



= Light twin =

## Piper PA-30 Turbo Twin Comanche C

For Sale in England

<b>Registration</b>	G-BZRO
<b>Year of construction</b>	1969
<b>Country</b>	England
<b>City/Aerodrome</b>	Gloucestershire EGBJ















WILCO  
  
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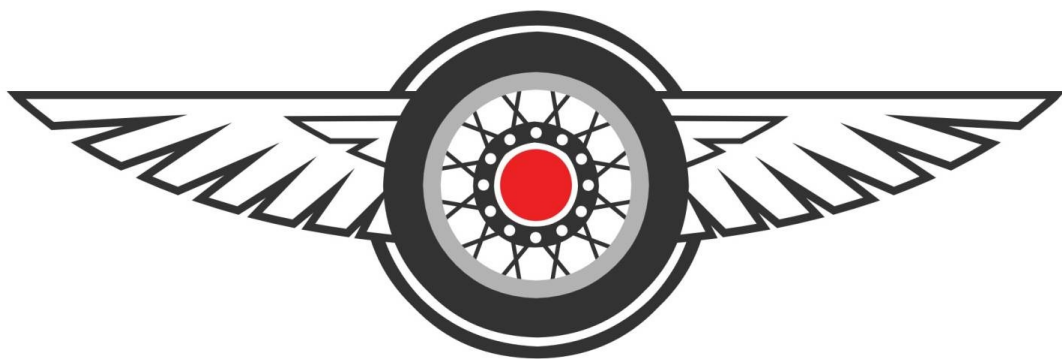








# WILCO



## Aviation Limited

**Description** Wilco Aviation exclusively bring to the market this beautiful Turbo Twin Comanche powered by two Lycoming IO-320-C1A four cylinder 160 HP fuel injected turbonormalised engines.

G-BZRO, currently located at Staverton Airport, Gloucester, benefits from a zero timed engine overhaul on the port engine and a full top end overhaul on the starboard engine with less than 100hrs run time since. The port turbo was overhauled and the starboard inspected during engine



overhaul. The propellers have been overhauled in 2022 and have only 30hrs on them since overhaul.

This aircraft is the perfect touring aircraft being fully IFR equipped and fast with the peace of mind of two engines.

The Piper PA-30 Twin Comanche is an American twin-engined cabin monoplane designed and built by Piper Aircraft. It was a twin-engined development of the PA-24 Comanche single-engined aircraft.

A complex light twin, with retractable landing gear, seating up to 6 in this later C model that has the facility to insert two extra seats in the luggage area with the addition of extra windows (seat included), and cruise speeds ranging from 160-210 mph on twin 150-160 horsepower engines, it competed with the more-powerful Cessna 310 and Beech Baron, and later with Piper's other light twins.

The Twin Comanche was designed to replace the Piper Apache in the company's lineup of products. The prototype was converted from the single-engined Comanche by Ed Swearingen who at the time operated a facility that specialised in the modification of production aircraft. A Comanche was modified with two 4-cylinder 160 hp (120 kW) Lycoming IO-320-B1A engines and first flew at San Antonio, Texas on 12 Apr 1961. The design was designated the PA-30 on the March 17, 1962 and named the Twin Comanche. The prototype (registered N7000Y) was built at Lock Haven and first flew on November 7, 1962. FAA Type approval was awarded on February 5, 1963, the first production aircraft was completed on April 2, 1963 and the first delivery made on July 15, 1963.

The Twin Comanche was produced on the same Lock Haven, Pennsylvania, production line as its single-engined cousin; production ceased when the factory was flooded in 1972. Piper chose at that time to focus on its equally popular Cherokee 140/180/235/Arrow line, manufactured in Florida.

The added benefit of the turbonormalised engines vs turbocharged engines, means that the manifold pressure is maintained at higher altitudes in a slightly different way to ensure power and thus cruise speed is kept without the need of boosting the engines (beyond manifold sea level pressures) which inadvertently increases engine loads but to maintain sea level manifold pressures at altitude.

Romeo Oscar has had various upgrades and improvements whilst in its current ownership for the last 23 years. Some of these include the common smaller nose wheel for better visibility whilst taxiing as well as clearance in the nose wheel gear bay, Knots2U wing root fairings and flap gap seals increasing the cruise speed by a reported 3-5 knots whilst decreasing the stall speed and increasing the climb performance.

Furthermore, a set of LoPresti upgrades fitted to the flap track covers. Three on each flap not only clean up the aerodynamics, but more importantly, they help keep dirt and debris from getting caught up in the flap tracks.

You may have noticed the propellers look a little different to a conventional blade, if there is such a thing. No its not a prop strike! These Q Tip props have a huge benefits increasing interference drag and disbanding vortices. The greater the bend angle, to a point, the greater the reduction of propeller drag. The reduction in induced drag exceeds the increase in interference drag, which is parasitic drag.

The benefits are increased thrust due to less drag, greater performance due to more increased thrust and decreased drag, and reduced fuel burn.

Another added benefit of Q-Tip propellers is a reduction of propeller noise. Often overlooked, propeller tip vortices are the main culprit for propeller noise. By eliminating propeller tip vortices, you decrease the overall noise of the aircraft.

Additionally, the bends of the Q-Tip propellers increase ground clearance and therefore decrease the chances of a propeller striking foreign objects.

All AD's & SB's complied with and a full set of aircraft logs.

Total Fuel 120USG (100 imp galls)(454lts)  
170-180mph cruise  
Approx 16.5GPH (14 imp galls)(63lts)  
Approx 7hr endurance at cruise  
Approx 1100nm Range  
200lb (20 cu in) baggage compartment  
Interior: Cream Leather (with brown seat covers)  
Exterior: Yellow and White with Black Trim.  
Garmin GTN 650 (8.33 Spaced) NAV/COMM  
Becker AR6201 (8.33 Spaced) COMM  
Becker NR3320 NAV  
Garmin GMA 340 Audio Panel  
Garmin GTX 330 Mode S Transponder  
Becker AD2070 Automatic Direction Finder (ADF)  
Bendix King KN64 Distance Measuring Equipment (DME)  
Stormscope BFG WX-900  
Horizontal Situation Indicator (HSI)  
Altimatic II Autopilot (2x Axis)  
Vertical Speed Indicator (VSI)  
Air Speed Indicator (ASI)  
Attitude Indicator (AI)  
2x Altimeters  
RPM Gauges  
Fuel Flow Indicators  
Manifold Pressure Gauges



Cylinder Head Temperature Gauges  
NAV Lights  
Wing Tip Landing Lights  
Nose Wheel Landing Light  
Leading Edge Light  
Prop de-ice  
Oxygen and 4-place outlets  
Wing Tank STC  
Tip Tanks  
2 x Alternators (rather than dynamos)  
Emergency battery backup  
Single Piece Windscreen  
Tow Bar  
Aircraft covers  
Engine and Airframe Spares & Accessories (available by separate negotiation)

Interior - 5/10  
Exterior - 5/10

YEAR: 1969  
MAKE: Piper Aircraft Corporation  
MODEL: PA30 Turbo Twin Comanche  
REG NUMBER: G-BZRO  
AIRCRAFT TYPE: Twin  
AIRFRAME HOURS: 4330 (+/- 5hrs)  
ENGINE MAKE: 2x LYCOMING IO-320-C1A  
ENGINE HOURS: LH 82 RH 2080 82 STO (H) (+/- 5hrs)  
ENGINE OVERHAULED: LH 07/2020 RH 07/2020  
PROP HOURS: LH 30 RH 30 (+/- 5hrs)  
PROP MAKE: HARTZELL HC-E2YL-2BSF/F7663-6Q  
PROP OVERHAULED: 10/2022  
LAST ANNUAL: Due next 01/11/2024  
LAST ARC: Due next 15/10/2024  
EMPTY WEIGHT: 1237 kgs (2727 lbs)  
MTOW: 1690 kgs (3725 lbs)

PRICE: £82,000.00 GBP

#### Airplane time state

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Garmin GTX 330 Mode S Transponder  
Becker AD2070 Automatic Direction Finder (ADF)  
Bendix King KN64 Distance Measuring Equipment (DME)  
Stormscope BFG WX-900  
Altimatec II Autopilot (2x Axis)

**Options** Horizontal Situation Indicator (HSI)  
Altimatec II Autopilot (2x Axis)  
Vertical Speed Indicator (VSI)  
Air Speed Indicator (ASI)  
Attitude Indicator (AI)  
2x Altimeters  
RPM Gauges  
Fuel Flow Indicators  
Manifold Pressure Gauges  
Cylinder Head Temperature Gauges  
NAV Lights  
Wing Tip Landing Lights  
Nose Wheel Landing Light



Leading Edge Light  
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Tip Tanks  
2 x Alternators (rather than dynamos)  
Emergency battery backup  
Single Piece Windscreen  
Tow Bar  
Aircraft covers

**Remarks** Engine and Airframe Spares & Accessories (available by separate negotiation)

[Specifications](#)

[Aircraft Review](#)

**Price** € 95,150

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