

Piper PA-32 6X / 6XT Model Guide

The Piper PA-32 6X / 6XT is a single-engine piston Piper built 2003-2009 and seating 6 to 7. The 6X is the PA-32-301FT and the 6XT is the PA-32-301XTC. The supplied documents give no payload, speed or range figures, so this guide covers equipment and the service items to check in the records.

KEY TAKEAWAYS

- Two variants: PA-32-301FT (6X) and PA-32-301XTC (6XT). Service documents list serials 3232001-3232074 (6X) and 3255001-3255051 (6XT).
- The Avidyne Entegra EXP5000 PFD has a pilot's guide covering both the 6X and the 6XT; service bulletins list some 6XT serials as 'with Entegra'.
- A 20-amp standby alternator has been factory equipment on new PA32s since late 2005. A B&C STC kit is approved for 6X and 6XT serials.
- The supplied documents have no performance, weight or price data. Take those from the specific aircraft's own handbook.

SERVICE DOCUMENTS TO CHECK

Confirm compliance in the logbooks. SB 1197D (control wheel shaft) and SB 1251 (stabilator trim barrel) were due by 100 hours after the next scheduled maintenance. SL 1327G (wing walk) needs inspection every 50 hours. SL 1346 (spar box) applies whenever lower wing spar bolts are removed. SL 1095A covers hail dents.

MAINTENANCE MANUAL AND STCS

Maintenance Manual 766-854 for the PA-32-301FT 6X and PA-32-301XTC 6XT is the Instructions for Continued Airworthiness. Chapter 4 holds the airworthiness limitations and Chapter 5 the inspection program. Its instructions do not cover non-Piper STC installations, so ask for the STC owner's own instructions.

ELECTRICAL AND AVIONICS

The B&C standby alternator provides 20 amps if the primary alternator fails and turns on automatically. A panel annunciator flashes if the load exceeds 20 amps. The Entegra EXP5000 PFD guide covers the 6X and 6XT, so check which avionics and standby system a given aircraft actually has.

SAFETY NOTES

- If a stabilator trim cable fails, the trim tab stays frozen. Disconnect the autopilot and expect higher pitch control forces when changing configuration or airspeed (SB 1251).
- Any crack found in the structure must be repaired before the next flight (SL 1095A, hail dents).
- Whenever the lower main wing spar attach bolts are removed, inspect the spar box bolt holes for damage (SL 1346).