation change.
- *3. Propeller - Sensenich M74CK-2, fixed pitch metal +21 lbs. (-44)
 Static r.p.m. at max. permissible throttle setting:
 Not over 2250, not under 1950.
 No additional tolerance permitted.
 Diameter: Not over 72 inches, not under 70 inches.
 Applicable Airplane Flight Manual shall be revised by the Modifier and approved by the applicable FAA Aircraft Certification Office to reflect this installation change.

Engines and Engine Accessories - Fuel and Oil Systems

101. Oil filter, Fram PB-5, Kit No. K-510, Fram Dwg. No. 62689 +5 lbs. (-18.5)
- *102. Auxiliary fuel tank (6 gallon capacity) installed in accordance with Kit and Dwgs. No. P-17 and P-17-1 supplied by J. J. Villnave, 5607 Virginia, Kansas City, Missouri. +6 lbs. (+24)

Landing Gear

201. Two main wheel-brake assemblies, 8.00-4, Type III
 (a) Goodrich Model 841A +10 lbs. (0)
 Wheel Assembly D-3-13A-1
 Brake Assembly D-2-113
202. (a) Two main wheel 4-ply rating tires, 8.00-4, Type III with regular tubes +26 lbs. (0)
204. Tail Wheel Assembly
 (a) Scott Model 3000-A1, Steerable +6 lbs. (+167)
205. Two skis
 (a) Federal A-1500, A-1500A, A-1850, A-2000 or A-2000A per Use Actual Weight Change
 Federal Dwg. 11R262
- *210. Consolidair Model 17 wheel fenders installed in accordance with Consolidair Dwg. 0045. +9 lbs. (0)
- *211. La Tour wheel fenders installed in accordance with La Tour Dwg. LAP-1700 and Installation Instructions. Use Actual Weight Change

Electrical Equipment

301. Landing lights in wing leading edge installed in accordance with Piper Dwg. 12534 +4 lbs. (+5)

Interior Equipment

401. (a) Airplane Flight Manual, CAA (FAA) Approved, May 21, 1948.
 (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 temperatures 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."

- 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) "Operate in Normal or Utility Category in compliance with Approved Flight Manual. Airplane Marked for Normal Category. Acrobatics (including spins) prohibited in Normal Category."
 (b) "No Smoking."

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